

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spring, Chair Eddie Ahn, Vice Chair

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, November 4, 2022

9:40 AM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85175872068>

iPhone One-Tap: US: +13126266799,,85175872068# or +16468769923,,85175872068#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 851 7587 2068

International numbers available: <https://bayareametro.zoom.us/j/85175872068>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order

2. MTC Planning Committee Roll Call / Confirm Quorum

Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (5).

3. MTC Planning Committee Consent Calendar

- 3a. [22-1513](#) Approval of MTC Planning Committee Minutes of the October 14, 2022 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 22-1513 2022-10-14 Joint MTC Planning Committee with the ABAG A](#)

- 3b. [22-1472](#) MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Action: MTC Commission Approval

Presenter: Adam Noelting

Attachments: [3bi 22-1472 Summary Sheet MTC Res No.4550-Guidelines for Countywide](#)
[3bii 22-1472 Attachment A MTC Res No.4550-Guidelines for Countywide](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).

5. ABAG Compensation Announcement – Clerk of the Board

6. ABAG Administrative Committee Consent Calendar

- 6a. [22-1514](#) Approval of ABAG Administrative Committee Summary Minutes of the October 14, 2022 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a 2022-10-14 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

7. Information

- 7a. [22-1532](#) Plan Bay Area 2050 Implementation Plan: Annual Progress Update
- Overview of Plan Bay Area 2050 implementation progress over the past year and upcoming priorities for the year ahead.
- Action:** Information
- Presenter:** Chirag Rabari
- Attachments:** [7ai 22-1532 Summary Sheet Plan Bay Area 2050 Implementation Plan A](#)
[7aii 22-1532 PowerPoint PBA50 Implementation Plan Annual Progress Up](#)
[7aiii 22-1532 PBA50 Implementation Plan Annual Progress Update Matrix](#)

8. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

9. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, December 9, 2022 at 9:40 a.m. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章： MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair **Eddie Ahn, Vice Chair**

**David Canepa, Damon Connolly, Carol Dutra-Vernaci,
Victoria Fleming, Sam Liccardo, and Libby Schaaf**

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, October 14, 2022

9:40 AM

REMOTE

1. Call to Order

2. MTC Planning Committee Roll Call / Confirm Quorum

Present: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn,
Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Pedroza and
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Papan and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Fligor, Hudson, Lee, Mitchoff,
Ramos, and Romero.

3. MTC Planning Committee Consent Calendar

**Upon the motion by Commissioner Dutra-Vernaci and second by Vice Chair Ahn,
the MTC Planning Committee Consent Calendar was unanimously approved. The
motion carried by the following vote:**

Aye: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn,
Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

3a. [22-1424](#) Approval of MTC Planning Committee Minutes of the September 9, 2022
Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 22-1424 2022-09-09 Joint MTC Planning Committee with the A
BAG Administrative Committee Meeting Minutes Draft.pdf](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum

5. ABAG Compensation Announcement – Clerk of the Board

6. ABAG Administrative Committee Consent Calendar

- 6a. [22-1425](#) Approval of ABAG Administrative Committee Summary Minutes of the September 9, 2022 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a 2022-09-09 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

- 6b. [22-1474](#) Update to the Association of Bay Area Governments (ABAG's) Conflict of Interest Code

Action: ABAG Administrative Committee Approval

Presenter: Andrea Visveshwara

Attachments: [6b 22-1474 Update to the Association of Bay Area Governments Conflict of Interest Code.pdf](#)

7. MTC Planning Committee Approval

- 7a. [22-1464](#) Regional Growth Framework Planning Grants: Priority Development Areas

Approval to release a Call for Projects to local governments for Priority Development Areas (PDAs) Planning Grants and Technical Assistance. The item also summarizes the history of the program and outlines proposed priorities for this Call for Projects.

Action: MTC Planning Committee Approval

Presenter: Mark Shorett

Attachments: [7ai 22-1464 Regional Growth Framework Planning Grants Priority Development Areas Summary Sheet.pdf](#)
[7aii 22-1464 Attachment A PowerPoint Regional Growth Framework Planning Grants Priority Development Areas.pdf](#)

Upon the motion by Commissioner Dutra-Vernaci and second by Commissioner Liccardo, the Regional Growth Framework Planning Grants: Priority Development Areas were unanimously approved. The motion carried by the following vote:

Aye: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

7b. [22-1477](#) Regional Growth Framework Planning Grants: Priority Production Area (PPA) Pilot Program

Approval to release a Call for Projects to local governments for the Pilot PPA Planning Grants and Technical Assistance, including summary of stakeholder engagement that shaped the proposed pilot program and outline of proposed priorities for this Call for Projects.

Action: MTC Planning Committee Approval

Presenter: Ada Chan

Attachments: [7bi 22-1477 Regional Growth Framework Planning Grants Priority Production Areas Summary Sheet.pdf](#)
[7bii 22-1477 Attachment A PowerPoint Regional Growth Framework Planning Grants Priority Production Areas.pdf](#)

Randi Kinman spoke on this item.

Upon the motion by Commissioner Liccardo and second by Vice Chair Ahn, the Regional Growth Framework Planning Grants: Priority Production Area Pilot Program was unanimously approved. The motion carried by the following vote:

Aye: 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

8. Information

8a. [22-1462](#) Sea Level Rise Adaptation Funding and Investment Framework Update

A progress update of the Sea Level Rise Adaptation Funding and Investment Framework (Framework), including details on a draft regional inventory of local adaptation projects, as well as an update on state and federal adaptation revenue estimates.

Action: Information

Presenter: Rachael Hartofelis, MTC and Nicolas Sander, San Francisco Bay Conservation and Development Commission

Attachments: [8ai 22-1462 Sea Level Rise Adaptation Funding And Investment Framework Update Summary Sheet.pdf](#)
[8aii 22-1462 PowerPoint Sea Level Rise Adaptation Funding And Investment Framework Update.pdf](#)

9. Public Comment / Other Business

10. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, November 4, 2022 at 9:40 a.m. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

November 4, 2022

Agenda Item 3b

MTC Resolution No. 4550 - Guidelines for Countywide Transportation Plans

Subject:

Adoption of revised guidelines for Countywide Transportation Plans completed by County Transportation Agencies (CTA).

Background:

In 1988, the State legislature authorized Bay Area counties to, on a voluntary basis, develop Countywide Transportation Plans (CTPs) (California Government Code 66531). The state statute also directed MTC to develop guidelines to assist counties in the preparation of their respective CTPs. MTC adopted the original guidelines in 1989 as MTC Resolution No. 2120, now superseded by MTC Resolution No. 4550. In 2014, MTC adopted a major update to the guidelines after the adoption of *Plan Bay Area* (2013), which was the Bay Area's first Regional Transportation Plan (RTP) to incorporate a state-mandated Sustainable Communities Strategy (SCS) to reduce per capita greenhouse gas emissions from cars and light trucks.

CTPs and the Regional Planning Process:

Led by CTAs, the CTP development process is a collaborative effort with cities, transit operators, and other stakeholders to reflect local policies and priorities. State law created an inter-dependent relationship between CTPs and the Bay Area's RTP (commonly referred to as "Plan Bay Area"). While CTPs must consider the most recently adopted RTP, they also serve as a basis for the development of each RTP. The CTP guidelines must be consistent with the Commission's preparation of the RTP, which is guided by state (Government Code Section 65080) and federal (§ 450.324) requirements for the preparation and content of RTPs. The intent of the CTP guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

Revisions to the CTP Guidelines:

The revised guidelines aim to strengthen compatibility between CTPs and the preparation and content of Plan Bay Area by focusing on the most important components of the RTP development and preparation. Staff began the revision process by reviewing CTPs and meeting with CTA staff to discuss various CTP components and linkages to local planning efforts. As a result, staff incorporated best practices from the Bay Area's CTPs that support and strengthen the planning framework with Plan Bay Area. Staff also refined the guidelines approach to equity by weaving equity throughout the recommendations. Noteworthy revisions include recommendations to:

- Summarize forecasted outcomes of implementing the investments and policies in the CTP;
- Document and explain how investments and policies are consistent with and support implementation of the regional growth framework and other regional growth policies;
- Prioritize a set of investments and policies that can be implemented within a 10-year period and identify near-term implementation actions; and,
- Integrate equity throughout the CTP development process, including, but not limited to, lowering participation barriers of hard-to-reach populations, incorporating equity into the CTP performance framework, prioritizing strategies that advance equity, and incorporating investments and policies that advance priorities identified in Community Based Transportation Plans.

Next Steps:

Approval of the revised CTP guidelines will guide the next iterations of CTPs across the region. Completed CTPs will serve as inputs into the next major update of Plan Bay Area, expected to begin in 2026 and be completed in 2029. Staff recommends that the revised CTP guidelines take effect for CTPs started after November 1, 2022. The updated guidelines encourage counties to collaborate with MTC during the scoping phase of their next CTP to ensure coordination early in the planning process.

Issues:

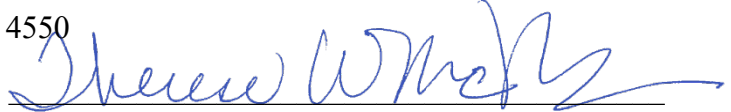
None identified.

Recommendations:

Refer MTC Resolution No. 4550 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4550



Therese W. McMillan

Date: November 16, 2022
W.I.: 1121
Referred By: PLNG

ABSTRACT

Resolution No. 4550

This resolution adopts MTC's revised Guidelines for Countywide Transportation Plans, which establishes a common planning framework between Countywide Transportation Plans and the Regional Transportation Plan/Sustainable Communities Strategy (commonly referred to as "Plan Bay Area"). The effective date for the revised guidelines is for Countywide Transportation Plans initiated after December 1, 2022. This resolution supersedes MTC Resolution No. 2120.

Further discussion of this subject is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022.

Date: November 16, 2022
W.I.: 1121
Referred By: PLNG

Re: Adoption of the Guidelines for Countywide Transportation Plans

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4550

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § Section 66500 et seq.; and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan every four years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan, including a Sustainable Communities Strategy prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, Government Code § 66531 permits each county within the Commission's jurisdiction, together with the cities within the county, to develop and update a Countywide Transportation Plan for the county and its included cities; and

WHEREAS, Government Code § 66531 further provides that MTC shall develop guidelines ("Guidelines for Countywide Transportation Plans" as Attachment A to this resolution) for the preparation of the Countywide Transportation Plans; and

WHEREAS, the guidelines must be consistent with the Commission's preparation of the Regional Transportation Plan, which is guided by state (§65080) and federal (23 CFR Part 450) requirements for its preparation and content; and

WHEREAS, the guidelines promote compatibility between Countywide Transportation Plans and the Regional Transportation Plan (commonly referred to as "Plan Bay Area") through a common planning framework; now therefore, be it

RESOLVED, that MTC adopts the "Guidelines for Countywide Transportation Plans" attached as Attachment A to this resolution, and incorporated herein by reference; and, be it further

RESOLVED, that this resolution be transmitted to the nine Bay Area counties for use in preparing their Countywide Transportation Plans.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on November 16, 2022.

