DATE: September 14, 2020

TO: Transportation Authority of Marin Administration, Projects & Planning Executive Committee

FROM: Anne Richman, Executive Director
Derek McGill, Planning Manager

SUBJECT: MTC's Plan Bay Area 2050 Final Blueprint (Discussion), Agenda Item No. 7

RECOMMENDATION

Discussion item only.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The last RTP/SCS, known as Plan Bay Area 2040, was adopted in August of 2017. Immediately following the adoption of Plan Bay Area 2040, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as Plan Bay Area 2050 (PBA 2050).

As the Congestion Management Agency (CMA) for Marin County, TAM is required to coordinate with MTC on the development of the RTP/SCS and to submit projects on behalf of Marin County. In April 2020, the TAM Board accepted its final list of projects for Marin County for consideration in PBA 2050. At that time, the Board authorized the Executive Director to sign a letter of commitment/support from the North Bay County Transportation Agencies for State Route (SR) 37, to support its inclusion into the final Transportation Element of the plan.

The submittal of the Marin County Project List completed a series of presentations at the TAM Board that occurred between December 2019 and February 2020. Since the development of the Marin County Project List, MTC released the final Transportation Element in July, and adoption of the final blueprint is expected to occur in September 2020.

DISCUSSION/ANALYSIS:

At the July 2020 TAM Board meeting, staff provided an update on which of Marin's transportation investments were proposed to be included in the transportation element of PBA 2050. At that meeting staff noted that most of the Marin County projects submitted by TAM were included in the plan. Staff also noted that MTC staff would continue to engage in discussions with North Bay transportation agencies on the inclusion of SR 37 improvements in the final blueprint.

Since that time, MTC staff has continued to support including SR 37 within the blueprint, and developed a flexible strategy that would allow discussions to continue regarding the future use of the Richmond-San Rafael Bridge Bike Path, and Golden Gate Transit service frequency enhancements. With these projects added, the updated list of Marin' projects is proposed to be fully included in the transportation element of the fiscally constrained plan.

MTC's recommendations are aligned to support the Senate Bill (SB) 375-mandated reduction in per-capita greenhouse gas emissions, as well as to advance the adopted PBA 2050 goals and objectives. In order to meet the mandated per-capita greenhouse gas (GHG) reductions from passenger vehicle travel, MTC has advanced a coordinated land use and transportation strategy that if fully implemented would:

- improve Marin's transportation system,
- maintain the operations of the existing transit service and local pavement condition index,
- improve safety on our transportation system,
- advance Sea Level Rise projects in Marin County,
- meet State GHG goals,
- continue the region's eligibility for future SB1 program funds, and
- support the advancement of equity for the region.

However, to achieve the outcomes identified in the plan including the GHG target, the region will need to further discuss implementation of many aspects of this plan in much greater detail than can be identified in the broad lens of a regional land use and transportation plan. For example, in addition to the transportation projects and the growth area designations, the Plan includes over 20 broad policy strategies to achieve its goals. One of these strategies is tolling/ congestion pricing that helps support the inclusion of projects in the plan, but would require additional study, likely legislation, and further public and stakeholder outreach.

FISCAL CONSIDERATION:

This item has no direct fiscal impact to TAM.

NEXT STEPS:

TAM will continue to monitor and report on PBA 2050 activities as they pertain to Marin County's transportation interests.

ATTACHMENTS:

Attachment A: List of PBA 2050 Projects
Attachment B: List of PBA 2050 Strategies
Attachment C: PBA 2050 Growth Geographies

