



Plan Bay Area 2050+ Draft Blueprint Strategy Refinements

Attachment B

Plan Bay Area 2050+ Transportation Element

Please note that the Draft Blueprint will include only a handful of modified transportation strategies, pending the development of a fiscally constrained Transportation Project List integrating recommendations from the parallel Transit 2050+ effort. The complete suite of revised transportation strategies will be integrated as part of the Final Blueprint in summer 2024. For more information, refer to page 12 of this document.

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|---|--|---|--|--|
| T1 | Operate and Maintain the Existing System | <u>Slightly Modified:</u> Strategy to refocus on operating and maintaining the existing system, given fiscal constraints; transition to zero-emission vehicles has been incorporated into strategy scope. | Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today. | Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles. | Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers. | \$382B |
| T5 | Implement Pricing Strategies to Manage Demand | <u>Significant Changes:</u> This strategy previously focused on per-mile all-lane freeway tolling. A refined approach will weave together other user-based pricing strategies and include expanded equity considerations. A regional mileage-based user fee to reduce vehicle miles traveled will also be incorporated. | Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously generating revenue to fund improvements to transportation services. | Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements. | Implement a series of pricing strategies to alleviate traffic, reduce vehicle mileage, and contribute to California’s climate goals. Based on the <i>Next Generation Bay Area Freeway Study</i> , apply a per-mile charge on freeway corridors with existing or planned frequent transit. Congestion levels, by time-of-day and direction of travel, would inform toll rates ranging from 0 to 30 cents/mile. Discounts would be applicable for carpools and very low-income travelers. Increase parking fees in areas targeted for housing and job growth, with parking costs to range between 25 to 50 cents/hour. Lastly, implement a regional mileage-based user fee of 1 cent/mile. Revenues generated would supplement traditional transportation revenues and support alternative transportation modes. | \$1B |



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|-------------|--|---|---|---|---|--|
| T8 | Build a Complete Streets Network | <u>Slightly Modified:</u> Proposed refinements include emphasis on building out the Regional Active Transportation Network and ensuring the facilities are suitable for all ages and abilities. | Encourage more biking, walking, and rolling for all trip purposes. | Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network. | Enhance streets, paths, and trails to promote walking, biking, and rolling by building out over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. In order to advance safety, equity, and mode shift goals, provide support to local jurisdictions to maintain and expand car-free slow streets, and support other amenities like improved lighting, safer intersections, and secure bike parking at transit stations. | \$9B |
| T9 | Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | <u>Slightly Modified:</u> Proposed refinements include emphasis on creating safe transportation facilities on the High Injury Network. | Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, while capping freeway speeds at an optimal speed for reducing emissions. | Reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways. | Reduce speed limits on arterials and local streets to between 20 and 35 miles per hour, and to 55 miles per hour on freeways, specifically targeting areas within the High Injury Network where the majority of severe and fatal crashes occur. Use design elements like speed bumps, lane narrowings, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to enforce these lower speeds. Prioritize enforcement near schools, community centers, senior housing, and parks, and especially along the High Injury Network. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments. | \$1B |



Plan Bay Area 2050+ Housing Element

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|--|--|---|---|--|
| H1 | Further Strengthen Renter Protections Beyond State Law | <u>Similar</u> : Maximum rent increase have been limited at 4% annually when inflation is higher than this figure. | Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible. | Building upon recent tenant protection laws, limit annual rent increases up to a maximum of 4%, while exempting units less than 10 years old and expanding tenant support services. | Building upon recent tenant protection laws, limit annual rent increases to the lower or the rate of inflation or 4%, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. Augment robust renter protection with expanded services such as tenant education, support and legal assistance, as well as strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements. | \$2B |
| H2 | Preserve Existing Affordable Housing | <u>Similar</u> : A wider range of financing and ownership models has been integrated into the strategy description. | Increase housing security and expand pathways to home ownership for low- and middle-income households. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership. | Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing. Preserve all existing deed-restricted units that are at risk of conversion to market rate housing. Pursue tax incentives, targeted subsidies, favorable financing, and other strategies to transfer ownership of units without deed-restrictions (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts for preservation as permanently affordable housing. Expand the range of available financing and ownership models to increase feasibility and create pathways to long-term economic security for low- and middle-income households. | \$250B |
| H3 | Allow a Greater Mix of Housing Densities and Types in Growth Geographies | <u>Slightly Modified</u> : Definition of Transit-Rich Areas has been expanded to include places subject to the Transit Oriented Communities Policy if not already included (e.g., as part of a PDA). | Enable increased production of a full range of housing types and tenures, prioritizing Growth Geographies in the adopted Blueprint with access to the region’s best public transit, schools, and community services. | Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies. | Allow a variety of housing types at a range of densities to be built in Blueprint Growth Geographies, including Priority Development Areas (PDAs) identified by local governments, select High Resource Areas (HRAs) with the region’s best schools and economic opportunities, and Transit Rich Areas (TRAs) with convenient access to frequent public transportation. This includes areas where the Transit-Oriented Communities policy applies and excludes areas with exposure to unmitigated natural hazards and areas outside of urban growth boundaries. Furthermore, reduce project review times and parking requirements, with 100% affordable projects permitted “by-right.” Specific densities and housing types are based upon regional and local context, including local zoning, type and frequency of transit service, existing land uses, and access to jobs and other opportunities. | <\$1B |



