



**PLAN BAY AREA 2050 IMPLEMENTATION PLAN: 2023 PROGRESS UPDATE**

**ATTACHMENT A**

**Plan Bay Area 2050 Element: HOUSING**

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Protect and Preserve Affordable Housing</b>  H1. Further Strengthen Renter Protections Beyond State Legislation  H2. Preserve Existing Affordable Housing	1a. Advocate for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	Ongoing	(1) Sponsored AB 1319 (Wicks, 2023) in preparation for a November 2024 regional housing measure, which clarifies provisions of BAHFA authorizing legislation (AB 1487), including providing that the measure can fund homelessness prevention services.  (2) Supported ACA 1 and other efforts to advance a statewide ballot measure to lower the voter approval threshold for housing and infrastructure measures to 55 percent, which would apply to the BAHFA measure.	(i) Continue to support AB 1319, ACA 1 and a statewide measure to lower the voter approval threshold, all aimed at supporting the 2024 regional housing measure.  (ii) 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) Supported SB 225 (Caballero) which would create a new statewide preservation program and supported AB 1657 (Wicks) which would provide up to \$1.5. billion to fund the new preservation program.  (3) Secured a new federal “Pro-Housing” grant program for which BAHFA is an eligible recipient.	(i) Continue ongoing outreach to jurisdictions, housing stakeholders, and communities to build support for a 2024 regional housing 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) Create a new “Moderate-Income Housing Acquisition Program” to better pursue affordable housing preservation and production goals using project revenue bond financing.  (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 federal appropriations bills.



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<p><b>Protect and Preserve Affordable Housing (continued)</b></p> <p>H1. Further Strengthen Renter Protections Beyond State Legislation</p> <p>H2. Preserve Existing Affordable Housing</p>	<p>1c. Launch and deliver BAHFA pilot projects to develop standardized best practices for tenant protection programs; scope potential regional-scale anti-displacement programs; and launch and deliver a BAHFA pilot program to pursue new affordable housing preservation strategies, including the restructured Bay Area Preservation Pilot Program</p>	<p>Years 2-4</p>	<p>(1) Conducted stakeholder engagement to determine the need for a Bay Area Eviction and Legal Services Study to better understand the rates and causes of eviction, and the capacity of the current legal services landscape to meet the needs of tenants facing eviction.</p> <p>(2) Conducted stakeholder engagement and secured funding from an MTC grant to launch the BAHFA Rental Assistance Pilot, a pilot program that will provide a shallow rental subsidy to extremely low-income, rent-burdened seniors and people with disabilities to prevent homelessness.</p> <p>(3) Conducted stakeholder outreach and secured BAHFA Board approval for the new Housing Preservation Pilot funded by the second round of Regional Early Action Planning Grants (REAP 2.0), which will provide financing to developers and community land trusts to acquire and rehabilitate market-rate housing and establish affordability restrictions for existing and future residents.</p> <p>(4) Closed five deals using the Welfare Tax Exemption Preservation (WTEP) Program with three different developers, converting 144 market-rate housing units into permanently affordable housing for households earning 80% of area median income or less.</p>	<p>(i) Launch the Bay Area Eviction and Legal Services Study; results expected fall 2024.</p> <p>(ii) Procure a contractor to administer the BAHFA Rental Assistance Pilot; launch and begin delivering results toward program goals.</p> <p>(iii) Launch the REAP 2.0 Housing Preservation Pilot; funds will be fully committed by the REAP 2.0 encumbrance deadline in summer 2024.</p> <p>(iv) Continue to administer the WTEP Program, accepting eligible projects on a rolling basis.</p> <p><i>See 1b for additional relevant anticipated activities</i></p>
	<p>1d. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p>(1) Completed a Final Draft of the Business Plan’s Equity Framework and Funding Programs and presented to BAHFA and ABAG policymakers for feedback.</p> <p>(2) Began research for the third component of the Business Plan, an operational and sustainability plan to implement financing programs identified in the Equity Framework and Funding Programs.</p>	<p>(i) Approval of the Business Plan’s Equity Framework and Funding Programs by the BAHFA Board and ABAG Executive Board.</p> <p>(ii) Completion of the Business Plan’s operational and sustainability plan component.</p> <p>(iii) Submit final integrated Business Plan to the Boards for approval in 2024.</p>



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<p><b>Protect and Preserve Affordable Housing (continued)</b></p> <p>H1. Further Strengthen Renter Protections Beyond State Legislation</p> <p>H2. Preserve Existing Affordable Housing</p>	<p>1e. Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies</p>	<p>Ongoing</p>	<p>(1) Advocated to state and federal government to include BAHFA as an eligible recipient of state/federal preservation funds.</p> <p>(2) Conducted background research for potential revisions to state housing element law to give local governments Regional Housing Needs Allocation (RHNA) “credit” for preserving housing.</p> <p><i>See 1b for additional relevant updates</i></p>	<p>(i) Continue advocating, where appropriate, to make BAHFA an eligible recipient of state/federal preservation funds.</p> <p>(ii) Continue exploring changes to state housing element law related to RHNA “credits” for housing preservation; engage with key partners and stakeholders to test viability of a legislative proposal.</p> <p><i>See 1b for additional relevant anticipated activities</i></p>
<p><b>Spur Housing Production for People of All Income Levels</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2a. Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies</p>	<p>Ongoing</p>	<p>(1) Tracked SB 423 (Wiener) which would extend the multifamily housing construction streamlining provisions of Wiener’s SB 35 of 2017 and strengthens labor provisions to require “skilled and trained” workforce requirements in high-rise projects (projects over 85 feet) utilizing SB 35 streamlining.</p>	<p>(i) Continue to advocate for legislation that enables a greater mix of housing and commercial densities and types in Growth Geographies.</p>



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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2b. Seek new revenues for affordable housing production and explore better coordination of existing funding streams</p>	<p>Ongoing</p>	<p>(1) Supported efforts to provide additional state resources for housing, homelessness prevention, and housing-supportive infrastructure planning and services; the FY 2023-24 state budget largely maintained prior year funding commitments.</p> <p>(2) Supported AB 1657 (Wicks), a \$10 billion statewide housing bond.</p> <p>(3) Supported ACA 1 (Aguiar-Curry) to reduce the vote threshold to 55% for regional housing bonds and other infrastructure measures.</p> <p>(4) Secured a new federal Pro-Housing program in the 2023 federal appropriations bill for which BAHFA is an eligible recipient; program is proposed to be funded again in the draft 2024 appropriations bill.</p> <p>(5) Support efforts to expand federal LIHTC in California, including through supporting reducing required state “match” (reduce Private Activity Bond match to 25% from 50%).</p> <p><i>See 1b for additional relevant updates</i></p>	<p>(i) Support a statewide housing bond &amp; BAHFA regional housing measure on the 2024 ballot.</p> <p>(ii) Support a 2024 statewide measure to lower the vote threshold for affordable housing bonds.</p> <p>(iii) Continue advocating for federal funding for affordable housing production, as well as federal policy changes that will increase California’s affordable housing financing capacity.</p> <p><i>See 1b and 1c for additional relevant anticipated activities</i></p>