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE$, Millions)
	Maintain & Optimize Existing Infrastructure			
1	**T1. Restore, Operate & Maintain the Existing System**			
2	Accelerate Restoration of Transit Operations to 2019 Levels	Regional	1. 2021-2035	$3,000
3	BART | Hayward Maintenance Complex | Phase 1	Multi County	1. 2021-2035	$465
4	BART | Seismic Retrofit Program	Multi County	Various	$1,830
5	Maintain & Operate Existing Local Streets & Roads	Regional	Various	$62,100
6	Maintain & Operate Existing Transit Service	Regional	Various	$208,000
7	Maintain Existing Local Bridges	Regional	Various	$2,550
8	Maintain Existing Regional "Toll" Bridges	Regional	Various	$21,900
9	Maintain Existing State Highways	Regional	Various	$24,400
10	Maintain Existing Transit Capital Assets	Regional	Various	$59,100
11	Marin Transit | Operations & Maintenance Facility	Marin	1. 2021-2035	$30
12	VINE | Maintenance Facility	Napa	1. 2021-2035	$40
13	*Other Programmatic Investments to Operate & Maintain the Existing System*	Multi County	Various	$6,830
14	**T2. Support Community-Led Transportation Enhancements in Communities of Concern**	Regional	Various	$8,000
15	**T3. Enable a Seamless Mobility Experience**		Various	
16	Station Access & Mobility Improvements	Multi County	Various	$2,400
17	Unified Trip Planning & Fare Payments	Regional	Various	$1,000
18	*Other Programmatic Investments to Enable a Seamless Mobility Experience*	Multi County	Various	$45
19	**T4. Reform Regional Transit Fare Policy**			
20	Measure B Affordable Fare Program	Santa Clara	Various	$45
21	Reform Regional Transit Fare Policy	Regional	Various	$10,000
22	**T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives**	Regional	1. 2021-2035	$1,000
23	**T6. Improve Interchanges & Address Highway Bottlenecks**			
24	Bay Area Forward Program	Regional	1. 2021-2035	$950
25	Dumbarton Bridge | West Side Access Improvements	San Mateo	2. 2036-2050	$60
26	I-80 | Corridor & Interchange Improvements	Contra Costa	Various	$130
27	I-80 | Corridor & Interchange Improvements	Solano	Various	$75
28	I-80 | Yerba Buena Island Interchange Improvement	San Francisco	1. 2021-2035	$280
29	I-80/I-680/SR-12 | Interchange Improvements + Widening | Packages 3-5, 6 & 7	Solano	Various Phases	$660
30	I-280 | Corridor & Interchange Improvements	San Francisco	1. 2021-2035	$25
31	I-280 | Corridor & Interchange Improvements	Santa Clara	Various	$595
32	I-380 | Corridor & Interchange Improvements	San Mateo	1. 2021-2035	$45
33	I-580 | Corridor & Interchange Improvements	Alameda	Various	$315
34	I-680 | Corridor & Interchange Improvements	Alameda	2. 2036-2050	$45
35	I-680 | Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	$35
36	I-680 | Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	$95
37	I-680/SR-4 | Interchange Improvements | Phases 1, 2, 4, 5	Contra Costa	Various Phases	$440
38	I-880 | Corridor & Interchange Improvements	Alameda	1. 2021-2035	$530
39	I-880 | Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	$20
40	Richmond-San Rafael Bridge | East Side Access Improvements	Contra Costa	1. 2021-2035	$115
41	Richmond-San Rafael Bridge | Reserve for Post Pilot Recommendation	Multi County	1. 2021-2035	$60
42	Soscol Junction Improvements	Napa	1. 2021-2035	$60
43	SR-4 | Integrated Corridor Mobility	Contra Costa	2. 2036-2050	$25
44	SR-4 | Operational Improvements	Contra Costa	Various Phases	$230
45	SR-4/Vasco Road | Widening	Contra Costa	2. 2036-2050	$510
46	SR-17 | Corridor & Interchange Improvements	Santa Clara	1. 2021-2035	$50
47	SR-24 | Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	$40
48	SR-29 | Corridor Improvements	Napa	Various Phases	$105
49	SR-37 | Interim Project (e.g., Widening + Tolling)	Multi County	1. 2021-2035	$740
50	SR-85 | Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	$80
51	SR-87 | Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	$85
52	SR-92 | Corridor & Interchange Improvements	Alameda	1. 2021-2035	$40
53	SR-152 | Environmental Studies for New Alignment	Contra Costa	1. 2021-2035	$50
54	SR-237 | Corridor & Interchange Improvements	Santa Clara	Various	$415
55	SR-239 | Feasibility Studies & Project Development	Contra Costa	1. 2021-2035	$30
56	SR-242 | Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	$90
57	SR-262 | Safety & Interchange Improvements | Phase 1	Alameda	2. 2036-2050	$445
58	U.S. 101 | Corridor & Interchange Improvements	San Mateo	1. 2021-2035	$900
59	U.S. 101 | Corridor & Interchange Improvements	Santa Clara	Various	$1,170
60	U.S. 101 | Corridor & Interchange Improvements	Sonoma	1. 2021-2035	$240
61	U.S. 101 | Marin-Sonoma Narrows	Multi County	1. 2021-2035	$140
62	U.S. 101/I-580 | Direct Connector	Marin	1. 2021-2035	$171
63	Vasco Road/Byron Highway | New Connector Road	Contra Costa	2. 2036-2050	$185
64	*Other Programmatic Investments to Improve Interchanges & Address Highway Bottlenecks*	Regional	Various	$620
65	**T7. Advance Other Regional Programs & Local Priorities**			