Date: November 16, 2022
W.I.: 1121
Referred by: PLNG

Attachment A
Resolution No. 4550
Page 1 of 14

Guidelines for Countywide Transportation Plans

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The intent of these guidelines is to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between Countywide Transportation Plans (CTP) and the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, herein referred to as "Plan Bay Area"), reflective of state and regional climate and equity goals. As such, these guidelines are intended to guide the development of the next round of CTPs, which are expected to inform the development of the next major update of Plan Bay Area, expected to begin in 2026 and be adopted in 2029.

A | PLANNING CONTEXT

CTP Background

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties to develop CTPs on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see Appendix A) of the California Government Code and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in CTPs and clarifies relationships between the CTP and the RTP, and between the CTP and Congestion Management Programs (CMPs).

Importantly, the state law established an inter-dependent relationship between CTPs and the RTP and provided a pathway for regionally significant local policies and priorities to be included into the RTP if the CTP was prepared in a consistent manner as the Commission's preparation of the RTP (see Appendix B). The statute promoted compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

CTPs and MTC's guidelines have evolved since the passage of AB 3705. The Bay Area's County Transportation Agencies have prepared and updated CTPs to build consensus toward countywide transportation visions, guide long-term decision-making, reflect local policies and priorities, and inform transportation funding decisions. CTPs continue to be a primary input into the preparation of Plan Bay Area. Accordingly, MTC's guidelines are intended to establish a common framework for CTPs that encourages compatibility of the plans with Plan Bay Area.

Plan Bay Area

On October 21, 2021, the Metropolitan Transportation Commission (MTC) and the Executive Board of the Association of Bay Area Governments (ABAG) jointly adopted the third iteration of Plan Bay Area, *Plan Bay Area 2050*. Plan Bay Area 2050 connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Plan Bay Area grew out of the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which requires each of the state's 18 metropolitan areas to identify transportation and land use strategies to reduce per capita greenhouse gas (GHG) emissions from cars and light trucks. Pursuant to SB 375, the California Air Resources Board

(CARB) sets regional targets for GHG emissions reductions. These emissions reduction targets are the state's primary mechanism to achieve statewide GHG emissions reduction goals for cars and light trucks. In 2010, the Bay Area's reduction targets were set at 7 percent per capita by 2020 and 15 percent per capita by 2035, with both targets compared to 2005 emissions levels. In 2018, CARB updated the regional emissions reduction targets in order to make significant progress in achieving the state's 2030 emissions target. The Bay Area's current GHG emissions reduction targets are 10 percent per capita by 2020 and 19 percent per capita by 2035¹. CARB is tasked with monitoring statewide progress toward meeting regional emissions reduction targets every four years (2018, 2022², etc.) and updating the regional emissions reduction targets every eight years (2018, 2018, etc.) to ensure the state is on course to achieve climate goals.

State Goals

Since SB 375 was enacted in 2008, state policy has continued to emphasize accelerated achievement of GHG emissions reduction goals. The CARB scoping plans (2017 and 2022³) contain statewide strategies to meet GHG emissions reduction targets and reach carbon neutrality. The scoping plans emphasize the state's need to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage.

More recently, the state has also identified equity as an equally important goal in its transportation planning and funding policies. CAPTI, the state's Climate Action Plan for Transportation Infrastructure (March 2021), supports the California Transportation Plan by creating a framework for aligning the state's transportation investments with its climate, health, and social equity goals. CAPTI also recognizes the need to reduce VMT and increase walking, biking, and transit usage. As a result, transportation projects and policies that reduce VMT are expected to receive higher priority and be more competitive for state funding programs than projects that increase VMT moving forward.

Across these recent state activities, the state has recognized the need to (1) pivot from investing in auto-oriented projects that increase VMT to those that enhance active and shared mobility options; (2) better manage the existing transportation system through managed lane networks, pricing mechanisms, and seamless transit enhancements; (3) leverage new mobility options such as autonomous vehicles and shared micromobility; and (4) improve the alignment of local and regional land use and housing planning.

Reflecting Local, Regional, and State Goals and Policy

Advancing a common CTP planning framework contributes to an effective regional planning process. Documenting how investments implement county and regional priorities helps to illustrate how the region is achieving its climate, equity, and land use goals. Understanding county and local priorities ensures that they are considered for inclusion and integrated with the regional plan.

¹ <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

² The Draft 2022 Progress Report was released in June 2022, and is expected to be finalized sometime in 2022.

³ The Draft 2022 Scoping Plan was released in May 2022, and is expected to be finalized sometime in 2022.

B | CTP RECOMMENDATIONS

The intent of the recommendations in the following section, as well as the RTP/SCS elements described in Appendix B, is to strengthen compatibility between CTPs and Plan Bay Area through a common planning framework, even though the plans may differ in scope. Accordingly, the Bay Area's County Transportation Agencies should include the following recommendations, to the extent practical, in their respective CTP:

1. Outreach and Engagement

- Implement a public outreach and engagement effort in a manner consistent with MTC's Public Participation Plan (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- Follow current best practices related to virtual and in-person public participation, outreach, and engagement, see the Best Practices for Equitable Engagement primer for examples (<https://abag.ca.gov/technical-assistance/best-practices-equitable-engagement>).
- Lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who historically have been excluded from weighing in on public decision-making processes.
- Document the outreach process, including efforts to lower participation barriers, see the Plan Bay Area 2050 Public Engagement Report for example documentation (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Public_Engagement_Report_October_2021.pdf).

2. Regional Coordination

- Engage with MTC/ABAG staff during the project scoping phase and include an MTC/ABAG representative on relevant technical advisory committees and/or working groups.
- Notify MTC/ABAG of project milestones, including comment period(s) for the draft CTP and adoption of final CTP.

3. Planning Assumptions

- Use planning assumptions consistent with the latest adopted Plan Bay Area (see Appendix C). Planning assumptions are inclusive of the projected population, household, and job growth in the Regional Growth Forecast; the growth geographies in the Regional Growth Framework; and the anticipated regional, state, and federal revenues in the Transportation Revenue Forecast.
- Document differences with Plan Bay Area's planning assumptions, including any new transportation revenue sources and/or strategies to fund investments within the county. Discuss sources of potential new revenues, the forecasted amount of potential new revenues, and near-term actions to ensure their availability.
- Select planning horizons that cover a 25 to 30-year period.

4. Performance Framework

- Establish a performance framework to demonstrate how CTP investment decisions support multimodal transportation and land use goals and objectives.
- Establish transportation and land use goals and objectives that reflect local priorities, but also consider Plan Bay Area's overall vision, goals and cross-cutting issues (see Appendix C),

including the region's two mandatory targets to (1) reduce GHG emissions from cars and light trucks, and (2) house the region's projected population growth at all income levels.

- Identify quantifiable metrics—including *VTM and equity measures*—to evaluate multimodal system performance of CTP implementation.
- Establish a performance framework that is consistent with applicable multimodal performance elements of Congestion Management Programs (CMP) and provides a long-range vision for the CMP, if prepared for the county.

5. Strategies (i.e., Investments and Policies)

- Incorporate, to the extent practical, Plan Bay Area's transportation strategies—*defined as a set of multimodal transportation investments (projects and/or programs) or transportation policies* (see Appendix C)—and document and explain how CTP investments and policies are consistent with and supportive of their implementation. Similarly, document the basis for the exclusion of any Plan Bay Area transportation strategies.
- Incorporate, to the extent practical, the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCM) (<https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>).
- Reflect local priority strategies, especially those established through other local planning initiatives, including, but not limited to:
 - Active Transportation Plans, Complete Streets and Safe Routes to School efforts; or,
 - Community Based Transportation Plans (CBTP);
 - Corridor studies, including Comprehensive Multimodal Corridor Plans (CMCP);
 - Local/modal studies conducted by the county(s) or transit agency(s);
 - Regional and/or sub-regional transportation studies; and,
 - Specific Plans for Priority Development Areas (PDA);
- Prioritize strategies that support and encourage development in the regional growth framework (growth geographies), particularly in PDAs and locations subject to the regional Transit-Oriented Communities (TOC) Policy (MTC Res. No. 4530).
- Prioritize strategies that advance equity, especially those that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities, and communities of color.
- Prioritize strategies that are resilient to future uncertainties, including strategies that address effects of climate change (e.g., sea level rise and intensified drought and wildfires).
- Evaluate strategy alignment with federal, state, and regional funding program objectives and eligibility requirements.

6. Transportation Project List

- Coordinate with cities and transit operators within the county to prepare a list of transportation investments (projects and programs).
- Incorporate both funded and unfunded investments and include relevant project and program details, including design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule.
- Escalate cost estimates into year-of-expenditure dollars and document inflation rate assumptions.

- Differentiate between projects and programs that increase transportation system capacity and those that do not. Projects and programs that do not increase system capacity may be bundled into group listings or programmatic investments.
- Advance equity through investments and policies that improve mobility options for residents of Equity Priority Communities (EPC) and other historically disadvantaged populations, such as by advancing priorities included in CBTPs.

7. Forecast and Report System Changes

- Forecast and report outcomes of implementing the investments and policies in the CTP, including, but not limited to changes in passenger car VMT compared to a performance baseline (i.e., model base year, current conditions, or Plan Bay Area forecast). Report VMT for both the performance baseline and for the CTP.
- Represent CTP investments and policies, to the extent possible, in the county or regional travel demand model to forecast multimodal system performance.
- Prepare consistency documentation in regard to the county's Model Development – Base Year(s) and Model Development – Forecast Year(s) processes described in the *MTC Guidance for Model Consistency, Collaboration, and Transparency* guidance (see Appendix C). Indicate if county model is consistent with established statement of Modeling Consistency for CMPs or provide documentation to explain how and why modeling assumptions, settings, versions, inputs, and forecasts differ from those discussed during Model Development – Base Year(s) and Model Development – Forecast Year(s) processes.
- Summarize and report, to the extent practical, the estimated change in street and highway lane miles, transit vehicle miles, and active transportation systems miles, from implementing the investments and policies in the CTP.

8. Investment and Growth Strategy

Document and explain how investments and policies are consistent with and supportive of implementation of the regional growth framework and other regional policies, including:

- PDAs, Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs) forecasted to take on significant housing growth in Plan Bay Area (total number of units), including Regional Housing Needs Assessment (RHNA) allocations, as well as housing production, especially those PDAs, TRAs, or HRAs that are delivering large numbers of very low-, low-, and moderate-income housing units;
- Dense job centers in proximity to transit and housing (both current levels and those included in Plan Bay Area) especially those which are supported by reduced parking requirements and transportation demand management programs; and,
- Regional TOC Policy requirements (MTC Res. No. 4530), particularly the TOC Policy requirements for parking management and transit station access and circulation.

9. Prioritization and Near-term Implementation Actions

- Prioritize a set of investments and policies that can reasonably be implemented within a 10-year period post CTP adoption, with an emphasis on investments and policies that respond to local needs, achieve locally identified performance goals and objectives, and advance regional and state objectives (e.g., reduce GHG emissions and reduce VMT).

