

The logo for the Plan Bay Area 2050 project, featuring the text "PLAN BAY AREA 2050" in white, uppercase letters on a dark blue background. Above the text is a white, wavy line that resembles a stylized horizon or water surface.

# PLAN BAY AREA 2050

A large aerial photograph of the San Francisco Bay Area, showing the city, the bay, and the surrounding hills. The image is divided into several vertical panels of varying widths and colors, creating a collage effect. The colors range from light blue to dark blue, with some green in the foreground hills.

# Update on Plan Bay Area 2050

Presentation to BAAQMD Mobile Source and Climate  
Impacts Committee

September 2021

James Choe, MTC/ABAG

# 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

# Plan Bay Area 2050 and GHG Reduction

- One of Plan Bay Area 2050's suite of objectives is to support greenhouse gas (GHG) emission reduction
- Plan Bay Area 2050 serves as the Sustainable Communities Strategy for the Bay Area under Senate Bill (SB) 375
- Per SB 375, the Plan should support the reduction of per-capita passenger vehicle-generated greenhouse gas emissions by identifying policies and strategies that integrate land use and transportation planning and attain or exceed a per-capita GHG emission reduction target of-19 percent by year 2035 from 2005 levels



# Plan Bay Area 2050: 11 Themes, 35 Bold Strategies

## Plan Bay Area 2050 35 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

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Roster Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
Protect and Preserve Affordable Housing	Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently (20-+ years) and affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit Rich Areas, and select high-density transit.	N/A
Spur Housing Production at All Income Levels	Build Adequate Affordable Housing to Ensure Homes for All. Catalyze enough development and affordable homes necessary to fill the existing gap in housing for the unmet community and to meet the needs of low-income households.	\$219 BILLION
Spur Housing Production at All Income Levels	Integrate Affordable Housing into All Major Housing Projects. Require a density of 10 to 20 percent of new market rate housing developments of 5 units or more to be affordable to low-income households.	N/A
Spur Housing Production at All Income Levels	Transform Aging Mills and Office Parks into High-Density. Permit and promote the reuse of shopping malls and office parks with mixed commercial viability at neighborhoods with housing in all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Increase 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.	\$10 BILLION
Create Inclusive Communities	Accelerate Reuse of Public and Community Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit organizations to accelerate development of mixed-income affordable housing.	N/A
Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$100 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
Improve Economic Mobility	Expand Job Training and Incubator Programs. Fund assistance programs for establishing and growing businesses, as well as job training programs, primarily in historically disadvantaged communities.	\$5 BILLION
Improve Economic Mobility	Invest in High-Speed Internet to Underserve Low-Income Communities. Provide direct subsidies and invest in public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit Rich Areas to create near-high density jobs to locate near public transit.	N/A
Shift the Location of Jobs	Increase Incentives for Employers to Shift Jobs to Housing-Rich Areas Near Regional Rail Stations. Provide incentives for employers to relocate offices to housing-rich areas near regional rail stations to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
Shift the Location of Jobs	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local and state policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at [planbayarea.org](http://planbayarea.org).

# Strategies with High Impact on GHG Reduction

Plan Element	High-Impact Strategies in Achieving GHG Emissions Reduction Target
Environment	<ul style="list-style-type: none"> <li>• Maintain Urban Growth Boundaries</li> <li>• Expand Commute Trip Reduction Programs at Major Employers (EN7)</li> <li>• Expand Clean Vehicle Initiatives (EN8)</li> <li>• Expand TDM Initiatives (EN9)</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Allow a Greater Mix of Housing Densities and Types in Growth Geographies</li> </ul>
Economy	<ul style="list-style-type: none"> <li>• Allow Greater Commercial Densities in Growth Geographies</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Enable a Seamless Mobility Experience</li> <li>• Reform Regional Fare Policy</li> <li>• Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</li> <li>• Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</li> </ul>



*Please Note: Additional strategies beyond those listed above support GHG reduction. And strategies have synergies with one another and thus benefits are challenging to disentangle.*

# Plan Bay Area 2050: Projected Outcomes

AFFORDABLE



Plan would reduce housing & transportation cost burden by 13 percentage points, with even greater improvements for low-income households

CONNECTED



Plan would improve access to frequent transit and to safe bicycle & pedestrian facilities, enabling nearly 20 percent of workers to shift away from commuting by auto

