

Plan Bay Area 2050+ Final Blueprint Strategy Refinements

Attachment E

Plan Bay Area 2050+ Transportation Element

Please note that the Draft Blueprint, adopted by the MTC Planning Committee and the ABAG Administrative Committee in January 2024, included only a handful of modified transportation strategies, including Strategies T1, T5, T9 (previously T8), and T10 (previously T9), pending recommendations from the parallel Transit 2050+ effort. This document now includes the complete suite of revised transportation strategies to be integrated as part of the Final Blueprint. Given this fact, the document contextualizes changes for Transportation Element strategies compared to Plan Bay Area 2050, rather than in comparison to the Draft Blueprint. The Housing, Economy, and Environment Elements, by contrast, contextualize changes in comparison to the Draft Blueprint.

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-----------------|--|--|--|--|---|--|
| T1 | Operate and Maintain the Existing System | <u>Slightly Modified:</u> Strategy to refocus on operating and maintaining the existing system, given fiscal constraints; transition to zero-emission vehicles has been incorporated into strategy scope. | Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today. | Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles. | Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers. | \$380B <i>(-\$2B from Draft Blueprint)</i> |
| T2 ^a | Improve the Rider Experience through Transit Network Integration | <u>Significant Changes:</u> This strategy has been renumbered from T3 in Plan Bay Area 2050 to T2 in Plan Bay Area 2050+. It also includes Plan Bay Area 2050 Strategy T4: “Reform regional transit fare policy”. The former Strategy T2 has now been incorporated as part of Strategy T8. | Grow ridership by making transit easier to navigate and use, while reducing the cost burden of taking transit for all riders, particularly those with low household incomes. | Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services. | Fund and implement regionwide initiatives intended to improve the rider experience through transit network integration. Investments will include the implementation of a no-cost and reduced cost interagency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. Investments will also include the development of regionally maintained tools, such as the Regional Mapping Data System and the installation of new more consistent transit signs. Paratransit investments include implementation of one-seat paratransit ride pilots across the region, full integration of ADA paratransit services on Clipper Next Generation, and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan. | \$8B |

^a Strategy details are consistent with Transit 2050+ Draft Network, released September 2024

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|-----------------|---|---|---|--|---|--|
| T3 ^a | Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs | <u>Significant Changes:</u> This strategy has been modified to focus specifically on implementing seamless connections at key regional transit hubs. Plan Bay Area 2050 Strategy T3 components, including streamlining fare payment and trip planning, are now included as part of Strategy T2. | Increase the viability and attractiveness of transit by providing a more seamless experience for riders to transfer between different services at key transfer points throughout the region. | Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers. | Fund and implement service enhancements to facilitate schedule coordination and improved transfer timing at key regional hubs, while achieving synergies with co-located mobility hub investments funded elsewhere in Plan Bay Area 2050+. Investments include enhancements to the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders, and better connect riders to biking, micro-mobility and walking options. Investments also include short-term operating assistance and technical resources to allow for increased service for key transfer routes. | \$1B |
| T4 ^a | Enhance Security Measures and Improve Safety and Cleanliness on Transit | <u>Significant Changes:</u> This is a new strategy incorporated into Plan Bay Area 2050+, in response to significant public input and feedback. | Establish a safe, secure and clean environment for riders onboard transit vehicles and those waiting at transit facilities, while simultaneously reducing a key barrier to transit for all residents, particularly those currently less inclined to ride transit. | Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment. | Fund and implement improvements to safety and security measures and infrastructure related to transit stations, stops, and vehicles. Investments include the installation of security cameras and improved lighting at stations and stops, and additional improvements in facilities to support safety and security. Investments also include an increase in staffing for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff. Additionally, investments will be dedicated to public awareness safety campaign programs. | \$4B |

^a Strategy details are consistent with Transit 2050+ Draft Network, released September 2024

^a Strategy details are consistent with Transit 2050+ Draft Network, released September 2024

