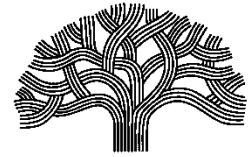


# CITY OF OAKLAND



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April 30, 2020

Dave Vautin, Assistant Director, Major Plans  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St.  
San Francisco, California 94105

Dear Mr. Vautin,

On behalf of the City of Oakland, we'd like to thank you for the opportunity to provide comments on Plan Bay Area 2050. Oakland is positioned at the center of the Bay Area, and acutely experiences the impacts of imbalanced land use patterns and insufficient transportation resources that Plan Bay Area works to address, including congestion, infrastructure maintenance challenges, poor air quality, the displacement of long-time residents, a growing income gap between high- and low-income households, and escalating housing unaffordability and homelessness. This letter establishes the City of Oakland's priorities for the strategies and methods being pursued in the Plan Bay Area 2050 process.

In general, we are supportive of the current approach to Plan Bay Area. We commend Bay Area Metro for taking a comprehensive look at transportation, housing, equity, the economy and the environment. We've attached our comments on each of the strategies presented to the Regional Advisory Working Group (RAWG) on February 11, 2020 herein.

We'd like to highlight a few strategies that we support:

- **Transportation Strategies:** We support strategies to enhance safety and reduce speed limits, multimodal infrastructure investments, and new pricing strategies that begin to better reflect the full cost of vehicles on our roadways and reinvest that money in more efficient, equitable and sustainable transportation options. We are pleased to see strategies emphasize the core system and fix-it-first approach while delaying expensive auto-focused freeway initiatives and regional railway expansions that decrease core system performance. We're also pleased to see that addressing interchange bottlenecks and extending the regional rail network are strategies that are not proposed to move forward in Plan Bay Area 2050.
- **Build a New Transbay Rail Crossing Strategy:** We are excited about the further study of a Second Bay Rail Crossing from Oakland to San Francisco and look forward to working with the Metropolitan Transportation Commission (MTC) and Bay Area Rapid

Transit (BART) to ensure that any such investment works to advance equity and meet the needs of a growing Oakland.

- **Strategies to Spur More Housing Production:** We are supportive of strategies to spur new housing development by identifying Growth Geographies as set out in the strategy and we strongly encourage Bay Area Metro to develop regionally-identified growth areas. We also encourage an amendment to the strategy such that Bay Area Metro should allocate housing to High Resource Areas--without the need for bus service with 30 minute headways. Transportation service enhancements typically follow development, especially with California Environmental Quality Act (CEQA) transportation analysis now based on Vehicle Miles Traveled (VMT) rather than Level of Service (LOS). Setting housing production targets solely based on existing transit patterns may have the unintended effect of disincentivizing transit investments. It would also miss an important opportunity to advance racial and economic equity in exclusionary high-opportunity neighborhoods in the Bay Area.

In addition, we'd like to highlight concerns that we have with the following areas and look forward to additional discussion and work in the months ahead:

- **Overall comment: Plan Bay Area is an opportunity to advance equity**
  - We encourage Bay Area Metro to start with an assessment of disparities, including but not limited to race, and then evaluate if/how the various strategies proposed work to address disparities. In addition, the City of Oakland Department of Race and Equity is offering to meet with the Plan Bay Area team to discuss this in more depth and share resources.
  - For many communities, construction can have significant impacts on small disadvantaged businesses. For example, in Oakland, the construction of BART dismantled multiple thriving black owned business districts that still have been unable to rebuild the culture that was lost. We strongly encourage Bay Area Metro to include local, disadvantaged business contracting targets for construction as well as funding for a business impact mitigation coordinator in major projects.
- **Strategy: Allow a Greater Mix of Housing Densities and Types in Growth Geographies:**
  - While we are supportive of the intent, the current strategy should be refined to reflect the regional nature of housing and travel patterns.
  - Unless carefully crafted, cities like Oakland that are building housing may be at an additional disadvantage, because: 1) many employees that work outside of Oakland choose to live in Oakland due to its central location and comparatively affordable options, but the City can't keep up with the regional housing demand, resulting in the displacement of longtime Oaklanders for those earning higher wages, 2) the City does not benefit from ongoing local tax revenues associated with jobs that helps support complete communities that residents expect, and 3) Oakland already charges a transportation impact fee on all new developments; it's unclear how this would be addressed.
  - Impact fees of commercial developments should be explicitly directed to cities that are bearing the regional burden of housing the employees that can't live in the cities where they work.

