



PUBLIC ENGAGEMENT REPORT

OCTOBER 2021

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Executive Summary

Since its inception in 1971, the Metropolitan Transportation Commission (MTC) has been charged with developing a Regional Transportation Plan (RTP) for the nine-county San Francisco Bay Area. While RTPs have been developed for nearly 5 decades, recent iterations of the long-range plan have increasingly integrated new elements in order to address more complex regional challenges. Plan Bay Area 2050 is the third plan that has been jointly developed with the Association of Bay Area Governments (ABAG). Plan Bay Area 2050 focuses on innovative planning work and extensive public engagement. This report documents the public engagement that informed the strategies and policies that are contained in Plan Bay Area 2050.

Plan Bay Area 2050, like both of its predecessors, [Plan Bay Area](#) (2013) and [Plan Bay Area 2040](#) (2017), has been developed to conform to federal and state regulations, including California legislation from 2008 (Senate Bill 375, Steinberg), which requires each of the state's 18 metropolitan areas to reduce greenhouse gas emissions from cars and light-duty trucks. Under Senate Bill 375, the Bay Area must develop a Sustainable Communities Strategy (SCS) that strives to reach the greenhouse gas (GHG) reduction target established by the California Air Resources Board. Unlike its predecessors, Plan Bay Area 2050 is the first holistic regional plan for the Bay Area that goes beyond a traditional RTP/SCS and focuses on transportation, housing, the economy and the environment, all while ensuring that the plan works to advance equity and resilience in an uncertain future.

Although separate from Plan Bay Area 2050, a groundbreaking initiative called Horizon set the foundation on which Plan Bay Area 2050 rests. Launched in 2018 to look beyond traditional scenario planning, the Horizon initiative deconstructed the traditional planning processes that are the hallmark of Plan Bay Area to more fully explore the challenges and possible solutions Bay Area residents may face through 2050. As the COVID-19 global pandemic made clear, the future is incredibly uncertain, and the purpose of Horizon was to understand how these uncertainties affect a wide range of challenges for the Bay Area's future, including the emergence of driverless vehicles, rising sea levels, earthquakes, changing economic conditions and political unrest.

While Horizon did not explicitly consider the impacts of a pandemic, analysis did consider how strategies would perform under varying degrees of economic decline/expansion, telecommute mode share, e-commerce market share and preferences for shared versus individual transportation, all of which are highly relevant to the realities introduced by COVID-19. The Horizon initiative established guiding principles that grounded the planning and technical work and developed a variety of strategies that would make the Bay Area a more affordable, connected, diverse, healthy and vibrant region for all.

Transitioning from Horizon to Plan Bay Area 2050 in mid-2019, the plan built on the foundation set by the Horizon work, narrowing down the transportation, housing, environmental and economic strategies to outline the strategies for growth and investment through the year 2050, while simultaneously achieving the plan's mandated 19% per capita emissions reduction goal by the year 2035.

While Plan Bay Area 2050 has used a variety of new planning, modeling and engagement tactics to improve its outcomes, it has also been developed to conform to federal and state regulations, including the requirement that the region plan for housing 100 percent of its projected population at all income levels. Plan Bay Area 2050 considers how and where the region can accommodate growth projected for the next 30 years at all income levels.

For the public engagement process, MTC and ABAG used a variety of new and innovative techniques to reach more residents than ever before. The Horizon initiative yielded participation from nearly 4,000 Bay Area residents who provided over 17,000 comments, including key input that helped create the plan's five guiding principles as well as identifying the plan's high performing strategies.

Since that time, Plan Bay Area 2050 added nearly 15,000 additional participants and over 216,000 additional comments, for a total of over 234,000 comments from nearly 19,000 Bay Area residents. This marks an unprecedented level of engagement that offered insights and feedback that improved the plan through its four-year development. These statistics are for the period from early 2018 to September 2021. This report will be updated upon adoption of Plan Bay Area 2050, expected in the fall of 2021.

Public Participation Plan (2018)

A comprehensive public engagement program is instrumental to the long-range planning process. Public engagement requires extensive outreach with local government officials, partners and stakeholders. Engagement activities for Plan Bay Area 2050 include activities such as pop-up workshops in various locations around the Bay Area, in-person, online and telephone workshops in each county, and public hearings on the Draft Plan Bay Area 2050 prior to its adoption, among others.

MTC and ABAG are committed to an active public engagement process that provides comprehensive information, timely public notice and full public access to key decisions. MTC and ABAG provide the public with myriad opportunities for continued involvement in the work of the agencies, memorialized in MTC's regularly updated Public Participation Plan (PPP). As a Metropolitan Planning Organization, federal statutes require MTC to adopt and maintain a Public Participation Plan. This document, while only adopted by MTC, guides the engagement work that MTC and ABAG undertake throughout the Plan Bay Area 2050 process.

MTC and ABAG's public involvement process aims to give the public ample opportunities for early and ongoing participation in critical transportation projects, plans and decisions, as well as to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, and by the agencies' own internal procedures.

MTC updates its PPP approximately every four years ahead of preparation of the region's long-range plan, which fulfills federal transportation planning requirements. The PPP spells out the process for providing the public and interested parties with diverse and accessible opportunities to be involved in the regional transportation planning process. The Appendix A of the PPP, which guides MTC and ABAG's engagement activities for Plan Bay Area 2050, was updated with input from the public, as described below.

Public Participation Plan Overview

As transportation, housing, environmental and economic strategies in this incredibly diverse region increasingly intersect, it is all the more important that the agency's public engagement activities reflect the region's layers of interwoven issue areas and communities. To ensure diverse and robust public participation, staff sought to increasingly focus resources to hear more from those most historically absent from the decision-making process.

The PPP identifies five guiding principles for public engagement:

- Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
- One size does not fit all — input from diverse perspectives enhances the process.
- Effective public outreach and involvement requires relationship building with local governments, stakeholders and advisory groups.
- Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and communicating in clear, compelling language and visuals.
- An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them.

Updating the Public Participation Plan

On March 23, 2018, MTC's Draft 2018 Public Participation Plan (Draft PPP) was released for public review. The Draft PPP was an update to the previous PPP that was adopted in 2015. Staff requested input from partners, stakeholders and the public using in-person, telephone and online outreach. This included:

- Conducting an online survey that was promoted via a news release, email, through MTC's partners and stakeholders, as well as digital advertising, social media and on MTC's website. The survey was translated into Spanish and Chinese.
- Surveying seven Metropolitan Planning Organizations and partner agencies on outreach methods for their planning processes.
- Conducting focus groups in partnership with six community-based organizations representing the Bay Area's Equity Priority Communities¹ and agency working groups to garner input on current outreach methods and request ideas for new and innovative outreach tactics.
- Giving presentations to and requesting input from MTC's Policy Advisory Council and the Regional Advisory Working Group.

MTC received 769 complete survey responses. The survey was promoted through Facebook, with a focus on hearing from residents in communities of color as well as from women and young people, groups that have been historically underrepresented in MTC's public engagement efforts.

Staff conducted focus groups and sought new engagement methods from seven Metropolitan Planning Organizations, partner agencies and community-based organizations who themselves conduct public outreach. Staff made presentations and heard from MTC's Policy Advisory Council, the Regional Advisory Working Group, and county transportation agency planning directors.

KEY MESSAGES HEARD

In soliciting feedback on the Draft PPP from diverse stakeholders, including partners, community-based organizations, Policy Advisory Council and Regional Advisory Working Group members, we heard several themes, outlined below.

To reach new audiences, go beyond traditional outreach

To increase the public's participation, participants stressed a desire to hold outreach meetings at different locations and outside traditional work hours, including at park-and-ride lots, office parks, rail stations, etc. Even prior to the pandemic, participants also requested remote access to meetings via the web.

The PPP calls for a variety of innovative outreach methods — including alternative meeting types — to ensure that the greatest number of people are able to participate in the outreach process. For example, because of the pandemic, MTC made it possible to conduct meetings remotely via the web.

Broaden communities reached

There was a clear call to increase the breadth and representation of groups reached during the public engagement process. This includes reaching groups in underrepresented communities to ensure that those historically left out are included. In addition, a few comments asked to include a focus on seniors and persons with disabilities in outreach, which were then added to the PPP.

Communicate simply and clearly

Many participants requested that we communicate in simple and clear terms for the public to understand complex topics and to make it easier for the public to provide input. Participants felt that government tends to overwhelm citizens with text, data and graphics, when fewer words, simple graphics and consolidated topics would help. We heard a strong emphasis on using fewer acronyms and jargon, and to make materials appropriate for non-technical audiences. Staff aimed to do this throughout the Horizon and Plan Bay Area 2050 processes.

¹ Defined as census tracts that have a concentration of BOTH people of color AND low-income households, OR that have a concentration of four or more of the following factors: limited English proficiency, zero-vehicle household, seniors 75 years and over, people with disability, single-parent family or severely rent-burdened household.

FINAL PUBLIC PARTICIPATION PLAN

In response to feedback received from soliciting input on the Draft PPP, revisions to the plan included providing requested clarification or expanding upon public participation opportunities. The final PPP goes on to spotlight the process and significance of various milestones in the development of Plan Bay Area 2050, as well as the roles of various agencies and the opportunities for public comment. The Commission adopted the final [Public Participation Plan](#) as MTC Resolution No. 4174 (revised), on June 27, 2018.

Plan Bay Area 2050 Engagement: Equitable and Innovative

Applying an equitable, comprehensive and nimble approach, staff aimed to hear from a representative swath of the Bay Area’s population. Centering the perspectives of community members who are typically left out of long-range planning processes required an inclusive approach that valued their experiences and credibly and authentically responded to their input.

Strong coordination and a shared commitment to public engagement and equity between planning and engagement staff allowed for a planning process that was demonstrably responsive to community feedback and informed every step of the plan’s development, including its guiding principles and strategies. Additional resources were invested in hearing from hard-to-reach populations including people with disabilities, communities of color and low-income communities, residents with limited English proficiency, youth and people experiencing homelessness. The multiple layers of engagement strategies and tactics, which took place in face-to-face interactions prior to COVID-19 shelter-in-place orders, and online, both before and during the pandemic, resulted in the most input received on any Bay Area Regional Transportation Plan to date — significantly improving the plan.

Renewed Focus on Equity

Advancing equity has long been an agency priority. A renewed focus on equity was further emphasized by the release of the MTC and ABAG Equity Platform in 2019. The platform provides a framework for how the agencies aim to advance “equity with a racial justice focus by investing resources for historically underserved, systemically marginalized groups, including low-income and communities of color, at scale to meaningfully reverse the disparities in access that diminish the nine-county Bay Area.”

To advance equitable community engagement, staff aimed to target at least 70% of outreach activities in communities of color and low-income communities. For example, when selecting pop-up locations for a distributed engagement campaign in the fall of 2019, 29 out of 37 locations (78%) were in or served such communities.

Innovative Engagement

MTC and ABAG’s efforts to make use of new digital tools to reach wider public audiences shifted into a far more urgent phase with the arrival of COVID-19 shelter-in-place mandates. When the orders were issued by health authorities starting in March 2020, MTC and ABAG staff were in the midst of developing the second round of Plan Bay Area 2050 outreach activities. To keep engagement efforts on track, staff made the necessary switch to virtual engagement,

holding digital focus groups and workshops, as well as telephone town halls and online and text-based surveys, among other tactics.

Remarkably, holding digital meetings lowered barriers for many participants, yielding more robust participation. Indeed, entirely new technologies were used during the second round to encourage input on the plan. Staff had to make it easy and fun to participate so residents would weigh in on the Bay Area’s future.

TESTING ENGAGEMENT TACTICS

As with any new process, some methods and strategies were more successful than others. Forced by the pandemic to find new avenues to reach people who were often struggling to see beyond the immediate challenges of the pandemic and related economic strife, staff iterated new models, picking up what worked, and making adjustments or even dropping approaches that did not produce significant public response. Some experiences shed light on where future engagement innovations may emerge. For example, telephone town halls conducted in Cantonese and Mandarin were sparsely attended despite in-language outreach through traditional channels. In future iterations, the agency plans to conduct engagement activities on the WeChat social platform, where many civic discussions already take place within Chinese speaking communities.

COVID-19 AND SB 146

SB 375 (Steinberg, Statutes of 2008) established the requirement for metropolitan areas to plan land-use and transportation investments in a manner that reduces reliance on single-occupant vehicles and supports the state’s climate goals. As a landmark piece of legislation with the potential to make profound changes across the state, it included robust outreach requirements, including the requirement to conduct at least three in-person workshops for counties with more than 500,000 people and at least one in person workshop for counties with fewer than 500,000 people—resulting in a requirement for 19 workshops in the Bay Area (see Table 1 below). SB 146 (Beall, Statutes of 2020) created a temporary fix lasting through January 2023, clarifying that meetings and public hearings can be conducted remotely to satisfy SB 375 requirements.

Table 1. Workshops held for county per SB 375 requirements

BAY AREA COUNTY	COUNTY POPULATION*	NUMBER OF WORKSHOPS REQUIRED UNDER SB 375	NUMBER OF WORKSHOPS HELD**
Alameda County	1,671,329	3	9
Contra Costa County	1,153,526	3	6
Marin County	258,826	1	4
Napa County	137,744	1	4
San Francisco	881,549	3	8
San Mateo County	766,573	3	7
Santa Clara County	1,927,852	3	8
Solano County	447,643	1	5
Sonoma County	494,336	1	4
TOTAL	7,739,378	19	55

*Source: U.S. Census 2019 data

**In Round 3, four workshops were held by geographic area (East Bay, North Bay, South Bay and West Bay); numbers reflect the meetings targeted to a county, and not necessarily the absolute number of events.

Community-Based Partnerships

Of course, innovation is not limited to technology. MTC and ABAG are committed to pursuing equitable public engagement that centers the experiences of communities that have been historically disinvested, under-resourced and excluded from decision making processes. MTC continues its pioneering approach to engagement by partnering with community-based organizations (CBOs). These partnerships are crucial to connecting and genuinely hearing the perspectives of impacted community members. Partnerships with CBOs help foster trust and understanding with the communities the CBOs serve and elicit valuable insights through focus groups, surveys and direct feedback (including from CBO leaders, who live and/or work in the communities they serve). As COVID-19 disrupted everyone's plans, MTC's eight CBO partners were instrumental in co-creating and maintaining listening channels to ensure that Plan Bay Area 2050 reflected the insights of people most impacted by its policy decisions.

Online Engagement

Staff developed a suite of digital engagement tactics, building off successful tools from past plans and innovating new approaches that ended up playing a crucial role with the onset of the COVID-19 pandemic. Staff maintains planbayarea.org as the one-stop source for all information related to the plan. The website provides timely and adequate information for all upcoming events, a prominent registration form to register to receive updates, news and information about the plan via electronic communications, a public comment repository, a glossary and Frequently Asked Questions page, access to past iterations of Plan Bay Area (from 2013 and 2017), and other key information. As the working world migrated over to videoconferences conducted over Zoom and similar platforms, workshops and focus groups were conducted online. Despite some challenges, overall engagement was enhanced after the necessary conversion to a digital-first approach.

In addition, staff sends out routine communications via email to various stakeholders, including monthly e-newsletters dedicated to the plan that target partners and the public. These e-newsletters provide important updates like key milestones and opportunities to participate in future meetings and events, and they are sent to nearly 8,500 subscribers monthly. Furthermore, Plan Bay Area 2050 updates and information are also included in MTC's monthly and ABAG's bimonthly agency e-newsletters, which have nearly 35,000 and over 5,300 subscribers, respectively.

Traditional Engagement Tactics

Until the onset of the COVID-19 pandemic, staff conducted traditional in-person workshops, focus-groups and pop-up workshops at accessible locations around the Bay Area. When shelter-in-place orders prohibited such interactions at the start of the second round of public engagement in spring of 2020, staff made adjustments to provide meaningful non-digital opportunities for the public to weigh-in, recognizing that digital engagement was not the best way to reach all residents and stakeholders. Described in further detail below, these activities included telephone town halls, digital workshops with telephonic options, text-based surveys and an increase in information sent by mail sent in English, Spanish, Chinese and Vietnamese to residents in zip codes within Equity Priority Communities.

Digital Promotion

The MTC and ABAG social media team created digital promotion campaigns for each round of engagement. Ads were deployed to increase participation from the Bay Area public, including targeted ads to historically hard-to-reach groups. The efforts included promotion of an [animated video](#), which walked viewers through the various strategies contained in the Plan Bay Area 2050 Draft Blueprint, paid promotion of upcoming events and opportunities to provide feedback to increase participation in the various elements of the plan, as well as promotion of the release of Draft Plan Bay Area 2050, among others. Digital promotion greatly increased the reach of engagement efforts — enabling MTC and ABAG to hear from a broader representation of Bay Area residents than ever before. The results of these efforts are summarized in Appendix 3.

Advisory Structure

Throughout the development of Plan Bay Area 2050, MTC and ABAG staff regularly consulted with several advisory groups to hear from a range of perspectives and get early input. These advisory bodies include a Regional Advisory Working Group, Regional Equity Working Group, MTC’s Policy Advisory Council and ABAG’s Regional Planning Committee. Staff also conducted a workshop for city managers and top officials from a range of local government and transportation agencies.

REGIONAL ADVISORY WORKING GROUP

The Regional Advisory Working Group (RAWG) was involved in the development of Plan Bay Area 2050 from the beginning. The RAWG, an ad hoc regional working group formed in 2010 to advise regional agency staff on the first Plan Bay Area, was called together to meet again starting in 2018 to offer insights and comments on the Futures planning effort, which was part of the Horizon initiative described below and highlighted in Appendix 1. The RAWG consists of a mix of planning staff representatives from local government, county transportation agencies (CTAs), transit agencies, state and partner regional agencies. Specifically, each county was asked to nominate at least one representative to attend and participate for the duration of the process. In addition, representatives of various interest groups — ranging from affordable housing organizations to businesses and developers, equity advocates to public health and environmental groups — also participate. All RAWG meetings are open to the public, and anyone attending who wishes to directly participate and comment on the discussion is encouraged to do so.

Meetings of the Regional Advisory Working Group are open to the public. More information can be found on MTC’s website: mtc.ca.gov/about-mtc/what-mtc/mtc-organization/partnership-committees/regional-advisory-working-group.

From February 2018 through September 2021, RAWG met a total of 27 times. The working group reviewed and commented on MTC’s Public Participation Plan; the Futures planning effort; the five [Perspective Papers](#) from the Horizon initiative; the project performance methodology for evaluating transportation projects; the Environmental Impact Report (EIR); Priority Development Areas (PDAs), the Draft Plan Bay Area 2050, the Implementation Plan and other Plan Bay Area 2050 topics.

MTC POLICY ADVISORY COUNCIL

MTC’s 27-member Policy Advisory Council’s mission is to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. One of the key topics for the Council has been the development of Plan Bay Area 2050. From February 2018 through September 2021, the group discussed Horizon or Plan Bay Area 2050 at 32 of their meetings. The Council provided feedback and commented on all phases of the Horizon initiative, including the five Perspective Papers; youth and community group engagement; regional growth strategies; public engagement strategies during shelter-in-place; environment and transportation elements; the draft Needs Assessment for transportation, housing, and resilience; and the development of the Plan Bay Area 2050 Implementation Plan. In addition, the Council’s members, including those from the Equity and Access Subcommittee, participated as part of the Regional Equity Working Group.

All Policy Advisory Council meetings are webcast and archived on MTC’s website. Meetings are open to the public. More information is available on MTC’s website: mtc.ca.gov/about-mtc/what-mtc/mtc-organization/policy-advisory-council.

REGIONAL EQUITY WORKING GROUP

Established in 2015, the Regional Equity Working Group (REWG) is an open, ad-hoc group that includes members of the Regional Advisory Working Group (RAWG), representatives from the Policy Advisory Council and the Equity and Access Subcommittee, and stakeholders from Bay Area groups seeking to advance social equity in planning and analysis in developing Plan Bay Area 2050. From September 2019 through September 2021, REWG convened eight times to provide feedback and comment on the Equity Analysis portion of Plan Bay Area 2050; existing inequities in the Bay Area; a cross-cutting review of strategies to advance equity; and a discussion of Equity Priority Communities and criteria.

Regional Equity Working Group meetings are open to the public. More information is available on MTC's website: mtc.ca.gov/about-mtc/what-mtc/mtc-organization/interagency-committees/regional-equity-working-group.

Figure 1. Participants in the December 2019 Regional Equity Working Group



ABAG REGIONAL PLANNING COMMITTEE

The Regional Planning Committee (RPC) is a standing committee of ABAG that hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board, including development of Plan Bay Area 2050. The Regional Planning Committee is comprised of 36 members, including a minimum of 18 elected officials from the nine Bay Area Counties; representatives of the four regional agencies (MTC, ABAG, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission); and stakeholders representing business, minorities, economic development, recreation/open space, environment, public interest, housing, special districts and labor. The Committee meets alternate months during the day at MTC and ABAG's offices in San Francisco (pre-COVID-19) and remotely (during COVID-19 shelter-in-place restrictions). Meetings are open to the public. From February 2018 through September 2021, the RPC met 19 times to advise on a range of matters related to the Futures planning effort, the Horizon initiative and Plan Bay Area 2050, including: the Perspective Papers; revisions to the Regional Growth Framework; the Futures Final Report; the Regional Housing Needs Allocation and proposed methodology; public engagement plan revisions; Plan Bay Area 2050's Draft and Final Blueprint; performance and equity outcomes of Plan Bay Area 2050's Draft and Final Blueprint; Priority Development Areas (PDAs); the development of the Plan Bay Area 2050 Implementation Plan; and the release of the Draft Plan Bay area 2050, its supplemental reports, the Draft Environmental Impact report and the Draft Implementation Plan.

RPC meetings are open to the public. Learn more at: abag.ca.gov/about-abag/what-we-do/how-we-govern/committees/regional-planning-committee.

BOARD MEETINGS

Staff regularly reports on Plan Bay Area 2050 at various public meetings of the Commission and ABAG Board, including joint meetings of the [MTC Planning Committee](#) with the [ABAG Administrative Committee](#), the [Metropolitan Transportation Commission](#), the [ABAG Executive Board](#) and [ABAG's General Assembly](#). Table 2 summarizes the range of meetings where staff presented information on Plan Bay Area 2050 or the Horizon initiative.

BAY AREA REGIONAL COLLABORATIVE

The Bay Area Regional Collaborative, or BARC, is a 20-member collaboration formerly known as the Joint Policy Committee. BARC helps MTC align its regional planning efforts in concert with ABAG, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. Current BARC initiatives focus on climate change and adaptation. The Collaborative met two times to discuss topics related to Plan Bay Area 2050.

THE BAY AREA PARTNERSHIP BOARD

This group of top executives from Bay Area transit operators, county transportation agencies and public works departments, as well as regional, state and federal transportation, environmental, resource-protection and land use agencies, advises MTC periodically on key planning issues, including Plan Bay Area 2050. Staff level working groups meet occasionally on issues such as local roads, public transit and transportation finance. From February 2018 through September 2021 the Partnership Board met six times on Plan Bay Area 2050 matters.

Local, State and Federal Government Engagement

In developing Plan Bay Area 2050, MTC and ABAG sought to promote an open, transparent process that encouraged the ongoing and active participation of local jurisdictions, state and federal agencies, and a broad range of interest groups and individuals from the public. Local government staff and representatives from environmental and resource management agencies have all been involved in the multi-year planning effort. Planning staffs from both MTC and ABAG have also met directly with planning directors from local jurisdictions throughout the region, public works staff and other key local officials while developing Plan Bay Area 2050. Furthermore, MTC and ABAG have a robust, bidirectional partnership with Caltrans and other relevant state agencies, strengthened by ongoing coordination. A representative of Caltrans is a member of the RAWG, where they receive regular updates on Plan Bay Area 2050 and provide feedback to guide the plan's development. In turn, MTC and ABAG staff and executives are members of various state advisory boards, including working groups supporting the development of the California Transportation Plan. These venues provide opportunities for closer collaboration and coordination between statewide and regional transportation planning efforts.

Stakeholders from federal resource protection agencies, port authorities, local and major regional airports, land management agencies and freight organizations, as well as conservation and historic preservation groups, were notified of opportunities to comment on issues relevant to the development of the plan and its companion Environmental Impact Report. Additionally, staff from Caltrans and other federal, state and partner agencies subscribe to our electronic communications that notify them of key information and milestones, as well as ongoing opportunities to inform the plan's development. Elected officials from each Bay Area county also were invited to a presentation by MTC and ABAG staff on the Draft Plan held in each county and hosted by the county transportation agencies.

Private Sector Involvement

During plan development, staff presented Horizon and Plan Bay Area 2050 information to private community organizations, local nonprofits and technology companies, including TransForm; Urban Habitat; San Francisco Planning and Urban Research (SPUR); Public Advocates; ARUP; Gensler; the Silicon Valley Leadership Group; the Bay Area Council; Youth United for Community Action; University of California, Berkeley; University of California, Davis; San José State University; the East Bay Economic Development Alliance; and technology companies such as Swiftly, Zook and WeWork.

Table 2. Plan Bay Area 2050 presentations at regularly scheduled MTC and ABAG public meetings

MTC AND ABAG PUBLIC MEETINGS (2018 THROUGH SEPTEMBER 2021)	STAFF PRESENTATIONS ON PLAN BAY AREA 2050 AND HORIZON
ADVISORY COMMITTEES	
Regional Advisory Working Group	27
Regional Equity Working Group	8
Policy Advisory Council	32
ABAG Regional Planning Committee	17
Bay Area Partnership Board	6
Bay Area Regional Collaborative	2
BOARD MEETINGS	
Joint MTC Planning Committee with ABAG Administrative Committee	34
Metropolitan Transportation Commission	8
ABAG Executive Board	15
ABAG General Assembly	3
Local and County Elected Official Meetings (per SB 375 mandate)	9
TOTAL	161

Groundbreaking Engagement

Engagement with the Bay Area’s residents has shaped the plan at every step in the development process. Tens of thousands of people have participated in public open houses, online workshops and other public meetings, pop-up workshops, telephone and internet surveys, and more. The region’s 101 cities and nine counties also participated in the development of the plan, as did the Bay Area’s other regional agencies, the Bay Conservation and Development Commission and the Bay Area Air Quality Management District. Community-based organizations and advocacy groups representing the Bay Area’s diverse communities and interest groups have been active participants throughout the process, as were some three-dozen local transportation agency partners. Representatives from the Bay Area’s Native American tribes were also consulted (those activities are summarized in the [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#)). In all, three years of innovative and meticulous technical analysis — informed by continuous and robust engagement — yielded the most ambitious next-generation regional plan the Bay Area has seen: Plan Bay Area 2050.

Figure 2. Plan Bay Area 2050 was the top headline for the July 20, 2020 edition of the San Francisco Chronicle



Laying the Foundation: Horizon Initiative

Starting in 2018, MTC and ABAG staff engaged members of the public, including representatives from youth and community-based organizations, in the planning process of the Horizon initiative. Although a separate effort from Plan Bay Area 2050, Horizon served as an alternative to traditional long-range planning where funding and growth are distributed based on fixed assumptions. The Horizon initiative instead sought to rethink this process by identifying strategies (policies and investments) that would be successful under a variety of circumstances; therefore, improving upon previous long-range plans by actively accounting for uncertain future conditions.

The Horizon initiative was the first comprehensive Bay Area planning effort to examine issues traditionally outside of the long-range regional planning process by stress testing various strategies using three different scenarios, called Futures. A set of guiding principles set the foundation for the process, serving as anchors to core values that were used throughout the entire Plan Bay Area 2050 process. The culminating document, the [Futures Final Report](#), explored the three distinct and divergent Futures, conducting stress test analyses to ensure that proposed strategies were resilient to the range of potential future challenges.

Starting in February 2018 with 28 pop-up workshops across the Bay Area, an online survey and a day-long [peer exchange](#) that included interdisciplinary subject matter experts from across the Bay Area, the Horizon initiative laid the groundwork for Plan Bay Area 2050. The initiative included two rounds of engagement. The first provided input on Horizon's guiding principles and developed three Futures: Rising Tides, Falling Fortunes; Clean and Green; and Back to the Future. The second round of engagement used in-person workshops, focus groups organized in partnership with community-based organizations and an online survey via the Vital Signs website to identify strategies to meet the plan's vision: to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all Bay Area residents by 2050.

Because the Horizon initiative was fundamental in laying the foundation on which Plan Bay Area 2050 is built, engagement activities are included as Appendix 1.

Engagement Highlights

Figure 3. Highlights of Horizon and Plan Bay Area 2050 engagement efforts



Building Plan Bay Area 2050

After incorporating public feedback from the successful 18-month Horizon initiative, the table was set to introduce the Bay Area's residents to the region's next-generation long-range plan. Illuminated by the strategies developed and refined under Horizon, Plan Bay Area 2050 analyzed strategies categorized under four topic areas, or what are called the plan's elements — transportation, housing, the economy, and the environment — integrating the key themes of equity and resilience throughout.

Staff planned the following public engagement phases:

- **Prior to the Plan:** Plan Information and Promotion (June to September 2019)
- **Round 1:** Plan Bay Area 2050 Kickoff (October to November 2019)
- **Round 2:** Draft Blueprint (April to May 2020)
- **Round 3:** Implementation Plan (January to February 2021) and Draft Plan Bay Area 2050 and Draft Environmental Impact Report (May to June 2021)

Prior to the disruptive impacts of the COVID-19 shelter-in-place guidelines, the comprehensive public engagement program already envisioned new strategies to reach wider audiences using digital engagement tools. Between Plan Bay Area 2050's public engagement campaign's first and second round, the entire landscape shifted. With in-person meetings prohibited, staff pivoted toward the innovative engagement tactics detailed below.

PRIOR TO THE PLAN: PLAN INFORMATION AND PROMOTION

To kick off plan engagement, staff produced an 11-part webinar series running from June 2019 to September 2019. Designed for local jurisdictions, local staff and members of the public, topics included: nomination and selection of new growth areas; a review of a Horizon Perspective Paper on autonomous vehicles (see Appendix 2); an introduction to modeling platforms (REMI 2.2, Bay Area UrbanSim, & Travel Model 1.5); and an analysis of persistent social inequities in the region.

Additionally, to increase the number of people participating in the public engagement process, staff used a paid digital promotion campaign to introduce and promote the plan to the Bay Area public. This yielded an increase in e-newsletter sign-ups. See Appendix 3.

Round 1 (2019): Introducing Plan Bay Area 2050

Staff kicked off the first round of Plan Bay Area 2050 engagement by holding three technical workshops in the fall of 2019. These half-day events included experts from diverse fields who dove deep into topics like housing and the economy. In addition, the Regional Equity Working Group (REWG) was also convened four times during Round 1, bringing equity advocates to the table to help illuminate strategies that could best address existing inequities in the Bay Area. See Table 4 on the following page.

Table 3. Regional Equity Working Group meetings held during Round 1 of Plan Bay Area 2050 engagement

DATE	LOCATION	TOPICS
September 18, 2019	Bay Area Metro Center	<ul style="list-style-type: none"> • Agency-wide Equity Platform • Introduction to Plan Bay Area 2050 and the Equity Analysis
November 19, 2019	Webinar	<ul style="list-style-type: none"> • Existing inequities in the San Francisco Bay Area
December 19, 2019	Bay Area Metro Center	<ul style="list-style-type: none"> • Plan Bay Area 2050 Blueprint workshop
January 22, 2020	Webinar	<ul style="list-style-type: none"> • Strategies for inclusion in the Draft Blueprint of Plan Bay Area 2050 • Overview of blueprint strategies • Strategies by topic area

POP-UP OUTREACH

In September 2019, staff launched another round of pop-up workshops modeled after the engagement efforts during the Horizon initiative. This format consists of meeting people “where they are” at public events or venues (e.g., farmers markets, community festivals, libraries, etc.). In an all-hands-on-deck campaign, dozens of staff were enlisted from across the agency to bring the plan to every corner of the Bay Area, with an emphasis on low-income and communities of color typically left out from decision-making processes (see Table 5).

Over a six-week period from October to November 2019, staff conducted 37 pop-up workshops across all nine Bay Area counties, showing up in diverse locations such as community colleges, farmers markets, street fairs, and even a temporary transportation museum put on by a high school student with a zealous passion for all things transit. The pop-up locations were selected based on availability of existing community events and geographic diversity, prioritizing under-represented communities. The pop-ups were listed on the Plan Bay Area website and promoted via social media to ensure everyone had an opportunity to participate. Over 78% of the pop-up workshops were in Equity Priority Communities, where more people of color and people with low incomes reside. Over 1,000 Bay Area residents participated in the pop-ups, which garnered over 3,000 unique comments.

Table 4. Pop-up workshops

LOCATION	DATE
Napa Farmers Market	October 5
Alum Rock Farmers Market (San José)	October 6
Richmond Library	October 10
Contra Costa College	October 10
Livermore Art Walk	October 12
Diwali Festival (Cupertino)	October 12
Pittsburg Farmers Market	October 12
San Francisco State University	October 16
East Palo Alto Farmers Market	October 16
Luther Burbank Farmers Market (Santa Rosa)	October 16
Orinda Casual Carpool	October 17
Heart of the City Farmers Market (SF)	October 18
Cherryland Fun Run (San Lorenzo)	October 19
College of San Mateo Market	October 19
Sunday Streets – Excelsior (SF)	October 20
Dental Care Event in South SF	October 20
CBO Pop-Up Workshop (San José)	October 22
Santa Clara Library	October 22
Vacaville Job Fair	October 23
Serramonte Farmers Market (Daly City)	October 24
CBO Pop-Up Workshop (Fremont)	October 25
Lake Merritt (Oakland)	October 26
Vacaville Farmers Market	October 26
Vallejo Farmers Market	October 26
Transportation Museum (San Carlos)	October 27
San José Farmers Market	November 1
Día de los Muertos Festival (Oakland)	November 2
CBO Pop-Up Workshop (San Francisco Chinatown)	November 2
Irvington Farmers Market (Fremont)	November 3
Pickleweed Library (San Rafael)	November 7
CBO Pop-up Workshop (East Palo Alto)	November 9
Southeast Community Facility Commission Health Fair (San Francisco)	November 9
Petaluma Farmers Market	November 12
CBO Pop-Up Workshop (San Francisco)	November 16
Napa Farmers Market	November 16
San Rafael Farmers Market	November 17
CBO Pop-Up Workshop (Oakland)	November 19

Figure 4. A woman provides feedback at a San José farmer's market



Photo: Noah Berger

Figure 5. Members of the public used post-it notes to provide feedback on strategies



Photo: Noah Berger

Figure 6. A man provides comments on strategies at a pop-up workshop at San Francisco's Sunday Streets Excelsior

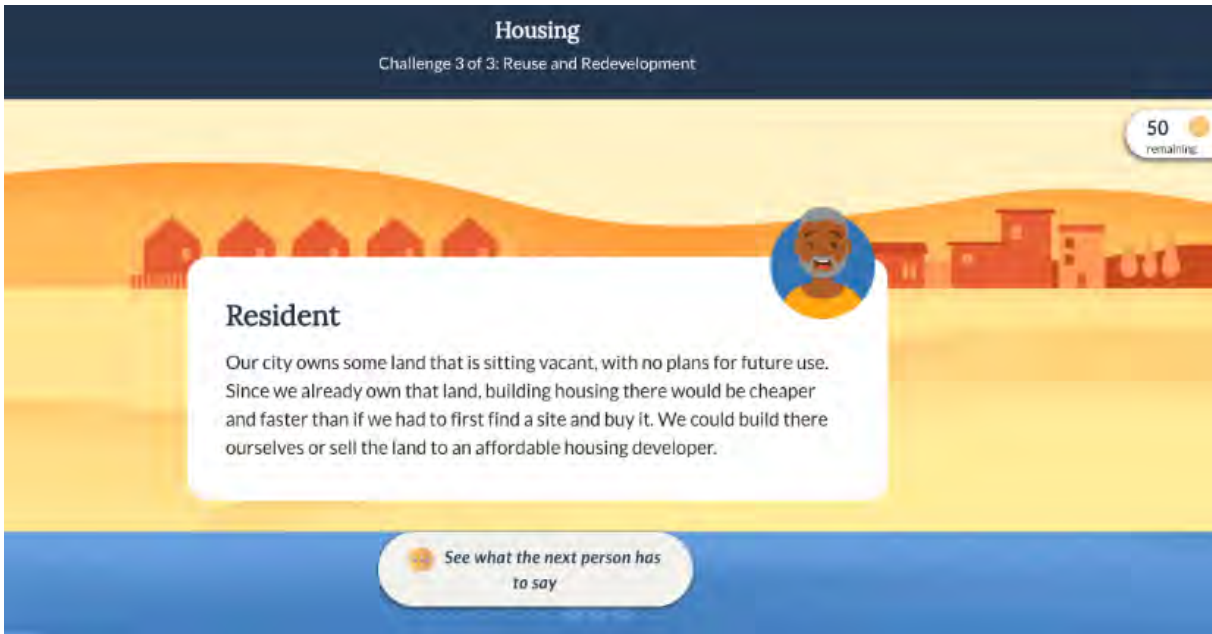


Photo: Photo Credit?

Mayor of Bayville

On November 6, 2019, staff launched the [Mayor of Bayville](#) online tool to garner public input on the strategies from the Horizon initiative. In the tool, players assume the role of Mayor of Bayville, who is confronted with a series of public policy challenges and must decide how to invest limited resources to address problems such as housing affordability, sea level rise, traffic congestion and income inequality. Aimed at reaching younger and more diverse audiences, the game was promoted via the agency’s social media channels and with targeted online advertising. The game was available in three languages (English, Spanish, and Chinese), and it reached over 3,000 participants from 84 of the region’s 101 cities and towns. In the six weeks when responses were collected, over 9,900 unique comments came in. Created in partnership with the firm Exygy, the game was [recognized](#) by the 2020 San Francisco Design Week awards and is slated to be reiterated for future planning efforts.

Figure 7. Mayor of Bayville online game



Tribal Engagement

On December 12, 2019 staff met with representatives from the Bay Area’s Native American tribes at the National Indian Justice Center in Santa Rosa. Details of all tribal engagement activities and government-to-government consultations are provided in the [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#).

What We Heard

The first round of public engagement yielded nearly 13,000 unique comments from over 4,000 participants at 40 public engagement opportunities. Additionally, MTC and ABAG held 23 events with over 1,100 partners and stakeholders. Ninety percent of the comments from the pop-up events supported the high-performing strategies identified through the Horizon initiative, including modernizing public transit, building affordable housing, and encouraging more biking and walking. Less popular strategies included lowering speed limits to reduce roadway injuries and fatalities and increasing development fees in places that generate long auto trips. Participants also offered new ideas such as support for cooperative housing, improvements to the first/last mile of connectivity for transit and support for job growth beyond current job centers. The complete results from Round 1 of Plan Bay Area 2050 engagement were [presented at the December 2019 meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee](#).

Round 2 (2020): Plan Bay Area 2050 Draft Blueprint

Public feedback from Round 1 helped staff prioritize and refine the strategies that would be approved by MTC and ABAG for further study and analysis through the Draft Blueprint phase. Throughout spring 2020, staff analyzed the 25 integrated strategies to determine how far they might be able to move the region toward a more affordable, connected, diverse, healthy and vibrant Bay Area for all by the year 2050. The results of this analysis showed that the strategies made meaningful gains on some key regional issues, such as regional affordability, transit and roadway safety, and infrastructure protections from sea level rise and earthquakes. However, five persistent challenges emerged as key focus areas for revision:

1. Insufficient affordable housing
2. Greenhouse gas emissions²
3. Congestion and transit crowding
4. Jobs-housing imbalance
5. Displacement risk

Round 2 engagement focused on seeking input from the public on new or enhanced strategies that would best address these five remaining challenges. As planning for Round 2 activities kicked off, the COVID-19 pandemic struck, with all face-to-face activities essentially banned overnight due to mandatory shelter-in-place orders. With Round 2 set to begin in April, staff proceeded to convert all engagement activities to an array of digital platforms where the public could safely learn and provide input. In what could be described as assembling an airplane in mid-flight, staff revamped engagement efforts to include tried and tested methods as well as entirely new approaches.

A short three-minute [video](#) produced by staff introduced the strategies included in the Draft Blueprint and sought public input on how to improve them. The video was a key element of the Round 2 public engagement.

Figure 8. Title shot from Crafting a Blueprint for the Bay Area's Future animated video



2 The initial Draft Blueprint analysis identified that the region failed to meet its state-mandated target to reduce GHG emissions by 19% as set by the California Air Resources Board.

A robust effort of online promotion for Plan Bay Area 2050 led to over 150,000 pageviews and over 600,000 post engagements³. Over the unprecedented spring and summer of 2020, as the region was rocked by the pandemic, protests over racial injustice, and smoke from devastating wildfires, staff conducted 24 separate public engagement activities for the Draft Blueprint, hearing from over 8,000 Bay Area residents, who provided over 175,000 unique comments. Below is a description of the various public engagement efforts soliciting input on the Draft Blueprint that comprised Round 2 of Plan Bay Area 2050 engagement.

Community-Based Focus Groups

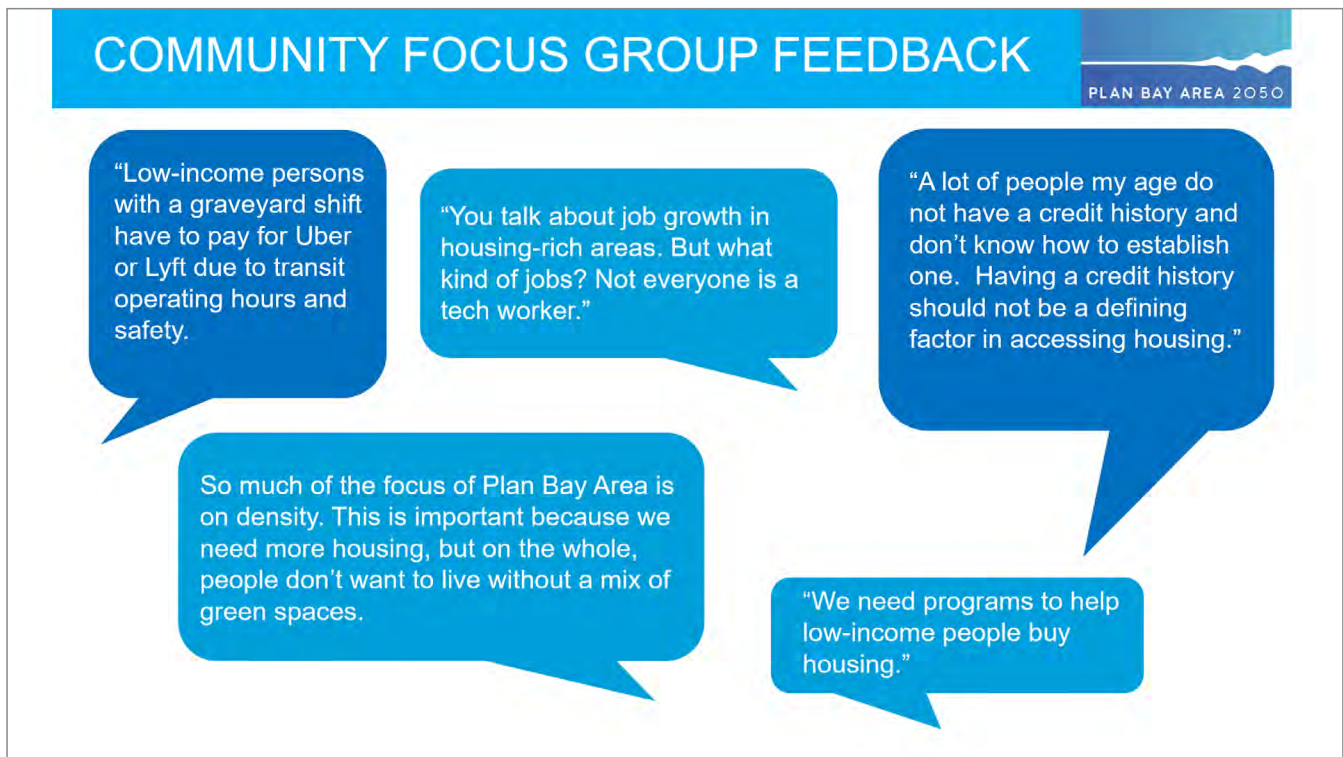
In partnership with community-based organizations that were contracted to work with MTC and ABAG over the Plan Bay Area 2050 process, staff facilitated seven focus groups in the late spring of 2020. Conducted remotely, the focus groups were designed to function as listening sessions where participants were invited to suggest ways to improve or alter the Draft Blueprint’s strategies. A total of 61 participants offered over 260 unique comments on the Draft Blueprint. Focus groups were hosted using Zoom or WebEx, depending on the event, with the additional option to participate online or by phone for those without access to internet.

Table 5. Community-based organization focus groups for Round 2

COMMUNITY-BASED ORGANIZATION	FOCUS GROUP FORMAT	DATE
Acterra	Zoom	May 7, 2020 3-5 p.m.
Rose Foundation	Zoom	May 12, 2020 4-5:30 p.m.
Sacred Heart (Chinese)	Zoom	May 15, 2020 1:30-3 p.m.
Sound of Hope	WebEx Teleconference	May 16, 2020 1:30-3 p.m.
West Oakland EIP	Zoom	May 19, 2020 4-6 p.m.
Green Hive	Zoom	May 20, 2020 2-3:30 p.m.
West Oakland EIP (Yemeni Arabic)	Zoom	June 11, 2020 4-6 p.m.

³ “Post engagements” are the total number of actions that people take involving social media ads. Post engagements can include actions such as reacting to, commenting on or sharing the ad, claiming an offer, viewing a photo or video, or clicking on a link.

Figure 9. Comments heard at community focus group meetings



Coffee Conversation

On May 21, 2020, staff convened a special Coffee Conversation: Let’s Talk Climate Change in partnership with Kanyon Sayers-Roods, a Constanooan Ohlone and Chumash leader. Over 40 participants joined for a conversation examining climate change impacts with a strong focus on Indigenous communities’ experiences and sustainability practices.

Digital Workshops

From July 15 to August 5, 2020, staff held a series of nine county-specific digital workshops, one for each of the Bay Area’s nine counties. The workshops were held over Zoom, mostly on weekday evenings with two midday workshops held on a Saturday and Wednesday (for Marin and Santa Clara Counties, respectively). The initial number of attendees was 350, while ultimately the workshop video recordings were viewed nearly 400 times (via event recordings hosted on the Plan Bay Area website). Feedback from workshop participants was captured in an online survey, described below.

Online Survey

A month-long survey was launched on July 10, 2020 via the online platform Typeform. Over 3,900 responders offered over 27,000 unique comments. Notably, the survey invited open-ended responses to the following challenges, which were adapted from the five key challenges identified through the Draft Blueprint analysis:

- Housing Unaffordability
- Congestion and Crowding
- Climate Emissions
- Jobs-Housing Imbalance
- Displacement

Tribal Engagement

On August 3, 2020, in lieu of the traditional in-person summit, staff hosted a digital Tribal Summit with a total of 10 participants over Zoom due to the ongoing shelter-in-place orders. Ten tribes were invited, including the six federally recognized tribes, but only one tribe participated in the Summit.

After opening remarks by then-MTC Commissioner Jake Mackenzie, ABAG Executive Board Member David Rabbitt, and MTC and ABAG Executive Director Therese McMillan, staff provided information on the Draft Blueprint as well as the initial Notice of Preparation (NOP) step of the Environmental Impact Report process. Caltrans District 4 staff was also present to provide an update on related projects. Tribe representatives provided a total of 27 specific comments on the Draft Blueprint.

Details of all tribal engagement activities and government-to-government consultations are provided in the [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#).

Telephone Town Hall

To reach those with limited internet access and/or limited English proficiency, staff held five telephone town hall sessions: two in English, one in Spanish, one in Mandarin and one in Cantonese. Staff promoted the events via a printed flyer directly mailed to 20,000 Bay Area households located in Equity Priority Communities in all nine Bay Area counties. Additionally, the events were promoted via the Nextdoor social media platform through a campaign that targeted zip codes located in Equity Priority Communities. Furthermore, a member of MTC's Policy Advisory Council promoted the telephone town halls to members of the unhoused community through organizations that serve these residents.

The events took place from July 24 to August 6, 2020 during the day, with three of the five town halls held on a Saturday. Overall, 43 residents participated in the telephone town hall events, which allowed for deeper dialogue. Comments received during the telephone town halls reflected the communities that were targeted through the promotional activities noted above. This effort was a first for MTC and ABAG — both using the telephone town hall format and holding the town halls in-language — helping the agencies meet the goal of reaching as many diverse residents as possible. Using the telephone town hall format provided staff with valuable lessons on ways that telephone-based engagement could be integrated into future planning work.

Table 6. Telephone Town Hall events held for Round 2 of Plan Bay Area 2050 engagement

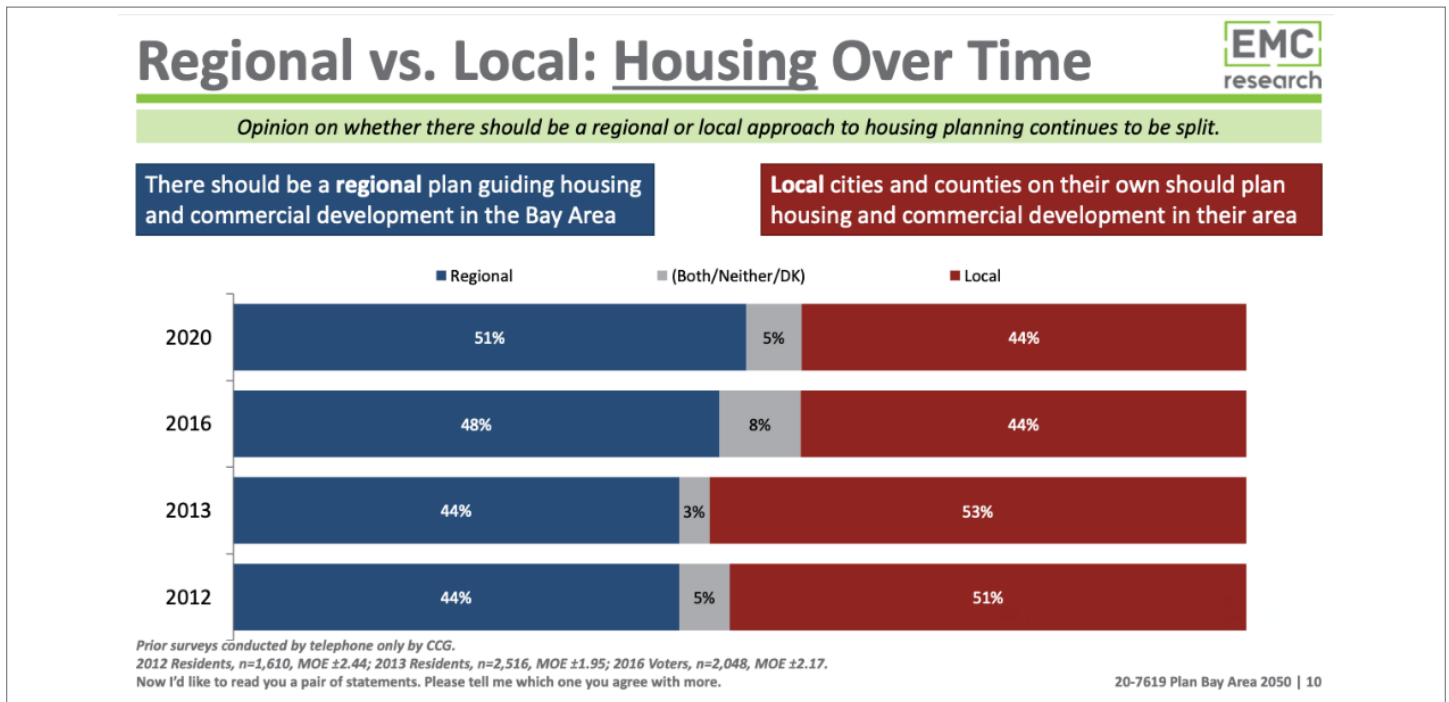
DATE	TIME	LANGUAGE
Friday, July 24, 2020	11:30 a.m. – 1:30 p.m.	Mandarin
Saturday, July 25, 2020	10 a.m. – 12 p.m.	English
Saturday, July 25, 2020	2 – 4 p.m.	Cantonese
Saturday, August 1, 2020	2 – 4 p.m.	Spanish
Thursday, August 6, 2020	4 – 6 p.m.	English

Statistically Valid Telephone Poll

In addition to the telephone town halls, the agency invested in a statistically valid telephone poll to gather feedback on the strategies included in Plan Bay Area 2050’s Draft Blueprint. Over the course of ten days starting on July 22, 2020, the poll reached nearly 3,000 residents who responded to 50 questions (garnering a total of 149,850 individual responses to question prompts). A minimum of 400 randomly selected adults were interviewed in each county/subregion⁴, and the poll had an overall margin of error of 1.79%. Respondents shared a strong concern for homelessness and housing, along with rising concerns about public health. The poll also showed the region’s openness towards planning for housing and commercial development regionally — rather than at the local level — has increased over the past decade.

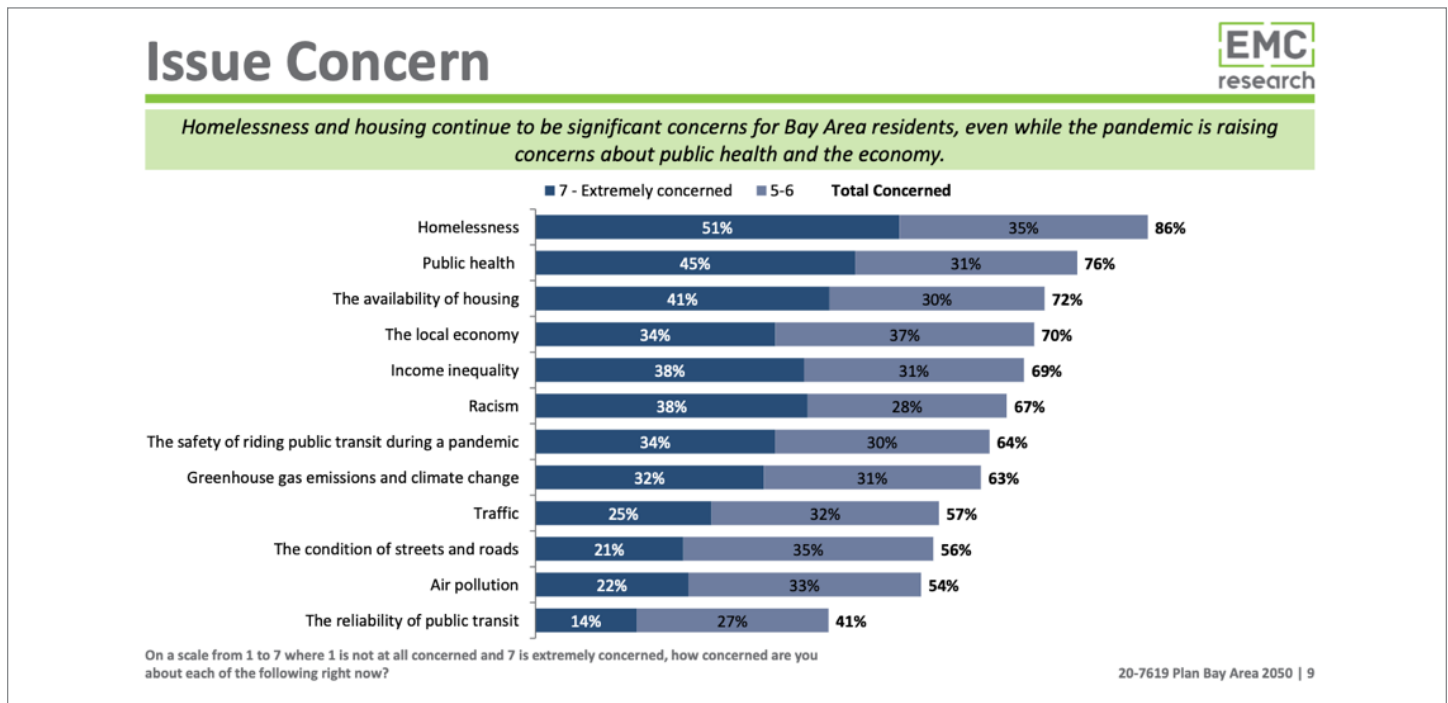
The two figures on the following page show responses to two of the survey questions. The full results of the survey were [presented to the Joint MTC Planning Committee with the ABAG Administrative Committee meeting](#) of September 2020.

Figure 10. Summary of responses to regional versus local control over housing planning question



4 Marin/Sonoma and Napa/Solano counties were combined into two subregions.

Figure 11. Summary of top issue concerns from telephone poll.



Consulting External Expertise

In addition to the above activities, from July 29 through August 4, 2020 staff convened a series of three technical stakeholder workshops with members of the Regional Advisory Working Group and other partners and stakeholders. Built around three distinct themes of housing and the economy; a focus on equity; and transportation and the environment, a total of 220 people attended the workshops and provided key input into the strategies of the Draft Blueprint.

The agency also hosted ten Office Hours sessions for staff-to-staff discussions to answer questions about Plan Bay Area 2050 and the Draft Blueprint at the jurisdictional level. In total, 10 jurisdictions or partner agencies requested meetings to understand the data inputs and models used to estimate housing and employment growth.

What We Heard

One of the most basic measures of public engagement is: “After all that you heard, what changed?” Here we can draw a direct line between individual feedback which, in aggregate, helped illuminate impacts not readily apparent in the Draft Blueprint. For example, in response to the lack of interest for charging office development impact fees, MTC and ABAG staff replaced that strategy with an incentive-based approach in the Final Blueprint. Another key example was adding new strategies to enhance parks and open space after the public highlighted their desire to increase or maintain access to open space, especially in communities with forecasted population growth or limited existing access to parks. The plan also benefited from suggestions from the public to be more visionary in the strategy to Enable a Seamless Mobility Experience, aiming beyond trip planning and payments to incorporate schedule coordination between transit agencies. Overall, the input helped to improve and expand the 25 strategies to 35 bold and equitable strategies. Table 8 highlights key messages heard during Round 2 of engagement. Additionally, Appendix 2 includes a presentation that details how public feedback influenced revisions to the plan’s strategies from the Draft Blueprint to the Final Blueprint phase, as well as a summary of the results of Round 2 engagement.