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|-------------|---|--|---|---|---|--|
| T5 | Implement Pricing Strategies to Manage Demand | <u>Significant Changes:</u> This strategy previously focused only on per-mile all-lane freeway tolling. A refined approach weaves together other user-based pricing strategies and includes expanded equity considerations. | Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously reinvesting net revenues to improve transportation services. | Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements. | <u>The following definition is a placeholder pending final recommendations from the Next Generation Bay Area Freeways Study, expected in late 2024:</u> Implement a series of pricing strategies to alleviate traffic, reduce vehicle miles traveled, and contribute to California’s climate goals. Based on the <i>Next Generation Bay Area Freeway Study</i> , apply a per-mile charge on all freeway corridors in the region. Congestion levels, by time-of-day and direction of travel, would determine toll rates, ranging from 10 to 30 cents/mile during peak periods. Freeways would be toll-free during mid-days, nights, and weekends. Discounts would be offered to carpools, and tolls would be capped at a fixed amount per month for low-income travelers. Additionally, parking fees would increase in areas targeted for housing and job growth, with costs ranging between 25 cents/hour and 25% above current rates. Cordon-based pricing would be implemented for vehicles entering and leaving Treasure Island and downtown San Francisco, with charges up to six dollars per day during peak hours, discounts applied during mid-day, and free during other hours. | \$4B (+\$3B from Draft Blueprint) |
| T6 | Modernize Freeways and Interchanges | <u>Significant Changes:</u> This strategy previously focused on rebuilding interchanges and widening key freeway bottlenecks. The refined approach now prioritizes investments in technological improvements and interchange enhancements to modernize freeways. | Improve safety and multi-modal access at interchanges, and optimize freeway traffic flow using advanced technology. | Implement projects designed to improve the quality of existing freeway assets by rebuilding interchanges and implementing advanced technologies. | Fund and implement projects to modify freeway interchanges by applying modern design standards, incorporating multi-modal access as well as safety enhancements. Additionally, fund and implement projects to optimize freeway traffic flow by incorporating advanced technologies, such as intelligent transportation systems (ITS), ramp metering, and dynamic message signs. Investments will be dedicated to enhancing safety and accessibility while maintaining efficient traffic flow, all without expanding road capacity. | \$7B |

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|-------------|--|--|---|--|--|--|
| T7 | Expand Freeways and Mitigate Impacts | <u>Significant Changes:</u> This is a new strategy focused on implementing a targeted set of highway widenings while supporting VMT mitigation actions. This refined scope aligns with the state's more rigorous framework for freeway widening projects. | Implement select freeway widenings to achieve short-to-medium term reductions in traffic congestion. | Implement a targeted set of freeway widenings to reduce bottlenecks, while supporting complementary actions to mitigate VMT impacts. | Fund and implement projects that address congestion and enhance corridor mobility through freeway capacity expansion, including the strategic development of regional express lanes. Additionally, incorporate complementary strategies to offset the adverse effects of new travel lanes. Investments will balance the need for immediate congestion relief with a commitment to managing long-term traffic and environmental impacts. | \$3B |
| T8 | Advance Other Regional Programs and Local Priorities | <u>Slightly Modified:</u> This revised strategy builds on Strategy T7 from Plan Bay Area 2050 by incorporating elements of Plan Bay Area 2050 Strategy T2, Community-led Transportation Enhancements in Equity Priority Communities. | Implement local priority projects that address community transportation needs and fund regional programs ranging from Clipper to 511. | Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials, local streets, and in Equity Priority Communities. | Fund the implementation of complementary programs and minor transportation investments at the regional and local levels. Examples of regional programs within this strategy include the 511 traveler information services, the Priority Development Area implementation program, the Community-Based Transportation Planning program, and investments in goods movement at the Port of Oakland and across the Bay Area. Local initiatives include county-driven planning efforts, emissions reduction strategies, the deployment of advanced technology systems on local arterial roads, and other capital improvements to local arterial roads and intersections. | \$13B |
| T9 | Build a Complete Streets Network | <u>Slightly Modified:</u> This revised strategy builds on Strategy T8 from PBA 2050. Proposed refinements to this strategy emphasize expanding the Regional Active Transportation Network and ensuring that facilities accommodate all ages and abilities. | Encourage more biking, walking, and rolling for all trip purposes. | Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network. | Enhance streets, paths, and trails to promote walking, biking, and rolling by building out over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. In order to advance safety, equity, and mode shift goals, provide support to local jurisdictions to maintain and expand car-free slow streets, and support other amenities like improved lighting, safer intersections, and secure bike parking at transit stations. | \$9B |