- Prepare an implementation plan to identify near-term actions necessary to implement the 10-year priority investments of the CTP. Near-term actions may include advocacy and legislation; new, existing or restructured initiatives; and planning or research.
- Screen unfunded priority investments for alignment with federal, state, and regional funding program objectives and eligibility requirements. Consider bundling projects or programs into investment packages to ensure alignment with the state's climate, health, and social equity goals.

10. Updates

- CTPs should be updated at least every 8 years before the adoption of major updates to Plan Bay Area. The adoption of the next major update to Plan Bay Area is expected to commence in 2026 and be adopted in 2029. For this update, CTPs should be completed by 2026 in order to inform the next major update to Plan Bay Area.

APPENDIX A | STATE CODE 66531: COUNTY TRANSPORTATION PLANS

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
 - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
 - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
 - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
 - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
 - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.
- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation

improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.

- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

APPENDIX B | STATE AND FEDERAL REQUIREMENTS FOR RTP/SCS ELEMENTS

State and federal laws govern the development and content of MTC's RTP/SCS. California law relating to the development of the RTP/SCS is contained in Government Code Section 65080 and discussed in detail in the California Transportation Commission's (CTC) *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. Federal Code 23CFR, Part 450.324 governs the development and content of the Metropolitan Transportation Plan [RTP/SCS].

The CTC's RTP Guidelines identify four components: (1) policy element, (2) sustainable communities strategy (SCS), (3) action element, and (4) financial element. These four elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines.

Policy Element

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons (Government Code Section 65080 (b)(1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies and supportive strategies and related land use forecast assumptions, including:
 - Describe how these policies were developed;
 - Identify any significant changes in policies from previous plans; and,
 - Provide the reason(s) for any changes in policies from previous plans.

Sustainable Communities Strategy

- (i) identify the general location of uses, residential densities, and building intensities within the region,
- (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth,
- (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584,
- (iv) identify a transportation network to service the transportation needs of the region,
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01,
- (vi) consider the state housing goals specified in Sections 65580 and 65581,
- (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and
- (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

Action Element

- Describes the programs and actions necessary to implement the RTP, including the SCS, and assigns implementation responsibilities
- Consists of short and long-term activities that address regional transportation issues and needs;
- Includes all transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services);
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and
- Provides clear direction about the roles and responsibilities of the MPO and other agencies to follow through on the RTP's policies and projects.

Financial Element

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
 1. Summary of costs to operate and maintain the current transportation system;
 2. Estimate of costs and revenues to implement the projects identified in the Action Element;
 3. Inventory of existing and potential transportation funding sources;
 4. List of candidate projects if funding becomes available;
 5. Potential funding shortfalls; and,
 6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP/SCS is also developed in accordance with federal metropolitan transportation planning guidance, which provide for the following considerations:

- Carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution
- Provide for consideration and implementation of projects, strategies, and services that will address the following factors:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase accessibility and mobility of people and freight;
 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

APPENDIX C | ADDITIONAL LINKS AND RESOURCES

Final Plan Bay Area 2050 and Supplemental Reports

<https://www.planbayarea.org/finalplan2050>

Regional Growth Forecast/Pattern

[Growth Pattern](#)

Growth Geographies

[Growth Geographies Handout](#)

Transportation Revenue Forecast

[Technical Assumptions Report](#) > Chapter 2 | Technical Assumptions for the Transportation Element > Transportation Revenue Forecast

Guiding Principles and Vision for Plan Bay Area

[Chapter 1: Introduction and Growth Geographies](#) > Guiding Principles and Vision for Plan Bay Area 2050 > Page 8

Plan Bay Area 2050 Strategies

Final Blueprint Compendium > [Strategies](#) (Dec. 2020)

Transportation Strategies

[Chapter 4: Transportation](#)

MTC Guidance for Model Consistency, Collaboration, and Transparency

<https://github.com/BayAreaMetro/modeling-website/wiki/Model-Consistency%2C-Collaboration%2C-and-Transparency>

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

November 4, 2022

Agenda Item 7a

Plan Bay Area 2050 Implementation Plan: Annual Progress Update

Subject:

Overview of Plan Bay Area 2050 implementation progress over the past year and upcoming priorities for the year ahead.

Background:

It has now been one year since the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 in October 2021. The Plan represents the most comprehensive regional vision to date, having been developed with deep community engagement and a strong commitment to equity, while combining a broad range of strategies with a robust commitment to implementation.

Integrated as the final chapter of the plan, the Plan Bay Area 2050 Implementation Plan explored success factors for each of the plan's 35 adopted strategies (including authority, financial resources, technical capacity, and public and political support), proposed MTC/ABAG implementation roles (whether to lead, partner or support strategy implementation), and identified over 80 implementation actions for MTC/ABAG through 2025. The Implementation Plan also included several key commitments with respect to tracking implementation progress, including: (1) deeper integration with Vital Signs, the regional performance monitoring tool and (2) annual implementation progress updates to MTC/ABAG committees.

Vital Signs and the Bay Area Regional Context in 2022:

Vital Signs is a data-driven website that tracks Bay Area trends related to transportation, land and people, the economy, and social equity. Starting in 2023, staff will reimagine how Vital Signs can be leveraged to more effectively gauge Plan Bay Area 2050 implementation progress. This work will involve integrating a refreshed website more closely with the plan's 35 adopted strategies, as well as developing more targeted indicators that can better gauge implementation successes and challenges. For the time being, select indicators – including *Population*, *Jobs*, *Home Prices*, *Commute Mode Choice*, *Transit Ridership*, and *Greenhouse Gas (GHG) Emissions* – have been updated, offering a useful picture of the current “pulse” of the region. These data demonstrate how COVID and its aftermath continue to affect the Bay Area in myriad and

ongoing ways, including slowing overall growth, rising home prices, and significant changes in travel patterns and behavior. Additional information on these key data points can also be found in **Attachment A**.

Key Implementation Themes for 2022:

In summer 2022, staff engaged in a broad-based effort to solicit input from internal teams across all MTC/ABAG divisions, including: (1) key accomplishments over the past year and (2) expected activities over the next 12 months. Although this solicitation yielded hundreds of updates encompassing all the plan's adopted implementation actions, several key implementation themes emerged. These key themes include:

1. Partnership Focus: Federal and State Leadership
2. Housing: Scaling up the Regional Portfolio
3. Housing and Economy: Growth Framework Implementation
4. Transportation: Supporting Transit Recovery
5. Transportation: Reimagining a More Equitable System
6. Environment: Partnering to Advance Resilience and Conservation

These areas are notable for the progress that has been made over the last year, where specific developments in support of the plan's strategies and overall vision have been highlighted.

Additional information on these key implementation themes can be found in **Attachment A**. A comprehensive list of updates since fall 2021 for each of the plan's adopted implementation actions can also be found in **Attachment B**.

Implementation Challenges and Select Focus Areas for 2023:

Although there have been many successes over the past year, there have been several implementation-related challenges given external conditions and circumstances as well as internal resources and priorities. In particular, a lack of financial resources, limited staff capacity, uneven public and political support, and disagreements over authority may hamper progress for select implementation initiatives. **Attachment A** contains further information on some of the challenges encountered thus far.

Moving forward into 2023, staff will continue work on all relevant advocacy, initiatives, projects and planning activities in order to continue making progress on Plan Bay Area 2050 implementation. Select focus areas for 2023 include the Bay Area Housing Finance Authority (BAHFA) Business Plan's final equity framework and draft funding component, network management, continued regional revenue measure development for housing and transportation, Next Generation Clipper, and kicking off the next update for Plan Bay Area 2050, including financial assumption updates and integrated connected network planning. **Attachment B** contains a comprehensive list of planned activities for the next 12 months for each of the plan's adopted implementation actions.

Next Steps:

Staff anticipate returning to MTC/ABAG committees in fall 2023 to provide the next annual Implementation Plan progress update. Future updates can inform a refresh of MTC/ABAG's near-term implementation priorities, commencing in 2024 as part of the update to Plan Bay Area 2050.

Issues:

None anticipated

Recommendations:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: Matrix of Updates for All Plan Bay Area 2050 Implementation Plan Actions



Therese W. McMillan

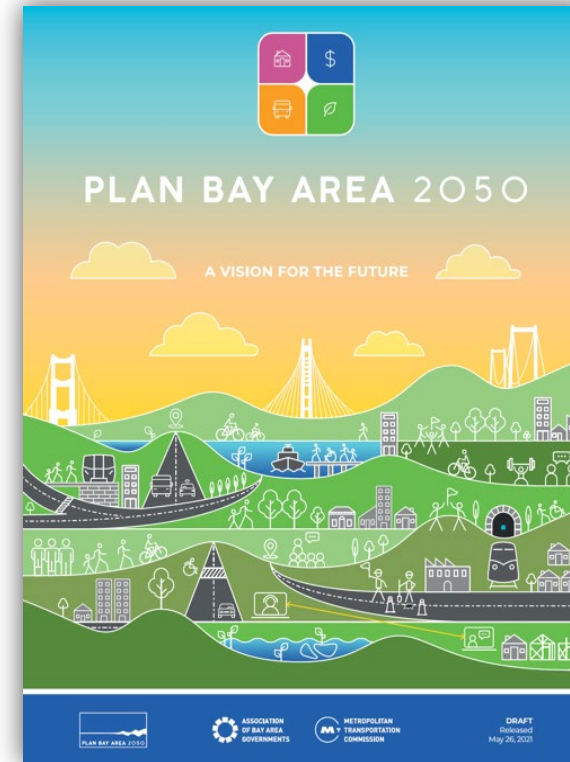
PLAN BAY AREA 2050

Implementation Plan *2022 Progress Update*

Joint MTC Planning Committee with the ABAG Administrative Committee
November 2022

Implementation Plan: Background

- Adopted in October 2021, Plan Bay Area 2050 represents the **most comprehensive regional vision to date**, with a broad strategic focus and strong commitment to implementation
- **Integrated as the final chapter of the plan**, the Implementation Plan identified success factors and proposed MTC/ABAG roles for each of the 35 strategies, as well as over 80 implementation actions for MTC/ABAG
- **The Implementation Plan included key commitments with respect to progress tracking, including:**
 - Deeper integration with Vital Signs, the regional performance monitoring tool
 - Annual progress updates to MTC/ABAG