- Another preferred option is not to allow a City that has a jobs housing imbalance to build new offices unless similar numbers of new housing are also built/in the pipeline, especially a certain percentage of affordable housing for those workers that make below median income. This comment is also applicable to the Strategy: **“Assess Jobs-Housing Imbalance Fees on New Office Developments”**
- **Transit Strategies: Build and Operate an Express Bus Rapid Transit Network and Advance Low-Cost Transit Projects:**
  - We understand that the Regional Express Bus Rapid Transit Network didn't score and was to be refined. It appears as though it's been replaced by the “Advance Low-Cost Transit Projects” strategy. While this strategy is critical, it's unclear how important major Bus Rapid Transit capital projects and a linked regional network of such projects would be achieved through this revised strategy.
  - Suggest amending to remove “low-cost” which is relative and unclear, and emphasizing the both local and regional connectivity/significance of potential projects. This should also be coordinated with regional express lanes, which we feel represent an opportunity to more effectively use existing infrastructure such as our currently auto-dominated freeways and bridges (a position the MTC Commission also advocated during the February 12th meeting).
- **Create Healthy and Safe Streets**
  - Oakland is very supportive of these strategies, including the addition of walking improvements in the Complete Streets Network strategy.
  - Oakland believes that the Vision Zero strategy could go further to include local speed limits below 25 mph and a reduced need for setting speed limits based on speed surveys. This should be a key policy goal for MTC as speed and vehicle size are the main factor in whether a crash is severe or fatal.
  - Similar to other strategies, this strategy--especially Automated Speed Enforcement--should consider equity impacts and mitigations so the communities we aim to support aren't faced with disproportionate harm from increased fines and fees. This will be critical to building a safe system that truly advances equity.

Thank you again for the opportunity to provide comments on Plan Bay Area 2050. We look forward to continued collaboration and engagement.

Sincerely,

A handwritten signature in black ink, appearing to read "Libby Schaaf". The signature is fluid and cursive, with a large loop at the end.

Mayor Libby Schaaf  
City of Oakland

**Attachment: Comments on Plan Bay Area 2050 Strategies**

Updated Strategies - Plan Bay Area -  
Presented to RAWG on 2/11/20  
~~Text with strikethrough are strategies we understand to have been deleted and for which we have comments~~

Updated Comments (2/18/20)

**Economy**

**Improve Economic mobility**

**Expand Childcare Support for Low-Income Families**

Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce. Neither ABAG nor MTC would lead in this strategy's implementation but the agencies could advocate for supportive policies to be advanced by others as part of future economic development work. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. Funding: \$30 billion

Strongly support:  
Oakland and other cities have HeadStart programs so consider targeting the income group just above the threshold to qualify. Who is positioned to lead this effort? This should be sorted out to make it feasible.

**Create Incubator Programs in Economically-Challenged Areas**

Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities. This strategy could be combined with both Priority Production Areas and Priority Development Areas in housing-rich locations to encourage job opportunities specifically located in places where future job growth is intended to be focused. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. Funding: \$15 billion

Strongly support:  
A proposal for regional investment should use a racial equity analysis that considers the impact of regional housing segregation and exclusionary zoning when factories and other major employers moved to suburbs where workers of color could no longer access employment.