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| T10 | Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | <u>Significant Changes:</u> This revised strategy builds on Strategy T9 from PBA 2050. Proposed refinements to this strategy emphasize creating safer transportation facilities along the High Injury Network. | Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, while capping speeds at an optimal level for improving safety and reducing emissions. | Reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways. | Reduce speed limits on arterials and local streets to between 20 and 35 miles per hour, and to 55 miles per hour on freeways, specifically targeting areas within the High Injury Network where the majority of severe and fatal crashes occur. Use design elements like speed bumps, lane narrowing, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to enforce these lower speeds. Prioritize enforcement near schools, community centers, senior housing, and parks, and especially along the High Injury Network. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments. | \$1B |
| T11 ^a | Enhance Transit Frequency, Capacity and Reliability | <u>Significant Changes:</u> This strategy previously focused on expanding and modernizing the regional rail network. Expansions of the rail network are now included in Strategy T12, while modernization improvements remain in Strategy T11. | Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity, to reduce wait time, decrease travel time, and encourage ridership growth. | Improve the quality and availability of existing transit services, including improvements for equity priority populations. | Fund and implement service enhancements on existing transit systems and infrastructure that improve frequency, reliability and capacity throughout the region. Service enhancements include frequency boosts, improvements to span of service, transit priority treatments, grade separations, and other measures that would decrease travel time for transit riders. Enhancements include both operational and capital investments for all modes of transit, with a particular focus on serving equity priority populations. | \$39B |
| T12 ^a | Expand Transit Services throughout the Region | <u>Significant Changes:</u> This strategy previously focused on building an integrated regional express lanes and express bus network. Express lanes are now included in Strategy T7. Express bus service improvements are now included in Strategy T11. | Encourage a mode shift from personal vehicles to transit by providing reliable transit services to connect riders to areas of the Bay Area that have previously not been effectively served by existing transit options. | Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure. | Advance, fund and implement transformational capital projects that will expand the existing network to better connect communities throughout the Bay Area by serving new markets or currently underserved markets. These projects will seize on the opportunity to catalyze areas of population growth in the region and position the Bay Area for increased transit ridership by providing competitive alternatives to driving. | \$34B |

Plan Bay Area 2050+ Housing Element

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|---|--|---|--|--|
| H1 | Strengthen Renter Protections | <u>Slightly Modified</u> : Updated to remove explicit connection to frequently changing state policy landscape, and to emphasize the priority of supporting greater housing security. | Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible. | Expand measures to increase housing security for renters, including tenant support services, enforcement of tenant legal protections, and limits on rent increases that exempt new construction. | Expand renter protections, including services such as tenant education, support and legal assistance, as well as strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements. To balance housing security with the feasibility of market-rate production, limit annual rent increases to the lower of the rate of inflation or 4%, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. | \$2B |
| H2 | Preserve Existing Affordable Housing | <u>No Changes</u> | Increase housing security and expand pathways to home ownership for low- and middle-income households. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing. Preserve all existing deed-restricted units that are at risk of conversion to market rate housing. Pursue tax incentives, targeted subsidies, favorable financing, and other strategies to transfer ownership of units without deed-restrictions (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts for preservation as permanently affordable housing. Expand the range of available financing and ownership models to increase feasibility and create pathways to long-term economic security for low- and middle-income households. | \$250B |
| H3 | Allow a Greater Mix of Housing Densities and Types in Growth Geographies | <u>Similar</u> : Revised to capture streamlined review and targeted fee reductions to increase feasibility and reduce production costs for 100% affordable projects. | Enable increased production of a full range of housing types and tenures, prioritizing Growth Geographies in the adopted Blueprint with access to the region’s best public transit, schools, and community services. | Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies, augmented by streamlined review, reduced parking requirements and targeted fee reductions for affordable homes. | Allow a variety of housing types at a range of densities to be built in Blueprint Growth Geographies, including Priority Development Areas (PDAs) identified by local governments, select High Resource Areas (HRAs) with the region’s best schools and economic opportunities, and Transit Rich Areas (TRAs) with convenient access to frequent public transportation. This includes areas where the Transit-Oriented Communities policy applies and excludes areas with exposure to unmitigated natural hazards and areas outside of urban growth boundaries. Furthermore, reduce project review times (including “by-right”) and parking requirements and fees for 100% affordable projects. Specific densities and housing types are based upon regional and local context, including local zoning, type and frequency of transit service, existing land uses, and access to jobs and other opportunities. | <\$1B |

