

Action Plan Implementation Efforts

HOUSING ACTIONS	PARTNERS & TIMEFRAME	MTC/ABAG & CASA POST ADOPTION STATUS <i>Later versions will include partner agencies, including local jurisdictions, BAAQMD, & any other partners.</i>
1 Advance regional “self-help” funding and financing solutions for housing: Develop a plan for generating regional revenues for the production and preservation of housing affordable to low- and moderate-income households (could include measures such as a parcel tax, commercial linkage fee or other dedicated funding). Evaluate the creation of innovative financing tools, such as a regional Infrastructure Bank, a land bank or a Regional Housing Trust Fund, to support new housing or infrastructure improvements.	MTC/ABAG, CASA, local jurisdictions Evaluate, 1-2 years Execute, 2-4 years	As part of the CASA effort, MTC/ABAG are evaluating several funding and financial solutions as described below: • The feasibility of instituting a regional or sub-regional commercial linkage fee is the subject of a CASA white paper, expected to be shared with the CASA Technical committee in May/June 2018. The region would need authorization from the state legislature to implement such a fee on existing or new commercial development. • A white paper on whether a regional or sub-regional housing trust fund can be established to pool existing and new sources of funding for housing is expected to be presented to the CASA Technical committee by June 2018. • MTC is completing a feasibility assessment for a regional Infrastructure bank, which will be presented to the Bay Area Toll Authority in summer 2018. • MTC/ABAG are also exploring partnership opportunities with the Chan Zuckerberg Initiative and the San Francisco Foundation for initiatives such as the new Housing Incentive Pool (HIP) challenge grant program for the production and preservation of affordable housing outlined in the One Bay Area Grant (OBAG2) Program. The purpose of the \$80 million HIP is to reward local jurisdictions that permit or preserve the most housing units at the very low, low, and moderate-income levels, and sets a six-year target for production of very low, low, and moderate-income housing units (2015 through 2020), based on the housing needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.

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2 Advance state legislative and funding solutions: Support state legislative or funding opportunities that advance the objectives of this Action Plan, including securing a permanent source of affordable housing funding, increasing community stabilization and lessening displacement risk, reducing costs and barriers to housing development, incentivizing developers to create workforce and low-income housing, incentivizing the creation of accessory dwelling units, as well as other measures that will contribute to increased supply of both market-rate and affordable housing.	State legislature, MTC/ABAG, CASA, local jurisdictions 2 years	MTC/ABAG Legislative Committees are tracking housing-related bills that aim to increase housing production, cost of development, new sources of funding for affordable housing, and streamlining accessory dwelling units, among others. In 2017, the Legislature enacted a landmark housing package that included two significant new funding sources – Senate Bill 2 (Atkins), authorizing a document processing fee to create a permanent funding stream for affordable housing, and SB 3 (Beall), authorizing a \$4 billion statewide affordable housing bond that will be on the November 2018 ballot. MTC and ABAG supported both of these funding bills. Two other significant housing bills enacted in 2017 include SB 35 (Wiener) and SB 167 (Skinner). SB 35 authorized “by right” development of qualifying multifamily housing projects in jurisdictions that have not met their Regional Housing Need Allocation targets for a four-year reporting period. SB 167 (Skinner) amended the Housing Accountability Act to make it more difficult for local jurisdictions to deny an affordable housing project. Neither agency took a position on SB 35. ABAG took an oppose position on SB 167; MTC was neutral on the bill. In 2018, the California Legislature is again tackling affordable housing with a number of significant proposals designed to expedite multifamily housing projects, including a number of bills to remove barriers to building accessory dwelling units (SB 831 (Wieckowski), SB 1469 (Skinner) and Assembly Bill 2890 (Ting)) and Assemblymember Chiu has introduced bills to both bring back redevelopment (AB 3037) and a bill to expedite transit-oriented development on BART-owned land near certain BART stations. MTC and ABAG have not yet taken positions on any housing bills in 2018 but staff is monitoring bills closely and may recommend amendments later this spring. Notably, Senator Wiener’s much-debated transit-oriented development bill, SB 827, died in committee in late April. This bill would have