**~~Expand Construction Workforce Training Programs~~**

Has the Construction Workforce Training strategy been deleted? We were supportive of this and were hoping to see it expanded per comments:  
Support with questions:  
-Is there any way for job training/workforce training programs to target specific populations for equitable outcomes such as low-income/people of color/homeless populations?  
-Can the program be expanded to include Transit Operator/maintenance training and green infrastructure maintenance since operators and cities are facing problematic staffing shortages?  
-How can we prevent ways in which the strategy

	<p>may increase the cost of construction?  - Consider whether local hire/local resident training preference can be modeled to show VMT reductions.</p>
<p><b>Retain Key Industrial Lands through Establishment of Priority Production Areas</b>  Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning. Land use levers could be furthered buttressed by technical assistance, which would be considered further in the Implementation Plan phase.</p>	<p>Support:  With the Bay Area's largest Port located in Oakland, we're very supportive of efforts to acknowledge and support industrial zoning; ideally this strategy will also include ways to better integrate industrial uses into growing urban areas, such as (but not limited to) infrastructure needs to build complete/safe streets along high intensity truck routes, continuing to expand rail-based goods movement, and enhancing the electrification of trucks and other industrial operations with the potential for high impact.</p>
<p><b>Shift the Location of New Jobs</b></p>	
<p><b>Allow Greater Commercial Densities in Growth Geographies</b>  Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit. This strategy may be fine-tuned during the Draft Blueprint phase to ensure that it is supporting both focused growth near transit as well as an aim to shift the location of jobs to more housing-rich places.</p>	<p>Support</p>

<p><b>Assess Transportation Impact Fees on New Office Developments</b></p> <p>Apply expanded county-specific fees on new office development that reflects transportation impacts associated with such development, focusing primarily on new workplaces anticipated to have high employment-related vehicle miles traveled (VMT). Assigned on a per square foot basis, the fee is highest in areas with the greatest VMT per worker and zero in areas with the lowest. The fee revenues incentivize development inside low-VMT job centers.</p>	<p>Support intent but have concerns/suggestions:</p> <ul style="list-style-type: none"> <li>- Should state transit-rich, housing rich areas/urban areas.</li> <li>- There are areas that are connected to transit but may not be appropriate for commercial growth.</li> <li>- does not go far enough to compensate the residents who are impacted when job-heavy cities do not permit housing. How could the fee directly benefit renters in other cities who face rent increases as a result?</li> <li>- certain industrial areas, like the Port of Oakland, aren't well served by transit. How can we ensure that industrial jobs and growth aren't negatively impacted?</li> <li>- Fee should be used to fund affordable housing</li> <li>- should be used to promote jobs-housing balance. new office development in high VMT areas could lower regional VMT. fee should be set not to restrict office growth in areas with high office demand because restricting office growth in these areas could contribute to nonprofit office displacement.</li> <li>- Another option is not to allow a City that has a jobs housing imbalance to build new offices unless new housing is built at the same time to provide housing for the workers of those jobs, especially a certain percentage of affordable housing for those workers that make below median income. This seems like a better way to help reduce driving for workers and having to pay a large cost for their commute as well as it helps with the environment and it creates communities with mixed incomes instead of perpetuating exclusive suburbs that only allows wealthier residents to live there.</li> </ul>
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<p><b>Assess Jobs-Housing Imbalance Fees on New Office Developments</b></p> <p>Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places. Funding generated can be used to support affordable housing strategies identified elsewhere in this Draft Blueprint package, but in general, the strategy would be designed to encourage a shift in location of jobs to the greatest extent possible.</p>	<p>-Another option is not to allow a City that has a jobs housing imbalance to build new offices unless new housing is built at the same time to provide housing for the workers of those jobs, especially a certain percentage of affordable housing for those workers that make below median income. This seems like a better way to help reduce driving for workers and having to pay a large cost for their commute as well as it helps with the environment and it creates communities with mixed incomes instead of perpetuating exclusive suburbs that only allows wealthier residents to live there.</p>
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# Housing

