

PLAN BAY AREA 2050 IMPLEMENTATION PLAN: 2024 PROGRESS UPDATE

ATTACHMENT A

Plan Bay Area 2050 Element: HOUSING

Plan Theme and Strategy	Implementation Action	Progress Update since Fall 2023 <i>Summary of activities completed between Oct 2023 – Sep 2024.</i>	Anticipated Activities over next 12 months <i>Summary of activities planned for Oct 2024 – Sep 2025.</i>
Protect and Preserve Affordable Housing H1. Further Strengthen Renter Protections Beyond State Legislation H2. Preserve Existing Affordable Housing	Action 1a. Advocate for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	<ul style="list-style-type: none"> Supported the passage of AB 1319 and ACA 1 in 2023. Staff pursued additional legislative advocacy (e.g., successfully supporting AB 598 and ACA 10) to advance a 2024 regional housing bond measure. 	<ul style="list-style-type: none"> Begin legislative and stakeholder advocacy for a new housing revenue measure. Reset electoral strategy regarding revenue source, key partnerships, and timeline.
	Action 1b. Seek new revenues for affordable housing preservation	<ul style="list-style-type: none"> Supported ACA 1 and ACA 10 – on the November 2024 statewide ballot as Proposition 5 – to set the vote threshold for local affordable housing and public infrastructure bonds at 55 percent. Endorsed Proposition 5. Sponsored AB 598 (Wicks) to clarify BAHFA’s authorities related to local land use and housing policies which appears on the 2024 ballot as Proposition 5. Also supported AB 2813 (Aguiar-Curry) which relates to Proposition 5. Successfully defended REAP 2.0 allocation against steep state budget cuts. MTC’s REAP 2.0 share was only cut by \$6M, much less than the initial \$50M cut. Outreach for a 2024 regional housing measure peaked in June 2024 with unanimous approval by BAHFA and ABAG Executive Boards for presenting a general obligation bond measure to voters in November 2024. The final ballot measure, Regional Measure 4, was removed from the ballot on August 14th, 2024. 	<ul style="list-style-type: none"> Continue advocating for new preservation funding and programs through the FY 2024-25 state budget and continue pursuing federal funds for BAHFA, including through federal appropriations bills. Create a new “Moderate-Income Housing Acquisition Program” to better pursue affordable housing preservation and production goals using project revenue bond financing.
	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	<ul style="list-style-type: none"> Launched the Bay Area Eviction Study and the rental assistance pilot. The first set of residents are receiving assistance. \$17M in REAP 2.0 was identified for Preservation. The first NOFA was issued in June 2024, with Equity Priority Communities prioritized. The Welfare Tax Exemption Preservation Program (WTEPP) is in progress and has provided affordability protections for 870 units. 	<ul style="list-style-type: none"> Continue implementation of REAP 2.0 Preservation funding. Analyze eviction study data and work with Bay Area jurisdictions on data-driven anti-displacement solutions. Continue WTEPP, which has a rolling application process.

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	1d. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	<ul style="list-style-type: none"> The integrated BAHFA Business Plan was adopted by ABAG Executive Board (April 2024) and the BAHFA Board (June 2024) and is posted on BAHFA’s website. 	<ul style="list-style-type: none"> The BAHFA Business Plan has been completed. Staff will continue work to implement the Plan.
	1e. Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies	<ul style="list-style-type: none"> BAHFA successfully secured a \$5 million HUD grant from the new PRO Housing grant program. This creates precedent for BAHFA as an eligible federal recipient. Metropolitan Planning Organizations (and therefore BAHFA) were added as an eligible recipient to a 2023 HUD funding program. RHNA preservation credit analysis and outreach has proceeded. Potential legislative changes have been refined and specified. 	<ul style="list-style-type: none"> Continue advocacy for state and federal funding for preservation and tenant protections. Next step for preservation RHNA credit is to determine sponsorship of potential legislation. Goal for any bill is submission in January 2025.
<p>Spur Housing Production for People of All Income Levels</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>	2a. Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies	<ul style="list-style-type: none"> This was not significant legislative action in this policy area in 2024. 	<ul style="list-style-type: none"> Evaluate advocacy options as part of future advocacy cycles.
	2b. Seek new revenues for affordable housing production and explore better coordination of existing funding streams	<ul style="list-style-type: none"> See 1b. actions related to ACA1, ACA10, and the regional housing measure. Continued advocating for federal funding for affordable housing production, as well as federal policy changes that will increase California’s affordable housing financing capacity. As described in action 1e: received \$5M from HUD PRO-Housing grant to assist two new mixed-income, mixed-use, TOD new construction projects. 	<ul style="list-style-type: none"> Continue implementation of HUD PRO-Housing Grant. Continue advocacy for new state and federal funding for new construction and policy changes to help streamline implementation and lower housing costs.
	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	<ul style="list-style-type: none"> Completed Priority Sites nomination process resulting in Commission and Executive Board approval of 216 Priority Site locations. The first loan closed in August 2024. Continued to administer existing portfolio of PDA planning grants. 	<ul style="list-style-type: none"> Continue implementation of Priority Sites lending and technical assistance programs. Launch and award grants for an integrated \$62 million Call for Projects that combines eight regional programs to support local implementation of the Transit Oriented Communities Policy and Climate Programs.