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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2c. Continue and seek greater strategic alignment of existing and future programs and financial resources to help local jurisdictions increase their supply of affordable homes and develop context-specific inclusionary zoning and affordable housing incentives. Relevant existing programs include PDA Planning Grants, PDA Technical Assistance and Regional Housing Technical Assistance; new programs could be introduced to support planning and redevelopment of malls and office parks in PDAs and other Growth Geographies.</p>	<p>Ongoing</p>	<p>(1) Secured approvals for the Priority Sites Pilot Program, to support high-impact, regionally significant affordable housing projects on key public and private re-use sites; released a Call for Nominations for local governments and developers to nominate potential sites.</p> <p>(2) Updated PDA Planning Program guidance for anticipated grant rounds funded by OBAG 3 to integrate Plan Bay Area 2050 housing strategies and MTC’s Transit Oriented Communities (TOC) Policy.</p> <p>(3) Awarded \$15 million in PDA Planning and Technical Assistance grants leveraging the new guidelines to ensure PBA 2050 and TOC Policy integration.</p> <p><i>See 1b for additional relevant updates</i></p>	<p>(i) Adopt the first-ever set of Priority Sites; disburse approximately \$28 million in REAP 2.0 funding to accelerate affordable housing on a subset of the inaugural Priority Sites.</p> <p>(ii) Continue exploration of programs to finance individual project revenue bond projects for affordable moderate-income housing in advance of potential 2024 General Obligation bond funding measure.</p> <p>(iii) Disburse an additional \$8 million PDA Planning and Technical Assistance grants, while also administering the existing grant portfolio and partnering with local governments to align local planning with Plan Bay Area 2050 and the TOC Policy.</p> <p><i>See 1b for additional relevant anticipated activities</i></p>
	<p>2d. Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025</p>	<p>Ongoing</p>	<p>(1) Engaged with jurisdictions that have not yet completed or initiated PDA plans to encourage them to apply for funding to do so.</p> <p>(2) Awarded new PDA Planning Grants to four PDAs required to complete a plan by 2025.</p>	<p>(i) Track remaining PDAs that have yet to complete or initiate a qualifying plan.</p> <p>(ii) Conduct additional engagement with jurisdictions that have not yet completed or initiated PDA plans to encourage them to apply for funding in the next round of PDA Planning grants.</p>
	<p>2e. Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit</p>	<p>Years 1-2 (policy update); Ongoing thereafter</p>	<p>(1) Completed Draft Administrative Guidance for implementation of MTC’s TOC Policy based on extensive engagement with local governments and other stakeholders.</p> <p><i>See 2c for additional relevant updates</i></p>	<p>(i) Finalize the Administrative Guidance to the TOC Policy and continue engagement with local government staff on implementation.</p> <p><i>See 2c for additional relevant anticipated activities</i></p>



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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2f. Launch and deliver BAHFA pilot projects to facilitate production and ensure equitable access to affordable housing, including a regional affordable housing application platform ("Doorway") and an affordable housing pipeline database</p>	<p>Years 2-4</p>	<p>(1) Leveraged partnership with Google Fellowship program to soft-launch Doorway – a centralized, web-based resource for affordable housing listings and applications.</p> <p>(2) Completed data gathering and analysis of affordable housing pipeline data, revealing that the Bay Area has nearly 33,000 affordable units in some phase of pre-development in need of approximately \$7.6 billion in gap funding.</p> <p><i>See 1c for additional relevant updates</i></p>	<p>(i) Embark on next phase of Doorway development, including onboarding several local governments into the system, adding application capacity, and building new features for the portal.</p> <p>(ii) Complete an update of affordable housing pipeline data as part of pipeline project.</p>
	<p>2g. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p><i>See 1d for relevant updates</i></p>	<p><i>See 1d for relevant anticipated activities</i></p>





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<p><b>Spur Housing Production for People of All Income Levels (continued)</b></p> <p>H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies</p> <p>H4. Build Adequate Affordable Housing to Ensure Homes for All</p> <p>H5. Integrate Affordable Housing into All Major Housing Projects</p> <p>H6. Transform Aging Malls and Office Parks into Neighborhoods</p>	<p>2h. Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies</p>	<p>Ongoing</p>	<p>(1) Explored partnerships with Bay Area jurisdictions and developers to revise the state funding process and create more efficiencies in Tax Credit Allocation Committee and California Debt Limit Allocation Committee applications.</p>	<p>(i) Continue building coalition for change in state funding process to create greater efficiencies and faster, better delivery of affordable housing.</p> <p>(ii) Work with regional housing stakeholders to research and replicate housing development and financing models that will deliver more affordable housing at a lower cost.</p> <p>(iii) Evaluate advocacy options as part of future advocacy cycles.</p>
	<p>2i. Identify redevelopment opportunities and challenges and partner with local jurisdictions, community members, property owners, affordable housing developers, and other stakeholders to accelerate the redevelopment of aging malls and office parks</p>	<p>Years 2-5</p>	<p>(1) Launched the Priority Sites Pilot Program, which will support the transformation of aging malls and office parks.</p> <p>(2) Delivered technical assistance through the Mall &amp; Office Park Transformation Working Group, including templates and tools that can be tailored for local jurisdictions.</p>	<p>(i) Adopt the first-ever set of Priority Sites; disburse approximately \$28 million in REAP 2.0 funding to accelerate affordable housing on a subset of the inaugural Priority Sites.</p>



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<p><b>Create Inclusive Communities</b></p> <p>H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities</p> <p>H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services</p>	<p>3a. Seek new revenues for rental, mortgage and small-business assistance programs</p>	<p>Ongoing</p>	<p>(1) Continued to coordinate with housing stakeholders seeking to pursue a 2024 state constitutional amendment to expand eligible uses of bond proceeds to include capitalized rental assistance.</p> <p>(2) Sponsored AB 1319 (Wicks), which revises BAHFA’s enabling legislation to ensure BAHFA’s ability to take advantage of potential constitutional amendment to increase funding eligibility for rental assistance.</p> <p>(3) Conducted research via the BAHFA Business Plan consultant team into potential revenue-generating financing products, the proceeds of which could be reinvested in rental and mortgage assistance programs.</p> <p>(4) Built potential revenue-generating financing products into the BAHFA Business Plan to ensure programmatic sustainability.</p> <p><i>See 1a and 1b for additional relevant updates</i></p>	<p>(i) Continue coordinating with housing stakeholders about potential 2024 state constitutional amendment to expand eligibility of bond proceeds.</p> <p>(ii) Continue exploring potential funding opportunities at the federal and state level.</p>
	<p>3b. Launch and deliver BAHFA pilot projects that will focus on developing standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs</p>	<p>Years 2-4</p>	<p><i>See 1c for additional relevant updates</i></p>	<p><i>See 1c for additional relevant anticipated activities</i></p>





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<p><b>Create Inclusive Communities (continued)</b></p> <p>H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities</p> <p>H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services</p>	<p>3c. Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system</p>	<p>Years 1-4</p>	<p>(1) Continued to participate in the Regional Impact Council, a multistakeholder initiative led by All Home charged with ending homelessness in the Bay Area; participated in a variety of working groups and subcommittees to advance solutions to homelessness.</p> <p>(2) Held a convening of over 40 agency leaders from Public Housing Authorities, Homeless Service Departments, and Housing Departments regarding the need and potential solutions for creating more Permanent Supportive Housing.</p> <p><i>See 1c for additional relevant updates</i></p>	<p>(i) Continue participation in the Regional Impact Council.</p> <p>(ii) Continue outreach and coordination regarding permanent supportive housing and homelessness prevention in the region.</p> <p><i>See 1c for additional relevant anticipated activities</i></p>
	<p>3d. Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program, the PDA Planning Grants and PDA Technical Assistance programs, as well as eligible new funding sources, to plan for public land reuse and to advance residential and mixed-use projects with a large share of affordable housing</p>	<p>Ongoing</p>	<p>(1) Awarded new PDA Planning and Technical Assistance grants for PDAs that contain publicly owned sites eyed for reuse as mixed-income and/or affordable housing.</p> <p>(2) Continued oversight of previously awarded PDA Planning Grant and Technical Assistance projects containing publicly owned sites eyed for reuse as mixed-income affordable housing.</p> <p>(3) Launched the Priority Sites Pilot Program, which will support the reuse of publicly owned land for affordable housing.</p> <p><i>See 2c and 2i for additional relevant updates</i></p>	<p>(i) Design upcoming round of PDA and RHTA Planning Grants to prioritize plans and technical assistance that support major reuse projects on public land, particularly sites identified in Plan Bay Area 2050.</p> <p>(ii) Adopt the inaugural set of Priority Sites. Disburse approximately \$28 million in REAP 2.0 funding to accelerate affordable housing on a subset of the inaugural Priority Sites.</p> <p><i>See 2c and 2i for additional relevant anticipates activities</i></p>
	<p>3e. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan</p>	<p>Years 1-3</p>	<p><i>See 1d for relevant updates</i></p>	<p><i>See 1d for additional relevant anticipated activities</i></p>
	<p>3f. Advance an initiative identifying challenges and opportunities for catalyzing the reuse of public and community-owned land by partnering with local jurisdictions, community members, public landowners, community land trusts and a broad range of other stakeholders</p>	<p>Years 2-5</p>	<p>(1) Publicized the Public Land Playbook (produced in 2022), including offering web-based resources and training.</p> <p>(2) Launched the Priority Sites Pilot Program, which will support the reuse of publicly owned land for affordable housing.</p> <p><i>See 2i for additional relevant updates</i></p>	<p>(i) Adopt the inaugural set of Priority Sites. Disburse approximately \$28 million in REAP 2.0 funding to accelerate affordable housing on a subset of the inaugural Priority Sites.</p>