Table 7. Plan Bay Area 2050 Round 2: summary of public engagement feedback

CHALLENGE	HIGHLIGHTS OF PUBLIC ENGAGEMENT FEEDBACK	TOP 2 STRATEGY IDEAS TO ADDRESS CHALLENGE
Affordable Housing	<ul style="list-style-type: none"> • Build more housing (affordable, middle-income, near transit, near jobs, mixed-use, accessible, eco-friendly) • Provide homeownership assistance • Hold jurisdictions accountable to RHNA • Increase density, build up, address zoning restrictions • Support expansion of community land trusts • Pass the regional housing bond 	<ul style="list-style-type: none"> • Invest in constructing more affordable housing. • Expand capacity for new housing in communities with well-resourced schools and good access to jobs.
Greenhouse Gas Emissions	<ul style="list-style-type: none"> • Concern the region will not meet its greenhouse gas emissions target • Support for the Climate Initiatives Program • Implement a carbon tax/offsets • Expand and improve transit so people do not have to drive 	<ul style="list-style-type: none"> • Require employers to implement mandatory work from home policies 2 or 3 days per week. • Expand electric vehicle and charging infrastructure subsidies, especially for lower-income households.
Congestion and Crowding	<ul style="list-style-type: none"> • Coordinate, improve and expand transit service • Prioritize implementation of Complete Streets • Address first-mile access to regional transit systems • Little support for widening freeways and for all-lane tolling 	<ul style="list-style-type: none"> • Redesign public transit systems to provide more seamless transfers and focus service on high frequency routes. • Extend regional rail services to new communities and increase the frequency of service.
Jobs-Housing Imbalance	<ul style="list-style-type: none"> • Address wealth disparities: implement a universal basic income, livable wages, debt forgiveness, tax the rich • Bring jobs near housing; provide incentives for East Bay job growth • Strong support for incubator programs 	<ul style="list-style-type: none"> • Provide tax subsidies for employers to relocate middle-wage jobs closer to affordable housing. • Expand business incubator programs to create new small businesses in housing-rich communities.
Displacement Risk	<ul style="list-style-type: none"> • Strengthen household and commercial renter protections • Strong support for job training programs • Address wealth disparities: implement a universal basic income, livable wages, debt forgiveness, tax the rich 	<ul style="list-style-type: none"> • Expand investment in the preservation of permanently affordable housing in communities facing displacement. • Ensure ample affordable housing is built in communities most at risk of displacement.

The single largest source of feedback was the statistically valid poll, which yielded 84% of the over 177,000 total unique comments from the second round of public engagement. The poll was consistent with the other forms of engagement in some ways, while contrasting in others.

Similarities:

- Housing is the top concern, particularly affordable housing
- Strong support for seamless mobility and Complete Streets; more limited support for all-lane tolling
- Support for EV incentives and small business incubators

Differences:

- Greater support for rebuilding interchanges in polling results compared to other engagement
- Greater support for expanded job training programs in polling results compared to other engagement

The public was also asked to rank the five remaining challenges in order of importance to them. In priority order, this is how the challenges were ranked:

1. Insufficient affordable housing
2. Greenhouse gas emissions
3. Congestion and transit crowding
4. Jobs-housing imbalance
5. Displacement risk

Round 3 (2020-2021): Implementation Plan Engagement and Release of Draft Plan Bay Area 2050

The engagement in Round 2 helped tackle challenging areas of the Draft Blueprint, refining the 25 strategies that expanded into 35 transportation, housing, economic and environmental strategies for inclusion in the Final Blueprint. The Final Blueprint was further analyzed by staff and was adopted by the Commission and ABAG Executive Board in January 2021, allowing staff to develop the Draft Plan Bay Area 2050 (Draft Plan) and the Draft Environmental Impact Report (Draft EIR). Additionally, staff worked on an Implementation Plan to define near-term implementation actions for MTC and ABAG to advance in partnership with public, private and non-profit organizations over the next one to five years. What followed was another round of robust public and stakeholder engagement on the Implementation Plan in winter 2020-21 that fed into engagement on the Draft Plan, Draft Implementation Plan and Draft EIR in late spring 2021.

Round 3 Engagement Overview

- **One workshop tailored to high school students** where participants learned about the Draft Plan's 35 strategies.
- **One online Plan Bay Area 2050 Video Challenge** in partnership with the Spare the Air Youth program that encouraged students and their families to record a short video speaking about their favorite Draft Plan strategy and its impact on their future. A sampling of the videos submitted is available as a compilation video at sparetheairyouth.org/video-challenge.
- **One Plan Bay Area Listening Line** allowed residents without access to internet the ability to engage in the process by leaving a voicemail with their comments.
- **One multi-lingual (English, Chinese, Spanish, Tagalog and Vietnamese) brochure** detailing the various opportunities to participate and outlining the different ways to submit comments on the Draft Plan and the Draft EIR was mailed to over 20,000 addresses in Equity Priority Communities throughout the nine Bay Area counties.
- **One tribal summit and one government-to-government consultation.** MTC and ABAG staff provided an overview of the Draft Plan to tribal representatives and answered their questions at these events. A summary of these activities is included in the [Native American Tribal Engagement and Government-to-Government Consultation Report](#).
- **Two educational videos** that highlighted the benefits of the Draft Plan. The first included appearances from various Commissioners and ABAG Board members outlining various plan elements, while the second was animated and directed viewers to information on the Draft Plan and provided them the ability to comment.
- **Two online- and telephone-based surveys** on the Implementation Plan (conducted in English, Chinese and Spanish).
- **Three public hearings on the Draft Plan and three public hearings on the Draft EIR.** Transcripts of the hearings are included in Appendix 2.
- **Four digital workshops via Zoom focused on the Draft Plan, one for each subregion:** North Bay (Marin, Napa, Solano and Sonoma Counties), East Bay (Alameda and Contra Costa Counties), West Bay (San Francisco and San Mateo Counties) and South Bay (Santa Clara County). An example of the presentation provided at the workshops is included in Appendix 2.
- **Four technical workshops with agency partners and technical stakeholders.** MTC and ABAG staff solicited early input on the Implementation Plan in the winter received feedback on the Draft Plan and the Draft Implementation Plan from stakeholders and partners in the summer.
- **Nine briefings with elected officials.** Between May and September, staff provided an overview of the Draft Plan and answered questions of elected officials. These meetings were hosted by the County Transportation Agencies.
- **Eleven qualitative small-group discussions** on the Implementation Plan with community-based organization members, staff and students.
- **Seventy one-on-one and small group focused discussions** with agency partners and technical stakeholders to discuss various elements of the Draft Implementation Plan.

Implementation Plan Engagement — Activities and Events

The Plan Bay Area 2050 Implementation Plan focuses on short-term, tangible actions that MTC and ABAG can take to advance the 35 adopted strategies in partnership with other public agencies, non-profit organizations, and the private sector. In November 2020, staff began work on the Implementation Plan's goals, objectives, scope and timeline. Since that time, activities focused on internal and external engagement, with an eye towards evaluating success requirements for each of the plan's strategies, potential MTC and/or ABAG implementation roles for each strategy, and priority implementation actions.

Staff held several public engagement activities in late 2020/early 2021 for the development of the Implementation Plan. The activities are outlined below.

Surveys

MTC and ABAG released two surveys: one online and one via the text-based platform Co:census.

Online Survey

In order to reach a large number of Bay Area residents, staff selected the use of the Typeform survey platform identical to the platform used in Round 2 engagement. The online survey asked participants to prioritize the plan's strategies within seven main categories, asking participants to select either one or two strategies among a group of three to six options.⁵ The survey ran from January 4 to January 28, 2021 and was broadly promoted digitally to Bay Area residents via a paid campaign on Facebook and Instagram. It was also promoted through MTC's Facebook page and hosted on the Plan Bay Area website. It was available in Chinese, English and Spanish. Overall, the survey garnered over 2,000 survey completes and yielded over 23,000 comments.

Text-based Survey

In order to reach those without smart phones and/or internet connection, staff used a survey platform called Co:census — an accessible, SMS text-based survey platform available via the text function on any cell phone. Mirrored after the digital survey, the text-based survey was developed in English, Spanish and Chinese and aimed to reach organizations serving populations disproportionately affected by the pandemic, including people experiencing homelessness and communities with low incomes. Staff asked 40 organizations to help promote the survey. In addition, staff sent 10 organizations printed information cards and posters to help promote the survey, and additional organizations were provided with a social media outreach toolkit to promote the survey via their social media channels. The survey launched on January 20, 2021 and closed February, 19, 2021. In total, we had 30 respondents who submitted 369 comments.

Community-Based Organization and Youth Discussion Groups

Staff conducted discussion groups with community-based organizations (CBOs) and students to consider which plan strategies should be advanced most expediently. Staff held a total of ten discussion groups (seven in partnership with community-based organizations and three with Bay Area youth) using the Zoom platform to discuss the prioritization of the strategies in the Implementation Plan. The discussion groups used a combination of an electronic voting exercise (modeled after the digital survey) and an open conversation to discuss the reasons behind the survey selections. In total, the community and youth focus groups hosted over 120 participants and the events yielded nearly 900 comments.

⁵ For survey categories with three to four options, survey participants were asked to select their top choice; for survey categories with five to six options, survey participants were asked to select their top two.

Members of the CBOs listed in Table 9 participated in the discussion groups.

Table 8. Community-based organization Implementation Plan discussion groups

ORGANIZATION	DATE	LANGUAGE
Acterra (Palo Alto)	January 26, 2021	English
Community Resources for Independent Living (Hayward)	January 21, 2021	English
Community Resources for Independent Living (Hayward)	January 26, 2021	Spanish
Green Hive (Vallejo)	January 21, 2021	English
Hamilton Families (San Francisco and Oakland)	January 25, 2021	English
Rose Foundation (Oakland)	January 20, 2021	English
Sacred Heart (San José)	January 20, 2021	English
Sound of Hope (San Francisco)	January 22, 2021	Cantonese/English

In addition to the eight discussion groups, staff conducted three discussion groups on January 20, 21 and 27, 2021 with Bay Area youth. Students from the high schools listed below participated in the discussion groups.

Table 9. Participating Bay Area high schools in Implementation Plan discussion groups

HIGH SCHOOL	LOCATION
Abraham Lincoln High School	San Francisco
American Canyon High School	American Canyon
Castro Valley High School	Castro Valley
College Prep High School	Oakland
Freedom High School	Oakley
Lincoln High School	San Leandro
Los Altos High School	Los Altos
Napa High School	Napa
Redwood High School	Larkspur
Washington High School	Fremont

Presentation materials from both the community-based focus groups and the youth focus groups are included in Appendix 2.

Stakeholder Engagement

Two virtual stakeholder sessions were held on November 17 and 19, 2020, drawing over 150 registrants and participants representing over 100 different organizations and agencies, including local jurisdictions, public agencies, non-profit and advocacy organizations, and various planning stakeholders. These sessions were divided by element area, with the first focusing on housing and the economy and the second focusing on transportation and the environment. Both events used four primary activities asking stakeholders to provide input on the Plan’s 35 adopted strategies:

1. A four-factor assessment that sought to evaluate and identify current conditions with respect to key factors for strategy success, including authority, financial resources, technical capacity, and public/political support;
2. Recommendations regarding MTC and/or ABAG implementation roles for each Plan strategy, whether lead, partner, or support;
3. Recommendations regarding existing or potential partners needed for strategy implementation; and
4. Implementation action recommendations for each Plan strategy, including prioritization exercises where individuals were asked to show support for identified recommendations.

The virtual sessions generated over 3,000 discrete pieces of data for staff to consider and evaluate, including over 500 partnership recommendations and over 500 implementation action recommendations. In addition, between November 2020 through early February 2021, staff also held 37 small-group follow-up discussions with approximately 40 separate interested organizations, agencies and partners to develop potential implementation actions in greater detail and further discuss roles for partners in supporting strategy implementation.

Implementation Plan Engagement — What We Heard

The feedback we received from the discussion groups and surveys provided input into the development of the Implementation Plan, helping to prioritize the strategies that could be tackled in the near term. Participants were asked to prioritize strategies to combat some of the region’s issues such as climate change and affordable housing, among others. The following were the top priorities of the respondents of the online survey. All results are included in Appendix 2.

Table 10. Implementation Plan online survey results

TOPIC	TOP STRATEGY
Reduce Climate Emissions	Expand programs that reduce auto commute trips at major employers
Reduce Risks from Hazards and Expand Access to Open Space	Protect and manage natural and agricultural lands
Maintain and Optimize our Existing Transportation Network	Prioritize restoring, operating and maintaining the existing transportation system (roads and transit)
Create Healthy and Safe Streets and Build a Next-Generation Transit Network	Enhance local transit frequency, capacity and reliability
Protect and Preserve Affordable Housing and Create Inclusive Communities	Accelerate reuse of public and community land for mixed-income housing and essential services
Produce Housing for People at All Income Levels	Transform aging malls and office parks into new neighborhoods
Shift the Location of Jobs and Improve Economic Mobility	Expand job training and programs that grow new small businesses primarily in historically disinvested communities

In the discussion groups, participants had varied opinions on the Implementation Plan strategies. Below are highlights of the discussions.

Table 11. Summary of CBO and youth discussion group feedback on Implementation Plan

CATEGORY	HIGHLIGHTED QUOTES FROM FOCUS GROUPS
<p>Reduce Climate Emissions</p>	<p>“We need to move to clean vehicles in the next ten years. It’s a huge challenge and part of that challenge is providing the charging infrastructure, particularly in underserved communities and multi-unit buildings.”</p> <p>“Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.”</p>
<p>Hazards and Open Space</p>	<p>“If people could afford to move out of areas affected by sea level rise—which is inevitable—the people left behind will be people of color and people with low incomes. Supporting vulnerable populations should be a priority over the next few years.”</p> <p>“Financial subsidies to retrofit existing residential buildings would create more job opportunities for people in the building trades.”</p>
<p>Maintain and Optimize the Existing System</p>	<p>“The more you invest in the public transit system, the more people will use it. This would also be good for the environment.”</p> <p>“Community-led transportation improvements are important. Low-income communities have the least amount of service and the most need and their commutes are longer. This goes hand in hand with fares. We should have a system available to those who need it the most with fares that are affordable to those who need it the most—then you will have a system that is used a lot.”</p>
<p>Safe Streets and Next-Generation Transit</p>	<p>“Most trips people make are local, probably less than ten miles. If you can’t have a bus that gets you anywhere, you’re not going to take the bus. People prioritize: How fast can I get there?”</p>
<p>Affordable Housing and Inclusive Communities</p>	<p>“With the evictions people are experiencing in Oakland and throughout the Bay Area, we need stronger renter protections.”</p> <p>“Many families fall into homelessness because of rent increases that they cannot afford. Strengthening renter protections is a great step to prevent homelessness.”</p>
<p>Produce Housing for All Income Levels</p>	<p>“After the pandemic, people may not return to the office and a lot of commercial real estate may become available. Making affordable housing out of office parks is an obvious response to our current situation.”</p> <p>“Transforming aging malls and office parks is less of a burden to the neighborhood and most cost effective.”</p>
<p>Shift Jobs and Improve Economic Mobility</p>	<p>“Giving money to folks, especially on a consistent basis, gives people agency over how they need to improve their lives.”</p> <p>“It is important to invest in training, jobs and workforce development to empower people.”</p>

DRAFT PLAN, DRAFT IMPLEMENTATION PLAN AND DRAFT EIR ENGAGEMENT — ACTIVITIES AND EVENTS

Staff released Draft Plan Bay Area 2050 (Draft Plan) and its Draft Implementation Plan and supplemental reports on May 26, 2021; staff released the Draft Environmental Impact Report (Draft EIR) on June 4, 2021.

Draft Plan Engagement Overview

The public comment period on the Draft Plan and Draft EIR capped off four years of dialogue and consultation on this comprehensive planning effort. Before the formal comment period for both documents closed on July 20, 2021, a total of 54 engagement events were held, aimed at educating and engaging the public and our partners on the Draft Plan documents. Below are the engagement efforts held, with descriptions of each.

Digital Workshops and Public Hearings on Draft Plan and Draft EIR

In June and July 2021, MTC and ABAG held four public workshops and six public hearings on the Draft Plan, Draft Environmental Impact Report and Draft Implementation Plan. At all events, staff presented information on the relevant Draft Plan Bay Area 2050 releases, and then took questions and public comments. In total, we hosted over 230 participants during the ten virtual events.

Below is the workshop and public hearing information, as well as a summary of questions and comments received during the hearings and workshops. Additionally, a summary of the key themes heard from email, web, phone comments and correspondence is included below.

Workshops

1. East Bay Workshop (Alameda and Contra Costa Counties)

Date: Monday, June 14, 2021

Time: 5:00 to 6:30 PM

Number of attendees: 68

Overview of input/questions: Interest in ensuring regional housing goals are met, and that additional affordable housing types are prioritized including units near transit nodes, manufactured homes, rent-to-own homes, etc.; would like to see more attention paid to climate change and use of innovation to combat the climate crisis; interest in participating in the plan's implementation activities; note of shifts in job and commute types since COVID-19.

2. South Bay Workshop (Santa Clara County)

Date: Thursday, June 17, 2021

Time: 12 noon to 1:30 PM

Number of attendees: 44

Overview of input/questions: Interest in partnership with trade groups to encourage workforce development; would like MTC to engage local elected officials on the importance of building housing; interest in enhancing transportation demand management options to improve congestion; question some Priority Development Area locations due to impending sea level rise in those locations; question about the plan's accessible transportation plans; interest in water resiliency.

3. West Bay Workshop (San Francisco and San Mateo Counties)

Date: Monday, June 28, 2021

Time: 5:00 to 6:30 PM

Number of attendees: 32

Overview of input/questions: Questions about alternatives to increased commercial development; interest in plans to address additional need for electricity and water due to expected population increase by 2050; question the need for universal basic income given the current worker shortage; question the anticipated future decrease in housing costs; interest in public transport, especially protection of existing parking at Caltrain and VTA stations; question about High Speed Rail's use of eminent domain.

4. North Bay Workshop (Marin, Napa, Solano and Sonoma Counties)

Date: Wednesday, June 30, 2021

Time: 12 noon to 1:30 PM

Number of attendees: 45

Overview of input/questions: Interest in plans for Highway 37 expansion; interest in additional housing growth in Marin County; interest in more frequent public transportation in the North Bay, especially near Priority Development Areas; question about the reduction in the number of vehicle miles traveled needed to reach carbon neutrality; interest in reduction of truck traffic to improve traffic congestion; would like to see gaps in bike networks closed.

Public Hearings

1. Plan Bay Area 2050/Draft Environmental Impact Report Public Hearings #1 & #2

(held at the Joint MTC Planning Committee with the ABAG Administrative Committee meeting)

Date: Friday, June 11, 2021

Time: 9:40 AM

Number of attendees: 4

Overview of comments: Request for better partnership between MTC/ABAG and building trades, including support of workforce training opportunities; interest in free public transportation; would like the regional environmental analysis on the greenhouse gas reduction benefits of Priority Development Areas be translated into analysis done at the local level; interest in employer taxation to support workforce housing.

2. Plan Bay Area 2050/Draft Environmental Impact Report Public Hearings #3 & #4

Date: Tuesday, June 22, 2021

Time: 5:30 PM

Number of attendees: 15

Overview of comments: Interest in the percentage of household income spent on transportation and housing statistic in Plan Bay Area 2050, and its decline over previous plans; question about the effectiveness of focusing housing growth near transit nodes; comment that a focus on economic growth is unsustainable as it usually translates into higher greenhouse gas emissions.

3. Plan Bay Area 2050/Draft Environmental Impact Report Public Hearings #5 & #6

Date: Wednesday, July 7, 2021

Time: 1:30 PM

Number of attendees: 27

Overview of comments: Interest in expanding the Bay Area construction workforce, including workforce training programs' funding (which should come from employers, not government) and use of apprentices at housing construction sites; interest in building workforce housing closer to work sites for the local skilled workers to reduce greenhouse gas emissions from in-commuting; interest in EIR Alternative #1 as it's the environmentally superior alternative; concern about ground water level rise in some Priority Development Areas as it can cause liquefaction, potential contamination from landfills and hazardous waste.

Tribal Summit and Government-to-Government Consultation

In the final phase of tribal engagement with Native American tribes, MTC and ABAG staff organized a third Tribal Summit that occurred on July 19, 2021. Because of the ongoing COVID-19 pandemic and the concerns over the Delta variant, the Summit was held online via Zoom. MTC and ABAG staff sent invitation letters on June 7 and June 21, 2021 to key tribal representatives of the six federally recognized tribes traditionally and culturally affiliated with the geographic area of Plan Bay Area 2050; two members from one federally recognized tribe participated in the summit.

MTC and ABAG Executive Director Therese McMillan, ABAG Board Member David Rabbitt and MTC Commissioner Victoria Fleming welcomed Summit attendees. Dave Vautin, Assistant Director of Major Plans for MTC and ABAG, presented an overview of the Draft Plan Bay Area 2050. Representatives from Caltrans provided an update on Caltrans projects in District 4. The discussion raised concerns about the intersection of housing, transportation and the environment with social and environmental justice, diversity, equity and indigenous rights.

The following individuals were also in attendance: Caltrans District 4 Senior Transportation Planner Stephen Conteh; Caltrans District 4 Transportation Planner Melissa Hernandez; and Caltrans District 4 Associate Transportation Planner William Velasco.

Tribes were also offered the opportunity to conduct government-to-government consultation with MTC and ABAG, upon request. Only one tribe, the Federated Indians of Graton Rancheria, requested consultation, which was held on July 14, 2021.

For more information about tribal engagement, please see the [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#).

Youth Engagement

Staff held a virtual workshop and video challenge aimed at educating Bay Area youth on the Draft Plan and its 35 strategies. MTC and ABAG staff and consultant staff facilitated the Envision the Bay Area workshop on June 3, 2021; the event asked participants to imagine the Bay Area they'd like to live in thirty years in the future. Then, using objects within participants' homes, facilitators asked them to create models representing favorite Plan Bay Area 2050 strategies. Input included a desire to: preserve nature, create spaces for community, create more jobs, build Complete Streets and ensure that everyone in the Bay area is within walking distance of a park and transit.

After the workshop concluded, staff promoted a Plan Bay Area 2050 Video Challenge to students. The Video Challenge invited students and their families to submit a short video or statement about their favorite Draft Plan Bay Area 2050 strategy and how that strategy would benefit them, their community or the Bay Area. The goal of the challenge was to get youth's input on the 35 Draft Plan strategies. Submissions were accepted from May 17 to July 23, 2021. Overall, nineteen video submittals and five comments were received by the deadline. The [compilation video](#) highlights a few of the submitted videos; all video submittals can be viewed on the [Plan Bay Area 2050 Video Challenge Online Film Fest](#) page.

Stakeholder Engagement

Staff conducted two virtual partner and stakeholder events during this round of engagement. The first event, a webinar held on June 3, 2021, focused on the Draft Plan, providing participants an overview of the Draft Plan and a review of what's next in the Draft Plan development process. The second event, a workshop held on July 19, 2021, requested input from partners on how they can help support plan implementation. Both events were well attended; the first webinar hosted over 280 participants and the second webinar was attended by over 65 participants that represented over 50 different entities or organizations from a diverse range of sectors.

Beginning May 26, 2021, staff also began holding virtual one-on-one and small group focused discussions, including virtual "office hours" for partners from July 27, 2021 through August 13, 2021. Thirty-three "office hours" meetings with nearly 40 different entities or organizations were held, which provided an opportunity to further discuss feedback provided during the comment period and at the workshop.

Correspondence/Comments

As noted earlier, MTC and ABAG released Draft Plan Bay Area 2050 and its related supplemental reports on May 26, 2021, followed by the Draft Environmental Impact Report on June 4, 2021. The formal public comment period for both documents closed at 5 p.m. on Tuesday, July 20, 2021. Comments on both documents were accepted via mail; via email to info@planbayarea.org for Draft Plan comments and via eircomments@bayareametro.gov for Draft EIR comments; via comment forms on the Plan Bay Area website; via phone to the Plan Bay Area Listening Line; and via fax. A total of 322 individuals/organization submitted comments; Draft Plan comments are available at planbayarea.org/your-comments/plan-bay-area-2050/draft-plan-bay-area-2050-comments, while Draft EIR comments are available at planbayarea.org/your-comments/plan-bay-area-2050/draft-environmental-impact-report-comments. A detailed listing of comments and responses on the Draft EIR will also be included in the Final EIR, as required by state statute.

Draft Plan Online Comments

As with Plan Bay Area 2040, the Draft Plan Bay Area 2050 was released online on the planbayarea.org website and allowed for comments to be submitted directly from the website. Individuals were asked to indicate if they were commenting on the Draft Plan, the Draft EIR, or a supplemental report, and to select the topic of their comment. The comments were then directly sent to the info@planbayarea.org email address. In total, we received 81 comments from the website (out of a total of 322 comments). From release of the Draft Plan through July 20, 2021, over 8,000 users visited the Draft Plan web pages. The Final Plan will be available on the planbayarea.org website.

DRAFT PLAN, DRAFT IMPLEMENTATION PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT ENGAGEMENT — WHAT WE HEARD

The correspondence received yielded several comments on the Draft Plan and its supplemental reports, the Draft Implementation Plan and the Draft Environmental Impact Report.

Comments on Draft Plan and Supplemental Reports

Based on the hundreds of comments received, there is strong support for the Draft Plan and its 35 strategies, albeit with numerous requested changes, additions, modifications and clarifications from individuals, organizations and partner agencies. There were several comments received opposing the Draft Plan in general, and growth, density and development specifically, while others wanted to see more of the plan's strategies, especially environmental protections and transportation improvements. Additionally, the theme of equity rose to the top, with more commenters supporting the plan's equity focus and a handful of residents opposed to equity goals and strategies. Last, perceived concerns over land use authority and concerns about the impacts of growth on utilities and infrastructure also rose as top themes. Below are specific comments on each of the plan's four elements.

Transportation Comments

The Transportation element of the plan received the most comments. The most-cited issues, at over 30 comments each, were support for more active transportation, support for Express Lanes, and opposition to highway or freeway expansion. Commenters expressed support for public transit, including support of more frequent and reliable service and expansion of transit lines, including the SMART train in Sonoma and Marin counties. Commenters also indicated a desire for enhanced safety for all who use active transportation and transit. An interest in transportation-related climate mitigation efforts, such as electrification and transportation demand management initiatives, rounded out the transportation comments.

Housing Comments

The housing element received the second greatest number of comments. Support and opposition to housing was almost evenly split. Supporters called for the building of more housing in general, and more affordable housing specifically, with most of the opposition to new and affordable housing coming from South Bay residents. There was continued concern over the jobs-housing imbalance. Commenters supported most of the housing strategies, with Strategy H1 (strengthen renter protections) as the noticeable exception. Interest in varying housing types also rose as a top theme, with some supporting single-family housing specifically. There were calls for jurisdictions to meet their Regional Housing Needs Allocation numbers. Additionally, there was specific concern from local jurisdictions that implementation of Strategy H5 (integrate affordable housing into all major housing projects) could weaken existing local policies.

Environment Comments

The environment element followed closely behind housing in the number of comments received. Environmental topics focused largely on hazards, including sea level rise and wildfire preparedness, followed by water supply concerns, and then climate mitigation. Overall, the comments are supportive of the intent of the plan's nine environmental strategies, but many offered suggestions for expanding or modifying specific strategies. On sea level rise, for example, commenters suggested that this strategy should be further integrated into other strategies, while others questioned the assumptions used and suggest further research on the topic. Other themes that rose to the top include adding e-bikes to a few strategies, as well as building more regional trails. A handful of commenters mentioned the Priority Conservation Area program, agreeing that more funding is needed; supporting building retrofits and work-from-home options; and setting more ambitious environmental goals to address the climate crisis.

Economy Comments

The economy element received the least number of comments. Overall, the top theme was workforce development, specifically support for training and prioritizing local labor from Equity Priority Communities, as well as a specific call to add a construction-focused workforce development strategy. The second theme that rose to the top was Strategy EC1 (universal basic income), with an even split among supporters and opponents. The other top themes included support for Priority Production Areas, support for expanded internet access and support for better access to jobs, in that order.

Comments on Draft Implementation Plan

Of the 322 total comments received, nearly 40 were specifically related to the Draft Implementation Plan. Feedback on the Draft Implementation Plan was also discussed during a partner and stakeholder technical workshop held on July 19, 2021 (outlined above), as well as during the separate small group and one-on-one focused discussions held from July 27, 2021 to August 13, 2021.

Comments and feedback came largely from partner organizations and covered a wide range of topics, but in general were focused on specifying which strategies to prioritize and what roles partners envision playing in implementing them. Local transit and regional agencies, local jurisdictions, county transportation authorities, advocates, and non-profits all noted specific strategies that they support or would like to see tweaked or expanded. Overall, more feedback on implementation priorities and partnership was received on the transportation and environment elements of the plan, versus the housing and economy elements of the plan.

Key themes to emerge included a broad interest in partnering on advocacy efforts to raise the revenues needed to support plan implementation as well as collaborating on sea level rise adaptation efforts — with the caveat that more clarity is needed on MTC and ABAG's role in the sea level rise adaptation space. Other themes to emerge included concerns around workforce development and workforce needs, an interest from many partners in working together to revamp the Priority Conservation Area (PCA) planning framework, as well as the need for metrics, tracking and regular progress reports to support accountability over the implementation period.

Comments on the Draft Environmental Impact Report

After the formal public comment period, the next step in the CEQA process is to respond to written and oral comments on the environmental analysis in the Draft EIR received during the public review period, and to revise the Draft EIR as needed. The Final EIR includes the Draft EIR, a copy of each comment on the Draft EIR received by MTC and ABAG during the public comment period, responses to comments on environmental issues raised in those comments, and corrections and clarifications to the Draft EIR. Many commenters raised points relating to both Draft Plan Bay Area 2050 and the Draft EIR.

Comments on the Draft EIR covered a broad range of topic areas, many of which were reflected in the summary of comments on the Draft Plan, discussed above. There were general categories of comments raised by multiple commenters, including assumptions related to the regional growth forecast, implications of COVID-19, hydrology and utilities analyses, the alternatives analysis, the potential effects of sea level rise inundation, as well as MTC and ABAG's authority to implement the Plan and the Draft EIR's mitigation measures. All comments submitted on the Draft EIR will be responded to in the Final EIR.

Briefings with Elected Officials

Staff provided an overview of the Draft Plan and answered questions at nine briefings with elected officials at county congestion management agency board meetings, as well as before one city council. An example of the presentation given to the elected officials is included in Appendix 2.

Table 12. Briefings with local elected officials on Draft Plan Bay Area 2050 by county

COUNTY — AGENCY	MEETING DATE
Alameda County — Alameda County Transportation Commission	May 27, 2021
Contra Costa County — Contra Costa Transportation Authority	June 16, 2021
Marin County — Transportation Authority of Marin	May 27, 2021
Napa County — Napa Valley Transportation Authority	May 19, 2021
San Francisco — San Francisco County Transportation Authority	September 14, 2021
San Mateo County — City/County Association of Governments	May 24, 2021
Santa Clara County — Santa Clara Valley Transportation Authority	June 18, 2021
Solano County — Solano Transportation Authority	May 12, 2021
Sonoma County — Sonoma County Transportation Authority	May 10, 2021
Santa Clara County — Valley Transportation Authority	June 18, 2021

PLAN ADOPTION

On October 1, 2021, staff released the final Plan Bay Area 2050, the Final Environmental Impact Report for Plan Bay Area 2050 and the plan's final supplemental reports. The final plan and supplemental reports reflected changes made from the public feedback received during the draft plan public comment period. Additionally, the Final EIR included changes to the Draft EIR and written responses to comments submitted during the public comment period.

Throughout October, staff presented the final plan documents to various advisory committees, stakeholders and MTC and ABAG committees. The presentation recapped the nearly four-year process, which was guided by the voices of more than 23,000 Bay Area residents, and summarized the revisions made to the plan, the EIR and the supplemental reports. Table 13 below lists the meetings where the documents were presented.

Table 13. October 2021 meetings to discuss the final Plan Bay Area 2050

COMMITTEE	DATE
Regional Advisory Working Group	October 5, 2021
Joint MTC Planning Committee with the ABAG Administrative Committee	October 8, 2021
Policy Advisory Council	October 13, 2021
ABAG Regional Planning Committee	October 14, 2021

October 21, 2021, the Metropolitan Transportation Commission and the ABAG Executive Board [met for a special joint meeting of the two boards](#) to deliberate adoption of the final plan and the final supplemental reports, and certification of the Final EIR. All documents were approved via a unanimous vote of both boards.



DRAFT PUBLIC ENGAGEMENT REPORT

APPENDICES

Round 1 Developing the Guiding Principles

The main goal of the Horizon initiative (as well as Plan Bay Area 2050) was to identify a series of strategies (policies and investments) that would be effective in meeting the region’s goals when measured against a set of guiding principles for the Bay Area. The guiding principles were developed via a process that engaged thousands of Bay Area residents through pop-up in-person workshops as well as an online survey. Members of the public were asked “What are the most pressing issues we should consider as we plan for life in 2050?” The five principles that emerged from this process guide both Horizon and Plan Bay Area 2050 work and are listed below under What We Heard.

POP-UP OUTREACH

From February to March 2018, staff conducted a total of 28 pop-up workshops across the region, including events at community colleges, libraries, a flea market, farmers markets, and youth conferences. Of those pop-up workshops, 17 were held in Equity Priority Communities. At the public pop-up events, residents were asked two questions: (Q1) Which qualities they would like to retain by the year 2050? and (Q2) which qualities they would like to change by the year 2050? The public was encouraged to focus comments in six main categories: environment, people and community, economy and jobs, housing, transportation, and other.

Figure A-1. A canine companion is all ears at Sunday Streets Excelsior in San Francisco



Photo: Noah Berger

Figure A-2. A pop-up participant offers staff her feedback at a Chinatown YMCA pop-up



ONLINE SURVEY

Over the same period, staff ran an online survey that was promoted on the agency’s website, social media pages, and with paid advertisements on Facebook. The survey yielded 1,600 complete responses from participants across all nine Bay Area counties. The online survey started with the following multiple-choice question: What are the most pressing issues we should consider as we plan for life in 2050? Participants were asked to select up to three choices. Affordable housing, public transportation, the environment, cost of living, and traffic congestion were the five most cited issues in rank order.

WHAT WE HEARD

The pop-up workshops and the online survey together generated about 10,000 unique comments. Staff analyzed the comments for common themes and with a special focus on whether the theme responses were consistent across the region. That feedback yielded the five guiding principles that inform the Horizon initiative and Plan Bay Area 2050:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford — households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area — fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, thereby connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place — with access to the region’s assets and resources.
- **Healthy:** The region’s natural resources, open space, clean water and clean air are conserved — the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Round 2 Strategies for a Better Future

Anchored by the five guiding principles, staff then tested how various strategies would fare against the three Futures. These strategies were brought to the public for their input from February to April 2019 in a series of interactive events including a facilitated game activity, nine CBO partnered focus groups, six public open house-style workshops, online engagement via MTC and ABAG's Vital Signs website, and classroom-based student engagements. Staff asked participants to select strategies that would perform best across the variety of circumstances that each future presented. The strategies with the strongest support across all engagement platforms were identified and advanced into the next phase of planning. Some competing strategies preferred by different groups were matched with challenges detailed in the [Opportunities and Challenges Report](#) and considered for further study.

Initial analysis of the input from the public and stakeholder engagement events found that there were some areas of strong agreement on strategies across all Futures:

- **Bay Area residents and stakeholders want to prioritize creation of a world-class public transportation system.** There was strong consensus around modernizing and increasing capacity of the existing rail system – especially if there are adequate financial resources.
- **Bay Area residents and stakeholders want to build more housing for those of all income levels, especially near transit.** Allowing new development near rail transit stations and increasing inclusionary requirements were popular ideas to address rising unaffordability.
- **Bay Area residents and stakeholders want to protect the region's environment, regardless of what the future has in store.** Adapting to sea level rise and preserving today's urban growth boundaries were clear priorities for outreach participants.

COMMUNITY-BASED FOCUS GROUPS

As part of the early 2019 outreach for Plan Bay Area 2050, MTC and ABAG conducted nine focus groups with community-based organizations in February 2019, with a focus on hearing from underrepresented groups from around the Bay Area. The purpose of each focus group was to get feedback on which of the strategies best address the challenges and opportunities posed by the Futures.

At each focus group, an MTC and ABAG staff member provided a brief presentation to familiarize attendees with the subject matter. A facilitated discussion provided the opportunity for participants to offer input on the suite of transportation, housing, economic development and environmental strategies. In total, over 190 focus group participants offered over 2,200 comments, identifying their top three strategies within each category along with the single least appealing strategy per category.

Table A-2. Horizon community-based focus group details

<p>Rose Foundation Oakland February 5, 2019 10 participants, mostly students younger than 25 from Oakland and San Francisco</p>
<p>Green Hive Spaces Vallejo February 8, 2019 14 participants from the area.</p>
<p>Community Resources for Independent Living (CRIL) Hayward February 12, 2019 (Spanish) 11 participants; February 26, 2019 (English) 12 participants connected to peer-based disability resource organization</p>
<p>Acterra East Palo Alto February 13, 2019 29 E. Palo Alto residents & environmental justice activists</p>
<p>West Oakland Environmental Indicators Project Oakland February 15, 2019 15 participants from West Oakland (English); February 24, 2019 34 participants from West Oakland's Yemeni community (Arabic translation)</p>
<p>Sound of Hope Chinese Public Radio Network San Francisco February 16, 2019 (Mandarin) 18 participants from San Francisco's Chinese community.</p>
<p>Sacred Heart Community Service Santa Clara February 22, 2019 49 participants, many from Limited English Proficient households receiving social services</p>
<p>Highlights: Over 400 comments received Interpretation in Mandarin, Spanish and Arabic (Yemeni)</p>

Figure A-3. News coverage of the February 2019 workshop at the San Francisco Community Resource Center



SOURCE: BayVoice.net

PUBLIC WORKSHOPS

In March of 2019, staff conducted a series of six public workshops in counties across the region (Alameda, Contra Costa, San Mateo, Santa Clara, Solano, and Sonoma). The workshop locations were selected based on geographic diversity and the location's proximity to transit. These open, interactive events were promoted on Facebook (Figure A-4) and included a staff presentation on the strategies and a dot voting exercise. The nearly 260 participants provided some 5,100 comments.

Table A-3. Horizon public workshops

LOCATION	DATE	# PARTICIPANTS
Alameda County (Oakland)	Tuesday, March 12, 2019 6 p.m. to 8 p.m.	90
Santa Clara County (San José)	Thursday, March 14, 2019 6 p.m. to 8 p.m.	32
Sonoma County (Petaluma)	Saturday, March 16, 2019 10 a.m. to 12 noon	36
San Mateo County (San Bruno)	Tuesday, March 19, 2019 6 p.m. to 8 p.m.	30
Solano County (Vallejo)	Wednesday, March 20, 2019 6 p.m. to 8 p.m.	60
Contra Costa County (Walnut Creek)	Wednesday, March 27, 2019 6 p.m. to 8 p.m.	10

Figure A-4. Sample Facebook Ad promoting Horizon Workshop in March 2019



Figure A-5. MTC Policy Advisory Council Member K. Patrice Williams shares a laugh with a resident at the Solano County workshop



Photo: Karl Nielsen

Figure A-6. A participant provides MTC staff with feedback at the Contra Costa County workshop



Photo: Karl Nielsen

ONLINE SURVEY

From March 8 to April 19, 2019, staff ran an online survey via the Vital Signs website. The survey covered the same material as the public workshops and focus groups, yielding 339 responses and 720 comments. This input was included in the totals from this round of engagement.

YOUTH ENGAGEMENT

In the spring semester of the 2018-2019 school year, MTC and ABAG partnered with Y-PLAN, a unique program run out of the UC Berkeley Center for Cities and Schools, that enables young people to develop solutions to challenges in their communities. Using a 5-step methodology, Y-PLAN supported 350 students from 9 participating campuses across the Bay Area in collecting data in their neighborhoods and generating strategies presented in the three Futures. Overall, analysis of the regional data collected from classrooms across the nine counties found that students offered distinctive ideas and identified priorities and/or strategies for the year 2050 that aligned well with Horizon's guiding principles of making the Bay Area more affordable, connected, diverse, healthy and vibrant. The year-long program culminated in an event at UC Berkeley at the end of the school year, where students presented their findings to staff from MTC and ABAG as well as BART, Oakland Unified School District and other public agencies.

Table A-4. Y-PLAN Participating Schools

SCHOOL	COUNTY	CITY
McClymonds High School 10-12th grade, Technology	Alameda	Oakland
Kennedy High School 12th grade, Information Technology	Contra Costa	Richmond
Laurel Dell Elementary School 5th grade	Marin	San Rafael
American Canyon High School 9-12th grade, Leadership	Napa	American Canyon
Balboa High School 12th grade, Environmental Science	San Francisco	San Francisco
East Palo Alto Phoenix Academy 12th grade, AP Environmental Science	San Mateo	East Palo Alto
Escuela Popular 8th grade, English	Santa Clara	San José
Benicia Middle School 7 and 8th grade, Service Learning	Solano	Benicia
Cesar Chavez Language Academy 4th grade, English and Science	Sonoma	Sebastopol

Figure A-7. Student participants of the Y-PLAN Bay Area-Horizon Pilot



Photo: Y-PLAN

STAKEHOLDER ENGAGEMENT

In an innovative approach to “gamifying” long-term planning, staff designed and developed “Transform the Future,” an interactive board game where players make decisions to address the challenges laid out in three separate Futures. With the use of an allocation of “funds,” the table of players discussed options with one another and ultimately developed a consensus on allocating their finite funds amongst the competing strategies. For more information on the game, read the Introductory section (pages i – xi) in the [Transform-the-Future Strategy Booklet](#).

On March 11, 2019, staff convened a half-day technical stakeholder workshop where attendees played the “[Transform-the-Future](#)” game. Over two-thirds of the 65 participants from all nine counties were public agency staff. In a post-game survey, over 85% of respondents said that they found the workshop useful and informative.

Figure A-8. Participants play Transform the Future



Photo: Karl Nielsen

WHAT WE HEARD

From a facilitated game activity with technical stakeholders to discussions with community group members, to public open house-style workshops, engagement with students and an online survey, staff sought input on a suite of transportation, land use, economic development and resilience strategies to help determine which strategies best address future opportunities and challenges. In total some 1,200 participants provided over 8,000 unique comments during this phase of outreach events for “Strategies for a Better Future.” A summary of public feedback from these activities is available [here](#). Their feedback was instrumental in identifying the strategies that were tested in the final phase of Horizon.

Other Horizon Engagement

TRANSFORMATIVE PROJECTS

In June 2018, MTC and ABAG issued a Request for Transformative Projects to the Bay Area, asking for project ideas that would have the potential to revolutionize how we move around the region. Going beyond past calls for projects that only included submissions from public sector partners, MTC and ABAG also sought innovative ideas from individuals, private sector companies and non-governmental organizations. The response to this request was significant – over 500 megaproject ideas were submitted by individuals and non-governmental organizations, yielding 12 that were included in Horizon’s Project Performance Assessment.

ART ON THE HORIZON

As part of the agencies' Horizon planning initiative in early 2019, MTC and ABAG hosted "Art on the Horizon: Youth Confronting Climate Change," MTC and ABAG's first-ever art contest for youth. The agencies sought digital art submissions that demonstrated what could be done to combat climate change. The contest was open to artists aged 13 to 23, and the contest focused on video and photo mediums. Winners were selected by a jury that included staff from MTC and ABAG and partner agencies, private sector art professionals and a member of the Policy Advisory Council. Winners were selected in spring of 2019 and were announced at the Y-Plan Policy Summit at UC Berkeley on May 7, 2019.

PERSPECTIVE PAPER RELEASE EVENTS

From June 2018 through September 2019, staff held events around the release of five Perspective Papers designed to inform the Horizon process. The Papers explored key issues impacting the Bay Area's future: autonomous vehicles, shared mobility, regional growth, the future of jobs, and where to build future Bay crossings. The events were generally held after work hours at diverse venues including the San Mateo Public Library, the Hayward City Council, WeWork in San José, the Bay Area Metro Center in San Francisco and an online webinar. Staff presented the papers' findings to qualitatively assess strategies and identify related tradeoffs. Some 250 participants engaged in discussions on shifts in culture, technology, equity, and issues identified in the Perspective Papers.

Table A-5. Perspective papers release events


LOCATION	DATE AND TIME	PERSPECTIVE PAPER TITLE
Bay Area Metro Center, San Francisco	June 26, 2018 5:30 p.m. to 7 p.m.	Autonomous Vehicles
WeWork San José, Santa Clara	September 26, 2018 6 p.m. to 8 p.m.	Toward a Shared Future: Strategies to Manage Travel Demand
Council Chambers, Hayward	January 30, 2019 6 p.m. to 8 p.m.	Regional Growth Strategies
Public Library Main Branch, San Mateo	May 20, 2019 5:30 p.m. to 7 p.m.	The Future of Jobs
Online Webinar	September 20, 2019 10 a.m. to 11 a.m.	Bay Crossings: Transformative Investments for an Uncertain Future

Horizon Engagement Materials

POP-UP WORKSHOPS — DISPLAY BOARDS

February – March 2018

English, Spanish and Chinese



HELP US ENVISION THE FUTURE...

Use the appropriate sticky note to share your thoughts.

Which qualities of today's Bay Area do you hope remain in 2050?

Which qualities of today's Bay Area do you hope will change by 2050?



IT'S YOUR FUTURE, BAY AREA!


The **Metropolitan Transportation Commission (MTC)** and the **Association of Bay Area Governments (ABAG)** want to hear from you as we develop a blueprint for how our region lives, works and plays in the decades ahead.

MTC and ABAG are partner regional agencies working together to make the nine-county San Francisco Bay Area a better place to live for people from all walks of life. We need to hear your ideas on which qualities we should keep, what we love about our communities and how we can make the Bay Area even better.

WE WANT TO HEAR FROM YOU!

To include your voice in the discussion, please answer a few questions today and sign-up to follow our progress.

facebook.com/MTCBATA/ @ABAGSFBayArea @MTCBATA @mtcbata #BayArea2050



AYÚDENOS A IMAGINAR EL FUTURO...

Utilice el color apropiado de nota adhesiva para compartir sus opiniones.

Cuáles cualidades del Área de la Bahía de hoy esperaría usted que permanezcan en el 2050?

¿Cuáles cualidades del Área de la Bahía de hoy esperaría que cambien para el 2050?



¿ES SU FUTURO, ÁREA DE LA BAHÍA!

La **Comisión Metropolitana de Transporte (MTC)** y la **Asociación de Gobiernos del Área de la Bahía (ABAG)** quieren escuchar su opinión mientras desarrollan un plan de cómo irá a vivir, trabajar y jugar nuestra región en las décadas venideras.

MTC y ABAG son agencias regionales asociadas que trabajan en conjunto para hacer que los nueve condados del Área de la Bahía de San Francisco sean un lugar mejor para vivir para personas de todos los estratos sociales. Necesitamos escuchar sus ideas sobre cuáles cualidades debemos conservar, qué es lo que amamos de nuestras comunidades y cómo podemos hacer al Área de la Bahía aún mejor.

¡QUEREMOS SABER DE USTED!

Para incluir su voz en la discusión, por favor responda algunas preguntas hoy e inscribese para seguir nuestros avances.

facebook.com/MTCBATA/ @ABAGSFBayArea @MTCBATA @mtcbata #BayArea2050



幫助我們設想我們的未來...



您希望在2050年保持當今灣區的哪些品質?及

您希望到2050年改變當今灣區的哪些品質?



您的未來, 灣區!

大都會交通委員會 (MTC) 和灣區政府協會 (ABAG) 希望能聽到您的意見, 因為他們要為我們地區未來幾十年的生活、工作和娛樂方式制定藍圖。

MTC和ABAG是區域合作機構, 它們正共同努力使三藩市灣區九個縣成為各界人民更好的生活地方。我們需要在一些方面聽到您的意見, 包括我們應該保持哪些生活品質, 我們熱愛社區的哪些方面, 以及如何讓灣區更美好。

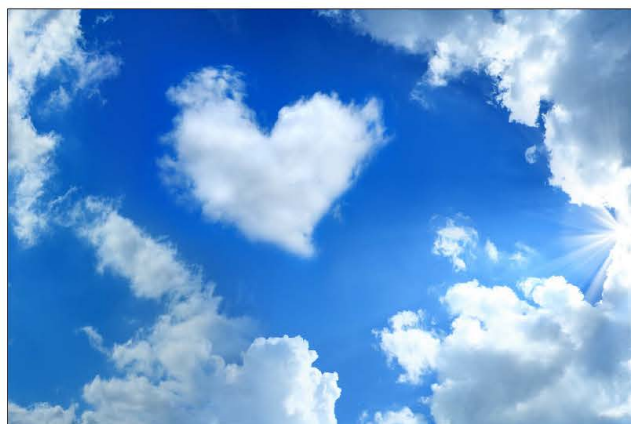
METROPOLITAN TRANSPORTATION COMMISSION | Association of Bay Area Governments

我們希望聽到您的意見!

為了將您的意見納入討論中, 請今天回答幾個問題, 並註冊以關注我們的進展。

facebook.com/MTCBATA | @ABAGSFBayArea @MTCBATA | @mtcbata #BayArea2050

ONLINE SURVEY POSTCARD



It's Your Future, Bay Area!
MTC and ABAG want to hear from you as they develop a blueprint for how our region lives, works and plays in the decades ahead. Please take our online survey and share it on social media using the hashtag #BayArea2050.

Survey: tiny.cc/BayAreaFutures

To learn more about this project, visit mtc.ca.gov/futures and follow MTC and ABAG on social media. Questions? Email us at info@bayareametro.gov.

facebook.com/MTCBATA
@ABAGSFBayArea, @MTCBATA
@mtcbata
Hashtag/標籤: #BayArea2050

¡Es su futuro, Área de la Bahía!
MTC y ABAG quieren escuchar su opinión mientras desarrollan un plan de cómo nuestra región irá a vivir, trabajar y jugar en las décadas venideras. Por favor conteste nuestra encuesta en línea y compártela en las redes sociales usando el hashtag #BayArea2050.

Encuesta: tiny.cc/BayAreaFutures

Para conocer más sobre este proyecto, conéctese a mtc.ca.gov/futures y siga MTC y ABAG en las redes sociales. ¿Preguntas? Envíenos un correo electrónico a info@bayareametro.gov.



您的未來, 灣區!
大都會交通委員會 (MTC) 和灣區政府協會 (ABAG) 希望能聽到您的意見, 因為他們要為我們地區未來幾十年的生活、工作和娛樂方式制定藍圖。請填寫我們的網上問卷調查, 並使用#標籤 (hashtag) #BayArea2050 在社交媒體上分享。

問卷調查: tiny.cc/BayAreaFutures

如需了解有關該項目的詳情, 請瀏覽網站 mtc.ca.gov/futures, 並在社交媒體上關注MTC和ABAG。有問題? 請電郵至 info@bayareametro.gov。



ONLINE SURVEY

February – March 2018

Introductory text:

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are partner regional agencies working together to make the nine-county San Francisco Bay Area a better place to live for people from all walks of life. MTC and ABAG want to hear from you as they develop a blueprint for how our region lives, works and plays in the decades ahead.

What will the Bay Area look like in 2050? Put on your futurist thinking cap and take a few minutes to answer the following questions.

Survey questions:

What are the most pressing issues we should consider as we plan for life in 2050?

Choose your top three. (multiple choice, answer choices randomized per participant)

- Affordable housing
- Traffic congestion
- Homelessness
- Crime/Safety/Police
- Overcrowding/Sustainable growth
- Economy/Jobs
- Cost of living
- Immigration
- Taxes/the Budget
- Infrastructure
- Public transportation
- Environment
- Education/Schools
- Health care
- Disaster recovery (e.g., earthquakes, fires, etc.)
- New technologies (e.g., autonomous vehicles/self-driving cars, electric vehicles, etc.)
- Racial equity and diversity

Open-ended questions:

The year is 2050. What is one way that your housing improved or changed?

The year is 2050. What is one way that your ability to get places improved or changed?

The year is 2050. What is one way that your daily life improved or changed?

The year is 2050. What is one way that our natural environment improved or changed?

The year is 2050. What is one way that your economic situation/job improved or changed?

The year is 2050. What is one way that your community improved or changed?

Demographic questions:

In which county do you reside? (optional)

- Alameda County
- Contra Costa County
- Marin County
- Napa County
- San Francisco County
- San Mateo County
- Santa Clara County
- Solano County
- Sonoma County
- Outside of the Bay Area

What is your age range? (optional)

- Under 18
- 18 to 29
- 30 to 45
- 46 to 65
- Over 65

What is your gender? (optional)

- Female
- Male
- Other gender

What is your race/ethnicity? Please select all that apply. (optional)

- African American
- Asian
- Hispanic/Latino
- Native American/Alaskan Native
- Pacific Islander
- White
- Other

To find out the results of this survey and to stay involved in planning for the future of the Bay Area, sign up to receive occasional updates from MTC by sharing your email in the field below.

Email address _____ County of Residence _____

Closing text:

Thank you! To learn more about this project, visit mtc.ca.gov/futures and consider following MTC on Facebook (facebook.com/MTCBATA) and Twitter (twitter.com/MTCBATA).
Questions? Email us at info@bayareametro.gov.

PUBLIC WORKSHOPS DISPLAY BOARDS AND DOT VOTING POSTERS

February – March 2018

Display Boards



WELCOME

Thank you for joining us

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) welcome you to our Horizon workshop.

We're engaging with different communities across the Bay Area to assist us in exploring the pressing issues as well as challenges and opportunities that Bay Area residents may face through 2050. We look forward to hearing from you – we value your ideas and encourage your questions!

About MTC and ABAG

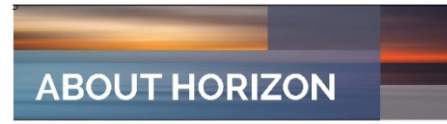
The Metropolitan Transportation Commission, or MTC, is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

The Association of Bay Area Governments, or ABAG, was created by local governments to meet their planning and research needs related to land use, environmental and water resource protection, disaster resilience, energy efficiency, and hazardous waste mitigation.

Timeline



For more information on the Horizon initiative, go to: www.mtc.ca.gov/horizon



ABOUT HORIZON

The Horizon initiative is designed to prepare the Bay Area for an uncertain future by identifying strategies to help the region and its residents succeed through the year 2050. Horizon is the first comprehensive planning effort for the Bay Area, analyzing transportation, housing, economic development, resilience and the effects of emerging technologies.

Horizon's Guiding Principles


We received over 10,000 comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped us refine five Guiding Principles that guide the Horizon initiative.

- Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

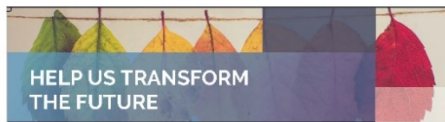
How will Horizon inform Plan Bay Area 2050?

The Horizon Initiative is a planning effort to transition from Plan Bay Area 2040, adopted in the summer of 2017, to Plan Bay Area 2050, which will begin in fall 2019. Strategies selected as part of the Horizon Initiative – those that perform well across a range of uncertainties – will ultimately be recommended for inclusion in the next regional plan, Plan Bay Area 2050, which is slated for adoption in 2021.

On the Horizon:



For more information on the Horizon initiative, go to: www.mtc.ca.gov/horizon



HELP US TRANSFORM THE FUTURE

New technologies like driverless vehicles, rising sea levels, earthquakes, economic booms and busts, political volatility or other external forces may fundamentally alter the Bay Area's future by the year 2050. Today we are asking you to dive deeper into three possible Futures and consider which policy strategies would most effectively preserve what we value about the Bay Area while addressing the big challenges of today and tomorrow.

What are Futures?

Planners at MTC and ABAG worked with experts from across the region to create three divergent Futures that each present unique challenges and opportunities. They are hypothetical, "what if" scenarios that allow us to visualize how current strategies (such as housing policies, environmental regulations and more) may or may not work well in the year 2050.


At today's public workshop, we will explore how we can improve these three Futures by asking you which strategies work best within each.

What happens with my input?

Public input collected during this workshop will help inform the strategies and policies MTC and ABAG staff study for inclusion in the region's next long-range plan known as Plan Bay Area 2050. This plan will address transportation, land use, economic development and environmental resilience.

Where do you start?

Please read about the Futures and strategies on the next board. Then visit one of the Futures stations, where MTC and ABAG staff will help guide you through that particular Future and related strategies. You will then use color-coded dots to vote on which strategies will best address the challenges posed by that Future in the years ahead. You are welcome to provide input on one, two or even all three Futures!



GET TO KNOW THE FUTURES AND STRATEGIES

Three Futures

In collaboration with experts from across the region, MTC and ABAG created three Futures as hypothetical "what if" scenarios to help us understand the various factors that could affect the Bay Area in the next 30 years. Each Future incorporates unique factors that produce different outcomes, which are briefly summarized below:

- Clean & Green**
Imagine a future where new technologies and a national carbon tax enabled telecommuting and distributed job centers.
- Rising Tides, Falling Fortunes**
Imagine a future where the federal government cuts spending and reduces regulations, leaving decisions to states and regions.
- Back to the Future**
Imagine a future where an economic boom and new transportation options spur a new wave of development.

Strategies

The strategies that you will consider today are policy tools that can be enacted to support the five Horizon Guiding Principles:

- Affordable
- Connected
- Diverse
- Healthy
- Vibrant

We want to know which strategies you think will be most successful across the variety of circumstances that each Future presents. Based on public input, a set of strategies will be further analyzed by MTC and ABAG staff.

So, tell us — which strategies will help create a Bay Area we can be proud to leave to future generations?

CLEAN & GREEN

Recognizing the growing impacts of climate change, the federal government significantly tightens environmental regulations and implements an ambitious, nationwide carbon tax. New technologies thrive, with virtual reality enabling telecommuting and smaller scale workplaces distributed across town centers. While high-tech manufacturing thrives in the United States, economic growth slows for other more energy-intensive sectors.

And here's what this means for the Bay Area in the year 2050...

- 1 FOOT** OF SEA LEVEL RISE AFFECTING 19,000 HOMES
- 21%** OF THE POPULATION IS CLASSIFIED AS LOW-INCOME DUE TO ROLUST ECONOMY
- 208,000 HOMES** AFFECTED BY 7.0 EARTHQUAKE ALONG THE HAYWARD FAULT
- 17%** SLOWER COMMUTES THAN 2015
- 10.9 MILLION** RESIDENTS
- 45%** OF COMMUTES ARE BY CAR
- 5.2 MILLION** JOBS
- 47%** OF INCOME IS SPENT ON HOUSING
- 73%** OF THE BAY AREA POPULATION IS NON-WHITE
- 78%** LOWER GREENHOUSE GAS EMISSIONS THAN 2015

BACK TO THE FUTURE

The U.S. experiences continued prosperity and finds itself widely respected on the world stage, thanks to smart and strategic policy decisions on the national level. Rapid job growth means more people want to move to the U.S., and increased public investment in infrastructure makes the nation more attractive for businesses. Silicon Valley technologies are dominant worldwide in everything from cars to e-commerce. Wealthy Americans seek larger suburban homes and many depend on new technologies such as autonomous vehicles and hyperloop lines to access urban job centers.

And here's what this means for the Bay Area in the year 2050...


- 2 FEET** OF SEA LEVEL RISE AFFECTING 16,000 HOMES
- 21%** OF THE POPULATION IS CLASSIFIED AS LOW-INCOME DUE TO ROLUST ECONOMY
- 207,000 HOMES** AFFECTED BY 7.0 EARTHQUAKE ALONG THE HAYWARD FAULT
- 29%** SLOWER COMMUTES THAN 2015
- 13.8 MILLION** RESIDENTS DUE TO FEWER RESTRICTIONS ON IMMIGRATION
- 69%** OF COMMUTES ARE BY CAR
- 6.8 MILLION** JOBS
- 49%** OF INCOME IS SPENT ON HOUSING
- 77%** OF THE BAY AREA POPULATION IS NON-WHITE
- 60%** LOWER GREENHOUSE GAS EMISSIONS THAN 2015

RISING TIDES, FALLING FORTUNES


Nationwide tax cuts and spending caps significantly reduce federal infrastructure funding. Combined with autonomous vehicles falling to live up to the hype, cities, regions and states are forced to pay for much-needed traditional infrastructure projects themselves. Lack of regulatory action on climate change worldwide results in sea levels rising by three feet by 2050 - creating a new set of infrastructure needs in an era of slow growth.