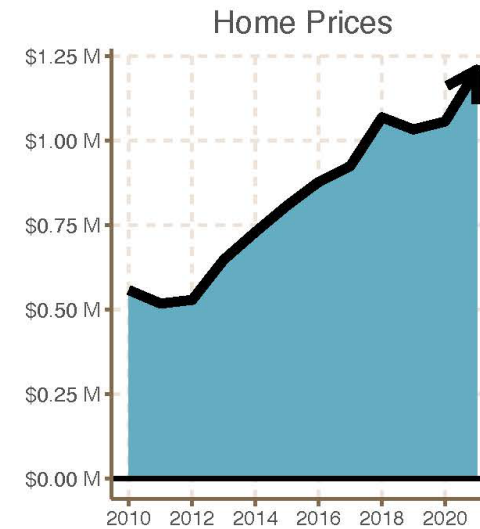
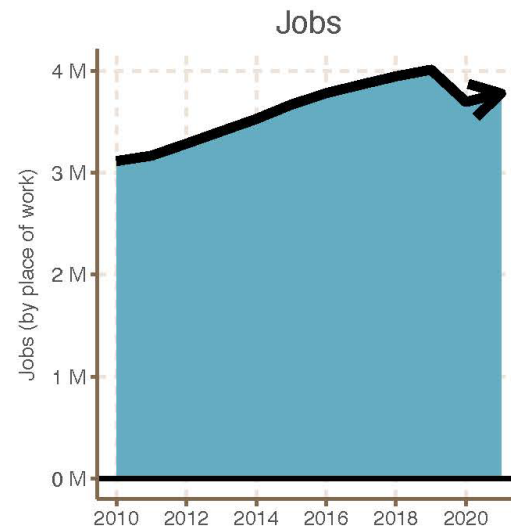
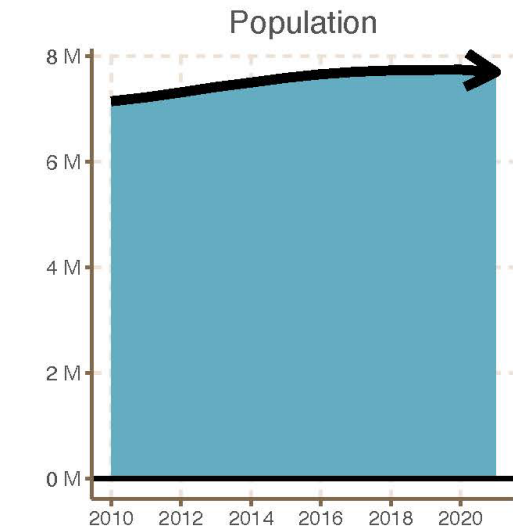
7 | Implementation Plan



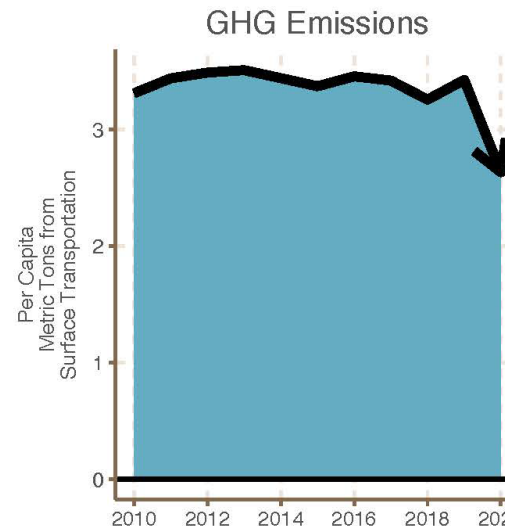
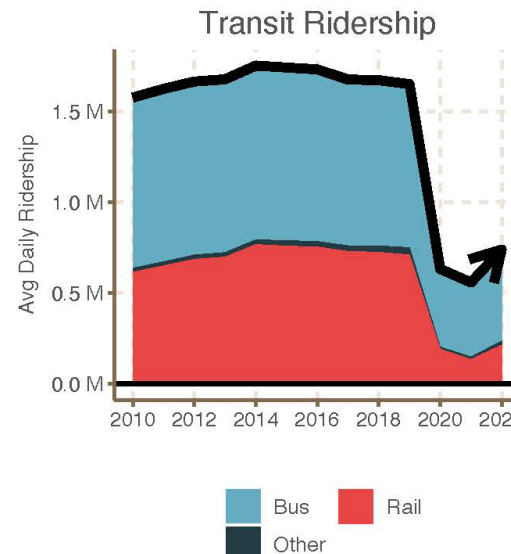
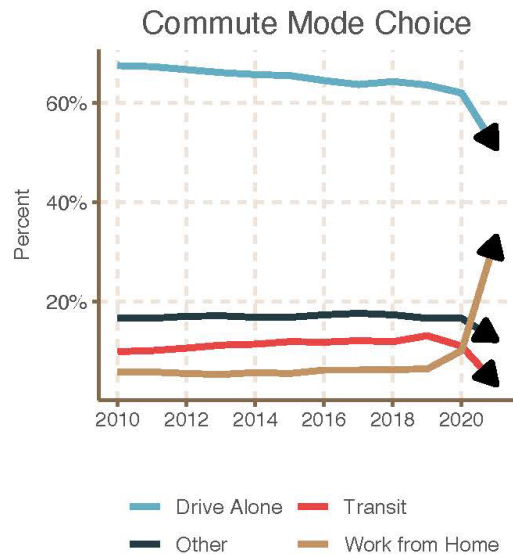
Plan Bay Area 2050
30-year strategies

Implementation Plan
5-year near-term actions

Vital Signs: What's the Latest Pulse of the Bay Area?



- Both population and jobs are still down from their pre-COVID peak, although growth was already slowing before the pandemic.
- Home prices rose steeply from the market bottom in the early 2010s - although the market is now cooling.

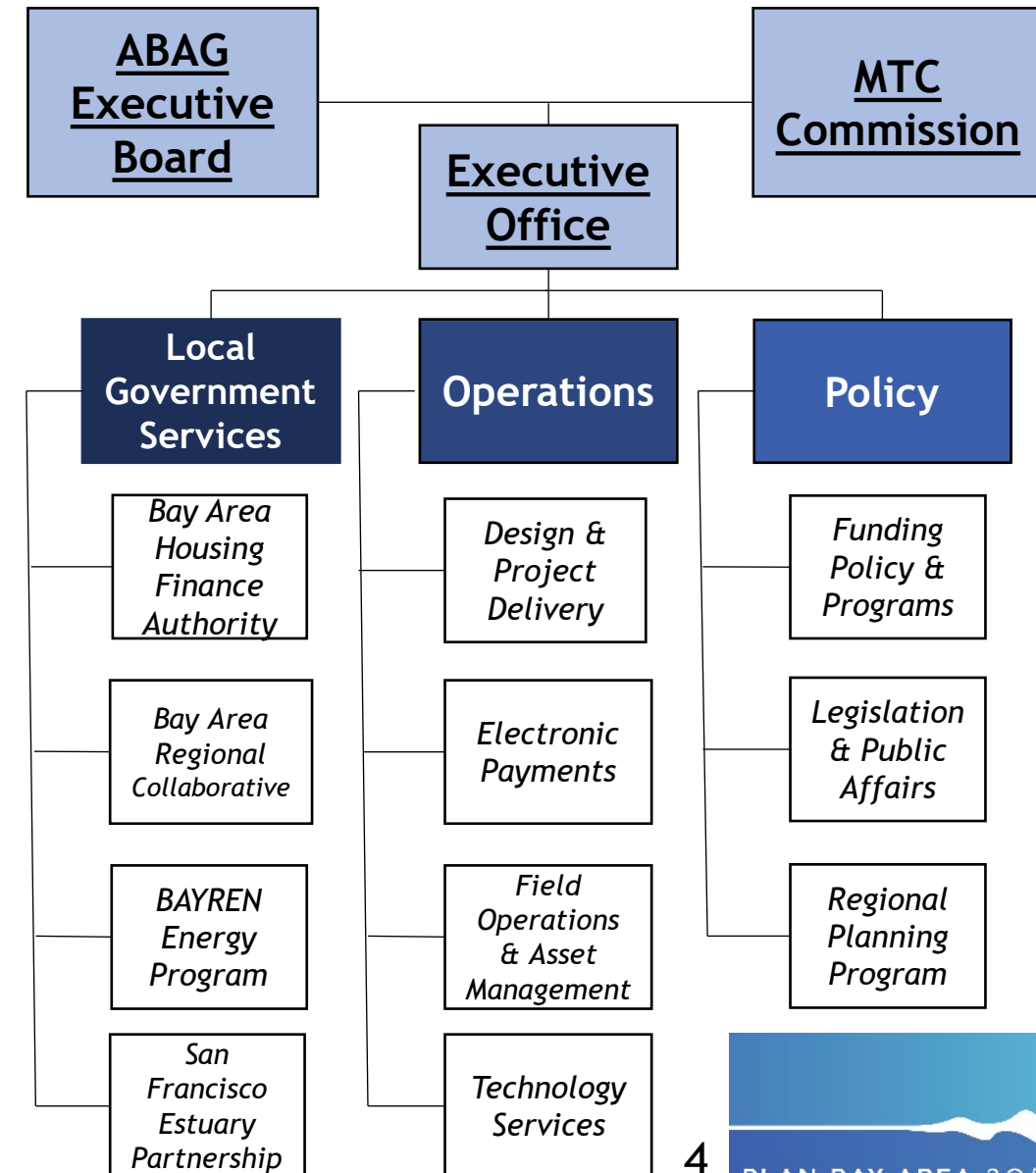


- The decrease in drive-alone commuters and increase in work-from-home has contributed to overall declining GHG emissions.
- The massive COVID-related drop in transit ridership, and slow recovery so far, present a major challenge going forward.

2022 Implementation Progress Update: Overview

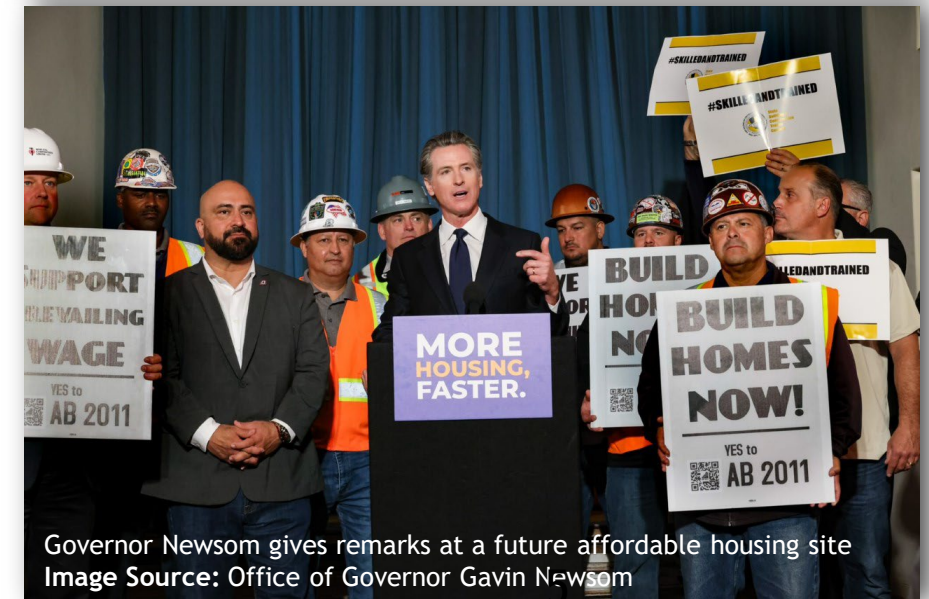
- **Over summer 2022** staff engaged in a broad-based effort to solicit input from internal teams across MTC/ABAG:
 - Key accomplishments over last year
 - Expected activities over next 12 months
- Although the solicitation yielded **hundreds of updates**, this presentation **focuses on a few key implementation themes**:
 1. *Partnership Focus*: Federal & State Leadership
 2. *Housing*: Scaling up the Regional Portfolio
 3. *Housing and Economy*: Growth Framework Implementation
 4. *Transportation*: Supporting Transit Recovery
 5. *Transportation*: Reimagining a More Equitable System
 6. *Environment*: Partnering to Advance Resilience and Conservation