## Plan Bay Area 2050 Element: ECONOMY

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<b>Improve Economic Mobility</b>  EC1. Implement a Statewide Universal Basic Income  EC2. Expand Job Training and Incubator Programs  EC3. Invest in High-Speed Internet in Underserved Low-Income Communities	4a. Advocate for a potential statewide pilot program related to a universal basic income	Years 3-5	<i>No updates of note for 2023</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 2023</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) Tracked SB 423 (Wiener) which would extend the multifamily housing construction streamlining provisions of Wiener's SB 35 of 2017 and strengthens labor provisions to require "skilled and trained" workforce requirements in high-rise projects (projects over 85 feet) utilizing SB 35 streamlining.	(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	<i>No updates of note for 2023</i>	(i) Evaluate advocacy options as part of future advocacy cycles



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<p><b>Improve Economic Mobility (continued)</b></p> <p>EC1. Implement a Statewide Universal Basic Income</p> <p>EC2. Expand Job Training and Incubator Programs</p> <p>EC3. Invest in High-Speed Internet in Underserved Low-Income Communities</p>	<p>4e. Implement the recommendations of MTC and ABAG's Regional Governmental Partnership for Local Economic Rebound initiative</p>	<p>Years 2-5</p>	<p>(1) Received a planning and technical assistance grant from the US Economic Development Administration (EDA) to begin updating the Comprehensive Economic Development Strategy (CEDS) to maintain Bay Area's Economic Development District (EDD) status.</p> <p>(2) Submitted two additional grant applications to the US EDA for developing a regional East Bay-focused Manufacturing, Industrial Lands and Logistics Strategy (MILLS) and an Assessment of Critical Energy for Manufacturing Resiliency.</p> <p>(3) Continued to engage with Bay Area High-Roads Transition Collaborative (HRTC) on the State-funded Community Economic Resilience Fund (CERF) program.</p>	<p>(i) Initiate the CEDS update by September 2023; form a steering committee with representation from multiple sectors to guide the effort.</p> <p>(ii) Continue to participate in the HRTC process as an active member of a 21-member Steering Committee.</p>
	<p>4f. Partner with regional economy stakeholders, including labor, business and education partners, on research and modeling of workforce supply challenges facing the region and megaregion</p>	<p>Years 2-4</p>	<p>(1) Partnered with Pacific Gas &amp; Energy (PGE) to explore funding a Community Micro Grid (CMG) pilot for industrial uses in Contra Costa and Solano counties and BayREN to explore the potential for creating a revolving loan program for "almost-banked" minority-owned contractors working on residential decarbonization in low-income communities.</p> <p>(2) Partnered with the Lawrence Berkeley National Laboratory (LBNL) and the Governor's Office of Business and Economic Development (GOBiz) to submit a proposal to the US EDA for an innovation and manufacturing hub in the East Bay focused on next-generation solid-state battery technology.</p>	<p>(i) Submit up to three applications to PG&amp;E at the end of the year for a CMG pilot in Contra Costa and Solano counties and partner with the HRTC/CERF process to help set up a revolving loan fund for minority contractors working on residential decarbonization.</p>



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<b>Shift the Location of Jobs</b>  EC4. Allow Greater Commercial Densities in Growth Geographies  EC5. Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit  EC6. Retain and Invest in Key Industrial Lands	5a. Advocate for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	Ongoing	<i>See 2a for relevant updates</i>	<i>See 2a 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 2c and 2e 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 and 2e for relevant updates</i>	<i>See 2c and 2e 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) Awarded four grants as part of the PPA Pilot Program that will assist 26 PPAs across three counties.	(i) Administer the PPA Pilot Program grants and partner with local governments and economic development associations to advance policy and land use strategies aligned with Plan Bay Area 2050.



## Plan Bay Area 2050 Element: TRANSPORTATION

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<p><b>Maintain and Optimize the Existing System</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>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</p>	<p>Ongoing</p>	<p>(1) Led Bay Area partners in supporting a \$5.1 billion, four-year transit package in the FY 2023-24 State Budget.</p> <p>(2) Engaged with the nation’s large transit operators to refine a federal transit operating proposal (targeted for 2026 reauthorization or beyond).</p> <p>(3) Engaged with stakeholders and the public on the scope and priorities for a future regional transportation revenue measure.</p> <p>(4) Supported federal Infrastructure Investment and Jobs Act (IIJA) implementation at the state and federal level, which was signed into law in November 2021 and included historic levels of transportation investments.</p> <p>(5) Supported federal Inflation Reduction Act (IRA) implementation at the state and federal level, which was signed into law in August 2022 and created new funding opportunities for zero-emission transit transition and community-led transportation improvements in historically disadvantaged communities.</p> <p>(6) Supported implementation of MTC’s 2022 IIJA grants strategy and regional priority transportation project list to maximize the Bay Area’s share of new competitive federal funds.</p>	<p>(i) Advocate for the FY 2024-25 portion of the state transit package (funds committed in the FY 2023-24 budget deal).</p> <p>(ii) Sponsor regional transportation revenue measure enabling legislation, focusing on the 2026 ballot.</p> <p>(iii) Continue to engage with stakeholders and the public on the scope and priorities for a future regional transportation revenue measure.</p> <p>(iv) Continue to support IIJA and IRA implementation.</p>
	<p>6b. Evaluate and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study (FCIS) recommendations</p>	<p>Years 1-2</p>	<p>(1) Advocated for the FY 2023-24 transit package in the state budget, which includes “accountability” provisions.</p> <p>(2) Supported the continued expansion of Clipper BayPass, a two-year pilot project providing an all-agency transit pass to participating students at select universities and select affordable housing communities.</p> <p>(3) Secured approval from the Fare Integration Task Force for the deployment of a No-cost &amp; Reduced Cost Inter-agency Transfer Pilot concurrent with the launch of the Next Generation Clipper system in 2024.</p>	<p>(i) Deploy Clipper BayPass for businesses and other institutions as the region’s first all-transit operator pass product sold for use by the public.</p> <p>(ii) Provide all transit users with an up to \$2.50 transfer credit whenever making an inter-agency transfer.</p> <p>(iii) Continue to explore legislative and funding opportunities for other fare integration efforts, such as an individual passes.</p>

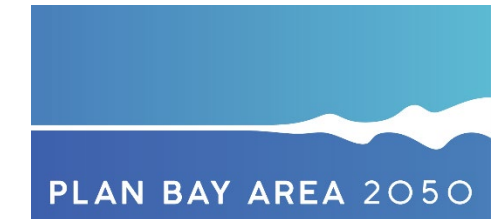


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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6c. Coordinate the Bay Area’s transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding and transit ridership restoration</p>	<p>Years 1-2</p>	<p>See 6a, 6b, 6d, and 6f for relevant updates</p>	<p>See anticipated activities for implementation actions 6a, 6b, 6d, 6f</p>
	<p>6d. Reassess Plan Bay Area 2050’s transportation element financial assumptions in 2023 to better reflect the region’s post-COVID-19 financial conditions</p>	<p>Years 3-4</p>	<p>(1) Continued to work with transit operators to estimate the anticipated operation funding deficits, which will inform how to best approach the financial assumptions update for Plan Bay Area 2050+.</p> <p>(2) Engaged County Transportation Authorities to understand any changes to sales tax forecasts, which will also inform projections for other sales tax-based revenues such as Transportation Development Act (TDA) and Assembly Bill 1107 funds.</p>	<p>(i) Finalize the financial assumptions methodology and financial projections for the coming decades for use in the Plan Bay Area 2050+ Draft and Final Blueprint, accounting for the impacts of the COVID-19 pandemic on the transportation system and Bay Area economy.</p>





