



PLAN BAY AREA 2050

Plan Bay Area 2050

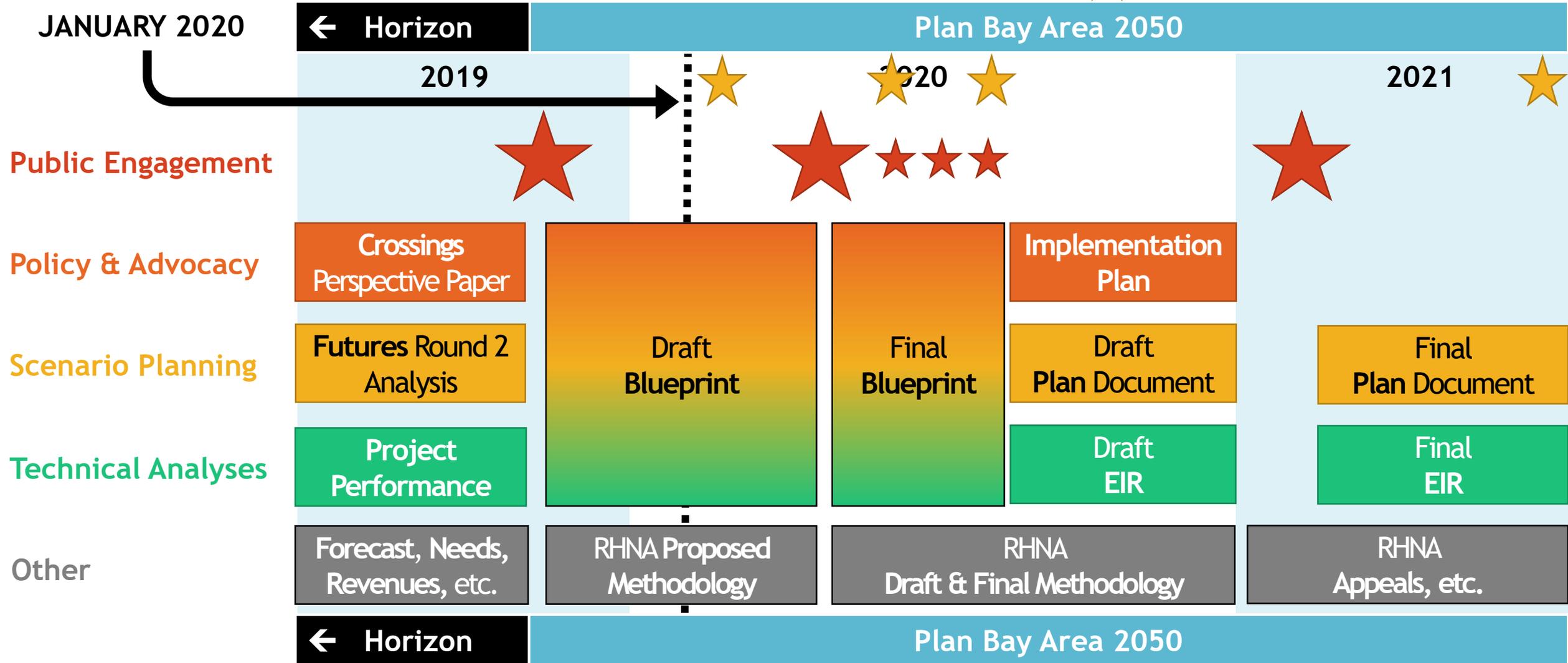
Draft Blueprint: Setting the Stage

January 2020 Webinar

Focus on Housing & Economy Elements

Plan Bay Area 2050 Schedule

★ = Major Policy Board Decisions



New Release! Futures Final Report

Download link:

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

Email questions to:

Michael Germeraad

mgermeraad@bayareametro.gov



The report is organized into 5 chapters.

Streamline Development in All Areas Designated for Growth **RATING**
●○○○

CHALLENGE
Cities and counties generally do not build housing or commercial buildings — private developers do. However, even with strong market demand, areas that provide regional benefits like reduced GHG emissions may not attract private development without local policies that support future growth.

STRATEGY
Apply a set of development streamlining measures in areas prioritized for growth. In Plan Bay Area 2040 and in both rounds of Futures analysis, assumed faster development approvals and reduced parking requirements were used to streamline growth in PDAs and other growth geographies, which increased their attractiveness for new development compared to other areas.

RATING: Recommended to move forward
The strategy was included in Plan Bay Area 2040. While new Priority Development Areas are locally nominated, the same incentives should be applied to support an expanded set of Plan Bay Area 2050 priority areas for growth.

PROS

- More than 90% of growth occurs within growth geographies in all three Futures¹⁶. The streamlining measures coupled with the zoning changes in the previous suite of geography strategies create an attractive environment for growth regardless of different levels of development studied in different Futures. Model outputs illustrated below suggest that policies alone are enough to drive growth into priority areas.
- Strategy uses policy rather than financial incentives to focus growth. Using policy to focus growth rather than financial incentives are a cost-effective way to implement a land use blueprint.

CON

- Streamlining needs to work for the community. Streamlining that speeds project permitting can lead to missed opportunities to make the most of new developments. When done right, local land use planning that creates a framework for future development ensures new developments can proceed quickly, while meeting the community's priorities developed as part of a specific plan or general plan process.

Figure 20. Location of households added between 2015 to 2050 relative to growth geography

TECHNICAL NOTES
To better understand this strategy's pros and cons, the UrbanSim 1.5 land use model was used to simulate the strategy as part of a package. The model assumes that CEQA streamlining reflects a 1% more profitable development, reduced parking requirements reflect 1% more profitable development, and depending on a parcel's associated vehicle miles traveled, the development is 2% to -2% more/less profitable to reflect compliance with SB 743. The strategy also assumes that \$40 million in Onw Bay Area Grant funding further improves overall profitability by the amount across all development within the growth geography.

53 FUTURES: RESILIENT AND EQUITABLE STRATEGIES

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

1. INTRODUCTION

2. FUTURES PLANNING

3. THE IMPACTS OF THE HORIZON STRATEGIES

Explores how Horizon strategies when evaluated together, affect regional goals organized under the five Horizon Guiding Principles.

4. IDENTIFYING EFFECTIVE STRATEGIES

Summarizes the specific effects of each of the 34 Horizon strategies into a one pager.

5. WHAT HAVE WE LEARNED?

A single source for all Futures findings.

Expand Construction Workforce Training Programs

CHALLENGE
Ever since the Great Recession in 2008, the Bay Area construction workforce has been particularly tight — it was the most hard-hit sector in the Bay Area economy in 2008, whereas the overall job loss in the region was under 7% during that time period. The construction labor force is smaller today than it was in 2008.

STRATEGY
Provide increased funding to existing construction workforce training programs and continue to bring support to early career workers through their wage apprenticeship years. Provide increased opportunities to 1,000 workers annually.

PROS
The strategy grows the regional construction workforce by up to 1,000 workers. Albeit small, the cumulative impact of additional construction workers trained annually the model projected most would not be the best strategy; instead housing to match construction workforce incomes may be more effective.

CONS
When isolated the number of construction jobs was more of a result of the strategy; instead by new spending by other affordable housing generated a new increase in sector growth (see Figure 14). The strategy did not remain steady with labor growth, the construction workforce remained steady with labor growth.

TECHNICAL NOTES
To better understand this strategy's pros and cons, the REMI economic modeling process described in the "Partially Adapt to Sea Level Rise" modeling process was used to describe natural land risk with and without action.

53 FUTURES: RESILIENT AND EQUITABLE STRATEGIES

Streamline Development in All Areas Designated for Growth

CHALLENGE
Cities and counties generally do not build housing for commercial buildings — private developers do. However, even with strong market demand, areas that provide regional benefits like reduced GHG emissions may not attract private development without local policies that support future growth.

STRATEGY
Apply a set of development streamlining measures in areas prioritized for growth. In Plan Bay Area 2040 and in both round 1 and round 2, streamlining measures were used to streamline growth in PDAs and other growth geographies, which increased their attractiveness for new development compared to other areas.

PROS
More than 90% of growth occurs within growth geographies in all three Futures. The streamlining measures coupled with the zoning changes in the previous suite of geography strategies create an attractive environment for growth regardless of different levels of development studied in different Futures. Model outputs illustrated below suggest that policies alone are enough to drive growth into priority areas.

CONS
Streamlining needs to work for the community. Streamlining that speeds project permitting can lead to missed opportunities to make the most of new developments. When done right, local land use planning that creates a framework for future development ensures new developments can proceed quickly, while meeting the community's priorities developed as part of a specific plan or general plan process.

TECHNICAL NOTES
To better understand this strategy's pros and cons, the UrbanSim 15 land use model was used to simulate the strategy as part of a package. The model assumes that CEQA streamlining reflects a 1% more profitable development, reduced parking requirements reflect 1% more profitable development, and depending on a parcel's development, reduced parking requirements reflect 2% to 2% more/less profitable to reflect compliance with SB 743. The strategy also assumes that \$40 million in Onw Bay Area Grant funding further improves overall profitability by the amount across all development within the growth geography.

53 FUTURES: RESILIENT AND EQUITABLE STRATEGIES

Build a New Transbay Rail Crossing

CHALLENGE
The existing BART Transbay Tube has limited capacity in all three Futures, even the set of capacity-increasing projects prioritized in Plan Bay Area 2040. Constraints were greatest in Clean and Green, where there were nearly 75,000 capacity westbound morning trips.

STRATEGY
This strategy invests in a new transbay rail crossing, associated infrastructure improvements in the West Bay and East Bay, and Paper 5 on Bay Crossings delivered into the pros and cons of different options, staff used a second BART crossing as a placeholder to further study the potential synergies with housing and economic development from a crossing investment.

PROS
The BART Transbay Tube in year 2050 with a second crossing in place meets all demand. Not only is it improving rider experience, but it also benefits from fewer delays due to redundancy.

CONS
Without supportive land use changes, ridership at the new stations is roughly half that of existing San Francisco stations, even with strategic zoning in Futures Round 2. Additional Priority Development Areas in station areas, whether in the East Bay or San Francisco, would help further strengthen this strategy.

TECHNICAL NOTES
Pros and cons staff used MTC Travel Model 15 to simulate the strategy as part of related projects in Futures Round 2 include BART Core Capacity frequency and Valley Phase 2, which integrates service to Downtown San Jose and Santa Clara.

53 FUTURES: RESILIENT AND EQUITABLE STRATEGIES

More Fully Adapt to Sea Level Rise

CHALLENGE
The Bay Area shoreline adaptation requires extensive investment, but may require individuals or lightly used portions of what can be protected will be extremely difficult.

STRATEGY
Leveraging a larger set of new revenues, a greater number of protective and adaptive projects could be funded to expand the number of areas adapted in the partially adapt strategy. This larger set of adaptation strategies would protect a greater number of communities and fund large-scale marsh adaptation.