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|-------------|--|--|---|--|---|--|
| H4 | Build Adequate Affordable Housing to Ensure Homes for All | <u>Similar</u> : Emphasis on innovative finance and construction approaches has been added. | Ensure low-income households, including the currently unhoused, have access to affordable, secure housing. | Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households. | Build enough deed-restricted affordable homes necessary to fill the existing gap in homeless housing and to meet the needs of low-income households, including those currently living in overcrowded or unstable housing. Prioritize projects that advance racial equity and greenhouse gas reduction, including those in High Resource Areas, Transit Rich Areas, and communities facing displacement risk. Expand the range of available financing, construction technologies, and ownership models to reduce development costs, make the most of available public subsidies, and expand pathways to long-term economic security. | \$302B |
| H5 | Integrate Affordable Housing into All Major Housing Projects | <u>No changes</u> | To create more inclusive communities, ensure new housing projects integrate households at a variety of income levels, while allowing residential development, including Accessory Dwelling Units, to remain financially feasible. | Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households. | Require a baseline of 10 percent to 20 percent of new market-rate housing developments of 5 units or more to be permanently deed-restricted affordable to low-income households, with the threshold determined by local real estate market strength, access to opportunity, public transit, and displacement risk. Smaller units, such as Accessory Dwelling Units (ADUs) and fourplexes, are exempted to increase feasibility. | <\$1B |
| H6 | Transform Aging Malls and Office Parks into Neighborhoods | <u>Similar</u> : Locally identified Priority Sites on aging commercial sites have been integrated within the strategy scope. | Reinvent 20th century malls and office parks as complete communities with mixed-income housing, local and regional services, and public spaces. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites. | Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels, local and regional services, and public spaces. Support projects on locally-designated Priority Sites within Transit-Rich and High Resource Areas that exceed deed-restricted affordable housing requirements by providing low-interest loans and targeted infrastructure investment. Advance regionally significant projects that add 500+ homes and dedicate land for affordable housing and public institutions such as community colleges and university extensions. | <\$1B |



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|-------------|---|--|--|--|--|--|
| H7 | Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities | <u>No changes</u> | Begin to redress the impact of race-based policies on communities of color by increasing housing security and opportunities to build intergenerational wealth through housing and entrepreneurship. | Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses. | Provide mortgage and rental assistance in Equity Priority Communities, prioritizing longtime previous or existing residents of communities of color that have experienced disinvestment or displacement resulting from policies such as redlining, exclusionary zoning, predatory lending, and infrastructure siting. Provide targeted grants and low-interest loans to start up and expand locally-owned businesses. | \$11B |
| H8 | Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services | <u>Similar</u> : Locally identified Priority Sites on public lands have been integrated within the strategy scope. | Accelerate the reuse of surplus public land and land owned by non-profit institutions to meet community housing and service needs, expand small business opportunities, and create community gathering spaces. | Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing, including on locally-designated Priority Sites. | Establish a regional network of land owned by public agencies, community land trusts, and other non-profit land owners and coordinate its reuse as deed-restricted mixed-income affordable housing, essential services, and public spaces. Provide low-interest loans and targeted infrastructure investments to spur development on locally-designated Priority Sites. Align with the Build Adequate Affordable Housing to Ensure Homes for All and Provide Targeted Mortgage, Rental, and Small Business Assistance strategies to match sites with funding, developers, and service providers, and to ensure projects benefit communities of color and other historically disinvested communities. | <\$1B |