And here's what this means for the Bay Area in the year 2050...

- 3 FEET** OF SEA LEVEL RISE AFFECTING 33,000 HOMES
- 31%** OF THE POPULATION IS CLASSIFIED AS LOW-INCOME DUE TO A SLOWER-GROWING ECONOMY
- 196,000 HOMES** AFFECTED BY 7.0 EARTHQUAKE ALONG THE HAYWARD FAULT
- 11%** SLOWER COMMUTES THAN 2015
- 8.6 MILLION** RESIDENTS DUE TO IMMIGRATION
- 67%** OF COMMUTES ARE BY CAR
- 4.6 MILLION** JOBS
- 47%** OF INCOME IS SPENT ON HOUSING
- 71%** OF THE BAY AREA POPULATION IS NON-WHITE
- 35%** LOWER GREENHOUSE GAS EMISSIONS THAN 2015



AFFORDABLE



CONNECTED

Streamline Accessory Dwelling Units <small>A-1</small>	Repurpose Public Land to Build Housing <small>A-1</small>	Provide 50 Percent Fare Discount for Low-Income Transit Riders <small>A-1</small>	Develop a Single Platform to Access all Mobility Options <small>C-1</small>	Provide Commuters With Incentives to Carpool <small>C-2</small>	Complete Regional Bike Network <small>C-3</small>
Transform Aging Malls and Office Parks Into Neighborhoods <small>A-4</small>	Reuse Excess Parking for Housing <small>A-1</small>	Establish Urban Reserves for Housing Development <small>A-4</small>	Build and Operate a Next Generation Bus Rapid Transit Network <small>C-4</small>	Increase Freeway Capacity and Build Express Lanes to Sacramento and Tracy <small>C-5</small>	Apply 10-Cent-per-Mile Peak-Period Pricing on Freeways <small>C-6</small>
Allow Diverse Housing Around all Major Transit Stops <small>A-7</small>	Raise Taxes to Spur Affordable Housing Production & Preservation <small>A-1</small>	Institute a Bay Area Universal Basic Income (UBI) for Low-Income Households <small>A-4</small>	Build a New Transbay Rail Crossing <small>C-7</small>	Build a New Transbay Highway Crossing <small>C-8</small>	Extend the Regional Rail Network <small>C-9</small>
			Increase Capacity and Frequency by Modernizing Existing Rail Network <small>C-10</small>		



DIVERSE



HEALTHY

Develop a Housing Lottery Preference Program <small>D-1</small>	Expand Support for Low-Income Community College Students <small>D-2</small>	Subsidize Small Businesses Impacted by Transit Projects <small>D-3</small>	Establish Vehicle Trip Reduction Requirements for all New Development <small>H-5</small>	Pass a Regional Measure for Parks, Trails and Greenways <small>H-6</small>	Adapt Highway 37 to Sea Level Rise and Expand Bridge and Rail Seismic Programs <small>H-3</small>
Invest in Free "Last Mile" Service <small>D-4</small>	Mandate Private Mobility Businesses Accommodate the Elderly and People with Disabilities <small>D-4</small>	Increase Renter Protections <small>D-8</small>	Purchase Disaster Recovery Financing to Fast-Lane Priority Development Area (PDA) Implementation <small>H-4</small>	Implement Parking Fees <small>H-4</small>	Pass a Statewide Carbon Tax on Food and Goods <small>H-8</small>
Require 20 Percent of all new Housing to be Affordable <small>D-7</small>	Expand the Income Tax Credit for Renters <small>D-4</small>	Allow Affordable Housing in Areas of High Opportunity <small>D-9</small>	Partially Adapt to Sea Level Rise <small>H-7</small>	Fully Adapt to Sea Level Rise <small>H-4</small>	Expand Financing for Energy, Water, Seismic, Fire and Accessibility Improvements <small>H-9</small>



<p>Expand Construction Workforce Programs</p> <p>V4</p>	<p>Establish Priority Production Areas to Protect Industrial Lands</p> <p>V3</p>	<p>Preserve Agricultural Lands and Jobs</p> <p>V3</p>
<p>Develop a State-Level Fund for Automation-Induced Job Displacement</p> <p>V4</p>	<p>Create Incubator Program in Economically Challenged Communities</p> <p>V3</p>	<p>Provide Portable Benefits for Part-Time and Freelance Workers</p> <p>V4</p>
<p>Implement Incentives and Disincentives to Locate Jobs in Housing-Rich Locations</p> <p>V7</p>		



Y-PLAN Bay Area - Horizon Pilot Partnership 2018-19 Final Report

EXECUTIVE SUMMARY⁶

The UC Berkeley Center for Cities + Schools (CC+S) partnered with the Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG) throughout the 2018 - 2019 academic year to conduct a pilot Y-PLAN project. The goal of this partnership was to engage local youth and K-12 schools in better understanding “The Future of Schools” in the Bay Area Region. This work utilized the Y-PLAN methodology to generate youth insights, recommendations, and proposals to inform the Horizon initiative with students from all nine Bay Area counties.

CC+S had a two-pronged approach to elicit planning recommendations from more than 350 students across the Bay Area:

1. **Intensive Y-PLAN Bay Area MTC/ABAG Horizon implementation projects in five Bay Area counties:** Alameda, Contra Costa, San Francisco, San Mateo, and Solano.
2. **Targeted, school-based Y-PLAN MTC/ABAG workshops in four Bay Area counties:** Sonoma, Santa Clara, Napa, and Marin.

In all nine counties, students worked together on their Y-PLAN Bay Area Horizon project with professionals to collect primary source data through neighborhood mapping, surveys, and interviews; conducted secondary source research of best practices; and analyzed their current conditions. They moved from analysis into generating solutions for our future, as they voiced their insights and recommendations for the project question. Work from all nine counties was showcased at the Y-PLAN Regional Policy Summit at UC Berkeley on April 25th, where more than 150 student representatives convened with nearly 100 adults to share their ideas for a more resilient and inclusive future.

During the 2018-19 school year, Y-PLAN student scholars from all nine Bay Area counties responded to the following **project question**:

Considering impacts to and from transportation, land use and housing, economic development, and resilience, how can Bay Area schools and communities thrive in the year 2050?

As students across the region considered this project question, the following four regional responses emerged across the four sectors:

- **Transportation:** *Our schools and communities will thrive in 2050 if new transportation technologies (autonomous buses, shared scooters, etc.) foster greater independence for young people by providing them with safe, reliable, and equitable access to opportunities within their schools, cities, and the region.* In the face of increasing displacement

⁶ The full report is available at: https://mtc.ca.gov/sites/default/files/Horizon_YPLAN%20Pilot%20Partnership_Final.pdf.

in many local neighborhoods where students live/have lived, K-12 students are increasingly commuting from across the region to attend their same/familiar schools. This increased distributed network of young people is likely only to increase in the coming decades with projected growth across the region.

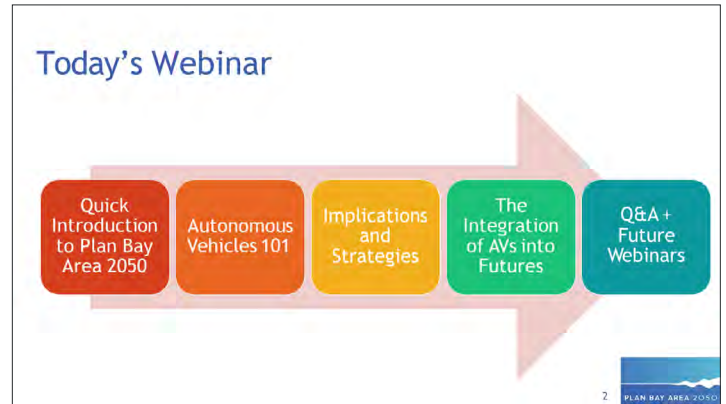
- **Housing and Land Use:** *Our schools and communities will thrive in 2050 if we build more affordable, safe, resilient housing for families and teachers located near schools, relevant amenities, and transit that prioritizes the needs of existing residents.* As many students come from large families, they call for higher density housing and changing housing/land use policies so that new physical and social housing design innovations can meet the needs of larger and multi-generational families. Students also spoke of a desire for an equitable distribution of housing, emphasizing notions of “share your space” and questioning why small families and single people with the means to do so often seek large spaces they do not fully utilize, relegating larger low-income families to overcrowded conditions.
- **Economic Development:** *Our schools and communities will thrive in 2050 if school districts and cities provide equitable access to economic opportunities through college and career readiness and integration of technology in the classroom, successfully preparing them for well-paying jobs now and in the future.* Students seek to have more high-quality educational options that link students’ everyday life and “real world” exposure and relationships, to school curriculum and pedagogical practices, in order to equitably prepare the workforce of the future.
- **Resilience:** *Our schools and communities will thrive in 2050 if regional leaders take immediate and equitable climate action now to preserve our future and recognize students as essential actors and their schools as critical infrastructure in climate change policy.* Young people and schools are often on the front lines of natural disasters and sea level rise around the Region and want to be part of future planning and engagement. They see themselves and their school facilities as untapped assets to climate change innovation for the future and seek to be part of the larger regional narrative -- seeing themselves as proactive and prevention focused -- rather than driven by crisis-to-crisis response.

Overall, through the Y-PLAN Bay Area MTC/ABAG Pilot Partnership analysis of the regional data collected from classrooms across the 9 counties, we found that students offered distinctive ideas and identified priorities and/or strategies for the year 2050 that aligned well with Horizon’s guiding principles of making the Bay Area more **affordable, connected, diverse, healthy** and **vibrant**. From the beginning of the partnership, students around the region supported this vision of the Bay Area, as it gave them hope for a more inclusive and resilient region. Throughout the process, they grounded these principles within their lived experience while pulling from professional practice to develop tangible solutions for our future. With each proposal and policy recommendation, students grappled with potential challenges and opportunities that our future might present with a healthy sense of skepticism and optimism. While in this pilot year, there wasn’t time or capacity to delve deeply into Horizon’s three *What If/Futures* scenarios, this is an important area of opportunity to deepen students’ analysis in the future.

This pilot year demonstrated the power and possibility of over 300 young people across K-12 analyzing and planning for the future. If done right, this figure could be expanded to 3,000 or more if/when brought to the system building level by reaching out to school districts and local educational agencies.

Prior to the Plan Engagement Materials

WEBINAR PRESENTATION



What is Plan Bay Area?

- The regional plan is a **blueprint for growth and infrastructure for the next 30 years**.
- The regional plan is **updated every four years**, with this major update due in 2021.
- The regional plan is a reflection of the **shared priorities of the diverse nine-county San Francisco Bay Area**.
- The regional plan is **fiscally-constrained**, even as it aspires to tackle the Bay Area's big challenges with specific strategies.
- The regional plan is **not an expenditure plan**; it is focused on setting priorities and over the long term and looking holistically across "silos".

Overview 3 PLAN BAY AREA 2050

Plan Bay Area 2040 (Spring 2015 to July 2017) → **HORIZON** (February 2018 to October 2019) → **PLAN BAY AREA 2050** (September 2019 to June 2021)

High-performing strategies and projects from *Horizon* - those that are resilient to uncertainties - will be recommended for inclusion in the Preferred Plan Bay Area 2050 (RTP/SCS).

Overview 4 PLAN BAY AREA 2050

What Topic Areas Do These Efforts Tackle?

Horizon and Plan Bay Area 2050 are addressing four core topic areas, as we work to create a long-range integrated regional vision for the next 30 years.

- Transportation**
- Housing**
- Economy**
- Environment**

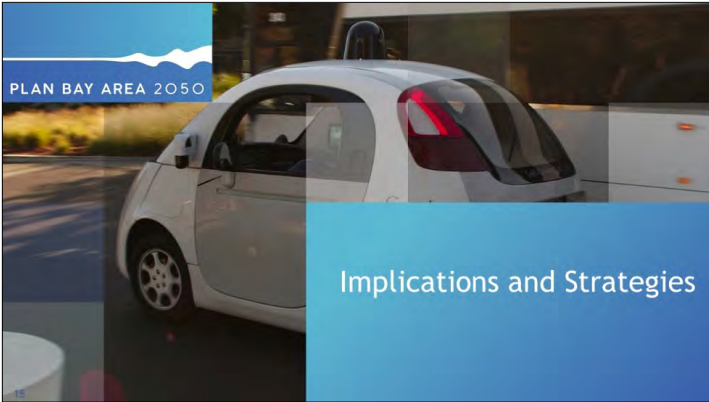
5 PLAN BAY AREA 2050

Plan Bay Area 2050: Summertime Webinar Series

More information available at: <https://www.planbayarea.org/2050-plan/bay-area-2050-events>

<p>Growth Framework Update</p> <ul style="list-style-type: none"> June 26, July 1 & July 10 New Criteria and Submitting Letters of Interest/Letters of Confirmation <p><i>Target audience: Cities, counties, and CTAs</i></p>	<p>Preparing for Plan Bay Area 2050</p> <ul style="list-style-type: none"> July 9: Public Engagement Process Overview August 6: Bay Area Spatial Information System (BASIS) September 5: Looking Ahead: The Vision for Plan Bay Area 2050 September 10: Exploring Policy Questions with Models September (date TBD): Horizon Perspective Paper 5: Bay Crossings <p><i>Target audience: Stakeholders & interested public</i></p>	<p>In Case You Missed It! (ICYMI)</p> <ul style="list-style-type: none"> July 30: ICYMI: Horizon Futures Round 1 Analysis August 14: ICYMI: Horizon Perspective Paper 1 - Autonomous Vehicles <p><i>Target audience: New stakeholders/public</i></p>
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FINAL GUIDING PRINCIPLES

The San Francisco Bay Area Aspires To Be:

- AFFORDABLE** All Bay Area residents and workers have sufficient housing options they can afford - households are economically secure.
- CONNECTED** An expanded, well-functioning transportation system connects the Bay Area - fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- DIVERSE** The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with access to the region's assets and resources.
- HEALTHY** The region's natural resources, open space, clean water and clean air are conserved - the region actively reduces its environmental footprint and protects residents from environmental impacts.
- VIBRANT** The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Source: Center for the Bay Area Project PLAN BAY AREA 2050

AFFORDABLE

Horizon Guiding Principle - All Bay Area residents and workers have sufficient housing options they can afford - households are economically secure.

As parking demand drops, new housing opportunity sites could emerge.

However, AVs could facilitate sprawl, increasing travel costs as people live farther from jobs.

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AFFORDABLE

Housing Opportunity Sites in an Autonomous Future

- Decreasing parking demand with AV services
- Reduce parking requirements
- Obsolete parking could be replaced with infill development

Priority Strategies

- Repurpose off-street parking for infill development
- Institute parking maximums for both on- and off-street parking supply
- Retain or strengthen urban growth boundaries to control greenfield development

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CONNECTED

Horizon Guiding Principle - An expanded, well-functioning transportation system connects the Bay Area - fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.

Shared AV services could introduce a transit renaissance with improved on-demand services.

AVs could worsen congestion with more induced travel and empty vehicle circulation.

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CONNECTED

Regional Autonomous Demand-Responsive Transit

- High frequency regional trunk lines + on demand local service
- Autonomous BRT network
- On-demand, door-to-door and first/last-mile service
- Mobility as a Service models

Priority Strategies

- Double down on high-capacity bus and rail corridors
- Innovate suburban transit with autonomous, demand-responsive microtransit
- Develop a mobility as a service platform to provide a unified and equitable gateway to services and information

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CONNECTED

Dynamic Pricing Opportunities in an AV Future

- New data and platform capabilities with AVs
- Dynamic pricing to manage limited capacity

Priority Strategies

- Price mobility fairly through dynamic road pricing
- Design smart streets with dynamic allocation of street and curb space
- Develop industry-wide data sharing protocols to provide real-time information to connected AVs

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DIVERSE

Horizon Guiding Principle - The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with access to the region's assets and resources.

Mobility options could proliferate with new business models, benefitting people from all backgrounds, abilities and ages.

AVs could widen the equity gap with declining public transit, service disparities, job loss, digital divide.

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Equitable AV Services

- Require **accountability**: targets, metrics, monitoring, improvement
- Target strategies for **specific equitable outcomes**.
- Focus all strategies on **inclusive prosperity**.

DIVERSE

Priority Strategies

- Mandate **equitable** provision of mobility services with transparent reporting
- Subsidize public transit innovations, replacing fixed route transit in Communities of Concern
- Prioritize AV mobility services or programs that serve Communities of Concern

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HEALTHY

Horizon Guiding Principle - The region's natural resources, open space, clean water and clean air are conserved - the region actively reduces its environmental footprint and protects residents from environmental impacts.

Significant reduction in human driving error could save lives. AVs that are EVs could improve air quality.

Hacking and cybersecurity could introduce new safety risks. AVs that are not EVs could worsen air quality.

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Vision Zero 2.0

- Eliminate traffic-related deaths
- Nullify **cybersecurity** vulnerabilities
- Improve **air quality**
- Reduce transportation-related **public health issues**

HEALTHY

Priority Strategies

- Cap speed limits in downtowns and neighborhoods
- Mandate that all AVs are EVs and invest in the necessary infrastructure
- Develop "bounty program" to reduce hacking vulnerability

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VIBRANT

Horizon Guiding Principle - The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

AVs have the potential to reduce transportation and logistics operating costs.

AVs could cause rapid job loss or a shift to other occupations.

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"New Deal" for Mobility

- Comprehensive program to maximize local **economic benefits** of the AV industry
- Workforce advancement** programs
- Related **new industries** (manufacturing, data, services, goods, repair, etc.)

VIBRANT

Priority Strategies

- Strengthen the capacity of **training programs** to expand opportunities for workers in the AV industry
- Target job clusters on **industrially-zoned land** for production, distribution, and repair
- Pilot **innovative AV applications** that could spur new job opportunities

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Perspective Paper #1: Autonomous Vehicles Priority Strategies

Affordable

Housing Opportunity Sites

Connected

Fair Pricing Autonomous Transit

Diverse

Equitable Outcomes

Healthy

Vision Zero 2.0

Vibrant

New Deal for Mobility

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PLAN BAY AREA 2050

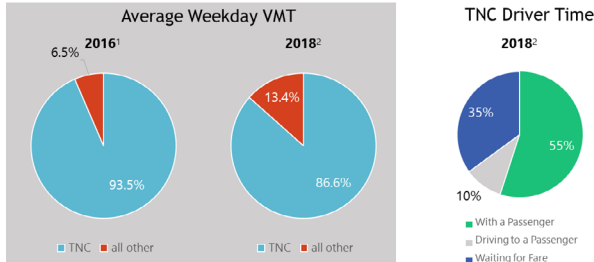
Recent Developments + Horizon Futures Analysis

Changing Expectations - Gartner Hype Cycle

https://www.gartner.com/smarterwithgartner/

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Traffic Impacts - TNCs as a Proxy for AVs?



1. SFCTA, TNCs Today, <https://www.sfcta.org/projects/tncs-today>
 2. Fehr & Peers, Estimated TNC Share of VMT in Six US Metropolitan Regions (Revision 1), <https://drive.google.com/file/d/1FIUkVkj9IsanWJQ6kLhAhNoVLJffdx3/view>

Futures Round 2 - Transportation Strategies

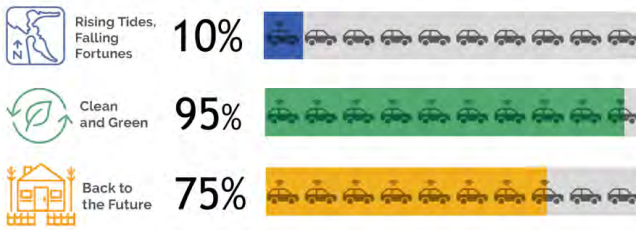
- Improve Access, Speed, and Reliability of Transportation**
- Prioritize Active Modes**
- Price Transportation Services**

Build a next-generation transit network for the 21st century.

- PBA-6 Operate and Maintain the Existing System
 - PBA-5* Build Carpool Lanes & Address Interchange Bottlenecks
 - PBA-4 Make Strategic Transit Modernization/Expansion Investments
 - C-4 Build a Next-Generation Bus Rapid Transit Network
 - C-10** Increase Capacity/Frequency by Modernizing Existing Rail
 - C-9** Extend the Regional Rail Network
 - C-7** Build a New Transbay Rail Crossing
- Make active modes safer and more accessible.
- D-4 Invest in Free Short-Trip Service
 - NEW! Implement Vision Zero Speed Reduction Measures
 - C-3 Build a Complete Micromobility Network
- Price freeways to drive different mode choices and advance equitable outcomes.
- C-1 Develop a Single Platform to Access & Pay for all Mobility
 - C-6 Apply Time-of-Day Tolls on All Freeways
 - A-3** Provide Free Transit to Lower-Income Riders

** = modifications have been made to Plan Bay Area 2040 strategy
 ** = included only in two higher-growth, higher-resource Futures

Potential Market Shares - AVs & EVs in 2050

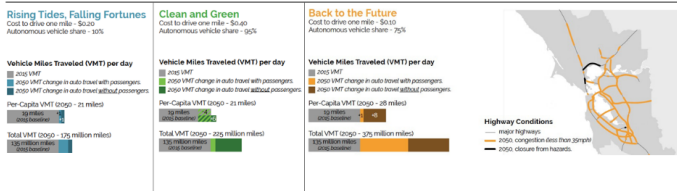


Futures - "What If?" Scenarios

- A Clean and Green** What if... new technologies and a national carbon tax enabled greater telecommuting and distributed job centers?
- B Rising Tides, Falling Fortunes** What if... the federal government cuts spending and reduces regulations, leaving more policy decisions to states and regions?
- C Back to the Future** What if... an economic boom and new transportation options spur a new wave of development?

Potential Impacts of AVs

Futures Interim Report: Opportunities and Challenges (March 2019)



<https://mtc.ca.gov/our-work/plans-projects/horizon/futures-planning>

Assumptions for Analysis

- If the AV fleet penetration is high enough, AVs can drive slightly closer together on freeways
 - < 75%
 - >= 75%
- The in-vehicle time "feels" slightly less negative than in non-AVs
- For HIRE** TNCs would likely be early adopters of AV technology in order to reduce labor costs
- ZERO** For every 1 mile driven with a passenger, a TNC will drive just under a mile without a passenger

Futures Round 1 Opportunities and Challenges

- Transit demand increases in all Futures, but commute times are worse**
- Pricing is an appropriate strategy to mitigate some of the adverse impacts of autonomous vehicles**
- Traffic congestion could reach new extremes, in part due to the high level of individual ownership for autonomous vehicles**

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More information available at: <https://www.planbayarea.org/2050-plans/plan-bay-area-2050-enrta/>

Reminder: Upcoming Webinars

Growth Framework Update	Preparing for Plan Bay Area 2050	In Case You Missed It! (ICYMI)
<ul style="list-style-type: none"> June 26, July 1 & July 10 New Criteria and Submitting Letters of Interest/Letters of Confirmation 	<ul style="list-style-type: none"> July 9 Public Engagement Process Overview August 6 Bay Area Spatial Information System (BASIS) September 5 Looking Ahead: The Vision for Plan Bay Area 2050 September 10 Exploring Policy Questions with Models September (date TBD) Horizon Perspective Paper 5: Bay Crossings 	<ul style="list-style-type: none"> July 30 ICYMI: Horizon Futures Round 1 Analysis August 14 ICYMI: Horizon Perspective Paper 1 - Autonomous Vehicles
<p>Target audience: Cities, counties, and CTAs</p>	<p>Target audience: Stakeholders & interested public</p>	<p>Target audience: New stakeholders/ public</p>

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PLAN BAY AREA 2050

Thanks for attending today's webinar!

Contact Adam Noelting with questions at: anoelting@bavareametro.gov

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Round 1 Engagement Materials

POP-UP WORKSHOPS — TABLETOP DISPLAYS

English, Spanish, Chinese, Vietnamese

PLAN BAY AREA 2050 AND YOU!

We are here to listen to you - your opinions are critical to a successful Plan Bay Area 2050, a 30-year planning effort to create a better Bay Area for all! We are especially looking to hear the views of those whose voices often aren't heard.

Why are we in your community?
We are doing dozens of pop-ups like this to meet people across the Bay Area. **Our aim is to make participation convenient and hear from as many people as possible.** We have received over 12,000 comments to date.

How did we pick this location?
MTC and ABAG serve the nine-county Bay Area. We select our pop-up locations based on existing events and geographic diversity. **We prioritize under-represented communities including low-income and communities of color.**

What's going to happen with my comments?
The sticky notes capture the feedback we hear from each person. After each event, we transcribe the comments. **All of the comments will be part of a report outlining what we heard,** and our Commissioners and ABAG Board members will be able to read every comment.

PLAN BAY AREA 2050 ES TU FUTURO, ÁREA DE LA BAHÍA

Necesitamos de tu ayuda y sus ideas para el Plan Área de la Bahía 2050. El Plan Área de la Bahía 2050 es el plan a largo plazo de los nueve condados del Área de la Bahía que integra los temas interconectados del transporte, la vivienda, el medio ambiente y la economía.

La Comisión Metropolitana del Transporte (MTC) y la Asociación de Gobiernos del Área de la Bahía (ABAG) quieren escuchar su opinión mientras desarrollamos un plan de cómo irá a vivir, trabajar y jugar el Área de la Bahía en las décadas venideras.

MTC y ABAG son agencias regionales asociadas que trabajan en conjunto para hacer que los nueve condados del Área de la Bahía de San Francisco sean un lugar mejor para vivir para personas de todos los estratos sociales. Necesitamos escuchar sus ideas sobre cuáles cualidades debemos conservar, qué es lo que amamos de nuestras comunidades y cómo podemos hacer al Área de la Bahía aún mejor.

TRANSPORTE VIVIENDA MEDIO AMBIENTE ECONOMÍA

Manténgase en contacto y sune su voz. Para obtener más información, conéctese a planbayarea.org

MTCBATA @MTCBATA #BayArea2050

ASOCIACIÓN DE GOBIERNOS DEL ÁREA DE LA BAHÍA METROPOLITANA DEL TRANSPORTE DE LA CALIFORNIA

Scan me

PLAN BAY AREA 2050 灣區居民，這是您的未來。

我們的規劃灣區2050需要您的協助和權衡。規劃灣區2050是三藩市灣區九個縣的長期計劃，整合了交通、住房、環境和經濟環境和相關問題。

都會交通委員會 (MTC) 和灣區政府協會 (ABAG) 希望聽取您的意見，擬定今後數十年如何在灣區生活、工作和娛樂的藍圖。

MTC和ABAG是合作的區域機構，一起使三藩市灣區的九個縣成為各階層人士更宜居的地方。我們需要聽取您的意見來知道我們應該保持哪些特質，我們喜歡社區的哪些特點，以及如何使灣區更美好。

交通 住房 環境 經濟

保持聯繫，發抒心聲。如需洽詢詳情，請瀏覽 planbayarea.org

MTCBATA @MTCBATA #BayArea2050

ASOCIACIÓN DE GOBIERNOS DEL ÁREA DE LA BAHÍA METROPOLITANA DEL TRANSPORTE DE LA CALIFORNIA

Scan me

PLAN BAY AREA 2050 NÓ LÀ TƯƠNG LAI CỦA BẠN ĐỒ, VÙNG VỊNH

Chúng tôi cần sự giúp đỡ và ý kiến của bạn cho Plan Bay Area 2050 (Kế hoạch Vùng Vịnh 2050). Plan Bay Area 2050 là một kế hoạch lâu dài của chín quận trong Vùng Vịnh San Francisco để kết hợp các vấn đề nổi lên với nhau là vận chuyển, nhà ở, môi trường và kinh tế.

Ủy ban Giao thông Vận tải Đô thị (MTC) và Hiệp hội các Chính quyền Vùng Vịnh (ABAG) muốn nghe ý kiến của bạn trong khi chúng tôi đang xây dựng lộ trình về cách sống, làm việc và giải trí của Vùng Vịnh trong những thập kỷ tới.

MTC và ABAG là các cơ quan đối tác trong khu vực làm việc cùng nhau để biến chín quận của Vùng Vịnh San Francisco trở thành một nơi tốt hơn để sống cho mọi người từ mọi tầng lớp. Chúng tôi cần nghe ý kiến của bạn về những phẩm chất chúng ta cần phải giữ, những gì chúng ta yêu thích về cộng đồng của chúng ta và làm thế nào để Vùng Vịnh trở nên tốt hơn.

VẬN CHUYỂN NHÀ Ở MÔI TRƯỜNG KINH TẾ

Xin hãy giữ liên lạc và thêm tiếng nói của bạn. Để biết thêm thông tin, xin hãy truy cập vào planbayarea.org

MTCBATA @MTCBATA #BayArea2050

ASOCIACIÓN DE GOBIERNOS DEL ÁREA DE LA BAHÍA METROPOLITANA DEL TRANSPORTE DE LA CALIFORNIA

Scan me

POP-UP WORKSHOPS — DISPLAY AND COMMENTS BOARDS

PLAN BAY AREA 2050

WHAT'S IMPORTANT FOR THE NEXT 30 YEARS?

How do we keep the Bay Area affordable, connected, diverse, healthy and vibrant for all? We need your help to think about our future. Consider the following strategies:

TRANSPORTATION STRATEGIES

- Operate and maintain the existing roads, freeways and transit systems
- Modernize our public transit system by having a lane dedicated for rapid buses and another tunnel across SF Bay for either BART or Caltrain
- Encourage additional biking and walking by reducing speed limits, building dedicated lanes and providing free bikeshare
- Develop an app to access to pay for all transportation options

HOUSING STRATEGIES

- Allow more housing development, especially near public transit and in communities with high-performing schools
- Build housing that is affordable for working families by generating new funding and by requiring developers to build more affordable units
- Transform aging shopping malls and office parks into neighborhoods
- Simplify the development process to enable housing for all income levels to be built faster

ENVIRONMENTAL STRATEGIES

- Keep cities from expanding into farmlands and open space
- Upgrade existing residential buildings to reduce energy and water usage and to make them safer during earthquakes and wildfires
- Implement strategies and build infrastructure to prepare for rising sea levels

ECONOMIC STRATEGIES

- Provide financial support to cover childcare costs for families earning less than \$45,000 per year
- Encourage job growth closer to where people live by charging developers extra that build offices in places that generate long auto trips
- Create programs that provide tools and education for people to start new businesses in places with few jobs

WE WANT TO HEAR FROM YOU.

Keep in touch and add your voice. For more information, visit planbayarea.org

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PLAN BAY AREA 2050

TELL US WHAT YOU THINK.

Like it

Not a fan

Need a hand

WE WANT TO HEAR FROM YOU.

Keep in touch and add your voice. For more information, visit planbayarea.org

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PLAN BAY AREA 2050

¿QUÉ ES IMPORTANTE PARA LOS PRÓXIMOS 30 AÑOS?

¿Cómo podemos mantener al Área de la Bahía conectada, diversa, saludable, vibrante y económicamente accesible para todos? Necesitamos su ayuda para pensar en nuestro futuro. Considere las siguientes estrategias:

ESTRATEGIAS DE TRANSPORTE

- Operar y dar mantenimiento a las carreteras, autopistas y sistemas de transporte público existentes.
- Modernizar nuestro sistema de transporte público al amarrar una red de autobuses rápidos de nueva generación y una nueva ruta ferroviaria que atraviese la Bahía.
- Animar a más gente a desplazarse en bicicleta o a pie, al reducir los límites de velocidad, construir carriles dedicados y ofrecer bicicletas compartidas sin costo.
- Desarrollar una plataforma basada en aplicación móvil para acceder a todas las opciones de transporte y hacer los pagos correspondientes.

ESTRATEGIAS DE VIVIENDA

- Permitir más desarrollo de viviendas, especialmente cerca del transporte público y en comunidades con escuelas de alto rendimiento.
- Construir viviendas que sean económicamente accesibles para las familias trabajadoras, al generar fondos nuevos y exigir a las constructoras que hagan más unidades económicamente accesibles.
- Transformar en vecindarios los centros comerciales y complejos de oficinas envejecidos.
- Simplificar el proceso de desarrollo para fomentar la construcción de viviendas en áreas designadas como zonas de crecimiento urbano.

ESTRATEGIAS AMBIENTALES

- Mantener los límites actuales del crecimiento urbano para proteger las tierras de cultivo y los espacios abiertos.
- Adaptar los edificios residenciales existentes para reducir el uso de energía y agua y hacerlos más seguros durante terremotos e incendios forestales.
- Implementar estrategias y construir infraestructura para prepararse para el aumento del nivel del mar.

ESTRATEGIAS ECONÓMICAS

- Proporcionar subsidios para el cuidado de niños a las familias que ganan menos de \$45,000 por año.
- Aumentar las cuotas de desarrollo en los lugares que causan viajes largos en automóvil.
- Crear programas de incubación de pequeñas empresas en comunidades con oportunidades de trabajo limitadas.

Queremos escuchar su opinión.

Manténgase en contacto y añada su voz. Para obtener más información, visite planbayarea.org

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PLAN BAY AREA 2050

DÍGANOS QUÉ OPINA.

Me gusta

No me gusta

¿Necesito ayuda?

QUEREMOS ESCUCHAR SU OPINIÓN.

Manténgase en contacto y añada su voz. Para obtener más información, visite planbayarea.org

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PLAN BAY AREA 2050

未來30年的重要事項有哪些？

願向政府編定所有人都可負擔、舒適、多元、健康又蓬勃？我們希望協助塑造我們的未來。請考慮以下策略：

交通策略

- 1 運行及維持現有的道路、高速公路和捷運系統
- 2 建造建造新一代的公車捷運網絡和新的跨海灣陸道，使我們的大眾捷運系統現代化
- 3 建造減少車隊、建設專用道，和提供免費的自行車共享，鼓勵更多人騎自行車和步行
- 4 開發一個應用程式平台來使用及支付所有交通費用

住房策略

- 5 允許更多住房開發，特別是靠近大眾捷運和具有好學校的社區
- 6 通過新的資助和改革開發商興建更多可負擔的住房單位，為工薪家庭建造可負擔的住房
- 7 將老化的購物中心和商務區改造成社區
- 8 優化開發流程，鼓勵被遺棄都會成長區區域興建住房

環境策略

- 9 保持目前的都會成長界線，以保護農地和開放空間
- 10 翻新現有住宅樓房，以減少使用能源和水，並在發生地震和野火時更安全
- 11 實施策略和興建基礎設施，為上升的海平面做準備

經濟策略

- 12 為每年工資不到\$48,000的家庭提供托兒補貼
- 13 在需要長途開車的地方增加開發收費
- 14 在工作機會有限的社區設立小型企業培育計畫

我們希望聽取您的意見。
 #PLANBAYAREA2050 #WANTIT #BayArea2050
 facebook.com/PLANBAYAREA #HTCBAYAREA #BayArea2050

PLAN BAY AREA 2050

告訴我們您的想法

我會做！

不會做！

我有好想法！

我們希望聽取您的意見。
 #PLANBAYAREA2050 #WANTIT #BayArea2050
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Round 2 Engagement Materials

DIGITAL WORKSHOPS

Presentation Deck



1



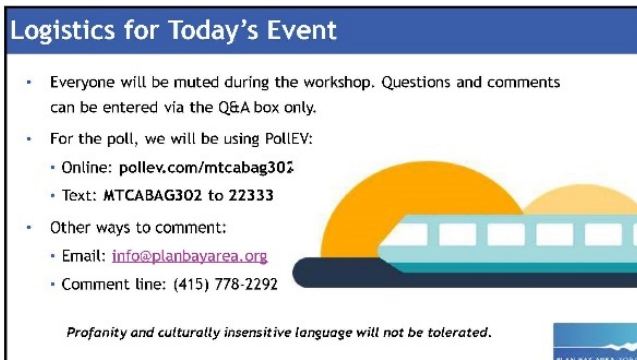
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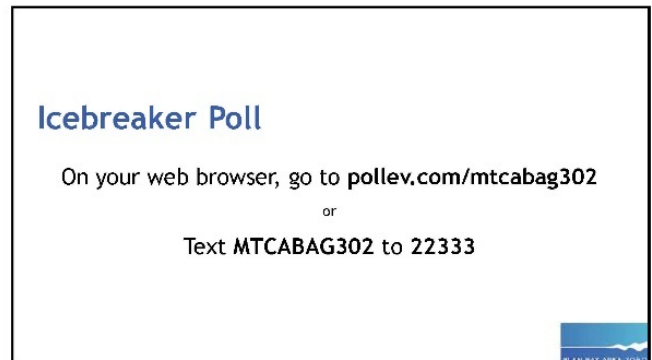
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Pre COVID, how did you typically get to work?

- Bus
- Subway/Light Rail
- Personal car
- Carpool
- Taxi or TNC (Uber, Lyft, etc.)
- Bike
- Walk
- Other or not applicable

PLAN BAY AREA 2050

7

What is Plan Bay Area 2050?



Plan Bay Area 2050 is the 30-year regional vision integrating resilient & equitable strategies for:

- Transportation
- Housing
- Economy
- Environment

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

For more information: planbayarea.org/blueprint

PLAN BAY AREA 2050

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Draft Blueprint: Highlights in the COVID-19 Era

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



- Advancing thousands of miles of safe bicycle & pedestrian facilities
- Integrating protections from sudden rent hikes that accelerate displacement
- Prioritizing strategies for essential workers, such as childcare subsidies
- Protecting much-needed open space for the enjoyment of all residents

PLAN BAY AREA 2050

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CRAFTING A BLUEPRINT FOR THE BAY AREA'S FUTURE



PLAN BAY AREA 2050

10

Draft Blueprint – Composed of 25 Bold Strategies

25 Strategies (Draft Blueprint Inputs)

- Maintain and Optimize Existing Infrastructure
- Create Healthy and Safe Streets
- Enhance Regional and Local Transit
- Reduce Risks from Hazards
- Reduce Our Impact on the Environment
- Spur Housing Production and Create Inclusive Communities
- Protect, Preserve, and Produce More Affordable Housing
- Improve Economic Mobility
- Shift the Location of Jobs

Visit planbayarea.org/blueprint for more detail on each strategy!

PLAN BAY AREA 2050

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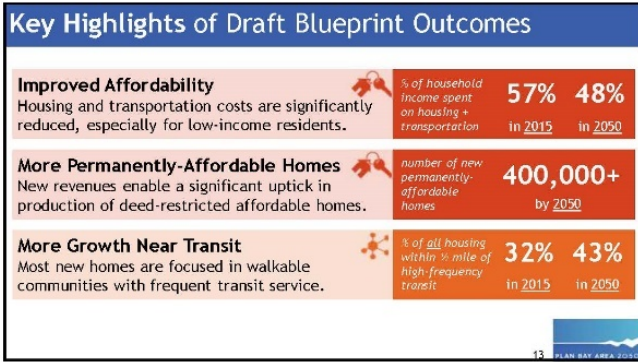
3,000 comments at fall 2019 "pop-up" workshops

9,900 comments from Mayor of Bayville online tool

90% of comments at fall 2019 "pop-up" workshops supported the strategies advanced into the Plan Bay Area 2050 Draft Blueprint

PLAN BAY AREA 2050

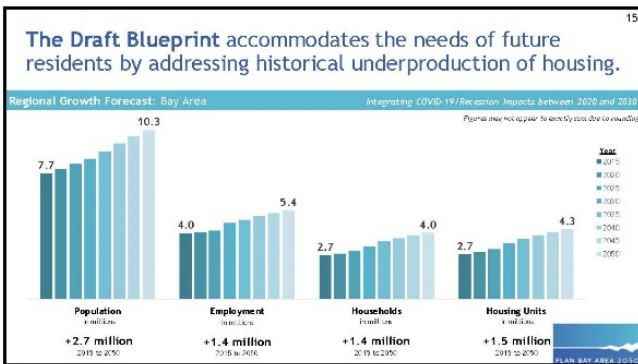
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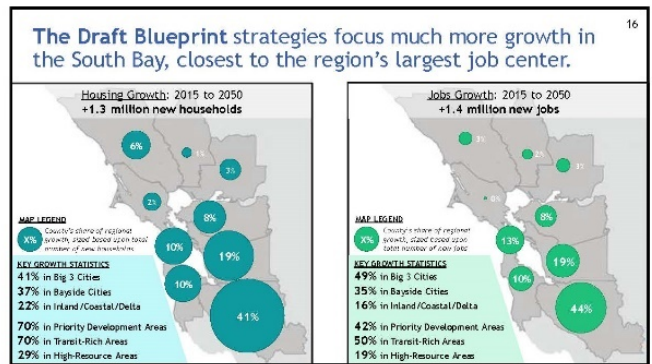
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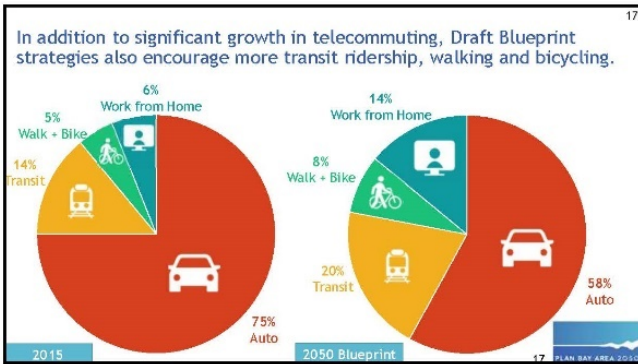
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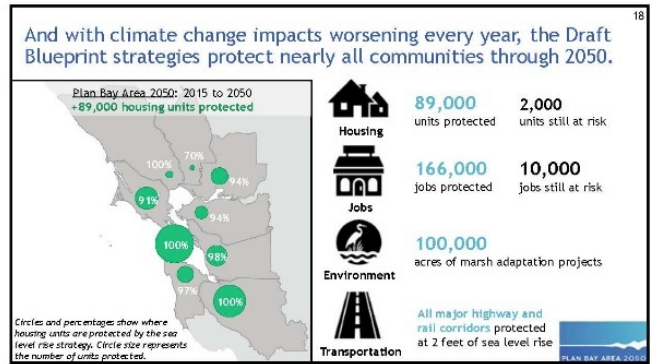
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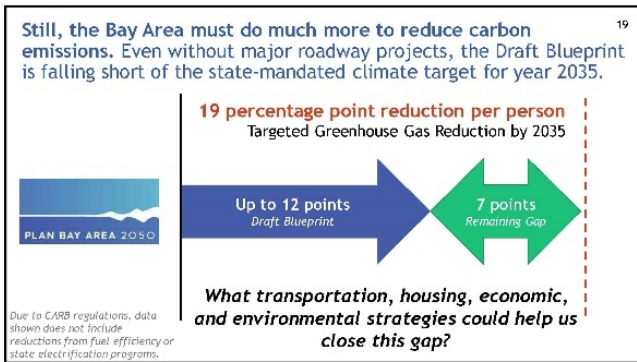
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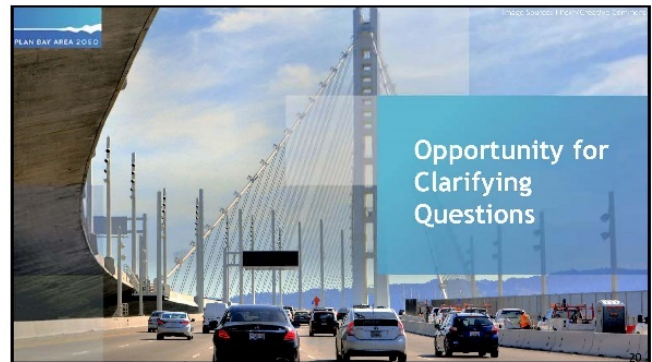
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Now it's your turn!

- On your smart phone or computer web browser: pollev.com/mtcabag302
- On your cell phone: text the message MTCABAG302 to the number 22333

Now we will highlight **five of the biggest challenges** to get actionable feedback for the Final Blueprint.

21

22

Challenge #1: Affordable Housing

Here's what we integrated into the Draft Blueprint:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Fund Affordable Housing Protection, Preservation and Production
- Require Developers to Build More Affordable Units

And yet...

There are still **hundreds of thousands of low-income households** without access to permanently-affordable homes.

Here's the challenge: **How do we create more permanently-affordable housing, especially in areas with high-quality schools, amenities and transportation options?**

We need your feedback on new or expanded strategies!

22

23

Please identify which of these potential strategies should be included in the Final Blueprint to make the Bay Area even more affordable (select as many as you'd like).

- Invest in constructing more affordable housing units
- Accelerate redevelopment of malls and office parks, with significant shares of affordable housing
- Expand capacity for new housing in communities with well-resourced schools and good access to jobs
- Advance innovative approaches to reducing housing construction and financing cost
- None of the above

23

24

Is there anything else we should take into consideration to address the challenge of affordability?

24

Challenge #2: Congestion and Crowding


Here's what we integrated into the Draft Blueprint:

- Advance High-Ridership Transit Projects
- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

And yet...

Traffic congestion and transit overcrowding continue to worsen in many freeway corridors and on many transit systems.

Here's the challenge: How can new or expanded strategies alleviate traffic congestion on suburban highways and reduce overcrowding on bus and rail lines?



We need your feedback on new or expanded strategies!

25 PLAN BAY AREA 2050

25

Please identify which of these potential strategies should be included in the Final Blueprint to alleviate traffic congestion and reduce overcrowding on transit in the Bay Area (select as many as you'd like).

- Implement all-cash tolling on high-traffic freeways with transit alternatives
- Invest in world-class bicycle and pedestrian infrastructure to make it easier to reach local destinations without a car
- Build more Express Lanes with robust express bus services
- Realign public transit systems to provide more seamless transfers and focus service on high-frequency routes
- Extend regional toll services to new communities and increase the frequency of service
- Widen highways and expand interchanges to yield short-term congestion relief
- None of the above

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Is there anything else we should take into consideration to address the challenge of congestion and transit crowding?

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Challenge #3: Displacement


Here's what we integrated into the Draft Blueprint:

- Further Strengthen Renter Protections Beyond State Legislation
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity
- Expand Childcare Support for Low-Income Families

And yet...

The risk of displacement in most Bay Area communities continues to grow over time.

Here's the challenge: How can we further ensure that low-income residents and communities of color are not ultimately displaced to areas with limited access to opportunity?



We need your feedback on new or expanded strategies!

28 PLAN BAY AREA 2050

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Please identify which of these potential strategies should be included in the Final Blueprint to address displacement in the Bay Area (select as many as you'd like).

- Expand investment in the preservation of permanently affordable housing in communities facing displacement
- Ensure ample affordable housing is built in communities most at risk of displacement
- Implement workforce training programs to grow the middle class and make it easier to stay in place
- Allocate and protect ample investments in schools, parks and transit to improve quality of life in communities where displaced residents are moving
- None of the above

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29

Is there anything else we should take into consideration to address displacement in the Bay Area?

30 PLAN BAY AREA 2050

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Challenge #4: Greenhouse Gas Emissions

Here's what we integrated into the Draft Blueprint:

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives
- Build a Complete Streets Network and Implement Reduced Speed Limits
- Allow a Greater Mix of Housing Types and Densities near Frequent Transit

And yet... The Draft Blueprint only gets us halfway to our emissions reduction goal.

Here's the challenge: **How do we further reduce transportation-related greenhouse gas emissions to reach critical climate goals?**



We need your feedback on new or expanded strategies!

31

Please identify which of these potential strategies should be included in the Final Blueprint to reduce climate emissions in the Bay Area (select as many as you'd like).

- Expand electric vehicle and charging infrastructure subsidies, especially for lower-income households
- Postpone highway widening projects until a greater share of vehicles are electric
- Charge parking fees to disincentivize driving, putting fees towards bicycle giveaways and free shuttles
- Require employers to implement mandatory work from home policies 2 or 3 days per week
- None of the above

32

Is there anything else we should take into consideration to address climate emissions in the Bay Area?

33


Challenge #5: Jobs-Housing Imbalance

Here's what we integrated into the Draft Blueprint:

- Assess Impact Fees on New Office Developments
- Retain Key Industrial Lands
- Create Incubator Programs in Economically-Challenged Areas

And yet... Jobs continue to cluster in Silicon Valley and San Francisco, far from many existing residents.

Here's the challenge: **How could more ambitious economic strategies be employed to shift jobs closer to existing housing-rich communities?**



We need your feedback on new or expanded strategies!

34

Please identify which of these potential strategies should be included in the Final Blueprint to address the jobs-housing imbalance in the Bay Area (select as many as you'd like).

- Increase fees that discourage development of new office parks in jobs-rich, auto-oriented communities
- Expand business incubator programs to create new small businesses in housing-rich communities
- Prohibit more construction of office buildings in communities that have many more jobs than homes
- Provide tax subsidies for employers to relocate middle-wage jobs closer to affordable housing
- None of the above

35

Is there anything else we should take into consideration to address jobs-housing imbalance in the Bay Area?

36

Which of the key challenges we highlighted is the most urgent to be addressed in the Final Blueprint? Please select your top two.

- Housing Unaffordability
- Congestion and Crowding
- Displacement
- Climate Emissions
- Jobs-Housing Imbalance

PLAN BAY AREA 2050

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Other Regional Initiatives: Transportation Improvement Program

- 4-year clearinghouse of transportation projects and funding information
- Focuses on projects funded by federal monies, requiring federal approval, or subject to air quality requirements
- Designed to make progress towards achieving federal performance targets for safety, infrastructure condition, and system performance
- Reflects local, regional, state and federal funding priorities and decisions
- Contributes to near-term implementation of Plan Bay Area

PLAN BAY AREA 2050

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Other Regional Initiatives: Transportation Improvement Program

How do transportation projects get integrated into the Transportation Improvement Program?

New Project Ideas and Local Review → Long Range Plans: Plan Bay Area 2050 → Project Selection/TIP Programming → Construction/Implementation

What investments are included in the current (2019) Transportation Improvement Program?

2019 TIP Investment by Mode

Mode	Percentage
Freight	5%
Ferry	1%
Rail	4%
Recreation/Security	5%
Other	27%
Arterial/Local	27%
Other Transit	15%
Highway	36%

2019 "TIP" Funding by source

Source	Percentage
Federal	23%
Local	45%
Regional	4%
State	28%

More breakdowns, including at the county level, can be found at: mtc.ca.gov/our-work/fund-invest/transportation-improvement-program

PLAN BAY AREA 2050

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Other Regional Initiatives: Regional Housing Needs Allocation

What is RHNA?

- Since 1969, State law requires that all jurisdictions must plan to meet the housing needs of everyone in the community.
- HCD identifies total number of units, across all income groups, for which the region must plan for the eight-year RHNA period (2023 to 2031).
- ABAG collaborates with local governments and stakeholders to develop a formula to assign each community a share of the Bay Area's housing need.
- Each local government must update Housing Element of General Plan and zoning to show how it plans to accommodate its share of the regional need.

Total Bay Area Housing Need by RHNA Cycle	1999-2006	2007-2014	2015-2023	2023-2031
	230,743	214,500	187,994	441,176

PLAN BAY AREA 2050

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Other Regional Initiatives: Regional Housing Needs Allocation

What are the primary steps in the process?

Allocation Methodology (Fall 2020/Spring 2021) → Draft Allocation (Spring 2021) → Final Allocation (End of 2021) → Local Housing Element Updates (January 2023)

PUBLIC COMMENT OPPORTUNITIES THROUGHOUT

PLAN BAY AREA 2050

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Other Regional Initiatives: BCDC and the Air District

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
baaqmd.gov

- 2017 Clean Air Plan
- Air District Grants
 - Clean Vehicle Rebates
 - Clean Cars for All

BAY ADAPT
REGIONAL STRATEGY FOR A RISING BAY
bccdc.ca.gov/planning/Bay-Adapt

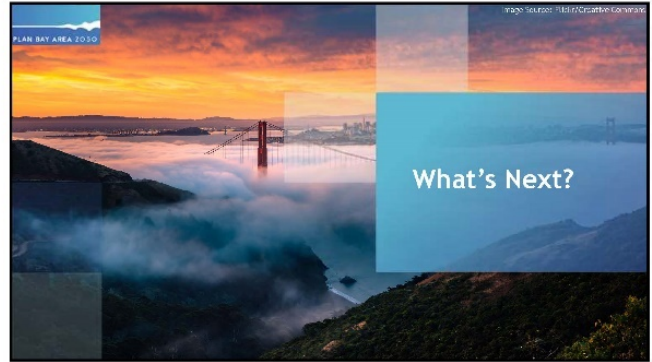
- 6-month effort to develop and adopt a regional climate adaptation strategy
- Includes studying impacts and proposing strategies to protect the natural and built environment

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Additional Resources

Visit planbayarea.org to learn more about the Draft Blueprint, including:

- Strategies Summary
- Growth Geographies Map
- Equity & Performance Outcomes and more!

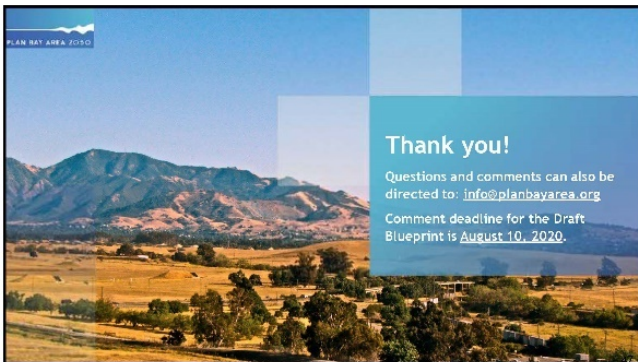
For today's Blueprint video: planbayarea.org/blueprint

Other opportunities to comment:

- Email: info@planbayarea.org
- Comment line: (415) 778-2292
- Website: planbayarea.org/blueprint

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abaag.ca.gov | mtrc.ca.gov

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Give us your thoughts on strategies to make the nine-county region an even better place to live, work and play for future generations!

To learn more about Plan Bay Area 2050 or the strategies contained in the Draft Blueprint, visit planbayarea.org.

To request translations or other assistance, call (415) 778-6757. We request at least three working days' notice to provide reasonable accommodations. For TDD or hearing impaired, please call 711, 1-800-735-2929 (TTY), or 1-800-735-2922 (voice) and ask to be relayed to 415-778-6700.

iDenos su opinión sobre las estrategias para hacer de la región un lugar aún mejor para vivir, trabajar y jugar para las futuras generaciones!

Para más informes sobre Plan Bay Area 2050 o las estrategias incluidas en el Borrador del Proyecto, visite planbayarea.org.

Para solicitar traducción u otra asistencia, llame al (415) 778-6757 con tres días de anticipación para poder proporcionarle con la mejor asistencia posible. Para TDD o hipoacúsicos, llame al 711, 1-800-735-2929 (TTY), o 1-800-735-2922 (voz) y pida que lo conecten al (415) 778-6700.

請對我們的策略提出您的意見，使九縣區域成為子孫後代更好的生活、工作和娛樂場所!

欲了解更多有關 2050 灣區規劃或藍圖草案中的策略信息，請上網站 planbayarea.org。

如需翻譯或技術協助，請致電(415) 778-6757。我們要求至少在三個工作日之前通知才能提供合理的幫助。對於 TDD 或聽力無障礙者，請致電 711、1-800-735-2929 (TTY)，或 1-800-735-2922 (語音) 並要求轉接至 415-778-6700。

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We all want a more affordable, connected, diverse, healthy and vibrant Bay Area!

Join the Metropolitan Transportation Commission and the Association of Bay Area Governments in developing **Plan Bay Area 2050**, a 30-year plan to chart the future course of our nine-county region.

Residents from around the region helped identify 25 bold strategies that make the Bay Area a better place to live, work and play for you, your children and grandchildren. Our initial analyses show that those 25 bold strategies make meaningful progress on reducing the cost of housing in the Bay Area, protecting communities from sea level rise and reducing fatalities on our region's roadways.

But challenges remain! Can you help us identify how to make Plan Bay Area's Draft Blueprint even better? Which challenges should we tackle first? Which strategies would you support?

PIRABO20 CUIDING SUBCATEGORIES AFFORDABLE CONNECTED DIVERSE HEALTHY VIBRANT

Funding Gaps for Affordable Housing. While homes and apartments would be more affordable than today, how do we further increase the amount of permanently affordable housing?

Traffic Congestion While reduced drive times are projected on freeways with all-lane tolling, what more can be done to alleviate traffic congestion on other roadways and transit overcrowding on busy bus and rail lines?

Displacement. While rent control helps to delay displacement of low-income residents and communities of color, how can we further ensure they are not displaced to areas with limited access to opportunity?

Climate Emissions. What can we do to further reduce emissions to reach critical climate goals?

Jobs-Housing Imbalance. While robust housing strategies help to bring homes closer to major job centers, could more ambitious strategies shift jobs closer to existing housing-rich communities?

WE WANT TO HEAR FROM YOU BY AUGUST 10!

While we can't meet face-to-face, make your voice heard in the following ways:

PARTICIPATE IN A TELEPHONE TOWN HALL.

Call 877-229-8493 and enter the access code 119791 on the dates and times shown below to learn more and provide your comments:

- Friday, July 24, 11:30 am - 1:30 pm in Mandarin
- Saturday, July 25, 10 am - 12 pm in English
- Saturday, July 25, 2 - 4 pm in Cantonese
- Saturday, August 1, 2 - 4 pm in Spanish
- Thursday, August 6, 4 - 6 pm in English

Leave us a Voicemail With Your Thoughts and Comments Call (415) 778-2292.
 Attend a Virtual Workshop Visit planbayarea.org/2050-plan/bay-area-2050-blueprint for the full schedule of nine virtual workshops and to register.
 Submit a Comment Online planbayarea.org/blueprint-comments
Send us an Email info@bayareametro.gov

¡Todos queremos un Área de la Bahía más asequible, conectada, diversa, saludable y dinámica!

Ayude a la Comisión Metropolitana del Transporte y a la Asociación de Gobiernos del Área de la Bahía a desarrollar el Plan Bay Area 2050, un plan de 30 años que trazará el curso futuro de nuestra región.

Los residentes de la región ayudan a identificar 25 estrategias audaces para hacer del Área de la Bahía un

lugar mejor para vivir, trabajar y jugar para usted, sus hijos y nietos. Nuestro primer análisis indica que esas 25 estrategias avanzan nuestras metas de reducir el costo de la vivienda, proteger nuestras comunidades del aumento del nivel del mar y reducir las muertes en los caminos del Área de la Bahía.

¿Quieren saber su opinión antes del 10 de agosto? Aunque no podemos reunirnos en persona, puede participar de las siguientes formas.

Particpe en una reunión de ayuntamiento por teléfono

Llame al 877-229-8493 e ingrese el código de acceso 119791 durante uno de los horarios indicados abajo para participar y darnos su opinión:

- Sábado, 25 de julio, 10 am - 12 pm en inglés
- Sábado, 1° de agosto, 2 - 4 pm en español
- Jueves, 6 de agosto, 4 - 6 pm en inglés

我們都希望有一個更加負擔得起、連接、多樣化、健康和充滿活力的灣區!