DIVERSE



Plan would provide more affordable housing in historically-exclusionary jurisdictions, while helping at least 10 percent of the region's low-income residents to buy their first home

HEALTHY



Plan would meet the state-mandated greenhouse gas reduction target, while concurrently protecting nearly all homes from sea level rise impacts through 2050

VIBRANT



Plan would improve jobs-housing balance in counties throughout the Bay Area, yielding shorter commutes for all workers

# PLAN BAY AREA 2050



## 7 | Implementation Plan

# Implementation Plan



# Implementation Plan (IP): Overview

## What is the Implementation Plan?

Integrated as the final chapter of the Plan Document, the Implementation Plan identifies success factors for each of the 35 strategies, the proposed role for MTC/ABAG, and nearly 70 specific implementation actions for MTC/ABAG.



Authority    Financial Resources    Technical Capacity    Public & Political Support

Success Factors

Lead    Partner    Support

Potential Roles



Learn more about the Implementation Plan at [planbayarea.org](http://planbayarea.org).





### Advocacy or Legislation

- Evaluate and, if determined necessary and feasible, seek legislative authority to modify or expand the existing Bay Area Commuter Benefits Program in partnership with the Air District

### New, Existing, or Restructured Initiatives

- Convene local governments, DM partners, transit agencies and employers to expand and foster relationships, target outreach, support education, develop metrics, share data and identify shared goals
- Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC, including an effort to improve program data and enhance database functionality, while using existing resources to develop program messaging

### Planning or Research

- Conduct research such as focus groups, workshops, surveys, polls and studies to support the development of strategies and approaches that will maximize the viability of this strategy for major employers to implement



### Advocacy or Legislation

- **Seek new revenues and/or increased funding to support climate and electrification needs**

### New, Existing, or Restructured Initiatives

- **Restructure MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives to support electric vehicle incentives and electric vehicle charger programs**



### Advocacy or Legislation

- Seek new revenues and/or increased funding for climate and travel demand management needs

### New, Existing, or Restructured Initiatives

- Restructure MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives including local parking policies, curb management, Targeted Transportation Alternatives, Mobility Hubs, vanpooling, carsharing, MTC SHIFT and bikeshare and e-bike incentive programs
- Convene local governments, TDM partners and employers to expand and foster relationships, target outreach, develop metrics, share data and identify shared goals
- Coordinate an agency-wide, cross-sectional approach for operational TDM programs to increase efficiencies and support a shared regional vision for TDM

# Considering Final Plan Bay Area 2050 for Adoption

## Public Release of Final Plan

- Anticipated no later than the week of October 4<sup>th</sup>
- Includes Final Plan Document, Final Implementation Plan, Final Supplemental Reports, and Final EIR

## Stakeholder & Public Presentations

- Regional Advisory Working Group
- MTC Policy Advisory Council
- ABAG Regional Planning Committee

## Committees & Boards to Consider Adoption

- Joint MTC Planning/ABAG Administrative Committee (October 8<sup>th</sup>)
- Joint Commission/ABAG Executive Board Meeting (October 21<sup>st</sup>)

## Submission for Federal/State Approval\*

- California Air Resources Board (CARB)
- Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)
- Caltrans

## Plan Implementation

- Already underway with additional initiatives slated to kick off in early 2022
- Annual updates to Joint MTC Planning/ABAG Administrative Committee on progress

*\* If adopted, Final Plan Bay Area 2050 would be submitted to federal & state partners no later than November 2021, with final approvals anticipated from all federal & state agencies no earlier than winter 2022.*



PLAN BAY AREA 2050

# Questions & Discussion

James Choe, [jchoe@bayareametro.gov](mailto:jchoe@bayareametro.gov)



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DISTRICT

**AGENDA: 4**

# **Update on California Environmental Quality Act (CEQA) Thresholds of Significance for Greenhouse Gas Emissions**

**Mobile Source & Climate Impacts Committee  
September 23, 2021**

**Henry Hilken  
Director of Planning and Climate Protection  
[hhilken@baaqmd.gov](mailto:hhilken@baaqmd.gov)**

# Presentation Outcome



- Provide information on draft proposal for updating the Air District's CEQA thresholds of significance for greenhouse gas (GHG) emissions
- Receive feedback and direction from committee members on the presented concepts

# Presentation Outline



- Background and context for the thresholds update
- Draft proposal for updated GHG thresholds of significance
- Feedback from focus groups
- Next steps/timeline



# Requested Action



- None – information only.