Spur More Housing Production	
<p><b>Allow a Greater Mix of Housing Densities and Types in Growth Geographies</b></p> <p>Allow a variety of housing types at a range of densities to be built in Growth Geographies – the areas prioritized for new homes and jobs in the Blueprint. The staff recommendation for Growth Geographies, as discussed in a complementary agenda item, includes locally-designated Priority Development Areas (PDAs) and a suite of potential regionally-identified growth areas:</p> <p>All areas within 10 minutes’ walk (approximately ½ mile) from high-frequency regional rail stations (BART and Caltrain Baby Bullet stations)</p> <p>For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries: Transit-Rich Areas (TRAs) within 10 minutes’ walk (approximately ½ mile) of a rail station, ferry terminal, or bus stop served by a route that arrives every 15 minutes or less during commute hours</p> <p>For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries: High-Resource Areas (HRAs; defined by the State of California) within 5 minutes’ walk of a bus stop that arrives every 30 minutes or less during commute hours</p> <p>Because the places across the region that meet these criteria vary significantly, specific densities and housing types will be based upon regional and local context. These include the frequency and capacity of transit service, level of job access, and access to opportunity (e.g. High-Resource Areas). Further supportive actions for these geographies will be identified in the Implementation Plan phase, later in 2020.</p>	<p>While we are supportive of the intent, the current strategy should be refined to reflect the regional nature of housing and travel patterns. Unless carefully crafted, cities like Oakland that are building housing may be at an additional disadvantage, because: 1) many employees that work outside of Oakland choose to live in Oakland due to its central location and comparatively affordable options, but the City can’t keep up with the regional housing demand, resulting in the displacement of longtime Oaklanders for those earning higher wages, 2) the City does not benefit from ongoing local tax revenues associated with jobs that helps support complete communities that residents expect, and 3) Oakland already charges a transportation impact fee on all new developments; it’s unclear how this would be addressed. Impact fees of commercial developments should be explicitly directed to cities that are bearing the regional burden of housing the employees that can’t live in the cities where they work. Another preferred option is not to allow a City that has a jobs housing imbalance to build new offices unless similar numbers of new housing are also built/in the pipeline, especially a certain percentage of affordable housing for those workers that make below median income. This comment is also applicable to the Strategy: “Assess Jobs-Housing Imbalance Fees on New Office Developments”</p>
<p><b>Reduce Barriers to Housing Near Transit and in Areas of High Opportunity</b></p> <p>Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits. Similar to the previous strategy, details for this strategy will be appropriately calibrated based on regional and local context.</p>	<p>Suggest exempting sensitive communities, could exacerbate displacement in gentrifying areas.</p>

<p><b>Transform Aging Malls and Office Parks into Neighborhoods</b></p> <p>Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects that meet affordability and VMT reduction criteria. Applying this strategy in the Blueprint will involve updating zoning to allow a mix of housing and commercial development in large mall and office park sites more than 30 years old, first prioritizing sites that are in both HRAs and TRAs.</p>	<p>Support: Ensure there's funding available for the land use and transportation planning for these sites and certain parameters for density and transportation access</p>
<p><b>Retain and Expand Affordable Units</b></p>	
<p><b>Fund Affordable Housing Protection, Preservation and Production</b></p> <p><b>Description:</b> Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing for low-income households. This strategy takes a significant step toward closing the gap in housing needs identified in the Draft Affordable Housing Needs &amp; Revenue Assessment; future refinements in the Final Blueprint can integrate ongoing conversations related to advancing AB 1487. To expand affordable housing beyond existing revenue measures, this strategy would be significant strengthened in Blueprint Plus. Funding can be prioritized based on context-specific needs, such as:</p> <p>Funding for preservation of existing affordable housing can be focused in communities in TRAs with high displacement risk.</p> <p>Funding for production of new affordable housing can be prioritized in communities that are HRAs, with remaining units spread throughout the region to ensure inclusive communities.</p> <p><b>Funding:</b> \$64 billion (in addition to baseline housing funding from Needs &amp; Revenue)</p>	<p>Oakland strongly supports this strategy.</p>