雖然房屋和公寓將比今天更便宜，但我們如何進一步增加永久性可負擔房屋的數量?

交通擁擠和人員擁擠。雖然預計所有車速收費高速公路的行程時間會減少，但還有些措施可以緩解其他道路的交通擁塞以及繁忙的公共交通和軌道交通的擁擠。

搬遷。雖然租金控制有助於延遲低收入房產和有色人種的搬遷，但我們如何才能進一步確保他們不會搬到機會有限的地區?

氣候排放。我們如何做才能進一步減少排放以達到重要的氣候目標?

就業-住房失衡。雖然強勁的住房策略有助於住房更靠近主要就業中心，但是否有更大的策略可以使工作機會更靠近現有充足住房的社區?

區域為您及子孫後代生活、工作和娛樂的更好場所。我們的初步分析顯示，這 25 項大膽的策略在降低房屋居住成本、保護社區免受海平面上升的影響和減少地區公路上的死亡人數方面取得了重大進步。

但是挑戰依然存在! 您能幫助我們確定如何使藍圖規劃的草案更好嗎? 我們應該首先應對哪些挑戰? 您會支持哪些策略?

我們希望在 8 月 10 日之前聽到您的意見!

雖然我們無法面對面交流，但可以通過以下方式提出您的意見。

參加市政廳電話會議

請致電 877-229-8493，並在下面顯示的日期和時間輸入接入碼 119791，以了解更多信息並提出您的意見。

- 7月24日，星期五，上午11:30至下午1:30 普通話
- 7月25日，星期六，上午10:00至中午12:00 英語
- 7月25日，星期六，下午2:00至下午4:00 廣東話
- 8月6日，星期四，下午4:00至下午6:00 英語

La falta de fondos para la vivienda asequible. Aunque las casas y departamentos serán más asequibles que hoy en día, ¿cómo podemos aumentar más la cantidad de vivienda asequible disponible?

El congestionamiento. Aunque se proyecta que el tiempo de viaje se reduce en las carreteras de peaje, ¿qué más podemos hacer para reducir el congestionamiento en otros caminos y la aglomeración en los autobuses y trenes?

El desplazamiento. Aunque el control de las rentas ayuda a demorar el desplazamiento de los residentes de bajos recursos y las comunidades de color, ¿cómo podemos mejor asegurar que estas comunidades no sean desplazadas a áreas con poco acceso a las oportunidades?

Emisiones climáticas. ¿Qué podemos hacer para reducir aún más las emisiones y alcanzar nuestras metas climáticas?

El desequilibrio de la vivienda y el empleo. Aunque las estrategias audaces de vivienda ayudan a acercar la vivienda a los centros de empleo más grandes, ¿estrategias más ambiciosas podrían mover los empleos aún más cerca a comunidades ricas en viviendas?

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如何為負擔得起提供資金缺口。雖然房屋和公寓將比今天更便宜，但我們如何進一步增加永久性可負擔房屋的數量?

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Lumuhok sa isa sa aming mga virtual workshop. Bumusta sa planbayarea.org/blueprint-comments Kailangan ba ninyo ng Interpreter o anumang iba pang tulong para makalahe? Tumawag lamang sa (415) 778-6757. Hiniling namin ang pagbibigay ng pautanwa na hindi bababa sa tatlong araw upang sapat na magbigyan.

Para malaman ang higit pa tungkol sa Plan Bay Area 2050 o sa nilalaman na mga istratahiya sa Draft Blueprint, bumusta sa planbayarea.org.

Déjarnos un mensaje de voz con sus comentarios. Llame al (415) 778-2292.
 Asista a un taller virtual. Visite planbayarea.org/2050-plan/bay-area-2050-blueprint para ver los horarios completos de los nueve talleres y para registrarse.
 Envíe un correo electrónico. info@bayareametro.gov

Hãy tham gia với Ủy ban Giao thông Vận tải Đô thị và Hiệp hội các Chính quyền Vùng Vịnh trong việc phát triển kế hoạch Vùng Vịnh năm 2050, một kế hoạch 30 năm để lập lộ trình tương lai cho chín quận trong khu vực của chúng ta.

Tất cả chúng ta đều muốn có một Vùng Vịnh có giá cả phải chăng, được kết nối, đa dạng, lành mạnh và năng động!

Cư dân từ khắp khu vực đã giúp xác định 25 chiến lược táo bạo để làm cho Vùng Vịnh trở thành một nơi tốt hơn để sống, làm việc và giải trí cho bạn, con cái và cháu của bạn. Các chiến tích ban đầu của chúng tôi cho thấy 25 chiến lược táo bạo này tạo ra tiền bạc có ý nghĩa. Những vấn đề còn nhiều thử thách! Bạn có thể giúp chúng tôi xác định cách làm cho kế hoạch chi tiết Dự thảo Vùng Vịnh được tốt hơn hay không?

Hãy tham gia vào một trong những hội thảo trên mạng của chúng tôi.

Hãy truy cập vào planbayarea.org/blueprint-comments. Bạn có cần một thông dịch viên hoặc bất cứ trợ giúp nào khác để tham gia hay không? Xin hãy gọi (415) 778-6757. Chúng tôi cần được thông báo trước ít nhất ba ngày làm việc để thu xếp hợp lý.

Để tìm hiểu thêm về kế hoạch Vùng Vịnh năm 2050 hoặc các chiến lược có trong Dự thảo kế hoạch chi tiết, xin hãy truy cập vào planbayarea.org.

Samahang ang Metropolitan Transportation Commission at ang Association of Bay Area Governments sa pagbuo ng Plan Bay Area 2050, ang 30-taon na plano upang balangkasin ang hinaharap na landas ng siyam na county na rehiyon.

Nais nating lahat ang isang mas abot-kaya, konektado, magkakaiba, malusog at masilang Bay Area!

Ang mga residente mula sa buong paligiran ng rehiyon ay tumulong tumukoy ng 25 istratohiyang maagkakaliwalaan na gagawin ang Bay Area na isang mas mainam na lugar ng tirahan, trabaho at palaruan para sa inyo, inyong mga anak at mga apo. Ang aming mga punaang ogpagsuri ay nagpapalanas na itong 25 istratohiyang maagkakaliwalaan ay nakagagawa ng makabuluhang pag-unlad. Ngunit nananatili ang mga hamon! Maari ba ninyo kaming tulungan matukoy kung paano magagawa paang mas mahusay ang Draft Blueprint ng Plan Bay Area?

Lumuhok sa isa sa aming mga virtual workshop. Bumusta sa planbayarea.org/blueprint-comments Kailangan ba ninyo ng Interpreter o anumang iba pang tulong para makalahe? Tumawag lamang sa (415) 778-6757. Hiniling namin ang pagbibigay ng pautanwa na hindi bababa sa tatlong araw upang sapat na magbigyan.

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Round 3 Engagement Materials

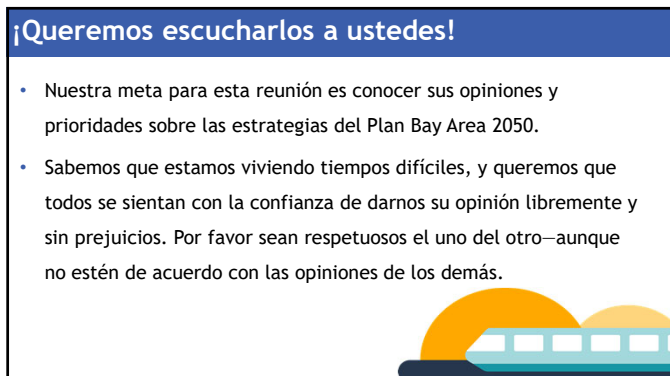
IMPLEMENTATION PLAN CBO DISCUSSION GROUPS SAMPLE PRESENTATION



1



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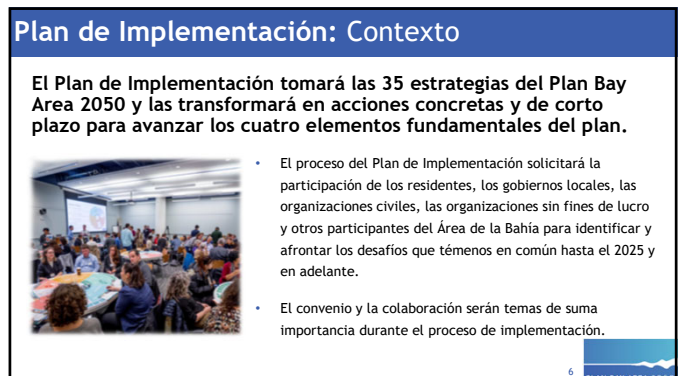
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6

Las estrategias del Plan Bay Area 2050: Decididas gracias a la participación del público

La participación hasta hoy en números

- 130+** reuniones públicas caracterizadas por discusiones sobre el Plan Bay Area 2050 y su antecesor, la iniciativa Horizon
- 100+** eventos públicos incluyendo talleres en persona y virtuales, eventos comunitarios y discusiones enfocadas
- 60+** eventos con nuestros colaboradores incluyendo reuniones de RAWG y REWG talleres y seminarios virtuales
- 33,000+** comentarios del público y nuestros colaboradores recibidos hasta la fecha
- 15,000+** participantes en este proceso de planeación hasta la fecha

Tácticas de participación más diversas

Un enfoque más grande en las comunidades afectadas

Actividades de participación dirigidas a los jóvenes, gente sin vivienda, personas que no hablan inglés y poblaciones con bajos ingresos

PLAN BAY AREA 2050

7

Plan de Implementación: ¡Necesitamos su opinión!

Queremos alcanzar nuestras metas ambiciosas y realizar la visión del Plan Bay Area 2050, pero no tenemos recursos ilimitados.

¡Necesitamos su ayuda!

¿Cuáles de la 35 estrategias debemos acelerar hacia la implementación en los próximos uno a cinco años?

Nuestra meta principal de hoy

ESTO CONOCE SU SECUNDARIO

ESTO CONOCE BUS VIAJES AL TRABAJO

COMPARTE SUS PENSAMIENTOS PARA AYUDAR EL AREA DE LA BAHIA

PLAN BAY AREA 2050

8

¡Ahora es su turno!

Vamos a presentarles las estrategias y luego discutiremos a cuales les gustaría darles prioridad.

PLAN BAY AREA 2050

9

9

¡Debemos reducir las emisiones de gases de efecto invernadero!

El elemento del Medio Ambiente del plan incluye las siguientes estrategias para reducir las emisiones de gases de efecto invernadero:

1. Ampliar programas que reducen los viajes en auto de los empleadores más grandes.
2. Ampliar iniciativas de vehículos limpios, incluyendo vehículos y cargadores eléctricos.
3. Ampliar programas de bicicletas compartidas, autos compartidos y camionetas compartidas.

Charla: ¿Cuál es la estrategia más importante para usted para acelerar hacia la implementación en los próximos uno a cinco años?

PLAN BAY AREA 2050

10

¡Debemos reducir los riesgos de los desastres climáticos y ampliar el acceso a parques y áreas naturales!

El elemento del Medio Ambiente del plan incluye las siguientes estrategias para reducir los riesgos de los desastres climáticos y ampliar el acceso a parques y áreas naturales:

1. Adaptarse al esperado aumento del nivel del mar protegiendo las comunidades costeras y apoyando a las poblaciones vulnerables.
2. Proporcionar apoyo financiero para renovar los edificios residenciales existentes.
3. Financiar mejoras energéticas en edificios comerciales y públicos.
4. Exigir que los futuros desarrollos se construyan dentro de las zonas urbanas existentes.
5. Proteger y administrar las áreas naturales y agrícolas.
6. Modernizar y ampliar parques, senderos e instalaciones de recreación.

Charla: ¿Cuáles dos estrategias son las más importantes para usted para acelerar hacia la implementación en los próximos uno a cinco años?

PLAN BAY AREA 2050

11

¡Debemos mantener y optimizar la red de transporte existente!

El elemento de Transporte del plan incluye las siguientes estrategias para mantener y optimizar la red de transporte existente:

1. Priorizar la restauración, operación y mantenimiento del sistema de transporte existente (carreteras y transporte público).
2. Apoyar las mejoras de transporte dirigidas por la comunidad en comunidades con bajos ingresos.
3. Agilizar el pago de las tarifas y la planificación de los viajes de transporte público en toda la región.
4. Reformar la política regional de tarifas en todos los operadores de transporte público del Área de la Bahía.
5. Implementar cuotas por milla en las carreteras congestionadas donde el servicio paralelo de transporte público es una opción.
6. Mejorar las intersecciones de las autopistas y resolver los embotellamientos en las carreteras.

Charla: ¿Cuáles dos estrategias son las más importantes para usted para acelerar hacia la implementación en los próximos uno a cinco años?

PLAN BAY AREA 2050

12

¡Debemos crear calles sanas y seguras y construir una red de transporte público de última generación!

El elemento de **Transporte** del plan incluye las siguientes estrategias para crear calles sanas y seguras y construir una red de transporte público de última generación:

1. Construir una red de calles seguras que sirva a todos los usuarios—peatones, ciclistas y conductores.
2. Implementar una política regional de seguridad vial que incluya la reducción de los límites de velocidad y un diseño de calles más seguras.
3. Mejorar la frecuencia, la capacidad y la confiabilidad del transporte público local.
4. Ampliar y modernizar la red ferroviaria regional.
5. Construir una red regional integrada de carriles y autobuses exprés.

Charla: ¿Cuáles dos estrategias son las más importantes para usted para acelerar hacia la implementación en los próximos uno a cinco años?

13

¡Debemos proteger y conservar la vivienda asequible y crear comunidades inclusivas!

El elemento de **Vivienda** del plan incluye las siguientes estrategias para proteger y conservar la vivienda asequible y crear comunidades inclusivas:

1. Fortalecer las protecciones de los inquilinos.
2. Conservar las viviendas económicamente accesibles existentes.
3. Proporcionar ayuda específica para hipotecas, renta y para pequeñas empresas en comunidades con bajos ingresos.
4. Acelerar la reutilización de terrenos públicos y comunitarios para viviendas de ingresos mixtos y para servicios esenciales.

Charla: ¿Cuál es la estrategia más importante para usted para acelerar hacia la implementación en los próximos uno a cinco años?

14

¡Debemos construir vivienda para personas con cualquier nivel de ingreso!

El elemento de **Vivienda** del plan incluye las siguientes estrategias para construir vivienda para personas con cualquier nivel de ingreso:

1. Permitir una mayor mezcla de tipos de vivienda, como departamentos y casas solas, en lugares selectos.
2. Construir la vivienda económicamente accesible necesaria.
3. Integrar la vivienda económicamente accesible en todos los proyectos de vivienda grandes.
4. Transformar centros comerciales y parques de oficinas antiguos en nuevos vecindarios.

Charla: ¿Cuál es la estrategia más importante para usted para acelerar hacia la implementación en los próximos uno a cinco años?

15

¡Debemos cambiar la ubicación de los trabajos y mejorar la movilidad económica!

El elemento de **Economía** del plan incluye las siguientes estrategias para cambiar la ubicación de los trabajos y mejorar la movilidad económica:

1. Proporcionar un ingreso básico mensual de aproximadamente \$500 a todos los hogares del Área de la Bahía.
2. Ampliar la capacitación laboral y los programas que fomentan las nuevas pequeñas empresas principalmente en comunidades históricamente marginadas.
3. Invertir en internet de alta velocidad en comunidades con bajos ingresos.
4. Permitir el desarrollo de más edificios comerciales y de oficinas cerca del transporte público.
5. Ofrecer incentivos a los empleadores para que cambien los trabajos a zonas ricas en vivienda con alto servicio de transporte público.
6. Proteger las principales zonas industriales y financiar mejoras de infraestructura en estas zonas.

Charla: ¿Cuáles estrategias son las más importantes para usted para acelerar hacia la implementación en los próximos uno a cinco años?

16

Plan de Implementación: ¿Qué sigue?

<p>Fase 1: Participación interna</p> <ul style="list-style-type: none"> • Evaluación de estrategias • Identificar esfuerzos e iniciativas complementarias 	<p>Fase 2: Participación externa</p> <ul style="list-style-type: none"> • Comentarios de los comités de nov. • Dos reuniones virtuales con colaboradores • Horas de oficina, reuniones de grupos pequeños 	<p>Fase 3: Borrador del plan</p> <ul style="list-style-type: none"> • Desarrollar el borrador del Plan de Implementación • Poner al día a los comités en feb. • Participación del público y grupos comunitarios 	<p>Fase 4: Colaboración</p> <ul style="list-style-type: none"> • Reunir a colaboradores para presentar las sociedades • Publicación del borrador del Plan Bay Area 2050 • Continuar con la participación del público • Refinar recursos y prioridades 	<p>Fase 5: Plan final</p> <ul style="list-style-type: none"> • Desarrollar el Plan de Implementación final. • Publicación del Plan Bay Area 2050 final.
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★ Participación de nuestros colaboradores y el público

17

PLAN BAY AREA 2050

¡Gracias!

Por favor continúe participando en este proceso con nosotros.

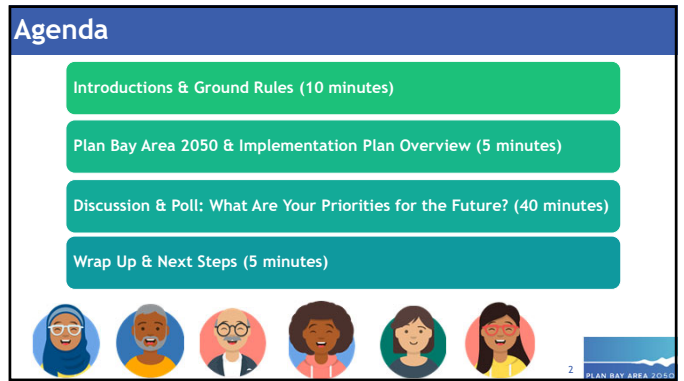
Siempre puede enviar sus preguntas y comentarios a info@planbayarea.org.

18

IMPLEMENTATION PLAN YOUTH-FOCUSED DISCUSSION GROUP PRESENTATION



1



2



3



4



5



6

Implementation Plan: Where do we start?



YOU KNOW YOUR NEIGHBORHOOD

- The Implementation Plan for Plan Bay Area 2050 will focus on short-term, tangible actions that ABAG, MTC and our partners can take to advance the strategies.
- We want to reach our ambitious goals and realize the Plan's vision, but we have finite resources.
- Which of the strategies do we prioritize for implementation in the next one to five years?
- We need your help!

7 PLAN BAY AREA 2050

7

We must reduce greenhouse gas emissions!

ENVIRONMENT

The plan's **Environment** element includes the following strategies to reduce greenhouse gas emissions and pollution:

1. Expand programs to reduce car trips for people who work for big companies.
2. Expand programs that make it easier to buy and use electric vehicles and chargers.
3. Expand transportation options such as bikeshare, carshare, and vanpools.

8 PLAN BAY AREA 2050

8

We must reduce risks from climate hazards!

ENVIRONMENT

The plan's **Environment** element includes the following strategies to reduce risks from climate hazards:

1. Adapt to expected sea level rise by protecting communities most at risk.
2. Pay to make improvements to homes to protect them from earthquakes and other disasters.
3. Pay for energy upgrades for commercial and public buildings.

9 PLAN BAY AREA 2050

9

We must expand access to parks and open space!

ENVIRONMENT

The plan's **Environment** element includes the following strategies to expand access to parks and open space:


1. Focus new developments within existing cities.
2. Protect natural and agricultural lands.
3. Upgrade and expand parks, trails and recreation facilities.

10 PLAN BAY AREA 2050

10

Poll & Discussion

ENVIRONMENT



Which **Environment** strategies are most important to you to tackle first over the next one-to-five years?

11 PLAN BAY AREA 2050

11

We must maintain and optimize our existing transportation network!

TRANSPORTATION

The plan's **Transportation** element includes the following strategies to maintain and optimize our existing transportation network:

1. Focus on improving our current system.
2. Support community-led transportation projects in communities with low incomes.
3. Make it easier to pay for transit fares and to plan trips.
4. Standardize fare policies across the Bay Area.
5. Charge drivers for using congested freeways where they could make the same trip using transit.
6. Improve freeway interchanges and bottlenecks.

12 PLAN BAY AREA 2050

12


We must create healthy and safe streets!  TRANSPORTATION

The plan's **Transportation** element includes the following strategies to create healthy and safe streets and build a next-generation transit network:

1. Build safer streets for pedestrians, cyclists and drivers.
2. Implement a regional road safety policy that includes reducing speed limits and designing streets more safely.

13 PLAN BAY AREA 2050

13

We must build a next-generation transit network!  TRANSPORTATION

The plan's **Transportation** element includes the following strategies to create healthy and safe streets and build a next-generation transit network:

1. Improve transit by making sure buses and trains arrive more frequently and reliably and can carry more people.
2. Expand and modernize train service.
3. Build a Bay Area-wide express lane and express bus network.

14 PLAN BAY AREA 2050

14

Poll & Discussion  TRANSPORTATION



Which Transportation strategies are most important to you to tackle first over the next one-to-five years?

15 PLAN BAY AREA 2050

15


PLAN BAY AREA 2050



Thank you!

Visit planbayarea.org to learn more and stay involved.
Send additional questions or comments to info@planbayarea.org.

16

We must protect and preserve affordable housing and create inclusive communities!  HOUSING


The plan's **Housing** element includes the following strategies to protect and preserve affordable housing and create inclusive communities:

1. Strong protections for renters.
2. Provide mortgage, rental and small business assistance to communities with low incomes.
3. Make it faster to add mixed-income housing and essential services on public and community land.
4. Preserve the affordable housing we already have.

Which strategy is most important to you to tackle first over the next one-to-five years?

17 PLAN BAY AREA 2050

17

We must build housing for people of all incomes!  HOUSING

The plan's **Housing** element includes the following strategies to produce housing for people at all income levels:


1. Mix different types of homes together, like apartments and single-family homes, in some locations.
2. Build more affordable housing.
3. Change old malls and office parks into new neighborhoods.

Which strategies are most important to you to tackle first over the next one-to-five years?

18 PLAN BAY AREA 2050

18

We must shift the location of jobs and improve economic mobility!

 ECONOMY

The plan's **Economy** element includes the following strategies to shift the location of jobs and improve economic mobility:

1. Provide \$500 monthly payments to all Bay Area families.
2. Create job training programs.
3. Increase access to the internet for those underserved.
4. Build retail and office buildings near transit.
5. Provide incentives for employers to move jobs closer to housing and transit.
6. Protect key industrial lands.

Which strategies are most important to you to tackle first over the next one-to-five years?

19 PLAN BAY AREA 2040

A T T A C H M E N T C

**Plan Bay Area 2050 Implementation Plan Engagement – January 2021****Background**

In November 2020, staff presented the goals and objectives of the Plan Bay Area 2050 Implementation Plan, which is aimed at developing short-term, tangible actions that MTC and ABAG can take to accelerate Plan Bay Area 2050's 35 long-range strategies over the next one to five years. Since then, staff has focused efforts on partner, stakeholder and public engagement to develop the main operational elements of the Implementation Plan, including identifying which strategies should be advanced most expediently. This memorandum summarizes the engagement activities to date, as well as results on strategy prioritization for consideration in the Implementation Plan.

Implementation Plan Partner and Stakeholder Engagement Activities

Two virtual stakeholder sessions were held in November 2020, drawing over 150 registrants and participants representing over 100 different organizations and entities, including local jurisdictions, public agencies, non-profit and advocacy organizations, and various planning stakeholders. These sessions consisted of four primary activities where stakeholders were asked to provide input on the Plan's 35 adopted strategies:

- (1) A four-factor assessment which sought to evaluate and identify current conditions with respect to key factors for strategy success, including authority, financial resources, technical capacity, and public/political support;
- (2) Recommendations regarding MTC/ABAG implementation roles for each Plan strategy, whether lead, partner, or support;
- (3) Recommendations regarding existing or potential partners needed for strategy implementation; and
- (4) Implementation action recommendations for each Plan strategy, including prioritization exercises where individuals were asked to show support for identified recommendations.

The virtual sessions generated over 3,000 discrete pieces of data for staff to consider and evaluate, including over 500 partnership recommendations and over 500 implementation recommendations. In addition, between November 2020 through early February 2021, staff also held approximately two dozen small-group follow-up discussions with over 30 separate interested organizations and entities to develop potential implementation actions in greater detail and further discuss roles for partners in supporting strategy implementation. Engagement with partners and stakeholders will continue through future phases of the Implementation Plan, including a dedicated "Partnership Phase", which will run from late spring and into summer 2021. This phase will focus on convening focused stakeholder groups to further cement the partnerships necessary to move strategy implementation forward, with an emphasis on developing more specific roles and responsibilities as well as timelines for implementation.

Implementation Plan Public Engagement Activities

In November 2020, staff began planning the public engagement process for the Implementation Plan, which focuses solely on the prioritization of the plan's 35 strategies rather than on the strategies themselves¹. Staff wanted to know, of the 35 strategies, which would the public like to tackle in the first one to five years - in order to understand which strategies should include more ambitious actions in the near-term Implementation Plan. The strategies were divided into seven categories, and participants were asked to select the top one or two in each.

When deciding on the engagement tactics that would successfully accomplish the goals above, staff focused on tried-and-true virtual engagement tactics that could reach both a broad Bay Area audience and ensure participation from communities of color and communities with low incomes, among other key groups. First, to ensure reaching a broad audience and encourage their comments, staff chose to implement a regionwide digital survey to reach the general Bay Area population, along with a companion text-based survey targeted to those without smart phones or internet service. Second, to reach targeted demographic groups, including youth, communities of color, people with low incomes, the unhoused community, Spanish- and Mandarin-speaking communities, persons with disabilities, among others, staff chose to hold community and youth focus groups aimed at obtaining both quantitative and qualitative input from participants. In total, over 2,200 Bay Area residents participated in these engagement platforms. Below is a description of all three engagement tactics, including an overview of the results.

1. Online Survey

In order to reach a large number of Bay Area residents, staff selected the use of the Typeform survey platform identical to the last round of Plan Bay Area 2050 engagement. The online survey asked participants to prioritize the plan's strategies within seven main categories, asking participants to select either one or two strategies among a group of three to six options². The survey ran from January 4 to January 28 and was broadly promoted digitally to Bay Area residents via a paid campaign on Facebook and Instagram. It was also promoted through MTC's Facebook page and hosted on the Plan Bay Area website. It was available in English, Spanish and Chinese. Overall, we received over 2,000 survey completes, including over 190 survey completes in Spanish and Chinese.

2. Text-based Survey

In order to reach those without smart phones and/or internet connection, staff used a survey platform called Co:census—an accessible, SMS text-based survey platform available via the text function on any cell phone. Mirrored after the digital survey, the text-based survey was developed in English, Spanish and Chinese and aimed to

¹ The strategies in Plan Bay Area 2050 were developed and honed over two years via public engagement and technical analysis and were adopted as the Final Blueprint's Preferred Alternative for environmental analysis purposes by ABAG and MTC in January 2021.

² For survey categories with three to four options, survey participants were asked to select their top choice; for survey categories with five to six options, survey participants were asked to select their top two.

reach organizations serving populations disproportionately affected by the pandemic, including people experiencing homelessness and communities with low incomes. Staff asked 40 organizations to help promote the survey. In addition, staff sent 10 organizations printed information cards and posters to help promote the survey, and additional organizations were provided with a social media outreach toolkit to promote the survey via their social media channels.

The survey launched on January 19 and it is continuing to accept responses. Data from responses received as of the date of this memo were incorporated into the results below. We will continue to promote the text-based survey to encourage further participation until the February 12 closing date.

3. Community-Based Organization and Youth Focus Groups

Staff held a total of ten focus groups (seven in partnership with community-based organizations and three with Bay Area youth) using the Zoom platform to discuss the prioritization of the strategies in the Implementation Plan. The focus groups used a combination of an electronic voting exercise (modeled after the digital survey) and an open conversation to discuss the reasons behind the survey selections. In total, the community and youth focus groups hosted over 120 participants.

Members of the following organizations and students from the schools listed below participated in the focus groups:

Community-Based Organizations:

1. Acterra (Palo Alto)
2. Community Resources for Independent Living (Hayward) – *one focus group was held in English and one in Spanish*
3. Green Hive (Vallejo)
4. Hamilton Families (San Francisco & Oakland)
5. Sacred Heart (San Jose)
6. Sound of Hope Radio Network (San Francisco) – *one bilingual focus group held in English and Cantonese*

High Schools:

1. Abraham Lincoln High School (San Francisco)
2. American Canyon High School (American Canyon)
3. Castro Valley High School (Castro Valley)
4. College Prep School (Oakland)
5. Freedom High School (Oakley)
6. Lincoln High School (San Leandro)
7. Los Altos High School (Los Altos)
8. Napa High School (Napa)
9. Redwood High School (Larkspur)
10. Washington High School (Fremont)

Results

Staff integrated the results from the digital survey, text-based survey and focus group surveys and listed the results by category in Figures 1 through 7³ below. Highlights of the community-based and youth focus group comments by category are listed in Table 1 on page 9. Finally, once completed, all engagement results will be available on the Plan Bay Area 2050 website at planbayarea.org/2050-plan/implementation-plan.

³ Numbers may not sum to exactly 100% due to rounding.

Figure 1. Priority Ranking: Reduce Climate Emissions

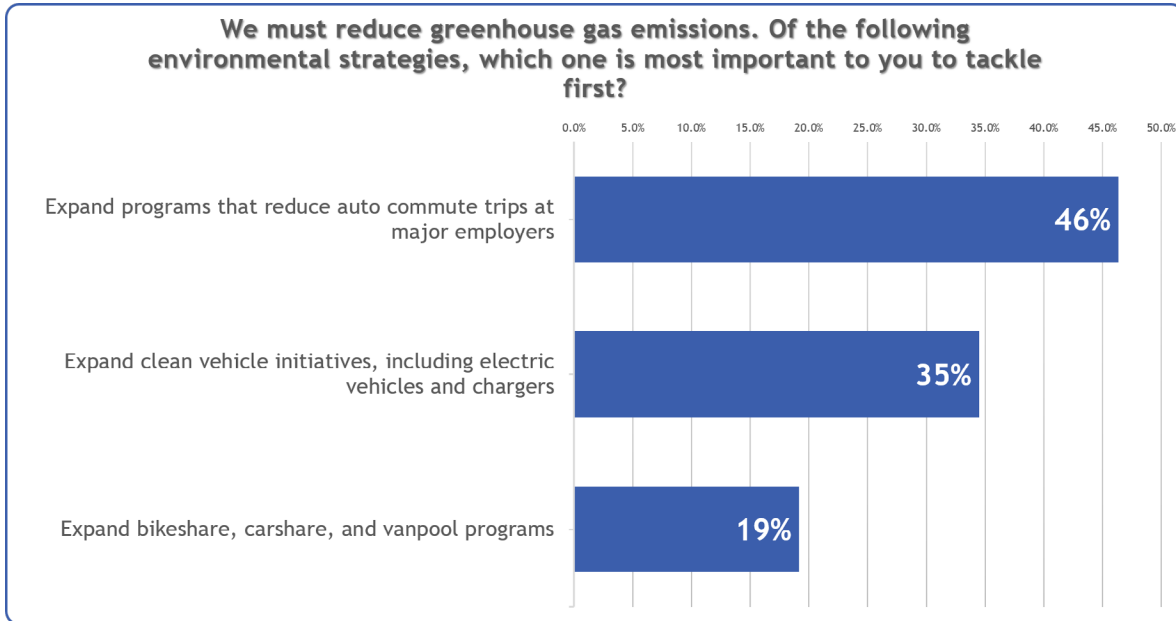


Figure 2. Priority Ranking: Reduce Risks from Hazards and Expand Access to Open Space

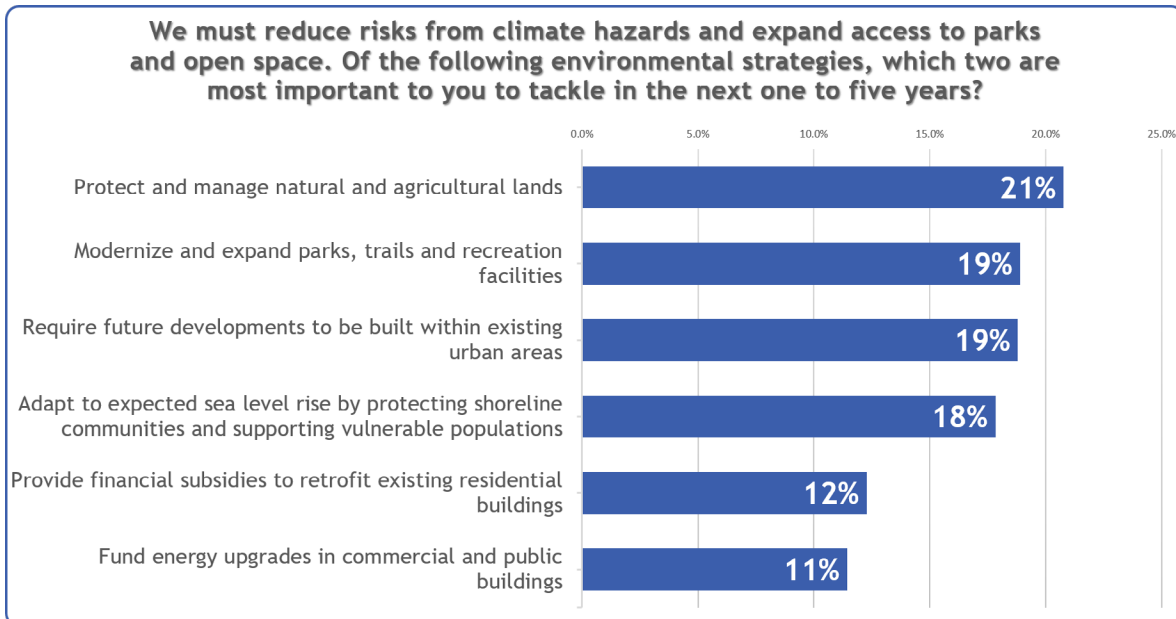


Figure 3. Priority Ranking: Maintain and Optimize Our Existing Transportation Network

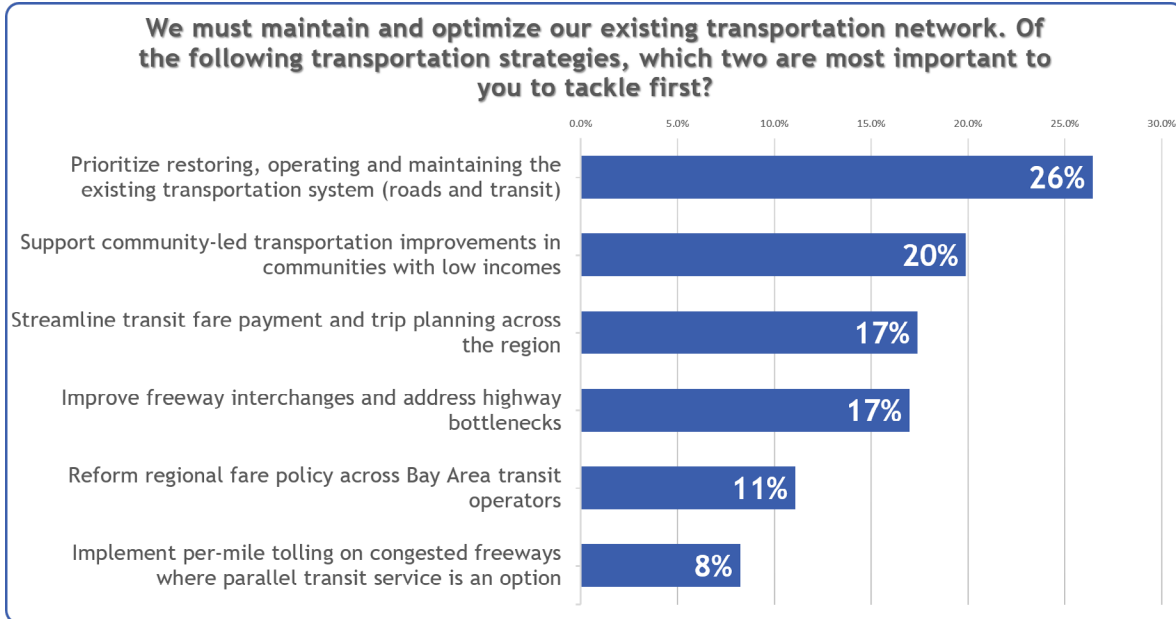


Figure 4. Priority Ranking: Create Healthy and Safe Streets and Build a Next-Generation Transit Network



Figure 5. Priority Ranking: Protect and Preserve Affordable Housing and Create Inclusive Communities

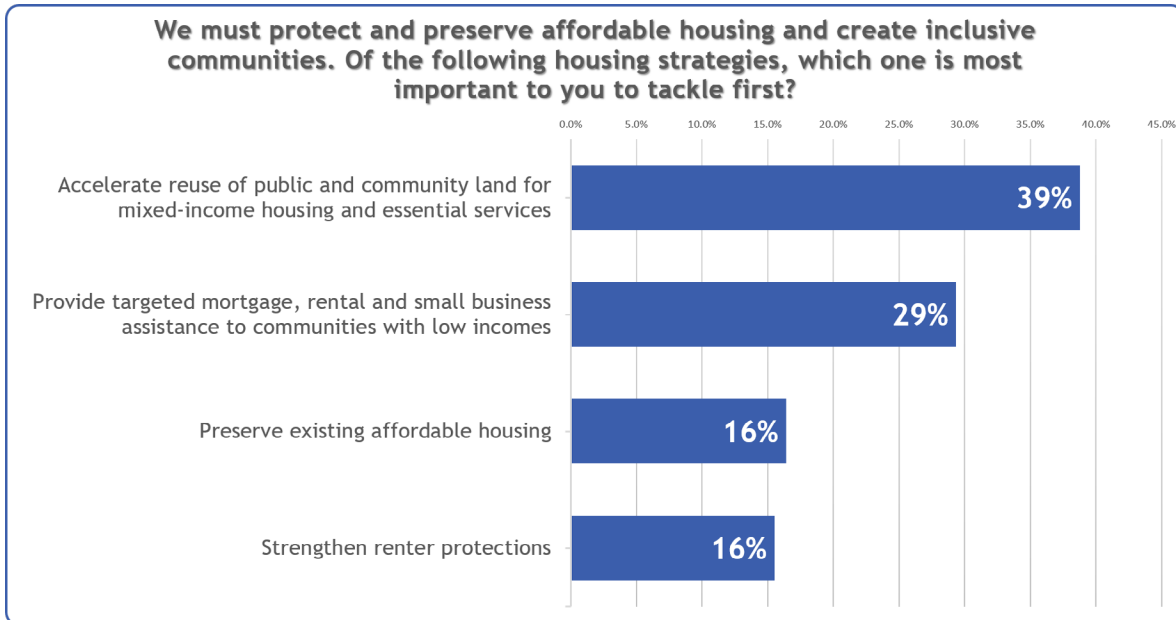


Figure 6. Priority Ranking: Produce Housing for People at All Income Levels

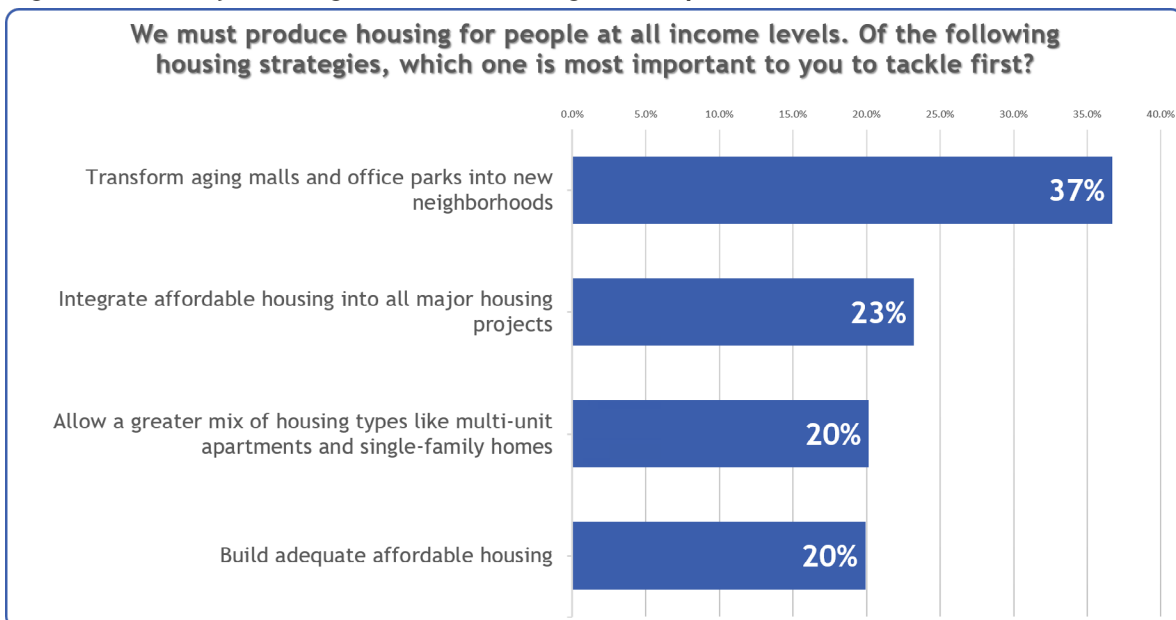


Figure 7. Priority Ranking: Shift the Location of Jobs and Improve Economic Mobility

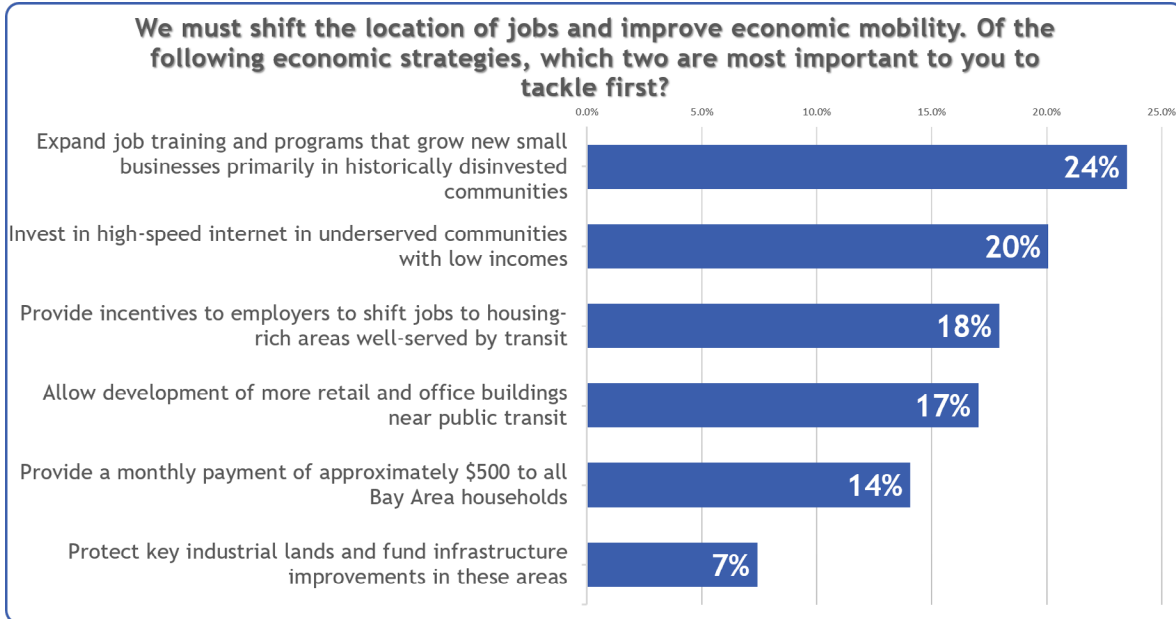


Table 1. Summary of Community-based and Youth Focus Group Feedback

Category	Highlighted Quotes from Focus Groups
Reduce Climate Emissions	<ul style="list-style-type: none"> • “We need to move to clean vehicles in the next ten years. It’s a huge challenge and part of that challenge is providing the charging infrastructure, particularly in underserved communities and multi-unit buildings.” • “Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.”
Hazards & Open Space	<ul style="list-style-type: none"> • “If people could afford to move out of areas affected by sea level rise—which is inevitable—the people left behind will be people of color and people with low incomes. Supporting vulnerable populations should be a priority over the next few years.” • “Financial subsidies to retrofit existing residential buildings would create more job opportunities for people in the building trades.”
Maintain & Optimize the Existing System	<ul style="list-style-type: none"> • “The more you invest in the public transit system, the more people will use it. This would also be good for the environment.” • “Community-led transportation improvements are important. Low-income communities have the least amount of service and the most need and their commutes are longer. This goes hand in hand with fares. We should have a system available to those who need it the most with fares that are affordable to those who need it the most—then you will have a system that is used a lot.”
Safe Streets & Next-Generation Transit	<ul style="list-style-type: none"> • “Most trips people make are local, probably less than ten miles. If you can’t have a bus that gets you anywhere, you’re not going to take the bus. People prioritize: How fast can I get there?”
Affordable Housing & Inclusive Communities	<ul style="list-style-type: none"> • “With the evictions people are experiencing in Oakland and throughout the Bay Area, we need stronger renter protections.” • “Many families fall into homelessness because of rent increases that they cannot afford. Strengthening renter protections is a great step to prevent homelessness.”
Produce Housing for All Income Levels	<ul style="list-style-type: none"> • “After the pandemic, people may not return to the office and a lot of commercial real estate may become available. Making affordable housing out of office parks is an obvious response to our current situation.” • “Transforming aging malls and office parks is less of a burden to the neighborhood and most cost effective.”
Shift Jobs & Improve Economic Mobility	<ul style="list-style-type: none"> • “Giving money to folks, especially on a consistent basis, gives people agency over how they need to improve their lives.” • “It is important to invest in training, jobs and workforce development to empower people.”

DRAFT PLAN BAY AREA 2050 SUBREGIONAL DIGITAL WORKSHOPS SAMPLE PRESENTATION

PLAN BAY AREA 2050

Draft Plan Bay Area 2050

Highlights of the Long-Range Regional Plan & Next Steps Toward Implementation
East Bay Virtual Public Workshop – June 14, 2021

1

PLAN BAY AREA 2050

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Welcome!

We look forward to sharing the Draft Plan Bay Area 2050, which encompasses over three years of meticulous technical work and robust engagement with our partners and residents from throughout the San Francisco Bay Area.

We want to hear your thoughts on the draft plan!

2

PLAN BAY AREA 2050

We Stand in Solidarity

MTC and ABAG continue to stand with those calling for systemic change. It is past time to break down barriers that reduce opportunity for Black, Indigenous and people of color and undermine our shared prosperity.

www.mtc.ca.gov/equityplatform

3

Overview of Today's Workshop

- Introduction & Welcome (5 minutes)
- Plan Bay Area 2050 Overview + Q & A (25 minutes)
- Draft Plan Strategies and Local Focus (20 minutes)
- Q & A (30 minutes)
- How to Comment and What's Next (10 minutes)

4

Logistics for Today's Event

- ✓ Everyone will be muted during the workshop.
- ✓ Questions and comments can be entered via the Q&A box.
- ✓ If you are calling in, we will call on you toward the end of the Q&A period, and you can unmute yourself.
- ✓ Profanity and culturally insensitive language will not be tolerated.

5

Long-Range Planning... From 2018 to Today

Kicked off in early 2018, Horizon and Plan Bay Area 2050 focused on planning for an uncertain future, while advancing more equitable outcomes for all residents.

Adoption of the Final Plan – slated for fall 2021 – will be the final step in a four-year planning process that engaged tens of thousands of Bay Area residents.

HORIZON
 Futures Planning
 Perspective Papers
 Project Performance
 WINTER 2019

PLAN BAY AREA 2050
 Draft Blueprint & Final Blueprint
 Plan Document & Implementation Plan
 Environmental Impact Report (EIR)
 FALL 2020

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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
- 200,000+** public and stakeholder comments received to date
- 19,000+** participants in planning process to date

More diverse engagement techniques
Greater focus on events in low-income communities of color
Targeted youth, unihoused, non-English speakers, low-income populations

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Long-Range Planning... For a Better Bay Area

WHAT IS THE PLAN? VISION & GUIDING PRINCIPLES

Plan Bay Area 2050 is the long-range plan charting the course of the nine-county San Francisco Bay Area, slated for adoption in fall 2021.

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

FOUR ELEMENTS OF THE PLAN

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

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Plan Bay Area 2050: Growth 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)

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Plan Bay Area 2050: 11 Themes, 35 Bold Strategies

Plan Bay Area 2050 35 Adopted Strategies

- 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

Learn more about each of the 35 adopted strategies at planbayarea.org.

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Bold Strategies for a More Affordable Bay Area

Reduce the region's extreme cost of living by enabling over a million new homes near public transit

Produce and preserve much-needed affordable housing through public, non-profit, and private sector action

Provide robust discounts for low-income residents both for tolls and transit fares

Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Transform Aging Malls and Office Parks into Neighborhoods
- Maintain Urban Growth Boundaries
- Preserve Existing Affordable Housing
- Build Adequate Affordable Housing to Ensure Homes for All
- Integrate Affordable Housing into All Major Housing Projects
- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

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Bold Strategies for a More Connected Bay Area

Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals

Standardize transit fares across the region and advance seamless mobility through schedule coordination

Permanently reduce traffic congestion through a proven approach of pricing select corridors

Strategies include:

- Operate and Maintain the Existing System
- Enhance Local Transit Frequency, Capacity, and Reliability
- Expand and Modernize the Regional Rail Network
- Reform Regional Fare Policy
- Enable a Seamless Mobility Experience
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives
- Build an Integrated Regional Express Lane and Express Bus Network

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Bold Strategies for a More *Diverse* Bay Area



Protect renters from being displaced to the region's periphery and beyond

Tackle racial inequities by enabling more housing in historically-exclusionary places

Reduce income inequality through new universal basic income and mortgage assistance programs

- Strategies include:**
- Further Strengthen Renter Protections Beyond State Legislation
 - Preserve Existing Affordable Housing
 - Support Community-Led Transportation Enhancements
- Strategies include:**
- Allow a Greater Mix of Housing Types and Densities in Growth Areas
 - Build Adequate Affordable Housing
 - Accelerate Reuse of Public and Community-Owned Land
- Strategies include:**
- Implement a Statewide Universal Basic Income
 - Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities

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Bold Strategies for a *Healthier* Bay Area



Strive to eliminate traffic deaths by making streets safer for all roadway users

Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage

Tackle climate change by electrifying vehicles & buildings and reducing auto trips

- Strategies include:**
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
 - Build a Complete Streets Network
- Strategies include:**
- Adapt to Sea Level Rise
 - Provide Means-Based Financial Support to Retrofit Existing Residential Buildings
- Strategies include:**
- Expand Clean Vehicle Initiatives
 - Fund Energy Upgrades to Enable Carbon Neutrality in Existing Buildings
 - Expand Transportation Demand Management Initiatives
 - Expand Commute Trip Reduction Programs at Major Employers

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Bold Strategies for a More *Vibrant* Bay Area



Encourage more job growth in housing-rich areas through financial incentives and streamlining

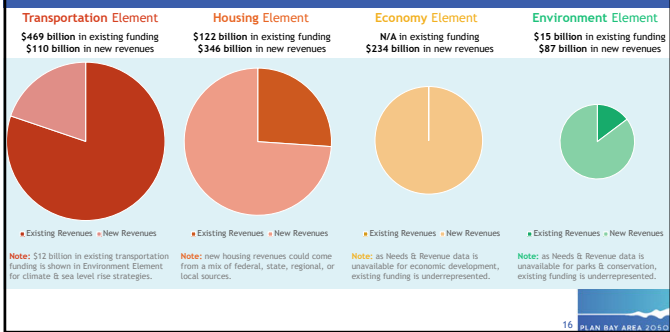
Preserve critical industrial lands and work to catalyze job growth in these locations

Ensure all communities have access to high-speed internet to fully participate in the digital economy

- Strategies include:**
- Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit
 - Allow Greater Commercial Densities in Growth Geographies
- Strategies include:**
- Retain Key Industrial Lands through Establishment of Priority Production Areas
 - Expand Job Training and Incubator Programs
- Strategies include:**
- Invest in High-Speed Internet in Underserved Low-Income Communities

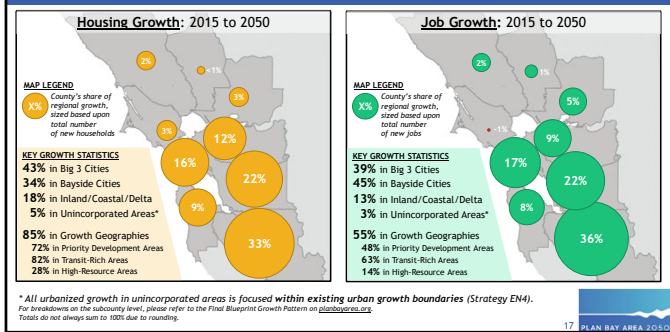
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Plan Bay Area 2050: Revenues & Expenditures



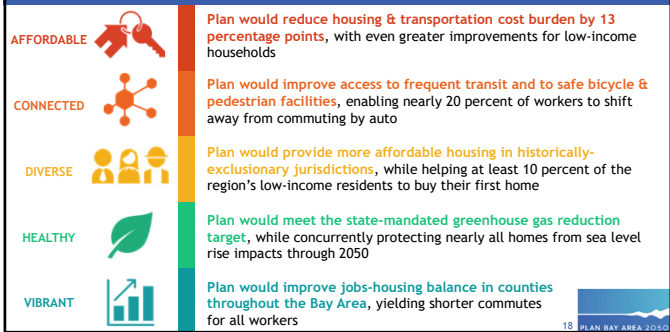
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Forecasting the Future: Housing & Jobs Growth



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Forecasting the Future: Projected Outcomes



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Creating Affordable Housing: What did we hear?

Comments received...

- "Actually have 'housing-rich communities' by building a lot more housing."
- "Disincentivize corporate and individual landlords and incentivize first time homebuyers to transition rental housing to home ownership."
- "Increase funding for preservation of existing affordable housing."
- "Build more, denser housing, affordable or not, to increase housing supply and help lower prices."

...shaped the Plan's strategies!

- ✓ **Preserve Existing Affordable Housing**
Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.
- ✓ **Build Adequate Affordable Housing to Ensure Homes for All**
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.
- ✓ **Integrate Affordable Housing into All Major Housing Projects**
Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.

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Creating Affordable Housing: What's next?

Local Focus on Alameda and Contra Costa Counties

- Create new permanently-affordable housing opportunities for lower-income Bay Area residents in communities through the East Bay, with a particular emphasis on High-Resource and Transit-Rich Areas.
- Transform public lands, such as BART and Capitol Corridor station parking lots, into mixed-income affordable housing developments.

Near-Term Implementation Actions:

- Seek new revenues for affordable housing preservation and production and explore better coordination of existing funding streams.
- Launch pilot projects through the Bay Area Housing Finance Authority, including the Regional Affordable Housing Application Platform and the Affordable Housing Pipeline Database.
- Partner with local jurisdictions and other stakeholders to develop and roll out a regional homelessness prevention system.

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Optimizing Transit: What did we hear?

Comments received...

- "We need to implement the 'Seamless Bay Area' strategy – getting a true Metropolitan Transit Authority that can control routes through the whole region."
- "Provide high frequency, clean transit in all dense areas – so people don't see a need to drive."
- "Regional fare coordination with one regional tariff & branding. Having two dozen agencies with differing policies, fares, schedules is nuts. Europe urban areas have all done this decades ago!"
- "Increase the reliability and convenience of public transit."

...shaped the Plan's strategies!

- ✓ **Enable a Seamless Mobility Experience**
Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.
- ✓ **Reform Regional Fare Policy**
Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

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Optimizing Transit: What's next?

Local Focus on Alameda and Contra Costa Counties

- Transform key stations – such as Dublin/Pleasanton BART, El Cerrito del Norte BART, and Union City BART – into timed-transfer hubs with easy connections between local and regional transit lines.
- Make first- and last-mile services more viable by pivoting away from operator-specific transit fares while boosting ridership on new trunk rail lines like Link21 and Valley Link.

Near-Term Implementation Actions:

- Implement the transit coordination, mapping/wayfinding, and fare coordination recommendations of the Blue Ribbon Transit Recovery Task Force.
- Implement the customer-centric fare payment and integration recommendations of the Fare Integration Task Force.
- Deploy the Clipper Mobile app, next-generation Clipper and regional transit mapping/wayfinding to improve seamless integration of the network.

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Managing Traffic Congestion: What did we hear?

Comments received...

"Implement tolling or road tax or congestion charge and use the funds to build transit and pedestrian-friendly streets, not just for commuting but for everyday life."

"Road use charges are highly cost effective. Should be piloted ASAP and scaled up as a 'contingency' if GHG goals are not being met."

"Add express lanes but don't widen highways."

"More express bus routes to more destinations. Enable people to live where they work."



...shaped the Plan's strategies!

- ✓ **Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives**
Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist.
- ✓ **Build an Integrated Regional Express Lane and Express Bus Network**
Complete the buildout of the Express Lanes network, providing an uncongested freeway lane for buses, carpoolers, and toll-paying single- or zero-occupant vehicles.

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Managing Traffic Congestion: What's next?

Local Focus on Alameda and Contra Costa Counties

- Complete Express Lanes projects on corridors such as I-580, I-80, and SR-4 as a near-term implementation action to provide users an alternative to congestion.
- Implement all-lane tolling in the medium-to-long term on freeways paralleling BART, while also investing in high-frequency express bus lines along I-80 and I-880 to provide faster alternatives to driving.

Near-Term Implementation Actions:

- Identify strategies to equitably advance roadway pricing through deep engagement with key partners, stakeholders and the public.
- Identify additional high-performing Express Bus corridors in partnership with counties and transit operators.
- Advocate for changes to state law and federal regulations to allow pilot conversions to priced facilities.

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Improving Climate Resilience: What did we hear?

Comments received...

"How do you plan to protect highway and rail corridors?"

"Why isn't the approach to remove development buildings from low lying areas...so that it's less expensive in the future once sea level rises 10, 20, 30, 40, or 50 feet higher than it is now?"

"We should have laws and regulations in place where there is no new development in areas that will be affected by rising seas."

"Build resilient infrastructure."



...shaped the Plan's strategies!

- ✓ **Adapt to Sea Level Rise**
Protect shoreline communities and key transportation infrastructure affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.

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Improving Climate Resilience: What's next?

Local Focus on Alameda and Contra Costa Counties

- Protect frontline communities needing critical protections from sea level rise by 2050, including the shorelines of Pittsburg, Richmond, Alameda, Oakland, and more.
- Fund marshland restoration projects near Concord NWS and Eden Landing/Coyote Hills to expand natural habitat while supporting climate resilience goals.

Near-Term Implementation Actions:

- Seek new revenues for full range of resilience needs.
- Advocate for legislative reforms to clarify roles and responsibilities for sea level rise adaptation planning, funding, and implementation.
- Develop a sea level rise funding plan to support the implementation of projects that reduce risks to communities, infrastructure, and ecology.

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Reducing Emissions: What did we hear?