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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6e. Continue existing asset management programs such as StreetSaver, StreetSaver Plus, Pavement Technical Assistance Program, and coordination of Transit Asset Management programs, among others, and develop detailed asset management plans for each of the BATA toll bridges as identified in the BATA Recovery Action Plan.</p>	<p>Ongoing</p>	<p>(1) Continued Asset Management Plans for BATA Toll Bridges in partnership with Caltrans.</p> <p>(2) Provided annual regional pavement condition update and executed PTAP contracts.</p> <p>(3) Worked with small transit operators to update regional Group Transit Asset Management Plan; completed annual Group Transit Asset Management Plan reporting; developed annual regional transit asset performance measures and targets; completed annual update of the Regional Transit Capital Inventory (RTCI).</p>	<p>(i) Review Caltrans-prepared draft studies on BATA toll bridges.</p> <p>(ii) Update local streets and roads pavement conditions.</p> <p>(iii) Update annual regional transit asset performance measures and targets; update the Regional Transit Capital Inventory for 2023.</p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6f. Implement the system optimization recommendations of the Blue Ribbon Transit Recovery Task Force related to fare integration and payment, mapping and wayfinding, bus transit priority, and transit network planning, including:</p> <ul style="list-style-type: none"> <li>Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects</li> <li>Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform</li> <li>Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment, and delivering near-term transit corridor projects</li> <li>Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information</li> </ul>	<p>Year 1 (fares);</p> <p>Years 1-3 (bus signal priority and transit network);</p> <p>Years 1-4 (mapping and wayfinding)</p>	<p>(1) Secured approval from the Fare Integration Task Force for the deployment of a No-cost &amp; Reduced Cost Inter-agency Transfer Pilot concurrent with the launch of the Next Generation Clipper system in 2024.</p> <p>(2) Commenced design of mapping, wayfinding, and transit visual identity prototypes and pilots for deployment in Sonoma County to improve the user experience of the transit system, with the goal of informing the development of a single mapping and wayfinding system and network identity for all Bay Area transit agencies.</p> <p>(3) Produced a series of white papers covering the background of Bay Area transit wayfinding and network identity, and conducted co-creation workshops, focus groups, and surveys to gather public input.</p> <p>(4) Launched the Transit 2050+ project to develop a service-oriented, fiscally constrained transit network plan for the Bay Area.</p> <p>(5) Launched the Bus Accelerated Infrastructure Delivery (BusAID) program to develop a prioritized list of “near term” projects and policy actions which can be implemented around the region.</p> <p>(6) Initiated planning and development of Innovative Deployments to Enhance Arterials: Transit Signal Priority (IDEA TSP) – a targeted arterial transit priority technical assistance program; continued implementation phases of key arterial transit priority projects.</p> <p>(7) Completed the I-80 Design Alternatives Assessment (DAA) and initiated procurement process for four transit/HOV improvement projects identified in the I-80 DAA; procured consultant services for Smart Transbay Transit project, which will identify strategies and technologies to improve express bus transit on the Bay Bridge corridor.</p> <p><i>See 6b for additional relevant updates</i></p>	<p>(i) Deploy Clipper BayPass for businesses and other institutions as the region’s first all-transit operator pass product sold for use by the public; launch the Next Generation Clipper account-based transit fare payment system and provide all transit users with an up to \$2.50 transfer credit whenever making an inter-agency transfer.</p> <p>(ii) Release designs of transit visual identity/brand, maps, and wayfinding for deployment in Sonoma County as a pilot for possible larger scale deployment around the Bay Area; create a draft mapping and wayfinding standard for use in prototyping to complete the first thorough edition of mapping, wayfinding, and network identity standards.</p> <p>(iii) Continue development of IDEA TSP, including conduct a needs assessment, implementation plan, and stakeholder engagement.</p> <p>(iv) Conduct needs, gaps, and opportunities analysis for Transit 2050+; analyze project and network concepts working toward identification of a final network for integration in the Plan Bay Area 2050+ Final Blueprint.</p> <p>(v) Continue project development through Project Approval and Environmental Document for the 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) and the I-80 Powell Street Transit Improvement project.</p> <p>(vi) Continue development of transit/HOV projects on the I-80 corridor including conducting preliminary analysis for Bus on Shoulder, Localized Transit Priority Strategies; HOV Access Restrictions, and Bay Bridge HOV Hours of Operations</p> <p><i>See 6b for additional relevant anticipated activities</i></p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6g. Update guidelines for the upcoming cycle of the Community-Based Transportation Planning (CBTP) Program and explore restructuring of the Lifeline Transportation Program and/or using other existing funding sources to support the development and advancement of CBTPs and participatory budgeting projects</p>	<p>Years 1-3</p>	<p>(1) Updated CBTP program guidelines in spring 2022 via MTC Resolution No. 4514.</p> <p>(2) Issued a Call for Interest for the Community Action Resource and Empowerment (CARE) Program as a successor to the Lifeline Transportation Program.</p>	<p>(i) Continue Lifeline restructuring effort, including support for project development and implementation activities in support of CBTP recommendations; review Call for Interest proposals for CARE Program.</p> <p>(ii) Approve funding guidelines, initiate and complete call for projects, and approve program of projects for Community Choice Program, including initiating development work to support CBO compensation and piloting elements of participatory grantmaking.</p>
	<p>6h. Implement the accessibility recommendations of the Blue Ribbon Transit Recovery Task Force, including designating a mobility manager and identifying key paratransit challenges and reforms.</p>	<p>Years 1-3</p>	<p>(1) Collaborated with stakeholders and developed a work plan for task force accessibility recommendations; developed county-based stakeholder lists for mobility management activities and preliminary framework for One-Seat Ride Pilot program.</p> <p>(2) Worked with transit agencies and software companies to ready transit agencies for Next Gen Clipper system.</p> <p>(3) Identified gaps and solutions through the Coordinated Plan update to kick off ADA paratransit reform and recommendations work; developed a preliminary direction to standardize eligibility process for Regional Transit Connection (RTC) discount program and ADA paratransit with transit agencies.</p>	<p>(i) Meet with stakeholders to identify entities to be the countywide mobility manager and obtain local resolutions of support taking on the role.</p> <p>(ii) Review grant program framework with agencies and stakeholders, then issue One-Seat Ride Pilot program call for projects; award project funding for up to three pilots.</p> <p>(iii) Identify, analyze, and make recommended changes to ADA paratransit cost-sharing agreements for regional trips; pilot Clipper Next Gen on SF Paratransit and present draft recommendations to standardize ADA paratransit eligibility; operationalize eligibility changes to the RTC discount program and rebrand as Clipper Access.</p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6i. Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network</p>	<p>Years 3-5</p>	<p>(1) Installed 70% of equipment on board transit vehicles and 99% of equipment on platforms.</p> <p>(2) Completed design and started initial testing for the next generation system.</p>	<p>(i) Test new operator rules, fare products, and regional transfers.</p> <p>(ii) Pilot testing of next generation system and complete the new equipment installation.</p> <p>(iii) Transition from current to next generation system.</p>



