



**PLAN BAY AREA 2050 IMPLEMENTATION PLAN: 2022 PROGRESS REPORT**

**ATTACHMENT B**

**Plan Bay Area 2050 Element: HOUSING**

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Protect and Preserve Affordable Housing</b>  H1. Further Strengthen Renter Protections Beyond State Legislation  H2. Preserve Existing Affordable Housing	1a. Advocate for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	Ongoing	(1) Supported renter protections in the fiscal year (FY) 2022-23 state budget, including \$2 billion for emergency rental assistance and \$30 million for legal aid to prevent unjust evictions (2) Tracked AB 2079 (Grayson), the COVID-19 Tenant Relief Act, which provided a three-month extension of California’s eviction moratorium (extended through July 1, 2022)	(i) Engage in outreach and other preparations for placement of a regional housing general obligation bond on the ballot for 2024 pursuant to AB 1487 (Chiu, 2019)
	1b. Seek new revenues for affordable housing preservation	Ongoing	(1) Engaged with jurisdictions, housing stakeholders, and communities to build support for a 2024 Regional Housing Bond measure including funding for affordable housing preservation and production (2) Participated in drafting of guidelines for California’s new Foreclosure Intervention Housing Preservation Program (FIHPP), which will bring \$500 million to state for preservation (3) Advocated for a new preservation program through the FY 2022-23 state budget and advocated for federal funding for BAHFA to invest in preservation and production, among other areas	(i) Continue ongoing outreach to jurisdictions, housing stakeholders, and communities to build support for a 2024 Regional Housing Bond measure (ii) Secure \$15 million in REAP 2.0 financing and issue a regional Notice of Funding Availability for preservation projects, focusing on Equity Priority Communities and areas of concentrated poverty and communities with high displacement risk (iii) Pursue establishing a Joint Powers Authority to better pursue affordable housing preservation and production goals (iv) Continue advocating for new preservation funding and programs through the FY 2023-24 state budget and continue pursuing federal funds for BAHFA, including through the FY 2023 federal appropriations bill



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<p><b>Protect and Preserve Affordable Housing (continued)</b></p> <p>H1. Further Strengthen Renter Protections Beyond State Legislation</p> <p>H2. Preserve Existing Affordable Housing</p>	<p>1c. Launch and deliver BAHFA pilot projects to develop standardized best practices for tenant protection programs; scope potential regional-scale anti-displacement programs; and launch and deliver a BAHFA pilot program to pursue new affordable housing preservation strategies, including the restructured Bay Area Preservation Pilot Program</p>	<p>Years 2-4</p>	<p>(1) Assembled and onboarded BAHFA team focused on the three P's (production, preservation, protection) to support launching pilots and related programs</p> <p>(2) Secured BAHFA Board approval for the new Welfare Tax Exemption Preservation Program (WTE Program), which helps developers convert market-rate housing to permanently affordable housing for households earning 80% of area median income or less</p> <p>(3) Closed first deal using the WTE Program in August 2022 with Eden Housing to preserve a 24-unit building for lower-income households in Alameda County</p>	<p>(i) Conduct stakeholder engagement and complete scoping of BAHFA's Anti-Displacement Pilot Program.</p> <p><i>See 1b (ii) and 1b (iii) for additional relevant anticipated activities</i></p>
	<p>1d. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p>(1) Continued development of the BAHFA Business Plan, including Equity Framework and Funding Programs</p>	<p>(i) Present final draft of the Business Plan's Equity Framework to the BAHFA Board by late 2022</p> <p>(ii) Submit Business Plan draft funding component to the Board in 2023</p>
	<p>1e. Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies</p>	<p>Ongoing</p>	<p>(1) Submitted requests to state and federal government to include BAHFA as an eligible recipient of state/federal preservation funds</p> <p>(2) Explored potential revisions to state housing element law to give local governments Regional Housing Needs Allocation (RHNA) "credit" for preserving housing</p> <p><i>See 1b (2) and 1b (3) for additional relevant updates</i></p>	<p>(i) Continue advocating for legislation that will make BAHFA an eligible recipient of state/federal preservation funds</p> <p>(ii) Continue exploring changes to state housing element law related to RHNA "credits" for housing preservation in coordination with key partners and stakeholders</p> <p><i>See 1b (iv) for additional relevant anticipated activities</i></p>



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<p><b>Spur Housing Production for People of All Income Levels</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2a. Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies</p>	<p>Ongoing</p>	<p>(1) Adopted a “support if amended” position on AB 2011 (Wicks) and tracked SB 6 (Caballero), both of which will provide streamlined approval for certain qualifying housing developments on commercial lands; both were passed by the California legislature and signed into law by California Governor Gavin Newsom</p> <p>(2) Tracked AB 2097 (Friedman) which will eliminate minimum parking requirements near transit; AB 2097 was passed by the California legislature and signed into law by California Governor Gavin Newsom</p>	<p>(i) Continue to advocate for legislation that enables a greater mix of housing and commercial densities and types in Growth Geographies</p>
	<p>2b. Seek new revenues for affordable housing production and explore better coordination of existing funding streams</p>	<p>Ongoing</p>	<p>(1) Supported efforts to provide additional state resources for housing, homelessness prevention, and housing-supportive infrastructure planning and services; the FY 2022-23 state budget included \$2.6 billion over two years for housing production</p> <p>(2) Advocated successfully for a portion of state budget funds to be distributed via the following MTC/ABAG priority programs: Housing Accelerator Program, Multifamily Housing Program, state Low Income Housing Tax Credit (LIHTC) Program, and Infill Infrastructure Grant Program</p> <p>(3) Supported ACA 14 (Wicks) to dedicate ongoing General Fund revenues to affordable housing production and homelessness prevention, though the bill did not advance through the legislative process</p> <p><i>See 1b (1) for additional relevant updates</i></p>	<p>(i) Support affordable housing production funds in the FY 2023-24 state budget and continue to support ACA 14 (Wicks) or subsequent legislation to provide ongoing state funding for affordable housing</p> <p>(ii) Continue advocating for federal funding for affordable housing production, as well as federal policy changes that will increase California’s affordable housing financing capacity</p> <p><i>See 1b (i) and 1b (iii) for additional relevant anticipated activities</i></p>



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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2c. Continue and seek greater strategic alignment of existing and future programs and financial resources to help local jurisdictions increase their supply of affordable homes and develop context-specific inclusionary zoning and affordable housing incentives. Relevant existing programs include PDA Planning Grants, PDA Technical Assistance and Regional Housing Technical Assistance; new programs could be introduced to support planning and redevelopment of malls and office parks in PDAs and other Growth Geographies.</p>	<p>Ongoing</p>	<p>(1) Developed preliminary design concepts for a <i>Priority Sites Pilot Program</i>, a predevelopment loan program to fund high-impact, regionally significant affordable housing projects on key public and private re-use sites</p> <p>(2) Launched PDA Planning and Technical Assistance grants awarded in the 2021 funding round, which included consistency with Plan Bay Area 2050 housing and economic strategies as scoring criteria</p> <p>(3) Integrated Plan Bay Area 2050 housing strategies and Growth Geographies into Transit-Oriented Communities (TOC) Policy Update</p> <p><i>See 1b (1) for additional relevant updates</i></p>	<p>(i) Implement <i>Priority Sites Pilot Program</i> utilizing as an approximately \$28 million in REAP 2.0 funding</p> <p>(ii) Pursue individual project revenue bond financing projects in advance of potential 2024 General Obligation bond funding measure</p> <p>(iii) Distribute PDA Planning Grants and Technical Assistance funding with additional guidance intended to enhance integration of Plan Bay Area 2050 housing strategies, particularly to support local adoption of policies consistent with MTC’s Transit Oriented Communities (TOC) Policy</p> <p><i>See 1b (i) for additional relevant anticipated activities</i></p>
	<p>2d. Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025</p>	<p>Ongoing</p>	<p>(1) Tracked progress in PDAs without completed plans prior to Plan Bay Area 2050 adoption</p> <p>(2) Kicked off grant-awarded plans for 11 PDAs required to complete a plan by 2025</p>	<p>(i) Engage with jurisdictions that have not yet completed or initiated PDA plans in upcoming round of PDA Planning Grants and Technical Assistance to encourage them to apply for funding to do so</p>
	<p>2e. Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit</p>	<p>Years 1-2 (policy update); Ongoing thereafter</p>	<p>(1) Adopted an updated Transit-Oriented Communities (TOC) Policy in September 2022, focused on increasing densities for new residential and commercial development within one half-mile of fixed-guideway transit stations and prioritizing implementation of affordable housing policies</p>	<p>(i) Develop additional guidance for local jurisdictions detailing what information will need to be provided to demonstrate compliance with the policy</p> <p><i>See 2c (iii) for additional relevant anticipated activities</i></p>
	<p>2f. Launch and deliver BAHFA pilot projects to facilitate production and ensure equitable access to affordable housing, including a regional affordable housing application platform ("Doorway") and an affordable housing pipeline database</p>	<p>Years 2-4</p>	<p>(1) Partnered with Google Fellowship program and approved a contract for web design services to support Doorway work</p> <p>(2) Launched affordable housing pipeline database pilot</p> <p><i>See 1c (1) for additional relevant updates</i></p>	<p>(i) Continue making progress on Doorway pilot to develop a centralized, web-based resource for affordable housing listings and applications</p> <p>(ii) Complete data gathering and analysis of affordable housing pipeline data as part of pipeline project</p>
	<p>2g. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p><i>See 1d (1) for relevant updates</i></p>	<p><i>See 1d (i) and (ii) for relevant anticipated activities</i></p>