PROS
Even in the more fully funded adaptation strategies, some isolated flooding generally in areas with very few residents. As communities have adaptation conversations, there will be difficult choices to make about what is and is not protected. Even a prosperous region like the Bay Area does not have the resources to protect everything from continuous sea level rise. Adaptation to low levels of sea level rise may be possible in many locations, but as sea level rise continues through the century, the Bay Area will have to weigh through the decisions about where to protect and how.

CONS
Even in the more fully funded adaptation strategies, some isolated flooding generally in areas with very few residents. As communities have adaptation conversations, there will be difficult choices to make about what is and is not protected. Even a prosperous region like the Bay Area does not have the resources to protect everything from continuous sea level rise. Adaptation to low levels of sea level rise may be possible in many locations, but as sea level rise continues through the century, the Bay Area will have to weigh through the decisions about where to protect and how.

53 FUTURES: RESILIENT AND EQUITABLE STRATEGIES

Most of the content has been shared previously at October - January meetings and workshops. The report compiles all the findings together in a single resource.

Advancing the Vision of Plan Bay Area 2050



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

Refresher: Key Statutory Requirements

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



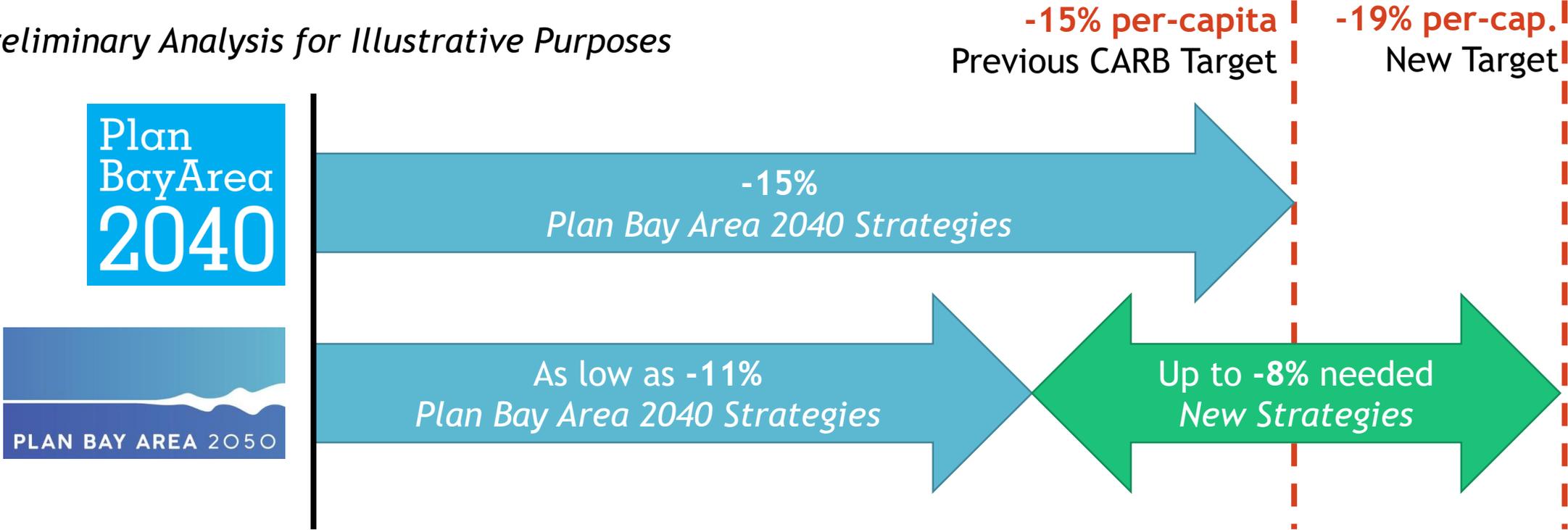
Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must 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



As part of the Draft Blueprint, we will be **seeking your approval** in February to further study key strategies.

The Draft Blueprint will **integrate and test complementary strategies** to achieve improved regional outcomes.



Plan Bay Area 2050 Blueprint

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

Today, we will focus on key questions related to two elements of the Plan Blueprint.



Plan Bay Area 2050 Blueprint

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

Refresher: Two Versions of the Blueprint

Transportation



Housing



Economy



Environment



Plan Bay Area 2050 Blueprint Basic
Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures



Plan Bay Area 2050 Blueprint Plus
Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Either could be adopted as the Preferred Alternative in 2020 or 2021.

Refresher: What is a Strategy?

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.



3,000

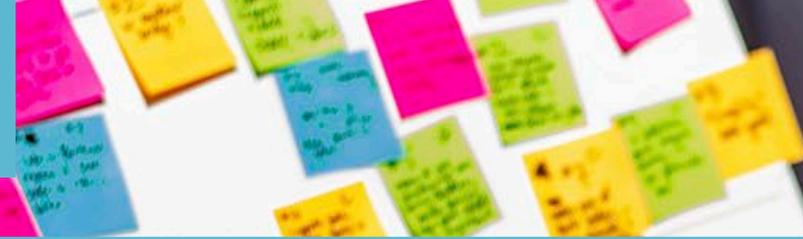
comments at fall 2019
“pop-up” workshops

9,900

comments from *Mayor of Bayville* online tool

AN BAY AREA 2050

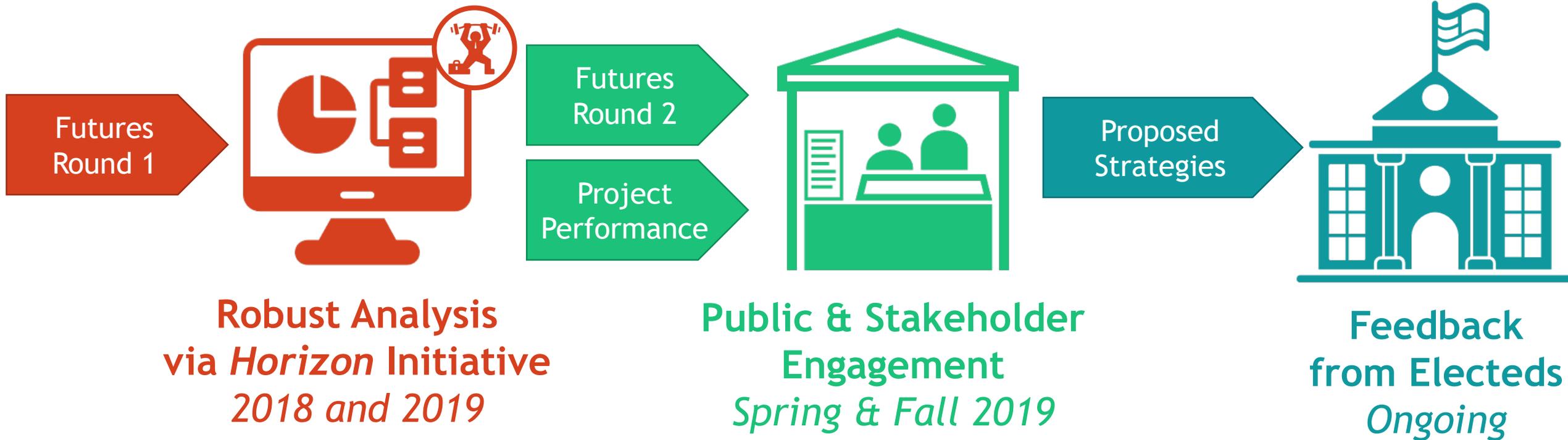
TELL US WHAT YOU THINK



>250

attendees at fall 2019
Draft Blueprint
stakeholder workshops

How Were Strategies Generated & Refined?



Action Item
February 2020
(MTC & ABAG)



More Opportunities for Strategy Refinements through Mid-2020

Draft Blueprint



Analysis
Winter 2020



Public & Stakeholder Engagement
Spring 2020



Strategy Revisions for Final Blueprint
Spring 2020

18
events



Action Item
(MTC & ABAG)

Final Blueprint



Analysis
Summer 2020



Blueprint Approval & Advancement to EIR
Fall 2020



Action Item
(MTC & ABAG)

Housing Element of the Draft Blueprint





Refresh on Housing: What is the Plan required to do?

“The sustainable communities strategy shall...

“Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the [30 year] course of the planning period... taking into account... employment growth

“Identify areas within the region sufficient to house an eight-year projection of the regional housing need [RHNA] for the region...

“Reduce the greenhouse gas emissions from automobiles and light trucks to achieve... [state-approved] reduction targets” (-19% for Plan Bay Area 2050)

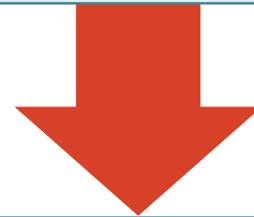
-California Government Code 65080(b); Senate Bill 375



What are the consequences of not meeting one or more requirements?



Plan not approved by federal or state agencies



Transportation funding sources jeopardized
(*e.g. SB1 Solutions for Congested Corridors*)

Refresh on RHNA & Plan Bay Area 2050: What are the statutory requirements?

RHNA must be consistent with the development pattern from the Plan¹.

- **Housing Element Law does not provide a definition of consistency or specific guidance about how it should be achieved.** Historically, MTC/ABAG has interpreted the consistency requirement to mean that the eight-year RHNA housing allocation for a given jurisdiction should not exceed the 30-year Plan housing forecast for the same jurisdiction.

Subregional shares must be generated based on the Plan².

- **For any designated subregions, the share of the RHND allocated to that subregion must be generally based solely on the long-range plan, as opposed to other factors that may be integrated into the methodology.**

Key assumptions from the Plan's Regional Growth Forecast should be provided to the state during the RHND consultation process³.

- **However, the state is not required to integrate Council of Governments input on population growth estimates unless that total regional population forecast for the projection year is within ± 1.5 percent of the state's own forecast for the Bay Area.**

In addition to reducing GHG emissions...

Why are Housing Strategies Critical?

Without new strategies, regional affordability will continue to worsen.



+13%

housing & transport share of household budget

Strategies included in Plan Bay Area 2040 were insufficient to slow rising housing costs. The share of lower-income households' income spent on housing and transportation were forecasted to rise 13 percentage points by year 2040.