Plan Bay Area 2050+ Economy Element

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|--|--|---|---|---|--|
| EC1 | Implement a Statewide Guaranteed Income | <u>Similar</u> : Strategy title has been modified for greater consistency with local implementation efforts. | To enable upward economic mobility for low-income families by improving family stability & health and increasing consumer spending. | Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending. | Provide an average payment of \$500 (in 2020\$) a month to all households in the Bay Area (payments vary based upon household size and composition), paired with tax increases for those outside the low-income tax bracket that offset any gains from this strategy. Although a small amount such as \$500 cannot make up for a lost job, it can and does help with everyday emergencies, reduce anxiety, improve family stability, health, and improve access to opportunity. | \$205B |
| EC2 | Expand Job Training and Incubator Programs | <u>Similar</u> : The geographic focus of the strategy has been clarified by prioritizing places within, or accessible by frequent transit from, Equity Priority Communities. | To prepare workers for middle-wage job opportunities and to create new small businesses in communities with more limited employment opportunities today. | Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas. | Fund co-located business incubation and job training centers to help residents establish a new business and access workspaces, mentorship, and financing. Support training for high-growth in demand occupations in disadvantaged communities, working with community colleges and other training partners. To reinforce the Plan's locational objectives, incubators would be located in select Equity Priority Communities, as well as Transit-Rich and Priority Production Areas easily accessible to Equity Priority Communities. | \$5B |
| EC3 | Invest in High-Speed Internet in Underserved Low-Income Communities | <u>No Changes</u> | Enable greater participation in the digital economy and improve residents' ability to work-from-home and to expand children's access to educational resources. | Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet. | Connect low-income communities with high-speed internet to broaden opportunities through (1) direct subsidies for internet access to reduce costs for low-income households to \$0 per month and/or (2) invest in public infrastructure to create additional high-speed fiber connections. This strategy is designed to be complementary to the commute trip reduction strategy featured in the Environment Element, while recognizing that internet connectivity benefits enable working from home. | \$11B |
| EC4 | Allow a Greater Mix of Land Uses and Densities in Growth Geographies | <u>Slightly Modified</u> : Strategy expanded to promote a full range of active land uses and integrate all areas subject to the Transit-Oriented Communities Policy. | To enable additional office, retail, civic, cultural, and other active land uses in locations with the best transit access in order to reduce greenhouse gas emissions, revitalize commercial districts, and spur transit recovery. | Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery. | Allow a wider range of densities and active land uses—including commercial, civic, and cultural activities— in select Priority Development Areas and Transit-Rich Areas—including areas where the Transit-Oriented Communities Policy applies—to encourage more jobs and activities to locate in downtowns and along main streets near public transit. Update development standards to stimulate the growth of new and emerging businesses in vacant office space and ground floor retail space, prioritizing small businesses owned by members of historically disadvantaged groups. This strategy supports focused growth near transit as well as climate, equity, and economy goals. | <\$1B |



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|-------------|--|---|--|---|--|--|
| EC5 | Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas | <u>Significant Changes:</u> Strategy expanded to prioritize transit-rich downtowns and main streets regionwide, with added incentives for essential services and industries that offer middle-wage jobs and rely on in-person work. | To encourage middle-wage jobs that involve in-person work in transit- and housing-rich locations. | Provide incentives to encourage employers that offer middle-wage, in-person jobs to locate in Transit- and housing-rich areas. | Provide incentives to encourage employers that provide middle wage jobs that rely heavily on in-person work to locate in Transit-Rich Areas—prioritizing regional transit nodes in housing-rich areas—to support transit recovery and balance commute patterns. | \$11B |
| EC6 | Retain and Invest in Key Industrial Lands | <u>Similar:</u> Infrastructure improvement categories expanded to include renewable energy and building retrofits. | To support and grow production, advanced manufacturing, distribution, and related businesses and middle-wage jobs located on industrial lands. | Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas. | Implement local land use policies to retain key industrial lands identified as Priority Production Areas. This would include preservation of industrial zoning and an update to development standards in these zones, without competition from residential and other commercial uses. It would also provide targeted funding for non-transportation infrastructure improvements including fiber, renewable energy, broadband, and building improvements. | \$5B |