Comments received...

"Electrify everything. Make sure low-income families have access to electric vehicles. All self-driving cars must be electric."

"Encourage and leverage the direction for emerging modes and technologies to be shared and clean."

"Increasing availability of electric charging stations, including a workable business model for chargers in apartments and condo buildings."

"Telecommuting may eliminate traffic congestion, especially if we can get people back on transit."



...shaped the Plan's strategies!

- ✓ **Expand Commute Trip Reduction Programs at Major Employers**
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 telecommuting, transit, walking and/or bicycling.
- ✓ **Expand Clean Vehicle Initiatives**
Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.
- ✓ **Expand Transportation Demand Management Initiatives**
Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

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Reducing Emissions: What's next?

Local Focus on Alameda and Contra Costa Counties

- Require the East Bay's major employers to transform auto-oriented office parks by offering employees free transit passes, free bikeshare memberships, robust telecommuting opportunities, and more.
- Expand availability of electric vehicle infrastructure, prioritized in Equity Priority Communities.

Near-Term Implementation Actions:

- Seek legislative authority to expand existing Bay Area Commuter Benefits Program in partnership with Air District.
- Seek new revenues for climate, travel demand management, and electrification needs.
- Restructure MTC Climate Initiatives Program and operational TDM programs to ensure they can effectively scale over the next five years.

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What's Next: June & July 2021 Public Engagement

Upcoming Virtual Public Workshops

- June 17 at 12 PM – South Bay Focus (*Santa Clara County*)
- June 28 at 5 PM – West Bay Focus (*San Francisco & San Mateo Counties*)
- June 30 at 12 PM – North Bay Focus (*Marin, Napa, Solano & Sonoma Counties*)

Virtual Public Hearings on Draft Plan Bay Area 2050 & Draft EIR

- June 11 at 9:30 AM (at Joint MTC Planning Committee with the ABAG Administrative Committee Meeting)
- June 22 at 5:30 PM
- July 7 at 1:30 PM

Overview Videos & Web Resources

Youth Workshop & Video Challenge

Virtual Tribal Summit

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What's Next: Additional Opportunities to Comment

- **Online:**
 - planbayarea.org/learnmore
- **By email:**
 - Draft Plan Bay Area 2050, Implementation Plan and Supplemental Reports – info@planbayarea.org
 - Draft EIR: – eircomments@bayareametro.gov
- **By phone:**
 - (415) 778-2292
- **By mail:**
 - MTC Public Information
 - Attn: Draft Plan/Draft EIR Comments
 - 375 Beale Street, Suite 800
 - San Francisco, CA, 94105
- **By fax:**
 - (415) 536-9800

Comments must be received by 5:00 PM on Tuesday, July 20, 2021

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What's Next: Path to Fall 2021 Adoption

June & July 2021

- Conduct Final Round of Public Engagement
- End of Public Comment Period on July 20

August & September 2021

- Report to Joint MTC Planning/ABAG Administrative Committee
- Integrate Feedback & Revisions into Final Plan Bay Area 2050

October 2021 (tentative)

- Release Final Plan Bay Area 2050, Implementation Plan and EIR
- Request Adoption at Joint MTC/ABAG Board Meeting

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PLAN BAY AREA 2050

Thank you!

Send additional questions and comments to info@planbayarea.org.

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**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript

1 **JOINT MTC PLANNING WITH THE ABAG ADMINISTRATIVE COMMITTEE**
2 **FRIDAY, 9:40 A.M., JUNE 11, 2021**
3
4 **JAMES P. SPERING, MTC CHAIR:** THANK YOU JESS. DO YOU WANT ROLL
5 THE GOVERNOR'S ANNOUNCEMENT? [RECORDED MEETING PROCEDURES
6 ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED
7 AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S
8 EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF
9 THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB
10 SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS,
11 STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK
12 CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR
13 REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH
14 THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE
15 VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC
16 PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED
17 HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON
18 THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL
19 BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER.
20 IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND
21 ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY.
22 WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY
23 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND
24 ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF
25 AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK,

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1

1 THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR
2 ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT
3 THE CHAT FEATURE IS NOT ACTIVE.
4
5 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, JESS. I WOULD LIKE TO
6 CALL THE MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE
7 COMMITTEE TO ORDER. AND, JESS, IF IT'S OKAY WITH YOU I'LL DO
8 THE MTC ROLL CALL AND CONSENT CALENDAR, THEN HAND IT OVER TO
9 YOU IF THAT'S OKAY?
10
11 **JESSE ARREGUIN, ABAG CHAIR:** YES.
12
13 **JAMES P. SPERING, MTC CHAIR:** ALL RIGHT, WITH THAT MARTHA TAKE
14 THE MTC COMMITTEE'S ROLL CALL, PLEASE.
15
16 **CLERK, MARTHA SILVER:** CHAIR SPERING?
17
18 **JAMES P. SPERING, MTC CHAIR:** YES.
19
20 **CLERK, MARTHA SILVER:** AHN?
21
22 **EDDIE AHN:** HERE.
23
24 **CLERK, MARTHA SILVER:** CANEPA?
25

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2

1 **DIR. DAVID CANEPA:** HERE.
2
3 **CLERK, MARTHA SILVER:** CONNOLLY?
4
5 **DAMON CONNOLLY:** HERE.
6
7 **CLERK, MARTHA SILVER:** DUTRA-VERNACI?
8
9 **CAROL DUTRA-VERNACI:** HERE.
10
11 **CLERK, MARTHA SILVER:** FLEMING? GIACOPINI NON-VOTING? LICCARDO?
12
13 **SAM LICCARDO:** PRESENT.
14
15 **CLERK, MARTHA SILVER:** SCHAFF? WE HAVE A QUORUM.
16
17 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. MOVING ON TO MTC
18 COMMITTEE CONSENT CALENDAR FOR MTC. ARE THERE ANY QUESTIONS OR
19 COMMENTS ON THE CONSENT CALENDAR? IF NOT, I'LL ENTERTAIN A
20 MOTION.
21
22 **DIR. DAVID CANEPA:** I'LL MOVE THE CONSENT AGENDA ITEMS.
23
24 **CAROL DUTRA-VERNACI:** SECOND BY DUTRA-VERNACI.
25

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3

1 **JAMES P. SPERING, MTC CHAIR:** MOTION AND SECOND. ANY PUBLIC
2 COMMENT ON THIS MARTHA?
3
4 **CLERK, MARTHA SILVER:** NO PUBLIC COMMENTS SUBMITTED ON THIS
5 ITEM. AND THERE'S -- THAT'S NOT A MEMBER OF THE PUBLIC. OKAY.
6 NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.
7
8 **JAMES P. SPERING, MTC CHAIR:** GO AHEAD AND TAKE THE ROLL,
9 PLEASE.
10
11 **CLERK, MARTHA SILVER:** HOLD ON. THERE IS -- ANTHONY, DID YOU
12 WANT TO SPEAK ON THIS ITEM? IF SO, YOU CAN RAISE YOUR HAND
13 AGAIN? NO? OKAY. AND, AGAIN, IT WAS MOTION BY CANEPA, SECOND
14 BY DUTRA-VERNACI? [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL
15 MEMBERS PRESENT.
16
17 **JAMES P. SPERING, MTC CHAIR:** OKAY. I'M GOING TO PASS IT OFF TO
18 MAYOR ARREGUIN. JESS, YOU HAVE THE NEXT COUPLE OF ITEMS.
19
20 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU CHAIR SPERING. WE'LL
21 MOVE TO ITEM TWO, THE COMPENSATION -- ACTUALLY A QUORUM FIRST
22 OF THE ABAG MEMBERS IF THE CLERK COULD PLEASE CALL THE ROLL?
23
24 **CLERK, FRED CASTRO:** FLIGOR?
25

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4

1 NEYSA FLIGOR: HERE.
2
3 CLERK, MARTHA SILVER: HUDSON?
4
5 DAVID E. HUDSON: HERE.
6
7 CLERK, MARTHA SILVER: LEE? ABSENT. SUPERVISOR MANDELMAN IS
8 ABSENT. SUPERVISOR MITCHOFF? RABBIT?
9
10 DAVID RABBIT, MTC V. CHAIR: HERE.
11
12 CLERK, MARTHA SILVER: RAMOS IS ABSENT. RAM IT'S?
13
14 CARLOS ROMERO: PRESENT.
15
16 CLERK, MARTHA SILVER: WILSON? ABSENT. QUORUM IS PRESENT.
17
18 OTTO LEE: SUPERVISOR LEE, I'M HERE.
19
20 CLERK, FRED CASTRO: I GOT YOU.
21
22 JESSE ARREGUIN, ABAG CHAIR: COMPENSATION ANNOUNCEMENT?
23
24 CLERK, MARTHA SILVER: ACCORDING TO STATE LAW I AM MAKING THE
25 FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN

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5

1 ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN
2 AMOUNT OF \$100 AS A RESULT OF CONVENING A MEETING FOR WHICH
3 EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU.
4
5 JAMES P. SPERING, MTC CHAIR: THANK YOU VERY MUCH. MOVING NOW
6 TO ITEM THREE, THE ABAG ADMINISTRATIVE COMMITTEE CONSENT
7 CALENDAR. CONSISTING OF ITEM 3A APPROVAL OF THE MINUTES OF MAY
8 14TH, 2021 MEETING. MOTION TO APPROVE?
9
10 PAT ECKLUND: I'LL MOVE. THIS IS MAYOR EKLUND.
11
12 KAREN MITCHOFF: SECOND BY MITCHOFF.
13
14 JESSE ARREGUIN, ABAG CHAIR: MOTION AND SECOND TO APPROVE THE
15 CONSENT CALENDAR. PUBLIC COMMENT? SEEING NO RAISED HANDS.
16 PUBLIC COMMENT SUBMITTED?
17
18 CLERK, FRED CASTRO: NONE RECEIVED ON THIS ITEM.
19
20 JESSE ARREGUIN, ABAG CHAIR: ROLL CALL PLEASE.
21
22 CLERK, MARTHA SILVER: [ROLL CALL VOTE]. PASSES UNANIMOUSLY BY
23 ALL MEMBERS PRESENT
24

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6

1 JESSE ARREGUIN, ABAG CHAIR: THANK YOU VERY MUCH TURN BACK TO
2 CHAIR SPERING.
3
4 JAMES P. SPERING, MTC CHAIR: THANK YOU. ITEM FIVE, INFORMATION
5 ITEM DRAFT PLANNED BAY AREA 2050, AND KAREN MITCHOFF, YOU SAID
6 YESTERDAY, IT WAS A LOT TO ABSORB. WE'RE DOING THIS FOR YOUR
7 BENEFIT. SO WE'LL BE GOING THROUGH THESE AGAIN.
8
9 KAREN MITCHOFF: THANK YOU. THANK YOU VERY MUCH JIM. AND THOSE
10 WHO HAVEN'T SEEN T YOU WILL KNOW WHY I SAID THAT.
11
12 JAMES P. SPERING, MTC CHAIR: WELL, JESS AND I ARE SEEING IT
13 FOR THE THIRD TIME. SO, WITH THAT, DAVE VAUTIN, ARE YOU READY?
14 >DAVE VAUTIN: YES, I AM.
15
16 JAMES P. SPERING, MTC CHAIR: HE COULD DO IT IN HIS SLEEP.
17 THANK YOU. >DAVE VAUTIN: GOOD MORNING BOARD MEMBERS DAVE
18 VAUTIN WITH PLANNING COMMITTEE MTC/ABAG I WANT TO ACKNOWLEDGE
19 THE DOZENS OF STAFF ACROSS PLANNED BAY AREA DRAFT, AND I AM
20 JOINED BY CHIRAG RABARI, AND RALEIGH MCCOY, AND ADAM NOELTING.
21 I WILL PROVIDE AN OVERVIEW OF DRAFT PLAN BAY AREA 2050
22 ADVANCED TO THE COMMISSION AND BOARD IN JANUARY AND SECOND
23 HALF FOCUSING ON THREE PRIMARY DELIVERABLES RELATED TO DRAFT
24 PLANNED BAY AREA 2050 THE IMPLEMENT DOCUMENT THE DOCUMENT AND
25 ENVIRONMENT IMPACT REPORT EIR ALL OF THESE REPORTS ARE

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7

1 AVAILABLE ON PLANNEDBAYAREA.ORG AND WE'RE ACCEPTING COMMENTS
2 THROUGH JULY 20TH. NEXT SLIDE. AS YOU'RE ALL AWARE WE'RE IN
3 THE FOURTH YEAR OF A FOUR YEAR LONG PLANNING PROCESS TO
4 ENVISION THE FUTURE OF THE BAY AREA OVER THAT TIME THE PUBLIC
5 STAKEHOLDER ENGAGEMENT HAS BEEN AN ELEMENT OF THAT PROCESS
6 WITH 290 PUBLIC STAKEHOLDER MEETINGS AND EVENTS USING DIVERSE
7 TECHNIQUES TO ATTRACT PARTICIPANTS FOR ENGAGEMENT WITH YOUTH,
8 NON-ENGLISH SPEAKERS AND PERSONS WITH LOW INCOME. YIELDING
9 OVER 200,000 COMMENTS FROM 19,000 PARTICIPANTS PROCESS BEGAN
10 IN 2018 WITH THE LAUNCH OF THE HORIZON INITIATIVE WHERE WE
11 ACKNOWLEDGE THE FUTURE IS HIGHLY UNCERTAIN AND WE NEED
12 RESILIENT AND EQUITABLE STRATEGIES TO MAKE OUR REGION
13 SUCCESSFUL IN THE DECADES AHEAD. LITTLE DID WE KNOW A GLOBAL
14 PANDEMIC WOULD UNDERSCORE THE IMPORTANCE OF EXPLORING FORCES
15 LIKE THOSE EXPLORED IN HORIZON THINGS LIKE EXPONENTIAL GROWTH
16 AND TELECOMMUTING CONCERNS RELYING ON SHARED TRANSPORTATION
17 MODES AND RESIDENTIAL COMMERCIAL PREFERENCES AND MORE. SO
18 COVID UNDERSCORED WHY PLANNING FOR UNCERTAINTY NEEDS TO BE THE
19 NEW NORM. GENERATING DOZENS OF STRATEGY IDEAS THROUGH
20 PERSPECTIVE PAPERS THAT WERE THEN STRESS TESTED THROUGH
21 MULTIPLE ROUNDS OF FUTURES PLANNING, LOOKING AT WHAT IF
22 SCENARIOS FOR THE REGION AND HONING IN ON INDIVIDUAL
23 TRANSPORTATION PROJECTS, WE WERE ABLE TO UNDERSTAND IF THESE
24 STRATEGIES AND INVESTMENTS WOULD HOLD UP UNDER UNCERTAINTY AND
25 OUT OF THAT CAME THE 25 RESILIENT STRATEGIES THAT BECAME THE

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8

1 FOUNDATION OF THE PLANNED BAY AREA DRAFT BLUEPRINT ADVANCED IN
2 2020 AND MODELED THROUGH THE SPRING. AS WE ALL KNOW THE DRAFT
3 BLUEPRINT ADVANCED GOALS OF PLANNED BAY AREA 2050 AND FELL
4 SHORT ON KEY ISSUES INCLUDING AFFORDABLE HOUSING, CONGESTION
5 AND CROWDING, DISPLACEMENT RISK GREENHOUSE GAS EMISSIONS AND
6 JOBS/HOUSING IMBALANCE ALL WHICH WERE IMPROVED IN THE FINAL
7 BLUEPRINT WHICH REVISED AND AUGMENTED STRATEGIES INTO A FINAL
8 SET OF 35 STRATEGIES WHICH WERE ADVANCE IN FALL OF 2020. WE
9 STUDIED THOSE THROUGHOUT THE FALL AND THAT CULMINATED IN THE
10 RELEASE OF THE FINAL BLUEPRINT AT THE END OF LAST CALENDAR
11 YEAR AND THE ADVANCEMENT OF THE FINAL BLUEPRINT INTO THE
12 ENVIRONMENTAL PHASE IN JANUARY. SO, WITH THE BLUEPRINT
13 PROCESS, AND THE YEAR 2020 IN THE REAR-VIEW MIRROR, WE HAVE
14 TURNED OUR EFFORT TO THE ENVIRONMENTAL ANALYSIS THIS WINTER,
15 CRAFTING EIR ALTERNATIVES BASED ON SCOPING COMMENTS AND
16 DOCUMENTING THE DRAFT PLAN THROUGH THE OFFICIAL PLAN DOCUMENT
17 AND SUPPLEMENTAL REPORTS. AND AS WE REPORTED TO THIS
18 COMMITTEE IN THE PAST FEW MONTHS WE HAVE BEEN DEVELOPING THE
19 NEAR-TERM IMPLEMENTATION PLAN AS WELL TAKING THE 35 STRATEGIES
20 AND TRANSLATING TO 70 IMPLEMENTATION ACTIONS FOR MTC AND ABAG
21 THAT NEST UNDERNEATH THE STRATEGIES. THIS RECENT RELEASE OVER
22 THE LAST COUPLE OF WEEKS WILL LEAD US INTO THE FINAL PLANNED
23 BAY AREA 2050 WHICH WILL BE CONSIDERED FOR ADOPTION BY MTC AND
24 ABAG IN THE FALL. I'LL RECAP WHAT'S IN THE FINAL BLUEPRINT OR
25 AS WE NOW REFER TO IT, "THE DRAFT PLAN." NEXT SLIDE. QUICK

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9

1 REFRESHER THE PLAN VISION OF COURSE IS TO ENSURE THAT BY 2050
2 THE BAY AREA IS MORE AFFORDABLE CONNECTED DIVERSE HEALTHY AND
3 VIBRANT FOR ALL THE FOUR ELEMENTS TRANSPORTATION HOUSING
4 ECONOMY AND ENVIRONMENT INCLUDE STRATEGIES THAT COULD BE
5 ADVANCED ON THE COUNTIES LOCAL REGIONAL OR STATE LEVELS AND
6 ARE FUNDED WITH IDENTIFIED REVENUES TO KEEP THE PLAN FISCALLY
7 CONSTRAINED. NEXT SLIDE. OF COURSE AT THE CORE OF THE PLAN
8 THINKING ABOUT WHERE WE GROW AND JUST AS IMPORTANTLY WHERE DO
9 WE NOT GROW. AREAS IDENTIFIED FOR GROWTH ARE KNOWN AS GROWTH
10 GEOGRAPHIES IN THE CONTEXT OF THE PLAN AND ACCOMMODATE THE
11 FORECASTED INCREASE OF 1.4 MILLION NEW HOUSEHOLDS AND JOBS
12 SUSTAINABLE EQUITABLE GROWTH FOCUSING ON GROWTH IN AREAS WITH
13 HIGHER QUALITY TRANSIT AND WHAT WE CALL HIGH-RESOURCE AREAS IN
14 COMMUNITIES WITH LOW RESOURCE SCHOOLS AND GREAT ACCESS TO
15 JOBS, PARKS, SCHOOLS, AND MORE. THE MAP SHOWS PRIORITY
16 DEVELOPMENT AREAS, PRIORITY PRODUCTION, AREAS AS WELL AS
17 REGIONALLY DESIGNATED TRANSIT RICH AREAS AND HIGH RESOURCE
18 AREAS ALL COMBINED THE FOUR DIFFERENT GROWTH GEOGRAPHIES
19 PUBLISHED FOR EACH CLIMATE AND EQUITY GOALS. AND BY FOCUSING
20 GROWTH IN THESE PLACES WE PROTECT PARKS OPEN SPACE AG-LANDS
21 AND MORE AT THE REGION'S PERIPHERY FROM DEVELOPMENT AND
22 PRESERVE THEM FOR FUTURE GENERATIONS TO ENJOY AND FOCUS GROWTH
23 AWAY FROM UNMITIGATED HIGH HAZARD AREAS PLACES WITH FIRE RISK
24 AND SEA LEVEL RISE. STRATEGIES ARE AT THE CORE OF THE PLAN NOT
25 JUST ABOUT WHERE WE GROW IN THE REGION BUT HOW DO WE GROW IN

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10

1 THESE PLACES THAT'S WHAT THE STRATEGIES ARE ALL ABOUT. 35
2 STRATEGIES IN TOTAL NEST UNDER THE 11 THEMES ACROSS THE FOUR
3 ELEMENTS. THE TRANSPORTATION ELEMENT FOCUSES ON MAINTAINING
4 AND OPTIMIZING THE EXISTING SYSTEM WHILE CREATING HEALTHY AND
5 SAFE STREETS FOR ALL ROADWAY USERS AND BUILDING OUT A NEXT
6 GENERATION TRANSIT NETWORK THE HOUSING ELEMENT OF THE DRAFT
7 PLAN FOCUSES ON THE THREE PS OF HOUSING PROTECTION
8 PRESERVATION AND PRODUCTION WHILE WORKING TO CREATE MORE
9 INCLUSIVE COMMUNITIES ECONOMY OF THE PLAN INCLUDES STRATEGIES
10 FOCUSED ON CREATING ECONOMIC MOBILITY BY CREATING PATHWAYS TO
11 THE MIDDLE CLASS AND SHIFTING LOCATION OF JOBS TO ACHIEVE
12 BETTER JOBS/HOUSING BALANCE WITHIN THE REGION AND LAST BUT NOT
13 LEAST ENVIRONMENT ELEMENT INCLUDES STRATEGIES TO REDUCE
14 HAZARDS FROM EARTHQUAKE, SEA LEVEL RISE, EXPAND ACCESS TO
15 PARKS AND REDUCE CLIMATE EMISSIONS THROUGH ELECTRIFICATION AND
16 DEMAND MANAGEMENT TRANSFORMING COMMUNITIES TO REALIZE THE PLAN
17 WILL REQUIRE FINANCIAL RESOURCES THE BOLD STRATEGIES IN THE
18 DRAFT PLAN REQUIRE NEARLY \$1.4 TRILLION IN REVENUES OVER THE
19 NEXT DECADES SPREAD OVER THE FOUR ELEMENTS OF THE PLAN
20 EXISTING FUND SOURCES FOR TRANSPORTATION OVER THE NEXT 30
21 YEARS WOULD BE ABLE TO FUND 80% OF THE INVESTMENT IN THAT
22 ELEMENT AND THE REMAINDER RELIES ON NEW REVENUES AS WELL AS
23 REVENUES GENERATED BY THE PLAN'S STRATEGIES. FUNDING GAPS ARE
24 MORE SIGNIFICANT FOR AFFORDABLE HOUSING ECONOMIC DEVELOPMENT
25 AND ENVIRONMENTAL RESILIENCE AND THE REGION MAY NEED TO STEP

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11

1 UP TO THE PLATE IN AN EVEN GREATER MANNER IN THESE POLICY
2 AREAS TO MAKE THE NECESSARY HEADWAY. ULTIMATUM MADLY END OF
3 THE DAY FOCUSING THE ADVANCE VISION OF THE DRAFT PLAN WILL
4 REQUIRE NEW FEDERAL, STATE, REGIONAL, OR LOCAL REVENUE
5 MEASURES. NEXT SLIDE. BASED ON THE EXISTING LAND USE PATTERN
6 IN THE REGION, OVERALL HOUSEHOLD AND JOB GROWTH FORECASTS AT
7 THE REGIONAL SCALE, THE GROWTH GEOGRAPHIES AND MOST IMPORTANT
8 OF ALL, THE 35 STRATEGIES THAT INFLUENCE THE LOCATION OF
9 HOUSEHOLDS AND EMPLOYMENT, WE HAVE DEVELOPED PROJECTIONS FOR
10 WHERE HOUSING AND JOBS MIGHT BE LOCATED OVER THE NEXT THREE
11 DECADES. WE KNOW THAT THE FUTURE IS HIGHLY UNCERTAIN BUT THIS
12 GROWTH PATTERN HELPS US UNDERSTAND THE TYPES OF PLACES THAT
13 WOULD SEE MORE GROWTH IF THE STRATEGIES ARE MORE FULLY
14 IMPLEMENTED IN THE YEARS AHEAD. THE GROWTH PATTERN FOR HOUSING
15 ON THE LEFT SHOWS THAT THE PLAN FULLY ACCOMMODATES THE 1.4
16 MILLION NEW HOUSEHOLDS WITH UNITS AT ALL INCOME LEVELS THE
17 BUBBLE SHOWS THE SIZE OF GROWTH IN EACH COUNTY WITH THE SHARE
18 INDICATED ON THE BUBBLES. YOU WILL NOTE SANTA CLARA COUNTY IN
19 THE DRAFT PLAN WOULD TAKE THE LARGEST SHARE OF HOUSING GROWTH
20 THIRD OF ALL NEW UNITS, EAST BAY ANOTHER THIRD AND THE
21 REMAINDER LOCATED PRIMARILY IN SAN FRANCISCO AND THE
22 PENINSULA, NORTH BAY, ON THE OTHER HAND, WOULD SEE LESS THAN
23 10% OF FUTURE HOUSING OVER THE 30 YEAR TIME PERIOD. ROUGHLY
24 43% OF GROWTH WOULD BE IN THE BIG THREE CITIES OF SAN JOSE,
25 SAN FRANCISCO, AND OAKLAND, WITH FOUR OUT OF FIVE NEW HOMES

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12

1 LOCATED WITHIN A QUICK WALK OF FREQUENT HIGH QUALITY TRANSIT.
2 ALL NEW HOUSING COULD BE ACCOMMODATED WITHIN EXISTING URBAN
3 GROWTH BOUNDARIES. WHEN IT COMES TO FUTURE JOBS THE PATTERN ON
4 THE RIGHT SHOWS THE STRATEGIES SUCCESSFULLY ALIGN WITH THE
5 LOCATION OF NEW JOBS WITH THE LOCATION OF NEW HOMES. NOTICE
6 THE SIMILARITY OVERALL, IN THE SIZE OF THE BUBBLES FOR JOBS
7 AND HOUSING BETWEEN THE TWO MAPS. JUST LIKE HOUSING, ROUGHLY
8 A THIRD OF ALL NEW JOBS WOULD BE LOCATED IN THE SOUTH BAY AND
9 STRATEGIES WERE SUCCESSFUL AT SHIFTING A GREATER SHARE OF NEW
10 JOBS TO HOUSING-RICH COMMUNITIES IN PLACES LIKE ALAMEDA AND
11 SOLANO COUNTY TO CREATE BETTER JOB HOUSING BALANCE. THREE OUT
12 OF FIVE NEW JOBS WOULD BE LOCATED WITHIN A WALK TO TRANSIT. AT
13 THE END OF THE DAY MOST IMPORTANT ARE OUTCOMES FOR BAY AREA
14 RESIDENTS. KEY OUTCOMES INCLUDE THE FIVE SHOWN ON THE SCREEN.
15 OF COURSE, PERHAPS MOST IMPORTANT IS IMPROVING AFFORDABILITY
16 GIVEN OUR REGION'S HOUSING, LONGER STANDING HOUSING CRISIS. IN
17 2015 THE AVERAGE HOUSEHOLD SPENT 58% OF THEIR ANNUAL INCOME ON
18 HOUSING AND TRANSPORTATION WELL ABOVE THE NATIONAL AVERAGE THE
19 STRATEGIES IN THE PLAN BRING THAT DOWN BY 13% POINT WITH 45%
20 OF HOUSEHOLD ANNUAL ITEM BY 2050 CLOSELY MATCHING AT NATIONAL
21 AVERAGE LOW INCOME HOUSEHOLDS GREATER GAINS WITH
22 TRANSFORMATION STRATEGIES TARGETED TO PROVIDE RELIEF TO INCOME
23 BASED DISCOUNTS AND TOLLS TRANSIT FARES HOUSING STRATEGIES
24 PRIORITIZED DEED RESTRICTED HOUSING AND PROVIDING MORE INCOME
25 SECURITY FOR THE HOUSEHOLDS. THE DRAFT PLAN MAKES THE BAY AREA

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13

1 CONNECTED WITH ALL MODES OF TRANSPORTATION WITH FREQUENT AND
2 SEAMLESS TRANSIT NETWORKS FOR COMMUNITIES AND THOUSANDS OF
3 MILES OF BICYCLE AND PEDESTRIAN PATHS ENABLING 20% OF WORKERS
4 TO SHIFT AWAY FROM AUTO COMMUTING AND ENABLING NEARLY HALF OF
5 HOUSEHOLDS AND 75% OF ALL LOW INCOME HOUSEHOLDS TO LIVE WITHIN
6 A HALF MILE OF FREQUENT TRANSIT. THE PLAN PROVIDES MORE
7 AFFORDABLE HOUSING IN HISTORICALLY EXCLUSIONARY JURISDICTIONS
8 AND CREATES MORE CHOICE IN HOUSING LOCATIONS FOR LOW INCOME
9 HOUSEHOLDS ENABLING MORE DIVERSE AND INCLUSIVE COMMUNITIES. AS
10 WE KNOW FAMILIES WITH LOW INCOMES MANY OF WHOM HAVE BEEN
11 DISPLACED AT THE REGION'S PERIPHERY WILL HAVE OPTIONS TO
12 RELOCATE. RENTER PROTECTION THAT ENABLE MORE RESIDENTS TO STAY
13 IN PLACE AND REDUCE THE RISK OF DISPLACEMENT AND ASSISTANCE
14 FOR HOME OWNERSHIP PROGRAMS WOULD HELP LOW INCOME HOUSEHOLDS
15 BUY THEIR FIRST HOME ALSO THE PLAN HELPS MEET THE STATE-
16 MANDATED GREENHOUSE GAS REDUCTION TARGET BY ADVANCING
17 STRATEGIES IN THE PLAN RESIDENTS WILL BE FORECASTED TO BE
18 HEALTHIER SAFER BETTER ACCESS TO PARKS BETTER AIR QUALITY SAVE
19 THE FROM COLLISIONS REDUCED RISK OF EXPOSURE TO EARTHQUAKES
20 AND WILDFIRES AND FINALLY THE PLAN MAKES THE MORE VIBRANT IN
21 THE YEARS AHEAD IMPROVING JOBS/HOUSING BALANCE IN THE BAY AREA
22 AND BRINGING MORE JOBS TO HOUSING-RICH COMMUNITIES IN THE
23 NORTH BAY AND EAST BAY AND HOMES TO THE COMMUNITIES IN THE
24 WEST BAY AND SOUTH BAY YIELDING SHORTER COMMUTES FOR WORKERS.
25 ROBUST ECONOMIC OUTPUT JOB GROWTH NEGOTIATORS SUGGEST THE BAY

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14

1 AREA WOULD THRIVE UNDER THE DRAFT PLAN BY REINVESTING IN THE
2 REGIONAL REVENUE SOURCES BACK INTO THE CRITICAL INFRASTRUCTURE
3 NEEDS. NEXT SLIDE. BEFORE WE JUMP INTO THE NEXT HALF FOR
4 SPECIFIC DELIVERABLES INCLUDED IN THE DRAFT PLAN RELEASE WE
5 HAVE A SHORT VIDEO THAT SPOTS LIGHTS THE PURPOSES ON THE DRAFT
6 PLANNED BAY AREA 2050 FROM ELECTED OFFICIALS. [VIDEO PLAYING
7]
8
9 **ALFREDO PEDROZA:** PLANNED BAY AREA IS A FUTURE WHERE IT LOOKS
10 AT LOCAL COMMUNITIES IN OUR COUNTIES AND CITIES HOW ARE WE
11 GOING TO GROW TOGETHER WHERE JOBS MIGHT BE HOUSING COULD BE
12 BUILT WHERE INFRASTRUCTURE INVESTMENTS ARE NEEDED THAT WE NEED
13 EXACTLY AFTER A PANDEMIC. CLIMATE CHANGE IS REAL. WHAT PLANNED
14 BAY AREA DOES IS CREATES STRATEGIES AT THE LOCAL LEVEL THAT
15 THE PUBLIC UNDERSTANDS.
16
17 **JESSE ARREGUIN, ABAG CHAIR:** BERKELEY HAS MANY THINGS BUT THE
18 ADOPTION OF SINGLE FAMILY ZONING IN ORDER TO EXCLUDE AFRICAN
19 AMERICANS FROM AN EXCLUSIVE NEIGHBORHOOD WE TOOK A BOLD ACTION
20 TO COMMIT TO END EXCLUSIONARY ZONING IN BERKELEY BY 2022.
21 CORRECTING MANY GENERATIONS OF EXCLUSION AND LACK OF
22 OPPORTUNITY.
23
24 **SPEAKER:** WE ARE STANDING AT PASEO ESTERO PART OF 211
25 AFFORDABLE UNITS BRAND-NEW RIGHT ON OAKLAND'S GORGEOUS

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15

1 WATERFRONT. PLANNED BAY AREA WOULD MAKE THIS TYPE OF BEAUTIFUL
2 DEVELOPMENT AVAILABLE FOR MORE BAY AREA RESIDENTS. I'M REALLY
3 EXCITED THAT THE PLAN TALKS ABOUT GUARANTEED INCOME. IN
4 OAKLAND, WE JUST LAUNCHED ONE OF THE LAW ENFORCEMENT
5 GUARANTEED INCOME DEMONSTRATIONS IN THE COUNTRY.
6
7 **SAM LICCARDO:** IT WILL HELP TRANSFORM THIS CITY OF SAN JOSE
8 THAT WAS BUILT FOR AUTOMOBILES INTO A CITY BUILT FOR PEOPLE.
9 WE HAVE THE OPPORTUNITY TO CREATE THE NATION'S FIRST MAJOR
10 CITY, HIGH SPEED RAIL STATION RIGHT HERE IN SAN JOSE. HIGH
11 SPEED RAIL HAS THE OPPORTUNITY TO CREATE EXTRAORDINARY
12 ECONOMIC OPPORTUNITY FOR MILLIONS OF CALIFORNIA'S.
13
14 **AMY R. WORTH:** PLANNED BAY AREA 2050 IS GOING TO ACHIEVE A
15 SIGNIFICANT REDUCTION IN GREENHOUSE GAS EMISSIONS IN THE BAY
16 AREA OVER THE NEXT 25 YEARS. INCREASED TRANSIT PROVIDING
17 FUNDING FOR BIKE AND PEDESTRIAN INVESTMENTS IN OUR COMMUNITY,
18 AND PROVIDING INCENTIVES FOR PEOPLE TO SHIFT THEIR MODE OF
19 TRAVEL. SUCH AS THIS CHARGING STATION YOU SEE HERE AT THE BART
20 STATION.
21
22 **BELIA RAMOS, ABAG V. CHAIR:** PLANNED BAY AREA 2050 IS THE
23 REGION'S COMMITMENT FOR SOLVING EQUITY CRISIS AND
24 TRANSPORTATION INFRASTRUCTURE PROBLEM. THE NORTH BAY LOOKS AT

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16

1 THE INDIVIDUAL NEEDS OF THE AREA WITH A GREATER PURPOSE FOR
2 THE REGION IT MEANS IT'S NOT A COOKIE CUTTER APPROACH FOR ALL.
3

4 **COM. NICK JOSEPOWITZ:** WHAT WE'RE DOING OVER THE NEXT 30 YEARS
5 IS ENVISIONING OVER \$400 BILLION OF ADDITIONAL INVESTMENT IN
6 AFFORDABLE HOUSING. THE CITY AND COUNTY OF SAN FRANCISCO IS
7 COMMITTED TO ADDRESSING HOUSING AFFORDABLE, AND DEALING WITH
8 SEA LEVEL RISE. ON THE SOUTHEASTERN WATERFRONT, THERE ARE
9 THOUSANDS OF NEW AFFORDABLE HOMES THAT ARE GETTING BUILT.
10

11 **JAMES P. SPERING, CHAIR:** WHEN WE HAVE ABOUT 2 MILLION PEOPLE
12 MOVING TO THE BAY AREA OVER THE NEXT 30 YEARS HOUSING IS AN
13 ISSUE THAT HADN'T BEEN ADDRESSED. WHEN YOU LOOK AT THE
14 TECHNOLOGY AND SILICON VALLEY AND NAPA WITH THE WINE INDUSTRY,
15 SOLANO COUNTY WITH ITS OPEN SPACE AND AGRICULTURE. ALL NINE
16 COUNTIES, IN THIS PLAN PRESERVES THE UNIQUE INDUSTRIES MAKING
17 IT AFFORDABLE CONNECTED FOR EVERYBODY ELEVATES A QUALITY OF
18 LIFE FOR EVERYBODY THAT LIVES HERE NO MATTER WHAT YOUR INCOME
19 IS. >DAVE VAUTIN: THANKS TO ALL THE ELECTED OFFICIALS WHO
20 PARTICIPATED IN THE DRAFT PLAN RELEASE VIDEO. CONTEXT SETTING
21 ON WHAT THE DRAFT PLAN IS, JUST REFRESHING ALL THE ACTIONS
22 THAT YOU HAVE TAKEN OVER THE PAST YEARS LET'S TURN TO THE
23 DELIVERABLES ASSOCIATED WITH THE DRAFT PLAN. NEXT SLIDE. FIRST
24 AND PERHAPS MOST CENTRAL IS THE DRAFT PLAN DOCUMENT IT'S THE
25 CORE OF THE PLAN WEAVES TOGETHER ALL THE THINGS THAT WE SPOKE

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17

1 ABOUT, THE VISION, STRATEGIES, GROWTH GEOGRAPHIES, THE
2 OUTCOMES, THE IMPLEMENTATION ACTIONS AND MORE, INTO A SINGLE
3 DOCUMENT. INCLUDES A CHAPTER FOR EACH OF THE FOUR ELEMENTS OF
4 THE PLAN STARTING WITH LAND USE, INCLUDING THE HOUSING AND
5 ECONOMY CHAPTERS AND TRANSITIONING INTO THE SUPPORTIVE
6 INFRASTRUCTURE AND INVESTMENTS IN THE TRANSPORTATION
7 ENVIRONMENT CHAPTERS INCLUDES FORECASTS AND FUTURE OUTCOMES OF
8 THE DRAFT IMPLEMENTATION. THE PLAN COMES IN AT 100 PAGES BUT
9 THERE IS ALSO HUNDREDS OF MORE PAGES OF SUPPORTING
10 DOCUMENTATION THAT COULDN'T FIT INTO THE CORE DOCUMENT YOU
11 WILL SEE A LIST OF VARIOUS SUPPLEMENTAL REPORTS ON THE LEFT
12 SIDE THAT FILL THOSE GAPS AND LATER AUGMENTED BY THE AIR
13 QUALITY CONFORMITY REPORT BEING PRODUCED BY BOTH THE DRAFT
14 PLANNED BAY AREA 2050 AND TRANSPORTATION IMPROVEMENT PROGRAM.
15 NEXT SLIDE. IT WILL BE GREAT TO SPOTLIGHT EACH REPORT ALTHOUGH
16 WE DON'T HAVE TIME TO DO SO TODAY, I WOULD BE REMISS IF I
17 DIDN'T ADDRESS THE DRAFT EQUITY ANALYSIS REPORT GIVEN THE
18 CENTRALITY OF THE EQUITY. PROVIDING AN ADDITIONAL SPOTLIGHT ON
19 ANALYSIS KEY FINDING IN THE EQUITY REPORT SHOW THAT THE DRAFT
20 PLAN STRATEGIES DISPROPORTIONATELY BENEFIT LOW INCOME
21 HOUSEHOLDS AND HOUSEHOLD IN EQUITY PRIORITY COMMUNITIES
22 PREVIOUSLY CALLED COMMUNITIES OF CONCERN AND THIS FINDING
23 APPLIES TO EACH OF THE FOUR ELEMENTS OF THE PLAN. AS SHOWN ON
24 THE RIGHT SIDE YOU WILL SEE A TABLE SUITE OF EQUITY METRICS
25 OUTCOMES FOR UNDERSERVED POPULATIONS AND WHETHER THE

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18

1 DISPARITIES IN THE METRICS ARE REDUCED. UNDERSERVED HOUSEHOLDS
2 SEE IMPROVED OUTCOMES IN ALL METRICS AND REDUCES EXISTING
3 DISPARITIES. LAST BUT NOT LEAST THE REPORT SHOW IN DOCUMENTS
4 HOW THE TRANSPORTATION INVESTMENT IN THAT ELEMENT OF THE PLAN
5 FULFILL FEDERAL TITLE SIX AND ENVIRONMENTAL JUSTICE
6 REQUIREMENTS. TURNING NOW TO THE IMPLEMENTATION PLAN WHERE WE
7 TAKE THE 35 LONG RANGE STRATEGIES OVER 35 YEARS AND SPECIFIED
8 A NEAR-TERM IMPLEMENTATION ACTION THROUGH 2025. THE PLAN
9 SERVES AS CAP STONE TO THE DOCUMENT FEATURING IN ITS FINAL
10 CAPACITOR ALSO A SERIES OF IMPLEMENTATION PLAN BRIEFERS THAT
11 PROVIDE MORE CONTEXT. FOR EACH STRATEGY THE PLAN IDENTIFIES
12 SECTORS MTC AND ABAG HAVE TODAY FINANCIAL AUTHORITY RESOURCES
13 TECHNICAL CAPACITIES AND TECHNICAL AND POLITICAL SUPPORT AND
14 ALSO WHAT POTENTIAL ROLE THE ORGANIZATIONS COULD TAKE ON
15 WHETHER THAT'S LEADING, PARTNERING, OR PLAYING MORE OF A
16 SUPPORT ROLE. BUT OF COURSE FOR EVERY STRATEGY, PARTNERSHIP,
17 COLLABORATION WILL BE KEY SO EVEN FOR STRATEGIES WHERE MTC AND
18 ABAG IS SUGGESTED AS THE LEAD IT DOESN'T MEAN WE WOULD LEAD
19 ALONE. NEXT SLIDE. TO DATE THE DRAFT IMPLEMENTATION PLAN IS
20 FOCUSED ON THE ACTIONS THAT MTC AND ABAG WOULD TAKE ON OVER
21 THE NEXT FIVE YEARS. WE'LL BE CONTINUING TO REVISE THOSE IN
22 THE FINAL IMPLEMENTATION PLAN. SOME HAVE ASKED, WHY THE FOCUS
23 ON MTC AND ABAG? MANY ORGANIZATIONS WILL BE NECESSARY TO
24 ADVANCE THE PLAN, AND WE AGREE. THE FOCUS TO DATE HAS BEEN
25 DRIVEN BY AN INCREASED INTEREST ON THE STATE LEVEL TO

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19

1 UNDERSTAND WHAT MTC AND ABAG ARE DOING SPECIFICALLY TO ADDRESS
2 AND ADVANCE STRATEGIES SUCH AS THE CLIMATE NEXUS WHICH ARE
3 MANY STRATEGIES IN THE PLAN IMPORTANT FROM ACCOUNTABILITY
4 PERSPECTIVE WHAT IS THE REGION DOING TO ADDRESS THESE
5 STRATEGIES. WE BELIEVE KEY PARTNERSHIPS AND EFFORTS BEYOND MTC
6 AND ABAG BE INTEGRATED AND REFLECT THAT THESE CAN FURTHER
7 ACCELERATION IMPLEMENTATION PROGRESS AND THAT'S WHY THE FINAL
8 PHASE OF THE PLANNING PROCESS WILL EXPAND THE IMPLEMENTATION
9 PLAN'S FOCUS BEYOND MTC AND ABAG UNDERSCORING THE IMPORTANCE
10 OF PARTNERSHIPS AS WE HEARD IN THE IMPLEMENTATION PLAN WORK SO
11 FAR. THE INITIAL DISCUSSION OF PROPOSED PARTNERSHIP ROLES,
12 SELECT INITIATIVES IN THE DRAFT IMPLEMENTATION PLAN, AND SOME
13 KEY FOCUS AREAS FOR FUTURE COLLABORATION. WE'LL BE TAKING INTO
14 ACCOUNT PARTNER'S FEEDBACK DISCUSSING FEEDBACK WITH THEM IN
15 LATE JULY AND AUGUST AS WE WORK ON THE FINAL IMPLEMENTATION
16 PLAN WORKING WITH OPPORTUNITIES FOR PARTNER ORGANIZATIONS AND
17 PLANNING SEVERAL WEBINARS TO SHAPE INITIATIVES AND
18 RECOMMENDATIONS. WE'RE WORKING TO CONTINUE TO INTEGRATE
19 FEEDBACK RECEIVED AS THIS IS ONE OF THE MOST DYNAMIC IN THE
20 FINAL MOMENTS OF THE PLANNING PROCESS. LET'S TURN TO THE DRAFT
21 EIR. EIRS ARE REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL
22 QUALITY ACT, CEQA DISCLOSURE DISCOURAGEMENT WHERE IS WE
23 ANALYZE AND DISCLOSURE THE ENVIRONMENTAL EFFECTS OF THE
24 IMPLEMENTATION OF THE DRAFT PLAN TO INFORM DECISION MAKERS
25 LIKE YOURSELVES PARTNER AGENCIES AND THE PUBLIC AT-LARGE THE

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20

1 EIR PUBLISHED LAST WEEK MEASURES SIGNIFICANT ADVERSE IMPACTS
2 AND EXPLORES REASONABLE RANGE OF ALTERNATIVES. THIS IS NOT
3 YOUR STANDARD PROJECT LEVEL EIR THAT YOU MIGHT SEE FOR A NEW
4 HOUSING DEVELOPMENT OR NEW TRANSIT PROJECT FOR A REGIONAL PLAN
5 OF THIS TYPE THE PROGRAM EIR IS CONDUCTED AT A HIGHER LEVEL
6 LOOKING AT BROADER IMPACTS AS OPPOSED TO SITE SPECIFIC IMPACTS
7 FOR SPECIFIC INDIVIDUAL INVESTMENT. NEXT SLIDE. THE DRAFT EIR
8 EXPLORED 14 DIFFERENT ENVIRONMENTAL IMPACTS SHOWN IN THE TABLE
9 ON THE RIGHT SIDE. IMPORTANT TO REMEMBER THAT THE EIR ANALYSIS
10 IS CONDUCTED BY COMPARING PRECOVID BASELINE CONDITIONS WITH
11 FUTURE DRAFT PLAN CONDITIONS. AND THIS MEANS THAT THE IMPACTS
12 FROM FUTURE GROWTH ARE CAPTURED IN THE CEQA ANALYSIS. EVEN IF
13 THE FUTURE GROWTH PATTERN THROUGH FOCUSED GROWTH IS -- HAS
14 FEWER ENVIRONMENTAL IMPACTS THAN A NO PROJECT STATUS QUO
15 TRAJECTORY. BECAUSE THAT OVERALL GROWTH, TOTAL GROWTH, IN THE
16 REGION, IS CAPTURED IN THE ENVIRONMENTAL ANALYSIS, YOU WILL
17 SEE THERE ARE A NUMBER OF SIGNIFICANT AND UNAVOIDABLE IMPACTS
18 FOR ALL THE VARIOUS EIR ALTERNATIVES AS WELL AS THE DRAFT
19 PLAN. THE DRAFT EIR IDENTIFIES MITIGATION MEASURES FOR EACH OF
20 THE SIGNIFICANT AND UNAVOIDABLE IMPACTS AND THE TABLE SHOWS
21 THE IMPACTS PRIOR TO INTEGRATING THE MITIGATION MEASURES. MORE
22 DETAIL IN THE DRAFT EIR. NEXT SLIDE. TURNING TO THE TOPIC OF
23 THE ALTERNATIVES ANALYSIS. THROUGH THE SCOPING PROCESS, MTC
24 AND ABAG STAFF DEVELOPED TWO ALTERNATIVES TO THE DRAFT PLAN
25 INCORPORATING THAT FEEDBACK THAT CREATE A REASONABLE RANGE.

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21

1 THE TWO ALTERNATIVES AUGMENT THE NO PROJECT ALTERNATIVE
2 REQUIRED UNDER CEQA. SO IN THE NO PROJECT ALTERNATIVES
3 STUDIED, WE LOOKED AT WHAT THE BAY AREA WOULD LOOK LIKE IF THE
4 DRAFT PLAN IS NOT ADOPTED THIS MEANS NO TRANSPORTATION OR SEA
5 LEVEL RISE INVESTMENTS BEYOND THOSE THAT ARE COMMITTED, A
6 FOCUS ON GENERAL PLAN LAND USE, AND URBAN GROWTH BOUNDARY
7 EXPANSION, BASED ON HISTORICAL TRENDS. ALTERNATIVE ONE AND
8 ALTERNATIVE TWO BUILD UPON THE FINAL BLUEPRINT STRATEGIES, BUT
9 MAKE MEANINGFUL MODIFICATIONS TO ACHIEVE DIFFERENT REGIONAL
10 OUTCOMES WITH A SIMILAR GOAL OF MINIMIZING ENVIRONMENTAL
11 IMPACTS. ALTERNATIVE ONE SHOWN ON THE SCREEN, OR SOMETIMES
12 REFERRED TO AS THE TRANSIT-RICH AREA OR DRA FOCUS ALTERNATIVE,
13 WOULD CONCENTRATE GROWTH IN AREAS THAT CONTAIN HIGH QUALITY
14 TRANSIT SERVICES, AND TO SUPPORT THIS MORE URBAN ORIENTED
15 GROWTH PATTERN ADDITIONAL CORE CAPACITY TRANSIT INVESTMENTS
16 WOULD BE FUNDED IN LIEU OF HIGHWAY EXPANSION PROJECTS THAT ADD
17 LANE-MILEAGE TO THE SYSTEM. TO EXPLAIN A FEW OF THE SPECIFICS
18 HERE, THE ALTERNATIVE MODIFIES FOUR HOUSING STRATEGIES FURTHER
19 CONCENTRATING HOUSING GROWTH IN TRANSIT-RICH AREAS
20 SPECIFICALLY BY INCREASING THE DEVELOPMENT CAPACITIES,
21 FOCUSING MORE ON THE AFFORDABLE HOUSING MONEYS IN TRANSIT-RICH
22 AREAS AND PRIORITIZING TRANSIT-RICH AREAS IN MALL AND OFFICE
23 PARK PUBLIC LAND PROJECTS AND MODIFYING STRATEGIES FOR
24 INCREASED AVAILABILITY CAPACITY FOR JOBS IN TRANSIT-RICH AREAS
25 AND ADDS ECONOMY STRATEGY TO CHARGE AN OFFICE DEVELOPMENT

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22

1 BASED WORKPLACE RELATED. ATTRACTING URBAN GROWTH BOUNDARIES
2 WITH EN FOUR TO ALIGN CITY LIMES CONSTRAINING GROWING OUTSIDE
3 EXISTING BOUNDARIES TO REDUCE DEVELOPMENT FOOTPRINT ON FOCUS
4 GROWTH ON TRANSIT CITY CENTERS ON THE TRANSPORTATION FRONT
5 MODIFYING STRATEGIES PROJECTS ELIMINATING INTERCHANGE
6 EXTENSIONS, 680, WIDENING S 44 AND 239 AS WELL AS WIDENING
7 EXPRESS LANE PROJECTS. USING MONEY ON LOCAL TRANSIT FREQUENCY
8 BOOSTS LIKE MUNI, VTA, AND AC TRANSIT. ALTERNATIVE TWO
9 MODIFIES THE STRATEGIES AND GROWTH GEOGRAPHIES IN A DIFFERENT
10 WAY WE REFER TO THIS AS THE HIGH-RESOURCE AREA OR HRA FOCUS
11 ALTERNATIVE FOCUSING SUBSTANTIALLY HIGHER SHARE OF GROWTH IN
12 HRAS ESPECIALLY THOSE IN JOB RICH EXCLUSIONARY CITIES AND
13 NEIGHBORHOODS LOCATED IN THE SOUTH BAY. TO SUPPORT THE GROWTH
14 PATTERN IN REGIONAL EQUITY GOALS INFRASTRUCTURE FUNDING FOR
15 MAJOR REGIONAL AND INTERNATIONAL RAIL EXPANSION PROJECTS WOULD
16 BE REDUCED AND GREATER FUNDING PROVIDED TO LOCAL BUS FREQUENCY
17 AND INCREASED EXPRESS EXPANDED TRANSIT FARE DISCOUNT PROGRAMS
18 ENHANCED NON-MOTORIZED INFRASTRUCTURE. SPECIFICALLY THE
19 ALTERNATIVE MODIFIES A SUITE OF STRATEGIES H3 TO ENABLE
20 GREATER CAPACITY INCREASE IN JOB RICH EXCLUSIONARY CITIES AND
21 THEIR NEIGHBORS WHILE BANNING CAPACITY INCREASES BEYOND LOCAL
22 ZONING IN EQUITY PRIORITY COMMUNITIES. MODIFIES THREE MORE
23 HOUSING STRATEGIES TO SHIFT THE AFFORDABLE HOUSING PRODUCTION
24 TO HRAS AND SCALES BACK MALL, OFFICE, AND PUBLIC LAND PROJECTS
25 OUTSIDE OF HRSS. AND TO MAXIMIZE DEVELOPABLE LAND FOR HOUSING

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23

1 IN THESE JOB RICH EXCLUSIONARY JURISDICTIONS AND THE OFFICE
2 DEVELOPMENT CAP STUDIED? HORIZON WOULD BE REVIVED AS A
3 STRATEGY IN THIS ALTERNATIVE WHILE ELIMINATING STRATEGY EC
4 FOUR. LASTLY THE ALTERNATIVE WOULD POSTPONE REGIONAL AND
5 INTER-REGIONAL RAIL PROJECTS SOME OF WHICH HAVE DISPLACEMENT
6 INDUCING IMPACTS IN LIEU OF TARGETED TRANSPORTATION
7 INVESTMENTS TO SUPPORT AFFORDABLE LIFE STYLES IN THESE AREAS
8 THAT ARE PRIORITIZED FOR ADDITIONAL HOUSING GROWTH. EXPANDING
9 STRATEGY ADDITIONAL LOW INCOME HOUSEHOLDS FUNDING BIKE PED
10 IMPROVEMENT HIGH-RESOURCE COMMUNITIES UNDER STRATEGY TE
11 FUNDING MORE BUS FREQUENCY BOOST CAPACITY EXPANSIONS ON VTA
12 LIGHT RAIL UNDER STRATEGY T10 AND BOOSTING EXPRESS BUS
13 FREQUENCIES ON AC TRANSIT AND EXPRESS BUS LINES FROM VALLEJO
14 TO SAN FRANCISCO. SAN FRANCISCO TO SAN JOSE IN T12. BY
15 INVESTING IN \$33 BILLION DOLLARS ON STRATEGIES TO LOWER VMTS
16 IN URBAN COMMUNITIES, CHANGES WOULD NEED TO BE MADE TO
17 STRATEGY T11 REGIONAL AND INTER-REGIONAL RAIL. THE CHANGES
18 HERE WOULD ADJUST THE PHASING OF INVESTMENTS POSTPONING PERIOD
19 ONE RAIL PROJECTS LIKE CALTRAIN DOWNTOWN EXTENSION, VALLEY
20 LINK AND SOUTH BAY CONNECT TO AFTER 2035 AND BY SHIFTING
21 PERIOD TWO PROJECTS TO THE YEARS BEYOND 2050, OUTSIDE THE
22 PLAN'S SCOPE INCLUDING LINKS TO DUMBARTON RAPID TRANSIT AND
23 CALTRAIN HIGH SPEED RAIL AND IMPROVEMENTS SOUTH OF SAN JOSE.
24 PROJECTS WOULD BE USED PROPORTIONATELY FOR COMMUTERS AND LOCAL
25 TRANSIT IMPROVEMENTS WHERE MORE EQUITY ORIENTED ALTERNATIVE

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24

1 WOULD BE TARGETED. IF THIS ALTERNATIVE IS SELECTED FOR THE
2 FINAL PLAN DELAYING PERIOD ONE PROJECTS TO PERIOD TWO DO NOT
3 PRECLUDE IMPORTANT PLANNING DESIGN AND ENGINEERING WORK IF NEW
4 REVENUES ARE IDENTIFIED THE PROJECTS COULD BE ADVANCED BACK TO
5 PERIOD ONE THROUGH A PLAN AMENDMENT OR SUBSEQUENT ITERATION OF
6 PLANNED BAY AREA. WITH ALL THAT CONTEXT OUT OF WAY OF
7 CHALLENGES TO ALTERNATIVES. WE MONITOR OUTCOMES. CHANGES
8 TRAJECTORY FOR A FOCUSED GROWTH IN ALTERNATIVE ONE AND A HIGH-
9 RESOURCE AREA FOCUS THE APPROACH IN ALTERNATIVE TWO, HOW WOULD
10 THEY YIELD DIFFERENT LAND USE PATTERNS IN THE POLICY CHANGES.
11 THIS TABLE SHOWS HOW THEY DIFFER FROM THE DRAFT PLAN BOTH IN
12 WHERE HOUSING IS WHERE JOBS ARE AND HOW THAT WOULD EFFECT
13 JOBS/HOUSING BALANCE. THERE IS MORE INFORMATION ON THE
14 SPECIFICS OF THE GROWTH PATTERN IN THE DRAFT EIR LET'S GO
15 THROUGH THE HIGHLIGHTS HERE. IN THE NO PROJECT NOT
16 SURPRISINGLY NOT WITHOUT ANY HOUSING STRATEGIES OR FOCUSED
17 GROWTH GEOGRAPHIES WE WOULD EXPECT A DISPERSED GROWTH PATTERN
18 OUTSIDE OF URBAN GROWTH BOUNDARIES MORE GROWTH OCCURRING IN
19 COUNTIES LIKE CONTRA COSTA FOR EXAMPLE. JOB GROWTH MORE
20 CONCENTRATED IN A PROJECT ALTERNATIVE SHIFTING LOCATION OF
21 JOBS TO HOUSING-RICH COMMUNITIES ANTICIPATING JOBS CONTINUING
22 TO CLUSTER TO A GREATER EXTENT IN SAN FRANCISCO AND SILICON
23 VALLEY. OBVIOUSLY THOSE TRENDS ARE PULLING IN OPPOSITE
24 DIRECTIONS WITH THAT SORT OF GROWTH PATTERN WE WOULD SEE
25 CONTINUED IMBALANCES IN TERMS OF JOBS AND HOUSING IN THE EAST

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25

1 BAY AND WEST BAY AND NORTH BAY AND SOUTH BAY. LET'S GO TO
2 ALTERNATIVE ONE WITH TRANSIT SET OF ORIENTED CHANGES. GROWTH
3 PATTERN OF HOUSING THAT IS MORE CONCENTRATED WITH MORE GROWTH
4 IN TRANSIT-RICH AREAS. MEANS THERE WOULD BE MORE HOUSING IN
5 TRANSIT-RICH PLACES LIKE SAN FRANCISCO AND SAN MATEO COUNTIES
6 COMPARED TO THE DRAFT PLAN. AS A RESULT, THIS ALTERNATIVE HAS
7 THE HIGHEST SHARE OF GROWTH NEAR TRANSIT OF ANY ALTERNATIVE
8 MORE THAN NINE OUT OF TEN NEW HOMES WOULD BE WITHIN A SHORT
9 WALK OF FREQUENT TRANSIT. JOBS WOULD CLUSTER NETRANSIT IN THE
10 STRATEGY MORE GROWTH ALONG THE CONTRA COSTA COUNTY BART
11 STATION AREAS IN THIS ALTERNATIVE. IN THIS GROWTH PATTERN IN
12 TERMS OF JOBS/HOUSING BALANCE WITH MORE JOBS IN THE EAST BAY
13 AND MORE HOUSING IN THE WEST BAY AREA DOUBLES DOWN ON SOME OF
14 THE SUCCESS AREAS OF THE DRAFT PLAN AND YIELDS A BALANCED
15 GROWTH PATTERN ESPECIALLY IN JOB RICH SAN FRANCISCO AND CONTRA
16 COSTA. FOCUSING ON ALTERNATIVE TWO WITH HIGHS RESOURCE AREAS
17 SHIFTING MORE HOUSING TO THOSE AREAS ESPECIALLY THOSE THAT ARE
18 JOB RICH EXCLUSIONARY PLACES YIELDS MORE GROWTH IN SANTA CLARA
19 COUNTY WITH LESS GROWTH IN COMMUNITIES LIKE SAN FRANCISCO.
20 THAT CAME AT A COST BY BANNING NEW OFFICE BUILDINGS AND LARGE
21 CHUNKS OF SILICON VALLEY CAUSING EMPLOYERS LOOKING FOR
22 COMMUNITIES TO RELOCATE THEIR FUTURE WORKFORCE MANY CHOOSING
23 TO SETTLE IN SAN FRANCISCO INSTEAD OF CREATING MORE
24 CONCENTRATED GROWTH PATTERN IN THE CITY. RESULTING IN A LESS
25 BALANCE PATTERN WITH AN WITH MORE JOB RICH SAN FRANCISCO.