<p><b>Require 10 to 20 Percent of All New Housing to be Affordable</b></p> <p>Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility, as well as access to opportunity and public transit. Smaller units, such as ADUs and fourplexes, are exempted to increase feasibility.</p>	<p>Questions:</p> <ul style="list-style-type: none"> <li>- concept good, but inclusionary rates should be set by market conditions so does not restrict development/is based on local market conditions.</li> <li>- How would this work for cities like Oakland that already charge an Affordable Housing Impact Fee? Would this Inclusionary requirement be instead of or in addition to a fee?</li> </ul> <p>BW: It would take time for HCD to determine its stance on this. My view is that inclusionary requirements such as this are an important tool of economic integration but can also have the effect of killing marginally profitable "missing middle" housing, which is also important. Compliance and monitoring for small projects is also resource-intensive. I also have questions about how a mandatory inclusionary law such as what's phrased here would not be in violation of Costa-Hawkins, per the Palmer decision. In my opinion, if the regional agency is mandating an affordability percentage, it should also be providing funding for the affordable units. (For example, local agencies could assume a master lease on a percentage of units and then lease to tenants, making up the difference between the tenant payment and the market rate.)</p>
<p><b>Further Strengthen Renter Protections Beyond State Legislation</b></p> <p>Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old. This strategy reflects feedback from stakeholders this fall, which challenged MTC/ABAG staff to consider expanding upon recently-passed state legislation (e.g., AB 1482) to protect renters. Units less than 10 years old – the timeframe developers and lenders analyze to determine project affordability – are exempted to reduce the potential for dampening new market-rate development.</p>	<p>Support:</p> <ul style="list-style-type: none"> <li>- would performance data from Keep Oakland Housed help modeling effort?</li> </ul>
<h2>Transportation</h2>	
<p><b>Enhance Local and Regional Transit</b></p>	
<p><b>Modified to be re-themed, see below</b></p>	
<p><b>Build Express Lanes and Address Interchange Bottlenecks</b></p>	<p>This should not be a priority unless addressing public transit vehicle throughput; in that case, transit should be prioritized over other vehicles</p>
<p><b>Build and Operate an Express Bus Rapid Transit</b></p>	

<b>Network</b>	
<p><b>Advance Low-Cost Transit Projects</b>  Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status. Projects within this strategy had no equity challenges or Guiding Principle flags and had cost-benefit ratios that were above 0.5 at minimum across all Futures. Projects in this category tend to be lower cost projects serving established transit service areas, and include urban bus frequency boosts, BRT enhancements, and ferry projects. Funding: \$20 billion</p> <p>Projects include: <b>BART Core Capacity</b>, BART to Silicon Valley Phase 2, Irvington BART, San Francisco Southeast Waterfront Transportation Improvements, Muni Forward, <b>San Pablo BRT</b>, Alameda Point Transit Network, <b>AC Transit Local Service Frequency Increase</b>, E 14th/Mission BRT, and Treasure Island Congestion Pricing. Additional projects will be added during the Final Blueprint phase</p>	<p>We understand that the Regional Express Bus Rapid Transit Network didn't score and was to be refined. It appears as though it's been replaced by the "Advance Low-Cost Transit Projects" strategy. While this strategy is critical, it's unclear how important major Bus Rapid Transit capital projects and a linked regional network of such projects would be achieved through this revised strategy.</p> <p>Suggest amending to remove "low-cost" which is relative and unclear, and emphasizing the both local and regional connectivity/significance of potential projects.</p>
<p><b>Build a New Transbay Rail Crossing</b>  Increase Transbay rail capacity between San Francisco and Oakland, while providing benefits for travelers across the Bay Area, through a first phase Crossing project that includes a new Transbay tunnel and new stations in the Market Street/South of Market/Mission Bay area of San Francisco and in Alameda/Central Oakland area of the East Bay. Future phases not included in the Plan Bay Area 2050 may extend rail improvements to other parts of the Bay Area and to the broader Northern California megaregion. This strategy would only be included in Blueprint Plus (Crossing), when sufficient revenues are available for the investment. Funding: \$50 billion</p>	<p>Support with more analysis and development needed:</p> <ul style="list-style-type: none"> <li>- what is the opportunity cost in terms of planning capacity and funding capacity to make this happen, and what impact could that funding have if spent on other improvements and/or affordable housing units? How can this project help increase housing, especially affordable housing?</li> <li>- must consider opportunities for more growth in Oakland beyond just following the existing route.</li> </ul>
<p><b>Modernize and Boost Frequencies to Create a Next Generation Rail Network</b></p>	<p>Did this strategy include Amtrak/Capital Corridor and addressing the Oakland Bottleneck? Jack London Square in particular is the most significant bottleneck and safety concern in the system and without this strategy, it's unclear how this major issue would be addressed.</p>
<p><b>Extend the Regional Rail Network</b></p>	<p>Support the deletion of this strategy</p>
<p><b>Create Healthy and Safe Streets</b></p>	