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE$, Millions)
	7th Street Grade Separation East	Alameda	1. 2021-2035	$315
	7th Street Grade Separation West	Alameda	1. 2021-2035	$310
	511 Bay Area Program	Regional	2. 2036-2050	$340
	All Electronic Tolling	Regional	2. 2036-2050	$200
	Carpool/Vanpool Program	Regional	2. 2036-2050	$800
	Cost Contingency/Reserve	Regional	Various	$2,000
	Decoto Road Multimodal "Complete Street" Corridor	Alameda	1. 2021-2035	$20
	Goods Movement & Rail Safety	Alameda	Various	$1,550
	I-80 | Westbound Truck Scales	Solano	1. 2021-2035	$250
	Management Systems, Travel Demand Management & Emission Reduction Technologies	Regional	Various	$1,280
	Minor Highway/Roadway Improvements (inclusive of local roadway widenings)	Regional	Various	$5,280
	Motorist Aid Services	Regional	2. 2036-2050	$520
	Oakland Army Base Infrastructure Improvements	Alameda	1. 2021-2035	$300
	Quarry Lakes Parkway	Alameda	Various Phases	$210
	Regional Communications Network	Regional	2. 2036-2050	$600
	Regional Planning/Programs	Regional	2. 2036-2050	$3,000
	Other Programmatic Investments to Advance Other Regional Programs & Local Priorities	Regional	Various	$640
	Create Healthy & Safe Streets			
	T8. Build a Complete Streets Network			
*	Bay Skyway	Multi County	2. 2036-2050	$585
*	Better Market Street	San Francisco	1. 2021-2035	$300
	Build A Complete Streets Network	Regional	Various	$7,000
	Other Programmatic Investments to Build a Complete Streets Network	Regional	Various	$5,140
	T9. Advance Regional Vision Zero Policy through Street Design & Reduced Speeds			
	Advance Regional Vision Zero Policy through Street Design & Reduced Speeds	Regional	2. 2036-2050	$1,000
	Other Programmatic Investments to Advance Regional Vision Zero Policy	Regional	Various	$3,460
	Enhance Regional & Local Transit			
	T10. Enhance Local Transit Frequency, Capacity & Reliability			
	AC Transit | 23rd Street Corridor Rapid/Bus Rapit Transit	Contra Costa	1. 2021-2035	$260
	AC Transit | Alameda Point Transit Network	Alameda	1. 2021-2035	$500
	AC Transit | E 14th/Mission & Fremont Blvd Mulitmodal Corridor	Alameda	1. 2021-2035	$330
	AC Transit | Local Service Frequency Increase	Multi County	1. 2021-2035	$3,760
	AC Transit | Rapid Network	Multi County	Various	$2,000
	AC Transit | San Pablo Bus Rapid Transit	Multi County	1. 2021-2035	$300
	County Connection | Bus Service Expansion	Contra Costa	2. 2036-2050	$35
	NVTA | Expanded Bus Frequencies	Napa	Various	$165
	SamTrans | El Camino Bus Rapid Transit	San Mateo	2. 2036-2050	$350
	San Francisco | Downtown San Francisco Congestion Pricing	San Francisco	1. 2021-2035	$1,090
	San Jose | Downtown Coordinated Area Plan & Transit Center Improvements	Santa Clara	2. 2036-2050	$300
	San Rafael Transit Center Relocation	Marin	1. 2021-2035	$50
	SFMTA | Geary Bus Rapid Transit | Phase 2	San Francisco	1. 2021-2035	$685
	SFMTA | Geneva-Harney Bus Rapid Transit	San Francisco	1. 2021-2035	$70
	SFMTA | Historic Streetcar Extension - Fort Mason to 4th & King	San Francisco	1. 2021-2035	$70
	SFMTA | Muni Forward	San Francisco	1. 2021-2035	$2,630
	SFMTA | Southeast San Francisco Transit Improvements	San Francisco	1. 2021-2035	$635
	SFMTA | T-Third | Phase II: Central Subway	San Francisco	1. 2021-2035	$225
**	SFMTA | Train Control Upgrade (Core Capacity)	San Francisco	1. 2021-2035	$690
	SFMTA | Transit Fleet Expansion | Buses	San Francisco	1. 2021-2035	$260
	SFMTA | Transit Fleet Expansion | Facilities	San Francisco	1. 2021-2035	$295
	SFMTA | Transit Fleet Expansion | Ligh Rail Vehicle (Core Capacity)	San Francisco	1. 2021-2035	$205
	SFMTA | Van Ness Avenue Bus Rapid Transit	San Francisco	1. 2021-2035	$1,580
	Sonoma County Service Frequency Increase	Sonoma	1. 2021-2035	$330
	STA | Solano Express Bus to BRT-lite	Solano	1. 2021-2035	$25
	Transit Extension (BRT) from Hillcrest eBART to Brentwood Intermodal Station	Contra Costa	2. 2036-2050	$295
	Treasure Island Congestion Pricing + New Ferry Service (WETA)	San Francisco	1. 2021-2035	$1,300
	VTA | Extend Light Rail Transit from Eastridge to BART Regional Connector	Santa Clara	1. 2021-2035	$590
	VTA | Extend Light Rail Transit from Winchester Station to SR-85 (Vasona Junction)	Santa Clara	2. 2036-2050	$555
	VTA | Fast Transit Implementation	Santa Clara	2. 2036-2050	$300
	VTA | High Capacity Transit Corridors	Santa Clara	Various	$500
	VTA | Implement El Camino Rapid Transit	Santa Clara	2. 2036-2050	$25
	VTA | Light Rail Modernization and Grade Separation | Diridon to North San Jose	Santa Clara	2. 2036-2050	$8,500
	VTA | Measure B Frequent Core Bus Network - 15 minutes	Santa Clara	2. 2036-2050	$660
	VTA | SR 85 Corridor Improvements - Measure B	Santa Clara	2. 2036-2050	$350
	VTA | Stevens Creek Rail	Santa Clara	2. 2036-2050	$2,830