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		preempted certain local height limits, parking requirements and other land use controls within close proximity to major transit stops. MTC and ABAG coordinated with state and national partners to secure increased federal resources to supplement California's state affordable housing programs. The agencies advocated for robust federal funding for affordable housing programs through the annual federal appropriations process. MTC and ABAG also sought to defend the federal low-income housing tax credit when it was threatened in 2017 tax negotiations and supported the inclusion of the tax credit program expansion in the final fiscal year 2018 federal omnibus appropriations bill.
3 Build on recent housing policy successes: Implement the housing and community stabilization initiatives adopted in the second cycle of the One Bay Area Grant (OBAG) program from 2017-18 to 2021-22, such as the Bay Area Preservation Pilot (BAPP) (previously known as NOAH), Housing Incentive Pool (HIP) (previously known as 80k by 2020 initiative) (see reference to the Housing Incentive Pool program noted in #1), Transit-Oriented Affordable Housing (TOAH) fund, and JumpStart program to encourage equitable and sustainable development. Evaluate the performance of these strategies and applicability of expanding these types of loan and direct investment programs for future funding programs.	MTC/ABAG, CMAs, CASA 2-4 years	In December 2017, MTC approved TOAH2, which restructured and streamlined the lending program. The increased flexibility will enable Community Development Finance Institution partners to quickly respond to affordable housing developers' needs given current market conditions. In addition, emphasis was added to prioritize TOAH2 Fund applications for eligible projects that address housing needs in North Bay fire-affected areas up to \$10 million dollars. The original requirement to leverage MTC's initial \$10 million investment at a minimum of 3:1 remains in effect. In February 2018, MTC approved the establishment of the Bay Area Preservation Pilot (BAPP). Loans available through BAPP will be used to acquire currently affordable multifamily properties available on the market that are located in Priority Development Areas or Transit Priority Areas and ensure that these properties remain affordable without displacing current residents. The \$49 million revolving loan fund includes a \$10 million investment from MTC and \$39 million from Community Development Financial Institution managers. An additional \$11 million contribution will come from developer equity.

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		MTC/ABAG are working with City and County of San Francisco Housing staff to advance Jumpstart and hope to execute the \$5 million grant agreement in 2018. Jumpstart is a reward program for San Francisco, Alameda and Santa Clara counties – each of which have passed housing bonds to galvanize new affordable housing projects. Staff will also advance grant agreements with Santa Clara County (\$3 million) and Alameda County (\$2 million) later in 2018, as well.
4 Evaluate expanded policies connecting transportation funding to housing production and performance: Analyze the feasibility of incentivizing housing production with pertinent existing and new transportation funding sources, with particular emphasis on housing affordable to very low-, low- and moderate-income households as well as anti-displacement and community stabilization. Develop a strategy for the use of public land proximate to major transit assets to facilitate the development of housing affordable to low- and moderate-income households through conditions and provisions on funding sources. Report to the Commission on all discretionary funding sources where such housing provisions and conditions may be added.	MTC/ABAG, CASA, the Partnership, regional leaders, local jurisdictions, transit operators Evaluate, 1 year Execute, 2-4 years	MTC is conducting a comprehensive evaluation of all regional discretionary transportation funding programs to develop a coordinated approach for integrating funding policies with housing production and performance. Findings and recommendations will be shared with partner agencies, stakeholders and the public in summer 2018. MTC led a study evaluating publicly-owned property suitable for workforce and affordable housing that was completed in spring 2018. Based on criteria outlined in the study, over 380 developable acres were identified, estimated to have the capacity for at least 19,000 units at 50 du/acre. The study recommends actions at the local, regional and state levels to advance affordable/workforce housing development on publicly-owned parcels. CASA is developing action plans to reform state housing element law to provide more incentives for local jurisdictions to adopt tenant protections. The action plans will be finalized by fall 2018.
5 Provide technical assistance and best practices to local jurisdictions related to the transformation of “opportunity areas”: Assist local agencies as they envision upgrades to low-intensity office	MTC/ABAG local jurisdictions, CASA Ongoing, 1-4 years	In 2018, MTC/ABAG will begin an assessment and evaluation of the technical assistance currently offered to local jurisdictions through the joint Integrated Regional Planning Program. The assessment will review technical assistance delivery models, collect data from local