Source: Plan Bay Area 2040 Final Plan

The region is anticipated to see significant growth through 2050.

up to **10.2 million**

residents in 2050
(+2.6 million from 2015 levels)

up to **5.2 million**

jobs in 2050
(+1.2 million from 2015 levels)

up to **4.4 million**

homes in 2050
(+1.5 million from 2015 levels)

Source: Plan Bay Area 2050
Draft Regional Growth Forecast



Draft Blueprint: Proposed Housing Strategies

**Spur Housing
Production &
Create Inclusive
Communities**

**Allow a Greater Mix of Housing Types & Densities
in Growth Geographies**

Transform Aging Malls and Office Parks into Neighborhoods

Reduce Barriers to Housing in Growth Geographies

**Protect,
Preserve, &
Produce
Affordable
Housing**

Fund Affordable Housing Protection, Preservation & Production

Require 10 to 20 Percent of All New Housing to be Affordable

Further Strengthen Renter Protections

**Focus of this
session**

**Additional Housing
Strategies
Recommended for
inclusion in Blueprint**
*(see attachment for more
detail)*

**Adopted into State Law in
2019; included in Blueprint**

Repurpose Public Land to Build Housing

Question: To meet regional housing need and improve potential GHG & equity outcomes, should the Blueprint integrate Transit-Rich and High-Resource Areas throughout the region?

Looking at the Big Picture: Our Current Growth Framework

Locally-Nominated Priority Areas



Priority Development Areas



Priority Conservation Areas



Priority Production Areas



Plan Bay Area: Focused Growth

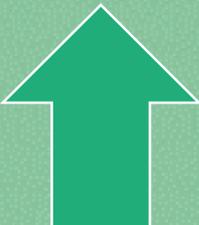


Plan Bay Area:
Strategies & Implementation

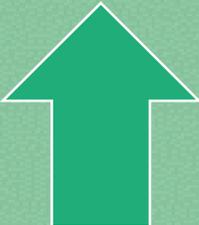
Regional Growth Framework: Progress to Date



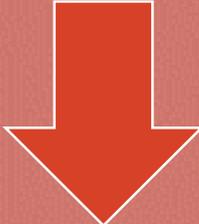
- Effective open space protection
- 188 adopted PDAs



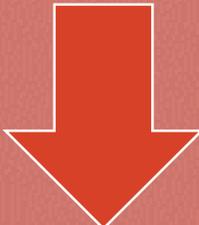
- Share of housing permits in PDAs increasing
- OBAG aligns investment with growth strategy



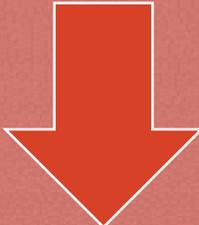
- Stronger real estate markets in PDAs across region



- Some PDAs not aligned with program guidelines
- Many areas that support regional goals not yet nominated PDAs



- Current share of jobs & housing in PDAs well below PBA forecast
- Low and moderate income housing needs not met



- Increasing displacement pressure in many PDAs

Which Growth Geographies should the Draft Blueprint include?

Existing Growth Geographies

Locally nominated



Priority Development Areas



Priority Production Areas

To consider:

Additional Growth Geographies

Advance GHG & Equity Outcomes and PDA-eligible, but not yet locally nominated



Transit-Rich Areas



High-Resource Areas



Other Urbanized Areas



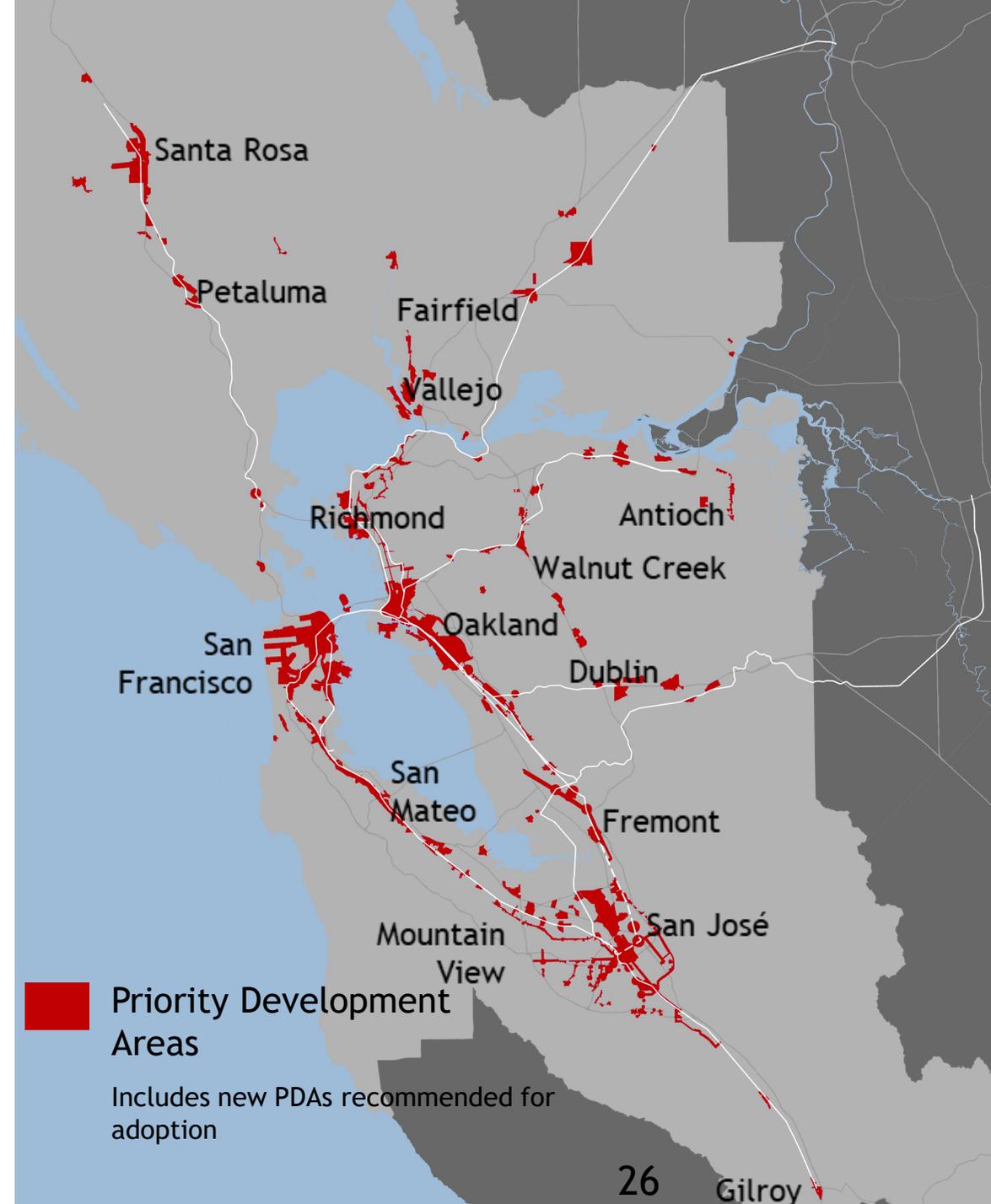
Priority Development Areas

Definition:

- Locally nominated
- Within the urban footprint;
- Planned, or will be planned, for significant housing and job growth;
- Within ½ mile of qualifying transit.

Two types of PDAs, based upon level of transit service:

- Transit-rich (rail, ferry, 15-minute bus)
- Connected Community (30-minute bus and VMT policies or within High Resource Area)





Transit-Rich Areas

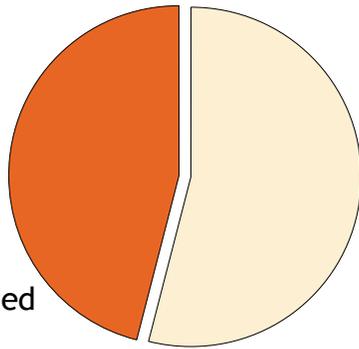
Definition:

Within 1/2 mile of a rail station, ferry terminal, or bus stop with peak headways of 15 minutes or less.

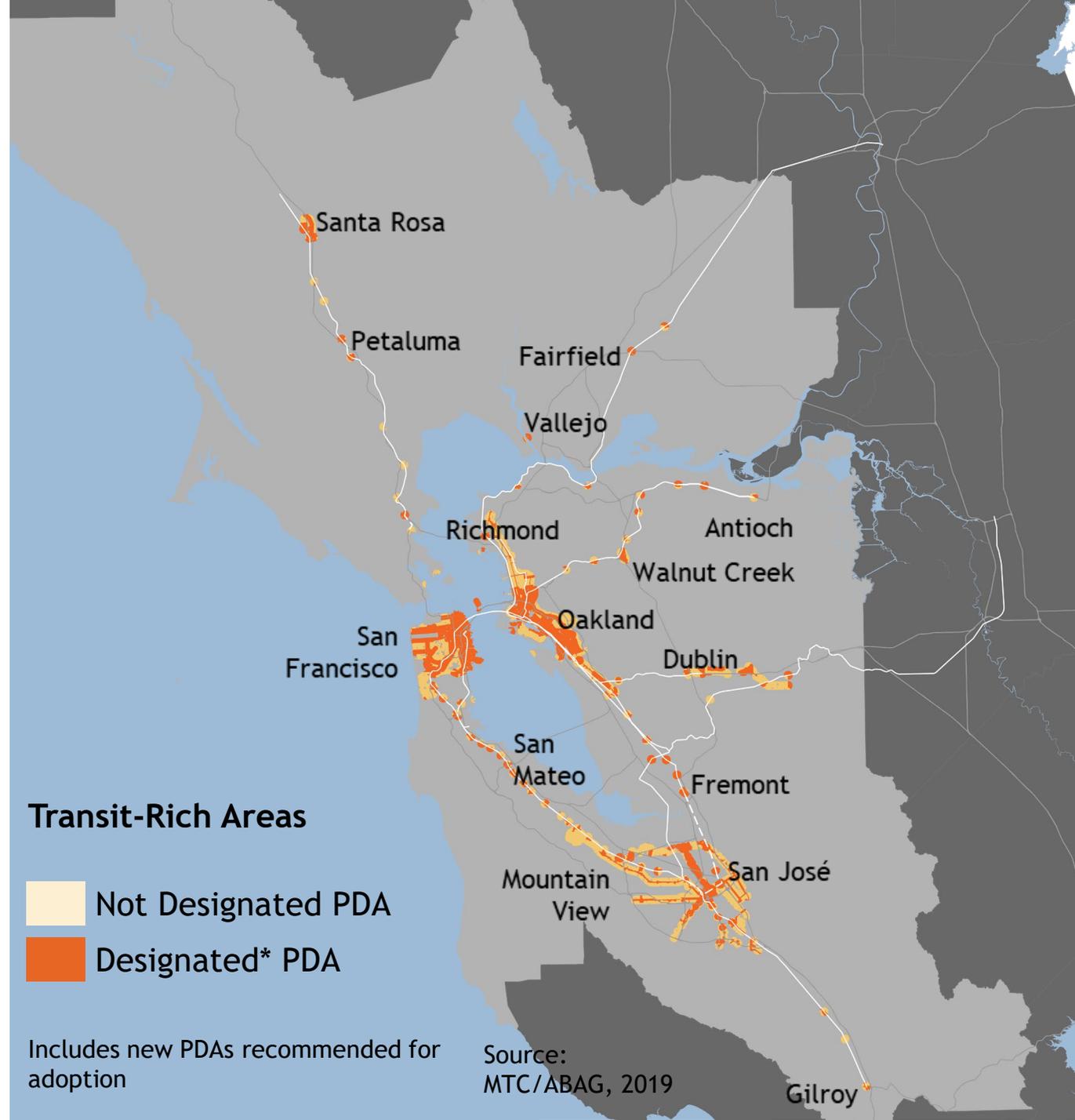
54%

Percent not designated PDA*

*Includes new PDAs recommended for adoption



Undesignated Designated





High-Resource Areas*

Definition:

Places that offer “the best chance at economic advancement, high educational attainment, and good physical and mental health”

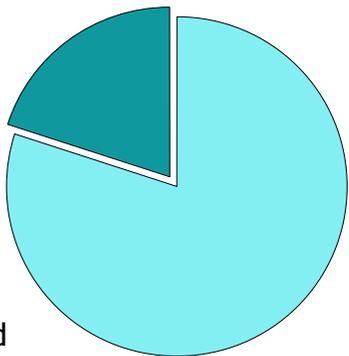
- CA HCD 2019

Based upon economic, environmental, and educational indicators shown to affect these outcomes

80%

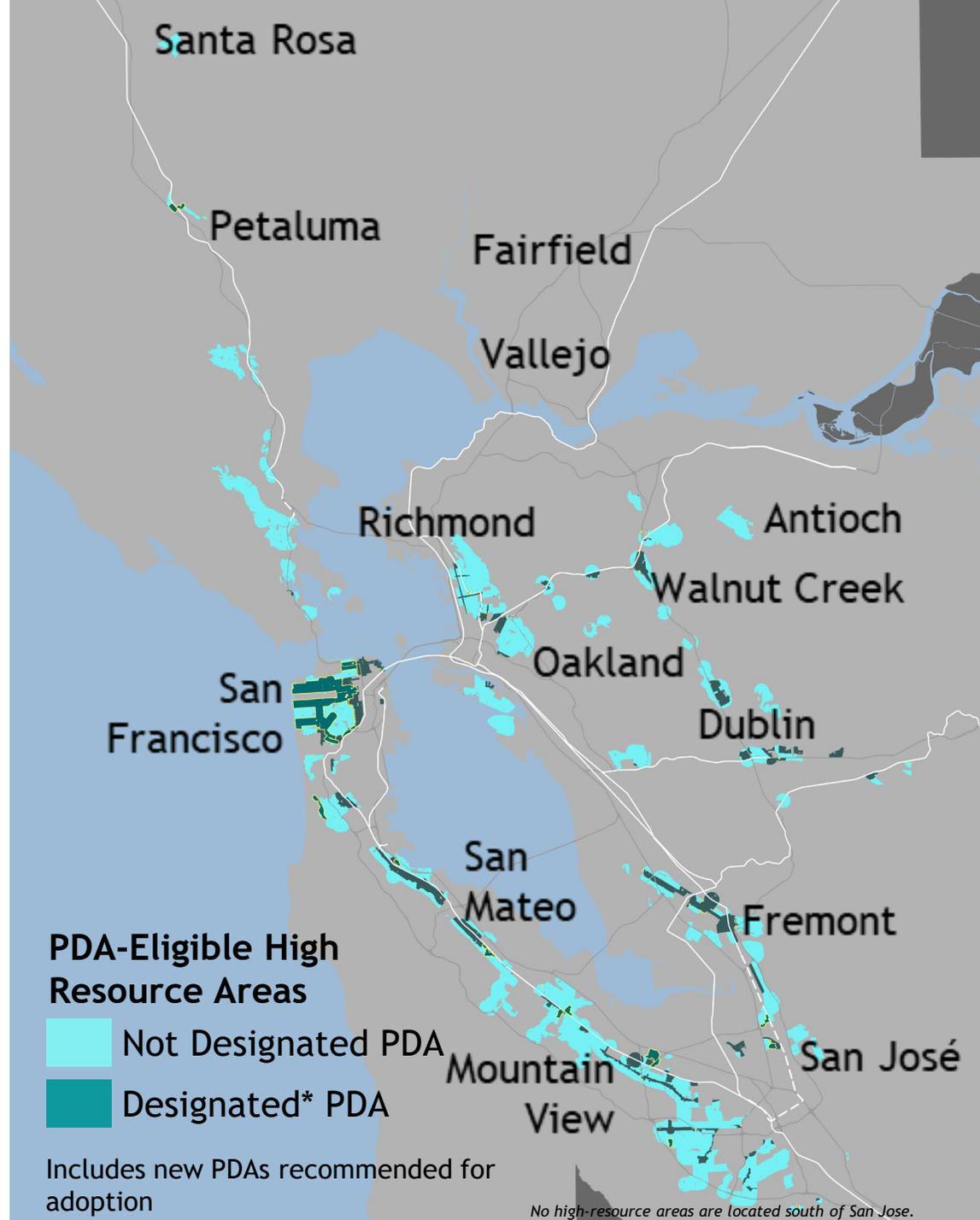
Percent not designated PDA*

*Includes new PDAs recommended for adoption



■ Undesignated ■ Designated

*Includes High Resource Areas within 1/2 mile of transit stop that meets PDA criteria.





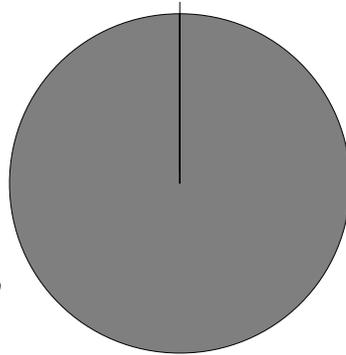
Other Urbanized Areas

Definition:

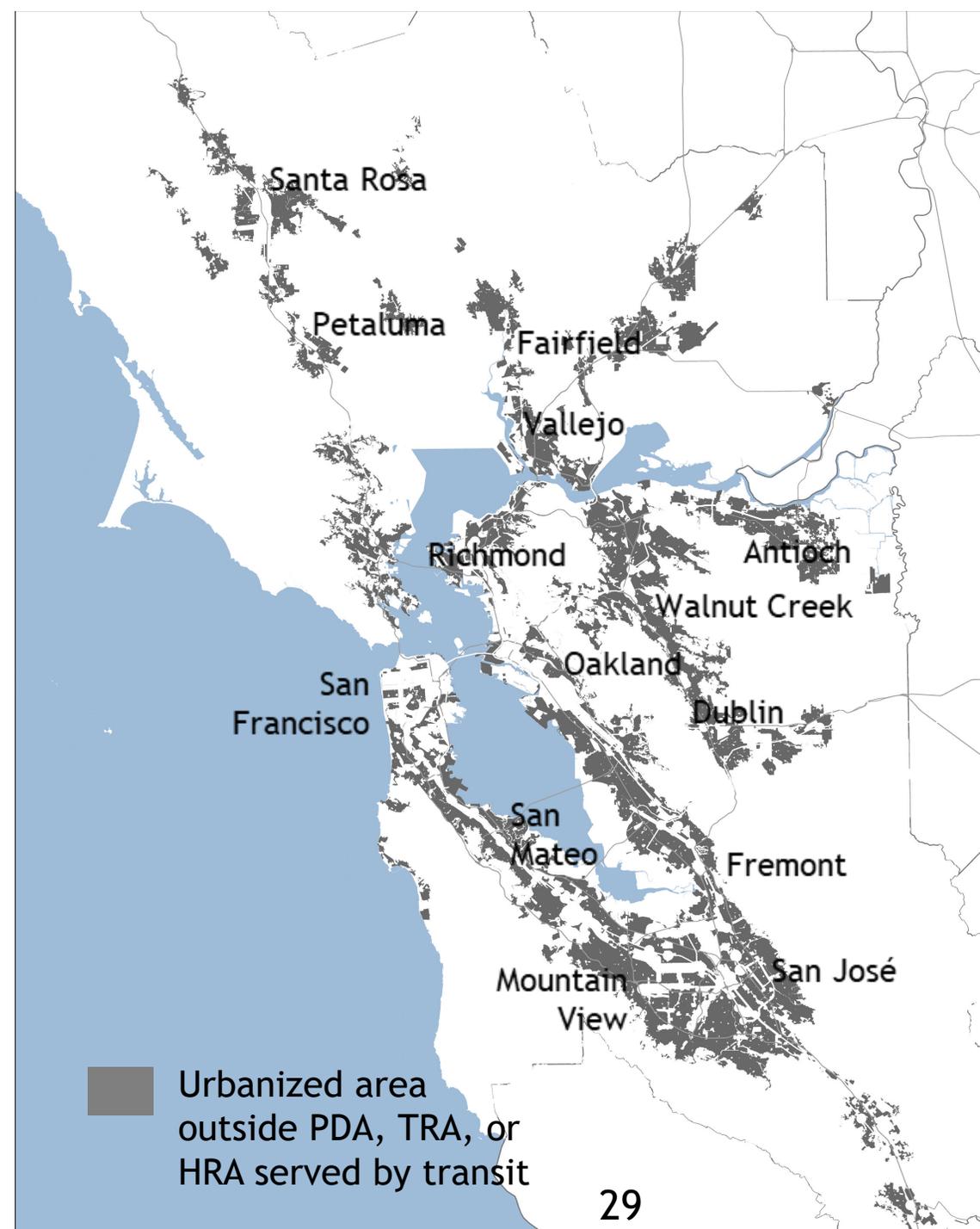
Places within urban growth boundaries but outside PDAs and Transit-Rich, Low-VMT, and High-Resource Areas

100%

Outside PDAs, TRAs, & HRAs
(not eligible)