Please see **Attachment B** for a comprehensive list of updates for each of the plan's adopted implementation actions



Partnership Focus: Federal & State Leadership

- **Partnership is a core component of the Implementation Plan** and many different partners have been supporting the advocacy, initiatives, projects and planning activities that will make Plan Bay Area 2050 a reality
- **Federal and state partners** have been especially active in several **key funding and policy areas** that will impact plan implementation:
 - **Federal Bipartisan Infrastructure Law (BIL)**
 - **Federal Inflation Reduction Act (IRA)**
 - **California State Budget:** Zero-Emission Vehicle Package, Regional Early Action Planning (REAP) 2.0, etc.
 - **California State Legislation:** Assembly Bill (AB) 2011, Senate Bill (SB) 6, AB 2097



Housing: Scaling Up the Regional Portfolio



Image Source: Karl Nielsen

Ongoing support for local jurisdictions through the **Regional Housing Technical Assistance** program, focused on Housing Element implementation, support for county-based collaboratives, and local housing policy grants.



Image Source: De Anza Terrace

The **Bay Area Housing Finance Authority (BAHFA)** continues to build capacity, with a full staff in place, pilot programs underway, and a completed housing preservation deal.

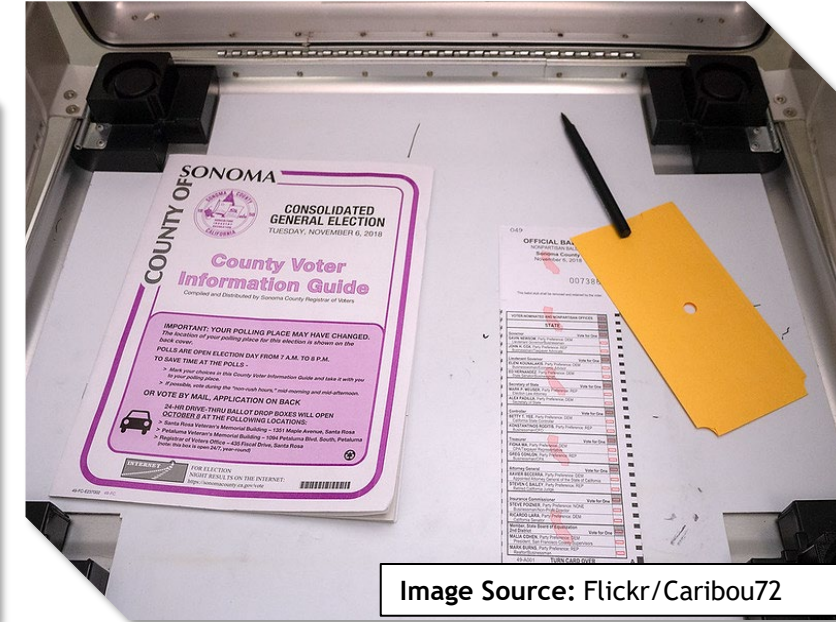


Image Source: Flickr/Caribou72

Preparations are proceeding for a **potential 2024 regional housing measure**, which could bring much needed funding to help build affordable housing.

Housing & Economy: Growth Framework Implementation



Image Source: Karl Nielsen

A revised **Transit-Oriented Communities (TOC)** policy was adopted to support a greater mix of housing and commercial densities in areas within a ½ mile of existing or planned fixed guideway transit stops, stations or terminals.



Image Source: Karl Nielsen

A **Priority Sites Pilot** has been proposed to fund high-impact, regionally significant affordable housing projects and establish a pipeline of additional priority sites for future funding.



Image Source: Flickr/Anomalous_A

Stakeholder engagement and outreach has begun to help shape a **Priority Production Area (PPA) grant program** approved by MTC/ABAG that will prioritize industrial lands for economic development investment.

Transportation: Supporting Transit Recovery



Image Source: Ron Purdy

Clipper BayPass has been **deployed**, a two-year pilot project providing an all-agency transit pass to students at select universities and residents of certain affordable housing communities.

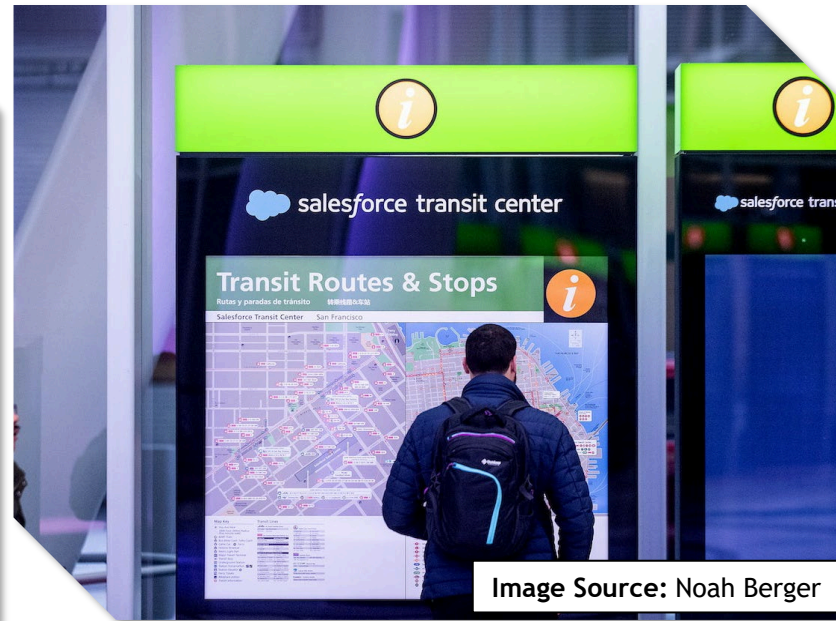


Image Source: Noah Berger

A **Regional Mapping and Wayfinding** consultant has been procured to develop regional design standards, test prototypes, and implement subregional pilots.



Image Source: Karl Nielsen

The **Major Project Advancement Policy (MAP)** has **been adopted** to facilitate the funding and delivery of major projects throughout the region.

Transportation: Reimagining a More Equitable System



Image Source: Peter Beeler

The **Active Transportation (AT) Network** - incorporating **All Ages and Abilities** design principles - was adopted and will serve as a key component of the updated **MTC Complete Streets Policy**.

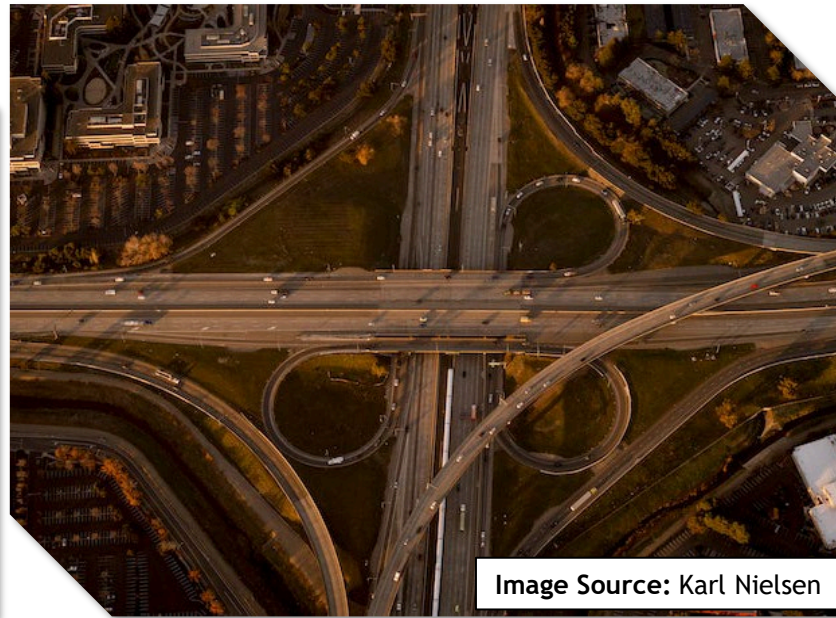
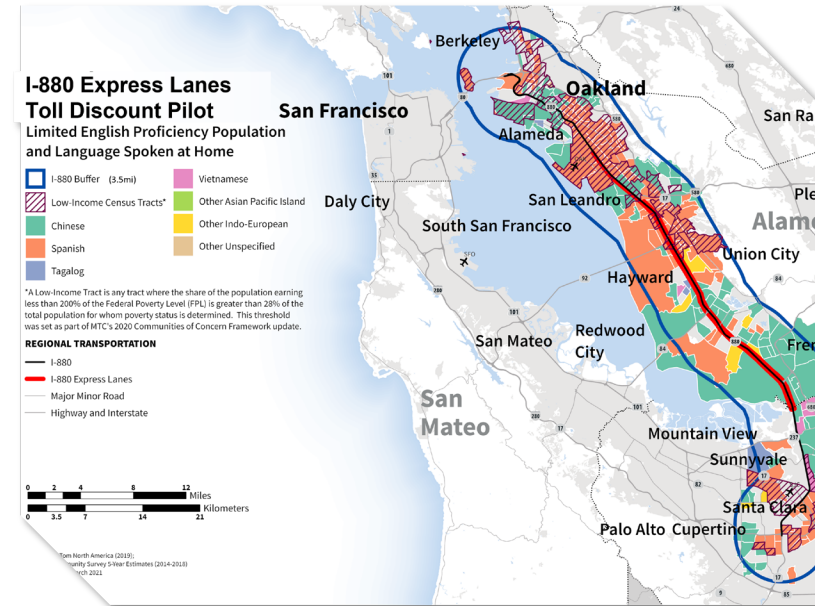


Image Source: Karl Nielsen

The **Next Generation Freeways Study** has progressed with convenings, analysis, broad partner and public engagement, as well as goals and equity framework development.



A **Toll Discount Pilot** has been adopted on **I-880 (Express Lanes Start)** and goals, strategies, and grant programs have been developed for the **Community Choice Program**, keeping focus on the region's neediest residents.

Environment: Partnering to Advance Resilience and Conservation



Image Source: Noah Berger

Several efforts are working to support resilience and adaptation around the Bay, including the [Sea Level Rise Adaptation Funding and Investment Framework](#), the 2022 [Estuary Blueprint](#), and the [Regional Climate Adaptation Legislative Working Group](#).