<p><b>Build a Complete Streets Network</b>  Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths. This strategy would emphasize Complete Streets improvements near transit to improve access and in Communities of Concern to advance equity outcomes. Investments could also go toward amenities like secure bike parking at rail stations, improved lighting, and safer intersections. Funding: \$7 billion</p>	<p>Very supportive of addition of walking to this category</p>
<p><b>Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</b>  Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, enforcing speeds using design elements on local streets and automated speed enforcement on freeways. Revenues generated from violation fines would be reinvested in safety initiatives, including education and street design interventions. Funding: \$1 billion</p>	<p>This category should go further. Some Bay Area cities are considering speed limits lower than 25 mph on local roads that are high injury corridors. In addition, ASE should be informed by an equity analysis and proper mitigations should be taken to reduce harm on the communities that are also suffering from disproportionately higher rates of severe and fatal traffic crashes.</p>
<p><b>Maintain and Optimize the Existing System</b></p>	
<p><b>Operate and Maintain the Existing System</b>  Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels. This strategy would emphasize achieving state of good repair for transit assets to advance equity goals. Due to the greater financial capacity in Blueprint Plus (Fix It First), this variant of the Blueprint is able to explore achieving full state of good repair for all asset categories.  Blueprint Basic: Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. Funding: \$392 billion  Blueprint Plus (Crossing): Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. Funding: \$392 billion  Blueprint Plus (Fix It First): Improve transportation asset conditions beyond today's levels, reaching a full state of good repair for transit and road assets. Funding: \$423 billion</p>	<p>Strong support:  - Does this scenario enable the region to make decisions about abandoning some current infrastructure to sea level rise? E.g., evaluate whether it is worth the cost to maintain or protect?</p>

<p><b>Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</b></p> <p>Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, reinvesting revenue raised in improving transit alternatives on the corridor. Drivers on priced corridors would pay a 15 cent per mile charge during the peak period, with discounts to 5 cents per mile for off-peak travel or carpools with three or more occupants. Express Lanes and toll bridges would continue to operate. Funding: \$1 billion; revenue: generates an estimated \$25 billion over Plan period</p>	<p>Support, - Ensure an equity analysis/approach to the fee - Great to see use of funds for alternatives.</p>
<p><b>Reform Regional Transit Fare Policy</b></p> <p>Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators. The regional integrated fare structure would consist of a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips, with discounts for youth, people with disabilities, and very low-income people. Funding: revenue-neutral due to incentivized growth in transit trips; \$10 billion for means-based fare discount.</p>	<p>Support; need to make sure the plan is investing in the operations to fulfill this demand.</p>
<p><b>Enable Seamless Mobility with Unified Trip Planning and Fare Payments</b></p> <p>Develop a unified platform for trip planning and fare payment to enable more seamless journeys. This strategy envisions a platform, accessible via smartphone, that allows users to see all of their transportation options – transit, shared bike, scooter, or car, ridehail, etc. – and pay for them from one account. Funding: \$0.1 billion</p>	
<p><b>Environment</b></p>	
<p><b>Reduce Environmental Impacts</b></p>	
<p><b>Maintain Urban Growth Boundaries</b></p> <p>Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. This strategy is consistent with the approach taken in Plan Bay Area, Plan Bay Area 2040, and Horizon. These measures include urban growth boundaries, urban service areas, environmental corridors, slope &amp; density restrictions, stream conservation areas, and riparian buffers. As part of the upcoming Implementation Plan phase, MTC/ABAG staff will continue to work with</p>	

