



PLAN BAY AREA 2050

Plan Bay Area 2050 Update

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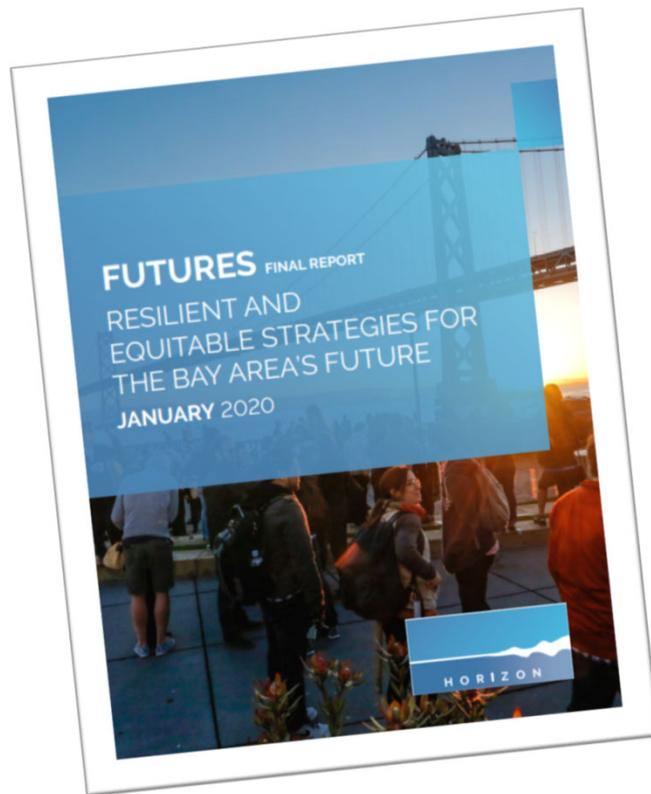
March 2020 - SR-37 Policy Committee

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”.

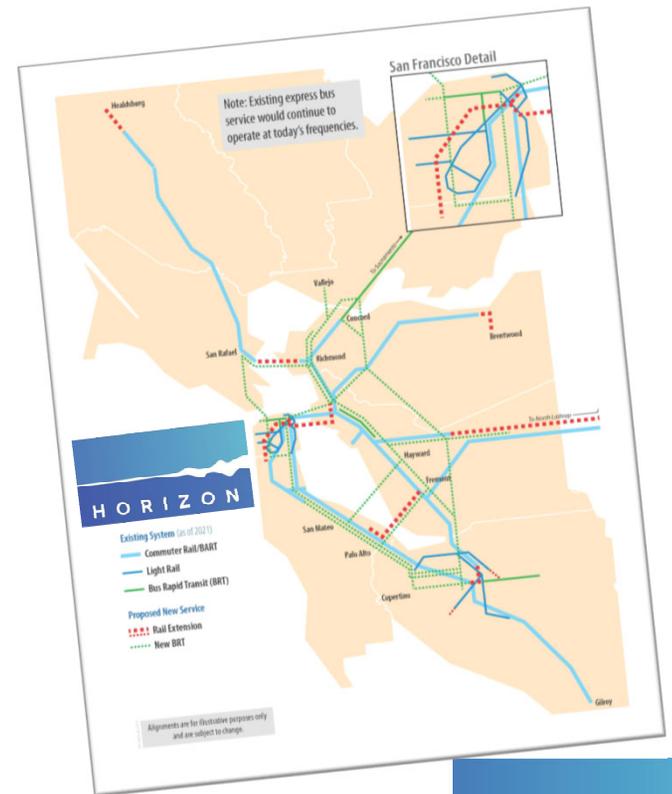


Plan Bay Area 2050 builds upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, "stress testing" them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.



The Plan Bay Area 2050 Blueprint is a package of strategies designed to advance the regional vision.

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



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

What requirements must the Plan meet?

While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:



Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

Impact if Not Met: federal and state agencies will reject the Plan's approval, triggering a conformity lapse



Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

Impact if Not Met: region ineligible for select SB 1 funding



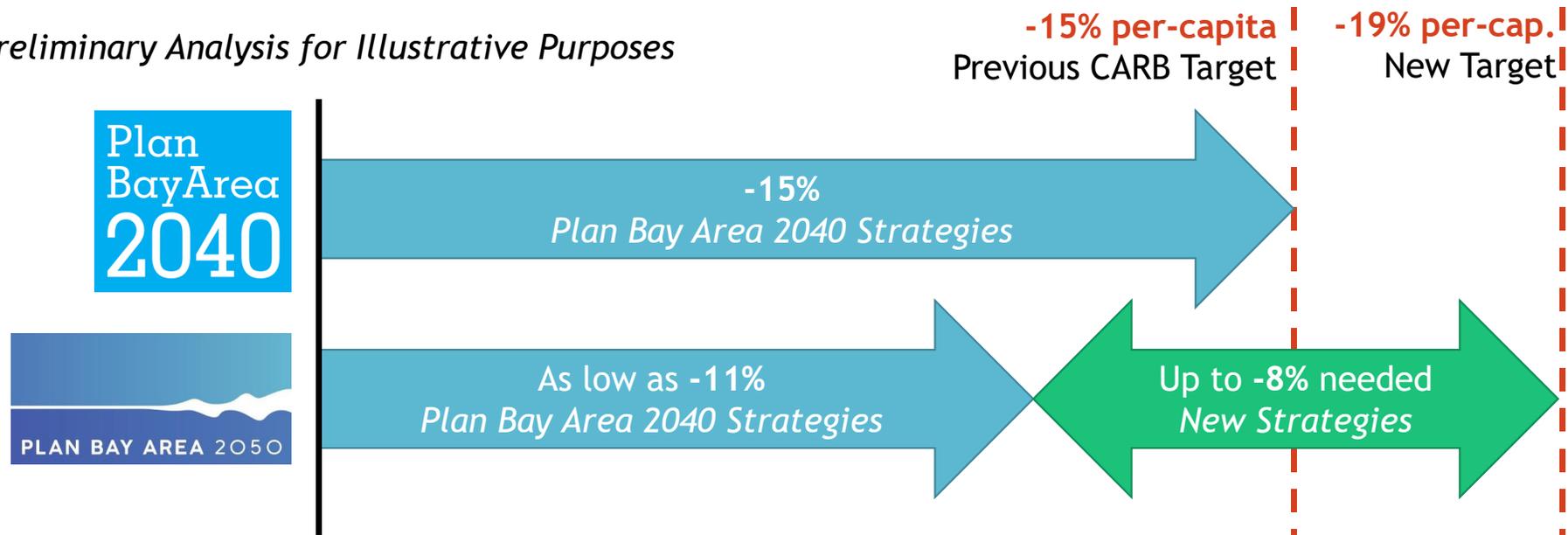
Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

Impact if Not Met: HCD may not approve RHNA

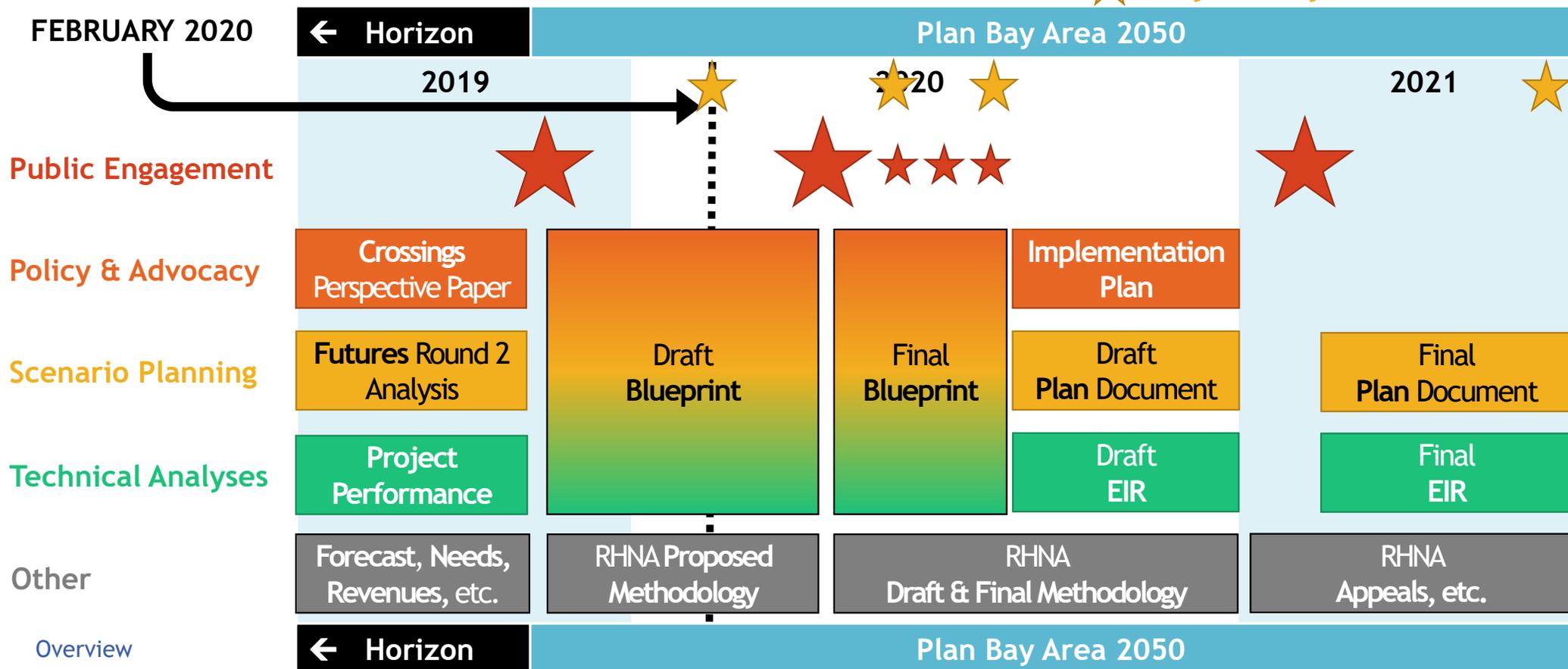
Without bold new strategies, it may be very difficult to meet the more ambitious GHG target.