# Background and Context



## The Air District's Role in CEQA

- Roles the Air District plays within CEQA
  - Serves as a lead, responsible or commenting agency on CEQA projects
  - Reviews and comments on land-use projects and plans
  - Uses air quality and greenhouse gas expertise to develop recommended thresholds of significance and technical guidance to support local lead agencies
  
- Goals for local land-use planning
  - Achieve mixed-use, infill, transit-oriented development
  - Minimize air pollutant emissions, especially in local communities
  - Support Plan Bay Area goals for housing and transportation
  - Align with aggressive statewide goals for reducing GHG emissions

# Background and Context



## What is driving this CEQA Thresholds update?

Things have changed since the 2010 thresholds were adopted

### □ New State GHG Targets

- AB 32's 2020 targets replaced by SB 32; 2017 Scoping Plan sets 2030 targets
- EO B-55-18: Carbon neutrality as soon as possible, no later than 2045

### □ Evolving case law

- Local governments are asking us to update our GHG thresholds to support their planning

Air quality thresholds and guidance for PM and risk to be updated later, to reflect and support other Air District-wide efforts

# Land–Use Projects



Proposed changes in **bold**

Pollutant	Current (2010)	Proposed (Must include A or B)
GHGs	1,100 MT/yr OR compliance with qualified GHG strategy, OR 4.6 MT/SP/yr (residents + employees)	<p><b>A. Projects must include, at a minimum, the following project design elements:</b></p> <ol style="list-style-type: none"> <li><b>1) Buildings</b> <ol style="list-style-type: none"> <li><b>a. No natural gas (residential and non-residential)</b></li> </ol> </li> <li><b>2) Transportation</b> <ol style="list-style-type: none"> <li><b>a. Achieve compliance with EV requirements in the most recently adopted version of CalGreen Tier 2</b></li> <li><b>b. Achieve SB 743 target of 15% reduction in VMT per capita below regional average</b></li> </ol> </li> </ol> <p><b>B. Be consistent with a local GHG Reduction Strategy that meets the criteria under the CEQA Guidelines section 15183.5(b), and pursuant to Air District guidance.</b></p>

# Land-Use Projects, Cont.



## 2022 CalGreen Tier 2 Requirements

	2022 CALGreen Tier 2
<b>New One- and Two-Family Homes and Townhomes with Attached Private Garages</b>	Each dwelling unit to be EV Ready
<b>New multifamily dwellings New hotels and motels</b>	40% of parking spaces to be EV Ready <i>and</i> If a project has > 20 units, then 15% of total parking spaces to have Level 2 EV chargers
<b>Nonresidential (workplace and public settings)</b>	45% of parking spaces to be EV Capable <i>and</i> 33% of EV Capable spaces to have Level 2 EV chargers

# Stationary Sources



Proposed changes in **bold**

Pollutant	Current	Proposed
<b>GHGs</b>	10,000 MT/yr	<b>Compliance with Cap-and-Trade <u>OR</u> 2,000 MT/yr</b>

# Land-Use Plans



Proposed changes in **bold**

Pollutant	Current	Proposed (Must include A and B)
<b>GHGs</b>	Compliance with Qualified GHG Reduction Strategy OR 6.6 MT CO <sub>2</sub> e per service population per year	<p><b>A. Meets State’s goals to achieve 40% emissions below 1990 levels by 2030, and carbon neutrality by 2045; <u>AND</u></b></p> <p><b>B. Meets criteria for GHG reduction strategy under the State CEQA Guidelines, and pursuant to Air District’s guidance</b></p>

# Feedback from Focus Groups



- 9 Focus Groups of local planners, builders, affordable housing organizations, environmental advocate groups
- Summary of feedback/suggestions
  - general support for qualitative approach
  - most already addressing the design elements to some extent
  - include additional feasible measures in guidance document
  - provide guidance on how to update climate action plans to satisfy these thresholds
  - acknowledge differences between project types