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parks and retail centers to create mixed-use, mixed-income neighborhoods with significant housing.		jurisdictions receiving technical assistance to determine need/best practices, and prepare recommendations based on project findings. The project will be completed in 2019.
6 Strengthen technical assistance and policy leadership for housing and community stabilization: Expand and transform regional agency technical assistance for local jurisdictions that is tailored to both Bay Area-wide challenges and challenges unique to specific parts of the region, including best practices to support new housing (e.g., heights that support more units and allow projects to “pencil out” without compromising neighborhood character). Focus areas for technical assistance could include guidance on implementing state legislation for transit-oriented development and the production of housing affordable to low- and moderate-income households, guidance on housing preservation and locally appropriate community stabilization and anti-displacement policies, supporting healthy infill development, and coordination of neighboring jurisdictions along transit corridors and in subregions to identify shared solutions to housing challenges. Explore new and expanded community stabilization and anti-displacement policies to support low-income renters, including incentives for landlords to keep existing rents affordable.	MTC/ABAG, local jurisdictions, BAAQMD, CMA, CASA Ongoing, 1-4 years	In 2018, MTC/ABAG will begin an assessment and evaluation of technical assistance currently offered to local jurisdictions through the joint Integrated Regional Planning Program. The assessment will review technical assistance delivery models, collect data from local jurisdictions receiving technical assistance to determine need/best practices, and prepare recommendations based on project findings. The project will be completed in 2019. MTC and ABAG are monitoring AB 2065 (Ting), related to surplus land notification, which would require councils of government to send potential housing sponsors a notice of availability of surplus land for the purpose of development low- and moderate-income housing. MTC and ABAG are also monitoring a number of state bills and pending November 2018 ballot initiatives related to tenant protections and anti-displacement. CASA is developing action plans to address the need for more technical assistance and policy toolkits for local jurisdictions. The action plans will be finalized by fall 2018. The regional Economic Development District (EDD) will provide a forum to elevate best practices with regards to housing affordability, preservation and production once it is formed by winter 2019.

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7 Close data gaps and improve information accessibility: Continue to collect, analyze and disseminate data about housing opportunity sites and vacant lands, zoning, development trends and policy implementation by local governments to inform local, regional, and state policy development and evaluation, including PDA performance. Create accessible database of major development and publicly owned sites. Create an online Policy Directory with examples of ordinances being implemented at the local level to address community stabilization. Continue to evolve RTP/SCS Project Performance methods to seek stronger alignment between prioritizing transportation projects and housing performance.	MTC/ABAG Ongoing, 1-4 years	CASA is developing an action plan that is likely to call for creation of a regional tracking and monitoring system for housing production and preservation, as well as adoption of key housing policies. The action plans will be finalized by fall 2018. In early 2018, MTC/ABAG announced an online Housing Policy and Data Explorer featuring comparative data for housing production in 2014-2016 and housing policy adoption for cities and counties. In mid-2018, MTC/ABAG will begin development of a regional open-access land uses and policies database intended to integrate more than a dozen housing-related datasets; to upgrade tools and processes to reduce local workloads for data collection while improving data quality; to reduce lag times in data reporting; and to streamline access for members of the public, data analysts and developers of dashboards, calculators and other analytical applications, including dynamic linkage to Vital Signs.