Image Source: Flickr/Aurimas

A planning grant has been secured from the State to support a [refresh of the Priority Conservation Area \(PCA\) planning framework](#), including engagement with partners & stakeholders to develop a new vision, plus clearer goals and objectives.



Image Source: Karl Nielsen

Work is proceeding to make [state Route 37](#) more resilient; a [North Bay Baylands Regional Conservation Investment Strategy](#) is under development; and a [Bay Trail Equity Strategy](#) project has been launched.

Ongoing Implementation Challenges

Although the past year has seen many achievements, there are also **ongoing implementation challenges** with respect to key strategy success factors, such as:

| | |
|-------------------------------------|--|
| Authority | Discussions continue about the scope of network management and governance , which are crucial to the development of a seamless transit network |
| Financial Resources | Inadequate funding could jeopardize affordable housing goals and the upcoming “ fiscal cliff ” for transit operators could pose risks to the region’s transportation system |
| Technical Capacity | A much broader portfolio of work is demonstrating the need to build more internal support capacity - not just for technical project staff, but also business units like Finance, Contracts, Legal and Technology Services |
| Public and Political Support | It will be necessary to build a politically viable political coalition in Sacramento to help make automated speed enforcement a reality |

Select Implementation Focus Areas for 2023



Image Source: Unsplash



Image Source: Noah Berger

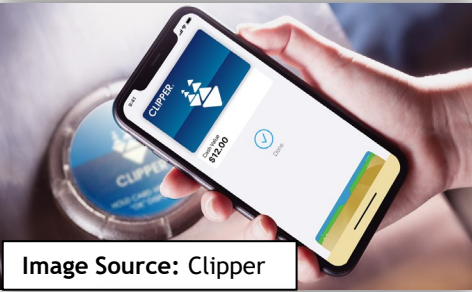
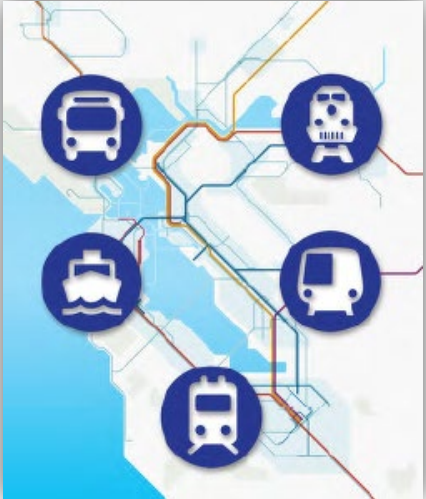
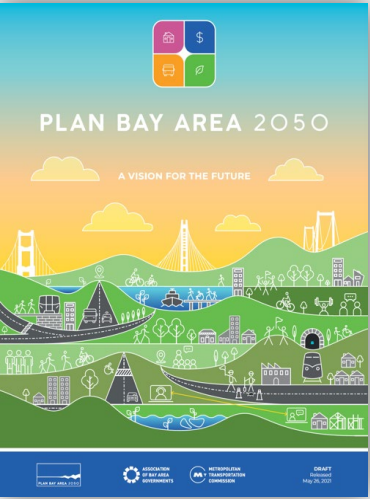


Image Source: Clipper



Image Source: Costar



| Advocacy & Legislation | New, Existing or Restructured Initiatives | Planning or Research |
|--|--|--|
| <ul style="list-style-type: none"> Work towards placement of an affordable housing bond on the November 2024 ballot | <ul style="list-style-type: none"> Develop and analyze network management concepts for the Bay Area | <ul style="list-style-type: none"> Present the BAHFA Business Plan equity framework and draft funding component |
| <ul style="list-style-type: none"> Continue engagement on next steps for a regional transportation funding measure | <ul style="list-style-type: none"> Continue work on Next Generation Clipper to modernize the Bay Area’s transit fare payment system | <ul style="list-style-type: none"> Kick off Plan Bay Area 2050+, including financial assumption updates and integrated connected network planning |

Please see **Attachment B** for a comprehensive list of anticipated implementation activities in the year ahead; staff will return to provide the next Implementation Plan progress report in fall 2023

Questions & Discussion

Staff Contact:
Chirag Rabari, crabari@bayareametro.gov

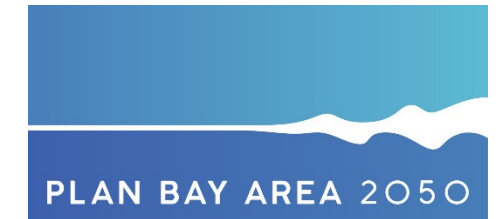


PLAN BAY AREA 2050 IMPLEMENTATION PLAN: 2022 PROGRESS REPORT

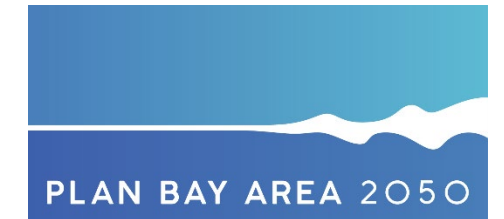
ATTACHMENT B

Plan Bay Area 2050 Element: HOUSING

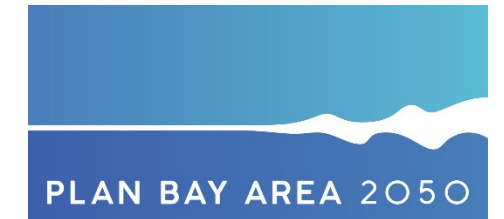
| Plan Bay Area 2050 Themes and Strategies | Implementation Action | Timeframe | Progress Updates since Fall 2021 | Anticipated Activities over Next 12 Months |
|--|---|-----------|---|---|
| Protect and Preserve Affordable Housing H1. Further Strengthen Renter Protections Beyond State Legislation H2. 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 |



| <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> |
|--|---|------------------|--|---|
| Protect and Preserve Affordable Housing (continued) H1. Further Strengthen Renter Protections Beyond State Legislation H2. Preserve Existing Affordable Housing | 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 | Years 2-4 | (1) Assembled and onboarded BAHFA team focused on the three P's (production, preservation, protection) to support launching pilots and related programs (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 (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 | (i) Conduct stakeholder engagement and complete scoping of BAHFA's Anti-Displacement Pilot Program. <i>See 1b (ii) and 1b (iii) for additional relevant anticipated activities</i> |
| | 1d. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan | Years 1-3 | (1) Continued development of the BAHFA Business Plan, including Equity Framework and Funding Programs | (i) Present final draft of the Business Plan's Equity Framework to the BAHFA Board by late 2022 (ii) Submit Business Plan draft funding component to the Board in 2023 |
| | 1e. Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies | Ongoing | (1) Submitted requests to state and federal government to include BAHFA as an eligible recipient of state/federal preservation funds (2) Explored potential revisions to state housing element law to give local governments Regional Housing Needs Allocation (RHNA) "credit" for preserving housing <i>See 1b (2) and 1b (3) for additional relevant updates</i> | (i) Continue advocating for legislation that will make BAHFA an eligible recipient of state/federal preservation funds (ii) Continue exploring changes to state housing element law related to RHNA "credits" for housing preservation in coordination with key partners and stakeholders <i>See 1b (iv) for additional relevant anticipated activities</i> |



| <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> |
|--|---|-------------------------|---|---|
| Spur Housing Production for People of All Income Levels H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies H4. Build Adequate Affordable Housing to Ensure Homes for All H5. Integrate Affordable Housing into All Major Housing Projects H6. Transform Aging Malls and Office Parks into Neighborhoods | 2a. Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies | Ongoing | (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 (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 | (i) Continue to advocate for legislation that enables a greater mix of housing and commercial densities and types in Growth Geographies |
| | 2b. Seek new revenues for affordable housing production and explore better coordination of existing funding streams | Ongoing | (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 (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 (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 <i>See 1b (1) for additional relevant updates</i> | (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 (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 <i>See 1b (i) and 1b (iii) for additional relevant anticipated activities</i> |



| Plan Bay Area 2050 Themes and Strategies | Implementation Action | Timeframe | Progress Updates since Fall 2021 | Anticipated Activities over Next 12 Months |
|--|--|--|---|--|
| Spur Housing Production for People of All Income Levels (continued) H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies H4. Build Adequate Affordable Housing to Ensure Homes for All H5. Integrate Affordable Housing into All Major Housing Projects H6. Transform Aging Malls and Office Parks into Neighborhoods | 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. | Ongoing | (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 (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 (3) Integrated Plan Bay Area 2050 housing strategies and Growth Geographies into Transit-Oriented Communities (TOC) Policy Update <i>See 1b (1) for additional relevant updates</i> | (i) Implement <i>Priority Sites Pilot Program</i> utilizing as an approximately \$28 million in REAP 2.0 funding (ii) Pursue individual project revenue bond financing projects in advance of potential 2024 General Obligation bond funding measure (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 <i>See 1b (i) for additional relevant anticipated activities</i> |
| | 2d. Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025 | Ongoing | (1) Tracked progress in PDAs without completed plans prior to Plan Bay Area 2050 adoption (2) Kicked off grant-awarded plans for 11 PDAs required to complete a plan by 2025 | (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 |
| | 2e. Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit | Years 1-2 (policy update); Ongoing thereafter | (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 | (i) Develop additional guidance for local jurisdictions detailing what information will need to be provided to demonstrate compliance with the policy <i>See 2c (iii) for additional relevant anticipated activities</i> |
| | 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 | Years 2-4 | (1) Partnered with Google Fellowship program and approved a contract for web design services to support Doorway work (2) Launched affordable housing pipeline database pilot <i>See 1c (1) for additional relevant updates</i> | (i) Continue making progress on Doorway pilot to develop a centralized, web-based resource for affordable housing listings and applications (ii) Complete data gathering and analysis of affordable housing pipeline data as part of pipeline project |
| | 2g. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan | Years 1-3 | <i>See 1d (1) for relevant updates</i> | <i>See 1d (i) and (ii) for relevant anticipated activities</i> |