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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6j. Continue and seek greater strategic alignment of existing programs, including the CBTP Program, Clipper® START, the I-880 Express Lanes Toll Discount Pilot, Express Lanes, 511, the “Forward” Commute Initiatives and Connected Bay Area, among others</p>	<p>Ongoing</p>	<p>(1) Began operation of the 18-month Toll Discount Pilot on I-880 (Express Lanes START) in April 2023 and launched BATA Low- Income Toll Payment Plan in July 2023, maintaining consistent eligibility criteria with Clipper START.</p> <p>(2) Continued “Connected Bay Area” coordination on fiber communication and Transportation Management Center-related projects, including implementation of fiber projects along I-880.</p> <p>(3) Completed various design, feasibility, planning, engineering and/or operational enhancements for a variety of corridors and projects in the Bay Area, including I-580, I-880, US-101, I-80, the SR 37 Sears Point to Mare Island Improvement Project, Napa Valley Forward, Dumbarton Forward, and Richmond-San Rafael Bridge Forward, among others.</p> <p>(4) Implemented Adaptive Ramp Metering (ARM) along I-880 and completed the procurement for US-101 ARM planning and implementation project; completed preliminary planning for I-880 Optimized Corridor Operations Project.</p> <p>(5) Completed Environmental Review and Project Approval (PA&amp;ED) for the SR 37 Sears Point to Mare Island Improvement Project.</p> <p><i>See 6f (2) for additional relevant updates</i></p>	<p>(i) Continue operations of Express Lanes START pilot and the Low-Income Toll Payment Plan; evaluation will be ongoing; engage in agency discussions about eligibility criteria for various regional discount programs.</p> <p>(ii) Combine eligibility-based mobility discount sites into one website starting in early 2024.</p> <p>(iii) Continue “Connected Bay Area” coordination on regional fiber projects, to inform upcoming OBAG-3 funded design project to be issued in 2024.</p> <p>(iv) Continue various design, feasibility, planning, engineering and/or operational enhancements for a variety of corridors and projects in the Bay Area, as noted in the previous column.</p> <p>(v) Continue technical support and corridor/system evaluation for I-880 ARM; kick off the US-101 ARM planning and implementation project; and start the systems engineering phase for the I-880 Optimized Corridor Operations Project.</p> <p>(vi) Continue with the final design (PS&amp;E) phase of the SR 37 Sears Point to Mare Island Improvement Project.</p> <p><i>See 6f for additional relevant anticipated activities</i></p>





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<p><b>Maintain and Optimize the Existing System (continued)</b></p> <p>T1. Restore, Operate, and Maintain the Existing System</p> <p>T2. Support Community-Led Transportation Enhancements in Equity Priority Communities</p> <p>T3. Enable a Seamless Mobility Experience</p> <p>T4. Reform Regional Fare Policy</p> <p>T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives</p> <p>T6. Improve Interchanges and Address Highway Bottlenecks</p> <p>T7. Advance Other Regional Programs and Local Priorities</p>	<p>6k. Identify strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public</p>	<p>Years 2-3</p>	<p>(1) Completed first round of engagement that included over a dozen small group discussions, two public webinars and meetings with approximately 10 environmental, business and community-based organizations to discuss the future of freeways.</p> <p>(2) Created Next Generation Freeways pathways that combine pricing and complementary strategies for the first round of analysis and conducted technical analysis of pathways using MTC’s travel demand model to determine performance indicators, sharing findings with Advisory Group.</p> <p>(3) Defined operational needs of a future tolling system and researched technology options through 20+ interviews with external organizations.</p>	<p>(i) Prioritize and refine pathways for a second round of analysis through robust community/stakeholder engagement.</p> <p>(ii) Conduct a second round of analysis of pathways and develop recommendations for preferred pathway(s) to Next Generation Freeways and corridor(s) best suited for pilot implementation.</p> <p>(iii) Engage with staff- and executive-level Advisory Groups to plan for next steps, including discussion of policy topics.</p> <p>(iv) Recommend potential alternatives for operational deployment of tolling, along with high-level cost estimates.</p>
<p><b>Create Healthy and Safe Streets</b></p> <p>T8. Build a Complete Streets Network</p> <p>T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</p>	<p>7a. Seek new revenues and/or increased funding for transportation, including for Complete Streets priorities</p>	<p>Ongoing</p>	<p>(1) Supported \$500 million in the fiscal year 2023-24 State Budget for active transportation.</p>	<p>(i) Continue to support funding and legislative opportunities to advance Complete Streets and Vision Zero.</p>





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<b>Create Healthy and Safe Streets</b>  T8. Build a Complete Streets Network  T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	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 645 (Friedman) to authorize a speed camera pilot in five California cities, including San Jose, Oakland, and San Francisco. (2) Supported AB 413 (Lee) which would require cities to implement “daylighting” at intersections.	(i) Continue to support legislation aimed at improving roadway safety.
	7c. Complete and implement the recommendations of the Regional Active Transportation Plan	Years 1-5	(1) Published the Active Transportation (AT) Plan Story Map – an interactive and engaging website that acts as the final Regional Active Transportation Plan document. (2) Finalized the AT Plan 5-Year Implementation Plan (IP) - which focuses on near-term actions to enhance local capacity to effectively execute the Complete Streets Policy and deliver projects on the AT Network.	(i) Begin implementation of the 5-Year IP, which includes launching a \$4.7M Active Transportation Technical Assistance Program; among other implementation actions, the IP includes adding the AT Network to MTC’s StreetSaver pavement software to help jurisdictions incorporate Complete Streets implementation and AT Network gap closures into their paving plans.



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<p><b>Create Healthy and Safe Streets (continued)</b></p> <p>T8. Build a Complete Streets Network</p> <p>T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</p>	<p>7d. Continue and seek greater strategic alignment of existing programs, such as the Active Transportation Program, the Quick-Build Technical Assistance program, local roadway asset inventory development and the Vision Zero shared data initiative</p>	<p>Ongoing</p>	<p>(1) Adopted the Complete Streets Policy and launched pilots of non-pavement asset management projects through the Pavement Technical Assistance Program.</p> <p>(2) Finalized delivery of the Regional Safety Data System and State of Safety in the Region Report; hosted Data Technical Advisory Committee and Bay Area Vision Zero Working Group meetings; assisted local cities and counties with Local Road Safety Plans and prepare for the second round of the Safe Streets and Roads for All grant program.</p> <p>(3) Expanded the Active Transportation Program (ATP) technical assistance program to include scoping assistance for complete streets, Bay Trail, and quick build projects for future competitive active transportation funding programs.</p> <p>(4) Worked with the Bay Trail Gap Closure Implementation (BTGCIP) Working Group and Community-Based Organizations and continued to develop the BTGCIP to identify priorities for Bay Trail on-street and off-street segments for project delivery.</p>	<p>(i) Continue Quick Build technical assistance/design engineering for the Bay Trail network and first-last mile connections to transit.</p> <p>(ii) Continue developing funding strategy for inventory/condition assessment for roadway/safety assets.</p> <p>(iii) Continue developing potential technical assistance/safety-enhancing activities as part of the Regional Safety Data system based on funding availability.</p> <p>(iv) Finalize and share the Bay Trail Gap Closure Implementation Priority List with the TAC and Community Based Organizations.</p>
<p><b>Build a Next-Generation Transit Network</b></p> <p>T10. Enhance Local Transit Frequency, Capacity, and Reliability</p> <p>T11. Expand and Modernize the Regional Rail Network</p> <p>T12. Build an Integrated Regional Express Lane and Express Bus Network</p>	<p>8a. Seek new revenues and/or increased funding for transportation, including for local transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit</p>	<p>Ongoing</p>	<p><i>See 6a for relevant updates</i></p>	<p><i>See 6a for relevant anticipated activities</i></p>



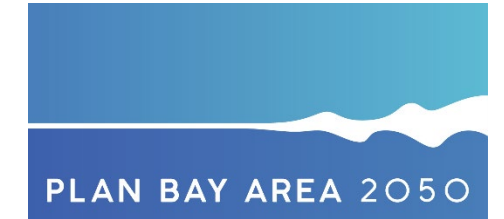
<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<b>Build a Next-Generation Transit Network (continued)</b>  T10. Enhance Local Transit Frequency, Capacity, and Reliability  T11. Expand and Modernize the Regional Rail Network  T12. Build an Integrated Regional Express Lane and Express Bus Network	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) Continued implementation and development of the Major-Project Advancement Policy (MAP) to facilitate funding and delivery of mega and major projects throughout region. (2) Entered into a consultant contract to refine the MAP “stage-gate” policy and perform preliminary analyses on MAP projects; a MAP update will be presented to Commission for adoption in October 2023.  <i>See 6a for additional relevant updates</i>	(i) Continue to work with partners to fund/deliver projects through the MAP effort. (ii) Consider MAP project endorsement updates as needed.  <i>See 6a 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) Coordinated with the California High-Speed Rail Authority on opportunities for joint federal grant funding advocacy, consistent with MTC’s federal Bay Area Infrastructure Grants Strategy	(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) Secured CTC support to lead a legislative effort to secure authorization to convert general-purpose lanes on State Route 37 to tolled lanes; CTC and MTC decided to hold the bill until after state pricing working group recommendations have been developed, per Committee staff recommendation.	(i) Reevaluate advocacy needs in 2024 after state pricing working group recommendations have been released and the Next Generation Bay Area Freeways Study has been completed.