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1 THERE ARE HUNDREDS OF METRICS INCLUDED IN THE DRAFT PLAN AND
2 EIR: THESE ARE FOUR THAT HELP TELL THE STORY OF THE
3 ENVIRONMENTAL AND EQUITY OUTCOMES RELATED TO THE VARIOUS
4 ALTERNATIVES. STARTING WITH ENVIRONMENTAL ISSUES ON THE LEFT,
5 YOU WILL SEE THE GREENHOUSE GAS PERFORMANCE BETWEEN THE DRAFT
6 PLAN AND THE ALTERNATIVES. DIFFERENCES ARE IN JUST THE 10THS
7 OF THE PERCENTAGE POINT WE FOUND ALTERNATIVE TWO IS SLIGHTLY
8 BETTER THAN THE OTHER ALTERNATIVES IN PART BECAUSE IT PAIRED
9 TARGETING VMT REDUCING INVESTMENTS WITH THE ADDITIONAL GROWTH
10 PATTERN ALTERNATIVE. LONGER TERM HOWEVER THE STORY IS
11 DIFFERENT ALTERNATIVE ONE BY THE YEAR 2050 WOULD OUTPERFORM
12 THE ALTERNATIVES FOR GREENHOUSE GAS EMISSIONS AND DOES THE
13 BEST JOB REDUCING VMT. SO BECAUSE THE 2035 GHG TARGET IS ONE
14 OF DOZENS OF ENVIRONMENTAL IMPACTS AND THE FOOTPRINT OF
15 ALTERNATIVE ONE IS SMALLER THAN THE OTHER ALTERNATIVES,
16 ALTERNATIVE ONE, ULTIMATELY PERFORMED THE BEST ON
17 ENVIRONMENTAL ISSUES DUE TO ITS CONTRACTED FOOTPRINT AND
18 ELIMINATION OF ALL HIGHWAY EXPANSIONS. AND SO DESPITE THAT
19 PERFORMANCE ON THE GHG TARGET THE PREPONDERANCE OF THOSE
20 IMPACTS IDENTIFIES THAT ONE IS THE SUPERIOR ALTERNATIVE. LET'S
21 SWITCH GEARS TO EQUITY. ASKING TO YOU HONE IN ON THE TOPIC OF
22 DISPLACEMENT AND GENTRIFICATION AS PART OF THE EIR ANALYSIS AS
23 PART OF ALTERNATIVE TWO AND WE SOME INTERESTING FINDING HERE
24 AS WELL. THREE KEY METRICS TO TRY TO TELL THE STORY OF WHAT IT
25 WOULD BE LIKE TO BE A LOW INCOME HOUSEHOLD IN EACH OF THESE

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1 DIFFERENT ALTERNATIVES. STARTING WITH AFFORDABILITY WITH THE
2 EXCEPTION OF THE NO PROJECT ALL ALTERNATIVES PERFORMED
3 SIMILARLY ON THIS METRIC SURPRISING GIVEN THEY HAVE SIMILAR
4 FUNDING LEVELS FOR AFFORDABLE HOUSING SIMILAR STRATEGIES IN
5 AFFORDABILITY ALTERNATIVES START OUT ON A LEVEL PLAYING FIELD
6 FOR THE DRAFT PLAN. LET'S START AT THE THIRD COLUMN SHOWING
7 HOUSEHOLD SHARE IN HIGH-RESOURCE AREAS DOES THE ALTERNATIVE
8 PROMOTE INCLUSIVE COMMUNITIES. THE DRAFT PLAN RELEASE THE
9 SHARE OF LOW INCOME HOUSEHOLDS TO HIGH-RESOURCE AREAS TO 24%
10 ALTERNATIVE 1 AND 2 PERFORM SLIGHTLY BETTER AT 25 AND 27%
11 RESPECTIVELY. BECAUSE LOW INCOME HOUSEHOLDS HAVE A GREATER
12 OPPORTUNITY TO RELOCATE TO DEED RESTRICTED UNIT IN HIGH-
13 RESOURCE AREAS IN ALTERNATIVE TWO, WE HAVE IDENTIFIED
14 ALTERNATIVE TWO AS RANKING HIGHER ON THIS METRIC. THE LAST
15 METRIC DISPLACEMENT RISK AND EQUITY PRIORITY COMMUNITIES THAT
16 HAVE A HIGHER SHARE OF LOW INCOME OR COMMUNITIES OF COLOR.
17 COMPLICATED STORY HERE. FIRST OF ALL, WE KNOW THAT THE LACK OF
18 HOUSING PRODUCTION, ESPECIALLY THE AFFORDABLE HOUSING IN THE
19 REGION'S CORE HAS BEEN A KEY DRIVER IN THE DISPLACEMENT OF LOW
20 INCOME HOUSEHOLDS AND PERSONS OF COLOR TO OUTLYING AREAS.
21 LOOKING AT THESE EIR ALTERNATIVES HELPS US UNDERSTAND THE
22 STRATEGIES AND VARIOUS GROWTH PATTERNS CAN CHANGE THAT GOING
23 FORWARD. WE CAN'T FORECAST DISPLACEMENT IN OUR ANALYSIS
24 BECAUSE IT WOULD REQUIRE KNOWING WHY SOMEBODY MOVES. BUT WE
25 CAN LOOK AT AREAS LOSING LOW INCOME HOUSEHOLDS OVER THE

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1 PLANNING PERIOD AND GET A SENSE OF THOSE COMMUNITIES CHANGING.
2 WHAT WE DON'T KNOW IS THE CAUSE OF THE LOSS. WAS THE LOSS OF
3 LOW-INCOME HOUSEHOLDS DUE TO GENTRIFICATION PUSHING RESIDENTS
4 OUT OR VOLUNTARILY RELOCATION TO ANOTHER COMMUNITY WITH HIGHLY
5 RANK SCHOOLS. WE CAN SAY THERE ARE FLAGS IN THE CHARACTERISTIC
6 OF THE COMMUNITY AND GIVES A SENSE OF STABILITY OVER TIME AND
7 RAISES A FUNDAMENTAL PUBLIC POLICY QUESTION WHAT SHARE OF
8 AFFORDABLE HOUSING SHOULD BE IN EXISTING PRIORITY COMMUNITIES.
9 WHAT HAVE WE LEARNED HERE NO PROJECT ALTERNATIVE HAS HIGHEST
10 DISPLACEMENT RISK IN THESE COMMUNITIES IN PART BECAUSE IT HAS
11 THE FEWEST AFFORDABLE HOUSING INVESTMENTS DRAFT PLAN FELL IN
12 THE MIDDLE OF THE PACK WITH 40% OF COMMUNITIES SEEING SOME
13 LEVEL OF DISPLACEMENT RISK OR CHANGE BETWEEN 2015 AND 2050.
14 ALTERNATIVE ONE, THE HIGHEST LEVEL OF GROWTH NEAR TRANSIT IN
15 URBAN CORE OF SAN FRANCISCO ACTUALLY RANKED THE BEST FOR THIS
16 METRIC BY BUILDING MORE HOUSING ESPECIALLY AFFORDABLE HOUSING
17 IN TRANSIT-RICH COMMUNITIES WHICH OFTEN OVERLAP WITH EQUITY
18 PRIORITY COMMUNITIES. THIS ALTERNATIVE PROVIDED A GREATER
19 LEVEL OF COMMUNITY STABILITY TO RESIDENTS. WHILE ALTERNATIVE
20 TWO PERFORMED WORSE THAN THE DRAFT PLAN, AS MORE AFFORDABLE
21 HOUSING WAS LOCATED OUTSIDE OF EQUITY PRIORITY COMMUNITIES
22 THESE RESIDENTS MIGHT EXPERIENCE GREATER PRESSURE TO RELOCATE
23 TO HIGHER RESOURCE COMMUNITIES OVER TIME. ULTIMATELY IT'S A
24 POLICY TRADEOFF QUESTION. THE TYPE OF MOVING TO OPPORTUNITY
25 DOES YIELD BENEFITS FOR COMMUNITIES AS COMMUNITIES ACROSS THE

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1 REGION BECOME MORE INTEGRATED BUT IT MIGHT LEAD TO CHANGES IN
2 COMMUNITY CHARACTERISTIC IN TODAY'S EQUITY PRIORITY
3 COMMUNITIES AS THEY EXPERIENCE GENTRIFICATION AS HOUSEHOLDS
4 RELOCATE. AND IT COMES BACK TO THE FUNDAMENTAL QUESTION OF
5 BALANCE, WHERE SHOULD FUTURE AFFORDABLE HOUSING BE IN THE
6 REGION? AND WHAT'S THE RELATIVE PRIORITY BETWEEN STABILIZING
7 COMMUNITIES AT RISK OF DISPLACEMENT AND CREATING NEW
8 AFFORDABLE COMMUNITIES IN TRADITIONALLY EXCLUSIVE PLACES. SO
9 IF EACH OF THESE ALTERNATIVES STRIKES A DIFFERENT BALANCE BUT
10 ARGUABLY ALTERNATIVE ONE PERFORMED THE BEST. THANK YOU FOR
11 YOUR PATIENCE WITH ALL OF THE DETAILS ON THE DRAFT PLAN TODAY
12 I'LL UNDERSCORE I'M NOT GOING TO RUN THROUGH ALL, ON THIS
13 SLIDE, THE FINAL FINDINGS THE PLAN VERSUS THE NO PROJECT WE
14 SEE HUGE BENEFITS OF THE STRATEGIES AND PUTS THE REGION ON A
15 BETTER PATH. ALTERNATIVE ONE, IN PARTICULAR WITH FOCUS ON
16 SHRINKING URBAN GROWTH BOUNDARIES AND SCALING BACK HIGHWAY
17 INVESTMENTS WOULD HAVE THE LEAST ENVIRONMENTAL IMPACTS AND
18 ALSO HAVE THE LOWEST DISPLACEMENT RISK, AND ALTERNATIVE TWO,
19 SHOWED US HOW THE REVISED STRATEGIES THERE, COMBINED WITH
20 COMPLIMENTARY TRANSPORTATION INVESTMENT CAN ALLOW FOR MORE LOW
21 INCOME RESIDENTS TO RELOCATE TO HIGH-RESOURCE AREAS. NEXT
22 SLIDE. SO WHAT'S NEXT AFTER THIS MILESTONE? NEXT SLIDE. THE
23 PUBLIC REVIEW PERIOD IS NOW UNDERWAY, IF YOU GO TO THE NEXT
24 SLIDE, PLEASE. COMMENTS ARE DUE BY 5:00 P.M. JULY 20TH. THERE
25 IS MORE INFORMATION ON PLANNEDBAYAREA.ORG. WE'RE HOLDING FOUR

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1 WORKSHOPS AND THREE 2-PART PUBLIC HEARINGS, INCLUDING A TWO
2 PART PUBLIC HEARING AFTER THIS ITEM TODAY WHERE WE CAN TAKE
3 COMMENTS FROM THE PUBLIC. VIDEOS ONLINE, YOUTH VIDEO CHALLENGE
4 AND A VIRTUAL TRIBAL SUPPLEMENT AND BOTTOM LINE THERE ARE A
5 LOT OF OPPORTUNITIES BETWEEN NOW AND JULY 20TH FOR THE PUBLIC
6 TO MAKE ALL OF THEIR VOICES HEARD ON THE PUBLIC COMMENT. THIS
7 LAST SLIDE PROVIDES CONTEXT WHAT HAPPENS NOW AND BETWEEN THE
8 FALL. AS WE GO INTO SUMMER, IN JULY WE WILL WRAP UP PUBLIC
9 WORKSHOPS AND REVIEW COMMENTS RECEIVED AND SEND A REPORT-OUT
10 TO ALL OF YOU IN AUGUST ON THE FEEDBACK RECEIVED. THE
11 PARTNERSHIP PHASE FOR THE IMPLEMENTATION PLAN WILL BE REALLY
12 AT THE CENTER OF THE STAGE, AS NOTED EARLIER, WITH CONTINUED
13 DISCUSSIONS WITH PARTNERS TO SOLIDIFY ROLES AND PARTNERSHIPS
14 THROUGH EARLY SEPTEMBER. THE FINAL EIR WILL REQUIRE
15 DISCUSSIONS AND DECISIONS. FUNDAMENTALLY WITH THE BOARD AND
16 COMMISSION WE'LL NEED TO DECIDE WHETHER TO DRAFT PLAN AS THE
17 FINAL PLAN OR SELECT AN ALTERNATIVE. IT'S NOT POSSIBLE TO MIX
18 AND MATCH THE ALTERNATIVES AT THE 11TH HOUR BUT THE COMMISSION
19 AND BOARD COULD CHOOSE TO APPROVE ANY OF THE ALTERNATIVES OR
20 DIRECT STAFF TO STUDY HYBRID SET OF STRATEGIES AS ALTERNATIVE.
21 STRATEGIES WITH ALTERNATIVE 1 AND 2 WOULD LIKELY REQUIRE
22 ADDITIONAL MONTHS ASSUMING NO ADDITIONAL PUBLIC ENGAGEMENT
23 WHERE THE LATTER APPROACH MIXING AND MATCHING STRATEGIES WOULD
24 LIKELY DELAY PLAN ADOPTION AND PROJECT SPONSORS AND COUNTIES
25 AND CITIES WOULD BE IMPACTED DURING THE GRAY PERIOD DURING

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1 WHICH THE TRANSPORTATION IMPROVEMENT PROGRAM CANNOT BE
2 AMENDED. THIS WOULD HAVE IMPACTS ON THE ABILITY OF SOME
3 PROJECT SPONSORS TO ADVANCE THEIR TRANSPORTATION PROJECTS AND
4 COULD ALSO PUT THE REGION IT'S RISK FOR NOT BEING ELIGIBLE FOR
5 FEDERAL AND STATE FUNDS DURING THAT PERIOD. HOWEVER IF THE
6 DRAFT PLAN IS ADVANCED WE WOULD REMAIN ON TRACK FOR FALL
7 ADOPTION AND WE ARE SCHEDULED TO BRING THE FINAL PLANNED BAY
8 AREA 2050 TO MTC AND ABAG IN OCTOBER AND SUBMIT THE PLAN FOR
9 FINAL APPROVAL BY FEDERAL AND STATE AGENCIES. THANK YOU FOR
10 YOUR PATIENCE WITH THE PATIENCE TODAY. AND I WOULD BE HAPPY TO
11 TAKE QUESTIONS
12
13 **JAMES P. SPERING, MTC CHAIR:** DAVID, DO YOU HAVE A QUESTION?
14
15 **DAVID E. HUDSON:** I MISSED IT, ALMOST LIKE YOU SAID,
16 ALTERNATIVE THREE, BUT THE EXTENSION, TIME FRAME, EXTENSION,
17 FOR VALLEY LINK TO 2035 WAS WHICH ALTERNATIVE? >DAVE VAUTIN:
18 THAT'S ALTERNATIVE TWO.
19
20 **DAVID E. HUDSON:** THANK YOU.
21
22 **JAMES P. SPERING, MTC CHAIR:** RAFAEL, MANDELMAN.
23
24 **RAFAEL MANDELMAN:** THANK YOU. I HAVE A COUPLE OF QUESTIONS
25 ABOUT THE PLAN, ITSELF, AND A COUPLE OF QUESTIONS ABOUT THE

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1 EIR. ON THE PLAN, I WANT TO CONFIRM SOME THINGS THAT HAVE BEEN
2 -- I BELIEVE, STATED TO OUR TRANSPORTATION AUTHORITY STAFF,
3 BUT I WANT TO MAKE SURE THEY'RE ACTUALLY CORRECT. ONE OF MY
4 QUESTIONS IS ON THE DRAFT TRANSPORTATION PROJECT LIST THE
5 OTHER IS ON THE PRIORITY CONSERVATION AREAS. ON THE
6 TRANSPORTATION PROJECT LIST, OUR CTA STAFF HAVE INDICATED THAT
7 THERE WERE SEVERAL CHANGES TO THE LIST FROM THE VERSION THAT
8 WAS APPROVED IN SEPTEMBER 2020, THAT THERE WERE SOME IMPORTANT
9 SAN FRANCISCO PROJECTS THAT APPEARED TO DROP OFF INCLUDING OUR
10 TRAIN CONTROL SYSTEM. WE UNDERSTAND THAT AT MTC STAFF HAVE
11 GIVEN ASSURANCES THAT THE SAN FRANCISCO PROJECTS LISTED IN THE
12 PREVIOUSLY APPROVED LIST ARE STILL INCLUDED, AND THAT YOU'RE
13 WORKING WITH CTA STAFF TO SPECIFICALLY NAME THOSE PROJECTS AND
14 THAT'S IMPORTANT FOR US TO INCREASE OUR CHANCE OF GETTING
15 FEDERAL AND STATE FUNDING FOR THOSE PROJECTS, AND I JUST WANT
16 TO MAKE SURE THAT OUR STAFF'S UNDERSTANDING OF WHAT IS GOING
17 ON IS CORRECT. >DAVE VAUTIN: THAT'S CORRECT. WE WILL BE
18 MAKING SURE THAT THOSE PROJECTS ARE LISTED IN THE DESCRIPTION.
19 THOSE PROJECTS ARE CONTINUED TO BE INCLUDED AND THERE HAVE
20 BEEN NO CHANGES TO THE ACTUAL INVESTMENT IN THE PLAN. WE'LL
21 MAKE SURE THAT THE PROJECT DESCRIPTION ACKNOWLEDGES THOSE
22 SPECIFIC PROJECTS.
23
24 **RAFAEL MANDELMAN:** GREAT. THANK YOU. AND SIMILAR CONFIRMATIONS
25 ON THE SAN FRANCISCO'S PRIORITY CONSERVATION AREAS, HAVE NOT

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1 BEEN INCLUDED IN THE DRAFT MAP, AND THAT INCLUDES TREASURE
2 ISLAND, EXCELSIOR, LAKES, OCEAN BEACH, WATERFRONT AND CENTRAL
3 WATERFRONT AND WE THINK THAT'S AN OVERSIGHT, STAFF THINKS IT'S
4 AN OVERSIGHT THAT'S GOING TO BE ADDED TO THE FINAL MAP BUT I
5 WANT TO ENSURE THAT A CORRECT UNDERSTANDING ON OUR STAFF'S
6 PART. >DAVE VAUTIN: SURE. WE FOUND A BIG WHERE THE DATA LAYER
7 FROM 2019 THIS APPLIES TO ALL COUNTIES IN THE PROCESS AND WILL
8 BE CORRECTED IN THE FINAL.
9
10 **RAFAEL MANDELMAN:** A LITTLE BIT FUNKY ABOUT WHAT GOT SPIT OUT
11 IN THE FINAL MODELING, THE ALTERNATIVE CONCENTRATING HOUSING
12 GROWTH IN JOB RICH AREAS AND RESULTS IN LESS HOUSING IN SAN
13 FRANCISCO AND DELAYS WHAT WE THINK ARE PRETTY IMPORTANT
14 TRANSPORTATION INVESTMENT IN SAN FRANCISCO ALSO RESULTS IN
15 MORE JOBS IN SAN FRANCISCO AND THAT STRUCK US AS BIZARRE, AND
16 WEIRD. AND CAN YOU TALK A LITTLE BIT MORE ABOUT WHY THAT IS?
17 AND HOW THAT MAKES SENSE? >DAVE VAUTIN: YEAH. IT'S A GREAT
18 QUESTION. BECAUSE, A FIRST REACTION IS, CERTAINLY, WHY IS
19 THERE THIS IMBALANCE. TWO THINGS. ONE, IN ORDER TO ENABLE THE
20 MAXIMUM AMOUNT OF HOUSING GROWTH IN THAT ALTERNATIVE IN THE
21 JOBS RICH EXCLUSIONARY PLACES, THERE WAS AN OFFICERS
22 DEVELOPMENT CAP PLACED ON MUCH OF SILICON VALLEY. AND WHAT
23 THAT BASICALLY MEANT IS NO OFFICE BUILDINGS COULD BE BUILT IN
24 THOSE PLACES SO IF YOU ARE A MAJOR TECH COMPANY AND YOU ARE
25 LOOKING TO LOCATE YOUR WORKFORCE SOMEWHERE, YOU WILL NEED TO

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1 LOOK AT OTHER LOCATIONS BECAUSE IN THAT ALTERNATIVE, THAT
2 STRATEGY PRECLUDES NEW OFFICE IN CERTAIN CITIES. AND SO, MANY
3 OF THOSE EMPLOYERS IN OUR MODELING INDICATES THAT MANY OF THEM
4 WOULD SHIFT SOME OF THEIR FUTURE OFFICE DEVELOPMENT PLANS TO
5 SAN FRANCISCO, IT'S AN ATTRACTIVE LOCATION FOR A LOT OF THOSE
6 TYPES OF JOBS, AND THAT SOME OF THOSE FUTURE BUILDINGS WOULD
7 BE BUILT IN SAN FRANCISCO AS OPPOSED TO IN THE SOUTH BAY. THE
8 OTHER THING WE SAW IS BECAUSE THE HOUSING DEVELOPMENT
9 CAPACITIES WERE LOWER IN SAN FRANCISCO IN THAT ALTERNATIVE
10 BECAUSE OF THE VARIOUS STRATEGIES, ON CERTAIN PARCELS, INSTEAD
11 OF BEING BUILT UP AS HOUSING, MAYBE AT A DENSER LEVEL THAN THE
12 DRAFT PLAN, IT'S NOW BEING BUILT UP AS OFFICE SPACE OR JOB
13 SPACE, INSTEAD. AND THAT'S ULTIMATELY BECAUSE, WHEN WE LOOK AT
14 THE FORECAST FOR DIFFERENT PARCELS, THE DEVELOPER HAS TO MAKE
15 A CHOICE IF THEY'RE ONLY ALLOWED TO BUILD A CERTAIN NUMBER OF
16 UNITS AND IT'S A LOWER LEVEL THEY MIGHT GO WITH OFFICE USE OR
17 MIXED USE THOSE ARE THE TRADE-OFFS WE SAW IN THAT ALTERNATIVE.
18
19 **RAFAEL MANDELMAN:** I'M SORRY, THE VMT BASED FEE WAS PUT INTO
20 ALTERNATIVE TWO, BUT NOT ONE? >DAVE VAUTIN: VMT BASED FEE WAS
21 IN ALTERNATIVE ONE AND THE OFFICE DEVELOPMENT CAP IS
22 ALTERNATIVE ONE. OFFICE DEVELOPMENT CAP IS A MORE AGGRESSIVE
23 STRATEGY ON THAT FRONT.
24

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1 **RAFAEL MANDELMAN:** IT WOULD BE INTERESTING TO SAY, YOU COULD
2 MODEL THIS IN DIFFERENT WAYS BUT IT WOULD ALSO BE INTERESTING
3 TO SEE WHAT WOULD HAPPEN WITH THAT OFFICE FEE IN ALTERNATIVE
4 TWO. >DAVE VAUTIN: ACTUALLY THAT WAS THE DRAFT BLUEPRINT, IF
5 YOU RECALL IN THE DRAFT BLUEPRINT WE LOOKED AT THAT OFFICE,
6 THE VMT BASED DEVELOPMENT FEE AND IT WAS ONE OF THE DRIVERS
7 THAT CAUSED THE SOUTH BAY TO SEE MORE HOUSING IN THAT
8 ALTERNATIVE. THE OFFICE DEVELOPMENT CAP IS A MORE AGGRESSIVE
9 APPROACH TO TRY TO MAXIMIZE CAPACITY IN THOSE JURISDICTIONS.
10
11 **RAFAEL MANDELMAN:** OKAY. ALL RIGHT. THANK YOU.
12
13 **JAMES P. SPERING, MTC CHAIR:** PAT EKLUND.
14
15 **PAT EKLUND:** THANK YOU VERY MUCH, CHAIR SPERING. I HAVE TWO
16 QUESTIONS. ONE, ON THE EIR, AND ONE ON THE IMPLEMENTATION
17 PLAN. I'M GOING TO TAKE THE LATTER FIRST. ON PAGE 117, THERE
18 IS A SENTENCE, IT SAYS "THE ACTION PLAN FOCUSED ON AREAS WHERE
19 THE PLAN'S PERFORMANCE WAS MOVING SIGNIFICANT WRONG DIRECTION
20 AND SOUGHT TO ADDRESS EMERGING POLICY ISSUES SUCH AS HOUSING
21 AND RESILIENCE." WHERE IS THE ANALYSIS OF THAT, THAT LEADS US
22 TO THAT STATEMENT? >DAVE VAUTIN: I BELIEVE THAT'S REFERRING
23 TO THE PLANNED BAY AREA 2040 ACTION PLAN, THIS IS FOUR YEARS
24 AGO, THERE WERE A COUPLE OF ISSUE AREAS WHERE THE PLAN
25 PERFORMANCE METRICS WEREN'T MOVING IN THE RIGHT DIRECTION AND

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1 THAT WAS THE ANALYSIS THAT LEAD TO THE ACTION PLAN
2 PRIORITIZING THOSE TOPICS WITH THIS CYCLE WITH THE
3 IMPLEMENTATION PLAN WE LOOKED COMPREHENSIVE ACROSS THE ENTIRE
4 PLAN AND IDENTIFIED IMPLEMENTATIONS OPTIONS FOR ALL THE
5 STRATEGIES.

6
7 **PAT ECKLUND:** CAN YOU ACCEPTED ME A LINK TO WHERE THE MATERIAL
8 IS? >DAVE VAUTIN: YES.

9
10 **PAT ECKLUND:** I WOULD LIKE TO KNOW WHAT SPECIFICALLY WAS GOING
11 IN THE WRONG DIRECTION. SO THAT WOULD BE HELPFUL. AND THEN,
12 SECOND QUESTION, IS, IF ABAG, MTC, CHOSE THE ENVIRONMENTALLY
13 SUPERIOR ALTERNATIVE, AND I KNOW THAT THERE IS A LOT OF, YOU
14 KNOW, ISSUES WITH THAT, WOULD IT CHANGE THE HOUSING
15 DISTRIBUTION IN THE SAN FRANCISCO BAY AREA? SO WOULD WE HAVE
16 TO REDO THE METHODOLOGY? OR, WHAT IMPLICATIONS, FOR THE
17 HOUSING NUMBERS, WOULD THAT HAVE IF WE CHOSE THAT ENVIRONMENT
18 ALTERNATIVE. >DAVE VAUTIN: THE ABAG APPROVED THE FINAL
19 METHODOLOGY WHICH BAKES IN THE DRAFT PLAN. THESE TWO PROCESSES
20 ARE NOW PROCEEDING ON SEPARATE TRACKS ANY CHANGES TO THE
21 PREFERRED -- WHATEVER PREFERRED ALTERNATIVE IS SELECTED FOR
22 THE FINAL PLANNED BAY AREA 2050 WOULD NOT FEEDBACK INTO THE
23 RHNA PROCESS THE ALLOCATIONS HAVE BEEN ISSUED AND THE APPEALS
24 ARE UNDERWAY.

25

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1 **PAT ECKLUND:** THANK YOU.

2

3 **JAMES P. SPERING, MTC CHAIR:** ANY OTHER COMMENTS? I SEE NO
4 OTHER HANDS. MARTHA, DO WE HAVE ANY PUBLIC COMMENTS?

5

6 **CLERK, MARTHA SILVER:** BY ANY CHANCE, DID YOU WANT TO READ THAT
7 NOTE BEFORE I TOOK PUBLIC COMMENT?

8

9 **JAMES P. SPERING, MTC CHAIR:** I'M NOT FOLLOWING YOU. COUNSEL,
10 JUST TELL US WHAT YOU'RE TALKING ABOUT?

11

12 **MATT MALONEY:** CHAIR SPERING. MATT MALONEY, DIRECTOR OF
13 REGIONAL PLANNING, WE'RE ON ITEM FIVE, AN INFORMATIONAL ITEM
14 DISCUSSING THE PLAN AND EIR. PUBLIC HEARING IS ITEM SIX.

15

16 **JAMES P. SPERING, MTC CHAIR:** I KNOW THE PUBLIC HEARING. I'M
17 JUST SAYING, DO WE TAKE -- IS THERE ANYBODY WANTS TO COMMENT
18 ON WHAT WAS JUST PRESENTED? THAT'S WHAT I'M ASKING. DO WE HAVE
19 ANYBODY THAT WANTS TO COMMENT ON WHAT WAS JUST PRESENTED? I'M
20 GOING TO OPEN THE PUBLIC HEARINGS IN A MINUTE.

21

22 **CLERK, MARTHA SILVER:** THERE ARE A FEW MEMBERS OF THE PUBLIC
23 WITH THEIR HAND RAISED. FIRST UP IS TIM FRANK. GO AHEAD AND
24 UNMUTE YOURSELF. YOU HAVE TWO MINUTES. CHAIR SPERING? TWO
25 MINUTES?

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1

2 **JAMES P. SPERING, MTC CHAIR:** YES. TWO MINUTES.

3

4 **CLERK, MARTHA SILVER:** TIM FRANK, GO AHEAD.

5

6 **SPEAKER:** PERFECT. THANK YOU VERY MUCH. I WANT TO COMMENT
7 SPECIFICALLY ON SOME OF THE ISSUES THAT WERE RAISED IN THE
8 PRESENTATION JUST HEARD. JUST BY WAY OF INTRODUCTION, I'M TIM
9 FRANK, AND I'M REPRESENTING THE BUILDING AND CONSTRUCTION
10 TRADES COUNCIL OF ALAMEDA COUNTY. AND WE HAVE BEEN TRACKING
11 THE PLANNED BAY AREA FOR YEARS, AND BELIEVE OURSELVES TO BE A
12 SIGNIFICANT STAKEHOLDER IN THE SUCCESS OF THIS PLAN. AND WE'RE
13 REALLY EXCITED ABOUT WHAT WE THINK IS AN OPPORTUNITY TO
14 PARTICIPATE WITH YOU IN THE FINAL FEW MONTHS IN CORRECTING
15 WHAT WE THINK ARE SOME DEFICIENCIES HERE IN THE PLAN THAT ARE
16 WORTHY OF ATTENTION. SO, I JUST BRING YOUR ATTENTION TO THE
17 FACT THAT DAVE NOTED THAT HORIZON PLAN, WHICH IS SORT OF THE
18 ORIGINAL STUDY OF ECONOMIC DEVELOPMENT IN THE BAY AREA AND THE
19 CHALLENGES IT FACES, PRODUCED A REPORT THAT HAD 25 STRATEGIES,
20 AND IT WAS RECOGNIZED BY ALL TO BE SEVERELY DEFICIENCY AND IT
21 NEEDED CONTINUAL WORK. AND IT FELL SHORT ON A NUMBER OF
22 FRONTS. IT IDENTIFIES, FOR INSTANCE, THE BOOM AND BUST CYCLE,
23 ASSOCIATED WITH CERTAIN SECTORS BEING A PROBLEM BUT DIDN'T
24 HAVE STRATEGIES TO ADDRESS THAT. IF YOU LOOK AT THE FINAL 35
25 STRATEGIES INTRODUCED IN THE FALL OF 2020, THEY STILL,

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1 ACTUALLY, DON'T HAVE THE STRATEGIES TO ADDRESS THAT SPECIFIC
2 ISSUE. AND IT'S ACTUALLY SOMETHING OF A DEFICIENCY, WHICH WE
3 WOULD LIKE TO LOOK AT. AND IT IS INTERESTINGLY ENOUGH,
4 SOMETHING THAT WAS DISCUSSED EXTENSIVELY DURING THE CASA
5 PROCESS WHERE THE BUILDING TRADES PROVIDED AMPLE INPUT BUT
6 DIDN'T REALLY GET REFLECTED IN ANY OF THE STRATEGIES
7 INCORPORATED IN THE CURRENT DOCUMENT. SO THE BUILDING AND
8 CONSTRUCTION TRADES COUNCIL WOULD LIKE TO OFFER OUR SERVICES
9 AND PARTNER, A FORMAL PARTNER, WORKING WITH THE STAFF, AND
10 CONSIDERING STRATEGIES THAT MIGHT --

11

12 **CLERK, MARTHA SILVER:** THANK YOU, TIM. THAT'S TIME.

13

14 **SPEAKER:** THANK YOU VERY MUCH.

15

16 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, SIR.

17

18 **CLERK, MARTHA SILVER:** NEXT UP IS ROLAND. ROLAND, GO AHEAD AND
19 UNMUTE YOURSELF.

20

21 **SPEAKER:** THANK YOU. AND GOOD MORNING. YOU HAVE PROBABLY HEARD
22 THIS FROM ME, I DON'T KNOW IF YOU CAN BRING BACK SLIDE NUMBER
23 SEVEN, AND I HAVE MENTIONED THIS BEFORE. IT'S IN THE SCOPING
24 COMMENT, YOU HAVE TO MOVE THOSE TWO MASSIVE BUBBLES BACK TO
25 THE CENTER OF THE MAP. BECAUSE IF YOU DON'T, YOU ULTIMATELY

40

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1 GOING TO HAVE THE NO PROTECT ALTERNATIVE SANTA CLARA COUNTY.
2 AND THIS IS HAPPENING RIGHT NOW. THIS IS ABSOLUTELY MASSIVE
3 AFFORDABLE HOUSING GROWTH. NONE EXISTENT JOB GROWTH, AND
4 FREEWAY WIDENING WHICH CURRENTLY WE HAVE A MASSIVE CHOKE POINT
5 SOUTH OF GILROY, BECAUSE THEY'RE WIDENING FREEWAYS IN SAN
6 BENITO COUNTY. AND WE IN SANTA CLARA GET ALL OF THE MASSIVE
7 GROWTH. IN CLOSING, THERE ARE 21 COUNTIES IN 21, BUT WE'RE
8 ONLY PLANNING FOR NINE HERE. MAYBE WE CAN HAVE THIS DISCUSSION
9 LATER AT THE LEG COMMITTEE, BUT WHEN ARE WE GOING TO START
10 INTRODUCING LEGISLATION ADDRESSING THIS. IN CLOSING I'M GOING
11 TO READ AN E-MAIL I GOT FROM DAVE IN AUGUST 2020, AND IT
12 BASICALLY SAYS IN THE LONGER TERM PERHAPS SOME DAYS THERE WILL
13 BE ONE MPO FOR THE CALIFORNIA MEGA REGION OF COURSE SUPPORT
14 FROM ELECTED OFFICIALS ACROSS MANY CITIES AND COUNTIES, I'M
15 GOING TO TELL YOU WHAT ALTERNATIVE IS, WE'RE GOING TO HAVE A
16 SEPARATE MPO IN THE SOUTH BAY IF SOMETHING IS NOT ADDRESSED
17 ANY TIME SOON. THANK YOU.

18
19 **CLERK, MARTHA SILVER:** THANK YOU ROLAND. NEXT UP IS RICH
20 HEDGES. RICH, GO AHEAD AND UNMUTE YOURSELF.

21
22 **SPEAKER:** THANK YOU. THIS IS GOING TO BE TAKEN FOR COMMENT BOTH
23 ON 5 AND 6. I SPOKE WITH DAVE DURING THE PACT MEETING
24 YESTERDAY, AND I BELIEVE ALTERNATIVE ONE IS A SUPERIOR
25 ALTERNATIVE, NOT ONLY FOR THE COUNTIES NEAR AND WITHIN WHICH I

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1 LIVE, BUT ALSO FOR THE WHOLE BAY AREA. IT HAS THE MORE
2 POSITIVE ASPECTS WITH FEWER OF THE NEGATIVES OF ANY OF THE
3 OTHER PLANS. SO, I WOULD SUBMIT TO YOU THAT WE NEED DO
4 ALTERNATIVE ONE. THANK YOU. I'LL KEEP THIS SHORT.

5
6 **CLERK, MARTHA SILVER:** THANK YOU, RICH. NEXT UP IS PHONE
7 NUMBER ENDING IN 5555. GO AHEAD AND UNMUTE YOURSELF.

8
9 **SPEAKER:** HELLO. CAN YOU HEAR ME?

10
11 **CLERK, MARTHA SILVER:** YES, WE CAN, KEN.

12
13 **SPEAKER:** OKAY. I THINK THIS WHOLE PLAN IS REALLY A DISASTER,
14 ESPECIALLY'S ECONOMIC'S THE CONCEPT OF NOT CAPTURING
15 TRANSPORTATION INVESTMENTS THAT MAKE WAY MORE VALUABLE IS
16 REALLY WRONG WE'RE GIVING MILLIONS OF DOLLARS TO MAKE
17 DEVELOPABLE PROPERTY MORE VALUABLE AND THE PUBLIC IS PAYING
18 FOR THAT, AND THE PEOPLE THEY -- PAYING FOR IT. IF YOU DON'T
19 HAVE ANY FORM OF VALUE RECAPTURE THEN WE'RE GOING TO BE
20 RAISING TAXES IN PERPETUITY BECAUSE WE'RE NOT GOING TO HAVE
21 MONEY TO DO ANYTHING IF WOE HAD A FUND TO COLLECT AND CREATE
22 [INDISCERNIBLE] THEN WE COULD BALANCE THE BUDGET. WHO IS GOING
23 TO PAY FOR ALL THIS STUFF IN WHERE DO YOU SEE EQUITY. ALL LANE
24 TOLLING? WHAT'S THAT GOING TO DO? MAKE THE PRICE OF EVERYTHING
25 MORE EXPENSIVE WE'RE ON THE SAME PATH MAKING EVERYTHING MORE

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42

1 EXPENSIVE DRIVING LOW INCOME PEOPLE OUT AND WHERE IS THE
2 PARTICIPATION? WHEN THIS MODEL WAS INTRODUCED THE URBAN SIM
3 WAS GOING TO BE MADE AVAILABLE TO THE PUBLIC AND ELECTED
4 OFFICIALS AND THAT HASN'T HAPPENED. THE ONLY ONE THAT HAS
5 ACCESS IS STAFF. THAT DOESN'T MAKE A LOT OF SENSE. THANK YOU.

6
7 **CLERK, MARTHA SILVER:** LASTLY, ANTHONY. UNMUTE YOURSELF.

8
9 **SPEAKER:** GOOD MORNING. I'M VERY THANKFUL THAT THIS PLANNED BAY
10 AREA IS MOVING FORWARD, AND I REALLY AGREE WITH THE
11 COMMISSIONERS THAT WE DEFINITELY NEED TO INVEST IN A MUCH
12 BETTER FUTURE, ESPECIALLY, YOU KNOW, LIKE FOR TRANSPORTATION
13 PLANNING, LIKE YOURS, TRULY. HOWEVER, I AM PARTICULARLY
14 CONCERNED ABOUT THE ELECTRIC VEHICLES PORTION OF THE PLAN,
15 WHEREIN, AS YOU MENTIONED IN THE DRAFT PLANNED BAY AREA PLAN,
16 YOU ARE AL KATHY \$4 BILLION. I WOULD LIKE TO ASK, HOW MUCH OF
17 IT WILL GO TOWARDS ELECTRIFYING OUR PUBLIC TRANSPORTATION
18 NETWORK? ESPECIALLY WHEN THERE ARE, LIKE, WHEN THERE IS
19 ALREADY A MANDATE FROM THE STATE, THAT, YOU KNOW, LIKE, ALL
20 TRANSIT VEHICLES BEING PROCURED FROM, I BELIEVE THIS FISCAL
21 YEAR, MOVING FORWARD, TO BE ALL ELECTRIC, AND HOW FLEXIBLE IS
22 THE MTC TOWARDS, YOU KNOW, LIKE, ALLOCATING MORE MONEY TOWARDS
23 PURCHASING THESE ALL ELECTRIC VEHICLES? SO THAT WE CAN, YOU
24 KNOW, LIKE, WE CAN MOVE FORWARD WITH A GREENER AND MORE
25 SUSTAINABLE FUTURE, ESPECIALLY FOR ALTERNATIVE PUBLIC

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1 TRANSPORTATION OPTIONS, LIKE BUSES AND BICYCLES? THANK YOU
2 VERY MUCH.

3
4 **CLERK, MARTHA SILVER:** THAT WAS OUR LAST PUBLIC SPEAKER. NO
5 WRITTEN COMMENTS WERE RECEIVED FOR THIS ITEM.

6
7 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. OUR NEXT TWO
8 ITEMS ARE PUBLIC HEARINGS. AND, MATT AND MARTHA, I'M GOING TO
9 GO AHEAD AND DO THE INTRODUCTION HERE, AND IF I MISS SOMETHING
10 AT THE END, MAYBE YOU CAN HELP FILL IT IN. I WOULD LIKE TO
11 BEGIN WITH AGENDA ITEM 6A THE PUBLIC HEARING FOR DRAFT PLAN
12 BAY AREA 2050. THE PUBLIC HEARING IS NOW OPEN. I'M OPENING THE
13 PUBLIC HEARING AND IT IS BEING TRANSCRIBED. IF YOU WISH TO
14 TESTIFY PLEASE USE THE RAISED HAND FEATURE IN ZOOM OR PRESS
15 STAR NINE TO BE ADDED TO THE QUEUE. WAIT TO BE CALLED UPON AND
16 WHEN CALLED UPON, UNMUTE YOURSELF OR DIAL STAR SIX WE ASK THAT
17 EACH SPEAKER BE BRIEF, CONCISE, AND KEEP COMMENTS TO NO MORE
18 THAN TWO MINUTES. STAFF JUST PRESENTED A DRAFT PLAN, BAY AREA
19 2050, AND ITS SHARED HIGHLIGHTS OF THE DRAFT PLAN DOCUMENT.
20 DRAFT SUPPLEMENTAL REPORTS, THE DRAFT ENVIRONMENTAL IMPACT
21 REPORT, AND THE DRAFT IMPLEMENTATION PLAN. ALL OF THESE
22 DOCUMENTS ARE NOW POSTED ON THE PLANNED BAY AREA WEB SITES AT
23 PLANNEDBAYAREA.ORG. THE DAFT PLAN DOCUMENT, DRAFT BLUEPRINT
24 SUPPLEMENTAL REPORT, AND THE DRAFT IMPLEMENTATION PLAN WERE
25 POSTED ON WEDNESDAY, MAY 26TH, AND ALL DOCUMENTS ARE AVAILABLE

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1 FOR PUBLIC INSPECTION, FOR PUBLIC COMMENT, FOR THE PUBLIC
2 COMMENT PERIOD. WHICH WILL CLOSE AT 5:00 P.M. ON TUESDAY JULY
3 20TH, 2021. AND TO LEARN MORE OF THE VARIOUS WAYS TO SUBMIT
4 COMMENTS, PLEASE VISIT PLANNEDBAYAREA.ORG/LEARN MORE. IN MAY
5 LEGAL NOTICES WERE PUBLISHED IN MULTIPLE LANGUAGES IN
6 NEWSPAPERS THROUGHOUT THE BAY AREA ANNOUNCING THE OPENING OF A
7 55 DAY PUBLIC COMMENT PERIOD FOR THE DRAFT PLAN, DRAFT
8 SUPPLEMENTAL REPORTS, AND THE DRAFT IMPLEMENTATION PLAN.
9 SECOND IS IDENTIFYING TODAY'S PUBLIC HEARING TO RECEIVE
10 TESTIMONY AND WRITTEN COMMENTS ABOUT THE DRAFT DOCUMENTS AND
11 IDENTIFY TWO ADDITIONAL VIRTUAL PUBLIC HEARINGS SCHEDULED FOR
12 JUNE 22ND, AND JULY 7TH FOR DETAILS ON THE TWO ADDITIONAL
13 HEARINGS, VISIT PLANNEDBAYAREA.ORG/LEARN MORE. WRITTEN
14 COMMENTS CAN BE SUBMITTED UP TO 5:00 P.M. ON TUESDAY, MAY
15 20TH. STAFF WILL SHARE A SUMMARY OF ALL DOCUMENTS IN LATE
16 SUMMER PRIOR TO THE COMMISSION IN ABAG EXECUTIVE BOARD
17 CONSIDERING ADOPTION OF THE PROPOSED PLAN AND SUPPLEMENTAL
18 REPORTS. EIR AND IMPLEMENTATION PLAN. THE COMMISSION AND ABAG
19 EXECUTIVE BOARD ARE SLATED TO CONSIDER ADOPTION OF THE FINAL
20 DOCUMENTS IN THE FALL. AGAIN, TO LEARN MORE ON THE VARIOUS
21 WAYS TO SUBMIT COMMENTS, PLEASE VISIT PLANNEDBAYAREA.ORG/LEARN
22 MORE. THE DRAFT PLAN BAY AREA 2050 DOCUMENT DRAFT
23 SUPPLEMENTAL REPORT, THE DRAFT IMPLEMENTATION PLAN, HAVE BEEN
24 FORMALLY INTRODUCED AT TODAY'S MEETING. I WOULD LIKE TO MAKE A
25 MOTION TO WAIVE THE READING OF THE PROPOSED DOCUMENTS. AND

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1 THIS WILL ALLOW FOR ANY INTEREST OF TIME, I WOULD LIKE TO GO
2 AHEAD AND MOVE THAT WE WAIVE THE READING AND I'LL ENTERTAIN A
3 SECOND.
4
5 **DAVID E. HUDSON:** SECOND, HUDSON.
6
7 **JAMES P. SPERING, MTC CHAIR:** WE HAVE A MOTION AND A SECOND.
8
9 **CLERK, MARTHA SILVER:** THIS IS FOR MTC'S SIDE.
10
11 **JAMES P. SPERING, MTC CHAIR:** THAT'S CORRECT. MTC'S SIDE.
12
13 **DAVID E. HUDSON:** [INDISCERNIBLE] HUDSON.
14
15 **JAMES P. SPERING, MTC CHAIR:** YOU'RE RIGHT.
16
17 **CAROL DUTRA-VERNACI:** I'LL SECOND. DUTRA-VERNACI.
18
19 **CLERK, MARTHA SILVER:** AND FOR THE RECORD, THE PUBLIC COMMENT
20 PERIOD ENDS JULY 20TH, NOT MAY.
21
22 **JAMES P. SPERING, MTC CHAIR:** OKAY. JULY 20TH. OKAY, WITH THAT,
23 WE HAVE A MOTION AND SECOND. MARTHA WOULD YOU TAKE THE ROLL
24 FOR THE MTC MEMBERS, PLEASE?
25

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1 **CLERK, MARTHA SILVER:** [ROLL CALL VOTE]. IT PASSES.
2
3 **JAMES P. SPERING, MTC CHAIR:** OKAY. I'M GOING TO HAND IT OVER
4 TO CHAIR ARREGUIN TO WAIVE THE READING.
5
6 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU. I WOULD ALSO LIKE TO
7 MAKE A MOTION TO WAIVE THE READING OF THE PROPOSED DOCUMENT IN
8 THE ALLOWANCE OF TIME. I WOULD ASK DIRECTOR HUDSON TO MAKE THE
9 MOTION?
10
11 **DAVID E. HUDSON:** NO. BUT I'LL SECOND YOUR MOTION.
12
13 **JESSE ARREGUIN, ABAG CHAIR:** MR. CASTRO WOULD YOU PLEASE CALL
14 THE ROLL?
15
16 **CLERK, FRED CASTRO:** [ROLL CALL VOTE]. PASSES UNANIMOUSLY BY
17 ALL MEMBERS PRESENT
18
19 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH.
20
21 **JAMES P. SPERING, MTC CHAIR:** NOW WE'LL BEGIN THE PUBLIC
22 HEARING FOR THE DRAFT PLANNED BAY AREA 2050, WHICH INCLUDES
23 THE DRAFT PLAN DOCUMENT, DRAFT SUPPLEMENTAL REPORT, DRAFT
24 IMPLEMENTATION PLAN, AND RECEIVE ANY ORAL TESTIMONY ABOUT
25 THESE DOCUMENTS. PLEASE NOTE, UPON THE CONCLUSION OF THIS

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1 FIRST PUBLIC HEARING, WE HAVE ONE MORE THAT'S GOING TO FOLLOW,
2 WE'LL OPEN UP THE SECOND MEETING AND THIS WILL BE THE DRAFT
3 ENVIRONMENTAL IMPACT REPORT. ONCE AGAIN, IF YOU WISH TO
4 TESTIFY, PLEASE USE THE RAISED HAND FEATURE IN THE ZOOM, OR
5 PRESS STAR NINE TO BE ADDED TO THE QUEUE, AND PLEASE WAIT TO
6 BE CALLED UPON. WHEN CALLED UPON UNMUTE YOURSELF OR DIAL STAR
7 SIX. WE ASK THAT EACH SPEAKER BE BRIEF AND CONCISE AND KEEP
8 THEIR COMMENTS TO NO MORE THAN TWO MINUTES. ALSO, MAKING --
9 WHILE MAKING YOUR COMMENTS, PLEASE STATE YOUR NAME AND
10 ORGANIZATION, IF YOU WISH, FOR THE RECORD, AND BE SURE TO
11 SPEAK CLEARLY INTO THE COMPUTER OR PHONE'S MICROPHONE, SO THAT
12 THE TRANSCRIBER CAN CAPTURE YOUR COMMENT ACCURATELY. SO, WITH
13 THAT, LET'S BEGIN THE HEARING.
14
15 **CLERK, MARTHA SILVER:** FIRST UP IS TIM FRANK. GO AHEAD AND
16 UNMUTE YOURSELF. YOU HAVE TWO MINUTES.
17
18 **SPEAKER:** YES, THANK YOU VERY MUCH. I'M TIM FRANK REPRESENTING
19 THE ALAMEDA COUNTY BUILDING AND CONSTRUCTION TRADES COUNCIL.
20 AS I NOTED BEFORE, WE BELIEVE OURSELVES TO BE A SIGNIFICANT
21 STAKEHOLDER IN THE SUCCESS OF THE PLAN. THE PLAN IS REALLY
22 BUILT SUBSTANTIALLY AROUND CONSTRUCTION, AND THE AVAILABILITY
23 OF THE SKILLED AND TRAINED WORKFORCE TO ACTUALLY DO THAT WORK
24 IS ACTUALLY A CRITICAL ELEMENT THAT WILL DETERMINE WHETHER
25 YOU'RE SUCCESSFUL OR NOT. BY AND LARGE, THE OUTREACH,

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1 EXTENSIVE THOUGH IT'S BEEN HAS NOT INVOLVED MUCH OUTREACH FROM
2 THE BUILDING TRADE ALTHOUGH WE DID PARTICIPATE EXTENSIVELY
3 THROUGH THE CASA PROCESS BUT WE THINK THAT'S A SHORTCOMING
4 THAT COULD BE FIXED IN THE NEXT COUPLE OF MONTHS AND WE'RE
5 READY AND WILLING TO WORK WITH STAFF AND WE WOULD LIKE TO SEE
6 THE KIND OF OUTREACH EXTENDED TO US THAT'S OFFERED TO THE NON-
7 PROFIT COMMUNITY, EMPLOYER COMMUNITY, ET CETERA, THROUGH THE
8 DEVELOPMENT OF THE PLAN. AND I WOULD NOTE THAT A NUMBER OF
9 YOUR MEMBER AGENCIES HAVE ACTUALLY PARTICIPATED IN WITH THE
10 BUILDING TRADES OVER TIME. FOR INSTANCE, THE CITY OF BERKELEY
11 HAS DONE EXTENSIVE WORK WITH THE BUILDING TRADES, IT'S BEEN
12 VERY MUCH APPRECIATED ON OUR PART; BART HAS, SO HAS THE COUNTY
13 OF ALAMEDA. AND WE THINK THESE PARTNERSHIPS HAVE PRODUCED
14 RESULTS THAT ARE VERY CONSTRUCTIVE, AND WE THINK THAT THERE IS
15 AN OPPORTUNITY TO IMPROVE THE PLANNED BAY AREA, THROUGH A
16 FORMAL PARTNERSHIP BETWEEN THE REGIONAL AGENCIES AND THE
17 BUILDING TRADES, AND WOULD WELCOME THE OPPORTUNITY.

18
19 **CLERK, MARTHA SILVER:** THANK YOU, TIM. NEXT UP IS ED EVANS.
20 PLEASE UNMUTE YOURSELF.

21
22 **SPEAKER:** MY NAME IS ED EVANS WITH NORTHERN CALIFORNIA
23 CARPENTERS REGIONAL COUNCIL. LET'S AGREE ON ONE THING WHEN IT
24 COMES TO IMPLEMENTING A REGIONAL PLAN WITH SUCH A BROAD AND
25 AMBITIOUS VISION. IN ORDER TO MEET THE PLAN'S MOST IMPORTANT

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1 GOALS, MAINLY, TO ADVANCE THE REGION'S MIDDLE CLASS JOBS AND
2 BUILDING MUCH NEEDED HOUSING WOULD BE CRITICAL TO EXPAND THE
3 REGION'S CONSTRUCTION WORKFORCE NOW THE PLAN PROPOSES TO
4 PROVIDE FUNDING FOR JOB TRAINING PROGRAMS AND INCUBATORS OF
5 NEW BUSINESSES. IF YOU THINK ABOUT IT GOVERNMENT FUNDING FOR
6 CONSTRUCTION CRAFT TRAINING IS UNNECESSARY. STATE CERTIFIED
7 APPRENTICESHIP PROGRAMS ARE RUN JOINTLY BY LABOR UNIONS AND
8 ARE SELF FUNDED AND PAID FOR OUT OF THE COMPENSATION PACKAGES
9 OF THE TRADE WORKERS. FOR INSTANCE, THE CARPENTERS HAVE
10 INVESTED OVER \$100 MILLION IN THREE TRAINING CENTERS LOCATED
11 IN THE BAY AREA IN RECENT YEARS AND WE SPEND 20 MILLION
12 ANNUALLY ON TRAINING OPERATIONS. THIS IS WE FEEL THAT THE
13 CORRECT STRATEGY MTC AND ABAG TO CREATE IRON CLAD LINKAGE
14 BETWEEN BAY AREA TAXPAYER BACKED FINANCES INVESTMENT
15 INFRASTRUCTURE HOUSING TO EMPLOYMENT OPPORTUNITIES FOR
16 APPRENTICES. JOINT APPRENTICESHIP PROGRAMS ARE SUCCESSFUL
17 RECRUITING, TRAINING AND RETAINING THOUSANDS OF BUILDING AND
18 CONSTRUCTION TRADE APPRENTICES. WHAT KEEPS THOSE PROGRAMS
19 GROWING [INDISCERNIBLE] IT'S SIMPLE. WE NEED STEADY
20 OPPORTUNITIES TO EARN WHILE THEY LEARN THROUGH EMPLOYMENT AND
21 SUPERVISION BY QUALIFIED JOURNEY-LEVEL CRAFTS PEOPLE. THE
22 LIMIT ON EXPANSION OF APPRENTICESHIP IS NOT A SHORTAGE OF
23 FUNDS, BUT A SHORTAGE OF DEVELOPER COMMITMENT TO EMPLOY
24 [INDISCERNIBLE] ON HOUSING PROJECTS. A SIMPLE REQUIREMENT TIED
25 PUBLIC ASSISTANCE FOR HOUSING WILL OVERCOME THAT LACK OF

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1 COMMITMENT. NEXT STEP WE ASK AS STAFF IS TO MEET WITH
2 CARPENTERS AND OTHER BUILDING TRADE REPRESENTATIVES TO
3 IMMEDIATELY GET TO WORK ON PROPOSALS TO AMEND THE STRATEGIES
4 [INDISCERNIBLE] THANK YOU FOR YOUR TIME.

5
6 **CLERK, MARTHA SILVER:** KEN BUKOWSKI.

7
8 **SPEAKER:** THE MEASURES INCLUDED IN PLANNED BAY AREA 2050 ARE
9 UNCONSTITUTIONAL. THE FOUNDATION OF THE AMERICAN REVOLUTION
10 WAS WE WILL DIRECTLY ELECT THOSE WHO TAX US, AND THE PEOPLE ON
11 THE REGIONAL BOARDS ARE NOT DIRECTLY ELECTED. THERE IS NO
12 PROCESS FOR CITIZEN INITIATIVE AND NO PROCESS TO RECOMMEND A
13 REGIONAL DECISION. IN THE SCOPE, I REQUESTED AN ANALYSIS OF
14 THE FINANCIAL BENEFITS TO THE PROPERTY OWNERS WHO RECEIVE THE
15 BENEFIT OF THE TRANSPORTATION INVESTMENTS AND I DON'T SEE ANY
16 SUCH ANALYSIS. THIRDLY, I THINK THAT FREE PUBLIC TRANSIT WOULD
17 GO A LONG WAY TO REDUCE AIR POLLUTION. AND IT WOULD CREATE A
18 REAL EQUITABLE SITUATION. FOR THOSE WHO CAN'T AFFORD TO PAY
19 FOR TRANSIT, WE'RE CREATING CRIMINALS. I DON'T THINK PEOPLE
20 REALLY REALIZE THAT. WHEN YOU CAN'T GO TO WORK AND YOU CAN'T
21 BE PRODUCTIVE, THEN YOU BECOME DISRUPTIVE. AND WHAT'S THE
22 ANALYSIS OF THAT? I DON'T SEE ANY ANALYSIS OF FREE TRANSIT. I
23 DON'T SEE ANY EQUITY THERE. EVERYBODY DESERVES THE RIGHT TO
24 GET WHERE THEY NEED TO GO, AND THAT DOESN'T SEEM TO BE
25 HAPPENING. AND THEN, LASTLY, I GUESS THE ENVIRONMENT, YOU

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1 KNOW, WHY AREN'T WE SHARING URBAN SIM WITH THE PUBLIC AND WITH
2 THE ELECTED OFFICIALS? INSTEAD WE HAVE THE STAFF HAVING PUBLIC
3 HEARINGS AND THEN REPORTING THE FINDINGS TO THE ELECTED
4 OFFICIALS. THERE IS A BIG FILTER THERE WHEN WE TALK ABOUT
5 WHAT'S MORE POPULAR, BUT EVEN ONE COMMENT COULD BE MORE
6 IMPORTANT THAN OTHERS. I DON'T THINK THE STAFF SHOULD BE
7 HANDLING ALL THE PUBLIC HEARINGS. I THINK ELECTED OFFICIALS
8 NEED TO BE PRESENT SO THEY CAN HEAR THE COMMENTS FOR
9 THEMSELVES. THANK YOU.