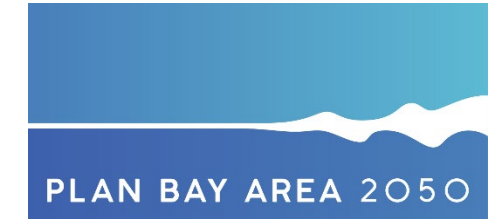
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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2h. Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies</p>	<p>Ongoing</p>	<p>(1) Explored partnerships with Bay Area jurisdictions and developers to revise the state funding process and create more efficiencies in Tax Credit Allocation Committee and California Debt Limit Allocation Committee applications</p>	<p>(i) Continue building coalition for change in state funding process to create greater efficiencies and faster, better delivery of affordable housing</p>
	<p>2i. Identify redevelopment opportunities and challenges and partner with local jurisdictions, community members, property owners, affordable housing developers, and other stakeholders to accelerate the redevelopment of aging malls and office parks</p>	<p>Years 2-5</p>	<p>(1) Completed background research identifying implementation challenges and opportunities, culminating in the <i>Priority Sites Concept Paper</i> and a background report for the Mall &amp; Office Park Work Group; presented research findings to the Joint MTC Planning &amp; ABAG Administrative Committee</p> <p>(2) Completed planning for a Mall &amp; Office Park Transformation Working Group, including executing scopes of work and consultant contracts</p>	<p>(i) Deliver technical assistance through the Mall &amp; Office Park Transformation Working Group, which will result in templates and tools that can be tailored for local jurisdictions and be available via MTC/ABAG websites</p> <p>(ii) Coordinate local nominations for mall and office reuse Priority Sites, and analyze the specific needs of these sites to deliver projects that support Plan Bay Area 2050</p>



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<p><b>Create Inclusive Communities</b></p> <p>H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities</p> <p>H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services</p>	<p>3a. Seek new revenues for rental, mortgage and small-business assistance programs</p>	<p>Ongoing</p>	<p>(1) Initiated research via the BAHFA Business Plan consultant team into potential revenue-generating financing products, the proceeds of which could be reinvested in rental and mortgage assistance programs</p> <p>(2) Coordinated with housing stakeholders seeking to pursue a 2024 state constitutional amendment to expand eligible uses of bond proceeds to include capitalized rental assistance</p> <p><i>See 1a (2) and 1b (3) for additional relevant updates</i></p>	<p>(i) Continue evaluating potential revenue generating activities that can create funding sources for tenant protection programs as part of the Business Plan process</p> <p>(ii) Continue coordinating with housing stakeholders about potential 2024 state constitutional amendment to expand eligibility of bond proceeds; seek amendments to BAHFA’s enabling legislation to ensure BAHFA’s ability to take advantage of the potential constitutional amendment to increase funding eligibility for rental assistance</p> <p>(iii) Continue exploring potential funding opportunities at the federal and state level</p>
	<p>3b. Launch and deliver BAHFA pilot projects that will focus on developing standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs</p>	<p>Years 2-4</p>	<p>(1) Commenced creation of templates and best practices toolkit for tenant protection legislation to support Anti-Displacement pilot</p> <p>(2) Conducted outreach to jurisdictions and stakeholders regarding regional resources and needs</p> <p><i>See 1c (1) for additional relevant updates</i></p>	<p>(i) Continue outreach, coordination, and implementation of best practices technical assistance to better align jurisdictions in tenant protection and anti-displacement work</p>
	<p>3c. Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system</p>	<p>Years 1-4</p>	<p>(1) Participated in the Regional Impact Council, a multistakeholder initiative led by All Home charged with ending homelessness in the Bay Area; participated in a variety of working groups and subcommittees to advance solutions to homelessness</p> <p>(2) Commenced creation of templates and best practices toolkit for homelessness prevention actions to support Homelessness Prevention pilot</p> <p><i>See 1c (1) and 3b (2) for additional relevant updates</i></p>	<p>(i) Continue participation in the Regional Impact Council</p> <p>(ii) Continue outreach, coordination, and implementation of best practices technical assistance to better align jurisdictions in homelessness prevention work</p>



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<p><b>Create Inclusive Communities (continued)</b></p> <p>H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities</p> <p>H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services</p>	<p>3d. Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program, the PDA Planning Grants and PDA Technical Assistance programs, as well as eligible new funding sources, to plan for public land reuse and to advance residential and mixed-use projects with a large share of affordable housing</p>	<p>Ongoing</p>	<p>(1) Kicked off PDA Planning Grant and Technical Assistance projects that for multiple PDAs integrate large, publicly owned sites eyed for reuse as mixed-income affordable housing</p> <p><i>See 2c (1) and 2i (1) for additional relevant updates</i></p>	<p>(i) Design upcoming round of PDA and RHTA Planning Grants to prioritize plans and technical assistance that support major reuse projects on public land, particularly sites identified in Plan Bay Area 2050</p> <p><i>See 2c (i) and 2i (ii) for additional relevant anticipates activities</i></p>
	<p>3e. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p><i>See 1d (1) for relevant updates</i></p>	<p><i>See 1d (i) and (ii) for relevant anticipated activities</i></p>
	<p>3f. Advance an initiative identifying challenges and opportunities for catalyzing the reuse of public and community-owned land by partnering with local jurisdictions, community members, public landowners, community land trusts and a broad range of other stakeholders</p>	<p>Years 2-5</p>	<p>(1) Completed background research identifying implementation challenges and opportunities, culminating in a <i>Public Land Playbook</i>; presented research findings to the Joint MTC Planning &amp; ABAG Administrative Committee</p> <p><i>See 2i (1) for additional relevant updates</i></p>	<p>(i) Publicize Public Lands Playbook and offer web-based resources and training</p> <p>(ii) Coordinate local nominations for publicly owned Priority Sites and analyze the specific needs of these sites to deliver projects that support Plan Bay Area 2050</p> <p>(iii) Increase accuracy of spatial data on public land regionwide by leveraging BASIS effort</p>