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	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.	<ul style="list-style-type: none"> • Engaged in ongoing investigation of opportunities to finance affordable moderate-income housing • Closed out APA-award-winning Regional Housing Technical Assistance (RHTA), funded by REAP 1.0. • Prepared an integrated RFP that will support RHTA activities (funded by REAP 2.0) and Transit Oriented Community Policy implementation. 	<ul style="list-style-type: none"> • Continue to identify and pursue opportunities to advance Priority Sites that did not receive pilot funding. • Conduct ongoing evaluation of lessons learned from Priority Sites pilot-funded projects.
	2d. Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025	<ul style="list-style-type: none"> • Worked with CTA planning staff to assist work with local jurisdictions. • Identified 15 PDAs that need to have plans to continue to maintain their PDA designation; extended deadline until 2026 to sync with Plan Bay Area 2060 kickoff. 	<ul style="list-style-type: none"> • Continue to work with CTA planning staff to work toward completion of PDA plans.
	2e. Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit	<ul style="list-style-type: none"> • Implemented Transit Oriented Communities (TOC) Policy requirements for relevant RM3 allocations. • Completed Final Administrative Guidance to the TOC Policy. • Completed over 200 TOC Policy meetings with stakeholders, including over 120 one-on-one meetings with jurisdiction staff. • Released initial version of online portal for local jurisdictions to submit compliance documentation. 	<ul style="list-style-type: none"> • Continue implementation of TOC Policy requirements for RM3 allocations. • Provide ongoing support to local staff as they submit compliance materials. • Develop and deploy grants and technical assistance to help jurisdictions develop policies/programs to meet TOC Policy requirements. • Engage with local jurisdictions and other stakeholders during development of OBAG 4 Program.
	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	<ul style="list-style-type: none"> • The Doorway application capacity fully launched; since then, onboarding and user uptake has increased. • Published 2023 Affordable Housing Pipeline study in 2024. 	<ul style="list-style-type: none"> • Add lottery and other improved functionalities to Doorway platform. • Complete new 2024 Affordable Housing Pipeline study.
	2g. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	<ul style="list-style-type: none"> • See #1d for related activities. 	<ul style="list-style-type: none"> • See #1d for relevant anticipated activities.
	2h. Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies	<ul style="list-style-type: none"> • Participated in Center for Public Development’s national “community of practice” to pursue new funding strategies to deliver affordable housing, as well as a “social housing” working group to explore new funding and ownership structures for affordable housing. • Worked with stakeholders to advance time and cost control incentives through Proposition 1 funding, passed in March 2024. 	<ul style="list-style-type: none"> • Continue to participate in working groups. • Complete the Housing Cost Drivers study. The data will be shared with housing developers and lenders to try to increase production regionally, and to inform the Housing Needs and Revenue analysis (and associated strategies) in Plan Bay Area 2050+.

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		<ul style="list-style-type: none"> Launched a Construction Cost Drivers study to better understand and address the high cost of housing development. 	
	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	<ul style="list-style-type: none"> See 2c for related activities. 	<ul style="list-style-type: none"> See 2c for relevant anticipated activities.
Create Inclusive Communities H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services	3a. Seek new revenues for rental, mortgage and small-business assistance programs	<ul style="list-style-type: none"> Coordinated with housing stakeholders on Assembly Constitutional Amendments 1 and 10; the eligible uses of Bond proceeds were expanded to include capitalized operating reserves. 	<ul style="list-style-type: none"> Continue exploring potential funding opportunities at the federal and state level.
	3b. Launch and deliver BAHFA pilot projects that will focus on developing standardized best practices for tenant protection programs and scoping potential regional-scale anti-displacement programs	<ul style="list-style-type: none"> See 1c for related activities. 	<ul style="list-style-type: none"> See 1c for relevant anticipated activities.
	3c. Partner with local jurisdictions and other stakeholders through BAHFA to develop and roll out a regional homelessness prevention system	<ul style="list-style-type: none"> Continued participation in the Regional Impact Council. See 1c for additional relevant anticipated activities. 	<ul style="list-style-type: none"> Continue to participate in the Regional Impact Council.
	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	<ul style="list-style-type: none"> See 2c and 2e for related activities. 	<ul style="list-style-type: none"> See 2c and 2e for relevant anticipated activities.