ECONOMIC DEVELOPMENT ACTIONS	PARTNERS & TIMEFRAME	MTC/ABAG POST ADOPTION STATUS <i>Later versions will include partner agencies, including local jurisdictions, economic organizations, industry partners, megaregional partners, & any other partners.</i>
8 Coordinate regional economic solutions for growing and retaining businesses, particularly for middle-wage sectors: Identify areas of economic development that could benefit from a regional approach including connecting businesses with growth opportunities within the Bay Area; prioritizing transportation investments that directly grow local businesses; identifying solutions for workforce housing needs; and creating a forum for discussing skill gaps between existing community college programs and the needs of trade sectors.	MTC/ABAG, local jurisdictions, economic organizations, megaregional partners 1-2 years	Related to coordination of economic solutions, several steps were taken to establish an Economic Development District by the end of 2018. - Received endorsements from the majority of Bay Area counties to establish an Economic Development District. The Comprehensive Economic Development Strategy (CEDS) Vision, Goals and Objectives have been endorsed by Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and Solano counties. N:\Planning\Economic Program\CEDS - EDD\ENGAGEMENT\COUNTY BOS - Presented a proposed EDD organization structure and board composition at the RPC in October 10, 2017 and April 4, 2018 https://abag.ca.gov/meetings/regionalplanning.html - Finalized the Economic Action Plan (EAP) with the RPC Economic Strategy Committee (ESC) on February 20, 2018 https://abag.ca.gov/meetings/rpceconomic.html The regional Economic Development District (EDD) will provide a forum to elevate best practices and improve information sharing once it is formed by winter 2019. The EAP is a living document that will evolve and be developed further by the EDD Board.
9 Access infrastructure and workforce training funding for economic development: Establishing an Economic Development District will enable the region to compete for federal economic and workforce development funding from the United States Economic Development Administration (EDA). Potential funding uses could include, for example, incentivizing job growth in jobs-poor cities and assistance with downtown	MTC/ABAG, industry partners, economic organizations, EDA, megaregional partners 1-4 years	As part of the CEDS process, the Economic Strategy Committee has brought together the workforce training and economic development community to identify ways that resources and existing programs can be leveraged across the region to improve access to training for potential workers and employers. Because of the early stage of the EDD process, no new funding sources have yet been developed, but some efforts to gain funding are underway. For example, ABAG/MTC staff, as representatives of the forthcoming EDD, have sent a letter of support for the College of Alameda's proposal for Airport related training

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revitalization. Additional relevant grant opportunities include: seed funding for commercializing clean-energy technology and public works funding to upgrade roadway, sewer and water infrastructure. This funding could be used to support a clean-energy technology sector that would support dual objectives of reducing emissions from transportation and other sources as well as up-skilling the Bay Area manufacturing labor force.		facilities. In addition, the EAP process has identified targeted areas for funding programs. The updated Goods Movement Study has identified trends in characteristics of transportation and distribution jobs that may influence the effectiveness of different types of strategies. The second half of this study may also address passenger transportation concerns, including inter-regional workforce flows. A graduate student client report for the Economic Development and Forecasting group, funded through UC Berkeley, addresses among other topics the role of priority production areas in targeting infrastructure investments.
10 Strengthen middle-wage job career paths: Facilitate entry to middle-wage jobs in industries such as transit, clean/green energy and technologies, natural and resilient infrastructure, construction, and goods movement through enhanced coordination and training. Implement the recommendations of the Megaregional Goods Movement Cluster Study, which will focus on emerging industries and middle-wage jobs.	MTC/ABAG, industry partners, megaregional partners 1-4 years	The Economic Action Plan (EAP) focuses on the strengthening middle-wage jobs through Goal 2, <i>Workforce</i>. The EAP identifies target populations for programs, beyond low income and immigrant workers, to include veterans and older workers transitioning to new careers. Specific steps have been outlined to enhance apprenticeship opportunities throughout the region. Interviews with regional businesses through a contract with the Bay Area Council Economic Institute have highlighted best practices for employment training tied to career development in logistics and utilities sectors.
11 Increase transportation access to growing and potential job centers: Broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube and on construction efforts for the California High Speed Rail system; continue to evaluate a means-based fare or other methods for	MTC/ABAG, transit agencies, the Partnership, megaregional partners, local jurisdictions, transit operators 2-4 years	MTC/ABAG will evaluate the benefits of transformational transportation capital investments as part of the Horizon initiative's project performance assessment. These transformational investments will include multimodal projects across the Bay Area, including a second Transbay Tube and other Bay Crossing alternatives. Business interviews organized through a contract with the Bay Area Council Economic Institute have identified prototype approaches to reducing travel costs, such as through underwriting