# Next Steps



Air District MS&CI Committee Meeting – September 2021



Public workshop(s) – November 2021/December 2021



To Air District Board for adoption – February/March 2022



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**AGENDA: 5**

# **Projects and Contracts with Proposed Awards over \$100,000**

**Mobile Source and Climate Impacts Committee Meeting  
September 23, 2021**

**Chengfeng Wang, Air Quality Program Manager  
Strategic Incentives Division  
[cwang@baaqmd.gov](mailto:cwang@baaqmd.gov)**

# Outcome



- Provide status update of grant funds awarded since July 1, 2021, and information about new recommended awards greater than \$100,000
- Obtain Committee's support and approval to forward the recommended projects to the full Board of Directors for approval

# Outline



- Background
- Proposed projects with awards over \$100,000
- Status of incentive funding
  - Revenue sources
  - Community benefits & project locations
- Recommendations

# Requested Action



## Recommend that the Board of Directors:

1. Approve recommended projects with proposed grant awards over \$100,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.

# CMP/MSIF, CAPP, and FARMER



Carl Moyer  
Program  
**(CMP)**

Funding Agricultural  
Replacement Measures  
for Emission  
Reductions **(FARMER)**

Community Air  
Protection Program  
**(CAPP)**

Mobile Source  
Incentive  
Fund  
**(MSIF)**

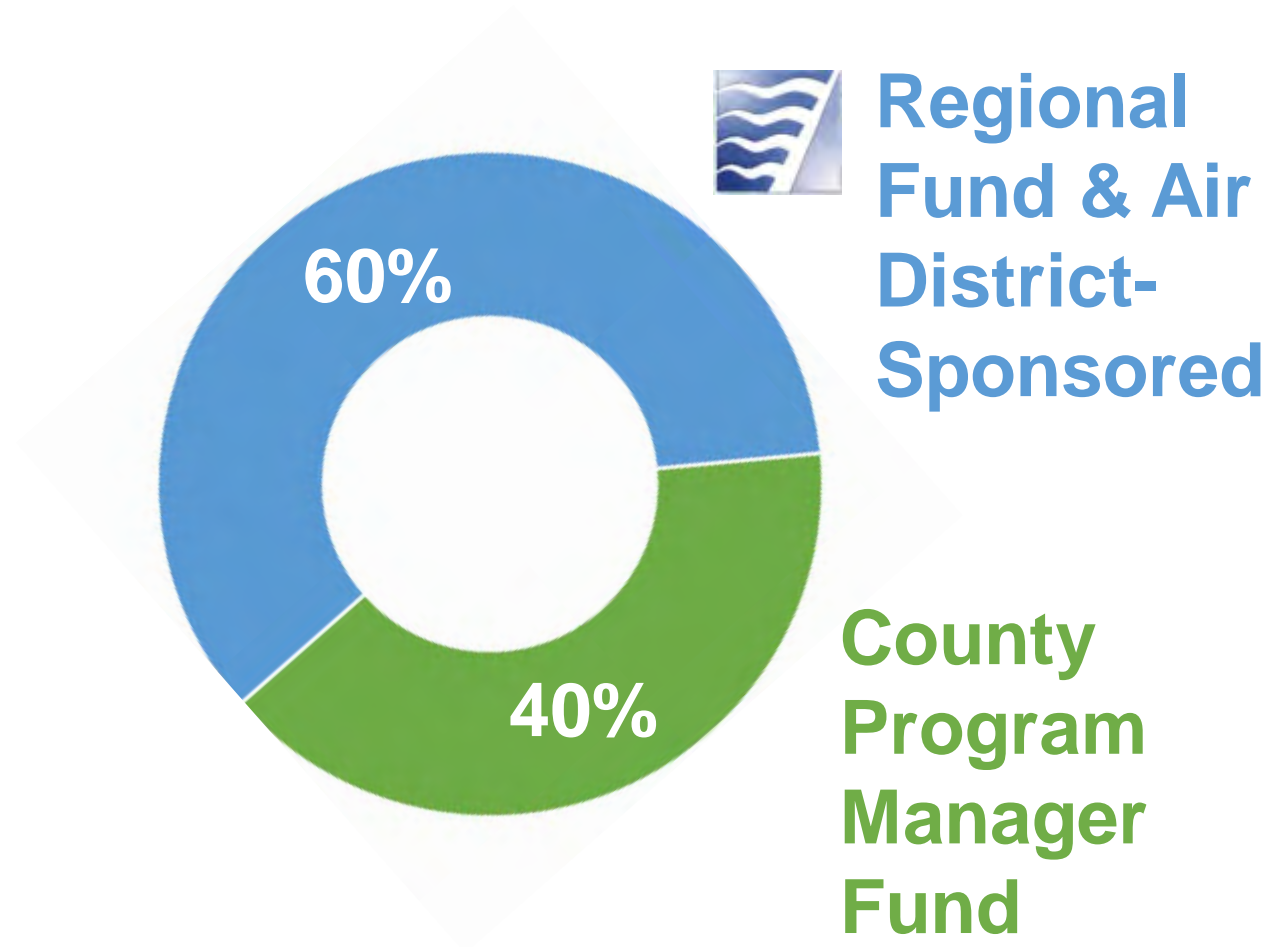
California Air Resources Board  
**\$34 million**