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Build a Next-Generation Transit Network (continued)</b></p> <p>T10. Enhance Local Transit Frequency, Capacity, and Reliability</p> <p>T11. Expand and Modernize the Regional Rail Network</p> <p>T12. Build an Integrated Regional Express Lane and Express Bus Network</p>	<p>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</p>	<p>Ongoing</p>	<p>(1) Continued review of engineering and environmental studies for the Contra Costa I-680 Northbound Express Lanes project; conducted value analysis study and worked on VMT mitigation strategies.</p>	<p>(i) Evaluate projects within the Express Lanes Program of the Major Projects Advancement Policy (MAP) and prioritize for sources of funding.</p> <p>(ii) Participate in and inform Transit 2050+ in relation to express lanes/express bus and work with partners to understand how the express lane network better connects to Next Generation Freeways vision.</p> <p>(iii) Review and support advancement of engineering and environmental studies, including VMT mitigation strategies, for Contra Costa Transportation Authority’s I-680 Northbound Express Lanes project.</p> <p>(iv) Develop BAIFA expenditure plan, including projected revenues and expenditures, policies for reserves, relative priorities for eligible expenses, and use of remaining revenue.</p>
	<p>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</p>	<p>Years 1-3</p>	<p>(1) Finalized the network management evaluation methodology and worked on recommending a preferred regional network management framework and next steps for implementation.</p> <p>(2) Repurposed the MTC Operations Committee as the Regional Network Management (RNM) Committee in July 2023; welcomed three non-voting members to the RNM Committee representing transit agencies and the State; secured consult services to support implementation of the RNM framework.</p> <p>(3) Presented findings of the Regional Rail Partnership Study to the Commission and identified near-term / phased recommendations; right-sized pilots to test and demonstrate customer-focused improvements and coordinated planning and project delivery.</p> <p><i>See 6f for additional relevant updates</i></p>	<p>(i) Participate in the development of the Caltrans D4 Transit Plan, expected to kick off in the first quarter of 2023.</p> <p>(ii) Convene the RNM Council and Customer Advisory Committee and develop charters, workplans and key performance indicators.</p> <p>(iii) Work collaboratively with rail agency leadership and staff to explore and implement right-sized pilots to test and demonstrate customer-focused improvements and coordinated planning and project delivery.</p> <p><i>See 6f for additional relevant anticipated activities</i></p>



<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<p><b>Build a Next-Generation Transit Network (continued)</b></p> <p>T10. Enhance Local Transit Frequency, Capacity, and Reliability</p> <p>T11. Expand and Modernize the Regional Rail Network</p> <p>T12. Build an Integrated Regional Express Lane and Express</p>	<p>8g. Complete and implement the TOD Policy Update to ensure land use supports transit investments and access to transit</p>	<p>Years 1-2 (policy update);</p> <p>Ongoing thereafter</p>	<p><i>See 2e and 2c for additional relevant updates</i></p>	<p><i>See 2e and 2c for relevant anticipated activities</i></p>
	<p>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</p>	<p>Years 1-4</p>	<p><i>See 8b and 8f for additional relevant updates</i></p>	<p><i>See 8b and 8f for additional relevant anticipated activities</i></p>



## Plan Bay Area 2050 Element: ENVIRONMENT

<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<p><b>Reduce Risks from Hazards</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9a. Seek new revenues to support sea level rise adaptation</p>	<p>Ongoing</p>	<p>(1) Supported implementation of the CTC’s Local Transportation Climate Adaptation program (LTCAP).</p> <p>(2) Pursued funding for regional and local climate adaptation in the FY 2023-24 state budget; although funding was not included, the legislature is considering placing a climate bond on the 2024 statewide ballot.</p> <p>(3) Included climate considerations in outreach related to a potential 2026 regional transportation measure.</p> <p>(4) Supported funding requests to advance a Highway 37 that is resilient to near-term and long-term sea level rise.</p>	<p>(i) Continue to monitor implementation of new state climate adaptation grant programs.</p> <p>(ii) Monitor a potential 2024 statewide climate bond.</p> <p>(iii) Continue to support funding requests to advance a Highway 37 that is resilient against near-term and long-term sea level rise.</p> <p>(iv) Continue to include climate considerations in outreach related to a potential 2026 regional transportation measure.</p>
	<p>9b. Advocate for legislative reforms to better address climate adaptation and resilience goals; and establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation through the BARC Regional Climate Adaptation Legislative Working Group</p>	<p>Years 1-2</p>	<p>(1) Convened a series of Regional Climate Adaptation Legislative Working Group meetings comprised of diverse partner agencies and organizations to develop shared advocacy language for active legislation and state agency grant programs.</p> <p>(2) Advanced and advocated for grant proposal ideas for the Governor’s Office of Planning and Research (OPR) Regional Resilience Grant Program.</p> <p>(3) Developed RFQ to select consultant team to support systems thinking approach to regional adaptation planning and implementation; worked to map out roles and responsibilities of BARC member agencies and other stakeholders.</p>	<p>(i) Continue to convene key stakeholders to further develop legislative proposals for climate adaptation and resilience, with a focus on developing commensurate funding for gray/green/hybrid adaptation projects, similar to resources available for nature-based infrastructure.</p> <p>(ii) Develop a proposal with key partners for OPR Regional Resilience Grant Program to support implementation of a regional multi-hazard technical assistance and capacity building program.</p> <p>(iii) Complete the Systems Analysis work that documents and maps the current activities of BARC member agencies related to addressing key climate hazards; final report will inform OPR proposal and approach to developing technical assistance program.</p> <p>(iv) Evaluate advocacy options as part of future advocacy cycles.</p>

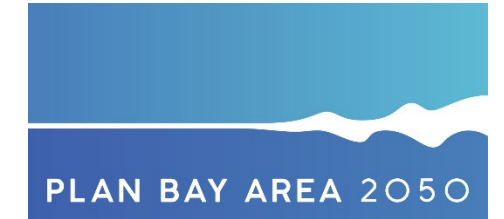




<i>Plan Bay Area 2050 Themes and Strategies</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</i>	<i>Anticipated Activities over Next 12 Months</i>
<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9c. Seek new revenues to incentivize residential building retrofits and advocate for changes relative to the use of ratepayer funds</p>	<p>Years 3-5</p>	<p>(1) Supported efforts to provide additional state resources for housing, homelessness prevention, and housing-supportive infrastructure, planning and services; the FY 2022-23 state budget included \$250 million in FY2023-24 funding for seismic retrofit of existing affordable housing complexes.</p> <p>(2) Tracked legislation related to expediting energy utility hookups for new housing and submitted comments in March 2023 to the Department of Energy to encourage allowing Inflation Reduction Act rebates to be layered and coordinated with other rebates to make more funding available and accessible.</p> <p>(3) Received a Final Decision from the California Public Utilities Commission (CPUC) issued on BayREN’s proposed Business Plan; the decision included approval of two new BayREN programs that will focus on reducing energy use and carbon emissions from publicly owned buildings in the Bay Area, as well as a new provision that will allow BayREN to support Integrated Demand-Side Management technologies.</p> <p>(4) Partnered with the Air District on work funded through the EPA’s Climate Pollution Reduction Grant program to develop a plan that will position Bay Area jurisdictions for funding to implement projects, including those focusing on building energy use and emissions.</p>	<p>(i) Continue to seek opportunities for new revenues, including discussions with partner regional and county-level agencies operating in the Bay Area, state and federal funding opportunities including from the Inflation Reduction Act, as well as opportunities to include energy efficiency and electrification as part of financing packages for BAHFA housing projects.</p> <p>(ii) Evaluate advocacy options as part of future advocacy cycles.</p>