**Plan Bay Area 2050 Element: ECONOMY**

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Improve Economic Mobility</b>  EC1. Implement a Statewide Universal Basic Income  EC2. Expand Job Training and Incubator Programs  EC3. Invest in High-Speed Internet in Underserved Low-Income Communities	4a. Advocate for a potential statewide pilot program related to a universal basic income	Years 3-5	<i>No updates of note for 2022</i>	(i) Evaluate advocacy options as part of future advocacy cycles
	4b. Support increased funding for job training programs, including pre-apprenticeships, as well as incubator programs	Years 3-5	<i>No updates of note for 2022</i>	(i) Evaluate advocacy options as part of future advocacy cycles
	4c. Advocate for the importance of apprenticeships and high road career opportunities, including construction, to improve economic mobility and support the plan's ambitious housing and infrastructure goals, with an emphasis on recruiting women, veterans, formerly incarcerated people, people of color and residents of Equity Priority Communities	Years 2-5	(1) Adopted a "support if amended" position on AB 2011 (Wicks), which would provide streamlined approval for certain qualifying housing developments on commercial lands and includes guarantees for robust labor standards as well as apprenticeship requirements; AB 2011 was passed by the California legislature and signed into law by Governor Gavin Newsom	(i) Evaluate advocacy options as part of future advocacy cycles
	4d. Advocate for continued federal and state support for internet subsidies and a more deliberate state approach to expanding access to broadband for households with low incomes	Ongoing	(1) Engaged with the development of the Bipartisan Infrastructure Law, which includes federal funding for internet subsidies for low-income households and funding for broadband infrastructure (2) Tracked SB 4 (Gonzalez) and AB 14 (Aguiar-Curry), which aim to expand internet access to low income and disadvantaged California's; these bills paired with the FY2021-22 state budget investment commit \$7.5 billion over 10 years to broadband	(i) Monitor implementation of 2021 state and federal legislation





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<p><b>Improve Economic Mobility (continued)</b></p> <p>EC1. Implement a Statewide Universal Basic Income</p> <p>EC2. Expand Job Training and Incubator Programs</p> <p>EC3. Invest in High-Speed Internet in Underserved Low-Income Communities</p>	<p>4e. Implement the recommendations of MTC and ABAG's Regional Governmental Partnership for Local Economic Rebound initiative</p>	<p>Years 2-5</p>	<p>(1) Reengaged with the U.S. Economic Development Administration (USEDA) to begin preparing for a 2024 update of the Comprehensive Economic Development Strategy (CEDS), a federal prerequisite for renewing the Bay Area Economic Development District (EDD) status and applying for federal grants</p> <p>(2) Engaged with Bay Area High-Roads Transition Collaborative (HRTC), which submitted an application to the State's \$600 million Community Economic Resilience Fund (CERF) program; this program includes \$5 million per region to develop inclusive economic recovery plans within two years and \$500 million statewide to fund implementation of the regional plans</p> <p>(3) Began development of a proposal for a regional Manufacturing, Industrial Lands and Logistics Strategy (MILLS), with key partners and stakeholders; MILLS would create a regional framework to facilitate local collaboration on economic development programs and position the region to benefit from new federal legislation on manufacturing and high-roads jobs</p>	<p>(i) Develop a work plan with key partners and stakeholders highlighting areas where MTC/ABAG can add value to regional economic development work that will include the work areas described in 4e (1-3)</p> <p>(ii) Develop a proposed governance structure and operating procedures for the EDD that incorporates lessons from the CERF High-Road Transition Collaborative and potentially its governance structure</p> <p>(iii) Participate in the HRTC process as an active member of a 21-member Steering Committee and finalize the scope of work and seek funding partners for developing a regional MILLS; integrate the CEDS update and align the HRTC process with the MILLS</p> <p>(iv) Find opportunities for greater alignment and collaboration between programs and projects across ABAG/MTC to maximize key economic outcomes (e.g., between BayREN and Climate Initiatives)</p>
	<p>4f. Partner with regional economy stakeholders, including labor, business and education partners, on research and modeling of workforce supply challenges facing the region and megaregion</p>	<p>Years 2-4</p>	<p><i>No updates of note for 2022</i></p>	<p>(i) Engage with key economic stakeholders as part of the upcoming update to Plan Bay Area 2050, starting in 2023</p>



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<b>Shift the Location of Jobs</b>  EC4. Allow Greater Commercial Densities in Growth Geographies  EC5. Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit  EC6. Retain and Invest in Key Industrial Lands	5a. Advocate for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	Ongoing	<i>See 2a (1) for relevant updates</i>	<i>See 2a (i) for relevant anticipated activities</i>
	5b. Complete and implement the TOD Policy Update to ensure land use supports transit investments	Years 1-2 (policy update); Ongoing thereafter	<i>See 2e (1) for relevant updates</i>	<i>See 2c (iii) and 2e (i) for relevant anticipated activities</i>
	5c. Continue and seek greater strategic alignment of existing programs, including the PDA Planning Grants Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies	Ongoing	<i>See 2c (2-3) and 2e (1) for relevant updates</i>	<i>See 2c (iii) and 2e (i) for relevant anticipated activities</i>
	5d. Evaluate funding sources and develop a pilot PPA planning and technical assistance program, with a goal of supporting up to five PPAs by 2025	Years 1-5	(1) Conducted stakeholder engagement to shape a PPA pilot program with a focus on maximizing strategic impact, creating consistency with county or local plans or policies, and creating opportunities	(i) Launch the PPA Pilot program with a call for projects to local jurisdictions with PPAs over winter 2022-23 and recommendations for funding awards in spring 2023



**Plan Bay Area 2050 Element: TRANSPORTATION**

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Maintain and Optimize the Existing System</b>  T1. Restore, Operate, and Maintain the Existing System  T2. Support Community-Led Transportation Enhancements in Equity Priority Communities  T3. Enable a Seamless Mobility Experience  T4. Reform Regional Fare Policy  T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives  T6. Improve Interchanges and Address Highway Bottlenecks  T7. Advance Other Regional Programs and Local Priorities	6a. Seek new revenues and/or increased funding for transportation, including operations and maintenance needs; community-led enhancements; and fare policy reform, including means-based considerations	Ongoing	(1) Engaged with the development of the federal Infrastructure Investment and Jobs Act (IIJA), which was signed into law in November 2021 and included historic levels of transportation investments, and (2) Engaged with the development of the federal Inflation Reduction Act (IRA), which was signed into law in August 2022 and created two new federal grant programs that support community-led transportation improvements in historically disadvantaged communities (3) Developed an IIJA grants strategy and regional priority transportation project list to maximize the Bay Area’s share of new competitive federal funds (4) Led Bay Area partners in supporting a historic state transportation package in the FY 2022-23 state budget, with a focus on public transit, and supported SB 942 (Newman), which would fund free or reduced fares	(i) Continue to advocate for state and federal transportation investments to serve a variety of transportation needs (ii) Continue to support IIJA and IRA implementation (iii) Engage with stakeholders and the public on the scope and priorities for a future regional transportation revenue measure and determine timing for pursuing of enabling legislation
	6b. Evaluate and, if necessary, seek state legislative authority to support implementation of the Fare Coordination and Integration Study recommendations	Years 1-2	(1) Deployed Clipper BayPass, a two-year pilot project providing an all-agency transit pass to participating students at certain universities and select affordable housing communities (2) Supported SB 917 (Becker), which would have provided state legislative authority to implement Fare Coordination and Integration Study recommendations, although the bill was ultimately held in the Assembly Appropriations committee	(i) Apply lessons learned from the deployment of the Clipper BayPass (institutional pass pilot) as well as recommendations of the Network Management Business Case to inform any future requests for legislative authority (ii) Continue to advance fare integration through the deployment of next generation Clipper, including elimination of local transfers and reduced fare local-regional transfers (iii) Explore funding opportunities for other fare integration efforts, such as an individual pass