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	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE$, Millions)
	Other Programmatic Investments to Enhance Local Transit Frequency, Capacity & Reliability	Regional	Various	$1,600
T11.	**Expand and Modernize the Regional Rail Network**			
***	ACE | Service Frequency Increase | 8 Trains Per Day	Multi County	Various Phases	$400
	ACE/Capitol Corridor | Capital Projects to Enhance Rail Service to Santa Clara (e.g. Alviso Wetlands)	Santa Clara	1. 2021-2035	$200
	BART | Bay Fair Connection	Alameda	1. 2021-2035	$235
	BART | Irvington Station	Alameda	1. 2021-2035	$230
	BART | Rail Vehicle Expansion Procurement | Phase 3	Multi County	1. 2021-2035	$630
	BART | Service to Silicon Valley | Phase II	Santa Clara	1. 2021-2035	$10,100
	BART | System Expansion & Capacity Improvements	Multi County	Various	$8,010
	BART | Transit Operations Facility	Multi County	Various	$135
	Caltrain | Downtown Extension	San Francisco	1. 2021-2035	$3,940
	Caltrain | Electricification	Multi County	1. 2021-2035	$1,980
	Caltrain | Enhanced Frequency | 8 Trains Per Hour	Multi County	2. 2036-2050	$2,840
	Caltrain | Grade Separations	Multi County	Various	$5,760
	Capitol Corridor | South Bay Connect	Alameda	1. 2021-2035	$265
	Diridon Station Improvements	Santa Clara	2. 2036-2050	$3,250
	Dumbarton Rail Group Rapid Transit	Multi County	2. 2036-2050	$3,840
	Ferry Service | Antioch, Martinez & Hercules to San Francisco	Contra Costa	1. 2021-2035	$110
	GGBHTD | Ferry Service Enhancements	Multi County	1. 2021-2035	$485
	High Speed Rail | Millbrae SFO Station	San Mateo	1. 2021-2035	$40
	Millbrae SFO Guideway Improvement	San Mateo	1. 2021-2035	$175
	Mineta San Jose International Airport Connector Automated People Mover	Santa Clara	2. 2036-2050	$500
	Regional Hovercraft | Pilot Project	San Mateo	1. 2021-2035	$165
	SMART | Extension to Windsor	Sonoma	1. 2021-2035	$142
	Transbay Rail | New San Francisco-Oakland Crossing	Multi County	2. 2036-2050	$28,800
	Valley Link | New Bay Area Service	Alameda	1. 2021-2035	$2,910
	WETA | Berkeley-San Francisco Ferry	Multi County	1. 2021-2035	$300
	WETA | Existing Ferry Service Enhancement	Multi County	1. 2021-2035	$1,480
	WETA | Mission Bay-East & North Bay Ferry	Multi County	1. 2021-2035	$270
	WETA | Redwood City-San Francisco-Oakland Ferry	Multi County	1. 2021-2035	$470
	Other Programmatic Investments to Expand & Modernize the Regional Rail Network	Regional	Various	$750
T12.	**Build an Integrated Regional Express Lane and Express Bus Network**			
	AC Transit | Transbay Service Increase | Phase 1	Multi County	Various Phases	$230
	GGBHTD | Bus Service Enhancements	Multi County	1. 2021-2035	$395
	I-80 | Express Bus Service Improvements | Phase 1	Contra Costa	1. 2021-2035	$280
	I-80 | Express Lanes Implementation	Alameda	Various Phases	$220
	I-80 | Express Lanes Implementation	Solano	Various Phases	$570
	I-280 | Express Lanes Implementation	Santa Clara	2. 2036-2050	$130
	I-580 | Express Lanes Implementation	Alameda	1. 2021-2035	$255
	I-680 | Express Bus Service and Transit Improvements	Contra Costa	1. 2021-2035	$230
	I-680 | Express Bus Service to Silicon Valley	Alameda	1. 2021-2035	$170
	I-680 | Express Lanes Implementation	Alameda	Various Phases	$675
	I-680 | Express Lanes Implementation	Contra Costa	1. 2021-2035	$560
	I-680 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$50
	I-880 | Express Lanes Implementation	Alameda	Various Phases	$395
	I-880 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$70
	NVTA | Express Bus Enhancements + Express Buses	Napa	1. 2021-2035	$45
	ReX | Blue Line (Basic Express Bus from San Francisco to San Jose)	Multi County	1. 2021-2035	$635
	ReX | Green Line (Premium Express Bus from Vallejo to SFO Airport)	Multi County	1. 2021-2035	$1,220
	ReX | Red Line (Basic Express Bus from Oakland to Redwood City)	Multi County	1. 2021-2035	$635
	SamTrans | New Regional Express Bus Routes	San Mateo	1. 2021-2035	$480
	SFMTA | Express Bus Service on Express Lanes	San Francisco	1. 2021-2035	$240
	SR-4 | Express Lanes Implementation	Contra Costa	1. 2021-2035	$75
	SR-84 | Express Lanes Implementation	Alameda	2. 2036-2050	$10
	SR-85 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$230
	SR-85/U.S. 101 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$50
	SR-92 | Express Lanes Implementation	Alameda	2. 2036-2050	$15
	SR-237 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$45
	U.S. 101 | Bus Service on Shoulder	Marin	1. 2021-2035	$10
	U.S. 101 | Express Lanes Implementation	San Mateo	1. 2021-2035	$405
	U.S. 101 | Express Lanes Implementation	Santa Clara	1. 2021-2035	$560
	U.S. 101/I-280 | Express Lanes Implementation	San Francisco	1. 2021-2035	$210
Reduce Risks from Hazards (transportation projects only)				
EN1.	**Adapt to Sea Level Rise**			
	BART Climate Adaptation/Resiliency & Sustainability Program	Multi County	2. 2036-2050	$360

