

Metropolitan Transportation Commission  
Association of Bay Area Governments



## Plan Bay Area 2050+ Implementation Plan Strategy Assessments (*Early Draft*)

### Introducing Strategy Assessments

To support the development of context-appropriate and responsive implementation actions, an early step in the Implementation Plan process is conducting a strategy assessment to identify and evaluate current conditions. Each of the plan's 35 strategies is assessed with respect to four factors for strategy success, assigning each factor a rating of limited, partial, or existing. The four factors are:

- **Agency Authority** – The assignment to carry out the strategies and attendant tasks involved, generally established through legislation or other legal means.
- **Financial Resources** – Stable, controlled funding in the amounts required to carry out strategies.
- **Public and Political Support** – While less quantifiable than the other factors, support from members of the public and their elected representatives is critical for attaining and maintaining the authority, funding and capacity needed to carry out implementation actions.
- **Technical Capacity** – The knowledge, staffing, process and procedure required to successfully implement strategies.

### How the Strategy Assessments will be Used

The Strategy Assessments are a starting point for identifying an appropriate role for MTC/ABAG to advance each strategy – i.e., whether to lead, partner, or support relevant implementation activities. Following stakeholder feedback via the online survey and office hours, staff will develop an initial proposed agency role for each strategy and share as part of the next Implementation Plan update in the early summer, in advance of the release of the Draft Implementation Plan.

The Strategy Assessment will also be used to inform the development, refinement, and eventual prioritization of implementation actions for Plan Bay Area 2050+. The implementation actions should be reflective of these assessments, either proposing actions that are viable within current conditions or constraints, or – when and where appropriate – proposing actions that are calibrated to address existing limitations.

You can review the [Plan Bay Area 2050 \(2021\) Implementation Plan](https://planbayarea.org/digital-library/plan-bay-area-2050-chapter-7-final-implementation-plan) (<https://planbayarea.org/digital-library/plan-bay-area-2050-chapter-7-final-implementation-plan>) for more information on how agency roles and implementation actions were incorporated.

## **Process to Develop the Strategy Assessment Early Drafts**

Most of the strategies in Plan Bay Area 2050+ are similar to those in Plan Bay Area 2050. In those instances, the Strategy Assessment from the prior plan was the starting point for consideration. At stakeholder workshops in September 2024, partners suggested areas where conditions have shifted in the past four years. MTC/ABAG staff then reviewed the input and generated this first draft.

For the Plan Bay Area 2050+ Transportation Element, many strategies are new or have undergone significant updates. In these instances, stakeholders were invited to suggest ratings without considering any previous baseline. MTC/ABAG staff also collaborated with the Transit 2050+ Project Management Team to develop this first draft.

Feedback on this early draft of the Strategy Assessments can be shared through [Implementation Plan Office Hours](https://planbayarea.org/meetings-events/partner-engagement) (<https://planbayarea.org/meetings-events/partner-engagement>) or written comments sent to [info@PlanBayArea.org](mailto:info@PlanBayArea.org). The Strategy Assessments will be included in the Draft Implementation Plan, which will be released later in 2025 and provide another opportunity for input through engagement activities and a formal public comment period.

## Transportation Strategy Assessment, Early Draft

### What Success Factors Have Changed?

Strategy	Agency Authority	Financial Resources	Public and Political Support	Technical Capacity	Similar to Prior Plan Strategy or New?
Strategy T1 Maintain & Operate the Existing System					Similar
Strategy T2 <b>(Developed in Transit 2050+)</b> Improve the Rider Experience through Transit Network Integration					<b>New – no prior assessment</b>
Strategy T3 <b>(Developed in Transit 2050+)</b> Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs					<b>New – no prior assessment</b>
Strategy T4 <b>(Developed in Transit 2050+)</b> Enhance Security Measures and Improve Safety and Cleanliness on Transit					<b>New – no prior assessment</b>
Strategy T5 Implement Pricing Strategies to Manage Demand					<b>New – no prior assessment</b>
Strategy T6 Modernize Freeways and Interchanges					<b>New – no prior assessment</b>
Strategy T7 Expand Freeways and Mitigate Impacts					<b>New – no prior assessment</b>
Strategy T8 Advance Other Reg. Prgms. & Local Priorities					Similar

Strategy	Agency Authority	Financial Resources	Public and Political Support	Technical Capacity	Similar to Prior Plan Strategy or New?
Strategy T9 Build Complete Streets Network	Existing	Existing	Existing	Increased	Similar
Strategy T10 Advance Regional Vision Zero Policy	Existing	Existing	Existing	Existing	Similar
Strategy T11 <b>(Developed in Transit 2050+)</b> Enhance Transit Frequency, Capacity, and Reliability	Existing	Partial	Existing	Existing	<b>New – no prior assessment</b>
Strategy T12 <b>(Developed in Transit 2050+)</b> Expand Transit Services throughout the Region	Existing	Partial	Existing	Existing	<b>New – no prior assessment</b>

Success Factor Rating Legend

Limited
Partial
Existing

Success Factor Change Since 2021 Evaluation

 Increased
  Decreased





Note: Unless otherwise noted, the success factor and role are the same as in Plan Bay Area 2050. See explanations for changes below each table.

**Why Have These Success Factors Changed?**

**T9** – Technical capacity to implement this strategy has expanded in recent years through the development of the Regional Active Transportation Plan, updates to the Complete Streets Policy, and the launch of the Active Transportation Technical Assistance Program, which provides support in conceptual design, grant writing, and quick build procurement. Additionally, MTC has expanded county-focused workshops in collaboration with CTAs to help jurisdictions overcome barriers to implementing All Ages and Abilities design, strengthen data collection and communication practices, and advance the Active Transportation Network.