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6c. Coordinate the Bay Area’s transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding and transit ridership restoration</p>	<p>Years 1-2</p>	<p>See progress updates for implementation actions 6a, 6b, 6d, 6f</p>	<p>See anticipated activities for implementation actions 6a, 6b, 6d, 6f</p>
	<p>6d. Reassess Plan Bay Area 2050’s transportation element financial assumptions in 2023 to better reflect the region’s post-COVID-19 financial conditions</p>	<p>Years 3-4</p>	<p>(1) Began preliminary work to estimate the anticipated “fiscal cliff” for transit operators, which will inform how to best approach the financial assumptions update for the next Plan Bay Area</p>	<p>(i) Develop financial assumptions methodology and preliminary financial projections for the coming decades, accounting for the impacts of the COVID-19 pandemic on the transportation system and Bay Area economy</p>
	<p>6e. Continue existing asset management programs such as StreetSaver, StreetSaver Plus and the Pavement Technical Assistance Program (PTAP), among others, and develop detailed asset management plans for each of the BATA toll bridges as identified in the BATA Recovery Action Plan</p>	<p>Ongoing</p>	<p>(1) Initiated Asset Management Plans for BATA Toll Bridges in partnership with Caltrans                  (2) Provided annual regional pavement condition update and executed PTAP contracts                  (3) Worked with small transit operators to update regional Group Transit Asset Management Plan; completed annual Group Transit Asset Management Plan reporting; developed annual regional transit asset performance measures and targets; completed annual update of the Regional Transit Capital Inventory (RTCI)</p>	<p>(i) Review Caltrans-prepared draft studies on BATA toll bridges                  (ii) Update local streets and roads pavement condition                  (iii) Complete updated Group Transit Asset Management Plan; update annual regional transit asset performance measures and targets; update the Regional Transit Capital Inventory for 2022</p>



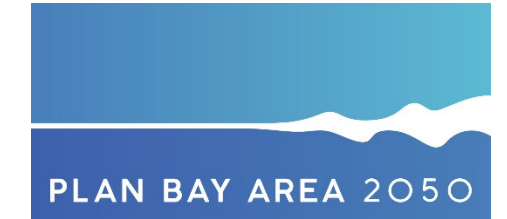
<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2021</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6f. Implement the system optimization recommendations of the Blue Ribbon Transit Recovery Task Force related to fare integration and payment, mapping and wayfinding, bus transit priority, and transit network planning, including:</p> <ul style="list-style-type: none"> <li>Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects</li> <li>Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform</li> <li>Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment, and delivering near-term transit corridor projects</li> <li>Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information</li> </ul>	<p>Year 1 (fares);</p> <p>Years 1-3 (bus signal priority and transit network);</p> <p>Years 1-4 (mapping and wayfinding)</p>	<p>(1) Procured a Regional Mapping and Wayfinding consultant to develop regional design standards, test prototypes, and implement subregional pilots to develop a single mapping and wayfinding system for use by all Bay Area transit agencies; developed a regional transit data standard guidelines document and shared with transit operators</p> <p>(2) Continued engineering studies of three High Occupancy Lane (HOV) and bus lane projects on WB I-80 and I-580 by repurposing the existing roadway within the State right-of-way to improve travel time for bus transit in the vicinity of Bay Bridge; advanced the West Grand Bus Lane project (Phase 2) to final design</p> <p>(3) Conducted initial scoping activities for a Connected Network Plan</p> <p><i>See 6b (1-2) for additional relevant updates</i></p>	<p>(i) Kick off the Regional Mapping and Wayfinding project, including design of the draft standards, planning for prototype testing, and stakeholder and public engagement</p> <p>(ii) Complete Preliminary Engineering, Project Approval and Environmental Document for the I-80 Powell Street Transit Improvement, I-580 HOV Lane Extension and the I-80 Bus Lane/HOV Lane projects; advertise/proceed with construction for West Grand Bus Lane Project (Phase 2)</p> <p>(iii) Complete the I-80 Design Alternatives Assessment; evaluate and refine transit priority work program and kick-off stakeholder engagement</p> <p>(iv) Commence development of and kick-off the Connected Network Plan, in conjunction with transit operators and other stakeholders, with a focus on exploring needs and gaps, defining key transit hubs and corridors, and generating transportation projects by corridor, among other tasks</p> <p><i>See 6b (i-ii) for additional relevant anticipated activities</i></p>
	<p>6g. Update guidelines for the upcoming cycle of the Community-Based Transportation Planning (CBTP) Program and explore restructuring of the Lifeline Transportation Program and/or using other existing funding sources to support the development and advancement of CBTPs and participatory budgeting projects</p>	<p>Years 1-3</p>	<p>(1) Updated CBTP program guidelines in spring 2022 via MTC Resolution No. 4514</p> <p>(2) Presented on Lifeline Transportation Program restructuring and conveyed evaluation results to partners including County Transportation Agencies (CTAs) and transit agencies; identified factors to administrative, technical, and relational barriers</p> <p>(3) Developed goals, strategies and grant programs for the Community Choice Program as a successor to the Lifeline Transportation Program; program will support participatory budgeting project implementation, technical assistance for project development, community-based organization (CBO) outreach, and technical assistance for CBOs / local governments</p>	<p>(i) Continue Lifeline restructuring effort, including support for project development and implementation activities in support of CBTP recommendations</p> <p>(ii) Approve funding guidelines, initiate and complete call for projects, and approve program of projects for Community Choice Program, including initiating development work to support CBO compensation and piloting elements of participatory grantmaking</p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6h. Implement the accessibility recommendations of the Blue Ribbon Transit Recovery Task Force, including designating a mobility manager and identifying key paratransit challenges and reforms through the Coordinated Plan update</p>	<p>Years 1-3</p>	<p>(1) Collaborated with stakeholders and developed a work plan for task force accessibility recommendations and engaged consultant assistance for various aspects of the work plan</p> <p>(2) Worked with transit agencies and software companies to ready transit agencies for Next Gen Clipper system</p>	<p>(i) Work with stakeholders to identify items for paratransit reforms and make preliminary recommendations for changes to ADA paratransit eligibility processes and paratransit cost-sharing</p> <p>(ii) Meet with stakeholders in each county to determine who will lead mobility management functions</p> <p>(iii) Design and issue one-seat ride pilot program call for projects; award project funding for up to three pilots</p>
	<p>6i. Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network</p>	<p>Years 3-5</p>	<p>(1) Started installation of new equipment on transit vehicles and platforms</p> <p>(2) Completed design and started initial testing for the next generation system</p>	<p>(i) Test new operator rules, fare products, and regional transfers</p> <p>(ii) Complete pilot testing of next generation system and install majority of new equipment</p> <p>(iii) Plan for customer transition from current to next generation system</p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6j. Continue and seek greater strategic alignment of existing programs, including the CBTP Program, Clipper® START, the I-880 Express Lanes Toll Discount Pilot, Express Lanes, 511, the “Forward” Commute Initiatives and Connected Bay Area, among others</p>	<p>Ongoing</p>	<p>(1) Adopted a Toll Discount Pilot on I-880 (Express Lanes START) in June 2022, maintaining consistent eligibility criteria with Clipper START as well as proposed BATA low-income payment plan</p> <p>(2) Continued “Connected Bay Area” coordination on fiber communication and Transportation Management Center-related projects</p> <p>(3) Completed various design, feasibility, planning, engineering and/or operational enhancements for a variety of corridors and projects in the Bay Area, including I-580, I-880, US-101, I-80, the SR 37 Sears Point to Mare Island Improvement Project, Napa Valley Forward, Dumbarton Forward, and Richmond-San Rafael Bridge Forward, among others</p> <p><i>See 6f (2) for additional relevant updates</i></p>	<p>(i) Begin operation of the 18-month Express Lanes START pilot by the end of 2022; evaluation will be ongoing</p> <p>(ii) Continue “Connected Bay Area” coordination on regional fiber projects, to inform upcoming OBAG-3 funded design project to be issued in fall 2022</p> <p>(iii) Continue various design, feasibility, planning, engineering and/or operational enhancements for a variety of corridors and projects in the Bay Area, including I-580, I-880, US-101, I-80, the SR 37 Sears Point to Mare Island Improvement Project, Napa Valley Forward, Dumbarton Forward, and Richmond-San Rafael Forward, among others</p> <p><i>See 6f (ii) for additional relevant anticipated activities</i></p>
	<p>6k. Identify strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public</p>	<p>Years 2-3</p>	<p>(1) Secured Caltrans Strategic Partnerships grant and kicked off Next Generation Bay Area Freeways Study</p> <p>(2) Convened staff-level and executive-level advisory groups, both composed of state, county, transit and non-governmental stakeholders</p> <p>(3) Laid foundation for the historical, existing and forecasted challenges that the study is seeking to address; developed equity framework for the study; drafted goals for a next generation freeway network; procured consultant for community engagement activities; and engaged with communities in small group discussions</p>	<p>(i) Engage with diverse stakeholders that are not part of the advisory group</p> <p>(ii) Co-create pathways toward defined goals that package pricing and complementary strategies</p> <p>(iii) Conduct technical analysis of performance of pathways using travel demand model and determine performance measures; procure consultant and conduct technical analysis of operational deployment of pricing</p> <p>(iv) Refine pathways through further analysis and robust community/stakeholder engagement</p>