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reducing or eliminating transportation costs for lower-wage workers and students; evaluate expanded support for local transit systems that address first-mile, last-mile problems; and evaluate transportation improvements that could facilitate downtown revitalization in areas needing economic development.		of commute costs for workers in low wage industries by high wage employers. An early action of the Economic Development District will be to broaden this type of information on strategies that can be used by the private sector to lower transit costs and provide last mile access to employers. The priority production area study has evaluated the dilemmas around transit access to industrial areas and the challenges of improving both goods movement access and commuter access to industrial zones.
12 Support regional growth by balancing housing, transit-oriented jobs, and industrial uses: Establish criteria for Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair and assess areas that could be converted to housing or mixed use development; evaluate potential incentives that could be used to support companies that locate of ces in transit-rich as opposed to auto-centric areas; and evaluate the use of last-mile transportation solutions to connect communities with warehouses and industrial jobs that cannot be located in downtowns due to land requirements.	MTC/ABAG, local jurisdictions 2-4 years	The Institute for Transportation Studies funded research with local jurisdictions on characteristics for an effective Priority Production Area program, which would enable local jurisdictions to plan for and invest in areas needed for manufacturing, distribution and repair while assessing ways of meeting other critical needs such as housing. UC Berkeley has funding to expand the work in Summer 2018, which may include a workshop to further refine the characteristics of a priority production area program.
13 Close data gaps and improve information accessibility: Continue to collect, analyze and disseminate data about housing opportunity sites and vacant lands, zoning, development trends and policy implementation by local governments to inform local, regional, and state policy	MTC/ABAG Ongoing, 1-4 years	The EAP includes early actions, to begin possibly as soon as Summer 2018, to develop inventories of economic and workforce development programs and best practices. Research underway by the Bay Area Council Economic Institute, funded by MTC, has developed initial information for these inventories.

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development and evaluation, including PDA performance. Create accessible database of major development and publicly owned sites. Create an online Policy Directory with examples of ordinances being implemented at the local level to address community stabilization. Continue to evolve RTP/SCS Project Performance methods to seek stronger alignment between prioritizing transportation projects and housing performance.		Separate from the Economic Action Plan and Regional Economic Development District, the ABAG/MTC Planning Department has initiated a program to improve collection of land use and permit data and to develop a technical approach to storing, displaying, and reconciling data from different sources in a way that is easily accessible and comparable. In mid-2018 MTC/ABAG will begin development of a regional open-access land uses and policies database intended to integrate more than a dozen housing-related datasets; to upgrade tools and processes to reduce local workloads for data collection while improving data quality; to reduce lag times in data reporting; and to streamline access for members of the public, data analysts and developers of dashboards, calculators and other analytical applications, including dynamic linkage to Vital Signs.

RESILIENCE ACTIONS	PARTNERS & TIMEFRAME	MTC/ABAG, BARC, & BCDC POST ADOPTION STATUS <i>Later versions will include partner agencies, including Caltrans, Coastal Conservancy and local jurisdictions & other partners.</i>
14 Develop a regional governance strategy for climate adaptation projects: Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to climate change adaptation.	BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions 2-4 years	In November 2017, BARC released <i>Raising the Bar on Regional Resilience</i> report, reinforcing the need for the regional agencies to clearly outline roles and responsibilities for managing climate adaptation projects and the important coordination between local and regional efforts. The Adapting to Rising Tides (ART) Bay Area project, BCDC’s Bay Plan Amendments, and the implementation plans associated with the Resilient by Design projects will also provide additional perspectives on regional governance strategies.
15 Provide stronger policy leadership on resilient housing and infrastructure: Expand guidance on resilient housing policies for earthquake, flooding and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.	MTC/ABAG, local jurisdictions 1-4 years	MTC/ABAG has been a key partner in the USGS HayWired scenario development and release, which has raised awareness of housing-resilient policies. In the aftermath of the North Bay fires, MTC/ABAG provided information for elected officials and staff, including tools for recovery and rebuilding, funding opportunities, and other support. MTC/ABAG has provided legislative support for two state bills to increase seismic resilience for housing (AB 1857 and AB 2681) that support the Loma Prieta 25 seismic policy platform. As part of a \$300,000 Cooperative Technical Partnership with FEMA that began in 2017, MTC/ABAG initiated scoping for a regional fragile housing inventory project, scheduled to begin in summer 2018. On May 31, ABAG will focus its General Assembly on a “Resilient Region” with breakout sessions examining the lessons learned on Earthquakes, North Bay Fire Recovery, Sea Level Rise through the Resilient by Design (RbD) effort and Energy with Community Choice Aggregation Programs.