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<b>Reduce Risks from Hazards (continued)</b>  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	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) Identified sections of shoreline with inundation risk but no known adaptation plan through mapping effort identified in action 9i. (2) Continued to support climate adaptation planning in the San Leandro Operational Landscape Unit (OLU), Wildcat OLU, and Novato OLU to develop multi-jurisdictional climate change adaptation strategies. (3) Kicked off community adaptation planning in San Rafael Canal District in coordination with the Canal Alliance and the Multicultural District of Marin.  <i>See 9a for additional relevant updates</i>	(i) Support SFEP-funded adaptation planning projects leveraging IJA funds. (ii) Partner with regional agencies for NOAA Climate Resilience Regional Challenge funding to implement multi-jurisdictional shoreline adaptation efforts. (iii) Complete analysis of potential impacts from shallow groundwater response to sea level rise for remaining counties. (iv) 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 and 9i for relevant updates</i>	<i>See 9f and 9i for relevant anticipated activities</i>
	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) Integrated the Shoreline Adaptation Project Mapping with implementation action 9i; engaged in working groups and other meetings.	(i) Continue to support BCDC with the Regional Shoreline Adaptation Plan.



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9g. Prioritize implementation of natural and nature-based solutions through the San Francisco Estuary Partnership's (SFEP) projects and programs</p>	<p>Ongoing</p>	<p>(1) Leveraged new Bipartisan Infrastructure Law funding to support natural and nature-based adaptation planning and projects, particularly the Oro Loma Horizontal Levee, as well as \$4.8 million in EPA Water Quality Improvement Funds (WQIF) for nature-based climate adaptation for the Palo Alto Horizontal Levee project construction.</p> <p>(2) Continued to track implementation of the 2022 Estuary Blueprint with actions prioritizing natural and nature-based solutions.</p>	<p>(i) Continue to track and report progress on implementing the Estuary Blueprint.</p> <p>(ii) Implement Bipartisan Infrastructure Law funds for construction of Oro Loma Horizontal Levee and WQIF funds for construction of Palo Alto Horizontal Levee and additional site designs.</p>
	<p>9h. Evaluate the feasibility of expanding BayREN's scope/mission to support retrofits and water/energy upgrades for residential buildings, and to support energy upgrades and electrification for existing commercial and public buildings</p>	<p>Years 3-5</p>	<p>(1) Continued expansion of BayREN's Water Upgrades \$ave utility partnerships.</p> <p>(2) Secured designation of BayREN as the lead for a statewide Green Labeling Program as per BayREN's newly approved Business Plan.</p> <p>(3) Provided technical assistance for EV charging infrastructure for deed-restricted multifamily housing via a grant from the Air District.</p>	<p>(i) Seek new or additional funding to support feasibility studies and continued analysis, focused on the goal of expanding BayREN's scope and mission.</p> <p>(ii) Provide support through BayREN programs to public buildings and multifamily buildings for solar and storage using the CPUC's new provisions for IDSM support, described above.</p> <p>(iii) Explore additional funding options that would enable BayREN to provide support for EV charging infrastructure in multifamily and public building projects.</p> <p><i>See 9c for additional relevant updates</i></p>
	<p>9i. Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure and ecology, prioritizing green infrastructure wherever possible</p>	<p>Years 1-3</p>	<p>(1) Hosted workshops and one-on-one sessions with local governments to receive input and review on an inventory of shoreline adaptation projects.</p> <p>(2) Published a Final Report with a forecast of adaptation revenues and anticipated adaptation needs to protect against 4.9 feet of inundation, identifying \$105 billion in funding needs for sea level rise through 2050.</p>	<p>(i) Update the Shoreline Project Inventory as part of Plan Bay Area 2050+; capture new projects that have been planned in past 12-18 months.</p> <p>(ii) Better define roles and responsibilities for supporting sea level rise adaptation projects among regional agencies.</p>



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Reduce Risks from Hazards (continued)</b></p> <p>EN1. Adapt to Sea Level Rise</p> <p>EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)</p> <p>EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings</p>	<p>9j. Study and identify Plan Bay Area 2050 Growth Geographies and Priority Conservation Areas (PCAs) for resilience risk and opportunities and reform Growth Geography and PCA planning guidance accordingly</p>	<p>Years 2-4</p>	<p>(1) Kicked off the Priority Conservation Area Refresh effort in fall 2022, which includes a focus on integrating resilience into the PCA Framework.</p>	<p>(i) Finalize recommendations for the Priority Conservation Area Refresh effort and integrate relevant findings into Plan Bay Area 2050+.</p>
	<p>9k. Compile detailed assessments for seismic, wildfire, water and energy needs, which will explore financial needs, key relevant initiatives, best practices, key stakeholders, and workforce and technology needs, among other areas</p>	<p>Years 1-3</p>	<p>(1) Continued to support maintenance of the Bay Area Energy Atlas, which was developed in 2020 and provides aggregated energy use data and building information.</p> <p>(2) Developed a Request for Proposals for a Bay Area Existing Buildings Study to obtain better data about the types and numbers of existing buildings in the Bay Area.</p> <p>(3) Hosted wildfire workshops, providing the latest best practice guidance for wildfires and housing, and conducted research on how to align federal hazard mitigation funding for seismic and wildfire into a program that prioritizes means-based incentives.</p> <p>(4) Developed updated draft needs and revenue for wildfire and seismic programs with new data.</p>	<p>(1) Update the financial needs assessment for seismic, wildfire, water, and energy upgrades to existing residential buildings as part of Plan Bay Area 2050+ Environment Element.</p> <p>(2) Complete the Bay Area Existing Buildings Study, which can be used to better inform regional and local building decarbonization efforts moving forward.</p> <p>(3) Finalize the seismic and wildfire needs and revenue, and incorporate latest state Fire Hazard Severity Zone maps, if available.</p>



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<b>Expand Access to Parks and Open Space</b>  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 2023</i>	(i) Evaluate advocacy options as part of future advocacy programs. (ii) Update the UGB data layer as part of Plan Bay Area 2050+ to provide insights as to how much change has occurred in this space in recent years.
	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 2023</i>	(i) Evaluate advocacy options as part of future advocacy programs
	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) Published an Interim Memo on the PCA Refresh that included summary strengths and weaknesses of the existing framework as well as a draft vision, goals, and objectives for the Refresh. (2) Convened an advisory committee and held workshops and office hours with stakeholders to discuss possible revisions to the PCA program.	(i) Publish a final report with recommendations for the PCA framework. (ii) Integrate relevant aspects of the PCA Refresh into Plan Bay Area 2050+.





<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<p><b>Expand Access to Parks and Open Space (continued)</b></p> <p>EN4. Maintain Urban Growth Boundaries</p> <p>EN5. Protect and Manage High-Value Conservation Lands</p> <p>EN6. Modernize and Expand Parks, Trails, and Recreation Facilities</p>	<p>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</p>	<p>Ongoing</p>	<ol style="list-style-type: none"> <li>(1) Restarted Water Trail planning in collaboration with the State Coastal Conservancy and BCDC.</li> <li>(2) Continued implementation of PCA grants and identified opportunities to best align future grant implementation with the refresh PCA framework.</li> <li>(3) Published the Draft North Bay Baylands Regional Conservation Investment Strategy, a tool for planning, coordinating and implementing conservation and advancing mitigation for public and agency review.</li> <li>(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.</li> <li>(5) Expanded the Active Transportation Program (ATP) technical assistance program and developed the Safe Routes to Transit and Bay Trail funding programs as a part of Regional Measure 3.</li> </ol>	<ol style="list-style-type: none"> <li>(i) Execute all Bay Trail Award Grant Agreements; continue to seek feedback on Phase I of the Bay Trail Equity Strategy; and continue to provide Quick-Build Technical Assistance for Bay Trail gap closures.</li> <li>(ii) Continue to coordinate with the State Coastal Conservancy and BCDC on management of the Water Trail program.</li> <li>(iii) Continue implementation of PCA grants and develop draft guidelines for the next round of PCA grants that integrate the Refresh PCA framework.</li> <li>(iv) Finalize the North Bay Baylands Regional Conservation Investment Strategy and receive CDFW approval.</li> <li>(v) Collaborate on and support RAMP projects; finalize RAMP Strategic Plan to lay out future of RAMP; examine future funding opportunities to implement RAMP in the Bay Area.</li> <li>(vi) Continue the expanded Active Transportation Program (ATP) technical assistance program and share the Safe Routes to Transit and Bay Trail funding program call for projects as a part of Regional Measure 3.</li> </ol>
<p><b>Reduce Climate Emissions</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11a. Evaluate and, if determined necessary and feasible, seek legislative authority to modify or expand the existing Bay Area Commuter Benefits Program in partnership with the Air District</p>	<p>Years 1-2 (Evaluate);</p> <p>Years 3-5 (Seek)</p>	<ol style="list-style-type: none"> <li>(1) Determined that any potential legislative activities should be delayed at least three years given current economic conditions.</li> <li>(2) Explored opportunities to expand on newly strengthened state law related to parking cash out; no legislation moved forward.</li> </ol>	<ol style="list-style-type: none"> <li>(i) Evaluate advocacy options as part of future advocacy programs, in coordination with the Air District.</li> </ol>