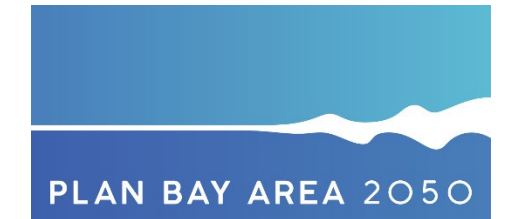


<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Create Healthy and Safe Streets</b>  T8. Build a Complete Streets Network  T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	7a. Seek new revenues and/or increased funding for transportation, including for Complete Streets priorities	Ongoing	<i>See 6a (1-3) for relevant updates</i>	<i>See 6a (i-iii) for relevant anticipated activities</i>
	7b. Advocate for policy changes that will improve roadway safety, particularly for the most vulnerable users, including but not limited to, authorization for automated speed enforcement	Years 1-2	(1) Supported AB 2236, jointly authorized by Chair Friedman and Assemblymember Ting, which would have authorized speed safety camera pilot projects in several cities in the Bay Area; the bill was held in the Assembly Appropriations Committee	(i) Continue to support legislation aimed at improving roadway safety (ii) Highlight the co-benefits of greenhouse gas-reduction policies like reducing freeway speeds as part of potential reforms to SB 375 that the Legislature may explore in the coming year
	7c. Complete and implement the recommendations of the Regional Active Transportation Plan	Years 1-5	(1) Adopted the Complete Streets Policy, MTC Resolution No. 4493, in March 2022, which requires “All Ages & Abilities” design guidelines including reduced speeds to help reach safety, equity and mode shift goals (2) Adopted the Active Transportation (AT) Network in July 2022, rebranded from Complete Streets Network to ensure trails are included in network, building off adopted state, regional, county, and local plans	(i) Adopt the Regional Active Transportation Plan (ii) Update the AT Network into MTC’s StreetSaver pavement software to help jurisdictions incorporate Complete Streets implementation and AT Network gap closures into their paving plans





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<p><b>Create Healthy and Safe Streets (continued)</b></p> <p>T8. Build a Complete Streets Network</p> <p>T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</p>	<p>7d. Continue and seek greater strategic alignment of existing programs, such as the Active Transportation Program, the Quick-Build Technical Assistance program, local roadway asset inventory development and the Vision Zero shared data initiative</p>	<p>Ongoing</p>	<p>(1) Adopted the Complete Streets Policy, MTC Resolution No. 4493, which requires that all projects that are regionally funded must consider the accommodation of people who walk, bike and roll through a complete streets checklist</p> <p>(2) Launched pilots of non-pavement asset management projects through the Pavement Technical Assistance Program, such as traffic signs, curb ramps, sidewalks, etc.</p> <p>(3) Worked with mySidewalk and consultant team to develop the Regional Safety Data System and State of Safety in the Region Report; hosted a Data Technical Advisory Committee and Bay Area Vision Zero Working Group; continued developing plans to assist local cities and counties with Local Road Safety Plans and prepare for the first round of the Safe Streets and Roads for All grant program</p>	<p>(i) Expand on the previously established Active Transportation Program (ATP) technical assistance program to include scoping assistance for complete streets and quick build projects in future ATP funding cycles; continue Quick Build technical assistance and design engineering for the Bay Trail network and first-last mile connections to transit</p> <p>(ii) Continue developing funding strategy for inventory and condition assessment for roadway and safety assets such as sidewalks, curb ramps, traffic signals, etc.</p> <p>(iii) Finalize delivery of the Regional Safety Data system and State of Safety in the Region Report; operate and maintain for local agency use and analysis; continue developing potential technical assistance as part of the regional program and embark on additional safety-enhancing activities should funding become available</p>
<p><b>Build a Next-Generation Transit Network</b></p> <p>T10. Enhance Local Transit Frequency, Capacity, and Reliability</p> <p>T11. Expand and Modernize the Regional Rail Network</p> <p>T12. Build an Integrated Regional Express Lane and Express Bus Network</p>	<p>8a. Seek new revenues and/or increased funding for transportation, including for local transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit</p>	<p>Ongoing</p>	<p>See 6a (1-3) for relevant updates</p>	<p>See 6a (i-iii) for relevant anticipated activities</p>



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<p><b>Build a Next-Generation Transit Network (continued)</b></p> <p>T10. Enhance Local Transit Frequency, Capacity, and Reliability</p> <p>T11. Expand and Modernize the Regional Rail Network</p> <p>T12. Build an Integrated Regional Express Lane and Express Bus Network</p>	<p>8b. Advocate for major capital projects and position them for success, including sequencing projects to align with funding availability as well as assessing their existing funding, project readiness and characteristics that support Plan Bay Area 2050 goals</p>	<p>Years 1-4</p>	<p>(1) Held a Commission workshop in May focused on transportation megaprojects</p> <p>(2) Continued development of a Major-Project Advancement Policy (MAP) to facilitate funding (federal, state, local) and delivery of mega and major projects throughout region; adopted the policy including MAP funding endorsements in October 2022</p> <p><i>See 6a (1-3) for additional relevant updates</i></p>	<p>(i) Adopt MAP policy reinforcements and risk management program in late 2022</p> <p>(ii) Continue to work with partners to fund/deliver projects through the MAP effort</p> <p><i>See 6a (i-iii) for additional relevant anticipated activities</i></p>
	<p>8c. Advocate for the next phase of California High-Speed Rail (CAHSR) construction to connect the Central Valley to the Bay Area, while partnering with state agencies to seek more federal and state monies for the project</p>	<p>Ongoing</p>	<p>(1) Supported CAHSR funding in FY 2022-23 State Budget negotiations</p> <p>(2) Included CAHSR in MTC's priority transportation project list for federal funding opportunities and coordinated with the California High-Speed Rail Authority on opportunities for joint federal grant funding advocacy</p>	<p>(i) Continue federal coordination on CAHSR needs and opportunities with the California High-Speed Rail Authority</p>
	<p>8d. Advocate for changes to state law and federal regulations that will expand opportunities to convert general-purpose and part-time travel lanes to priced facilities</p>	<p>Ongoing</p>	<p>(1) Sought limited authorization to convert general-purpose lanes on State Route 37 to tolled lanes via SB 1050 (Dodd), which was held in the Assembly Appropriations committee</p> <p>(2) Reviewed IJIA language pertaining to the Congestion Reduction Program, which has created a new avenue to convert general purpose lanes to priced facilities</p>	<p>(i) Reevaluate advocacy needs in 2024 after the Next Generation Bay Area Freeways Study has been completed</p>