<p>conservation stakeholders to find ways to further strengthen UGBs as a means to prevent sprawl onto important habitat, agricultural, and recreation lands.</p>	
<p><b>Adapt to Climate and Natural Disaster Impacts</b></p>	
<p><b>Provide Means-Based Financial Support to Retrofit Existing Buildings (Energy, Water, Seismic, Fire)</b>          Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts. To ease the burden of multifamily and single-family building retrofits, this strategy would prioritize assistance to Communities of Concern as well as for residential dwellings built before current codes. Because this strategy generally requires New Revenues, it can only be included in Blueprint Plus. Funding: \$20 billion</p>	
<p><b>Adapt to Sea Level Rise</b>          Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Due to the need for New Revenues to support much of the anticipated need identified in the draft Needs &amp; Revenue Assessment for resilience, the strategy would be customized for Blueprint Basic and Blueprint Plus:          Blueprint Basic: Using forecasted revenues, the region could protect only select portions of the Bay Area’s shoreline. With limited existing funds, the strategy would prioritize resources for Communities of Concern, as well as areas of high benefits and low costs. Some areas would be assumed to flood as sea levels rise. Funding: \$5 billion (requires some transportation funding to protect critical freeways)          Blueprint Plus: With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected; this may include protecting SR-37, provided equity mitigation strategies are identified and increased local funding commitments are made.          Funding: \$20 billion</p>	<ul style="list-style-type: none"> <li>• There is a strategy explicitly for sea level rise, but none for other climate disasters and environmental hazards (except for the “Provide Means-Based Financial Support to Retrofit Existing Buildings” strategy to bring homes up to seismic, wildfire, water and energy standards). It seems sea-level-rise-centric when there are also other urgent disaster risks in vulnerable areas. Recommend an additional focus on or consideration of the following:             <ul style="list-style-type: none"> <li>o Heat, especially heat vulnerabilities in low income and vulnerable communities with high urban heat island effects (areas with higher proportion of impervious paving, lower tree canopy, older housing stock)</li> <li>o Add to the “Provide Means-Based Financial Support to Retrofit Existing Buildings” strategy that should specifically include electrifying buildings (i.e. removing natural gas infrastructure and providing resources and incentives for low income, seniors, and other sensitive populations to convert from natural gas to electric... same for commercial buildings and small businesses)</li> <li>o Increasing urban tree canopy in in residential neighborhoods dominated by concrete and asphalt with limited green space</li> </ul> </li> </ul>

	<p>and elevated air pollution, in Priority Conservation Areas, and in areas where green infrastructure, including trees and other types of vegetated buffers, can effectively address stormwater management issues and reduce air pollution exposure among sensitive populations (This may or may not go here, but I want to ensure that it's reflected somewhere</p>
<p><b>Protect High-Value Conservation Lands</b>  Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires additional prioritization and investment for natural and working land acquisition, protection, and management. This strategy would support regional goals for agriculture, open space, bayland and trails, which include a vision of 2 million acres of preserved open space, 100,000 acres of restored marsh, 2,700 miles of trails, and a thriving agricultural economy. Because this strategy requires New Revenues, it can only be included in Blueprint Plus. Funding: \$15 billion</p>	
<p><b>Expand the Climate Initiatives Program</b>  Expand MTC's Climate Initiative Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors. This includes existing strategies (Bikeshare, Targeted Transportation Alternatives, Carshare, Commute Benefits Ordinance, Employer Shuttles, Trip Caps, Vanpools, Regional EV Chargers, Feebate Program Implementation, Vehicle Buyback &amp; EV Incentives Program) as well as new strategies under Climate Initiatives. These could include a policy to shift Transportation Network Company (TNC) miles to electric; strategies to support increased telecommuting; and policies to better manage the supply of parking.</p>	<p>We would like to see more (flexible) climate support for cities, for both mitigation and adaptation. Program should include:</p> <ul style="list-style-type: none"> <li>o Resources for building electrification and removing common natural gas infrastructure (piping, both within buildings and trunklines in the Right of Way where buildings on the "branches" have successfully electrified</li> <li>o Support for energy storage, both at the individual building level and at the block (shared) level</li> </ul>