Plan Bay Area 2050+ Environment Element

| Strategy ID | Strategy Name | Changes Versus Plan Bay Area 2050 | Strategy Objective | Strategy Short Descriptions | Strategy Long Descriptions | Estimated Cost (Billions in Year of Expenditure dollars) |
|-------------|---|--|--|---|---|--|
| EN1 | Adapt to Sea Level Rise | <u>Significant Changes:</u> Areas that flood up to 4.9-feet, up from 3-feet in Plan Bay Area 2050, are proposed for protection in Plan Bay Area 2050+. Further categorization of sea level rise projects with partner support is envisioned. | Proactively address inundation impacts to communities, regional infrastructure systems, and shoreline ecosystems as sea levels rise. | Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise. | Adapt shorelines at risk of flooding with 4.9 feet of inundation, from both permanent sea level rise as well as temporary inundation from king tides and storms. The strategy would fund a suite of protective strategies (e.g. ecotone levees, traditional levees, sea walls), marsh restoration, elevation of critical infrastructure, and support some very low density communities with managed retreat. The strategy prioritizes nature-based actions where suitable, and intends to balance multiple goals of flood protection, habitat restoration, and public access – protecting residents, while also dedicating sufficient funds to support 100,000 acres of marsh restoration regionwide. Projects in the strategy are bundled into two bins, with the first corresponding to projects that are needed to address near-term sea level rise and flood risks through 2035. <i>As part of the Final Blueprint phase, staff will produce a Resilience Project List in coordination with stakeholders and partners that delineates the specific investments included within Strategy EN1.</i> | \$94B |
| EN2 | Provide Means-Based Financial Support Seismic and Wildfire Home Retrofits | <u>Similar:</u> The strategy previously included energy and water efficiency upgrades for residential buildings which are now proposed to move to Strategy EN3. | Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and wildfire. | Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic and wildfire standards, providing means-based subsidies to off-set associated costs. | Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic and wildfire standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy would prioritize assistance in Equity Priority Communities. Seismic improvements would focus action in 425,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist, while 105,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits. | \$7B |



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|-------------|---|---|--|---|---|--|
| EN3 | Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings | <u>Slightly Modified</u> : In addition to absorbing residential upgrades, the strategy has increased in scale to address decarbonization for all buildings. | Reduce the carbon and water footprint of all buildings. | Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties. | Pool and expand existing incentives to eliminate natural gas and improve energy and water efficiency in existing buildings as components reach the end of their useful life and require replacement. For decarbonization specific upgrades, means-based subsidies would help fill the difference in cost for higher efficiency electric building systems, and enable panel upgrades and necessary building modifications. | \$52B |
| EN4 | Maintain Urban Growth Boundaries | <u>No changes</u> | Prevent the conversion of agricultural and natural lands to urban uses and focus new growth within the region's existing urban footprint or growth boundaries. | Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions. | Use 2020 urban growth boundaries to confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. These measures include urban growth boundaries and urban service areas when available. This strategy advances regional resilience by limiting new growth in the wildland-urban interface and other high-risk areas. | <\$1B |
| EN5 | Protect and Manage High-Value Conservation Lands | <u>Similar</u> : Strategy includes a new approach to develop financial needs, but strategy scale and focus are otherwise the same. | Enhance biodiversity and natural resources, fire or flood protection, recreation opportunities, food systems, water supply, carbon sequestration and other ecosystem services. | Protect and preserve high-priority natural and working lands Improving the resilience and connectivity of the region's biodiversity and the sustainability and vibrance of the agricultural sector. | Fund acquisition of new lands and develop new conservation and agricultural preservation easements to help conserve and manage high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires planning and investment to support natural and working land protection, acquisition, and management. This strategy would support regional goals for agriculture, open space, and public access, which include a vision of 2.2 million acres of preserved open space, enhanced wildfire, flood, and drought resilience, and a thriving agricultural economy. Bayland conservation, restoration and adaptation is complemented by Strategy EN1 Adapt to Sea Level Rise. | \$42B |