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<b>Build a Next-Generation Transit Network (continued)</b>  T10. Enhance Local Transit Frequency, Capacity, and Reliability  T11. Expand and Modernize the Regional Rail Network  T12. Build an Integrated Regional Express Lane and Express Bus Network	8e. Continue and seek greater strategic alignment of existing programs, including the express lanes network expansion, and follow the recommendations of the Bay Area Express Lanes Strategic Plan, which will guide future network investments, priorities and policies	Ongoing	(1) Prioritized select Express Lanes projects for key federal and state funding opportunities, including the SB 1-funded Solutions for Congested Corridors Program (2) Continued engineering and environmental studies for the Contra Costa I-680 Northbound Express Lanes project; conducted value analysis study and worked on VMT mitigation strategies (3) Began construction/implementation phases of Dumbarton, Contra Costa and West Grand arterial transit priority projects	(i) Conduct Bay Area Express Lanes Strategic Plan follow-up work to adjust to the MAP and complete engineering and environmental studies to move forward with for the Contra Costa I-680 Northbound Express Lanes project (ii) Develop BAIFA long-range plan, including estimated revenues and full costs, policies for reserves, relative priorities for network build out and other eligible expenses, and use of net revenue (iii) Conduct planning and develop policies for a targeted arterial transit priority program
	8f. Implement the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including bus transit priority on future routes, connected network planning, and bus/rail network management reforms, including developing a Business Case for reform and delivery of the Rail Partnership and Governance Assessment	Years 1-3	(1) Procured consultant services to further develop and analyze proposed network management concepts for the Bay Area) and identify/recommend a preferred alternative structure(s) for Regional Network Management; established an Advisory Group to guide this effort (2) Launched the Regional Rail Partnerships Study in December 2021 with key regional partners as a collaborative effort spanning rail operators and other public agencies involved with passenger rail service in the Bay Area  <i>See 6f (2-3) for additional relevant updates</i>	(i) Participate in the development of the Caltrans D4 Transit Plan, expected to kick off in the first quarter of 2023 (ii) Finalize the network management evaluation methodology and work on recommending a preferred network management structure and next steps for implementation; recommendations will be presented to the Commission in early 2023 (iii) Present findings of the Regional Rail Partnership Study to the Commission in fall 2022  <i>See 6f (ii-iii) for additional relevant anticipated activities</i>
	8g. Complete and implement the TOD Policy Update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update);  Ongoing thereafter	<i>See 2e (1) for relevant updates</i>	<i>See 2e (i) and 2c (iii) for relevant anticipated activities</i>
	8h. Collaborate with local, regional and megaregional partners on major transportation projects to evaluate regional project delivery paradigms and support improved schedule adherence and reduced costs	Years 1-4	<i>See 8b (1-2) and 8f (2) for additional relevant updates</i>	<i>See 8b (i) and 8f (iii) for additional relevant anticipated activities</i>



**Plan Bay Area 2050 Element: ENVIRONMENT**

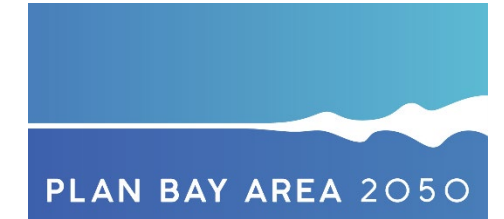
<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
<p><b>Reduce Risks from Hazards</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9a. Seek new revenues to support sea level rise adaptation</p>	Ongoing	<p>(1) Sponsored SB 1049 (Dodd, 2021) which would have established a state Transportation Resilience Program and directed new federal IIJA funds toward planning and high-priority resilience projects; components of SB 1049 were incorporated into AB 198, which established new transportation-related state and local climate adaptation programs</p> <p>(2) Pursued funding for regional and local climate adaptation in the FY 2022-23 state budget, which included \$420 million over two years to the State Coastal Conservancy for nature-based projects to adapt to sea level rise, at least \$120 million is for the Bay Area</p> <p>(3) Engaged with the development of the federal IIJA, which increased California’s highway formula funds and newly allowed funds to be spent on resilience investments, including via the federal PROTECT program</p>	<p>(i) Monitor implementation of new state climate adaptation grant programs</p> <p>(ii) Support funding requests to advance a Highway 37 that is resilient against long-term sea level rise</p>
	<p>9b. Advocate for legislative reforms to better address climate adaptation and resilience goals; and establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation through the BARC Regional Climate Adaptation Legislative Working Group</p>	Years 1-2	<p>(1) Convened a series of Regional Climate Adaptation Legislative Working Group meetings comprised of diverse partner agencies and organizations to develop shared advocacy language for active legislation and state agency grant programs</p> <p>(2) Advanced and advocated for grant proposal ideas for the Governor’s Office of Planning and Research (OPR) Regional Resilience Grant Program</p> <p>(3) Developed RFQ to select consultant team to support systems thinking approach to regional adaptation planning and implementation; worked to map out roles and responsibilities of BARC member agencies and other stakeholders</p>	<p>(i) Continue to convene key stakeholders to further develop legislative proposals for climate adaptation and resilience, with a focus on developing commensurate funding for gray/green/hybrid adaptation projects, similar to resources available for nature-based infrastructure</p> <p>(ii) Develop proposal with key partners for OPR Regional Resilience Grant Program and engage with OPR on development of funding guidelines for new climate adaptation programs</p> <p>(iii) Release RFQ and select consultant firm to complete systems thinking analysis of regional adaptation and resilience planning and implementation; goal is to complete analysis, identify midcourse strategies, and develop recommendations for action by September 2023</p>



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<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9c. Seek new revenues to incentivize residential building retrofits and advocate for changes relative to the use of ratepayer funds</p>	<p>Years 3-5</p>	<p>(1) Provided comments to the California Public Utilities Commission (CPUC) advocating for a number of policy changes – including de-siloing energy efficiency efforts and allowing broader use of ratepayer funds – as part of BayREN’s Business Plan filing in March 2022</p> <p>(2) Supported efforts to provide additional state resources for housing, homelessness prevention, and housing-supportive infrastructure, planning and services; the FY 2022-23 state budget included \$250 million in FY2023-24 funding for seismic retrofit of existing affordable housing complexes</p>	<p>(i) Continue to seek opportunities for new revenues, including discussions with partner regional and county-level agencies operating in the Bay Area, as well as state and federal funding opportunities, including from the Inflation Reduction Act</p> <p>(ii) Continue to advocate for changes relative to the use of ratepayer funds</p> <p>(iii) Enhance coordination between BayREN and other divisions within MTC/ABAG to identify opportunities to align funding, including opportunities for including energy efficiency and electrification as part of financing packages for BAHFA housing projects</p>
	<p>9d. Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties and other key partners, with a goal of supporting up to five adaptation planning processes by 2025</p>	<p>Years 3-5</p>	<p>(1) Received \$5 million from IJA to fund San Francisco Estuary Partnership-led climate adaptation planning and implementation projects</p> <p>(2) Identified sections of shoreline with inundation risk but no known adaptation plan through mapping effort in action 9i</p> <p><i>See 9a (1-3) for additional relevant updates</i></p>	<p>(i) Support SFEP-funded adaptation planning project leveraging IJA funds</p> <p>(ii) Seek additional resources to move away from one-off support and develop a more comprehensive and strategic technical support program with cities and counties, building off of existing partner agency efforts</p> <p>(iii) Continue tracking and evaluating funding opportunities to support multi-benefit adaptation projects, as well as support and advance nascent, emerging, or existing planning efforts throughout the Bay Area</p>
	<p>9e. Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels</p>	<p>Ongoing</p>	<p><i>See 9f (1-2) and 9i (1-3) for relevant updates</i></p>	<p><i>See 9f (i-ii) and 9i (i-iii) for relevant anticipated activities</i></p>