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|-------------|--|---|---|--|--|--|
| H4 | Build Adequate Affordable Housing to Ensure Homes for All | <u>Significant Updates:</u> Integrates expanded cost saving measures for projects receiving affordable housing funding, as well as simplified, coordinated housing finance; updates are reflected in an approximately 25% reduction in the strategy's estimated cost. | Ensure low-income households, including the currently unhoused, have access to affordable, secure housing. | Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households; provide easy-to-access funding for projects that leverage public or discounted private land, utilize streamlined entitlement, and commit to efficient design and delivery measures. | Build enough deed-restricted affordable homes necessary to fill the existing gap in homeless housing and to meet the needs of low-income households, including those currently living in overcrowded or unstable housing. Prioritize projects that advance racial equity and greenhouse gas reduction, including those in High Resource Areas, Transit Rich Areas, and communities facing displacement risk. Expand the range of available financing, construction technologies, and ownership models that expand pathways to long term economic security. Provide easy-to-access funding regionwide to projects that leverage public or discounted private land (Strategies H6 and H8), utilize streamlined entitlement processes (Strategy H3), and commit to efficient design and delivery measures. | \$225B (-\$77B from Draft Blueprint) |
| H5 | Integrate Affordable Housing into All Major Housing Projects | <u>No Changes</u> | Ensure new housing projects accommodate households at a variety of income levels, while allowing residential development, including Accessory Dwelling Units, to remain financially feasible. | Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households. | Require a baseline of 10 percent to 20 percent of new market-rate housing developments of five units or more to be permanently deed-restricted affordable to low-income households, with the threshold determined by local real estate market strength, access to opportunity, public transit, and displacement risk. Smaller units, such as Accessory Dwelling Units (ADUs) and fourplexes, are exempted to increase feasibility. | <\$1B |
| H6 | Transform Aging Malls and Office Parks into Neighborhoods | <u>Similar:</u> Revised to reflect alignment with proposed updates to Strategy H4, which acts as a primary funding source for affordable housing projects built on sites included in this strategy. | Reinvent 20th century malls and office parks as complete communities with mixed-income housing, local and regional services, and public spaces. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels, local and regional services, and public spaces. Support projects on locally-designated Priority Sites within Transit-Rich and High Resource Areas that exceed deed-restricted affordable housing requirements and dedicate land for public institutions such as community colleges and university extensions. Through coordination with Strategy H4 (Build Adequate Affordable Housing to Ensure Homes for All), provide easy-to-access low-interest loans and targeted infrastructure investments to projects that dedicate land for permanently affordable housing and commit to streamlined entitlement coupled with innovative design and delivery measures. | <\$1B |

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|-------------|---|---|---|---|---|--|
| H7 | Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities | <u>No Changes</u> | Begin to redress the impact of race-based policies on communities of color by increasing housing security and opportunities to build intergenerational wealth through housing and entrepreneurship. | 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. | Provide mortgage and rental assistance in Equity Priority Communities, prioritizing longtime previous or existing residents of communities of color that have experienced disinvestment or displacement resulting from policies such as redlining, exclusionary zoning, predatory lending, and infrastructure siting. Provide targeted grants and low-interest loans to start up and expand locally-owned businesses. | \$11B |
| H8 | Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services | <u>Similar</u> : Revised to reflect alignment with proposed update to Strategy H4, which acts as a primary funding source for affordable housing projects built on sites included in this strategy. | Accelerate the reuse of surplus public land and land owned by non-profit institutions to meet community housing and service needs, expand small business opportunities, create community gathering spaces, and develop innovative housing models. | Help public agencies, community land trusts and other non-profit landowners accelerate the development of 100% affordable and mixed-income housing, supportive services, and public spaces, including on locally-designated Priority Sites; offer easy-to-access funding to projects that commit to streamlined entitlement and innovative design and delivery. | Establish a regional network of land owned by public agencies, community land trusts, and other non-profit land owners and coordinate its reuse as deed-restricted mixed-income affordable housing, essential services, and public spaces. Through coordination with Strategy H4 (Build Adequate Affordable Housing to Ensure Homes for All), provide easy-to-access low-interest loans and targeted infrastructure investments to projects on locally-designated Priority Sites and other sites that commit to streamlined entitlement and innovative design and delivery measures. Leverage Strategy H7 (Provide Targeted Mortgage, Rental, and Small Business Assistance) to match sites with tailored funding and with service providers, and to ensure projects benefit communities of color and other historically disinvested communities. | <\$1B |