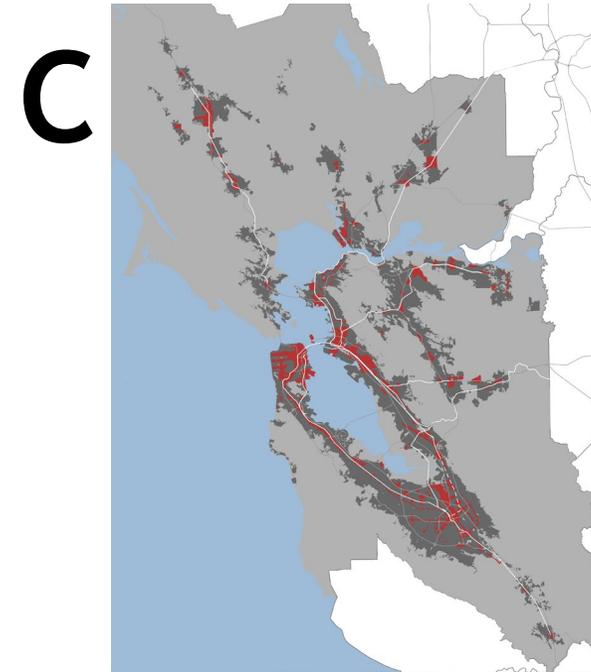
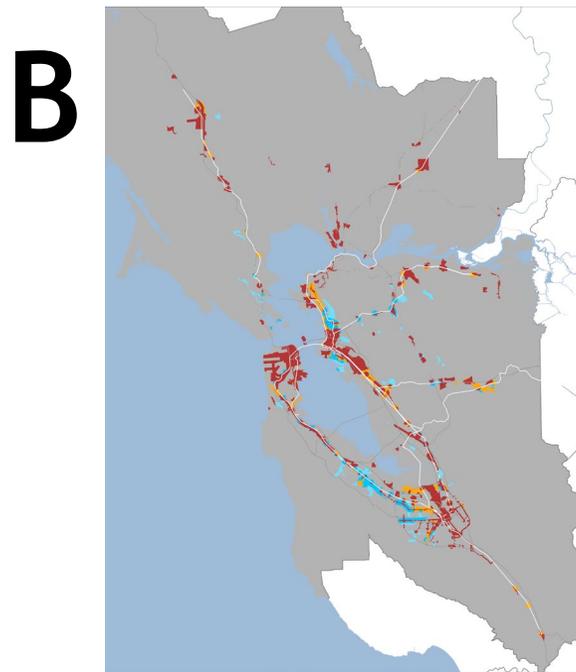
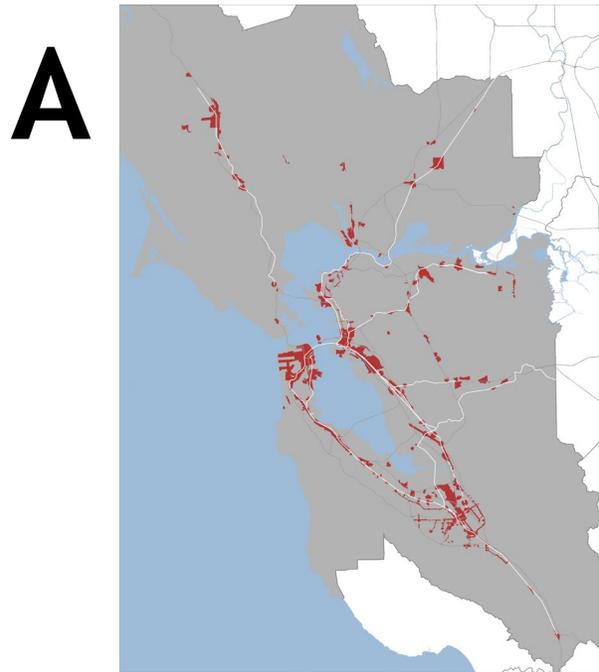
■ Undesignated



■ Urbanized area outside PDA, TRA, or HRA served by transit

Which Geographies Should the Blueprint Prioritize?

Three Refined Options to Consider



All Options



Growth geographies exclude high fire risk areas



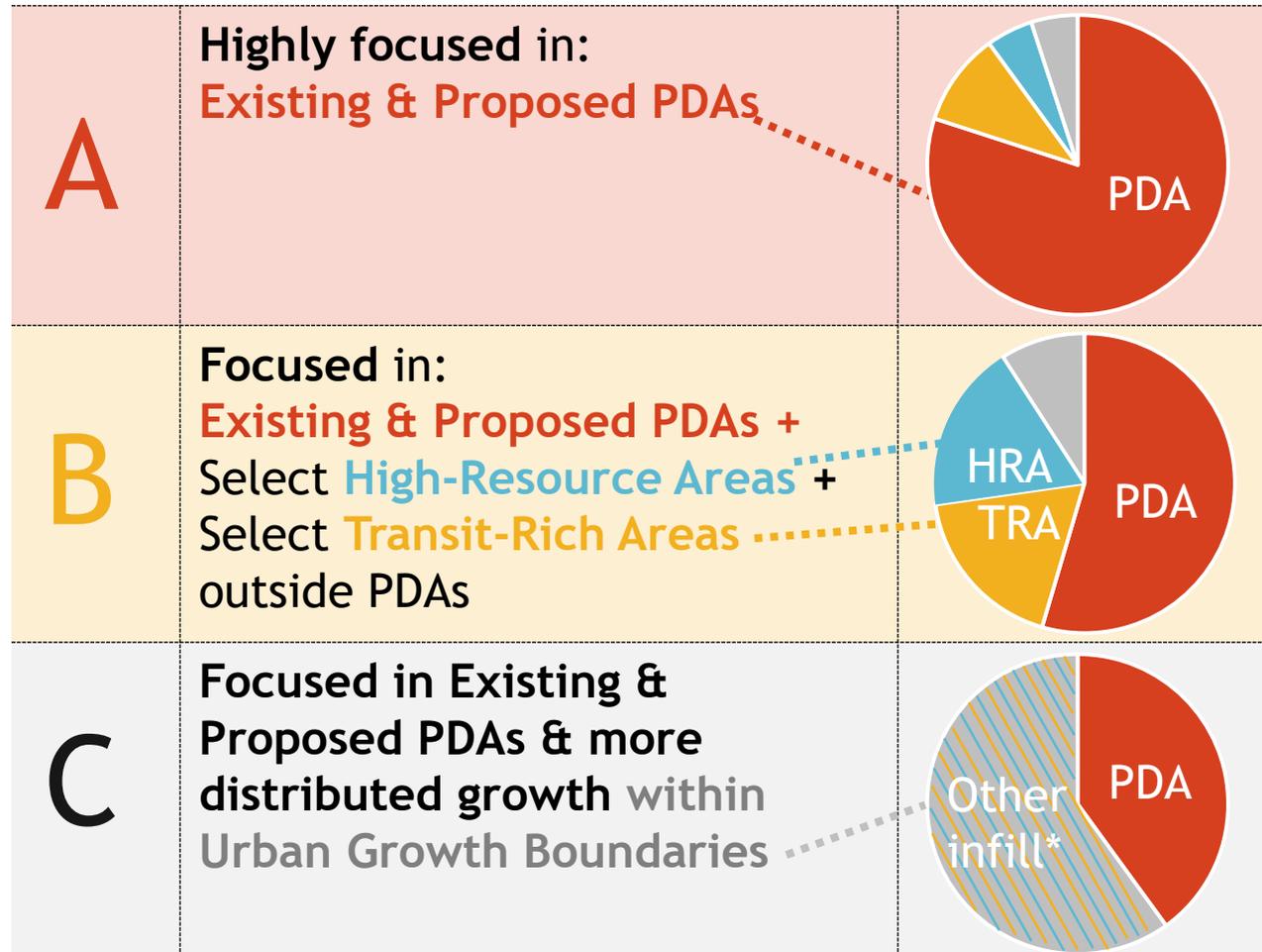
No growth outside urban growth boundaries



Some new homes & jobs outside Growth Geographies

Location of Growth by Option

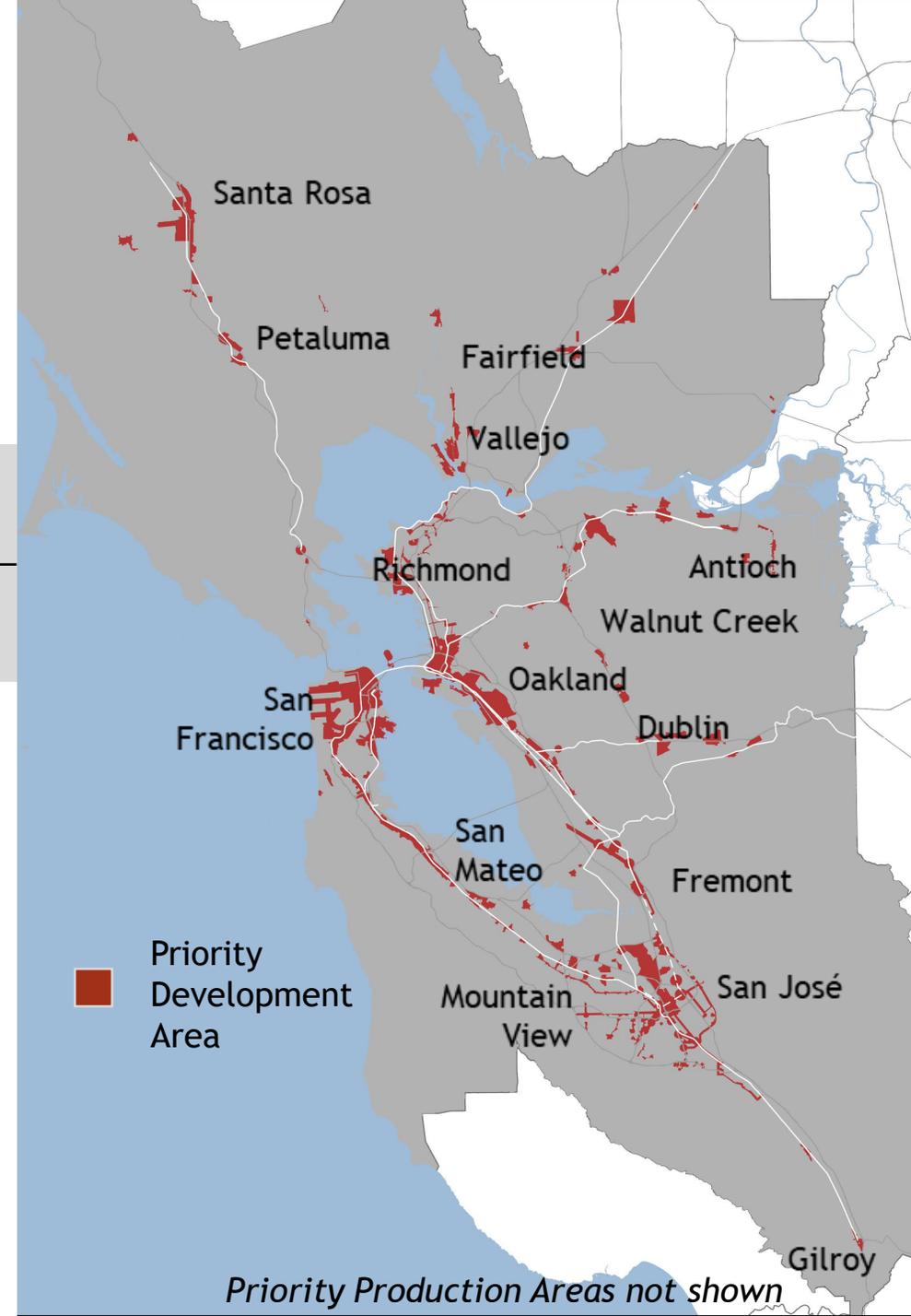
Location of Growth (charts are illustrative)



* Including all **High-Resource Areas** + **Transit-Rich Areas**

Option A: Which Geographies are Prioritized?