10
11 **CLERK, MARTHA SILVER:** THANK YOU, KEN. RICH HEDGES. YOU'RE UP
12 NEXT.

13
14 **SPEAKER:** THANKS. I JUST WANT TO REMIND THAT MY COMMENTS ON
15 NUMBER FIVE ALSO GO FOR THIS PARTICULAR ISSUE. HELLO?

16
17 **JAMES P. SPERING, MTC CHAIR:** GO AHEAD.

18
19 **SPEAKER:** I JUST WANT TO ADD THAT I HAVE GREAT CONFIDENCE IN
20 THE STAFF. THEY WORK VERY HARD. THANK YOU.

21
22 **CLERK, MARTHA SILVER:** THERE ARE NO MORE MEMBERS OF THE PUBLIC
23 WITH THEIR HANDS RAISED.

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1 **JAMES P. SPERING, MTC CHAIR:** OKAY. SO I -- MARTHA, I'M GOING
2 TO CONCLUDE THAT THERE IS NO MORE PUBLIC COMMENTS?
3
4 **CLERK, MARTHA SILVER:** THAT IS CORRECT. NO WRITTEN PUBLIC
5 COMMENT WAS SUBMITTED ON THIS ITEM BY 5:00 P.M. YESTERDAY.
6
7 **JAMES P. SPERING, MTC CHAIR:** OKAY I NOW DECLARE THE HEARING TO
8 BE CLOSED AND LOOK FORWARD TO THE HEARING SUMMARY OF THE
9 PUBLIC COMMENTS, AND THAT WILL BE AT A SUBSEQUENT MEETING
10 LATER THIS FALL. NOW WE'LL MOVE ON TO ITEM 6B, THIS IS ALSO A
11 PUBLIC HEARING. AND THIS IS ON THE DRAFT EIR IMPACT REPORT.
12 AND THE SECOND PUBLIC HEARING IS NOW OPEN, AND ALSO BEING
13 TRANSCRIBED. IF YOU WISH TO TESTIFY, PLEASE USE THE RAISED
14 HAND FEATURE IN THE ZOOM OR PRESS STAR NINE TO BE ADDED TO THE
15 QUEUE, AND PLEASE WAIT TO BE CALLED UPON, AND WHEN CALLED
16 UPON, UNMUTE YOURSELF, OR DIAL STAR SIX. WE ASK THAT EACH
17 SPEAKER BE BRIEF, CONCISE, AND KEEP YOUR COMMENTS TO NO MORE
18 THAN TWO MINUTES. AS NOTED EARLIER, STAFF PRESENTED HIGHLIGHTS
19 OF THE DRAFT EIR, WHICH ARE NOW POSTED ON THE PLANNED BAY AREA
20 WEB SITE IN PLANNEDBAYAREA.ORG. THE DRAFT EIR WAS POSTED ON
21 FRIDAY, JUNE 4TH, 2021, AND IS AVAILABLE FOR PUBLIC
22 INSPECTION, FOR THE DURATION OF THE PUBLIC COMMENT PERIOD.
23 WHICH WILL ALSO CLOSE AT 5:00 P.M. ON TUESDAY JULY 20TH. TO
24 LEARN MORE ON THE VARIOUS WAYS TO SUBMIT COMMENTS ON THE DRAFT
25 EIR, PLEASE VISIT PLANNEDBAYAREA.ORG/LEARN MORE. IN MAY, LEGAL

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1 NOTICES ALSO WERE PUBLISHED IN MULTIPLE LANGUAGES AND
2 NEWSPAPERS THROUGHOUT THE BAY AREA ANNOUNCING THE OPENING OF
3 THE 45 DAY PERIOD, COMMENT PERIOD FOR THE DRAFT EIR,
4 IDENTIFIED TODAY'S PUBLIC HEARING TO RECEIVE ORAL TESTIMONY
5 AND WRITTEN COMMENTS ABOUT THE DRAFT DOCUMENT, AND IDENTIFYING
6 TWO ADDITIONAL VIRTUAL PUBLIC HEARINGS SCHEDULED FOR JUNE
7 22ND, AND JULY 7TH, FOR DETAILS ON THOSE TWO ADDITIONAL
8 HEARINGS, AGAIN, VISIT PLANNEDBAYAREA.ORG/LEARN MORE. WRITTEN
9 COMMENTS CAN BE SUBMITTED UNTIL 5:00 P.M. ON TUESDAY JULY
10 20TH. STAFF WILL RESPOND TO ALL COMMENTS AND EXPERIMENTAL
11 ISSUES PRIOR TO THE COMMISSION IN ABAG EXECUTIVE BOARD
12 CONSIDERING CERTIFICATION OF THE FINAL EIR, ABAG AND THE
13 EXECUTIVE BOARD CONSIDERING CERTIFICATION OF THE FINAL EIR IN
14 THE FALL AGAIN TO LEARN MORE ABOUT VARIOUS WAYS TO SUBMIT
15 COMMENTS PLEASE VISIT PLANNEDBAYAREA.ORG/LEARN MORE. I WOULD
16 LIKE TO WAIVE THE READING OF THE PROPOSE DOCUMENT THIS IS IN
17 THE INTEREST OF TIME. I WILL MOVE. IS THERE A SECOND?
18
19 **CAROL DUTRA-VERNACI:** SECOND. DUTRA-VERNACI.
20
21 **JAMES P. SPERING, MTC CHAIR:** THANK YOU CAROL. I WOULD LIKE TO
22 ASK THE CLERK TO PLEASE TAKE THE ROLL CALL OF THE MTC MEMBERS.
23
24 **CLERK, MARTHA SILVER:** [ROLL CALL VOTE]. IT PASSES. PASSING TO
25 MAYOR ARREGUIN

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1
2 **JESSE ARREGUIN, ABAG CHAIR:** I WOULD LIKE TO MAKE A MOTION TO
3 WAIVE THE READING OF THE PROPOSED DOCUMENT OUT LOUD.
4
5 **PAT ECKLUND:** SECOND.
6
7 **JESSE ARREGUIN, ABAG CHAIR:** MOTION AND SECOND. ROLL CALL
8 PLEASE.
9
10 **CLERK, MARTHA SILVER:** [ROLL CALL VOTE]. MOTION PASSES
11 UNANIMOUSLY
12
13 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU. BACK TO CHAIR SPERING.
14
15 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, MAYOR. WE WILL NOW
16 BEGIN WITH THE SECOND PUBLIC HEARING FOCUSED ON THE DRAFT EIR
17 AND RECEIVE ANY ORAL TESTIMONY ABOUT THE DOCUMENTS. ONCE
18 AGAIN, IF YOU WISH TO TESTIFY PLEASE USE THE RAISED HAND
19 FEATURE IN ZOOM OR PRESS STAR NINE TO BE ADDED TO THE QUEUE
20 AND PLEASE WAIT TO BE CALLED UPON. WHEN CALLED UPON, UNMUTE
21 YOURSELF, OR DIAL STAR SIX. WE ASK THAT EACH SPEAKER BE BRIEF,
22 CONCISE, AND KEEP COMMENTS TO NO MORE THAN TWO MINUTES. A
23 REMINDER THAT WHEN YOU ARE MAKING YOUR COMMENTS, PLEASE STATE
24 YOUR NAME, IF YOU WISH, FOR THE RECORD, AND IF YOU -- AND TO
25 BE SURE TO SPEAK CLEARLY INTO YOUR COMPUTER OR PHONE'S

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1 MICROPHONE SO THAT OUR TRANSCRIBER CAN CAPTURE YOUR COMMENTS
2 ACCURATELY. SO WITH THAT, LET'S BEGIN. MARTHA GO AHEAD AND
3 BEGIN THE PUBLIC TESTIMONY.
4
5 **CLERK, MARTHA SILVER:** FIRST UP IS TIM FRANK. GO AHEAD AND
6 UNMUTE YOURSELF. YOU HAVE TWO MINUTES.
7
8 **SPEAKER:** THANK YOU VERY MUCH. I WANT TO BEGIN BY, ONCE AGAIN,
9 INTRODUCING MYSELF. I'M TIM FRANK REPRESENTING THE BUILDING
10 AND CONSTRUCTION TRADES COUNCIL OF ALAMEDA COUNTY. AND I
11 WANTED TO COMMENT ON THE IMPORTANCE OF THE REGIONAL
12 ENVIRONMENTAL IMPACT REPORT. IF YOU LOOK AT THE EIR FOR THE
13 PREVIOUS PLANNED BAY AREA, IT IDENTIFIED A STRATEGY OF
14 FOCUSING DEVELOPMENT AROUND WHAT ARE CALLED "PRIORITY
15 DEVELOPMENT AREAS" AS ONE OF THE MOST IMPORTANT GREENHOUSE GAS
16 REDUCTION STRATEGIES, AND YET, IF YOU LOOK AT ENVIRONMENTAL
17 DOCUMENTS IN THE ALTERNATIVES ANALYSIS PROVIDED FOR SPECIFIC
18 PLANS FOR PDAS, THEMSELVES, OR FOR PROJECTS THAT WERE LOCATED
19 WITHIN THOSE SPECIFIC PLAN AREAS, WE HAVE COMMENTED ON PROJECT
20 AFTER PROJECT, WHERE THE ENVIRONMENTAL IMPACT ANALYSIS DONE AT
21 THE LOCAL LEVEL ACTUALLY SAID THAT NO PROJECT OR ALTERNATIVE
22 WOULD ACTUALLY BE ENVIRONMENTAL SUPERIOR. WE THINK THIS IS A
23 CONFLICT BETWEEN THE REGIONAL DOCUMENT AND THE LOCAL DOCUMENT.
24 WHEN DAVE SAID THIS IS NOT THE STANDARD PROJECT LOCAL EIR,
25 HE'S RIGHT. IN FACT, THIS IS MORE IMPORTANT DOCUMENT. THIS IS

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1 THE ONE THAT'S PROVIDING MORE ACCURATE REPRESENTATION OF WHAT
2 THE REAL BENEFITS ARE OF TRANSIT ORIENTED DEVELOPMENT. WE
3 THINK THERE IS AN OPPORTUNITY TO BUILD INTO THE PLAN, A
4 STRATEGY, TO ENCOURAGE TIERING FROM THIS REGIONAL DOCUMENT IN
5 THE ENVIRONMENTAL REVIEW THAT'S PROVIDED BY LOCAL GOVERNMENT
6 ON SPECIFIC PLANS, GENERAL PLANS, OR PROJECTS THAT ARE
7 CONSISTENT WITH THE REGIONAL PLAN, AND WOULD ENCOURAGE SOME
8 CONSIDERATION OF THAT TO IMPROVE THE PERFORMANCE OF CEQA,
9 OVERALL, IN HELPING US SUCCEED AND CREATE A SUSTAINABLE BAY
10 AREA. THANK YOU.

11

12 **CLERK, MARTHA SILVER:** THANK YOU, TIM. NEXT UP IS KEN BUKOWSKI.
13 KEN? GO AHEAD AND UNMUTE YOURSELF. KEN?

14

15 **SPEAKER:** OKAY. YES. THIS, I FIND THAT PLANNED BAY AREA IS
16 DEFICIENT. IT DOESN'T TALK ABOUT THE LOCAL GOVERNMENTS. THIS
17 REGIONAL TAXATION IS GOING TO TAKE AWAY THE ABILITY FOR LOCAL
18 GOVERNMENTS TO PROVIDE SERVICES. WE'RE ADDING TONS MORE
19 HOUSING AND THE NEED FOR LOCAL GOVERNMENT TO PROVIDE SERVICES
20 IS MUCH GREATER THERE'S NO INCREASED REVENUE TO PAY FOR THOSE
21 SERVICES. THE PLAN IS DEFICIENT BECAUSE IT DOESN'T INCLUDE
22 TAXATION FOR THE LARGEST EMPLOYERS. THE HOUSING PROBLEM WAS
23 REALLY CREATED BECAUSE THE BUSINESS SECTOR ADDED SO MANY JOBS
24 AND THERE WAS NO ABILITY TO KEEP UP WITH THE DEMAND FOR
25 HOUSING, SO WHY AREN'T THEY PAYING ANYTHING? WHY DOES THIS

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1 ALWAYS TAX THE PEOPLE INSTEAD OF THE PEOPLE THAT MAKE HUNDREDS
2 OF MILLIONS OF DOLLARS AND DON'T GIVE ANYTHING BACK TO THE
3 COMMUNITY? I THINK THAT'S ANOTHER AREA THAT'S DEFINITELY
4 NEEDED TO BE LOOKED AT. THAT'S IT. THANK YOU.

5

6 **CLERK, MARTHA SILVER:** THANK YOU, KEN. AND THERE ARE NO MORE
7 MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED AND NO PUBLIC
8 COMMENT WAS SUBMITTED BY 5:00 P.M. ON THIS ITEM.

9

10 **JAMES P. SPERING, MTC CHAIR:** THERE ARE NO MORE PUBLIC
11 SPEAKERS; IS THAT CORRECT?

12

13 **CLERK, MARTHA SILVER:** CONFIRMED.

14

15 **JAMES P. SPERING, MTC CHAIR:** I NOW DECLARE THE HEARING TO BE
16 CLOSED AND LOOKING FORWARD TO HEARING RESPONSES TO THE PUBLIC
17 COMMENTS RAISED ON THE ENVIRONMENTAL ISSUES IN CONSIDERING THE
18 FINAL EIR FOR CERTIFICATION OF SUBSEQUENT MEETING THIS FALL.
19 WITH THAT, MATT, IS THERE ANYTHING ELSE THAT WE HAVE TO DO
20 OFFICIALLY FOR THESE TWO PUBLIC HEARINGS?

21

22 **MATT MALONEY:** NO. WE DID IT. I THANK ALL THE MEMBERS FOR
23 FOLLOWING THE PROCEDURES TODAY. THANK YOU.

24

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1 **JAMES P. SPERING, MTC CHAIR:** I APPRECIATE EVERYONE BEING
2 PATIENT. THE COMPUTER I'M ON, THE TYPE IS TWO POINTS. I CAN
3 BARELY READ IT. THANK YOU FOR YOUR PATIENCE. MOVING TO ITEM
4 SEVEN, PUBLIC COMMENTS OR OTHER BUSINESS. ARE THERE ANY OTHER
5 PUBLIC COMMENTS? MARTHA?

6

7 **CLERK, MARTHA SILVER:** THERE ARE NO PUBLIC COMMENT WRITTEN
8 CORRESPONDENCE RECEIVED ON THIS ITEM AND NO MEMBERS OF THE
9 PUBLIC WITH THEIR HAND RAISED.

10

11 **JAMES P. SPERING, MTC CHAIR:** ANY OTHER COMMENTS FROM COMMITTEE
12 MEMBERS? EITHER MTC OR ABAG ADMINISTRATIVE? SEEING NONE, THEN
13 THIS MEETING IS ADJOURNED, AND OUR NEXT MEETING IS JULY 9TH.
14 IS THAT CORRECT? THANK YOU. THIS MEETING IS ADJOURNED.

15 [ADJOURNED]

16

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RE: DRAFT PLAN BAY AREA 2050)
PUBLIC HEARING)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Taken remotely by MARK I. BRICKMAN
Certified Shorthand Reporter No. 5527

State of California

Tuesday, June 22, 2021

Emerick and Finch, Certified Shorthand Reporters
Draft Plan Bay Area 2050 MTC Hearing

<p style="text-align: right;">Page 6</p> <p>1 a written comment by mail to MTC Public Information, 2 Attention: Draft Plan Comments at 375 Beale Street, 3 Suite 800, San Francisco 94105. 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 7</p> <p>1 STATE OF CALIFORNIA) 2 COUNTY OF SAN FRANCISCO) 3 4 I, the undersigned, hereby certify that the 5 discussion in the foregoing hearing was taken at the 6 time and place therein stated; that the foregoing is a 7 full, true and complete record of said matter. 8 I further certify that I am not of counsel or 9 attorney for either or any of the parties in the 10 foregoing hearing and caption named, or in any way 11 interested in the outcome of the cause named in said 12 action. 13 14 IN WITNESS WHEREOF, I have 15 hereunto set my hand this 16 _____ day of _____, 17 2021. 18 19 <u>MARK I. BRICKMAN CSR 5527</u> 20 21 22 23 24 25</p>

3 (Pages 6 to 7)

Emerick and Finch, Certified Shorthand Reporters
Draft Plan Bay Area 2050 MTC Hearing

<p>A</p> <p>access 4:16 accurately 3:24 action 7:11 additional 5:19 adopted 4:14 ahead 4:8 aiming 5:1 applicable 3:21 Area 1:4 3:5,7 3:11 4:13,22 5:9,22 Area.org 3:12 Attention 6:2 attorney 7:8 available 3:12</p> <hr/> <p>B</p> <p>Bay 1:4 3:5,7,11 3:12 4:12,22 5:9,22 Beale 6:2 BRICKMAN 1:13 7:19 brief 3:18 button 3:16,17 5:11,12</p> <hr/> <p>C</p> <p>C 2:1 3:2 California 1:15 7:1 call 3:16 5:13 called 4:12 caption 7:9 capture 3:23 cause 7:10 Certified 1:14 certify 7:3,7 clearly 3:22 close 3:13 5:10 closed 5:17 comment 3:13 3:20 4:5,6 5:8 5:16,24 6:1 comments 3:19</p>	<p>3:23 4:3 5:5,8 5:19 6:2 complete 7:6 computers 3:22 concise 3:18 concluded 4:17 correctly 5:3 costs 4:20 counsel 7:7 COUNTY 7:2 cover 4:19 CSR 7:19</p> <hr/> <p>D</p> <p>D 3:2 day 7:16 declare 5:16 direction 4:18 discussion 7:4 document 4:12 documents 3:8 3:10 Draft 1:4 3:4,5,5 3:7,8,9,9 5:8 5:19,22 6:2</p> <hr/> <p>E</p> <p>E 2:1,1 3:2,2 e-mail 5:21 earlier 4:25 either 7:8 equitable 4:16</p> <hr/> <p>F</p> <p>fact 4:25 feature 4:5 finding 4:24 foregoing 7:4,5 7:9 Francisco 6:3 7:2 full 7:6 further 7:7</p> <hr/> <p>G</p> <p>G 3:2</p>	<p>go 4:8 5:20 going 5:9 guess 5:15</p> <hr/> <p>H</p> <p>hand 3:15 4:5 5:10,11 7:15 hear 3:25 5:25 hearing 1:5 3:4 4:3,11 5:10,16 5:18 7:4,9 hereunto 7:15 highlights 3:8 holding 4:10 HOST 2:3 household 4:19 5:2 housing 4:20</p> <hr/> <p>I</p> <p>Implementation 3:5,9 5:22 income 4:19,21 4:22 5:2 info@planbay... 5:23 Information 6:1 inspection 3:12 interested 7:10 interrupt 4:1</p> <hr/> <p>J</p> <p>July 3:14 4:14 June 1:16 3:1</p> <hr/> <p>K</p> <p>keep 3:19</p> <hr/> <p>L</p> <p>LARA-ENRI... 2:7 4:8 5:4 leave 5:24 Leslie 2:7 4:6 5:13 let's 4:4 line 5:25</p>	<p>LINKS 2:6 LOGISTICS/... 2:6 looking 4:12 low 4:21 lower 4:22</p> <hr/> <p>M</p> <p>mail 6:1 Mark 1:13 3:23 3:25 7:19 matter 7:6 message 5:24 microphone 3:17,23 5:12 middle 4:22 minute 5:9 minutes 3:19 moves 4:17 MTC 2:4 6:1</p> <hr/> <p>N</p> <p>N 2:1 3:2 name 3:21 named 7:9,10 needed 4:19</p> <hr/> <p>O</p> <p>O 3:2 o0o--- 3:3 Okay 4:5,10 5:7 5:15 once 3:16 5:13 online 5:20 open 3:6 order 4:5 organization 3:21 outcome 7:10</p> <hr/> <p>P</p> <p>P 2:1,1 3:2 Page 2:9 participating 5:17 parties 7:8</p>	<p>people 5:1 percent 4:21 5:1 percentage 4:21 period 3:13 4:23 5:8 phone 5:24 phone's 3:22 place 7:5 plan 1:4 3:4,5,7 3:8,9,11,12 4:12,17,22 5:8 5:20,22,22 6:2 planbayarea.o... 5:21 please 3:15,16 3:20 4:2,4,4 PM 3:1,14 points 4:21 posted 3:10 presented 3:7 press 5:12,13 pressing 3:17 PROCEEDIN... 1:12 projected 4:20 public 1:5 2:10 3:4,12,13 4:10 5:8,10,18 6:1 published 4:14 put 5:12</p> <hr/> <p>Q</p> <p>queue 5:12,16</p> <hr/> <p>R</p> <p>R 2:1 3:2 raise 3:15 4:5 5:11 record 3:21 7:6 Region 4:13 related 5:20 remember 4:2 reminder 5:5 remotely 1:13 report 5:23 reported 4:25</p>
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Emerick and Finch, Certified Shorthand Reporters
 Draft Plan Bay Area 2050 MTC Hearing

RE: DRAFT ENVIRONMENTAL IMPACT REPORT)
PLAN BAY AREA 2050)
PUBLIC HEARING)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Taken remotely by MARK I. BRICKMAN

Certified Shorthand Reporter No. 5527

State of California

Tuesday, June 22, 2021

Emerick and Finch, Certified Shorthand Reporters
Draft EIR Public Hearing

Page 6

1 So I will just register that as the comment.
 2 MS. VOGLER: Thank you, Susan.
 3 Are there any other comments on the Draft
 4 Environmental Impact Report for Plan Bay Area 2050?
 5 Please use the raise hand button now.
 6 Gerald. Please unmute yourself.
 7 PUBLIC SPEAKER: Okay. Sorry. David
 8 mentioned something a little while ago that I wanted to
 9 comment on in some way.
 10 He talked about transit oriented development
 11 and he talked about -- he also mentioned that many trips
 12 are not commute trips, and most of the analysis that goes
 13 into selecting the value of transit oriented housing
 14 would face a commute.
 15 The question if you put it close to buses or
 16 especially rail, you'll get some additional riders.
 17 Is there any data to back up what kind of
 18 actual inclusion you will get with all of this clustering
 19 around transit entities?
 20 Because my personal feeling is that without a
 21 lot more than just a bus line or two or maybe a BART
 22 line, most people, all of us would continue to do a lot
 23 of our travel, which is at least seventy-five percent of
 24 all travel is non-commute, by car, and that's -- that's
 25 the question or comment.

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1 MS. VOGLER: Thank you, Gerald.
 2 Do we have any other comments on the Draft EIR?
 3 Again -- oh, Susan.
 4 PUBLIC SPEAKER: Okay. I know that much of
 5 the work on Plan Bay Area is done initially with the idea
 6 of reducing greenhouse gases.
 7 So I want to bring forward an article that I
 8 just read in the last day or two. This is under the
 9 heading under Environmental -- Environment as a subject
 10 saying that carbon dioxide levels hit fifty percent
 11 higher than pre-industrial times, and that we have --
 12 maybe what we're seeing is that with all the of the
 13 planning, with everything that's going on is that we
 14 really are not moving the needle for re -- reducing
 15 greenhouse gas emissions and that we're actually with
 16 many of the kinds of projects that are going forward
 17 increasing and contributing to climate change as we have
 18 a focus on economic growth that is really unsustainable
 19 in light of the way in which economic growth so often
 20 contributes to increasing greenhouse gases.
 21 MS. VOGLER: Thank you, Susan.
 22 Do we have any other comments on the Draft EIR?
 23 And I could be mispronouncing it. Is it Ferank? Please
 24 unmute yourself.
 25 PUBLIC SPEAKER: So I've been away for a while

Page 8

1 and not up to your -- your current EIR, but what are your
 2 goals? Are they still from last summer?
 3 MS. VOGLER: Again, this is the comment
 4 period. We are not answer -- we -- we are not
 5 responding.
 6 PUBLIC SPEAKER: I will get you outside. I
 7 don't have to comment at this point. Thank you.
 8 MS. VOGLER: Thank you, Ferank.
 9 Do we have any other comments for the public
 10 hearing or the Draft EIR?
 11 I'll give it twenty more seconds. James, I
 12 believe. Please unmute yourself. James, I believe
 13 you're unmuted. James, you're muted again. There you
 14 go. We can't hear you. If you're speaking, we can't
 15 hear you.
 16 James, we're unable to hear you. I'm sorry
 17 about that. I'm going to provide additional ways to make
 18 comments and the comments will all be entered into the
 19 record and you can indicate that it's about the
 20 Environmental Impact Report. Unless you want to try one
 21 more time with your microphone.
 22 Okay. I'm sorry about that, James.
 23 Does anyone else have any more comments about
 24 the Draft Environmental Impact Report? Please use the
 25 raise hand button now.

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1 Okay. I guess we don't have any more comments.
 2 I will now declare this hearing to be closed.
 3 Thank you very much for participating in this
 4 public hearing.
 5 So again, if you have -- like James, if you
 6 have a comment, additional comments, you can e-mail them
 7 to us at eircomments@baybreametro.gov, by e-mail to MTC
 8 Public Information, Attention: Draft Plan/Draft EIR
 9 Comments, 375 Beale Street, Suite 800, San Francisco
 10 94105, and by fax at 415-536-9800.
 11 All comments must be received by 5:00 PM on
 12 Tuesday, July 20th, 2021.
 13 We are currently conducting our engagement for
 14 the Draft Plan and Draft EIR. Listed here are future
 15 workshops and public hearings. We have two left, one on
 16 the 28th at 5:00 with a West Bay focus. One on the 30th
 17 at noon with a North Bay focus.
 18 They are location specific, but we welcome
 19 anyone to attend any of the workshops. So you don't have
 20 to be from that area to participate.
 21 We have one additional public hearing scheduled
 22 for July 7th. If you think of additional comments,
 23 please attend. This event will also have a court
 24 reporter on hand to take the transcript of the comments.
 25 For more information and the links to these

3 (Pages 6 to 9)

Emerick and Finch, Certified Shorthand Reporters
Draft EIR Public Hearing

<p style="text-align: right;">Page 10</p> <p>1 events, go to planbayarea.org/learnmore.</p> <p>2 Also just a final reminder that we will be</p> <p>3 scheduling a webinar in August where we will summarize</p> <p>4 the comments that we received on the Draft Plan Bay Area</p> <p>5 report back what we heard from the public.</p> <p>6 The information for the webinar will be posted</p> <p>7 to the Plan Bay Area website soon.</p> <p>8 For the Draft EIR we will -- staff will prepare</p> <p>9 responses to every comment received and the record</p> <p>10 comments and responses will be included in the Final EIR.</p> <p>11 So we'd like to thank you so much for spending</p> <p>12 this time with us. Public engagement is very important</p> <p>13 to this process and we appreciate your comments.</p> <p>14 Please tune in this summer for our</p> <p>15 presentation, as I mentioned earlier, and for specific</p> <p>16 dates and times for this meeting again go to Plan Bay</p> <p>17 Area website for more information. The link is in the</p> <p>18 chat.</p> <p>19 And with that, thank you, again, and have a</p> <p>20 good evening.</p> <p>21 (The hearing concluded at 6:32 PM).</p> <p>22 ---o0o---</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 11</p> <p>1 STATE OF CALIFORNIA)</p> <p>2 COUNTY OF SAN FRANCISCO)</p> <p>3</p> <p>4 I, the undersigned, hereby certify that the</p> <p>5 discussion in the foregoing hearing was taken at the</p> <p>6 time and place therein stated; that the foregoing is a</p> <p>7 full, true and complete record of said matter.</p> <p>8 I further certify that I am not of counsel or</p> <p>9 attorney for either or any of the parties in the</p> <p>10 foregoing hearing and caption named, or in any way</p> <p>11 interested in the outcome of the cause named in said</p> <p>12 action.</p> <p>13</p> <p>14 IN WITNESS WHEREOF, I have</p> <p>15 hereunto set my hand this</p> <p>16 _____ day of _____,</p> <p>17 2021.</p> <p>18</p> <p>19 <u>MARK I. BRICKMAN CSR 5527</u></p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
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Emerick and Finch, Certified Shorthand Reporters
Draft EIR Public Hearing

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B	California 1:16 11:1 call 3:16 calling 5:7 caption 11:9 capture 3:24 car 6:24 carbon 7:10 Catalysts 4:21 cause 11:10 Certified 1:15 certify 11:3,7 change 7:17 chat 10:18 clearly 3:23 climate 7:17 close 3:13 6:15 closed 9:2 clustering 6:18 come 5:2 coming 4:14 comment 3:12 3:21,24 4:18 4:25 6:1,9,25 8:3,7 9:6 10:9 comments 3:20 4:3,7 6:3 7:2 7:22 8:9,18,18 8:23 9:1,6,9,11 9:22,24 10:4 10:10,13 commitment 5:17,25 community 5:19 commute 6:12 6:14 complete 11:6 computer 3:23	D 3:2 data 6:17 dates 10:16 David 6:7 day 7:8 11:16 declare 9:2 details 5:24 development 5:14 6:10 dioxide 7:10 discussion 11:4 documents 3:10 doing 5:8,11 Draft 1:4 3:4,7 4:24 5:5 6:3 7:2,22 8:10,24 9:8,14,14 10:4 10:8	E	face 6:14 fact 5:11 fax 9:10 feel 5:16 feeling 6:20 Ferank 7:23 8:8 fifty 7:10 filled 5:11 final 10:2,10 findings 3:9 focus 7:18 9:16 9:17 following 4:22 foregoing 11:4,5 11:9 forward 4:14 7:7,16 Francisco 9:9 11:2 Friday 3:10 full 11:6 further 11:7 future 9:14	H
back 5:1 6:17 10:5 BART 6:21 Bay 1:5 3:5,11 4:22 5:4,17 6:4 7:5 9:16,17 10:4,7,16 Beale 9:9 believe 8:12,12 bottom 4:10 BRICKMAN 1:14 11:19 brief 3:19 bring 7:7	comment 3:12 3:21,24 4:18 4:25 6:1,9,25 8:3,7 9:6 10:9 comments 3:20 4:3,7 6:3 7:2 7:22 8:9,18,18 8:23 9:1,6,9,11 9:22,24 10:4 10:10,13 commitment 5:17,25 community 5:19 commute 6:12 6:14 complete 11:6 computer 3:23	E 2:1,1 3:2,2 e-mail 9:6,7 earlier 10:15 economic 7:18 7:19	face 6:14 fact 5:11 fax 9:10 feel 5:16 feeling 6:20 Ferank 7:23 8:8 fifty 7:10 filled 5:11 final 10:2,10 findings 3:9 focus 7:18 9:16 9:17 following 4:22 foregoing 11:4,5 11:9 forward 4:14 7:7,16 Francisco 9:9 11:2 Friday 3:10 full 11:6 further 11:7 future 9:14	hand 3:15 4:5 4:10 6:5 8:25 9:24 11:15 heading 7:9 hear 3:25 8:14 8:15,16 heard 10:5 hearing 1:6 3:4 4:3 5:5 8:10 9:2,4,21 10:21 11:4,9 hearings 9:15 hereunto 11:15 higher 7:11 highlights 3:8 hit 7:10 HOST 2:2 housing 6:13	
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RE: DRAFT PLAN BAY AREA 2050)
)
PUBLIC HEARING)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TAKEN REMOTELY VIA ZOOM MEETING BY CHRISTY CURRY

Certified Shorthand Reporter No. 13982

State of California

Wednesday, July 7, 2021

Emerick and Finch, Certified Shorthand Reporters
Reporter's Transcript of Proceedings

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1 A P P E A R A N C E S
2 PANELISTS:
3 LESLIE LARA-ENRIQUEZ, ADAM NOELTING, MARCELLA
4 ARANDA, ANUP TAPASE, AMY HIGUERA, URSULA VOGLER, and
5 FRAN RUGER
6
7 PUBLIC SPEAKERS:
8 JUAN ESPINOZA, TIM FRANK, and RICHARD HEDGES
9
10 ATTENDEES:
11 ANGELINA PEREZ, ARIANNA, AUDIN LEUNG, AUDREY
12 MOMOH, BILL HEIN, CHARLES SCHAFER, DANIELLE MCPHERSON,
13 GARY CARTER, JFLAMAND, JUAN ESPINOZA, KKRAVE, MARISELA
14 BARBOSA, MIRANDA TAYLOR, MITZY DE LA PENNA MEDINA, NICK
15 PILCH, RICHARD HEDGES, TONY STIEBER, and one attendee
16 via a (925) telephone number.
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1 Wednesday, July 7, 2021 1:56 p.m.
2 ---o0o---
3
4 LESLIE LARA-ENRIQUEZ: All right. Let's get
5 started. The public hearing on Draft Plan Bay Area
6 2050, the Draft Implementation Plan and the Draft
7 Supplemental Reports is now open and is being
8 transcribed.
9 Adam just presented on the Draft Plan Bay Area
10 2050 and shared highlights of the Draft Plan Document,
11 Draft Supplemental Reports, and the Draft Implementation
12 Plan. All of these documents were posted on Wednesday,
13 May 26th, 2021, on the Plan Bay Area website at
14 planbayarea.org, and are available for public inspection
15 for the public comment period, which closes at 5:00 p.m.
16 on Tuesday, July 20th, 2021.
17 If you wish to testify during the public
18 hearing, please press the raise-hand button now, or
19 star 9 on your phone's keypad. And once I call on you,
20 please unmute yourself by pressing the microphone button
21 in Zoom, or star 6 on your phone's keypad. We ask that
22 each speaker be brief and concise, and keep their
23 comments to no more than three minutes.
24 When making your comments, please state your
25 name for the record and organization, if applicable.

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1 And be sure to speak clearly into your computer or
2 microphone's -- phone's microphone so that Christy can
3 capture your comment accurately. If Christy cannot hear
4 or understand you, she may interrupt you and ask you to
5 slow down or speak up.
6 And please remember that we will not be
7 responding to comments or questions during the hearing.
8 So with that, let's begin. And if you want to
9 go ahead and press the raise-hand button, or press
10 star 9 to be added to the cue to make your comment live,
11 please go ahead and do so now.
12 Great. We have Juan Espinoza. Please unmute
13 yourself to make your comment.
14 PUBLIC SPEAKER JUAN ESPINOZA: Good afternoon.
15 Thank you. My name is Juan Espinoza. I'm a field
16 representative for the carpenters' union. We all can
17 agree on one thing when it comes to implementing a
18 regional plan with such an ambitious vision for work
19 growth.
20 In order to expand the region's middle-class
21 jobs base and build tens of thousands of
22 critically-needed housing, it will be critical to
23 greatly expand the Bay Area's construction workforce.
24 The plan proposes to provide funding for job training
25 programs and for -- to be incubators of new businesses.

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1 Government funding for construction craft
2 apprenticeship training is unnecessary. State-certified
3 apprenticeship programs that are run jointly by labor
4 union and employer representatives are self-funding,
5 paid for out of the total compensation package of trades
6 workers.
7 The correct strategy is to create ironclad
8 linkage between Bay Area taxpayers, backed financing of
9 investment in infrastructure, and housing to implement
10 opportunities for apprentices. Joint apprenticeship
11 programs are successful in recruiting, training, and
12 retaining thousands of new building and construction
13 trades apprentices.
14 The programs will grow, and apprentices will
15 stay attached to the construction industry based on one
16 simple condition. The programs must be able to connect
17 apprentices steadily to employment opportunities where
18 they are supervised by qualified journey-level
19 craftspersons, allowing apprentices to earn while they
20 learn.
21 The limit on apprenticeship extension is not a
22 shortage of funds, but a shortage -- a shortage of real
23 estate developer commitment to employ apprentices on
24 their projects. A Planned Bay Area strategy to require
25 apprentices -- apprentice utilization on

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1 publically-funded housing and infrastructure projects
 2 will overcome the lack of commitment.
 3 The next step we ask of staff is to meet with
 4 carpenters and other building trades representatives,
 5 and immediately get to work on proposals to amend the
 6 draft fund.
 7 Thank you so much.
 8 LESLIE LARA-ENRIQUEZ: All right. Thank you,
 9 Juan, for your comments.
 10 Anyone else that would like to make a comment
 11 during this public hearing, please raise your hand or
 12 press star 9 on your phone to be added to the cue.
 13 I'll just give folks a few more seconds in case
 14 they do want to raise their hand.
 15 Tim, if you can go ahead and unmute yourself,
 16 you've got three minutes.
 17 PUBLIC SPEAKER TIM FRANK: Sure. This is Tim
 18 Frank from the Center for Sustainable Neighborhoods.
 19 And I'm commenting here in support of the statement that
 20 you just heard from the carpenters and on behalf of
 21 building.
 22 This is critically important not just as a means
 23 of succeeding at meeting the very ambitious housing
 24 production goals that are stated in the plan, but also
 25 providing greater equity for the region by providing the

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1 high-quality jobs that we need, and the access to the
 2 training that people need to be able to do this work in
 3 the long run.
 4 There is no way we were actually going to
 5 succeed in doubling the amount of housing we build if we
 6 don't consider ways to actually double the size of the
 7 blue-collar construction workforce. So this is an
 8 essential strategy that actually is needed to meet many
 9 plan objectives, and we look forward to working with
 10 staff on ways to incorporate into the draft the
 11 requisite policies to make it work. So thank you.
 12 LESLIE LARA-ENRIQUEZ: Great. Thank you so
 13 much, Tim.
 14 Anyone else, if you would like to make a comment
 15 live, please press the raise-hand button, or press
 16 star 9 on your phone to be added to the cue to make your
 17 comment.
 18 All right. Rich, please unmute yourself. You
 19 have three minutes.
 20 PUBLIC SPEAKER RICHARD HEDGES: Thank you. I
 21 won't need three minutes. I just wanted to say, as
 22 someone at a young age who was an apprentice in a union
 23 Sprinkler 30 job until I was injured on the job, this is
 24 some of the best education that I've ever had.
 25 And I just wanted to, after I heard the

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1 carpenters, call in and agree with them. It's so
 2 important to have this well-educated workforce building
 3 housing for people so that it will last for a hundred
 4 years or more. Thank you.
 5 LESLIE LARA-ENRIQUEZ: Great. Thank you, Rich.
 6 Anyone else, if you would like to make a
 7 comment, please press the raise-hand button, or press
 8 star 9 on your phone to be added to the cue.
 9 All right. We don't have anyone else in the
 10 comment cue. And as such, I will now declare this
 11 hearing to be closed.
 12 (Public Comment Hearing concluded at 2:04 p.m.)
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1 STATE OF CALIFORNIA)
 2
 3 COUNTY OF SAN FRANCISCO)
 4
 5 I, the undersigned, hereby certify that the
 6 discussion in the foregoing hearing was taken at the
 7 time and place therein stated; that the foregoing is a
 8 full, true, and complete record of said matter.
 9
 10 I further certify that I am not of counsel or
 11 attorney for any of the parties involved in the
 12 foregoing hearing, or in any way interested in the
 13 outcome of the cause named in said action.
 14
 15 IN WITNESS WHEREOF, I have hereunto set my hand
 16 this 9th day of July, 2021.
 17
 18
 19 _____
 20 CHRISTY CURRY, CSR 13982
 21
 22
 23
 24
 25

3 (Pages 6 to 9)

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RE: DRAFT ENVIRONMENTAL IMPACT REPORT)
)
PUBLIC HEARING)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TAKEN REMOTELY VIA ZOOM MEETING BY CHRISTY CURRY

Certified Shorthand Reporter No. 13982

State of California

Wednesday, July 7, 2021

Emerick and Finch, Certified Shorthand Reporters
Reporter's Transcript of Proceedings

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1 A P P E A R A N C E S
2 PANELISTS:
3 LESLIE LARA-ENRIQUEZ, ADAM NOELTING, MARCELLA
4 ARANDA, ANUP TAPASE, AMY HIGUERA, URSULA VOGLER, and
5 FRAN RUGER
6
7 PUBLIC SPEAKERS:
8 NICK PILCH, TIM FRANK, and KRISTINA HILL
9
10 ATTENDEES:
11 ANGELINA PEREZ, ARIANNA, AUDIN LEUNG, AUDREY
12 MOMOH, BILL HEIN, CHARLES SCHAFER, DANIELLE MCPHERSON,
13 GARY CARTER, JFLAMAND, JUAN ESPINOZA, KKRAVE, MARISELA
14 BARBOSA, MIRANDA TAYLOR, MITZY DE LA PENNA MEDINA, NICK
15 PILCH, RICHARD HEDGES, TONY STIEBER, and one attendee
16 via a (925) telephone number.
17
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1 Wednesday, July 7, 2021 2:24 p.m.
2 ---o0o---
3 LESLIE LARA-ENRIQUEZ: All right. Let's get
4 started. The public hearing on the Draft Environmental
5 Impact Report for Plan Bay Area 2050 is now open and is
6 being transcribed.
7 Fran just presented on the draft EIR and shared
8 highlights of the environmental analysis and findings.
9 All of these documents were posted on Friday, June 4th,
10 2021, on the Plan Bay Area website, at planbayarea.org,
11 and are available for public inspection for the public
12 comment period, which closes at 5:00 p.m. on Tuesday,
13 July 20th, 2021.
14 If you wish to testify during this hearing,
15 please press the raise-hand button, or star 9 on your
16 phone's keypad. And once I call on you, please unmute
17 yourself by pressing the microphone button or -- in
18 Zoom, or star 6 in your phone's keypad.
19 We ask that each speaker be brief and concise,
20 and keep their comments to no more than three minutes.
21 When making your comment, please state your name for the
22 record, and your organization if applicable, and be sure
23 to speak clearly into your computer or phone's
24 microphone so that Christy can capture your comments
25 accurately. If Christy cannot hear or understand you,

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1 she may interrupt you and ask you to slow down or speak
2 up.
3 Please remember that we will not be responding
4 to comments or questions during the public hearing. So
5 with that, let's begin. And I have -- let's see.
6 Nick, please unmute yourself. You have three
7 minutes to make your comment.
8 PUBLIC SPEAKER NICK PILCH: Thank you. This is
9 Nick Pilch. The draft EIR process has yielded a great
10 outcome. It is determined that Plan Alternative 1 is
11 the environmentally superior alternative. What reason
12 should we have to pick any other plan?
13 Climate change is an existential crisis for the
14 Bay Area, the state, the country, and the world, for
15 that matter. And the state and the governor have made
16 climate action a top priority. The environmentally
17 superior alternative favors dense growth and transit
18 over sprawl.
19 And -- after all, transportation and unnecessary
20 transportation is a -- one of the significant
21 contributors to greenhouse gas emissions. The
22 environmentally superior alternative will best serve the
23 desires for an affordable, connected, diverse, healthy,
24 and vibrant plan, which are the guiding principles for
25 this -- this -- for this plan. ABAG-MTC should move

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1 forward with adjusting the draft plan to resumable or
2 incorporate entirely the environmentally superior
3 alternatives. Thank you.
4 LESLIE LARA-ENRIQUEZ: Thank you, Nick.
5 Next, I have Tim. Tim, if you could unmute
6 yourself, please. You have three minutes.
7 PUBLIC SPEAKER TIM FRANK: Perfect. Again, I'm
8 Tim Frank representing the Center for Sustainable
9 Neighborhoods, and I just wanted to ask two questions.
10 First, I'd like to note that the construction
11 sector is the most dangerous sector in our economy,
12 accounting for about 30 percent of all workplace
13 fatalities, and also that training is an effective
14 mitigation measure for this risk.
15 So the question is, how much of the work
16 financed by Plan Bay Area would carry rigorous
17 requirements for construction worker apprenticeship to
18 mitigate this risk?
19 And then the second question I wanted to ask
20 revolves around the same general concept of training and
21 the idea of building a local workforce. The
22 construction sector is disproportionately responsible
23 for in-commutes into the Bay Area from entirely outside
24 of the Bay Area, which contributes to our GHG emissions.
25 And so to the extent that we incorporate

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1 measures to build the local skilled and trained
 2 workforce within the Bay Area, we can actually mitigate
 3 those transportation impacts, and reduce not only the
 4 GHG impacts, but also the burden that places on
 5 families.
 6 LESLIE LARA-ENRIQUEZ: Thank you, Tim.
 7 Next we have Kristina Hill. Kristina, if you
 8 could please unmute yourself. You have three minutes.
 9 PUBLIC SPEAKER KRISTINA HILL: Hi. I'm the
 10 director of the Institute for Urban and Regional
 11 Development at UC Berkeley. I'm an environmental
 12 planner.
 13 And I'm concerned about the gap between the plan
 14 and the EIR in terms of how rising sea levels and
 15 groundwater-driven flooding and impacts on water quality
 16 and structural stability of foundations and so on will
 17 be addressed, given that the EIR focused mostly on the
 18 impacts of the proposed changes on the environment.
 19 And I just wanted to put a placeholder into the
 20 record, that it's absolutely critical -- because some of
 21 the priority development areas are located in areas
 22 where our research shows a groundwater rise problem that
 23 will cause additional problems of liquefaction,
 24 potentially might cause contamination from landfills and
 25 hazardous waste, areas where there are legacy pollutants

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1 in the soil.
 2 And all of this priority development area work
 3 is absolutely critical to our density and our
 4 development, but I hope that someone on the planning
 5 side or the EIR side will start considering how the
 6 environment itself is changing, and what that context
 7 change means for the plan.
 8 Thank you for your work.
 9 LESLIE LARA-ENRIQUEZ: Thank you, Kristina. We
 10 don't have anyone else in the cue right now, so I'll
 11 give folks a few more seconds to raise your hand if you
 12 would like to make a comment to be entered into the
 13 record. Please press the raise-hand button at the
 14 bottom of your Zoom screen or press star 9 to raise your
 15 hand.
 16 Okay. It doesn't look like we have anyone else
 17 in the comment cue, so I now declare this hearing to be
 18 closed.
 19 (Public Comment Hearing concluded at 2:31 p.m.)
 20
 21
 22
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1 STATE OF CALIFORNIA)
 2
 3 COUNTY OF SAN FRANCISCO)
 4
 5 I, the undersigned, hereby certify that the
 6 discussion in the foregoing hearing was taken at the
 7 time and place therein stated; that the foregoing is a
 8 full, true, and complete record of said matter.
 9
 10 I further certify that I am not of counsel or
 11 attorney for any of the parties involved in the
 12 foregoing hearing, or in any way interested in the
 13 outcome of the cause named in said action.
 14
 15 IN WITNESS WHEREOF, I have hereunto set my hand
 16 this 9th day of July, 2021.
 17
 18
 19 _____
 20 CHRISTY CURRY, CSR 13982
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LOCAL ELECTED OFFICIALS BRIEFINGS SAMPLE PRESENTATION

PLAN BAY AREA 2050

Overview of Plan Bay Area 2050

Highlights of the Long-Range Regional Plan & Next Steps Toward Implementation
Dave Vautin, MTC/ABAG – June 2021

1

Long-Range Planning... for a Better Bay Area

WHAT IS THE PLAN? *Plan Bay Area 2050 is the long-range plan charting a course for the nine-county San Francisco Bay Area, slated for adoption in fall 2021.*

VISION & GUIDING PRINCIPLES *Ensure by the year 2050 that the Bay Area is **affordable, connected, diverse, healthy and vibrant** for all.*

FOUR ELEMENTS OF THE PLAN

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

2

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

THE FINAL BLUEPRINT

3

Long-Range Planning... Driven by Public Input

Engagement to Date by the Numbers

- 140+** public meetings featuring discussion of Horizon & Plan Bay Area 2050
- 140+** public events including in-person & virtual workshops, pop-up events, and focus groups
- 60+** stakeholder events including RAWG and REWG meetings, workshops, and webinars
- 220,000+** public and stakeholder comments received to date
- 19,000+** participants in planning process to date

4

Plan Bay Area 2050: Growth 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)

5

Plan Bay Area 2050: 11 Themes, 35 Bold Strategies

Plan Bay Area 2050 Preferred Alternative Strategies

- 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

6

Bold Strategies for a More Affordable Bay Area



Reduce the region's extreme cost of living by enabling over a million new homes near public transit

- Strategies include:
- Allow a Greater Mix of Housing Types and Densities in Growth Areas
 - Transform Aging Malls and Office Parks into Neighborhoods
 - Maintain Urban Growth Boundaries



Produce and preserve much-needed affordable housing through public, non-profit, and private sector action

- Strategies include:
- Preserve Existing Affordable Housing
 - Build Adequate Affordable Housing to Ensure Homes for All
 - Integrate Affordable Housing into All Major Housing Projects

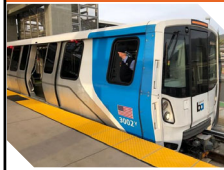


Provide robust discounts for low-income residents both for tolls and transit fares

- Strategies include:
- Reform Regional Transit Fare Policy
 - Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

7

Bold Strategies for a More Connected Bay Area



Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals

- Strategies include:
- Operate and Maintain the Existing System
 - Enhance Local Transit Frequency, Capacity, and Reliability
 - Expand and Modernize the Regional Rail Network



Standardize transit fares across the region and advance seamless mobility through schedule coordination

- Strategies include:
- Reform Regional Fare Policy
 - Enable a Seamless Mobility Experience



Permanently reduce traffic congestion through a proven approach of pricing select corridors

- Strategies include:
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives
 - Build an Integrated Regional Express Lane and Express Bus Network

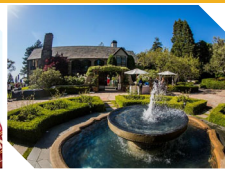
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Bold Strategies for a More Diverse Bay Area



Protect renters from being displaced to the region's periphery and beyond

- Strategies include:
- Further Strengthen Renter Protections Beyond State Legislation
 - Preserve Existing Affordable Housing
 - Support Community-Lead Transportation Enhancements



Tackle racial inequities by enabling more housing in historically-exclusionary places

- Strategies include:
- Allow a Greater Mix of Housing Types and Densities in Growth Areas
 - Build Adequate Affordable Housing
 - Accelerate Reuse of Public and Community-Owned Land



Reduce income inequality through new universal basic income and mortgage assistance programs

- Strategies include:
- Implement a Statewide Universal Basic Income
 - Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities

9

Bold Strategies for a Healthier Bay Area



Strive to eliminate traffic deaths by making streets safer for all roadway users

- Strategies include:
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
 - Build a Complete Streets Network



Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage

- Strategies include:
- Adapt to Sea Level Rise
 - Provide Means-Based Financial Support to Retrofit Existing Residential Buildings



Tackle climate change by electrifying vehicles & buildings and reducing auto trips

- Strategies include:
- Expand Clean Vehicle Initiatives
 - Fund Energy Upgrades to Enable Carbon Neutrality in Existing Buildings
 - Expand Transportation Demand Management Initiatives
 - Expand Commute Trip Reduction Programs at Major Employers

10

Bold Strategies for a More Vibrant Bay Area



Encourage more job growth in housing-rich areas through financial incentives and streamlining

- Strategies include:
- Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit
 - Allow Greater Commercial Densities in Growth Geographies



Preserve critical industrial lands and work to catalyze job growth in these locations

- Strategies include:
- Retain Key Industrial Lands through Establishment of Priority Production Areas
 - Expand Job Training and Incubator Programs



Ensure all communities have access to high-speed internet to fully participate in the digital economy

- Strategies include:
- Invest in High-Speed Internet in Underserved Low-Income Communities

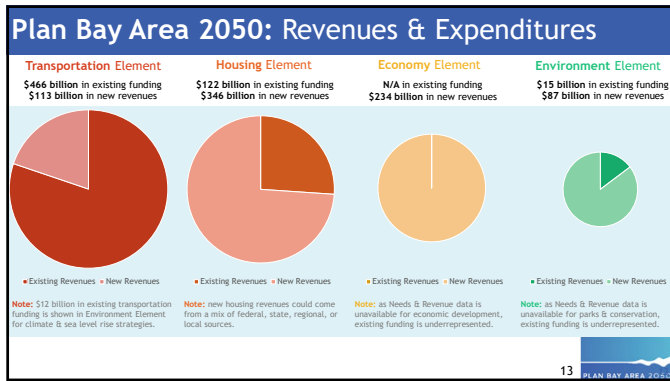
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Plan Bay Area 2050: Santa Clara Cty. Local Focus

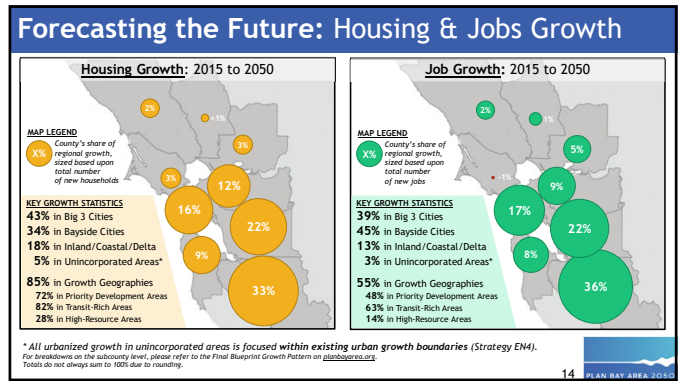
How might the Plan Bay Area 2050 strategies make Santa Clara County residents' lives better?

- Strategy T11** Expand and Modernize the Regional Rail Network
 - This strategy includes the completion of BART to Silicon Valley, improved infrastructure and frequencies on the Caltrain corridor to support future High Speed Rail service, and station upgrades at San Jose Diridon Station with easy connections from regional & interregional rail to a transformed VTA light rail network.
- Strategy H6** Transform Aging Malls and Office Parks into Neighborhoods
 - With a continued housing crunch in the region and in Santa Clara County, this strategy transforms declining shopping malls such as the Great Mall, Eastridge Center, and Vallico Mall into more walkable, complete communities.
- Strategy EC4** Allow Greater Commercial Densities in Growth Geographies
 - By enabling greater commercial development opportunities within walking distance to transit, this strategy would enable Santa Clara County to more closely align future job and retail centers with BART and VTA rail networks.
- Strategy EN9** Expand Transportation Demand Management Initiatives
 - Expanded implementation of transportation demand management programs in Santa Clara County in particular could lead to large-scale greenhouse gas reduction impacts, with employer programs complemented by increases in regional carpool, vanpool, and bikeshare initiatives.

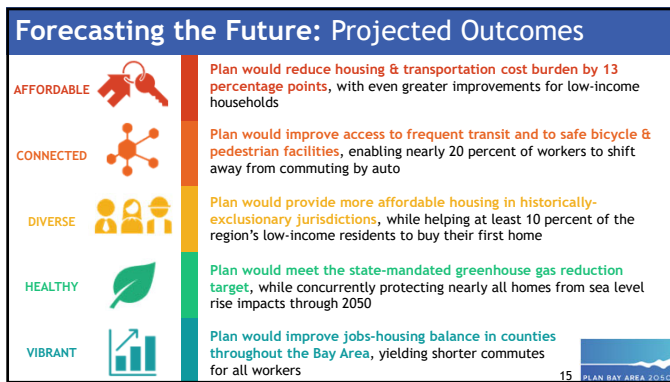
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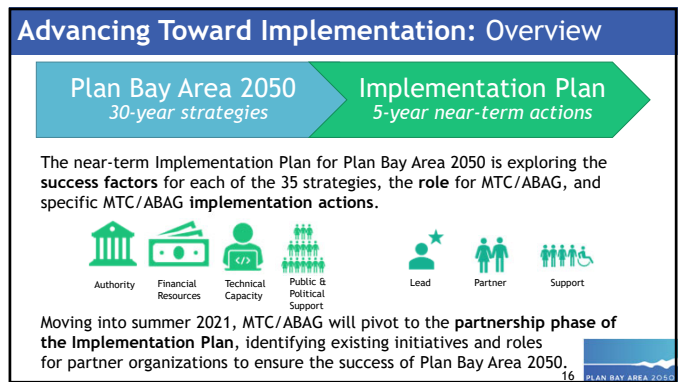
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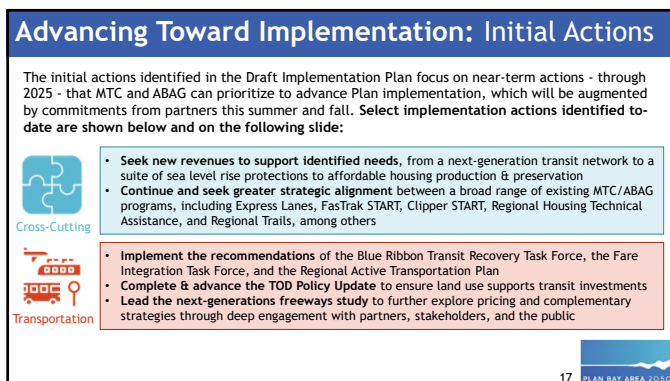
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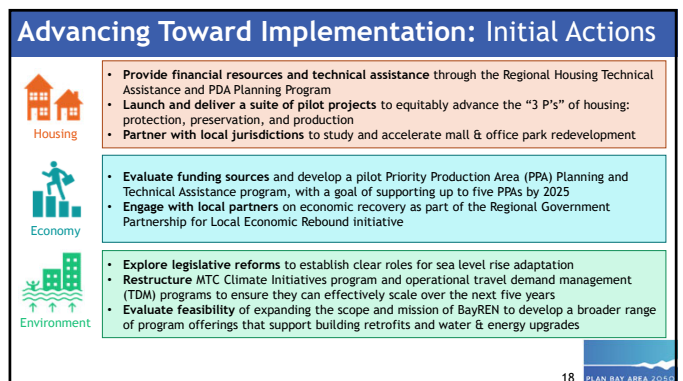
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17



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What's Next: June & July 2021 Public Engagement



Virtual Public Workshops

- June 14 at 5 PM – East Bay Focus (Alameda & Contra Costa Counties)
- June 17 at 12 PM – South Bay Focus (Santa Clara County)
- June 28 at 5 PM – West Bay Focus (San Francisco & San Mateo Counties)
- June 30 at 12 PM – North Bay Focus (Marin, Napa, Solano & Sonoma Counties)



Virtual Public Hearings

- June 11 at 9:30 AM (Draft Plan Document) & directly after (EIR)
- June 22 at 5:30 PM (Draft Plan Document) & 6:30 PM (EIR)
- July 7 at 1:30 PM (Draft Plan Document) & 2:30 PM (EIR)



Overview Videos
& Web Resources



Youth Events &
Video Challenge



Virtual Tribal
Summit

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What's Next: Comments Welcome through July 20



Draft Plan Bay Area 2050 is now available for public review on planbayarea.org, including:

- Draft Plan Document + Implementation Plan
- Draft Supplemental Reports
- Draft Environmental Impact Report

The public comment period will continue through July 20th - for more information on how to submit comments, go to planbayarea.org.

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Technical Workshops

MURAL ONLINE VISUAL COLLABORATION BOARD

Element: Transportation#2
Theme: Create Healthy and Safe Streets | Build a Next-Generation Transit Network

Moderated Discussion

- How would the strategy be implemented? Through what kinds of vehicles? Some examples are included on the right.
- Are there existing, complementary initiatives that already support the objectives of the strategy? If yes, where do the initiatives reside (within MTC/ABAG, or elsewhere?) and what role might they play in strategy implementation?