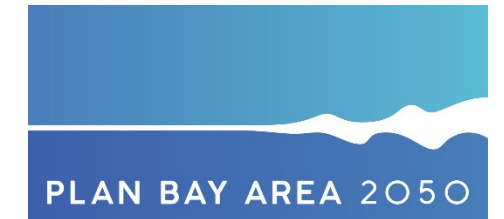
| <i>Plan Bay Area 2050 Themes and Strategies</i> | <i>Implementation Action</i> | <i>Timeframe</i> | <i>Progress Updates since Fall 2021</i> | <i>Anticipated Activities over Next 12 Months</i> |
|--|--|------------------|--|--|
| Spur Housing Production for People of All Income Levels (continued) H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies H4. Build Adequate Affordable Housing to Ensure Homes for All H5. Integrate Affordable Housing into All Major Housing Projects H6. Transform Aging Malls and Office Parks into Neighborhoods | 2h. Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies | Ongoing | (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 | (i) Continue building coalition for change in state funding process to create greater efficiencies and faster, better delivery of affordable housing |
| | 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 | Years 2-5 | (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 & Office Park Work Group; presented research findings to the Joint MTC Planning & ABAG Administrative Committee (2) Completed planning for a Mall & Office Park Transformation Working Group, including executing scopes of work and consultant contracts | (i) Deliver technical assistance through the Mall & 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 (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 |



| <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> |
|---|--|-------------------------|--|--|
| Create Inclusive Communities H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services | 3a. Seek new revenues for rental, mortgage and small-business assistance programs | Ongoing | (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 (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 <i>See 1a (2) and 1b (3) for additional relevant updates</i> | (i) Continue evaluating potential revenue generating activities that can create funding sources for tenant protection programs as part of the Business Plan process (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 (iii) Continue exploring potential funding opportunities at the federal and state level |
| | 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 | Years 2-4 | (1) Commenced creation of templates and best practices toolkit for tenant protection legislation to support Anti-Displacement pilot (2) Conducted outreach to jurisdictions and stakeholders regarding regional resources and needs <i>See 1c (1) for additional relevant updates</i> | (i) Continue outreach, coordination, and implementation of best practices technical assistance to better align jurisdictions in tenant protection and anti-displacement work |
| | 3c. Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system | Years 1-4 | (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 (2) Commenced creation of templates and best practices toolkit for homelessness prevention actions to support Homelessness Prevention pilot <i>See 1c (1) and 3b (2) for additional relevant updates</i> | (i) Continue participation in the Regional Impact Council (ii) Continue outreach, coordination, and implementation of best practices technical assistance to better align jurisdictions in homelessness prevention work |



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|---|--|-------------------------|--|---|
| Create Inclusive Communities (continued) H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services | 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 | Ongoing | (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 <i>See 2c (1) and 2i (1) for additional relevant updates</i> | (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 <i>See 2c (i) and 2i (ii) for additional relevant anticipates activities</i> |
| | 3e. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan | Years 1-3 | <i>See 1d (1) for relevant updates</i> | <i>See 1d (i) and (ii) for relevant anticipated activities</i> |
| | 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 | Years 2-5 | (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 & ABAG Administrative Committee <i>See 2i (1) for additional relevant updates</i> | (i) Publicize Public Lands Playbook and offer web-based resources and training (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 (iii) Increase accuracy of spatial data on public land regionwide by leveraging BASIS effort |

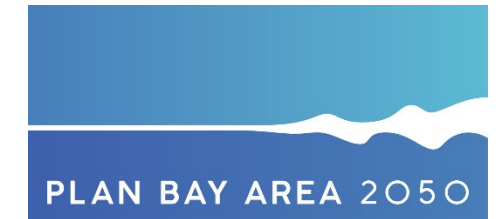


Plan Bay Area 2050 Element: ECONOMY

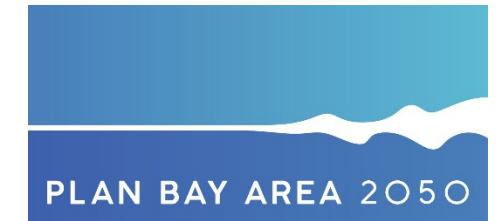
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|--|---|------------------|--|--|
| Improve Economic Mobility EC1. Implement a Statewide Universal Basic Income EC2. Expand Job Training and Incubator Programs EC3. Invest in High-Speed Internet in Underserved Low-Income Communities | 4a. Advocate 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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|--|--|------------------|---|---|
| Improve Economic Mobility (continued) 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 | 4e. Implement the recommendations of MTC and ABAG's Regional Governmental Partnership for Local Economic Rebound initiative | Years 2-5 | (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 (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 (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 | (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) (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 (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 (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) |
| | 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 | Years 2-4 | <i>No updates of note for 2022</i> | (i) Engage with key economic stakeholders as part of the upcoming update to Plan Bay Area 2050, starting in 2023 |



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|---|--|---|--|--|
| Shift the Location of Jobs 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 |

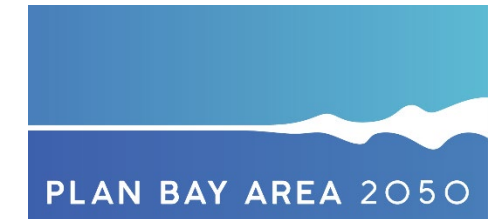


Plan Bay Area 2050 Element: TRANSPORTATION

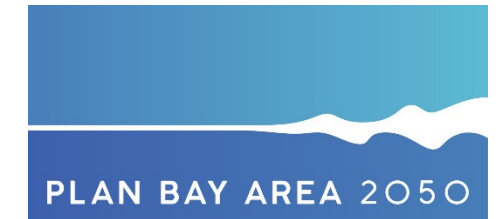
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|--|---|------------------|--|---|
| Maintain and Optimize the Existing System T1. Restore, Operate, and Maintain the Existing System T2. Support Community-Led Transportation Enhancements in Equity Priority Communities T3. Enable a Seamless Mobility 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 |



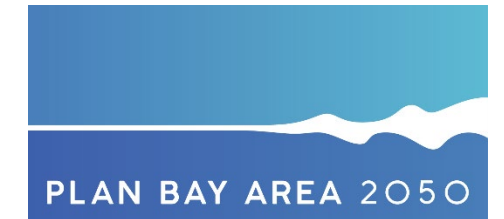
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|--|--|-------------------------|---|--|
| Maintain and Optimize the Existing System (continued) T1. Restore, Operate, and Maintain the Existing System T2. Support Community-Led Transportation Enhancements in Equity Priority Communities T3. Enable 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 | 6c. Coordinate the Bay Area’s transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding and transit ridership restoration | Years 1-2 | <i>See progress updates for implementation actions 6a, 6b, 6d, 6f</i> | <i>See anticipated activities for implementation actions 6a, 6b, 6d, 6f</i> |
| | 6d. Reassess Plan Bay Area 2050’s transportation element financial assumptions in 2023 to better reflect the region’s post-COVID-19 financial conditions | Years 3-4 | (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 | (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 |
| | 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 | Ongoing | (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) | (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 |



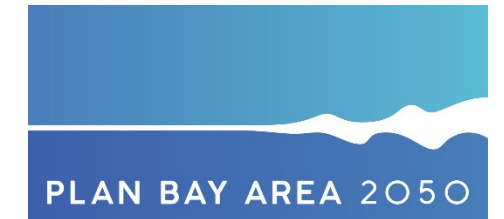
| Plan Bay Area 2050 Themes and Strategies | Implementation Action | Timeframe | Progress Updates since Fall 2021 | Anticipated Activities over Next 12 Months |
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| Maintain and Optimize the Existing System (continued) T1. Restore, Operate, and Maintain 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 | 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: <ul style="list-style-type: none"> • Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects • Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform • Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment, and delivering near-term transit corridor projects • Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information | Year 1 (fares); Years 1-3 (bus signal priority and transit network); Years 1-4 (mapping and wayfinding) | (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 (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 (3) Conducted initial scoping activities for a Connected Network Plan <i>See 6b (1-2) for additional relevant updates</i> | (i) Kick off the Regional Mapping and Wayfinding project, including design of the draft standards, planning for prototype testing, and stakeholder and public engagement (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) (iii) Complete the I-80 Design Alternatives Assessment; evaluate and refine transit priority work program and kick-off stakeholder engagement (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 <i>See 6b (i-ii) for additional relevant anticipated activities</i> |
| | 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 | Years 1-3 | (1) Updated CBTP program guidelines in spring 2022 via MTC Resolution No. 4514 (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 (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 | (i) Continue Lifeline restructuring effort, including support for project development and implementation activities in support of CBTP recommendations (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 |



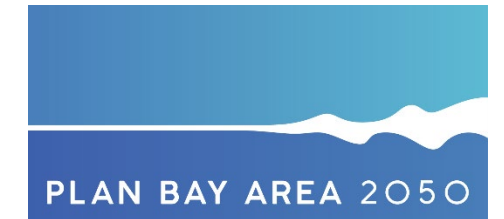
| <i>Plan Bay Area 2050 Themes and Strategies</i> | <i>Implementation Action</i> | <i>Timeframe</i> | <i>Progress Updates since Fall 2021</i> | <i>Anticipated Activities over Next 12 Months</i> |
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| Maintain and Optimize the Existing System (continued) 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 | 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 | Years 1-3 | (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 (2) Worked with transit agencies and software companies to ready transit agencies for Next Gen Clipper system | (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 (ii) Meet with stakeholders in each county to determine who will lead mobility management functions (iii) Design and issue one-seat ride pilot program call for projects; award project funding for up to three pilots |
| | 6i. Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network | Years 3-5 | (1) Started installation of new equipment on transit vehicles and platforms (2) Completed design and started initial testing for the next generation system | (i) Test new operator rules, fare products, and regional transfers (ii) Complete pilot testing of next generation system and install majority of new equipment (iii) Plan for customer transition from current to next generation system |



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| Maintain and Optimize the Existing System (continued) 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 | 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 | Ongoing | (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 (2) Continued “Connected Bay Area” coordination on fiber communication and Transportation Management Center-related projects (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 <i>See 6f (2) for additional relevant updates</i> | (i) Begin operation of the 18-month Express Lanes START pilot by the end of 2022; evaluation will be ongoing (ii) Continue “Connected Bay Area” coordination on regional fiber projects, to inform upcoming OBAG-3 funded design project to be issued in fall 2022 (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 <i>See 6f (ii) for additional relevant anticipated activities</i> |
| | 6k. Identify strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public | Years 2-3 | (1) Secured Caltrans Strategic Partnerships grant and kicked off Next Generation Bay Area Freeways Study (2) Convened staff-level and executive-level advisory groups, both composed of state, county, transit and non-governmental stakeholders (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 | (i) Engage with diverse stakeholders that are not part of the advisory group (ii) Co-create pathways toward defined goals that package pricing and complementary strategies (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 (iv) Refine pathways through further analysis and robust community/stakeholder engagement |



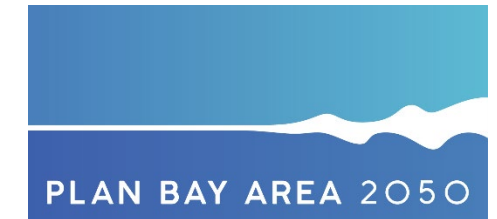
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| Create Healthy and Safe Streets T8. Build a Complete Streets Network T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | 7a. Seek new revenues and/or increased funding for transportation, including for Complete Streets 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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| Create Healthy and Safe Streets (continued) T8. Build a Complete Streets Network T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds | 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 | Ongoing | (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 (2) Launched pilots of non-pavement asset management projects through the Pavement Technical Assistance Program, such as traffic signs, curb ramps, sidewalks, etc. (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 | (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 (ii) Continue developing funding strategy for inventory and condition assessment for roadway and safety assets such as sidewalks, curb ramps, traffic signals, etc. (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 |
| Build a Next-Generation Transit Network 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 | 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 | Ongoing | <i>See 6a (1-3) for relevant updates</i> | <i>See 6a (i-iii) for relevant anticipated activities</i> |