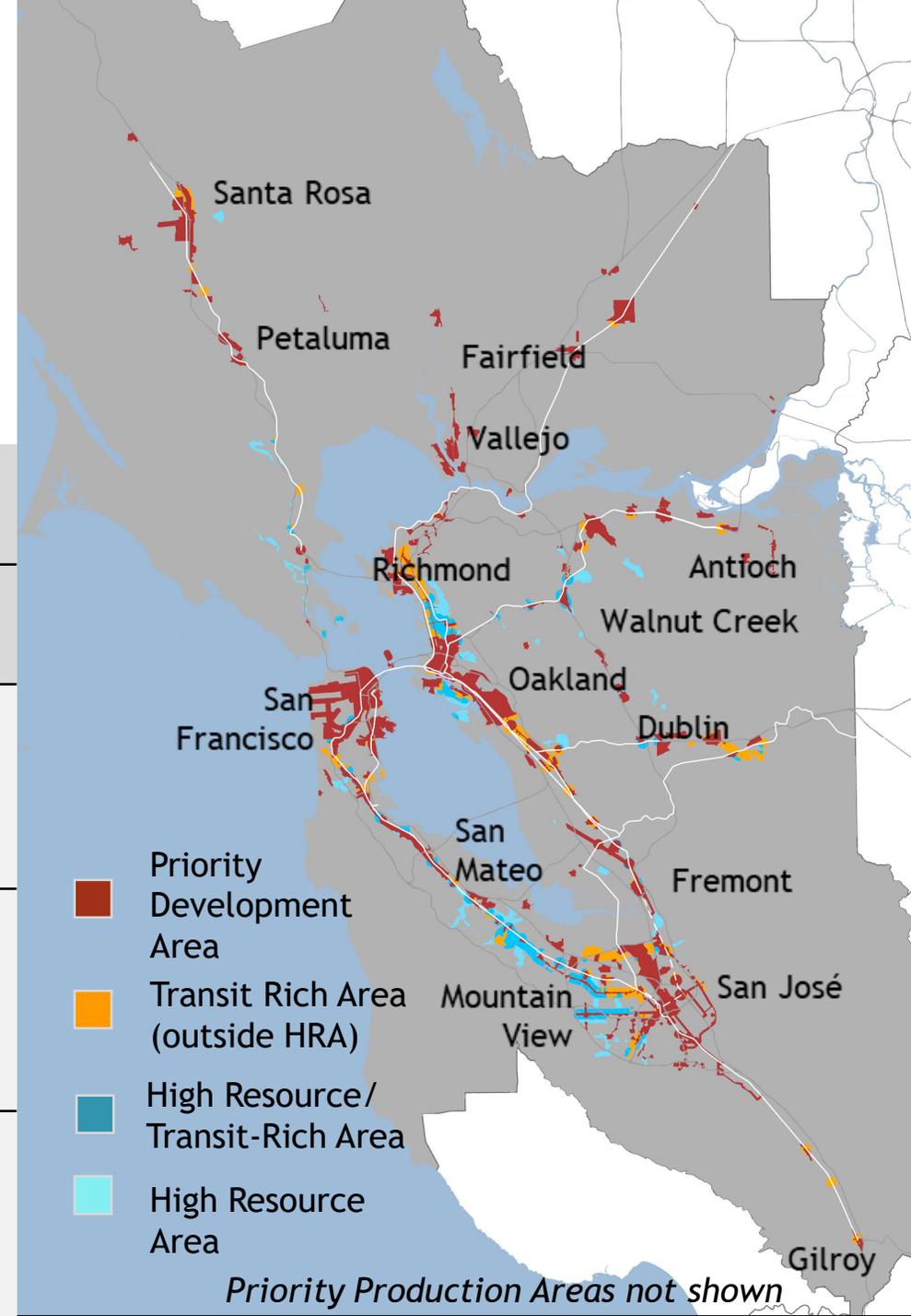
| Growth Geographies Prioritized | Jobs | | |
|---|-------|----------------|------------|
| | Homes | Non-industrial | Industrial |
| Inside locally-nominated areas  PDA | ✓ | ✓ | |
|  PPA | | | ✓ |



Option B: Which Geographies are Prioritized?

| Growth Geographies Prioritized | Jobs | | |
|---|---|----------------|------------|
| | Homes | Non-industrial | Industrial |
| Inside locally-nominated areas  PDA  PPA | ✓ | ✓ | |
| | | | ✓ |
|  TRA: frequent regional rail stations | ✓ | ✓ | |
| Outside locally-nominated areas  TRA: All* | ✓ | | |
| |  HRA* | ✓ | |

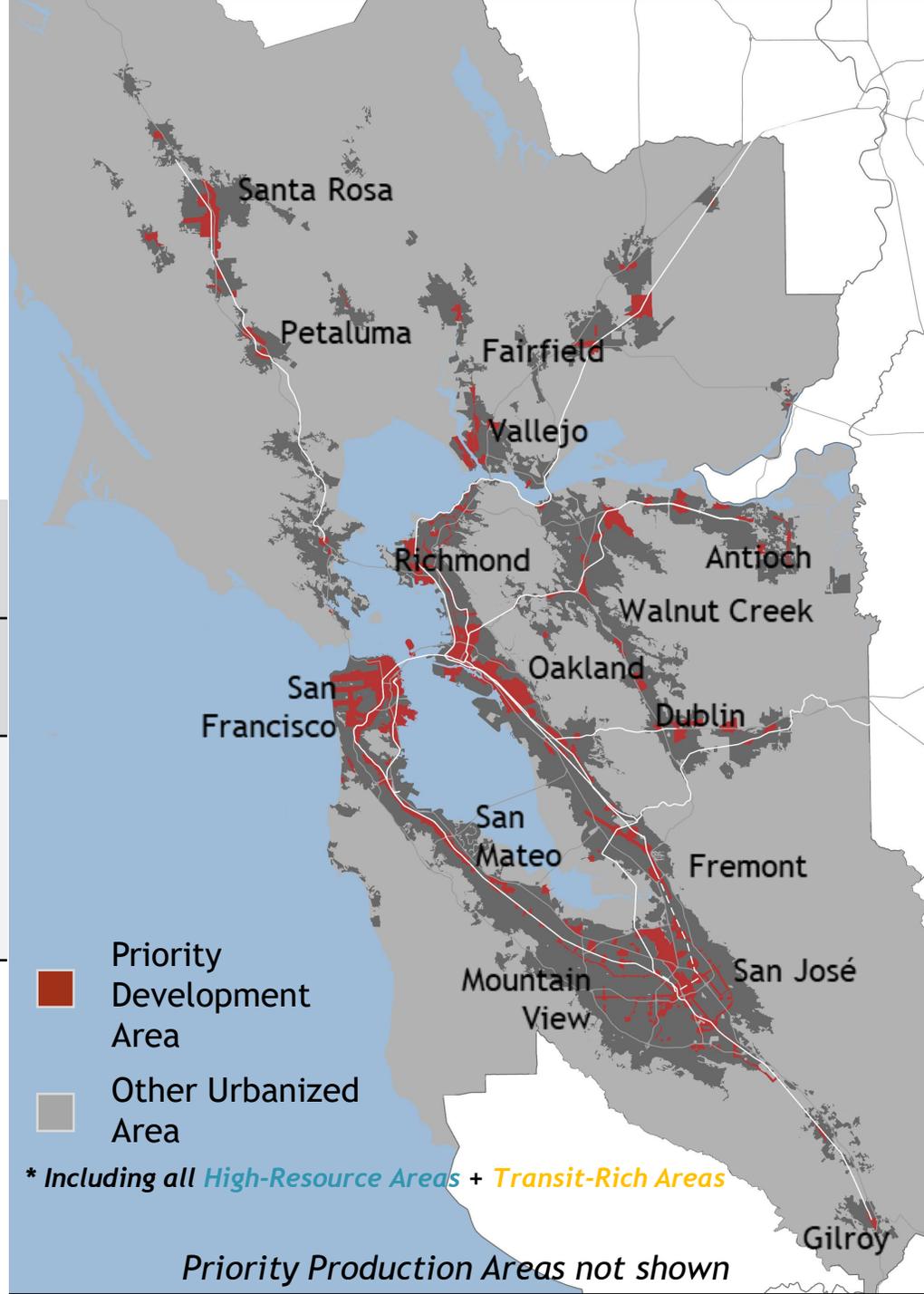
* Applies to all jurisdictions *except* those that have already nominated more than 50% of PDA-eligible areas



Option C: Which Geographies are Prioritized?

| Growth Geographies Prioritized | Jobs | | |
|---|-------|----------------|------------|
| | Homes | Non-industrial | Industrial |
| Inside locally-nominated areas  PDA  PPA | ✓ | ✓ | |
| Outside locally-nominated areas   Other Urbanized Areas* | ✓ | ✓ | ✓ |

* Including all *High-Resource Areas* + *Transit-Rich Areas*



What Changes: Share of High Resource* & Transit Rich Areas Included in Each Option

Geography

PBA 2040

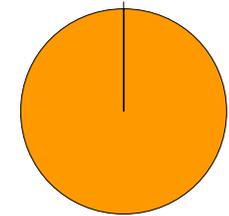
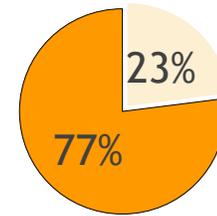
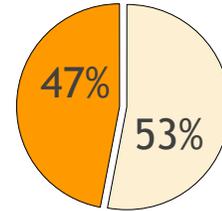
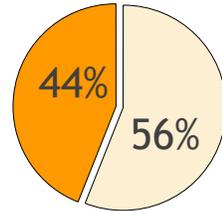
A

Option B

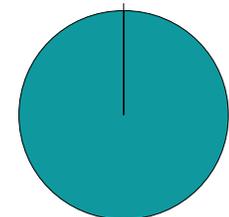
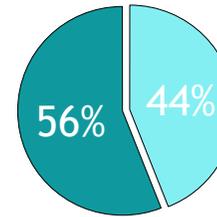
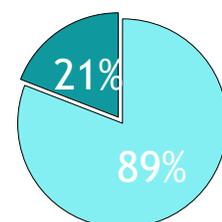
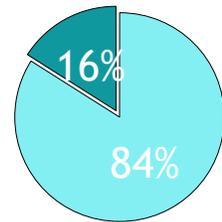
C