DMV Fees  
**\$12 million**

# Transportation Fund for Clean Air (TFCA)



- Statutory authority set forth in California Health and Safety Code Sections 44241 and 44242
- Funding provided by a \$4 surcharge on motor vehicles



# CMP/MSIF, CAPP, and FARMER



- **Recommend \$7,786,606 in awards for five projects to replace equipment:**
  - ✓ engines for one commercial fishing vessel
  - ✓ engines for two large tugboats
  - ✓ one agricultural tractor
- **Recommend \$338,155 (increase) in prior awards to allow two school districts to change type of charging infrastructure**

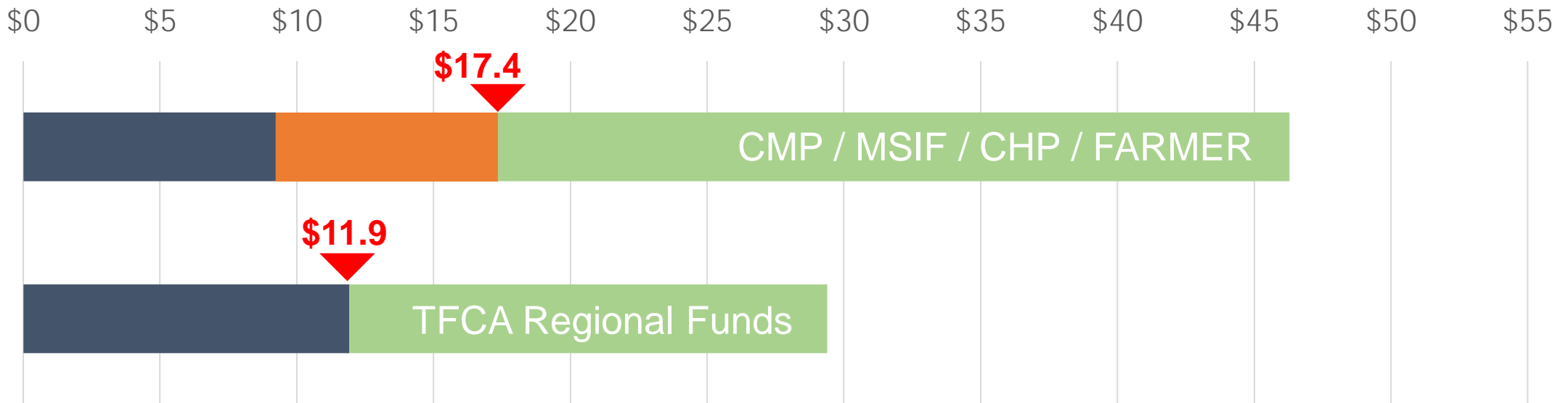
## Emissions Reductions

- ❖ **Over 70.1 tons per year of criteria pollutants**





# Incentive Funding Awarded & Recommended Since July 2021 by Revenue Source (in \$millions)



# Funds Awarded & Recommended Since July 2021 by Project Category (in Millions)



**Total = \$29.3M**

List of projects is shown in Attachments 2 & 3