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2021</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9f. Support BCDC in the development of a "One Bay" Vision for sea level rise adaptation rooted in community, Bay ecosystems and the economy, incorporating this vision into the next Plan Bay Area update</p>	<p>Years 2-5</p>	<p>(1) Supported BCDC in their successful efforts to secure \$2 million in funding from the Ocean Protection Council in June 2022 and \$3 million in funding from the State Coastal Conservancy in September 2022 to advance a Regional Shoreline Adaptation Plan</p> <p>(2) Identified preliminary opportunities for alignment and integration between BCDC's efforts on Sea Level Rise and the upcoming update to Plan Bay Area 2050</p>	<p>(i) Support BCDC with the development of regional sea level rise guidelines</p> <p>(ii) Integrate the latest local sea level rise adaptation projects tracked by BCDC's Shoreline Adaptation Project Mapping into the upcoming update on Plan Bay Area 2050</p>
	<p>9g. Prioritize implementation of natural and nature-based solutions through the San Francisco Estuary Partnership's (SFEP) projects and programs</p>	<p>Ongoing</p>	<p>(1) Completed and released the 2022 Estuary Blueprint with actions prioritizing natural and nature-based solutions</p> <p>(2) Received funding from state and federal sources to support natural and nature-based adaptation projects</p>	<p>(i) Track and report progress on implementing the Estuary Blueprint</p> <p>(ii) Apply for US EPA funds for construction of Palo Alto Horizontal Levee and additional site designs</p>
	<p>9h. Evaluate the feasibility of expanding BayREN's scope/mission to support retrofits and water/energy upgrades for residential buildings, and to support energy upgrades and electrification for existing commercial and public buildings</p>	<p>Years 3-5</p>	<p>(1) Continued expansion of Water Upgrades \$ave utility partnerships</p>	<p>(i) Seek new or additional funding to support feasibility studies and continued analysis, focused on the goal of expanding BayREN's scope and mission</p> <p><i>See 9c (i-iii) for additional relevant updates</i></p>
	<p>9i. Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure and ecology, prioritizing green infrastructure wherever possible</p>	<p>Years 1-3</p>	<p>(1) Partnered with BCDC to co-lead the Sea Level Rise Adaptation Funding and Investment Framework (Framework)</p> <p>(2) Created an inventory of all known shoreline adaptation projects in the region</p> <p>(3) Convened a Technical Advisory Group six times</p>	<p>(i) Host workshops with local governments to receive input on the Framework</p> <p>(ii) Update sea level rise cost and revenue assumptions for the Framework, and translate deliverables into a draft Resilience Needs and Revenue Assessment for the upcoming update to Plan Bay Area 2050</p> <p>(iii) Complete the Framework, resulting in equitable adaptation funding findings for the region</p>
	<p>9j. Study and identify Plan Bay Area 2050 Growth Geographies and Priority Conservation Areas (PCAs) for resilience risk and opportunities and reform Growth Geography and PCA planning guidance accordingly</p>	<p>Years 2-4</p>	<p><i>No updates of note for 2022</i></p>	<p>(i) Track CAL FIRE's development of updated fire hazard severity zone maps and consider integrating revised maps into growth geographies</p> <p>(ii) Evaluate integration of work products from ongoing sea-level rise adaptation and PCA Refresh efforts</p>



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<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9k. Compile detailed assessments for seismic, wildfire, water and energy needs, which will explore financial needs, key relevant initiatives, best practices, key stakeholders, and workforce and technology needs, among other areas</p>	<p>Years 1-3</p>	<p>(1) Continued to support maintenance of the Bay Area Energy Atlas, which was developed in 2020 and provides aggregated energy use data and building information</p> <p>(2) Conducted substantial stakeholder engagement in the fall of 2021 to identify energy needs and inform BayREN’s Business Plan proposal</p> <p>(3) Hosted wildfire workshops, providing the latest best practice guidance for wildfires and housing, and conducted research on how to align federal hazard mitigation funding for seismic and wildfire into a program that prioritizes means-based incentives</p>	<p>(i) Update the financial needs assessment for seismic, wildfire, water, and energy upgrades to existing residential buildings as part of the upcoming update to Plan Bay Area 2050</p>
<p><b>Expand Access to Parks and Open Space</b></p> <p>EN4. Maintain Urban Growth Boundaries</p> <p>EN5. Protect and Manage High-Value Conservation Lands</p> <p>EN6. Modernize and Expand Parks, Trails, and Recreation Facilities</p>	<p>10a. Advocate for the preservation of existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development</p>	<p>Years 3-5</p>	<p><i>No updates of note for 2022</i></p>	<p>(i) Continue supporting legislation focused on incentivizing infill development</p> <p>(ii) Update the UGB data layer as part of the next update for Plan Bay Area 2050, which will kick off in 2023, and provide insights as to how much change has occurred in this space</p>
	<p>10b. Seek new revenues to support land conservation as well as for parks, recreation and open space, with special emphasis on improving access and enhancing amenities for Equity Priority Communities</p>	<p>Years 3-5</p>	<p><i>No updates of note for 2022</i></p>	<p>(i) Evaluate advocacy options as part of future advocacy programs</p>



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<b>Expand Access to Parks and Open Space (continued)</b>  EN4. Maintain Urban Growth Boundaries  EN5. Protect and Manage High-Value Conservation Lands  EN6. Modernize and Expand Parks, Trails, and Recreation Facilities	10c. Revamp the PCA planning framework using a data-driven approach to better prioritize the most critical areas for conservation, while addressing a broader range of policy concerns	Years 2-3	(1) Secured \$250k planning grant from state Department of Conservation and procured consultant services to support refresh effort (2) Kicked off PCA refresh with presentations to policymakers as well as partner/stakeholder outreach	(i) Develop guidelines and resources for project applicants, including data and mapping products/tools (ii) Release final report of major findings, including suite of options for policymaker consideration with respect to planning, policy, and funding, including alignment with the next update to Plan Bay Area 2050 and the next round of PCA grants in 2024
	10d. Continue and seek greater strategic alignment of existing programs, including funding and implementation of the Regional Advance Mitigation Program (RAMP), as well as the San Francisco Bay Trail, San Francisco Bay Area Water Trail, the Priority Conservation Area Program and Quick-Build technical assistance	Ongoing	(1) Obtained six San Francisco Bay Trail Grant awards for implementation totaling \$1.2 million; launched Phase I of the Bay Trail Equity Strategy project; provided Quick-Build TA for Bay Trail gap closures; led quarterly Water Trail implementation meetings (2) Continued implementation of PCA grants and began discussions regarding how to best align future grant implementation with the refresh PCA framework (3) Secured funding from the California Department of Fish and Wildlife to develop a North Bay Baylands Regional Conservation Investment Strategy, a tool for planning, coordinating and implementing conservation and advancing mitigation (4) Continued participation in the RAMP Technical Advisory Committee to collaborate on advance mitigation efforts that will move time-sensitive environmental enhancements and improve mitigation outcomes; drafted RAMP Strategic Plan	(i) Execute all Bay Trail Award Grant Agreements; continue to seek feedback on Phase I of the Bay Trail Equity Strategy; continue to provide Quick-Build Technical Assistance for Bay Trail gap closures; and coordinate with the State Coastal Conservancy on management of the Water Trail program (ii) Expand on the previously established Active Transportation Program (ATP) technical assistance program to include scoping assistance for complete streets and quick build projects in future competitive funding cycles and calls; develop the Safe Routes to Transit and Bay Trail funding programs as a part of Regional Measure 3 (iii) Complete the North Bay Baylands Regional Conservation Investment Strategy (iv) Collaborate on and support RAMP projects; finalize RAMP Strategic Plan to lay out future of RAMP; update project impact analysis based on Plan Bay Area 2050 transportation projects