Plan Bay Area 2050+ Economy Element

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|--------------------------------|--|---|--|--|
| EC1 | Implement a Statewide Guaranteed Income | <u>No Changes</u> | Enable upward economic mobility for low-income families by improving family stability & health and increasing consumer spending. | Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending. | Provide an average payment of \$500 (in 2020\$) a month to all households in the Bay Area (payments vary based upon household size and composition), paired with tax increases for those outside the low-income tax bracket that offset any gains from this strategy. This strategy is not intended to replace employment but instead help low-income families with everyday emergencies, family stability, and improved access to opportunity, while reducing anxiety and improving health outcomes. | \$205B |
| EC2 | Expand Job Training and Incubator Programs | <u>No Changes</u> | Prepare workers for middle-wage job opportunities and to create new small businesses in communities with more limited employment opportunities today. | Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas. | Fund co-located business incubation and job training centers to help residents establish a new business and access workspaces, mentorship, and financing. Support training for high-growth, in-demand occupations in disadvantaged communities, working with community colleges and other training partners. To reinforce the plan's locational objectives, incubators would be located in select Equity Priority Communities, as well as Transit-Rich and Priority Production Areas easily accessible to Equity Priority Communities. | \$5B |
| EC3 | Invest in High-Speed Internet in Underserved Low-Income Communities | <u>No Changes</u> | Enable greater participation in the digital economy and improve residents' ability to work-from-home and expand children's access to educational resources. | Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet. | Connect low-income communities with high-speed internet to broaden opportunities through (1) direct subsidies for internet access to reduce costs for low-income households to \$0 per month and/or (2) invest in public infrastructure to create additional high-speed fiber connections. This strategy is designed to be complementary to the commute trip reduction strategy featured in the Environment Element (Strategy EN7), while recognizing that internet connectivity benefits enable working from home. | \$11B |
| EC4 | Allow a Greater Mix of Land Uses and Densities in Growth Geographies | <u>No Changes</u> | Enable additional office, retail, civic, cultural, and other active land uses in locations with the best transit access in order to reduce greenhouse gas emissions, revitalize commercial districts, and spur transit recovery. | Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery. | Allow a wider range of densities and active land uses—including commercial, civic, and cultural activities—in select Priority Development Areas and Transit-Rich Areas—including areas where the Transit-Oriented Communities Policy applies—to encourage more jobs and activities to locate in downtowns and along main streets near public transit. Update development standards to stimulate the growth of new and emerging businesses in vacant office space and ground floor retail space, prioritizing small businesses owned by members of historically disadvantaged groups. This strategy supports focused growth near transit as well as climate, equity, and economy goals. | <\$1B |

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| EC5 | Provide Incentives to Employers to Locate in Low-VMT Areas | <u>Significant Changes:</u> Strategy expanded to prioritize low-VMT areas and places around major regional transit investments, as well as to more explicitly identify policies and incentives targeting different kinds of employers. | Support transit recovery, leverage major transit investments, and enhance the vitality of downtowns and main streets while also expanding access to in-person, middle-wage jobs and reducing vehicle miles travelled. | Provide targeted investments and incentives to encourage employers that offer middle-wage, in-person jobs to locate in low-VMT areas, prioritizing those that are transit-rich and/or housing-rich. | Provide incentives to encourage employers that offer middle-wage jobs that rely heavily on in-person work to locate in low-VMT areas—prioritizing transit-rich and/or housing-rich communities—to support economic and transit recovery, increase activity in downtowns and main streets, and reduce vehicle miles traveled. Provide targeted investments to retrofit and expand existing buildings and workplaces, introduce location-efficiency policies for public agencies and service providers, and offer incentives (e.g. streamlined permitting and fee exemptions) to non-profit and private employers with a predominantly in-person workforce to locate in targeted areas long-term. | \$20B (+\$9B from Draft Blueprint) |
| EC6 | Retain and Invest in Key Industrial Lands | <u>No Changes</u> | Support and grow production, advanced manufacturing, distribution, and related businesses and middle-wage jobs located on industrial lands. | Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas. | Implement local land use policies to retain key industrial lands identified as Priority Production Areas. This would include preservation of industrial zoning and an update to development standards in these zones, without competition from residential and other commercial uses. It would also provide targeted funding for non-transportation infrastructure improvements including fiber, renewable energy, broadband, and building improvements, prioritizing the most location-efficient areas. | \$5B |