**Light-duty  
Cars &  
Infrastructure**

**Trucks &  
Buses**

**School  
Buses**

**Off-road  
Equipment**

**Marine  
& Rail**

**Trip  
Reduction**

**\$6.2**

**\$0.1**

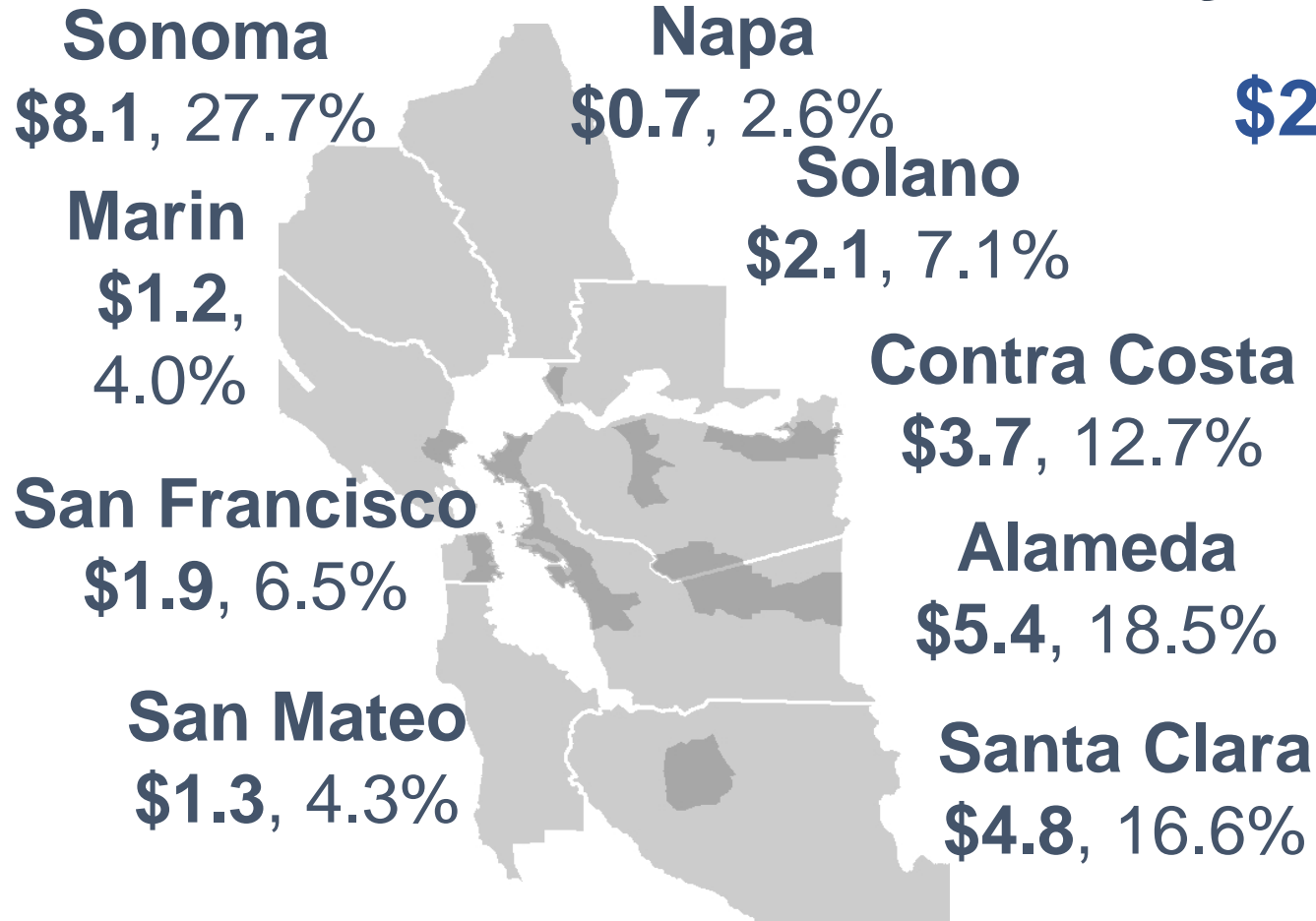
**\$11.3**

**\$1.6**

**\$7.7**

**\$2.4**

# Funds Awarded & Recommended Since July 2021 (in Millions)



**\$29.3 Million tAwarded**



**90% to CARE areas, disadvantaged and low-income communities, and low-income residents**

# Action Requested



## Recommend that the Board of Directors:

1. Approve recommended projects with proposed grant awards over \$100,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/APCO to enter into all necessary agreements with applicants for the recommended projects.