Example Vehicles for Implementation Success

Project / Program	Convening / Task Force	Data / Modeling	Planning / Tech. Assistance
Policy	Advocacy / Legislation	Regulation	Outreach / Communications

Prioritization

Individual Prioritization
Each participant places 3 plus markers to show support for a recommendation

Group Prioritization
Together, decide which 2-3 ideas stand out as especially crucial ideas

Double click grey box to access links

Final Blueprint Strategy Descriptions

Link to MTC/ABAG Strategy Assessment

Vehicle for Implementation Success Category Notecards

Drag and place colored notecard in strategy rows below. Double click on notecard to write recommended actions for strategy implementation.

- Write specific actions that identify who, what, where, when, and how action will be implemented.
- Include approximate time frame of action, focus on what would need to happen in a 1-5 year time period.
- Articulate any potential implementation actions that fall beyond 2025.

Strategy	Notes
Strategy T8 Build a Complete Streets Network	<ul style="list-style-type: none"> work with local agencies to design best practices and policy solutions and help secure funding for implementation Convene groups of first responders to agree on best practices Continue to advocate for the bill from independent to a balanced multimodal network for the state and region/tribe MTC aggressively fund and staff pilot programs in key cities to set example for other cities. Educate city engineers on the need to prioritize the public ROW Complete the regional Active Transportation Plan by 2022
Strategy T9 Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	<ul style="list-style-type: none"> Advocate for elimination of 85th percentile rule in identifying speed limits at the state level Partner with organizations with experience implementing to help reduce barriers and identify workable solutions if compromises must be made benchmark with other counties/cities who have implemented similar policies Condition extra streets funding not just on PCI but on safety record
Strategy T10 Enhance Local Transit Frequency, Capacity, and Reliability	<ul style="list-style-type: none"> Assist local bus agencies with capital project implementation (for example BRT or transit centers) Public-private partnerships with TMM/private business to offer local services in underserved areas Consider radically new ways to fund transit Invest in local transit providers (transit connectors) to implement services (bus lines to have 5+ minutes after last train departure) Seamless transit integration. Include fares, scheduling, and branding Share resources and strategies with transportation agencies who struggle to find resources and identify or create new funding streams for long-term sustainability of routes and services
Strategy T11 Expand and Modernize the Regional Rail Network	<ul style="list-style-type: none"> MTC to provide strong advocacy for new federal/state funding Advocate for MTC to have authority to put multicounty transit measure on the ballot Any expansion or modernization project needs to be integrated into other public transit systems (bus, water transit, etc.) Work with agencies on changes to ADA and procurement that may be needed funding expansion of services with direct business funding - like sponsorship deals
Strategy T12 Build an Integrated Regional Express Lane and Express Bus Network	<ul style="list-style-type: none"> Advocate for state and federal highway funding to be used on the Express Bus Network Incentivize bus rapid transit through grants and policies private bus operators & corporate commuter programs can advocate for these Establish user rules for express lane use. Partner with private operators who could also benefit from the lanes Identify funding sources and technical support for local agencies and work to engage the community on benefits and networks

ONLINE TECHNICAL WORKSHOP ON HOUSING AND ECONOMY

Credit: Richard Matton / FISHY

PLAN BAY AREA 2050

Closing Remarks

To provide further input on the Implementation Plan, please send your comments to info@planbayarea.org.

If you have specific questions on the Implementation Plan, please contact Chirag Rabari at crabari@bayareametro.gov

30:34 / 31:19

SEPTEMBER 2020 PRESENTATION TO THE JOINT MTC PLANNING COMMITTEE
WITH THE ABAG ADMINISTRATIVE COMMITTEE

PLAN BAY AREA 2050

**Final Blueprint:
Summer 2020 Engagement &
Action on Blueprint Revisions**

September 2020
MTC/ABAG Regional Planning Program

Plan Bay Area 2050: Schedule

We are seeking your approval to study a package of expanded strategies for the Final Blueprint to make even more progress towards the Vision for Plan Bay Area 2050. ★ = Major Policy Board Decisions

SEPTEMBER 2020	← Horizon		Plan Bay Area 2050		2021
	2019	2020	2020	2021	2021
Public Engagement		★	★	★	★
Policy & Advocacy	Perspective Papers			Implementation Plan	
Scenario Planning	Futures Final Report	Draft Blueprint	Final Blueprint	Draft Plan Document	Final Plan Document
Technical Analyses	Project Performance			Draft EIR	Final EIR
Other	Forecast, Needs, Revenues Prep	RHNA Proposed Methodology	RHNA Draft & Final Methodology	RHNA Appeals, etc.	

Plan Bay Area 2050: Resilient, Equitable Strategies

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

3 PLAN BAY AREA 2050

Summer 2020 Engagement: Listening & Learning

- Second of three rounds of public engagement during the two-year Plan update process
- Coronavirus pandemic required a pivot to digital/remote-only engagement
- Opportunity to innovate and engage a broader audience
- Implemented a comprehensive suite of digital and non-digital approaches

4 PLAN BAY AREA 2050

PLAN BAY AREA 2050

Summer 2020 Outreach

Also:

- Digital Tribal Summit
- Online Survey
- Online Comment Form
- Listening Line
- Email Comments
- Office Hours
- Statistically Valid Poll

9 county-specific digital public workshops

5 telephone town halls

3 digital stakeholder workshops

7 focus groups in partnership with CBOs

5

Summer 2020 Engagement: Promotion

19,700+
total number of *pageviews*


- Plan Bay Area website
- MTC and ABAG websites
- Downloaded materials

83,700+
total number of *engagements*

- Workshop registrations
- Social media likes, comments, shares, clicks
- E-mail/mail communications sent

6 PLAN BAY AREA 2050

Summer 2020 Engagement: Participation



Reunión por Teléfono

7,600+
total no. of *participants* in all activities

- Online survey
- Statistically-valid poll
- Virtual meetings

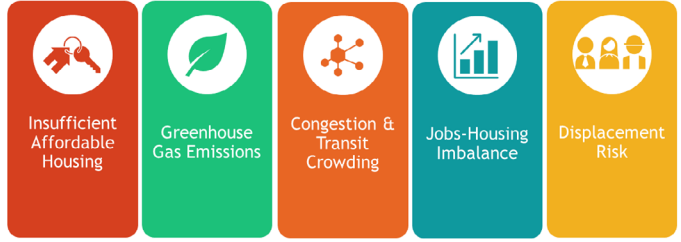
3,400+
total no. of *comments* received

- Online survey
- Virtual meetings
- Letters and e-mails

7

Final Blueprint: Tackling the “Big 5” Challenges

What are the top two most important challenges from the Draft Blueprint to tackle in the Final Blueprint?



- #1 priority**: Insufficient Affordable Housing
- #2 priority**: Greenhouse Gas Emissions
- #3 priority**: Congestion & Transit Crowding
- #4 priority**: Jobs-Housing Imbalance
- #5 priority**: Displacement Risk

8

Challenge #1: Insufficient Affordable Housing

Finding from Draft Blueprint While the Draft Blueprint quintuples the amount of permanently-affordable housing in the Bay Area, hundreds of thousands of residents still lack access to such housing.

Challenge How can new or expanded strategies help create more permanently-affordable housing, especially in areas with well-resourced schools, amenities and transportation options?

Public Response via Online Survey, Workshops, and Town Halls

Invest in constructing more affordable housing units	27%
Expand capacity for new housing in communities with well-resourced schools and good access to jobs	27%
Accelerate redevelopment of malls and office parks, with significant shares of affordable housing	21%
Advance innovative approaches to reducing housing construction and financing cost	17%
Other	8%



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Challenge #1: Insufficient Affordable Housing

“Work to change zoning and income tax laws to have more equitable outcomes—this issue is part of the legacy of redlining; change the laws that enable this problem.”

“Lift zoning restrictions and construction regulations that slow development. You don’t need to pay for it – just lower the barrier to entry and the market will jump in.”

“Increase funding for preservation of existing affordable housing.”

“Increase the minimum wage or introduce a living wage so that more people can afford living in the Bay Area.”

“Create a grant or funding program for communities to invest in community land trusts to ensure that permanently affordable housing is owned by the residents themselves.”





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Challenge #1: Insufficient Affordable Housing

What revisions are proposed for the Final Blueprint to better tackle this challenge?

- Expand new revenues by \$110 billion to support more affordable housing production, including for unhoused people**
 - Revised Strategy: “Build Adequate Affordable Housing to Ensure Homes for All”
- Expand new revenues by \$120 billion to expand preservation strategy beyond existing deed-restricted units**
 - Revised Strategy: “Preserve Existing Affordable Housing”
- Address the income side of the unaffordability equation through a \$500 per month universal basic income**
 - New Strategy: “Implement a Statewide Universal Basic Income”
 - Removed Strategy: “Expand Childcare Support for Low-Income Families”
- Jumpstart development on public and community-owned land to boost construction of 100% affordable developments**
 - New Strategy: “Accelerate Reuse of Public and Community-Owned Land”



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Challenge #2: Greenhouse Gas Emissions

Finding from Draft Blueprint While outperforming Plan Bay Area 2040 by eight percentage points, the Draft Blueprint only gets us halfway to our statutory climate target.

Challenge How do we further reduce transportation-related greenhouse gas emissions to reach critical climate goals?

Public Response via Online Survey, Workshops, and Town Halls

Require employers to implement mandatory work from home policies 2 or 3 days per week	34%
Expand electric vehicle and charging infrastructure subsidies, especially for lower-income households	28%
Charge parking fees to disincentivize driving, putting fees towards bicycle giveaways and free shuttles	20%
Other	12%
Postpone highway widening projects until a greater share of vehicles are electric	6%



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Challenge #2: Greenhouse Gas Emissions



“Electrify everything. Make sure low-income families have access to electric vehicles. All self-driving cars must be electric.”

“Increase broadband internet accessibility to help enable telecommuting.”

“Implement tolling, road tax or congestion charge, and use the funds to build transit and pedestrian-friendly streets; not just for commuting, but for everyday life.”

“Office-based companies should require employees to work from home a specified amount of time per week. Requiring 25-30% of office workers to work from home each day would greatly improve livability, air quality, congestion of the region.”

“Increase density to make mass transit more effective and efficient, which lowers the vehicle miles that cause greenhouse gases.”





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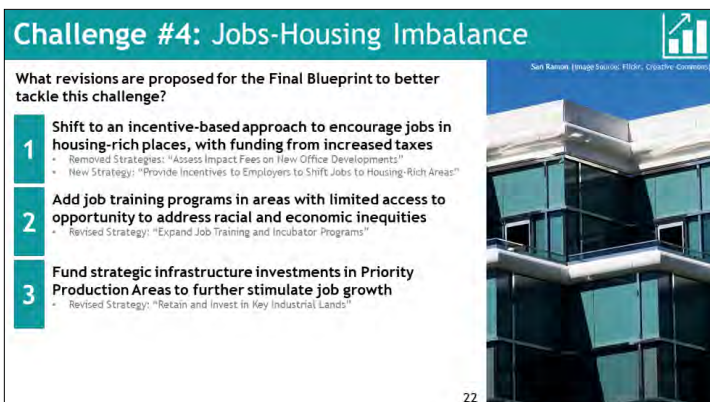
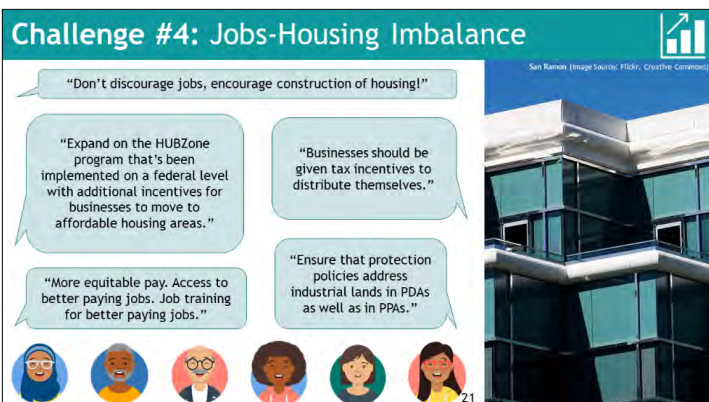
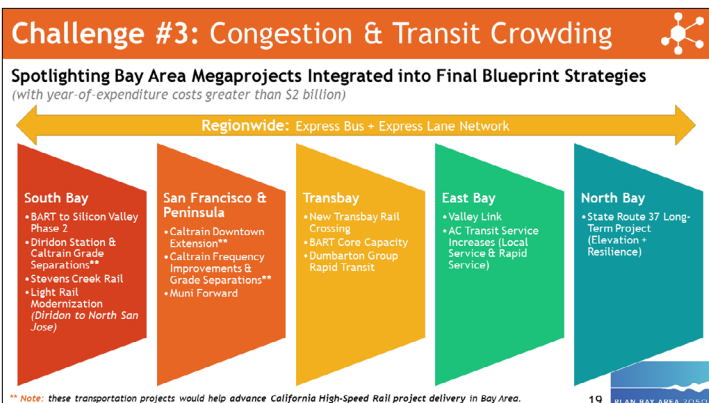
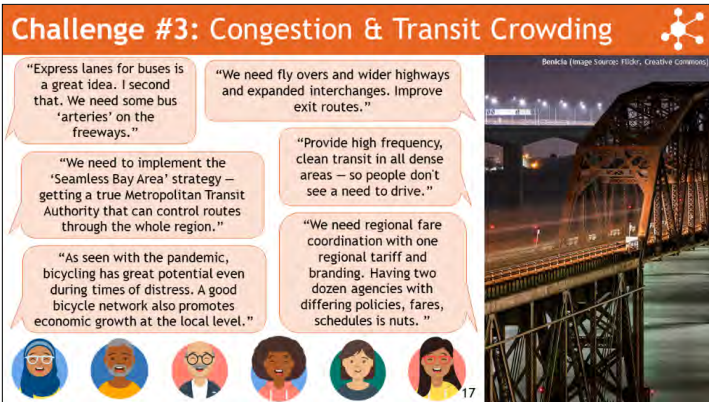
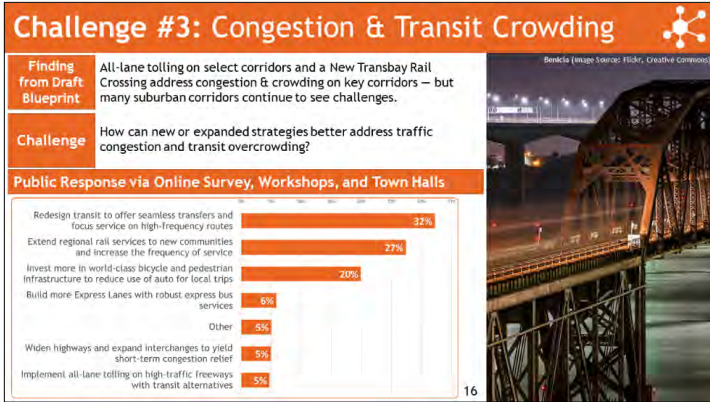
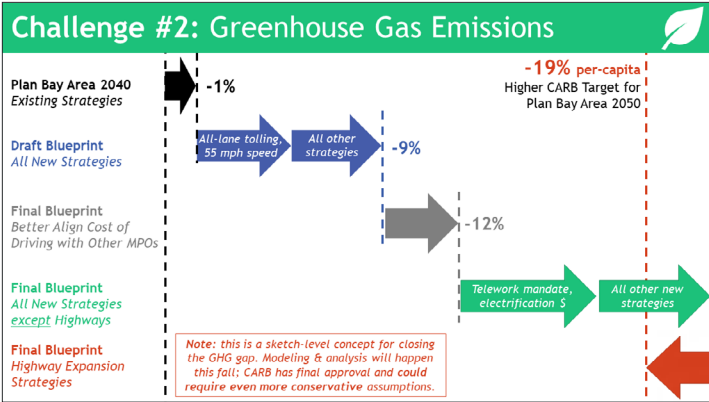
Challenge #2: Greenhouse Gas Emissions

What revisions are proposed for the Final Blueprint to better tackle this challenge?

- Exponentially expand regional electric vehicle & charger subsidies by 8x with even steeper low-income discounts**
 - Revised Strategy: “Expand Clean Vehicle Initiatives”
- Institute requirement for 60 percent of workers to telecommute on a given day at major office-based employers**
 - New Strategy: “Institute Mandatory Telecommuting Levels for Major Employers”
 - New Strategy: “Invest in High-Speed Internet in Underserved Communities”
- Expand means-based all-lane tolling to additional corridors to offset greenhouse gas increases from highway projects**
 - Revised Strategy: “Implement Means-Based Per-Mile Tolling on Congested Freeways”
- Enable more growth in transit-rich, high-resource places by modifying zoning strategies**
 - Revised Strategy: “Allow a Greater Mix of Housing Densities & Types”
 - Revised Strategy: “Allow Greater Commercial Densities”



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Challenge #5: Displacement Risk

Finding from Draft Blueprint Despite expanded renter protections and more affordable housing, the risk of displacement in most Bay Area communities continues to grow over time.

Challenge How can new or expanded strategies help further ensure that low-income residents and communities of color are not ultimately displaced to areas with limited access to opportunity?

Public Response via Online Survey, Workshops, and Town Halls

Expand investment in the preservation of permanently-affordable housing in communities facing displacement	27%
Ensure ample affordable housing is built in communities most at risk of displacement	26%
Dedicate and protect ample investments that improve quality of life where displaced residents are moving	20%
Implement workforce training programs to grow the middle class and make it easier to stay in place	20%
Other	7%

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Challenge #5: Displacement Risk

“Make it easier for cities to set aside new affordable housing for those who are being displaced.”

“Work to change zoning and income tax laws to have more equitable outcomes — this issue is part of the legacy of redlining; change the laws that enable this problem.”

“‘Inclusionary Section 8’ instead of traditional inclusionary housing, require that a percentage of units accept Section 8 vouchers. Counties could cover gaps in rent.”

“Create a government-backed investment program that allows people in these communities to buy their homes, thus removing the ability of developers or gentrifiers to displace them.”

“Provide rent support and provide universal basic income to residents earning below a living wage threshold.”

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Challenge #5: Displacement Risk

What revisions are proposed for the Final Blueprint to better tackle this challenge?

- Tackle the legacy of racial exclusion through strategic programs to support pathways to economic security**
 - New Strategy: “Provide Targeted Mortgage, Rental, Small Business Assistance”
 - New Strategy: “Accelerate Reuse of Public and Community-Owned Land”
- Enable more households to remain in place through expanded focus on preserving affordable units**
 - Revised Strategy: “Preserve Existing Affordable Housing”
- Empower communities to overcome decades of systematic disinvestment by funding locally-prioritized infrastructure**
 - New Strategy: “Support Community-Led Transportation Enhancements”
- Integrate legal aid and other supportive actions to further expand upon renter protections in Draft Blueprint**
 - Revised Strategy: “Further Strengthen Renter Protections Beyond State Legislation”

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Summer 2020 Engagement: Poll vs. Engagement

Similarities:

- Housing is the top concern, particularly affordable housing
- Strong support for seamless transit and Complete Streets; more limited support for all-lane tolling
- Support for EV incentives and business incubators

Differences:

- Greater support for rebuilding interchanges in polling results compared to other engagement
- Greater support for expanded job training programs in polling results compared to other engagement

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Final Blueprint: 11 Themes and 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

Draft Blueprint: 25 initial strategies

Final Blueprint: 35 new & expanded strategies

Refer to Attachment 1 for Final Blueprint strategy details. 27

Final Blueprint: Updates to Growth Geographies

Growth Geographies would remain largely unchanged from the Draft Blueprint, with minor updates related to PDAs approved in July 2020.

Protect: Areas outside Urban Growth Boundaries (including PCAs), Unmitigated High Hazard Areas

Prioritize: Priority Development Areas (PDAs), Priority Production Areas (PPAs), Transit-Rich Areas* (TRAs): Frequent Regional Rail, TRAs*: All Other, High-Resource Areas* (HRAs)

*Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas. 28

Final Blueprint: Regional Growth Forecast

In accordance with the settlement agreement with the Building Industry Association, the Final Blueprint action integrates the Regional Growth Forecast, which has been adjusted to integrate COVID-19 & 2020 recession impacts.

Population, Jobs, Households, and Housing Units

Category	2015	2020	2025	2030	2035	2040	2045	2050
Population (in millions)	7.7	8.0	8.3	8.6	8.9	9.2	9.5	10.3
Employment (in millions)	4.0	4.1	4.2	4.3	4.4	4.5	4.6	5.4
Households (in millions)	2.7	2.8	2.9	3.0	3.1	3.2	3.3	4.0
Housing Units (in millions)	2.7	2.8	2.9	3.0	3.1	3.2	3.3	4.3

Summary: Population: +2.7 million (2015 to 2050); Employment: +1.4 million (2015 to 2050); Households: +1.4 million (2015 to 2050); Housing Units: +1.5 million (2015 to 2050).

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Final Blueprint: Revenues & Expenditures

Transportation Element: \$466 billion in existing funding, \$115 billion in new revenues. +\$121 billion in spending compared to Draft Blueprint.

Housing Element: \$122 billion in existing funding, \$346 billion in new revenues. +\$297 billion in spending compared to Draft Blueprint.

Economy Element: N/A in existing funding, \$234 billion in new revenues. +\$201 billion in spending compared to Draft Blueprint.

Environment Element: \$15 billion in existing funding, \$87 billion in new revenues. +\$49 billion in spending compared to Draft Blueprint.

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. 30

What's Next: Milestones through Spring 2021



- September**
 - Report Out on Public & Stakeholder Engagement
 - Action on Final Blueprint Strategies & Growth Geographies
- October**
 - Notice of Preparation for EIR
 - Scoping Process & EIR Alternatives Development
- November**
 - Kickoff for Implementation Plan (focused on next 5 years)
- December**
 - Release of Final Blueprint
 - Action on Preferred Alternative for Plan Bay Area 2050 EIR
- Spring 2021**
 - Release of Draft Plan, Draft EIR, Draft Implementation Plan
 - Final Round of Public Engagement

What's Next: Consistency with RHNA



Final Blueprint
Envisioned growth pattern at the county and sub-county levels over the next 30 years

RHNA
Housing allocations at the jurisdiction level over the next eight years; nexus with Housing Elements on local level

In August, ABAG's Housing Methodology Committee recommended using 2050 Blueprint households as the baseline for the RHNA allocation methodology.

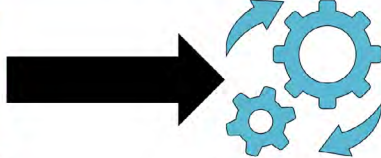
The ABAG Board will consider the proposed RHNA methodology for release in October.

What's Next: Near-Term Implementation Efforts



Final Blueprint
Timeframe: 30-year planning horizon
Focus: strategies (policies & investments) for local, regional, and state governments

Strategies: September 2020
Outcomes: December 2020



Implementation Plan
Timeframe: 2021 through 2025
Focus: near-term actions for MTC / ABAG in partnership with other public, private, and non-profit entities

★ Kickoff: Fall 2020

PLAN BAY AREA 2050

Mount Sutro, San Francisco
Image Source: Flickr, Creative Commons

This month, staff are seeking approval from the boards to move forward with analysis of the Final Blueprint:

- Strategies
- Growth Geographies
- Regional Growth Forecast

34

Appendix 3 | Digital Promotion Report

Summary Report: Horizon and Plan Bay Area 2050 Digital Promotions (2018-2021)

August 2021
Khristina Wenzinger & Meg Avedikian

Horizon: Round 1

Campaign Summary

Overview

To increase awareness about the Horizon initiative, drive e-newsletter sign-ups and promote the Transformative Transportation Projects competition, the LPA social team, with consultant support, created a series of standalone tweets that were boosted.

Audience

Geographic: San Francisco-Oakland-San Jose CA, US

Goal

- Link clicks
- Followers
- Post engagements

of Ads 12

Platforms

- Twitter

Timing

Jun. 11-Aug. 11. 2018

Sample Posts

Mailing list sign-ups and Twitter followers

The first tweet (June 6, 2018) asks if users are signed up for the Horizon newsletter and provides a link to mtc.ca.gov/sign-horizon. The subsequent three tweets (June 26, 2018) feature images of a train, a transit station, and a child at a table, with text encouraging users to stay engaged with MTC and share their thoughts on the future of the Bay Area.

Horizon Guiding Principles and Call for Transformative Projects

The tweets detail the Horizon 5 Guiding Principles: Affordable, Connected, Diverse, Healthy, and Vibrant. They also announce a contest where users can win up to \$500 by submitting transformative project ideas. Links are provided for the contest page (docs.google.com) and a Google Doc for submissions.

Results

Outcome

Good performance, with a good click-through and engagement rates

Twitter: link clicks, followers and engagement

Impressions	Follows	Link Clicks	Click-through Rate	Post Engagements	Engagement Rate
The number of times a post shows up in a social newsfeed.	The number of people who started following MTC account.	The number of clicks on links within the ad that led to advertiser-specified destinations.	The rate at which people click through to the next state.	Any action a person takes with our ad.	Number of post engagements divided by total impressions.
189,869	261	649	5.70%	175	1.34%

Data summary of the entire campaign, consisting of 12 posts.

Horizon: Round 2

Campaign Summary

Overview

To publicize Horizon workshops, the LPA social team chose to promote each workshop as its own Facebook event. We chose an audience that would be most likely to attend the events, so our paid campaign would be most effective.

Audience

Bay Area Advocates & Enthusiasts — people who either actively participate in or are interested in transportation policy. These people are forward-thinking and look for environmental, housing and transportation solutions.

Goal

- Event responses
- Link clicks

of Ads 8

- Oakland
- San Jose
- Petaluma
- San Bruno
- Vallejo
- Walnut Creek

Platforms

- Facebook
- Twitter
- Instagram

Timing

Mar. 1-27, 2019

Sample Posts

<p>MTC Metropolitan Transportation Commission shared an event. Sponsored · 🌐</p> <p>We want your input to help us plan for what's on the Horizon for the Bay Area.</p>  <p>TUE, MAR 19 Horizon Workshop: San Bruno Tanforan Mall, 1150 El Camino Real, San Bruno ★ Interested 35 people interested · 2 people going</p>	<p>MTC Metropolitan Transportation Commission shared an event. Sponsored · 🌐</p> <p>We want your input to help us plan for what's on the Horizon for the Bay Area.</p>  <p>WED, MAR 20 Horizon Workshop: Vallejo 253 Georgia St, Vallejo, CA 94590-5905, United... ★ Interested 92 people interested · 30 people going</p>	<p>MTC Metropolitan Transportation Commission shared an event. Sponsored · 🌐</p> <p>We want your input to help us plan for what's on the Horizon for the Bay Area.</p>  <p>WED, MAR 27 Horizon Workshop: Walnut Creek Embassy Suites by Hilton Walnut Creek · Walnut... ★ Interested 67 people interested · 7 people going</p>
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The image displays three Facebook event cards, each sponsored by the Metropolitan Transportation Commission. Each card features a header with the MTC logo and the text "Metropolitan Transportation Commission shared an event. Sponsored". Below the header is a call to action: "We want your input to help us plan for what's on the Horizon for the Bay Area." Each card includes a large landscape photograph: Oakland (city and water), San Jose (city and highway interchange), and Petaluma (open fields). At the bottom of each card, the event title, date, location, and interest statistics are provided, along with an "Interested" button.

Event Name	Date	Location	Interested	Going
Horizon Workshop: Oakland	TUE, MAR 12	101 8th St, Oakland, CA 94607-4707, United States	130 people interested	10 people going
Horizon Workshop: San Jose	THU, MAR 14	200 E Santa Clara St, San Jose, CA 95113-1903,...	78 people interested	14 people going
Horizon Workshop: Petaluma	SAT, MAR 16	320 N McDowell Blvd, Petaluma, CA 94954-2352,...	42 people interested	3 people going

The image shows two social media posts. On the left is a Facebook post from the Metropolitan Transportation Commission (@MTCBATA). The text reads: "We want to hear from you. Join us at our workshops where you'll let us know which strategies you think are best for the future Bay Area. Don't wait—there are only a few left. bit.ly/HorizonWorkshop". Below the text is a photograph of people at a workshop table with a large informational board. On the right is an Instagram post, also sponsored by MTC, featuring the same photograph of the workshop. The Instagram post includes a "Learn More" link and engagement icons (heart, comment, share, bookmark). The caption text is partially visible: "We want to hear from you. Join us at our workshops where you'll let us know which strategies you think are best for the future ... more".

Results

Outcome

Good performance, with good click-through rates, despite weak performance on IG and TW*

Facebook, Instagram and Twitter

Impressions The number of times a post shows up in a social newsfeed	Unique Link Clicks The number of people who clicked a link	Click-through Rate The rate at which people click through to the next state.	Post Engagements Any action a person takes with our ad.
106,860	447	2.4%	891

Data summary of the entire campaign, consisting of 8 posts.

**Since TW and IG were added last minute, we only had one piece of creative and a limited time to run the ads. If we had run the ads from the beginning, they would have been more successful.*

Art on the Horizon

Campaign Summary

Overview

To publicize the Art on the Horizon contest and drive submissions, the LPA social team chose to promote the contest on Facebook and Instagram.

Rounds 1-3 promoted the contest. Rounds 4-5 announced the winners.

Audiences

- Bay Area residents (13-23): FB/IG
- Art teachers: FB only
- Bay Area parents (35+): FB only

Goal

- Link clicks
- Post engagements

of Ads 46

Platforms

- Facebook
- Instagram

Timing

Round 1: Feb. 7-26, 2019

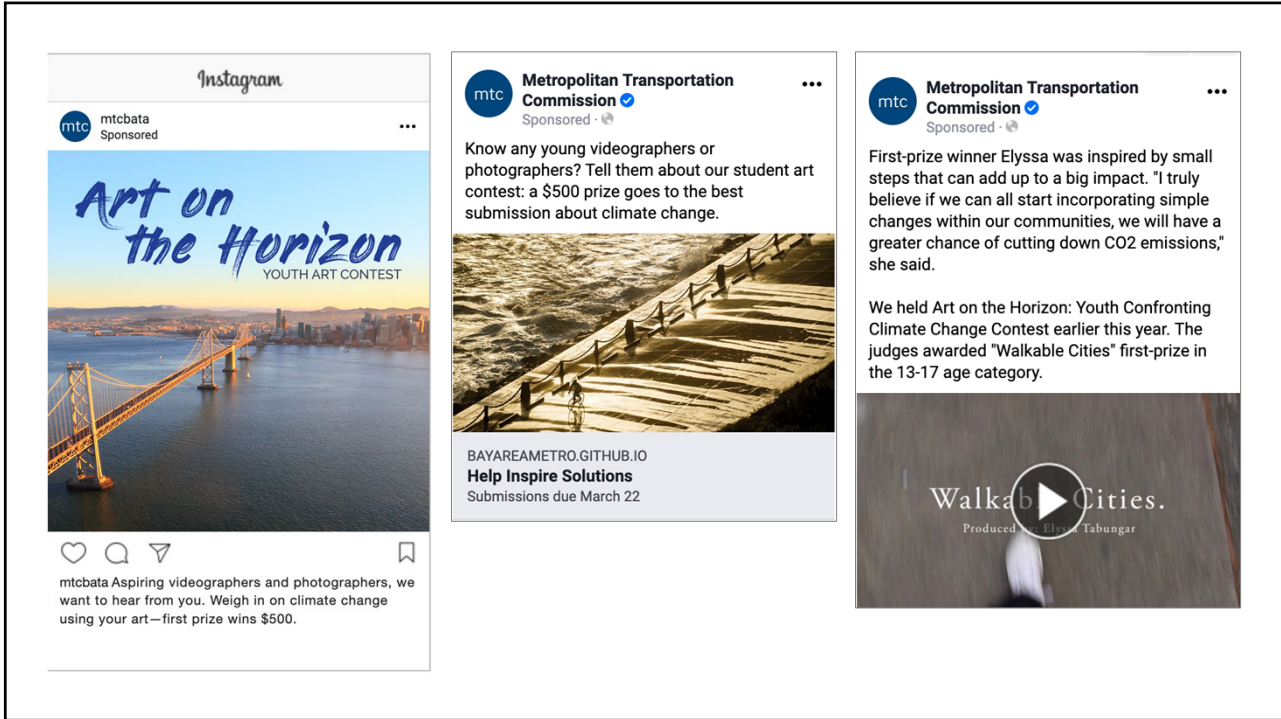
Round 2: Feb. 28 - Mar. 14, 2019

Round 3: Mar. 15-29, 2019

Round 4: May 6-9, 2019

Round 5: May 9-11, 2019

Sample Posts



Results

Outcome
 Weak performance, with a low click-through rate

Facebook and Instagram (Rounds 1-3): website clicks

Impressions	Reach	Link Clicks	Click-through Rate
The number of times a post shows up in a social newsfeed.	The number of people who saw your ads at least once.	The number of clicks on links within the ad that led to advertiser-specified destinations.	The rate at which people click-through to the next state.
1,546,154	282,088	5,914	0.38%

Data summary of the entire campaign, consisting of 40 posts.

Results

Outcome
 Strong performance, with a high engagement rate

Facebook (Rounds 4-5): post engagements

Impressions	Reach	Post Engagements	Engagement Rate
The number of times a post shows up in a social newsfeed.	The number of people who saw your ads at least once.	Any action a person takes with our ad.	Number of post engagements divided by total impressions.
40,578	25,838	8,004	19.7%

Data summary of the entire campaign, consisting of 6 posts.

Horizon: Web Tool

Campaign Summary

Overview

We asked the public to explore the three different Horizon Futures on the Vital Signs website. The LPA social team chose an audience that would be most likely interested in this topic.

Audience

Bay Area Advocates & Enthusiasts — people who either actively participate in or are interested in transportation policy. These people are forward-thinking and look for environmental, housing and transportation solutions.

Goal

- Link clicks

of Ads 8

Platforms

- Facebook
- Twitter

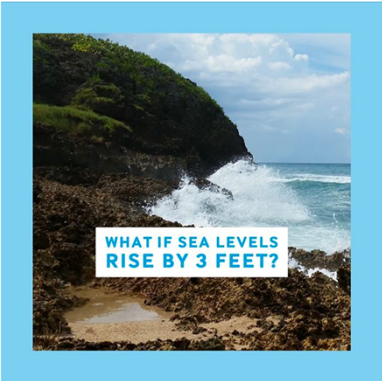
Timing

Apr. 1-21, 2019

Sample Posts

mtc Metropolitan Transportation Commission
 Sponsored · 🌐

Imagine a future where the sea level has risen by 3 feet and thousands of homes and roads are destroyed by flooding.




WHAT IF SEA LEVELS RISE BY 3 FEET?

VITALSIGNS.MTC.CA.GOV
The Bay Area in 2050
 Explore what might happen

LEARN MORE

mtc Metropolitan Transportation Commission
 Sponsored · 🌐

How would life in the Bay Area change if the cost of driving dramatically increased and new technologies enabled greater telecommuting?



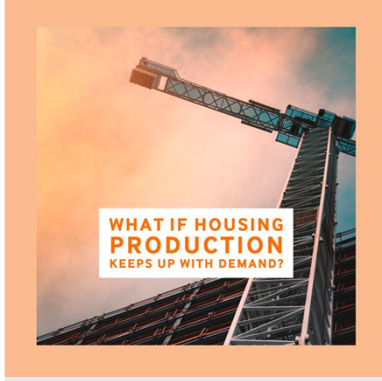
WHAT IF THE COST OF DRIVING DRAMATICALLY INCREASED?

VITALSIGNS.MTC.CA.GOV
The Bay Area in 2050
 Explore possible futures

LEARN MORE

mtc Metropolitan Transportation Commission
 Sponsored · 🌐

How might life in the Bay Area be if housing production boomed and 75% of cars are self-driving in 2050?



WHAT IF HOUSING PRODUCTION KEEPS UP WITH DEMAND?

VITALSIGNS.MTC.CA.GOV
The future Bay Area
 Explore our region in 2050

LEARN MORE

mtc Metropolitan Transportation Commission
 @MTCBATA · Apr 1, 2019

Imagine a future where the sea level has risen by 3 feet and thousands of homes and roads are destroyed by flooding. How might life in the Bay Area change? See for yourself. bit.ly/2YBCrB2



WHAT IF SEA LEVELS RISE BY 3 FEET?

👍 23 🍷 27 📤

mtc Metropolitan Transportation Commission
 @MTCBATA · Apr 1, 2019

What if the cost of driving dramatically increased and new technologies allowing more telecommuting? Get a view into the Bay Area's possible future. bit.ly/2YBCrB2



WHAT IF THE COST OF DRIVING DRAMATICALLY INCREASED?

👍 4 📤

mtc Metropolitan Transportation Commission
 @MTCBATA · Apr 1, 2019

How might life in the Bay Area be if housing production boomed and 75% of cars are self-driving in 2050? Explore the Horizon futures and find out. bit.ly/2YBCrB2



WHAT IF HOUSING PRODUCTION KEEPS UP WITH DEMAND?

👍 7 📤

Results

Outcome
Good performance, with a good click-through rate

Facebook and Twitter

Impressions The number of times a post shows up in a social newsfeed.	Reach The number of people who saw your ads at least once.	Link Clicks The number of clicks on links within the ad that led to advertiser-specified destinations.	Click-through Rate The rate at which people click-through to the next state.
114,722	47,610	3,504	3.1%

Data summary of the entire campaign, consisting of 8 posts.

Plan Bay Area 2050: Round 1

Events

Campaign Summary

Overview

To publicize Plan Bay Area 2050 pop-up workshops that were held at farmer's markets and other public spaces around the Bay Area, the LPA social team chose to promote each event as its own Facebook event.

Audience

Bay Area Advocates & Enthusiasts — people who either actively participate in or are interested in transportation policy. These people are forward-thinking and look for environmental, housing and transportation solutions.

Goal

- Event responses

of Ads 27

Platforms

- Facebook

Timing

Sep. 27-Oct. 30, 2019

Sample Posts



Metropolitan Transportation Commission Verified Sponsored

We want your input to plan for the year 2050. It's your future—help shape it.



SAT, OCT 26, 2019
Plan Bay Area 2050: Oakland
Oct 26, 2019 11:30 AM · Lake Merr...

INTERESTED

Carrie Zoll and 11 others 1 Comment



Metropolitan Transportation Commission Verified Sponsored

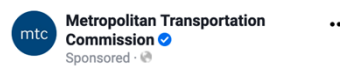
We want your input to plan for the year 2050. It's your future—help shape it.



SUN, OCT 6, 2019
Plan Bay Area 2050: San Jose
Oct 6, 2019 9 AM · Alum Rock Villa...

INTERESTED

Michael Lomio and 7 others 4 Comments



Metropolitan Transportation Commission Verified Sponsored

We want your input to plan for the year 2050. It's your future—help shape it.



FRI, OCT 18, 2019
Plan Bay Area 2050: SF
Oct 18, 2019 10 AM · Heart of the ...

INTERESTED

Marty Cerles and 4 others

Results

Facebook

Impressions The number of times a post shows up in a social newsfeed.	Reach The number of people who saw your ads at least once.	Event Responses The number of people who responded Interested or Going to your Facebook event, attributed to your ads.
105,531	41,880	337

Data summary of the entire campaign, consisting of posts.

Mayor of Bayville

Campaign Summary

Overview

The LPA social team, with consultant support, drove engagement at scale with the Mayor of Bayville game, gaining valuable feedback about Bay Area residents' priorities.

Audiences

- Housing Interests
- Transit Enthusiasts
- Gen Z/Millennial Audience
- Santa Clara Co. Gen Z/Millennials
- Bay Area Commuters
- Video Completions Lookalike

Goal

- Link clicks

of Ads 68

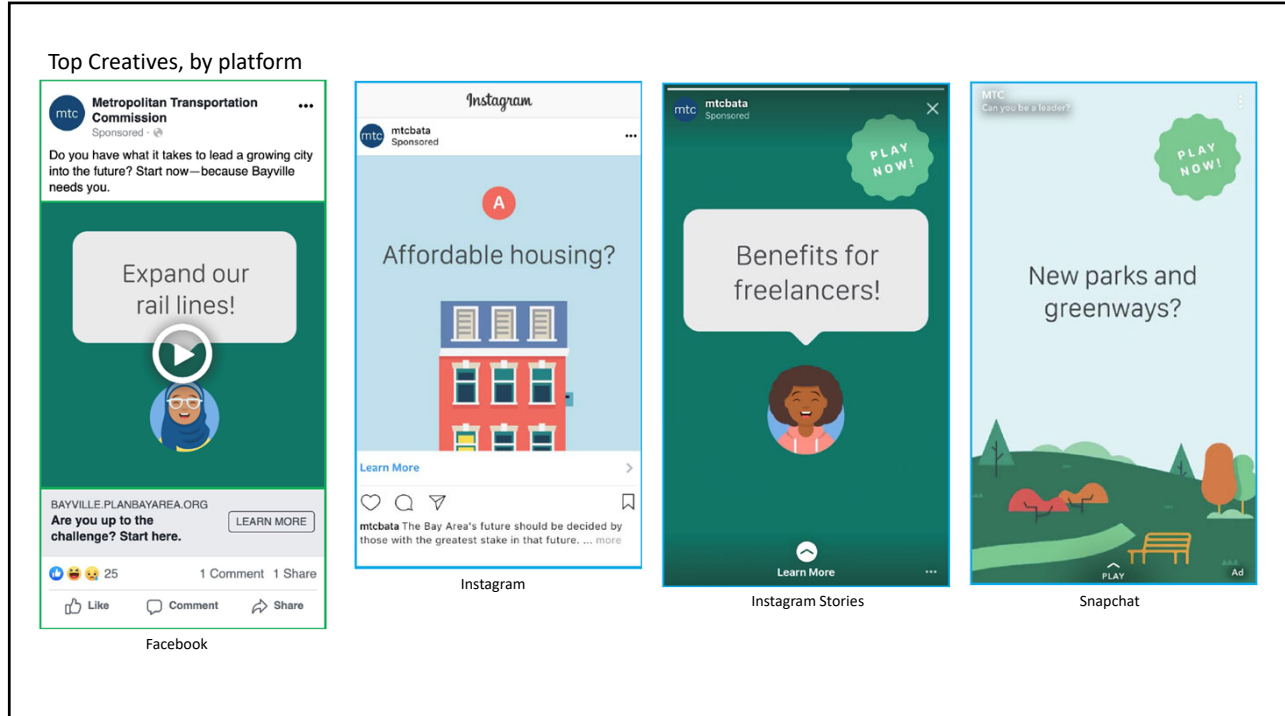
Platforms

- Facebook
- Instagram
- Snapchat

Timing

Nov. 18-Dec. 16, 2019

Sample Posts



Results

Outcome
 Overall, the campaign delivered robust results.

Facebook, Instagram and Snapchat

Impressions	Link Clicks	Click-through Rate
The number of times a post shows up in a social newsfeed.	The number of clicks on links within the ad that led to advertiser-specified destinations.	The rate at which people click-through to the next state.
4,061,612	24,290	0.60%

Data summary of the entire campaign, consisting of 68 posts.

General Awareness

Campaign Summary

Overview

The LPA social team, with consultant support, built awareness of Plan Bay Area 2050 with a focus on MTC's commitment to elevating resident's voices as a core element in the planning process.

Audiences

- Housing Interests
- Transit Enthusiasts
- Bay Area Commuters
- 3% Engagement Lookalike
- Video Views Targeted

Goal

- Link clicks
- Thru Play

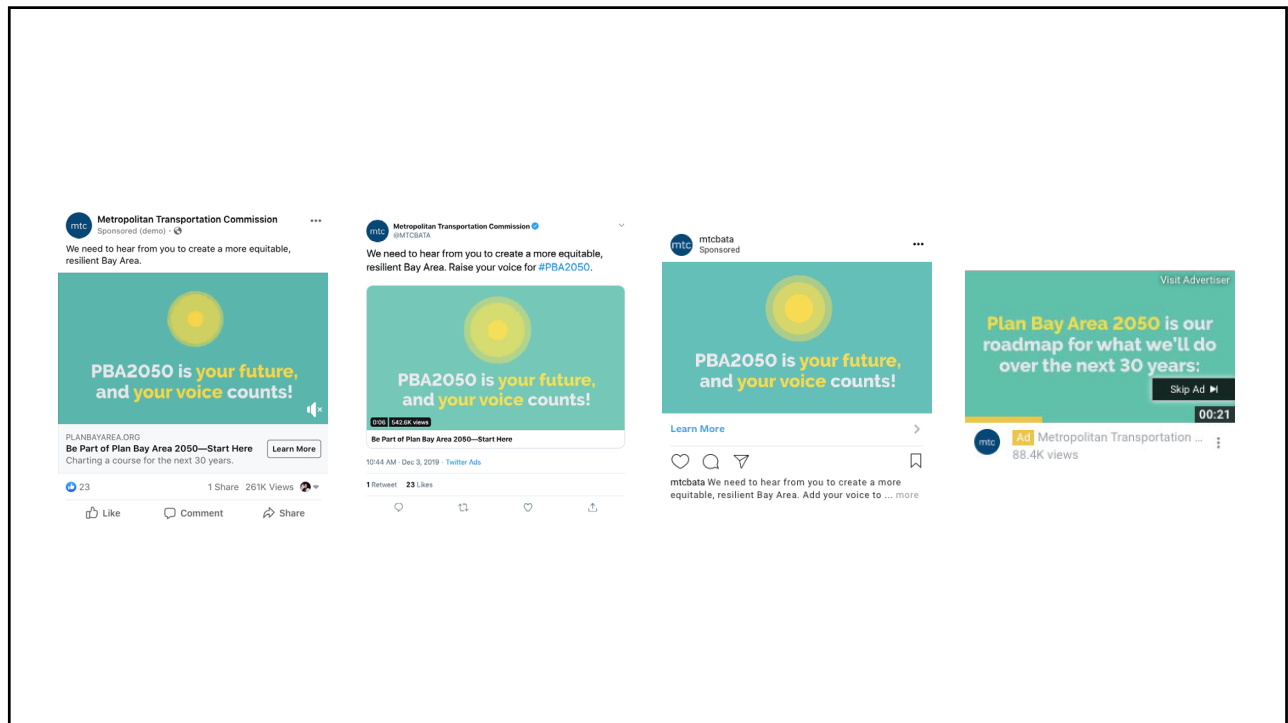
Platforms

- YouTube
- Facebook
- Instagram
- Twitter
- Spotify

Timing

Dec. 4, 2019- Jan. 31, 2020

Sample Posts



Results

Outcome
We saw extremely robust results, with a strong video completion rate.

All platforms

Impressions The number of times a post shows up in a social newsfeed.	Video Views (3 Seconds) The number of times your video played for at least 3 seconds, or for nearly its total length if it's shorter than 3 seconds.	Video Completions The number of times your video was played at 100% of its length, including plays that skipped to this point.	Video Completion Rate The rate at which people watch the entire video.
3,761,864	650,358	171,350	26.35%

Data summary of the entire campaign.

Plan Bay Area 2050: Round 2

Campaign Summary

Overview

The LPA social team, with consultant support, gathered Bay Area residents' feedback on Plan Bay Area 2050 strategies via a Typeform survey and drove traffic to virtual workshops.

Audiences

- Commuters
- Transit Advocates/Enthusiasts
- Housing Interests
- Retargeting Plan Bay Area 2050 Phase 2 Video Views

Goal

- Survey completions
- Event registration (link clicks)

Platforms

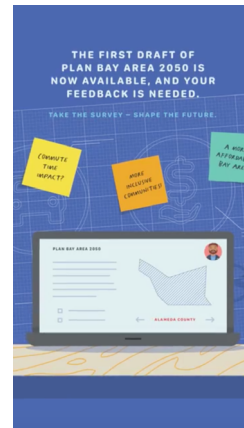
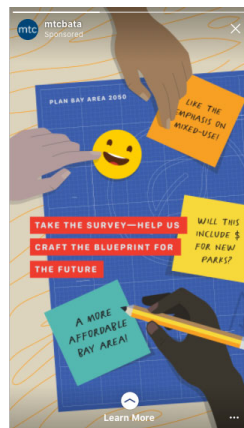
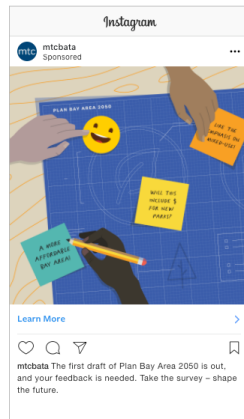
- Facebook
- Instagram
- IG Stories
- Twitter
- Snapchat

Timing

Jul. 10-Aug. 10, 2020

Typeform Survey

Sample Posts



Results

Outcome

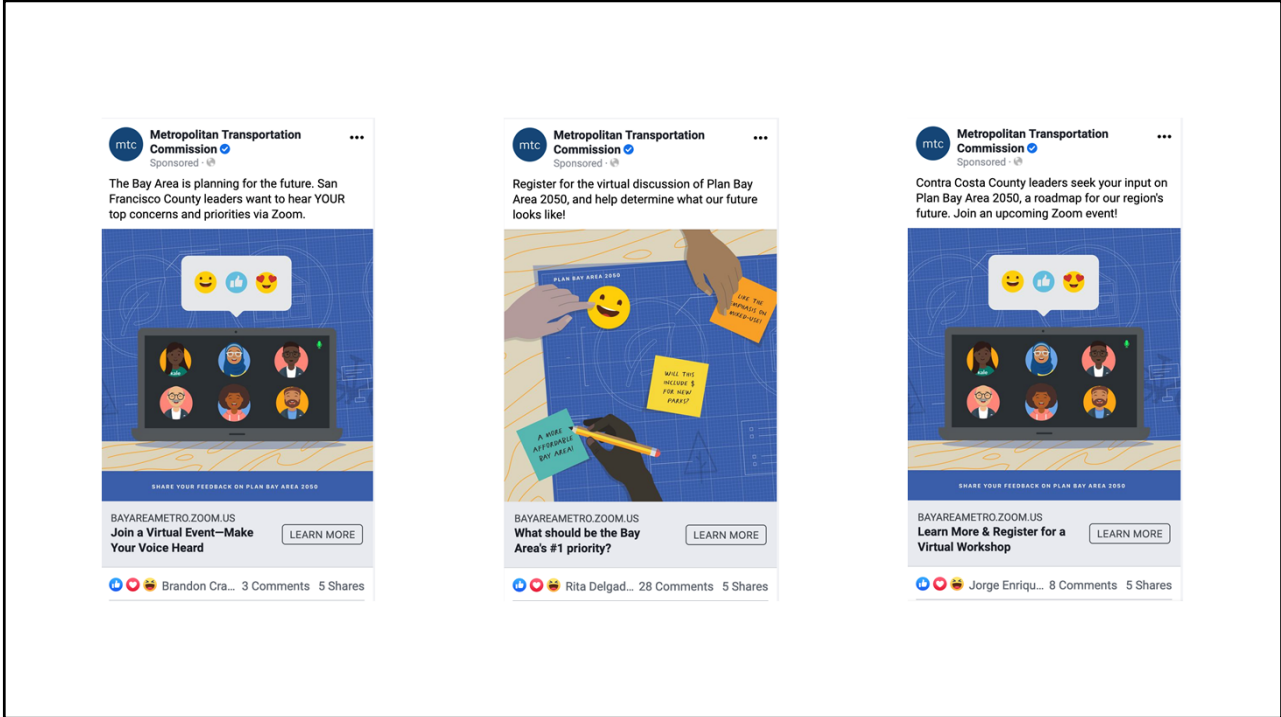
We saw extremely robust survey completion results.

All platforms

Impressions The number of times a post shows up in a social newsfeed.	Link Clicks The number of clicks on links within the ad that led to advertiser-specified destinations.	Survey Submissions The total number of surveys submitted.
5,834,584	20,597	3,919

Data summary of the entire campaign

Virtual Workshops



Results

Outcome

While challenging, we were able to help drive significant participation at online events with a nominal budget.

Facebook and Instagram

Impressions The number of times a post shows up in a social newsfeed.	Link Clicks The number of clicks on links within the ad that led to advertiser-specified destinations.	Click-through Rate The rate at which people click-through to the next state.
3,166,288	10,216	0.32%

Data summary of the entire campaign.

Plan Bay Area 2050: Implementation Plan

Campaign Summary

Overview

MTC, with consulting support from Craft & Commerce, gathered feedback on the final development phase of PBA 2050 to determine which strategies Bay Area residents would like to see prioritized over the next five years via the Implementation Plan.

Audiences

- Bay Area residents
- Housing Advocates/Enthusiasts
- Communities of Concern

Goal

- Survey completions
- Increased awareness of Plan Bay Area 2050

Platforms

- Facebook
- Instagram
- IG Stories

Languages

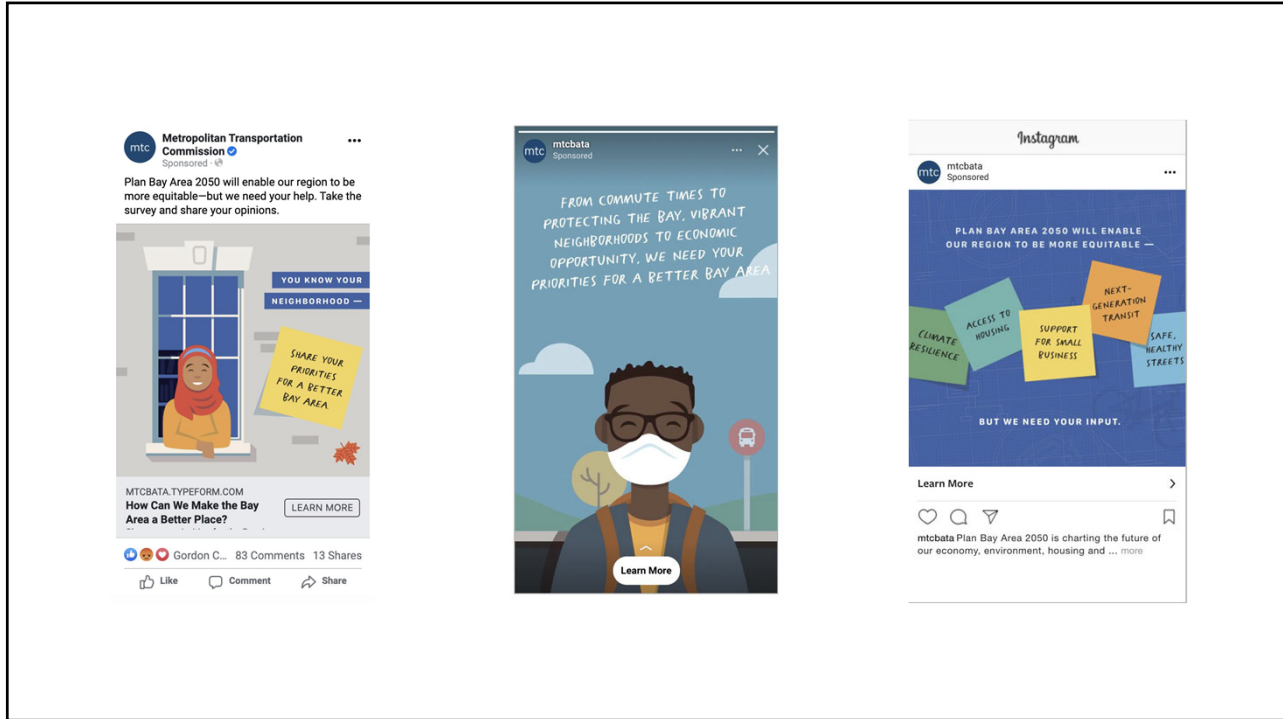
- English
- Spanish
- Chinese

Timing

Jan. 4-28, 2021

Typeform Survey

Sample Posts



Results

Outcome

We exceeded our survey completion goal by 43%, despite having to turn off some ads early due to xenophobic and racist comments.

All platforms

Impressions The number of times a post shows up in a social newsfeed.	Link clicks The number of clicks on links within the ad that led to advertiser-specified destinations.	Survey submissions The total number of surveys submitted.
1,170,316	5,018	1,682

Data summary of the entire campaign

Plan Bay Area 2050: Round 3

Campaign Summary

Overview

MTC, with consulting support from Craft & Commerce, gathered Bay Area residents' feedback on the Draft Plan Bay Area 2050. MTC staff also created promoted event posts to drive traffic to five virtual workshops.

Audiences

- People living in the Bay Area
- Equity Priority Communities

Goal

- Link clicks
- Video views
- Event registration (link clicks)

Platforms

- Facebook
- IG Stories
- YouTube

Languages

- English
- Spanish
- Chinese (Mandarin and Cantonese for videos)

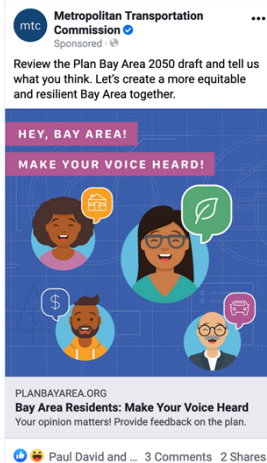
Timing

May 30-July 15, 2021

General Awareness

Sample Posts

Four videos were created to reach English, Spanish, Cantonese and Mandarin speakers.



Results

Outcome

We exceeded all our goals* (impressions, link clicks, video views), despite having to turn off the English language Facebook ads early due to xenophobic/racist comments.

Facebook, IG Stories and YouTube

Impressions	Video views	Video view rate	Link clicks	Click through rate (Link)
The number of times a post shows up in a social newsfeed.	On YouTube a view is counted when someone watches 30 seconds of your video ad or interacts with the ad, whichever comes first.	The percentage of people who watched your ad when it was served to them (in other words, total views divided by total impressions).	The number of clicks on links within the ad that led to advertiser-specified destinations.	The rate at which people click-through to the next state.
3,011,526	787,176	39.99%	9,353	0.31%

Data summary of the entire campaign

**Exceeded video views goal on YouTube by 3X, link clicks goal on FB by 1.8X, link clicks goal on IG Stories by 2.7X*

Virtual Workshops

Sample Posts



Metropolitan Transportation Commission

Sponsored · 🌐

The draft plan is out, and we want to hear from you! Come to our online workshop & review it with us.



WED, JUN 30

Plan Bay Area 2050: North Bay

INTERESTED

👍👍 Gail P. Petersen-Macal... 9 Comments



Metropolitan Transportation Commission

Sponsored · 🌐

The draft plan is out, and we want to hear from you! Come to our online workshop & review it with us.



THU, JUN 17

Plan Bay Area 2050: South Bay

INTERESTED

👍👍👍 Halian Murillo and... 11 Comments



Metropolitan Transportation Commission

Sponsored · 🌐

The draft plan is out, and we want to hear from you! Come to our online workshop & review it with us.



MON, JUN 14

Plan Bay Area 2050: East Bay
Jun 14 5 PM PDT

INTERESTED

👍👍👍 Ky-Nam Miller and ... 9 Comments

Results

Outcome

We were able to help drive attendance at and awareness of online events with a nominal budget.

Facebook

Impressions The number of times a post shows up in a social newsfeed.	Reach The number of people who saw your ads at least once.	Event responses The number of people who responded Interested or Going to your Facebook event, attributed to your ads.
90,473	34,534	277

Data summary of the entire campaign (May 30-June 29)

Metropolitan Transportation Commission and Association of Bay Area Governments

Management Staff

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Andrew B. Fremier

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Deputy Executive Director, Local Government Services

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Section Director, Funding Policy and Programs

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Section Director, Legislation and Public Affairs