Plan Bay Area 2050+ Environment Element

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|-------------|---|---|---|---|--|--|
| EN1 | Adapt to Sea Level Rise | <u>Significant Updates:</u> The Final Blueprint approach is the same but incorporates updated sea level rise adaptation project details provided by local jurisdiction staff in spring 2024. The Final Blueprint also includes a division of needs into two time frames, 2025-2035 and 2036-2050. | Proactively address inundation impacts to communities, regional infrastructure systems, and shoreline ecosystems as sea levels rise. | Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise. | Adapt shorelines at risk of flooding with 4.9 feet of inundation, from both permanent sea level rise as well as temporary inundation from king tides and storms. The strategy would fund a suite of protective strategies (e.g. ecotone levees, traditional levees, sea walls), marsh restoration, elevation of critical infrastructure, and support some very low-density communities with managed retreat. The strategy prioritizes nature-based actions where suitable, and intends to balance multiple goals of flood protection, habitat restoration, and public access – protecting residents, while also dedicating sufficient funds to support 100,000 acres of marsh restoration regionwide. Projects in the strategy are bundled into two bins, with the first corresponding to projects that are needed to address near-term sea level rise and flood risks through 2035. | \$95B (+\$1B from Draft Blueprint) |
| EN2 | Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits | <u>Slightly Modified:</u> The strategy was expanded to include accessibility improvements to existing residences. | Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and wildfire and improve access for persons with disabilities. | Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic, wildfire, and ADA accessibility standards, providing means-based subsidies to off-set associated costs. | Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, and accessibility standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy would prioritize assistance in Equity Priority Communities. Seismic improvements would focus action in 425,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist; 105,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits; 200,000 homes would improve safety and access for residents with mobility needs. | \$9B (+\$2B from Draft Blueprint) |