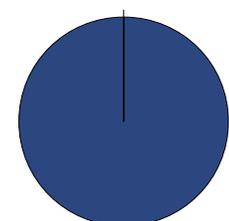
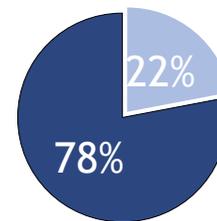
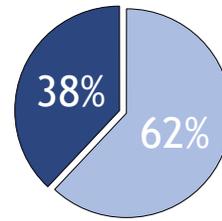
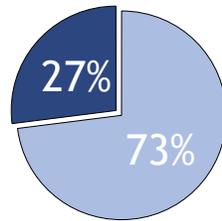
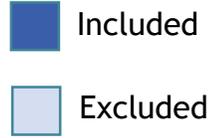
Transit Rich



High Resource*



Transit Rich & High Resource



All urbanized areas are included in Option C

Growth would be distributed across the region

*Excludes high resource areas that do not meet minimum PDA transit criteria

Potential Outcomes of Options

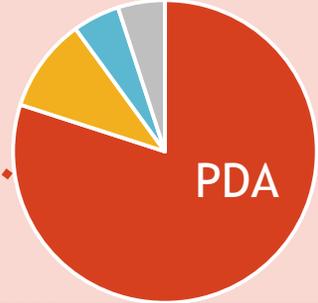
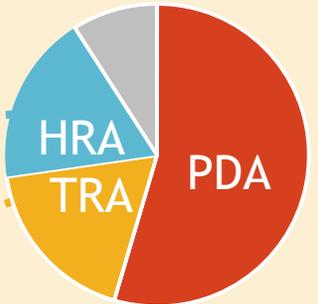
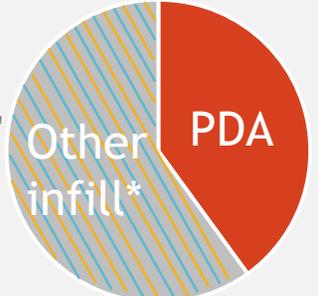
Location of Growth (charts are illustrative)

GHG Reduction

Equity

RHNA Consistency

Local Implementation

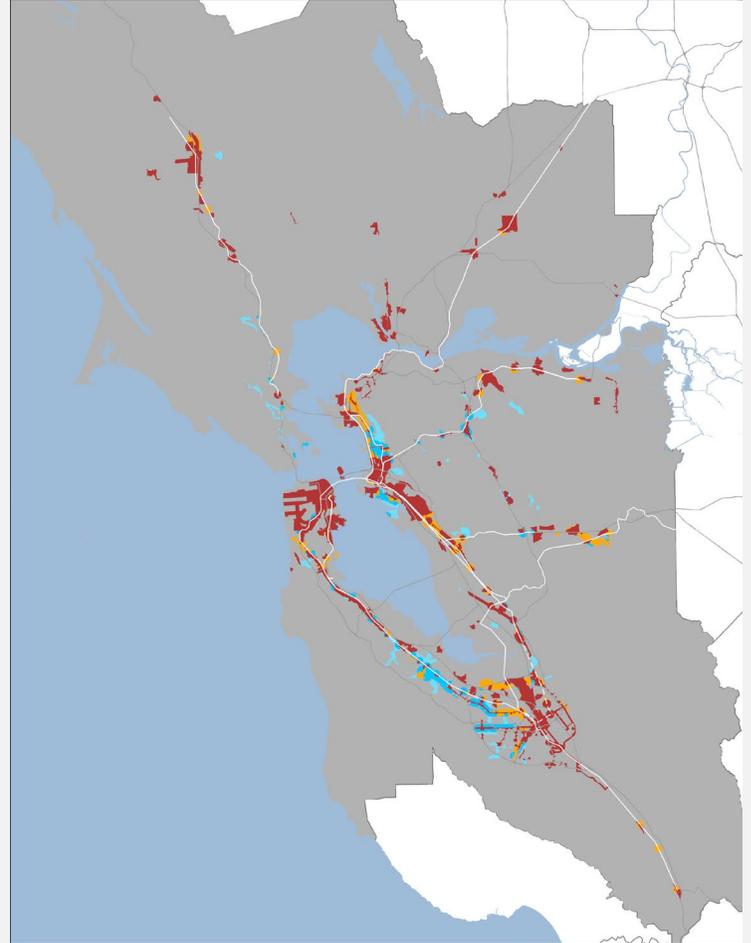
| | | | | | | |
|---|---|--|----|----|---|----|
| A | <p>Highly focused in: Existing & Proposed PDAs</p> |  | + | -- | - | ++ |
| B | <p>Focused in: Existing & Proposed PDAs + select High Resource Areas + Select Transit Rich Areas outside PDAs</p> |  | ++ | ++ | + | - |
| C | <p>More distributed growth within Urban Growth Boundaries</p> <p>* Including all High-Resource Areas + Transit-Rich Areas</p> |  | -- | + | + | + |

Best Option to Meet Goals: Option B

No Growth in:

-  High Hazard Areas
-  Areas outside Urban Growth Boundaries

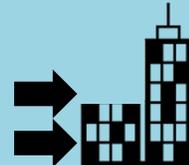
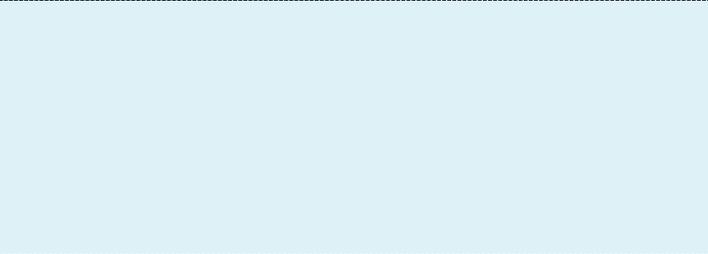
B



- ✓  PDAs
- ✓  PPAs
- ✓  TRAs:
Frequent Regional Rail
- ✓  All TRAs*
- ✓  HRAs*

* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

Option B: What would it look like?

| <i>Context (not exhaustive)</i> | | | <i>Housing Mix (illustrative only)</i> | |
|--|---|---|--|---|
| Transit | Job Access | Area Land Use | | |
|   <p><i>Very frequent service</i></p> |  |  |  |  |
|   <p><i>Frequent service</i></p> |  |  |  |   |
|   <p><i>Basic service</i></p> |  |  |  |   |

Feedback? Questions?

Economy Element of the Draft
Blueprint



Draft Blueprint: Proposed Economy Strategies

Shift the Location of Jobs

Encourage Job Growth in Housing-Rich Places via Subsidies

Assess a Jobs-Housing Balance Fee on New Office Developments

Assess a Transportation Impact Fee on New Office Developments

Place Office Caps in Jobs-Rich Cities

Allow Greater Commercial Densities in Growth Geographies

Expand Childcare Support for Low-Income Families

Create Incubator Programs in Economically-Challenged Areas

Establish Priority Production Areas to Retain Key Industrial Lands

Focus of this
session

Additional Economy
Strategies
Recommended for
inclusion in Blueprint
*(see attachment for
more detail)*

Improve Economic Mobility

Question: Should the Blueprint include one or more strategies to significantly shift the location of job growth?



What Determines Job Location?



Industry clusters



Population growth & demographics



Transportation access (especially for high-skilled workers)



External forces

(technology, geopolitics, federal & state investment)

Key Finding from Plan Bay Area 2040 & Horizon:
Jobs are hard to move - especially between sub-regions, and especially high-wage jobs with “multiplier effects”.

Can Policies Influence Job Location?

Five industries projected to grow between 2020-2050

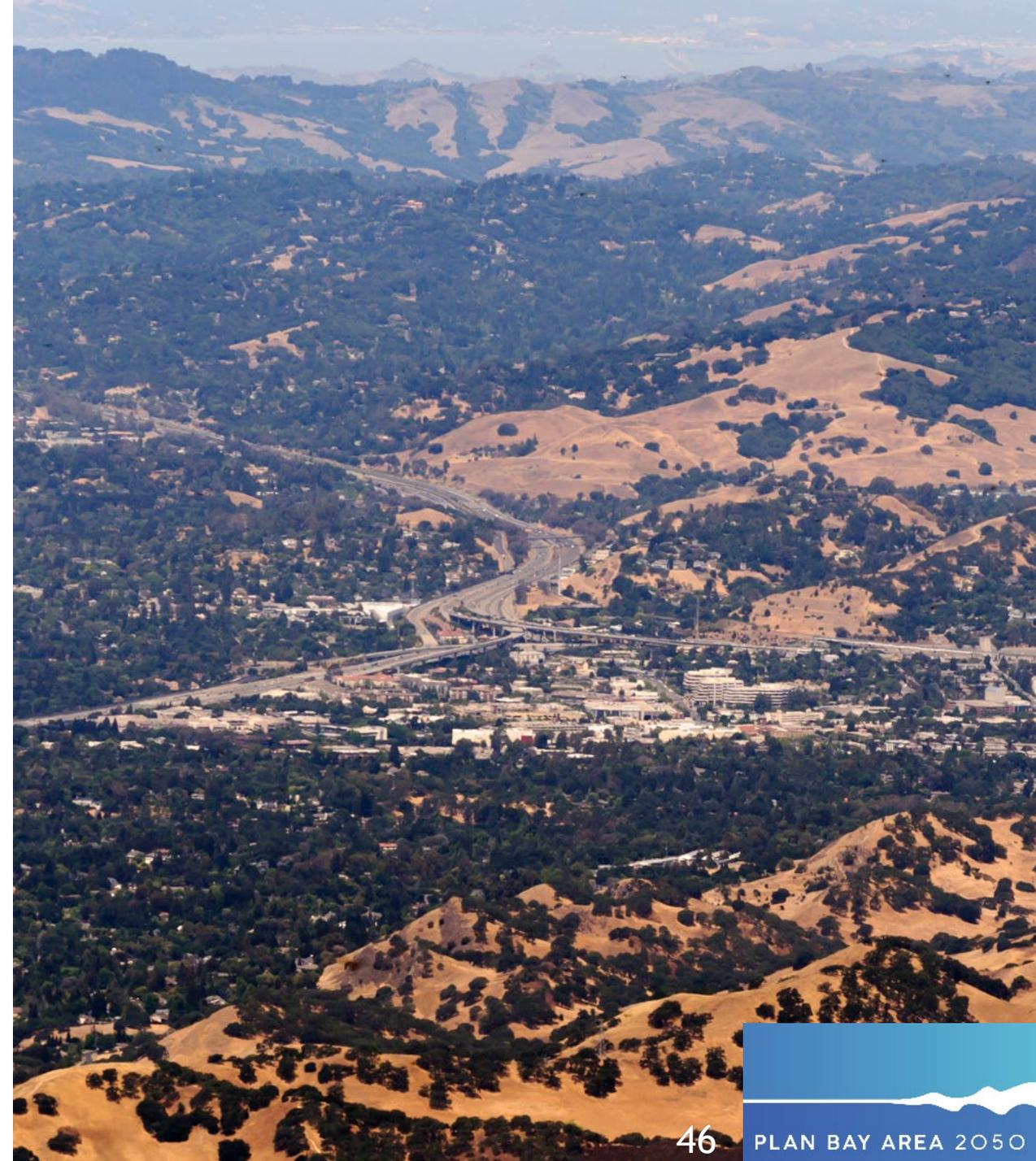
| Industry | Level of Expected Job Growth* (absolute) | Factors Influencing Location | Ability to relocate within region |
|--|--|--|---|
| Retail | Low | Access to customers Rents/development costs | Moderate <i>(follows population)</i> |
| Arts/Recreation/Other (e.g. restaurants) | Low | Access to customers Rents | Moderate <i>(follows population)</i> |
| Information (e.g. web publishers) | Moderate | Proximity to similar firms and skilled employees | Very low |
| Health & Education (e.g. hospitals, schools) | High | Land availability and cost | Moderate <i>(follows population)</i> |
| Professional & Managerial (e.g. engineering, architecture) | High | Land availability and cost | Low |