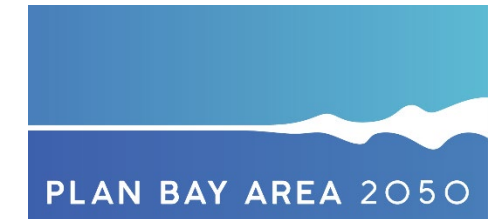
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| Build a Next-Generation Transit Network (continued) T10. Enhance Local Transit Frequency, Capacity, and Reliability T11. Expand and Modernize the Regional Rail Network T12. Build an Integrated Regional Express Lane and Express Bus Network | 8b. Advocate 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 | Years 1-4 | (1) Held a Commission workshop in May focused on transportation megaprojects (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 <i>See 6a (1-3) for additional relevant updates</i> | (i) Adopt MAP policy reinforcements and risk management program in late 2022 (ii) Continue to work with partners to fund/deliver projects through the MAP effort <i>See 6a (i-iii) for additional relevant anticipated activities</i> |
| | 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 | Ongoing | (1) Supported CAHSR funding in FY 2022-23 State Budget negotiations (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 | (i) Continue federal coordination on CAHSR needs and opportunities with the California High-Speed Rail Authority |
| | 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 | Ongoing | (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 (2) Reviewed IJJA language pertaining to the Congestion Reduction Program, which has created a new avenue to convert general purpose lanes to priced facilities | (i) Reevaluate advocacy needs in 2024 after the Next Generation Bay Area Freeways Study has been completed |



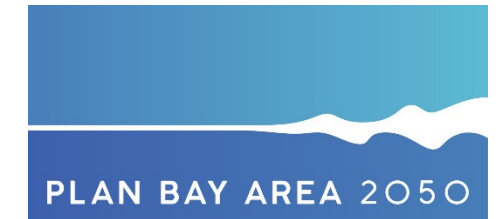
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|--|--|--|---|--|
| Build a Next-Generation Transit Network (continued) T10. Enhance Local Transit Frequency, Capacity, and Reliability T11. Expand and Modernize the Regional Rail Network T12. Build an Integrated Regional Express Lane and Express Bus 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> |
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Plan Bay Area 2050 Element: ENVIRONMENT

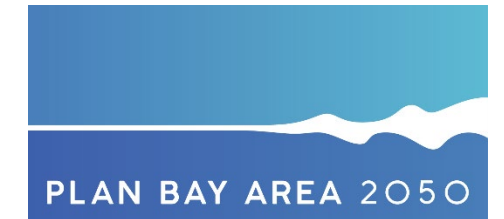
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|---|--|------------------|--|---|
| Reduce Risks from Hazards EN1. Adapt to Sea Level Rise EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings | 9a. Seek new revenues to support sea level rise adaptation | Ongoing | (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 (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 (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 | (i) Monitor implementation of new state climate adaptation grant programs (ii) Support funding requests to advance a Highway 37 that is resilient against long-term sea level rise |
| | 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 | Years 1-2 | (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 (2) Advanced and advocated for grant proposal ideas for the Governor’s Office of Planning and Research (OPR) Regional Resilience Grant Program (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 | (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 (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 (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 |



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| Reduce Risks from Hazards (continued) EN1. Adapt to Sea Level Rise EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings | 9c. Seek new revenues to incentivize residential building retrofits and advocate for changes relative to the use of ratepayer funds | Years 3-5 | (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 (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 | (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 (ii) Continue to advocate for changes relative to the use of ratepayer funds (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 |
| | 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 | Years 3-5 | (1) Received \$5 million from IJJA to fund San Francisco Estuary Partnership-led climate adaptation planning and implementation projects (2) Identified sections of shoreline with inundation risk but no known adaptation plan through mapping effort in action 9i <i>See 9a (1-3) for additional relevant updates</i> | (i) Support SFEP-funded adaptation planning project leveraging IJJA funds (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 (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 |
| | 9e. Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels | Ongoing | <i>See 9f (1-2) and 9i (1-3) for relevant updates</i> | <i>See 9f (i-ii) and 9i (i-iii) for relevant anticipated activities</i> |



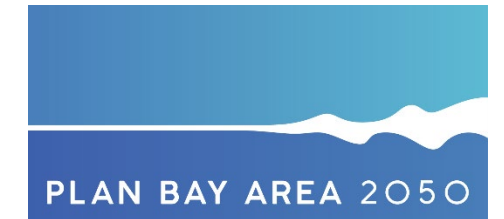
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| Reduce Risks from Hazards (continued) EN1. Adapt to Sea Level Rise EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings | 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 | Years 2-5 | (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 (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 | (i) Support BCDC with the development of regional sea level rise guidelines (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 |
| | 9g. Prioritize implementation of natural and nature-based solutions through the San Francisco Estuary Partnership's (SFEP) projects and programs | Ongoing | (1) Completed and released the 2022 Estuary Blueprint with actions prioritizing natural and nature-based solutions (2) Received funding from state and federal sources to support natural and nature-based adaptation projects | (i) Track and report progress on implementing the Estuary Blueprint (ii) Apply for US EPA funds for construction of Palo Alto Horizontal Levee and additional site designs |
| | 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 | Years 3-5 | (1) Continued expansion of Water Upgrades \$ave utility partnerships | (i) Seek new or additional funding to support feasibility studies and continued analysis, focused on the goal of expanding BayREN's scope and mission <i>See 9c (i-iii) for additional relevant updates</i> |
| | 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 | Years 1-3 | (1) Partnered with BCDC to co-lead the Sea Level Rise Adaptation Funding and Investment Framework (Framework) (2) Created an inventory of all known shoreline adaptation projects in the region (3) Convened a Technical Advisory Group six times | (i) Host workshops with local governments to receive input on the Framework (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 (iii) Complete the Framework, resulting in equitable adaptation funding findings for the region |
| | 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 | Years 2-4 | <i>No updates of note for 2022</i> | (i) Track CAL FIRE's development of updated fire hazard severity zone maps and consider integrating revised maps into growth geographies (ii) Evaluate integration of work products from ongoing sea-level rise adaptation and PCA Refresh efforts |



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| Reduce Risks from Hazards (continued) EN1. Adapt to Sea Level Rise EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings | 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 | Years 1-3 | (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 (2) Conducted substantial stakeholder engagement in the fall of 2021 to identify energy needs and inform BayREN's Business Plan proposal (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 | (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 |
| Expand Access to Parks and Open Space EN4. Maintain Urban Growth Boundaries EN5. Protect and Manage High-Value Conservation Lands EN6. Modernize and Expand Parks, Trails, and Recreation Facilities | 10a. Advocate for the preservation of existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development | Years 3-5 | <i>No updates of note for 2022</i> | (i) Continue supporting legislation focused on incentivizing infill development (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 |
| | 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 | Years 3-5 | <i>No updates of note for 2022</i> | (i) Evaluate advocacy options as part of future advocacy programs |



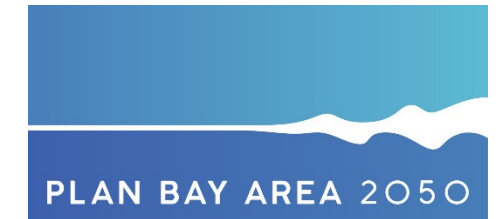
| <i>Plan Bay Area 2050 Themes and Strategies</i> | <i>Implementation Action</i> | <i>Timeframe</i> | <i>Progress Updates since Fall 2021</i> | <i>Anticipated Activities over Next 12 Months</i> |
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| Expand Access to Parks and Open Space (continued) 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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|--|--|---|--|---|
| Reduce Climate Emissions EN7. Expand commute trip reduction programs at major employers EN8. Expand Clean Vehicle Initiatives EN9. Expand Transportation Demand Management Initiatives | 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 | Years 1-2 (Evaluate); Years 3-5 (Seek) | (1) Determined that any potential legislative activities should be delayed at least three years given current economic conditions | (i) Evaluate existing commute trip reduction program in partnership with the Air District |
| | 11b. Seek new revenues and/or increased funding to support climate, electrification and travel demand management needs | Ongoing | (1) Engaged with the development of the IJJA and IRA, which included significant new funding zero-emission vehicles and infrastructure, among other areas (2) Spearheaded a Bay Area Infrastructure Grants strategy aimed at maximizing Bay Area competitiveness for federal grants, including bus electrification grants (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 (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 <i>See 6a (1-3) for additional relevant updates</i> | (i) Continue federal grant advocacy and monitor IJJA formula funding rules and regulations <i>See 6a (i-iii) for additional relevant updates</i> |



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|--|--|-------------------------|---|--|
| Reduce Climate Emissions (continued) EN7. Expand commute trip reduction programs at major employers EN8. Expand Clean Vehicle Initiatives EN9. Expand Transportation Demand Management Initiatives | 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 | Ongoing | (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 <i>See 11a (1) for additional relevant updates</i> | (i) Explore further opportunities to advance this action given realistic picture of existing and anticipated funding and staffing resources (ii) Provide coordination and support for local governments required to implement VMT Reduction Policies for Connected Community PDA designation (iii) Share high-level procurement plans with TDM partners and local agencies responsible for local commuter benefits program |
| | 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 | Years 1-2 | (1) Secured \$10M in OBAG-3 funding (for both MTC and BAAQMD) for the program (2) Initiated regular procurement planning with the Air District <i>See 11a (1) for additional relevant updates</i> | (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 (ii) Coordinate with Air District when enforcement activities resume and on their “Flex Your Commute” project |



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|--|--|------------------|--|---|
| Reduce Climate Emissions (continued) EN7. Expand commute trip reduction programs at major employers EN8. Expand Clean Vehicle Initiatives EN9. Expand Transportation Demand Management Initiatives | 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 | Years 2-5 | (1) Initiated Mobility Hubs pilot program with seven projects and initiated technical assistance support for pilot program sponsors (2) Initiated Targeted Transportation Alternatives pilot to incentivize active and shared travel and shift away from solo driving trips (3) Developed Local Parking Management Grant Program and released a Call for Projects (4) Released a Letter of Interest and Call for Project ideas to support the development of a transportation electrification program (5) Executed MTC SHIFT agreements with four employer partners, collected and analyzed data (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 | (i) Continue technical assistance support for Mobility Hub pilot program sponsors; release call for projects and initiate projects (ii) Analyze Targeted Transportation Alternatives pilot findings and scale program for next phase (iii) Collect local project funding requests and recommend awards for parking-related efforts (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 (v) Execute MTC SHIFT agreement with one remaining employer partner and continue to collect and analyze data (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 |
| | 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 | Years 2-5 | (1) Completed internal OBAG-3 TDM questionnaire to determine coordination opportunities and potential to reduce VMT and GHG | (i) Evaluate feasibility of developing a more coordinated TDM work plan given available staffing and resources |
| | 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 | Years 2-4 | (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 <i>See 11a (1) for additional relevant updates</i> | (i) Continue discussions with Air District regarding roles and responsibilities and evaluate potential need to recalibrate implementation priorities for this strategy |



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 |