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE$, Millions)	
193	I-580/US-101/SMART | Sea Level Rise Resilience Project	Marin	1. 2021-2035	$1,045	198
194	SR-37 | Long-Term Project (e.g., Sea Level Rise Resilience)	Multi County	2. 2036-2050	$5,120	199
195	SR-84 | Sea Level Rise Resilience Project	Alameda	2. 2036-2050	$230	200
196	SR-237/VTA | Sea Level Rise Resilience Project	Santa Clara	1. 2021-2035	$180	201
197	US-101 | Peninsula Sea Level Rise Resilience Project	San Mateo	2. 2036-2050	$280	202
198	I-880 | Sea Level Rise Resilience Project	Alameda	1. 2021-2035	$50	203
199					204
200	**Reduce Climate Emissions (transportation projects only)**				205
201	**EN8. Expand Clean Vehicle Initiatives**	Regional	Various	$4,500	206
202	**EN9. Expand Transportation Demand Management Strategies**	Regional	Various	$500	207

Notes:

***** Costs overlap with regional program to build a complete streets network.

****** Costs overlap with regional program to maintain existing transit capital assets.

******* Capital costs overlap with capital projects program to enhance rail service to Santa Clara.

Other *'Programmatic Investments'* will be listed as projects or organized into programmatic categories for final Plan adoption.