*Based on preliminary PBA 2050 Forecast



Encourage Job Growth in Housing Rich Places through Subsidies

- **Strategy:** Subsidize office development in housing-rich areas through new revenue sources (i.e. taxes, instead of new fees in job rich areas)
- **Considerations:** generates funding for economic development in disadvantaged communities; revenue source TBD
- **Potential Impacts:** increases employment opportunities in disadvantaged communities; longer timeframe





Assess a Jobs-Housing Balance Fee on Office Development

- **Strategy:** Assess a fee on new office development in areas that have a jobs-housing balance higher than the regional average or county average
- **Considerations:** increases resources for affordable housing near jobs; politically controversial; may dampen job growth
- **Potential Impacts:** may be difficult to direct development to alternative areas within the region

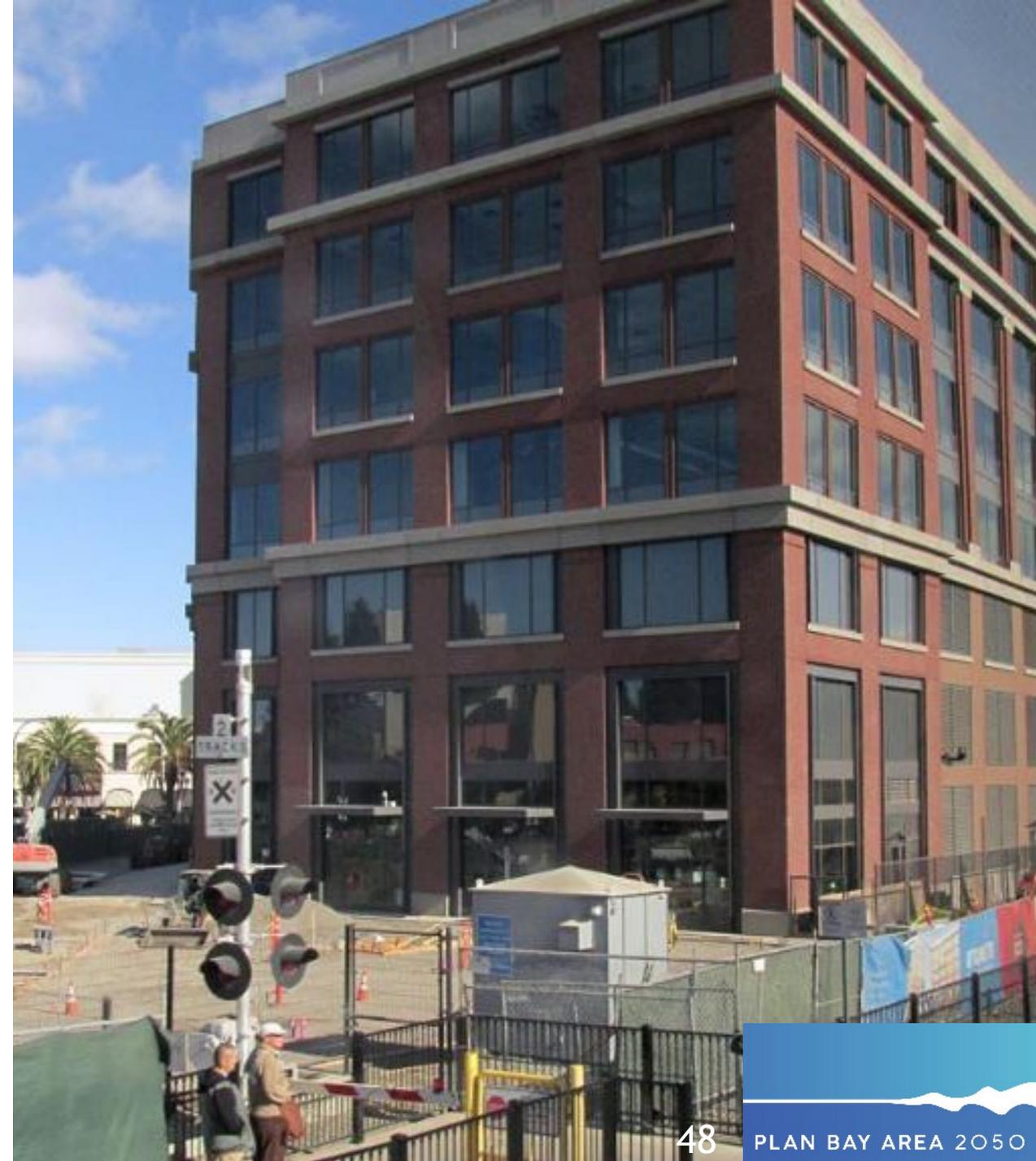




Assess a Transportation Impact Fee on New Office Development

(revised per feedback)

- **Strategy:** Assess an expanded transportation impact fee on new office development in areas where employees would generate above-average VMT (region or county level)
- **Considerations:** increases resources for economic development programs where there are jobs/housing deficiencies improving economic opportunity; politically controversial; may dampen job growth
- **Potential Impacts:** may be difficult to direct development to alternative areas within the region



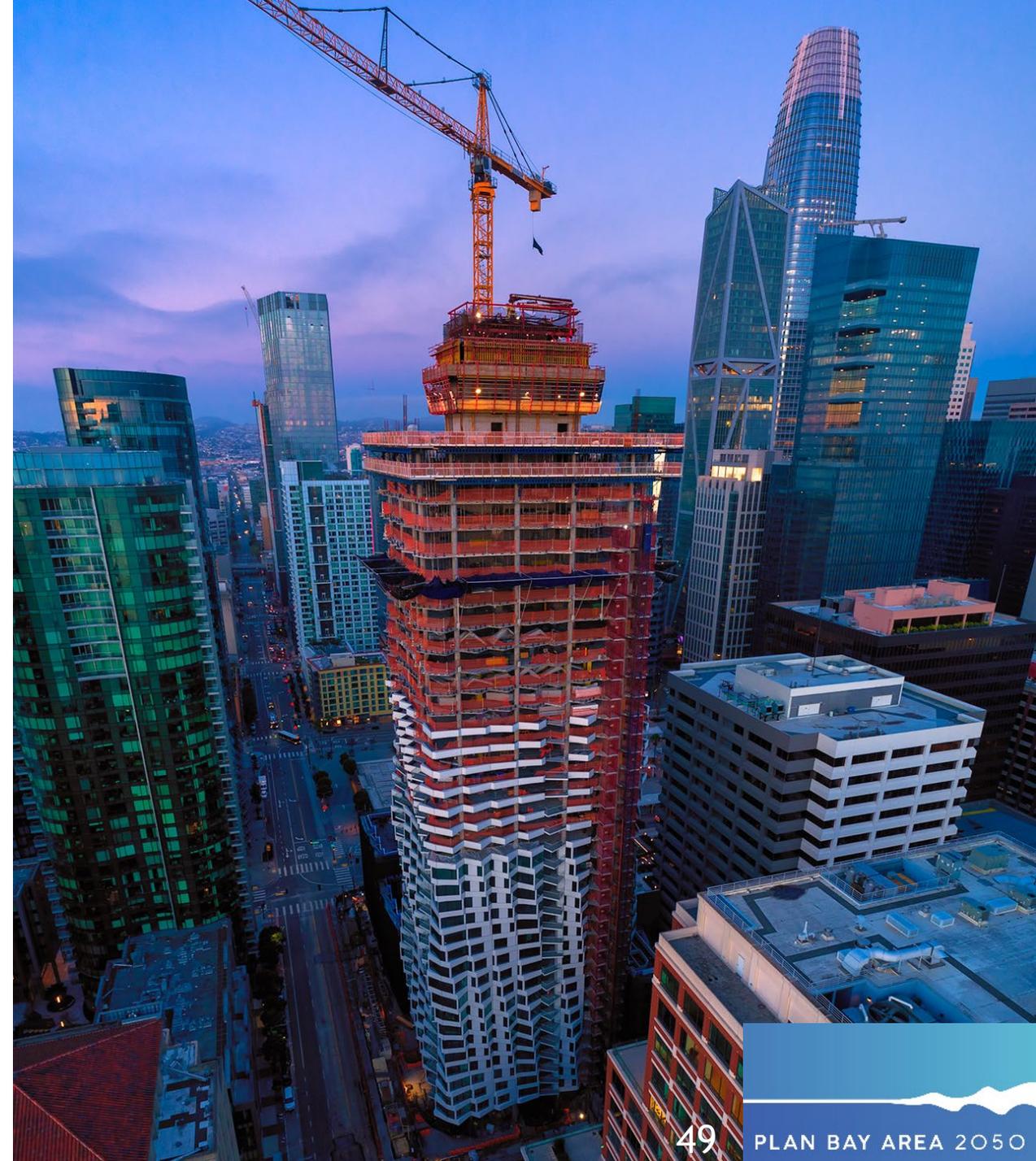


Place Office Caps in Jobs-Rich Cities

- **Strategy:** Expand office development caps in job-rich cities to limit further job growth in cities with the highest jobs-to-housing ratios
- **Considerations:** reduction of job growth in capped cities; improves subregional jobs balance and may improve access to opportunity; local opposition
- **Potential Impacts:** potential loss of jobs to other regions

Limited in scope

Broad in scope



Feedback? Questions?

What's Next for the Plan Bay Area 2050 Blueprint?

Draft Blueprint



Analysis
Winter 2020



Public & Stakeholder Engagement
Spring 2020



Strategy Revisions for Final Blueprint
Spring 2020

18
events



Action Item
(MTC & ABAG)

Final Blueprint



Analysis
Summer 2020



Blueprint Approval & Advancement to EIR
Fall 2020



Action Item
(MTC & ABAG)