Plan Bay Area 2050 Themes and Strategies	Implementation Action	Timeframe	Progress Updates since Fall 2022	Anticipated Activities over Next 12 Months
<p><b>Reduce Climate Emissions (continued)</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11b. Seek new revenues and/or increased funding to support climate, electrification and travel demand management needs</p>	<p>Ongoing</p>	<p><i>See 6a for additional relevant updates</i></p>	<p><i>See 6a for additional relevant updates</i></p>
	<p>11c. Convene local governments, transportation demand management (TDM) partners, transit agencies and employers to expand and foster relationships, target outreach, support education, develop metrics, share data and identify shared goals</p>	<p>Ongoing</p>	<p>(1) Continued project level coordination on the Commuter Benefits Program and Carpool Program.</p> <p>(2) Began exploratory discussions internally and with CTAs about leveraging integrated county ridematching system to replace the less-well used regional system.</p> <p>(3) Held internal MTC/ABAG meetings to determine how best to coordinate and focus on effective TDM programs.</p> <p><i>See 11a for additional relevant updates.</i></p>	<p>(i) Explore further opportunities to advance this action given realistic picture of existing and anticipated funding and staffing resources.</p> <p>(ii) Transition customers to county systems; transition other services provided by carpool contractor, provide transition funding to CTAs as needed, and determine how to direct remaining funding to other TDM activities.</p> <p>(iii) Provide coordination and support for local governments required to implement VMT Reduction Policies for Connected Community PDA designation and share high-level procurement plans with TDM partners and local agencies responsible for local commuter benefits program.</p>



Plan Bay Area 2050 Themes and Strategies	Implementation Action	Timeframe	Progress Updates since Fall 2022	Anticipated Activities over Next 12 Months
<p><b>Reduce Climate Emissions (continued)</b></p> <p>EN7. Expand commute trip reduction programs at major employers</p> <p>EN8. Expand Clean Vehicle Initiatives</p> <p>EN9. Expand Transportation Demand Management Initiatives</p>	<p>11d. Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC, including an effort to improve program data and enhance database functionality, while using existing resources to develop program messaging</p>	<p>Years 1-2</p>	<p>(1) Completed a new procurement for the Bay Area Commuter Benefits Program (CBP) to consider ways to support trip reductions in the region, with an expanded scope of work.</p> <p>(2) Began planning and procurement of system integrator services to enable access to updated employer data throughout the year.</p> <p><i>See 11a for additional relevant updates</i></p>	<p>(i) Continue planning, promotion and implementation to increase employer registration, and by extension, employers' overall awareness of CBP requirements, options and benefits, including an evaluation element that will include a calculation of the program's VMT and VTR impacts.</p> <p>(ii) Participate in user acceptance testing of the new CBP database and work on migration from the legacy system.</p> <p>(iii) Coordinate with Air District when enforcement activities resume and on their "Flex Your Commute" project.</p>
	<p>11e. Restructure MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives including electric vehicle incentives, electric vehicle charger programs, local parking policies, curb management, Targeted Transportation Alternatives, Mobility Hubs, vanpooling, car sharing, MTC SHIFT as well as bikeshare and e-bike incentive programs</p>	<p>Years 2-5</p>	<p>(1) Awarded Local Parking Management and Regional Mobility Hubs grants.</p> <p>(2) Completed Targeted Transportation Alternatives pilot to incentivize active and shared travel and shift away from solo driving trips.</p> <p>(3) Developed a \$65 million Transportation Electrification program to increase access to clean mobility options.</p> <p>(4) Collected and analyzed data and supported MTC SHIFT partners on commute platform implementation.</p> <p>(5) Launched Richmond-San Rafael Bridge E-Bike Commute Program; launched and completed E-Bike Commute Program for Napa Valley Forward; led bi-monthly Baywheels Bikeshare coordination and regional stakeholder meetings; coordinated with key partners on site planning and permitting.</p>	<p>(i) Provide technical assistance support for Parking Management and Regional Mobility Hub program sponsors; initiate 2023 grant cycle projects</p> <p>(ii) Administer transportation electrification grant programs.</p> <p>(iii) Continue to support SHIFT partners by collecting and analyzing data and exploring opportunities for incentives.</p> <p>(iv) Continue to refine and promote Richmond-San Rafael Bridge E-Bike Commute Program and launch Rewards Program; potential relaunch of the E-Bike Commute Program for Napa Valley Forward; develop programs to grow Baywheels Bikeshare ridership and lead coordination meetings; sign contract with Lyft to launch new e-bikes and stations in all five member cities; develop Bay Wheels station electrification pilot; explore opportunities and develop criteria for expanding Bay Wheels; and support bikeshare in Sonoma and Marin counties after operator default.</p>



<b>Plan Bay Area 2050 Themes and Strategies</b>	<b>Implementation Action</b>	<b>Timeframe</b>	<b>Progress Updates since Fall 2022</b>	<b>Anticipated Activities over Next 12 Months</b>
<b>Reduce Climate Emissions (continued)</b>  EN7. Expand commute trip reduction programs at major employers  EN8. Expand Clean Vehicle Initiatives  EN9. Expand Transportation Demand Management Initiatives	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 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 the “Flex Your Commute” initiative, which will be used as a call to action for the Commuter Benefits program.  <i>See 11a 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, in the evolving post COVID environment.



**Plan Bay Area 2050 Element: CROSS-CUTTING**

<i>Plan Strategy</i>	<i>Implementation Action</i>	<i>Timeframe</i>	<i>Progress Updates since Fall 2022</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 related to AB 6 (Friedman) and AB 1335 (Zbur) related to SB 375/Sustainable Communities Strategies; both efforts became two-year bills.	(i) Continue engaging in reform discussions .
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	<i>See 2a for additional relevant updates</i>	<i>See 2a for additional relevant updates</i>
Cross-Cutting	Update the framework and methodology for identification of Equity Priority Communities	Years 2-3	(1) Kicked off a minor data refresh of the existing Equity Priority Communities framework to support Plan Bay Area 2050+.	(i) Complete a minor data refresh for the existing Equity Priority Communities framework to support Plan Bay Area 2050+, integrating 2022 American Community Survey data. (ii) Kick off broader framework and methodology update in 2024 to support future planning efforts.
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 second annual Plan Bay Area 2050 Implementation Plan progress update to MTC and ABAG committees in fall 2023.	(i) Launch Plan Bay Area 2050+ Implementation Plan process in fall 2024.
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) Launched a refreshed and redesigned Vital Signs website to improve the user experience, including updated data and indicators for roughly half of all existing Vital Signs indicators. (2) Began procurement for future Vital Signs consulting assistance.	(i) Refresh remaining Vital Signs indicators, including all federal transportation performance measures. (ii) Continue evaluating how to integrate Vital Signs performance tracking more deeply with Plan Bay Area strategies.