This transportation project list is contingent on the inclusion of revenues from a regional all-lane tolling strategy.

PBA 2050 List of Strategies

Transportation: Maintain and Operate the Existing System –

- Strategy T1: Restore, Operate, and Maintain the Existing System $390 billion
- Strategy T2: Support Community-Led Transportation Enhancements in Communities of Concern $8 billion
- Strategy T3: Enable a Seamless Mobility Experience $3 billion
- Strategy T4: Reform Regional Fare Policy $10 billion
- Strategy T5: Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives $1 billion (in costs to construct related infrastructure)
- Strategy T6: Improve Interchanges and Address Highway Bottlenecks $11 billion
- Strategy T7: Advance Other Regional Programs and Local Priorities $18 billion

Transportation: Create Healthy and Safe Streets –

- Strategy T8: Build a Complete Streets Network $13 billion
- Strategy T9: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds $4 billion

Transportation: Build a Next-Generation Transit Network –

- Strategy T10: Enhance Local Transit Frequency, Capacity, and Reliability $34 billion
- Strategy T11: Expand and Modernize the Regional Rail Network $78 billion
- Strategy T12: Build an Integrated Regional Express Lane and Express Bus Network $9 billion

Housing: Protect and Preserve Affordable Housing –

- Strategy H1: Further Strengthen Renter Protections Beyond State Legislation $2 billion
- Strategy H2: Preserve Existing Affordable Housing $237 billion

Housing: Spur Housing Production at All Income Levels –

- Strategy H3: Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies $N/A
- Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All $219 billion
- Strategy H5: Integrate Affordable Housing into All Major Housing Projects $N/A
- Strategy H6: Transform Aging Malls and Office Parks into Neighborhoods $N/A

Housing: Create Inclusive Communities –

- Strategy H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern $10 billion
- Strategy H8: Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services $N/A

Economy: Improve Economic Mobility –

- Strategy EC1: Implement a Statewide Universal Basic Income $205 billion
- Strategy EC2: Expand Job Training and Incubator Programs $5 billion
- Strategy EC3: Invest in High-Speed Internet in Underserved Low-Income Communities $10 billion

Economy: Shift the Location of Jobs –

- Strategy EC4: Allow Greater Commercial Densities in Growth Geographies $N/A
- Strategy EC5: Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit $10 billion
- Strategy EC6: Retain and Invest in Key Industrial Lands $4 billion

Environment: Reduce Risks from Hazards –

- Strategy EN1: Adapt to Sea Level Rise $19 billion
- Strategy EN2: Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) $15 billion
- Strategy EN3: Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings $18 billion
- Strategy EN4: Maintain Urban Growth Boundaries $N/A

Environment: Expand Access to Parks and Open Space –

- Strategy EN5: Protect and Manage High-Value Conservation Lands $15 billion
- Strategy EN6: Modernize and Expand Parks, Trails, and Recreation Facilities $30 billion

Environment: Reduce Climate Emissions

- Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers $N/A
- Strategy EN8: Expand Clean Vehicle Initiatives $4 billion
- Strategy EN9: Expand Transportation Demand Management Initiatives $1 billion

For more information regarding these strategies, please visit the following link:

http://mtc.legistar.com/gateway.aspx?M=F&ID=7994dcad-0487-452a-86b6-0600b223969e.pdf

Plan Bay Area 2050 Growth Geographies

- **Priority Development Area***
- **Priority Production Area**
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service**
- • Regional Rail Station
- — Regional Transit (Existing)
- ----- Regional Rail (Blueprint)***

**Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.*

***Peak headways of 16 to 30 minutes (January 2020).*

****Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.*

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

Scale:

Miles
0 3 6 9 12

Kilometers
0 4 8 12 16

Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2020
Map Author: JC, August 2020
File Location: https://mtcdrive.box.com/s/2fj92frlzzwybfw6jixj3ha83j17xl3w