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| EN6 | Expand Urban Greening in Communities | <u>Slightly Modified</u> : Strategy includes additional emphasis on urban greening, including tree canopy investments. | Ensure the ability of all Bay Area residents to easily access urban parks, trails, and recreation opportunities, and benefit from urban greening investments. | Invest in quality parks, trails, tree canopy, and green infrastructure within urban areas with limited parks, shade, or pervious surfaces. | Strategically plan and invest in quality parks and trails in urban areas that provide inclusive recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. Invest in and support urban greening initiatives, including street tree planting and green stormwater infrastructure that will help mitigate the effects of extreme heat and stormwater flooding and pollution within communities. This strategy would fund enhancements to local parks, development of new parks and recreation facilities, and construction of cross-jurisdictional trails and greenways with an emphasis in Equity Priority Communities and other underserved areas. | \$20B |
| EN7 | Expand Commute Trip Reduction Programs at Major Employers | <u>No changes</u> | Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to work-from-home, transit, walking, and bicycling. | Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling. | Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer’s workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy. The strategy aims to require major employers to support hybrid work programs, with the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target. Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or work-from-home. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of dedicated workspaces in lieu of shared space. | <\$1B |



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| EN8 | Expand Clean Vehicle Initiatives | <u>Slightly Modified</u> : The strategy includes bolder targets for charging station buildout and vehicle buyback, alongside scope additions including subsidy or shared programs for e-bikes. | Reduce transportation-related greenhouse gas emissions and vehicle tailpipe air pollution. | Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles. | Expand investments in programs that support the adoption and use of clean vehicles, which include electric vehicles (EVs) and electric mobility (e-mobility), through incentives and deployment of charging infrastructure in partnership with County Transportation Agencies, the Air District and the State. These investments would expand existing strategies in MTC's Climate Initiatives Program, which include investing in expanded EV charging infrastructure and public fleet electrification. The Vehicle Buyback & Electric Vehicle Incentive initiative would be expanded to subsidize around 800,000 new electric vehicles, with a priority for income-qualifying buyers. The Regional EV Charger initiative subsidizes over 50,000 public EV chargers to expand charging opportunities for EVs. | \$8B |
| EN9 | Expand Transportation Demand Management Initiatives | <u>Slightly Modified</u> : The investment level in this strategy has increased to support greater greenhouse gas emission reductions impact. The parking pricing components previously included in the strategy has been shifted to Strategy T5. | Reduce single-occupancy passenger vehicle trip demand and vehicle miles traveled (VMT) and reduce associated emissions and pollution. | Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit. | Expand investments in transportation demand management (TDM) programs through MTC's Climate Initiatives Program. This includes a wide range of programs that discourage single-occupancy vehicles (SOVs) and support active and shared travel modes. Vanpool and carpool programs subsidize shared commute trips that reduce the number of vehicles on the road. Bike share services enable short-distance trips to destinations or transit by bike instead of by car. Targeted transportation alternatives are a set of individualized engagement and behavioral economic approaches to inform and motivate residents and workers to use active and shared travel modes instead of driving alone. Carshare services reduce personal vehicle ownership and vehicle trips and provide access to more fuel-efficient vehicles. Shuttles and microtransit services provide opportunities for shared trips to common destinations. | \$2B |

Transportation Strategies to be Integrated as Part of the Plan Bay Area 2050+ Final Blueprint

Please note that several transportation strategies from Plan Bay Area 2050 will not be included as part of the Plan Bay Area 2050+ Draft Blueprint, consistent with the approach taken in 2020 during the Plan Bay Area 2050 Blueprint process. Instead, these strategies will be incorporated as part of the plan's Final Blueprint, which is tentatively scheduled for adoption in summer 2024.

This includes strategies T3, T4, T10, T11, and T12, which are being updated as part of the parallel Transit 2050+ effort. It also includes strategies T2, T6, and T7, which are primarily project-based strategies and therefore subject to the transportation element's fiscal constraint requirements.

The development of a fiscally constrained Transportation Project List over the winter and spring of 2024 will further inform the final scope of these strategies, which in turn will be reflected as part of the Plan Bay Area 2050+ Final Blueprint.

Transportation Strategies Slated for Final Blueprint Integration

| Strategy ID | Strategy Name |
|--------------------|--|
| T2 | Support Community-Led Transportation Enhancements in Equity Priority Communities |
| T3 | Enable a Seamless Mobility Experience |
| T4 | Reform Regional Transit Fare Policy |
| T6 | Improve Interchanges and Address Highway Bottlenecks |
| T7 | Advance Other Regional Programs and Local Priorities |
| T10 | Enhance Local Transit Frequency, Capacity and Reliability |
| T11 | Expand and Modernize the Regional Rail Network |
| T12 | Build an Integrated Regional Express Lanes and Express Bus Network |