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16 Create new funding sources for adaptation and resilience: Pursue new funding opportunities, including innovative financing, for resilience planning and implementation, including retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes and exposure to environmental health risks.	MTC/ABAG, BARC, BCDC 1-4 years	The Finance Advisory Team for the RbD effort developed a Finance Guide for a range of resources available for financing resilience and adaptation projects. Additionally, each project that emerges from RbD will include an implementation plan that touches on financing strategies, including innovative approaches, most viable for those projects. The Restoration Authority is a regional agency created to fund shoreline projects that will protect, restore and enhance San Francisco Bay through the allocation of funds raised by the Measure AA parcel tax. The San Francisco Bay Restoration Authority considered Round 1 Grant Recommendations on April 11, 2018. The staff recommendations include eight projects totaling \$23.5 million distributed across the Bay Area.
17 Establish and provide a resilience technical services team: Broadly share data, best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess built environment and social vulnerabilities and identify workable solutions through public and private avenues. Investigate how to incorporate resilience into Priority Development Area (PDA) planning and Complete Streets requirements.	MTC/ABAG, BARC, BCDC 1-2 years	MTC/ABAG, BCDC, and BARC have been collaborating on the development of adaptation strategies for inclusion in Horizon and Plan Bay Area 2050. These will help inform “win-win” strategies across multiple planning futures in late 2018 and early 2019. This includes assessing the vulnerabilities of PDAs and other geographies. BARC is coordinating cross-agency teams of technical staff to advance best practices and model ordinances on greenhouse gas reduction, renewable energy, and on-the-ground strategy development with local partners in disadvantaged and vulnerable communities to improve local performance related to flood risk reduction, improved air quality, renewable energy, among other topics. MTC/ABAG continues to host a website to share resilience findings and funding opportunities.

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18 Expand the region's network of natural infrastructure: Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, improve access to urban and rural public space, mitigate urban heat island effects, and enhance health. Leverage existing initiatives — including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, the Bay Trail and other regional trails, San Francisco Estuary Partnership, and Bay Restoration Authority — and partner with special districts and cities.	MTC/ABAG*, BCDC, Coastal Conservancy, jurisdictions, utilities 1-4 years * includes Bay Trail and San Francisco Estuary Partnership	BARC Executive Director served on the Board and MTC/ABAG staff served on the Technical Advisory Committee of the Resilient by Design (RbD) competition, which aims to develop innovative solutions to sea level rise and resilience related issues and be proactive to protect communities before a disaster strikes. BARC and MTC/ABAG staff continue to serve on the Project Management Team with BCDC on the Adapting to Rising Tides (ART) Bay Area project, which is currently developing comprehensive vulnerability assessments for regional systems. The San Francisco Estuary Partnership worked to implement nature-based shoreline infrastructure solutions that include flood protection, habitat enhancement and multi-benefit urban greening through the Oro Loma Horizontal Levee and Healthy Watersheds Resilience Baylands projects.
19 Establish the Regional Advance Mitigation Program (RAMP): Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in-advance of environmental reviews to improve both project delivery and conservation outcomes.	MTC/ABAG, Caltrans, RAMP coalition** 1-4 years	The RAMP team has identified two pilot areas to test the RAMP concept in the Bay Area – in Santa Clara and the East Bay. The RAMP team is preparing Regional Conservation Investment Strategies (RCISs) for the two pilot areas, consistent with AB 2087. The RCISs will allow for future advance mitigation and mitigation credit agreements to be recognized by state permitting agencies. The Santa Clara RCIS was submitted to the California Department of Fish and Wildlife in Fall 2017, and the team is currently addressing CDFW comments. The RAMP team expects to submit the East Bay RCIS to CDFW in Summer 2018.