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| EN3 | Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings | <u>No changes</u> | Reduce the carbon and water footprint of all buildings. | Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties. | Pool and expand existing incentives to eliminate natural gas and improve energy and water efficiency in existing buildings as components reach the end of their useful life and require replacement. For decarbonization specific upgrades, means-based subsidies would help fill the difference in cost for higher efficiency electric building systems, and enable panel upgrades and necessary building modifications. | \$52B |
| EN4 | Maintain Urban Growth Boundaries | <u>No changes</u> | Prevent the conversion of agricultural and natural lands to urban uses and focus new growth within the region's existing urban footprint or growth boundaries. | Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions. | Use 2020 urban growth boundaries to confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. These measures include urban growth boundaries and urban service areas when available. This strategy advances regional resilience by limiting new growth in the wildland-urban interface and other high-risk areas. | <\$1B |
| EN5 | Protect and Manage High-Value Conservation Lands | <u>Similar</u> : The scope of the strategy remains the same as the Draft Blueprint. Updated cost assumptions with recent acquisition costs resulted in a lower assumed acquisition cost per acre. | Enhance biodiversity and natural resources, fire or flood protection, recreation opportunities, food systems, water supply, carbon sequestration and other ecosystem services. | Protect and preserve high-priority natural and working lands improving the resilience and connectivity of the region's biodiversity and the sustainability and vibrance of the agricultural sector. | Fund acquisition of new lands and develop new conservation and agricultural preservation easements to help conserve and manage high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires planning and investment to support natural and working land protection, acquisition, and management. This strategy would support regional goals for agriculture, open space, and public access, which include a vision of 2.2 million acres of preserved open space, enhanced wildfire, flood, and drought resilience, and a thriving agricultural economy. Bayland conservation, restoration and adaptation is complemented by Strategy EN1 - <i>Adapt to Sea Level Rise</i> . | \$35B <i>(-\$7B from Draft Blueprint)</i> |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--------------------------------------|--|---|---|---|--|
| EN6 | Expand Urban Greening in Communities | <u>Significant Changes:</u> The scale of new urban parks was increased by \$7B to address a downward trend in urban park acres per capita identified in the Draft Blueprint. The strategy incorporates a greater amount of urban park development through new investments and based on policy that some large-scale developments will include new parks as part of redevelopment plans. Finally, the strategy description reflects that new and upgraded parks should be built with ADA standards. | Ensure the ability of all Bay Area residents to easily access urban parks, trails, and recreation opportunities, and benefit from urban greening investments. | Invest in quality parks, trails, tree canopy, and urban greening, providing recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. | Strategically plan and invest in quality parks, trails and urban greening within communities, providing inclusive recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. Invest in and support urban greening initiatives, including street tree planting and green stormwater infrastructure that will help mitigate the effects of extreme heat and stormwater flooding and pollution within communities. Enhance local parks in areas further than ½ mile from a park and through incorporating parks in larger scale redevelopment with an emphasis in Equity Priority Communities and other underserved areas. In concert with Strategy T9 <i>Build a Complete Streets Network</i> , construct cross jurisdictional trails and greenways that enhance local trail networks, regional trail networks (e.g. Bay Trail and Ridge Trail) as well as state and federal trails (e.g. Coastal Trail and Anza Trail). | \$27B (+\$7B from Draft Blueprint) |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|--|---|--|--|--|
| EN7 | Expand Commute Trip Reduction Programs at Major Employers | <u>No changes</u> | Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to work-from-home, transit, walking, and bicycling. | Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling. | Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer’s workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy. The strategy aims to require major employers to support hybrid work programs, with the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target. Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or work-from-home. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of dedicated workspaces in lieu of shared space. | <\$1B |
| EN8 | Expand Clean Vehicle Initiatives | <u>Slightly Modified</u> : The strategy was expanded to include e-bike incentives and reflect the latest state estimates for EV charger demand | Reduce transportation-related greenhouse gas emissions and vehicle tailpipe air pollution. | Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles. | Expand investments in programs that support the adoption and use of clean vehicles, which include electric vehicles (EVs) and electric mobility (e-mobility), through incentives and deployment of charging infrastructure in partnership with County Transportation Agencies, the Air District and the State. These investments would expand existing strategies in MTC’s Climate Initiatives Program, which include investing in expanded EV charging infrastructure and public fleet electrification. The Vehicle Buyback initiative would be expanded to subsidize around 800,000 new electric vehicles, with a priority for income-qualifying buyers. The Regional EV Charger initiative subsidizes over 125,000 public EV chargers to expand charging opportunities for EVs. | \$8B |

| Strategy ID | Strategy Name | Changes Versus Draft Blueprint | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|---|---|---|--|
| EN9 | Expand Transportation Demand Management Initiatives | <u>Similar</u> : Strategy long description clarifies that shared mobility options will be prioritized for co-location at mobility hubs. | Reduce single-occupancy passenger vehicle trip demand and vehicle miles traveled (VMT) and reduce associated emissions and pollution. | Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit. | Expand investments in transportation demand management (TDM) programs through MTC's Climate Initiatives Program. This includes a wide range of programs that discourage single-occupancy vehicles (SOVs) and support active and shared travel modes. Vanpool and carpool programs subsidize shared commute trips that reduce the number of vehicles on the road. Bike share services enable short-distance trips to destinations or transit by bike instead of by car. Targeted transportation alternatives are a set of individualized engagement and behavioral economic approaches to inform and motivate residents and workers to use active and shared travel modes instead of driving alone. Carshare services reduce personal vehicle ownership and vehicle trips and provide access to more fuel-efficient vehicles. Shuttles and microtransit services provide opportunities for shared trips to common destinations. Priority is given to co-locating these shared mobility options at mobility hubs. | \$2B |