Preliminary Analysis for Illustrative Purposes



What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



How were strategies generated & refined?



Action Item
February 2020
(MTC & ABAG)



What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.



Draft Blueprint: What's Next?

Today

25 Strategies (Draft Blueprint Inputs)



Modeling
& Analysis
(Winter)

Growth Pattern,
Performance
Outcomes, etc.
(Draft Blueprint
Outputs)



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

Final Blueprint: What Remains to Be Done?



Will there be a chance to make refinements to strategies later in the planning process?

Yes, this would occur during the **Final Blueprint phase**. Staff will report back on outcomes from the Draft Blueprint strategies this spring, and both MTC and ABAG will have a chance to identify revisions through **summer 2020**.



What about strategies and individual projects not included in the Draft Blueprint?

Some projects and strategies were not yet ready for inclusion in the **Draft Blueprint**. CTAs, transit agencies, and MTC/ABAG are collaborating this winter and will return to MTC/ABAG by spring. *This includes Express Lanes, Express Buses, and Rail Extensions.*



What happens if the Draft Blueprint does not meet all of the statutory requirements?

Additional tradeoff discussions would be needed. The boards may have to expediently decide what strategies should be modified prior to the Final Blueprint.

SR-37 Project Components

Project assessment included the following components:

- Elevation: raise facility to 20 feet above sea level to withstand 66 inches of sea level rise combined with a 100-year storm
- Tolling: bidirectional tolling consistent with other bridge tolls
- Widening: add one lane in each direction, which will be operated as an HOV or managed lane
- Interchange improvements: ramp metering and other operational improvements
- Express bus: electric bus service connecting Vallejo and Novato with park and ride facilities
- Ecological enhancements: wetland and marsh restoration
- Interim improvements: widening and shoreline/levee protections on the corridor slated for the next 5-7 years

Image Source: <https://twitter.com/caltransd4/status/1097010662180413440>



SR-37 Project Performance Results

- Initially, the SR-37 project was evaluated with a relatively limited wetland restoration benefit of just over 700 acres.
- The final benefit/cost ratio incorporates a substantially larger investment in wetland restoration, with 16,000 acres of wetlands in place along the corridor.

SR-37 Resilience Project Benefit/Cost Ratios

	Rising Tides, Falling Fortunes	Clean and Green	Back to the Future
Initial B/C Ratio	0.7	0.5	<0.5
Final B/C Ratio	2	2	0.7

Moving Forward

- **During Plan Bay Area and Plan Bay Area 2040, MTC** has used the Project Performance Assessment to categorize projects as high-, medium- and low-performing - with low-performing projects required to submit a “compelling case” if they wished to include it in the fiscally-constrained Plan.
- **For Plan Bay Area 2050, we are proposing a solutions-oriented approach instead.** This would continue the identification of high-performing projects, but for all remaining projects, MTC would work collaboratively with sponsors to identify project refinements or complementary local or regional strategies to address performance shortcomings. Such refinements will help build a project’s case for receiving regional funding.



What's Next for SR-37?

- Project sponsors will have the opportunity to propose refinements for performance challenges in commitment letters, requested by March 27, 2020.
- Commitment letters should include both:
 - Specific examples of ways to address a project's performance shortcomings AND
 - A summary of funding available from city, county, and/or private sources
- In the case of SR-37, sponsors should use their letters to address solutions to the following challenges:
 - Equity challenge: project benefits tended to accrue to higher-income households
 - Affordable Guiding Principle flag: tolling on the facility increases transportation costs for lower-income users
 - Healthy Guiding Principle flag: project increases vehicle miles traveled, resulting in more emissions and road fatalities