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

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.

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

WHAT IS THE PLAN?

VISION & GUIDING PRINCIPLES

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

| Maintain and Optimize the Existing System | Improve Economic Mobility |
| Create Healthy and Safe Streets          | Shift the Location of Jobs |
| Build a Next-Generation Transit Network  | Reduce Risks from Hazards |
| Protect and Preserve Affordable Housing  | Expand Access to Parks and Open Space |
| Spur Housing Production at All Income Levels | Reduce Climate Emissions |
| Create Inclusive Communities             |                            |

Learn more about each of the 35 adopted strategies at planbayarea.org.
# Strategies with High Impact on GHG Reduction

<table>
<thead>
<tr>
<th>Plan Element</th>
<th>High-Impact Strategies in Achieving GHG Emissions Reduction Target</th>
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</table>
| **Environment** | • Maintain Urban Growth Boundaries  
                   • Expand Commute Trip Reduction Programs at Major Employers (EN7)  
                   • Expand Clean Vehicle Initiatives (EN8)  
                   • Expand TDM Initiatives (EN9) |
| **Housing** | • Allow a Greater Mix of Housing Densities and Types in Growth Geographies |
| **Economy** | • Allow Greater Commercial Densities in Growth Geographies |
| **Transportation** | • Enable a Seamless Mobility Experience  
                      • Reform Regional Fare Policy  
                      • Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives  
                      • Advance Regional Vision Zero Policy through Street Design and Reduced Speeds |

*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.
Implementation Plan
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.
Revised Draft Implementation Actions
Strategy EN7: Expand Commute Trip Reduction Programs at Major Employers

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
Revised Draft Implementation Actions
Strategy EN9: Expand Transportation Demand Management Initiatives

**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 4th
- 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 8th)
- Joint Commission/ABAG Executive Board Meeting (October 21st)

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.
Questions & Discussion

James Choe, jchoe@bayareametro.gov
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
• 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**

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Current (2010)</th>
<th>Proposed (Must include A or B)</th>
</tr>
</thead>
</table>
| GHGs      | 1,100 MT/yr OR compliance with qualified GHG strategy, OR 4.6 MT/SP/yr (residents + employees) | A. Projects must include, at a minimum, the following project design elements:  
1) Buildings  
a. No natural gas (residential and non-residential)  
2) Transportation  
a. Achieve compliance with EV requirements in the most recently adopted version of CalGreen Tier 2  
b. Achieve SB 743 target of 15% reduction in VMT per capita below regional average |
|           |                | 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**. |
## 2022 CalGreen Tier 2 Requirements

<table>
<thead>
<tr>
<th>Land-Use Projects, Cont.</th>
<th>2022 CALGreen Tier 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New One- and Two-Family Homes and</strong></td>
<td><em>Each dwelling unit to be EV Ready</em></td>
</tr>
<tr>
<td><strong>Townhomes with Attached Private Garages</strong></td>
<td></td>
</tr>
<tr>
<td><strong>New multifamily dwellings</strong></td>
<td><em>40% of parking spaces to be EV Ready</em></td>
</tr>
<tr>
<td><strong>New hotels and motels</strong></td>
<td><em>and</em></td>
</tr>
<tr>
<td><strong>Nonresidential (workplace and public</strong></td>
<td><em>If a project has &gt; 20 units, then 15% of total parking spaces to have Level 2 EV</em>*</td>
</tr>
<tr>
<td><strong>settings)</strong></td>
<td><em>changers</em></td>
</tr>
<tr>
<td></td>
<td><em>45% of parking spaces to be EV Capable</em></td>
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<tr>
<td></td>
<td><em>and</em></td>
</tr>
<tr>
<td></td>
<td><em>33% of EV Capable spaces to have Level 2 EV chargers</em></td>
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<tr>
<td>Pollutant</td>
<td>Current</td>
</tr>
<tr>
<td>----------</td>
<td>-----------</td>
</tr>
<tr>
<td>GHGs</td>
<td>10,000 MT/yr</td>
</tr>
</tbody>
</table>
Proposed changes in **bold**

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<th>Current</th>
<th>Proposed (Must include A and B)</th>
</tr>
</thead>
</table>
| **GHGs**  | Compliance with Qualified GHG Reduction Strategy OR 6.6 MT CO₂e per service population per year | A. Meets State’s goals to achieve 40% emissions below 1990 levels by 2030, and carbon neutrality by 2045; **AND**  
B. Meets criteria for GHG reduction strategy under the State CEQA Guidelines, and pursuant to Air District’s guidance |
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
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
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
  o Revenue sources
  o 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.
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 | Mobile Source Incentive Fund (MSIF) | DMV Fees $12 million

Bay Area Air Quality Management District

Mobile Source and Climate Impacts Committee
September 23, 2021
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
• 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)

- **TFCA Regional Funds**
  - $11.9

- **CMP / MSIF / CHP / FARMER**
  - $17.4

Previously Awarded

Recommended

Previously Awarded and Recommended

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount (in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light-duty Cars &amp; Infrastructure</td>
<td>$6.2</td>
</tr>
<tr>
<td>Trucks &amp; Buses</td>
<td>$0.1</td>
</tr>
<tr>
<td>School Buses</td>
<td>$11.3</td>
</tr>
<tr>
<td>Off-road Equipment</td>
<td>$1.6</td>
</tr>
<tr>
<td>Marine &amp; Rail</td>
<td>$7.7</td>
</tr>
<tr>
<td>Trip Reduction</td>
<td>$2.4</td>
</tr>
</tbody>
</table>

Total = $29.3M

List of projects is shown in Attachments 2 & 3
Funds Awarded & Recommended Since July 2021 (in Millions)

San Francisco
$1.9, 6.5%

San Mateo
$1.3, 4.3%

Sonoma
$8.1, 27.7%

Marin
$1.2, 4.0%

Contra Costa
$3.7, 12.7%

Alameda
$5.4, 18.5%

Santa Clara
$4.8, 16.6%

Solano
$2.1, 7.1%

Napa
$0.7, 2.6%

Sonoma:
Funds Awarded & Recommended Since July 2021 (in Millions)

Sonoma
$8.1, 27.7%

Marin
$1.2, 4.0%

San Francisco
$1.9, 6.5%

San Mateo
$1.3, 4.3%

Contra Costa
$3.7, 12.7%

Alameda
$5.4, 18.5%

Santa Clara
$4.8, 16.6%

Solano
$2.1, 7.1%

Napa
$0.7, 2.6%

Funds Awarded & Recommended Since July 2021 (in Millions)

$29.3 Million Awarded

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