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<p><b>Reduce Climate Emissions</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11a. 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</p>	<p>Years 1-2 (Evaluate);</p> <p>Years 3-5 (Seek)</p>	<p>(1) Determined that any potential legislative activities should be delayed at least three years given current economic conditions</p>	<p>(i) Evaluate existing commute trip reduction program in partnership with the Air District</p>
	<p>11b. Seek new revenues and/or increased funding to support climate, electrification and travel demand management needs</p>	<p>Ongoing</p>	<p>(1) Engaged with the development of the IJJA and IRA, which included significant new funding zero-emission vehicles and infrastructure, among other areas</p> <p>(2) Spearheaded a Bay Area Infrastructure Grants strategy aimed at maximizing Bay Area competitiveness for federal grants, including bus electrification grants</p> <p>(3) Supported additional funding for zero-emission vehicle and charging infrastructure needs; the FY 2022-23 state budget included billions of dollars in funding for zero emission vehicles and charging infrastructure incentives</p> <p>(4) Endorsed Proposition 30 on the November 2022 ballot (both MTC and ABAG) to provide an ongoing funding source to help fund zero emission vehicles and other clean transportation programs</p> <p><i>See 6a (1-3) for additional relevant updates</i></p>	<p>(i) Continue federal grant advocacy and monitor IJJA formula funding rules and regulations</p> <p><i>See 6a (i-iii) for additional relevant updates</i></p>



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<p><b>Reduce Climate Emissions (continued)</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11c. Convene local governments, transportation demand management (TDM) partners, transit agencies and employers to expand and foster relationships, target outreach, support education, develop metrics, share data and identify shared goals</p>	<p>Ongoing</p>	<p>(1) Continued project level coordination and provided Commuter Benefits Program and Carpool Program overview as part of a regional program update at the July 2022 CTA Directors’ meeting</p> <p><i>See 11a (1) for additional relevant updates</i></p>	<p>(i) Explore further opportunities to advance this action given realistic picture of existing and anticipated funding and staffing resources</p> <p>(ii) Provide coordination and support for local governments required to implement VMT Reduction Policies for Connected Community PDA designation</p> <p>(iii) Share high-level procurement plans with TDM partners and local agencies responsible for local commuter benefits program</p>
	<p>11d. 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</p>	<p>Years 1-2</p>	<p>(1) Secured \$10M in OBAG-3 funding (for both MTC and BAAQMD) for the program</p> <p>(2) Initiated regular procurement planning with the Air District</p> <p><i>See 11a (1) for additional relevant updates</i></p>	<p>(i) Continue to focus on employer registration under the existing contract; finalize roles and responsibilities between contractor, Air District and MTC; lead procurement, with anticipated contractor start date of July 1, 2023</p> <p>(ii) Coordinate with Air District when enforcement activities resume and on their “Flex Your Commute” project</p>



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<p><b>Reduce Climate Emissions (continued)</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11e. Restructure MTC’s Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives including electric vehicle incentives, electric vehicle charger programs, local parking policies, curb management, Targeted Transportation Alternatives, Mobility Hubs, vanpooling, car sharing, MTC SHIFT as well as bikeshare and e-bike incentive programs</p>	<p>Years 2-5</p>	<p>(1) Initiated Mobility Hubs pilot program with seven projects and initiated technical assistance support for pilot program sponsors</p> <p>(2) Initiated Targeted Transportation Alternatives pilot to incentivize active and shared travel and shift away from solo driving trips</p> <p>(3) Developed Local Parking Management Grant Program and released a Call for Projects</p> <p>(4) Released a Letter of Interest and Call for Project ideas to support the development of a transportation electrification program</p> <p>(5) Executed MTC SHIFT agreements with four employer partners, collected and analyzed data</p> <p>(6) Developed program structure and Salesforce platform for the Richmond-San Rafael Bridge E-Bike Commute Program; launched E-Bike Commute Program for Napa Valley Forward; led bi-monthly Baywheels Bikeshare coordination meetings and regional stakeholder meeting; monitored Richmond launch of the Bikeshare Capital Program; coordinated with key partners on site planning and permitting</p>	<p>(i) Continue technical assistance support for Mobility Hub pilot program sponsors; release call for projects and initiate projects</p> <p>(ii) Analyze Targeted Transportation Alternatives pilot findings and scale program for next phase</p> <p>(iii) Collect local project funding requests and recommend awards for parking-related efforts</p> <p>(iv) Develop regional program(s) based on project idea submissions and administer transportation electrification grant program and any other programs developed from project idea submissions</p> <p>(v) Execute MTC SHIFT agreement with one remaining employer partner and continue to collect and analyze data</p> <p>(vi) Launch Richmond-San Rafael Bridge E-Bike Commute Program; execute outreach, social rides and bike audits as part of the Napa Valley Forward E-Bike Commute Program; develop programs to grow Baywheels Bikeshare ridership and lead coordination meetings; develop and support Bikeshare Capital Program in Richmond after operator default</p>
	<p>11f. Coordinate an agency-wide, cross-sectional approach for operational TDM programs to increase equity, efficiency and effectiveness and support a shared regional vision for TDM</p>	<p>Years 2-5</p>	<p>(1) Completed internal OBAG-3 TDM questionnaire to determine coordination opportunities and potential to reduce VMT and GHG</p>	<p>(i) Evaluate feasibility of developing a more coordinated TDM work plan given available staffing and resources</p>
	<p>11g. 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</p>	<p>Years 2-4</p>	<p>(1) Coordinate with the Air District as they finalize contractor selection for “Flex Your Commute”, which will be used as a call to action for the Commuter Benefits program</p> <p><i>See 11a (1) for additional relevant updates</i></p>	<p>(i) Continue discussions with Air District regarding roles and responsibilities and evaluate potential need to recalibrate implementation priorities for this strategy</p>



## Plan Bay Area 2050 Element: CROSS-CUTTING

<i>Plan Strategy</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2021</i>	<i>Anticipated Activities over Next 12 Months</i>
Cross-Cutting	Advocate for reforms to Senate Bill 375 and/or associated state guidelines to support improved policy outcomes with respect to reducing greenhouse gas emissions and facilitate enhanced collaboration at all levels of government in meeting shared climate goals	Years 1-2	(1) Engaged in negotiations with elected officials, regional partners, and stakeholders on legislative proposals aimed at SB 375 reform	(i) Continue engaging in reform discussions, expected to resume in late 2022 and continue into the 2023-24 state legislative session
Cross-Cutting	Pursue strategic and targeted streamlining of the California Environmental Quality Act in order to advance Plan Bay Area 2050 housing and infrastructure goals without diminishing environmental safeguards	Years 1-2	(1) Supported SB 922 (Wiener), which extends through 2030 CEQA exemptions for certain bicycle, pedestrian, and transit projects; SB 922 became law in September 2022  <i>See 2a (1) for additional relevant updates</i>	(i) Continue pursuing strategic and targeted CEQA streamlining as appropriate, in line with future adopted advocacy programs
Cross-Cutting	Update the framework and methodology for identification of Equity Priority Communities	Years 2-3	(1) Completed preparatory data collection/curation/analysis to support future framework update	(i) Pursue a minor data refresh for the existing Equity Priority Communities framework Re-evaluate project timeline given other competing priorities, particularly the upcoming update to Plan Bay Area 2050
Cross-Cutting	Provide Implementation Plan status updates and progress reports annually starting in 2022 to MTC's and ABAG's committees and boards, with the goal of refreshing the Implementation Plan as part of the next Plan Bay Area update process in 2025	Ongoing	(1) Provided first annual Plan Bay Area 2050 Implementation Plan progress update to MTC and ABAG committees in fall 2022	(i) Develop second annual Plan Bay Area 2050 Implementation Plan progress update by fall 2023
Cross-Cutting	Build upon the robust performance tracking work in Vital Signs, the regional performance monitoring initiative, and use it as a tool to more effectively gauge Plan Bay Area 2050 implementation progress	Ongoing	(1) Completed initial mapping of existing Vital Signs indicators to Plan Bay Area 2050 strategies (2) Provided "Pulse of the Bay Area" via key Vital Signs indicators as part of fall 2022 implementation update (3) Set the first round of targets for performance measures related to transit safety in January 2022, which completes the initial rollout of the federal transportation performance management program	(i) Conduct procurement for Vital Signs consulting assistance, including scope of work to integrate Vital Signs performance tracking more deeply with Plan Bay Area 2050 strategies and to develop more targeted indicators (ii) Update all 28 federal transportation performance measures on Vital Signs moving forward