## Housing Strategy Assessment, Early Draft

### What Success Factors Have Changed?

Strategy	Agency Authority	Financial Resources	Public and Political Support	Technical Capacity
Strategy H1 Strengthen Renter Protections				
Strategy H2 Preserve Existing Affordable Housing				
Strategy H3 Allow a Greater Mix of Housing Types in Growth Geographies				
Strategy H4 Build Adequate Affordable Housing to Ensure Homes for All				
Strategy H5 Integrate Affordable Housing in All Major Housing Projects				
Strategy H6 Transform Aging Malls and Office Parks into Neighborhoods				
Strategy H7 Provide Mortgage, Rental, & Small Biz. Assistance to EPCs				
Strategy H8 Accelerate Reuse of Public Land for Housing and Services				

Success Factor Rating Legend

Limited	Partial	Existing
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Success Factor Change Since 2021 Evaluation

 Increased	 Decreased
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Note: Unless otherwise noted, the success factor and role are the same as in Plan Bay Area 2050. See explanations for changes below each table.

### **Why Have These Success Factors Changed?**

**H2** – The level of political support for Housing preservation is reduced, reflecting a reduction in funding for affordable housing preservation relative to production in the state budget. Technical capacity, meanwhile, has increased since Plan Bay Area 2050 as part of the formal establishment of the Bay Area Housing Finance Authority (BAHFA). Today, BAHFA staff administers a Preservation Program that provides low-interest financing to convert at-risk homes occupied by low-income households into permanently affordable housing, complemented by Technical Assistance to organizations leading preservation efforts.

**H3** – Approved by the Commission in 2022, the Transit Oriented Communities (TOC) Policy establishes development standards for areas within walking distance of transit. The development density thresholds included in the policy are consistent with Strategy H3, expanding alignment between the plan and funding programs that will be contingent on compliance with the TOC Policy.

**H4**—Similar to Strategy H2, technical capacity to implement this policy has been expanded—both at the local and county level and at the regional level through BAHFA, which launched production programs providing low-interest loans and technical assistance to projects aligned with Plan Bay Area, including Priority Sites.

## Economy Strategy Assessment, Early Draft

### What Success Factors Have Changed?

Strategy	Agency Authority	Financial Resources	Public and Political Support	Technical Capacity
Strategy EC1 Implement a Statewide Guaranteed Income			↓	
Strategy EC2 Expand Job Training and Incubator Programs				
Strategy EC3 Invest in High-Speed Internet in Low-Income Communities		↗		
Strategy EC4 Allow a Greater Mix of Land Uses and Densities in Growth Geographies	↗			
Strategy EC5 Provide Incentives to Employers to Locate in Low-VMT Areas				
Strategy EC6 Retain and Invest in Key Industrial Lands				↘

Success Factor Rating Legend

Limited	Partial	Existing
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Success Factor Change Since 2021 Evaluation

↗	Increased	↘	Decreased
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Note: Unless otherwise noted, the success factor and role are the same as in Plan Bay Area 2050. See explanations for changes below each table.

**Why Have These Success Factors Changed?**

**EC1** – The tighter economic climate in 2025 has decreased public support for this strategy, especially among elected officials. There remains support for this strategy, but it is more mixed than previously.

**EC3** – Major federal and state investments, such as Senate Bill 156 (Broadband for All), have increased the financial resources available to expand high-speed internet to reach low-income communities that currently lack reliable access.




**EC4** – Similar to Plan Bay Area Strategy H3, the Transit Oriented Communities (TOC) Policy significantly strengthens the alignment between Strategy EC4 and agency resources for implementation.

**EC6** – Since Plan Bay Area 2050, agency resources have been focused and prioritized toward core transportation, housing/land use, and environmental responsibilities.



**Environment Strategy Assessment, Early Draft**

**What Success Factors Have Changed?**

Strategy	Agency Authority	Financial Resources	Public and Political Support	Technical Capacity
Strategy EN1 Adapt to Sea Level Rise				
Strategy EN2 Provide Financial Support to Retrofit Existing Buildings				
Strategy EN3 Electrify All Existing Commercial and Public Buildings				
Strategy EN4 Maintain Urban Growth Boundaries				
Strategy EN5 Protect and Manage High-Value Conservation Lands				
Strategy EN6 Modernize & Expand Parks, Trails, and Recreation Assets				
Strategy EN7 Expand Commute Trip Reduction Programs at Major Employers				
Strategy EN8 Expand Clean Vehicle Initiatives				
Strategy EN9 Expand Transportation Demand Management Initiatives				

Success Factor Rating Legend



Success Factor Change Since 2021 Evaluation



Note: Unless otherwise noted, the success factor and role are the same as in Plan Bay Area 2050. See explanations for changes below each table.

**Why Have These Success Factors Changed?**

**EN3** – Since Plan Bay Area 2050 was adopted, the Bay Area Regional Energy Network (BayREN) has received approval to advance a broader array of building energy initiatives across a broader portfolio of buildings. This action by the California Public Utility Commission also coincided with a sizeable increase in funding for BayREN programs. Additionally, federal investments and tax credits provided a sizeable increase in resources for building improvements.

**EN7** – Encouraging higher work-from-home levels while transit ridership, office occupancy, and downtown vibrancy remain well below pre-pandemic levels has drawn less interest and support.