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	3e. Complete and implement the Expanded Regional Housing Portfolio and BAHFA Business Plan	<ul style="list-style-type: none"> • See 1d for related activities. 	<ul style="list-style-type: none"> • See 1d for relevant anticipated activities.
	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	<ul style="list-style-type: none"> • See 2c for related activities. 	<ul style="list-style-type: none"> • See 2c for relevant anticipated activities. • State budget cuts to REAP will necessitate a small cut in REAP funds to all programs.

Plan Bay Area 2050 Element: ECONOMY

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Improve Economic Mobility EC1. Implement a Statewide Universal Basic Income EC2. Expand Job Training and Incubator Programs EC3. Invest in High-Speed Internet in Underserved Low-Income Communities	4a. Advocate for a potential statewide pilot program related to a universal basic income	<ul style="list-style-type: none"> • Due to priorities related to housing, transportation, and the environment, advocacy related to economic development has been limited over the past year. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Due to priorities related to housing, transportation, and the environment, advocacy related to economic development has been limited over the past year. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Due to priorities related to housing, transportation, and the environment, advocacy related to economic development has been limited over the past year. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Tracked implementation of SB156 which fills broadband network gaps. • At the regional level, due to priorities related to housing, transportation, and the environment, advocacy related to economic development has been limited over the past year. 	<ul style="list-style-type: none"> • Track state and federal efforts to expand broadband access through infrastructure investments and, where required, subsidies to low-income households. • Evaluate advocacy options as part of future advocacy cycles.
	4e. Implement the recommendations of MTC and ABAG's Regional Governmental Partnership for Local Economic Rebound initiative	<ul style="list-style-type: none"> • Sought extension from USEDA on Comprehensive Economic Development Strategy (CEDS) update. • Continued to participate in Steering Committee for California Jobs First plan. 	<ul style="list-style-type: none"> • Determine next steps for CEDS update, including potential alignment with Plan Bay Area 2060.
	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	<ul style="list-style-type: none"> • Due to priorities related to housing, transportation, and the environment, advocacy related to economic development has been limited over the past year. 	<ul style="list-style-type: none"> • No activities are currently anticipated.

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Shift the Location of Jobs EC4. Allow Greater Commercial Densities in Growth Geographies EC5. Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit EC6. Retain and Invest in Key Industrial Lands	5a. Advocate for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	<ul style="list-style-type: none"> Following adoption of Transit Oriented Community (TOC) Policy—which includes standards for minimum commercial densities near transit—released guidance for compliance to local governments and conducted one-on-one meetings to support implementation. Integrated all TOC areas into Plan Bay Area 2050+ Growth Geographies. 	<ul style="list-style-type: none"> Continue to support local implementation of policies that enable implementation of the TOC policy. Including minimum commercial densities. Track relevant legislation and funding opportunities.
	5b. Complete and implement the TOD Policy Update to ensure land use supports transit investments	<ul style="list-style-type: none"> See 2c and 2e for related activities. 	<ul style="list-style-type: none"> See 2c and 2e for relevant anticipated activities.
	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	<ul style="list-style-type: none"> See 2c and 2e for related activities. Released guidance for Transit Oriented Community Policy compliance, which includes pathways to complying with commercial density requirements. Upcoming RFP for local planning grants anticipated to focus on holistic implementation of TOC policy, including minimum commercial densities in areas with the greatest transit service. 	<ul style="list-style-type: none"> See 2c and 2e for relevant anticipated activities. Issue and award RFP for local funding that focuses on holistic implementation of TOC Policy. Continue to support local implementation of TOC Policy.
	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	<ul style="list-style-type: none"> Four Priority Production Area (PPA) grants were awarded, supporting 23 PPAs, with three multi-jurisdictional grants (Contra Costa, Alameda, Solano counties) and one single-jurisdiction grant (Port of Benecia). 	<ul style="list-style-type: none"> Continue to manage the active PPA grants; prepare to evaluate pilot program's efficacy as part of Plan Bay Area 2060.

Plan Bay Area 2050 Element: TRANSPORTATION

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<p>Maintain and Optimize the Existing System</p> <p>T1. Restore, Operate, and Maintain the Existing System T2. Support Community-Led Transportation Enhancements in Equity Priority Communities T3. Enable a Seamless Mobility Experience T4. Reform Regional Fare Policy T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives T6. Improve Interchanges and Address Highway Bottlenecks T7. Advance Other Regional Programs and Local Priorities</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>	<ul style="list-style-type: none"> Worked with operators to determine operating funding needs for purposes of advocacy and potential distribution scenarios for a regional measure; convened Select Committee to continue the policy conversation related to a potential 2026 transportation revenue measure. In collaboration with partner agencies, applied for \$117M EPA grant to reduce GHG focused on delivery of Mobility Hubs, e-bike expansion and Clipper community outreach. 	<ul style="list-style-type: none"> Continue to coordinate with stakeholders and transportation advocates for a successful approval and implementation of a regional transportation measure, building on the work of the Select Committee.
	<p>6b. Evaluate and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study (FCIS) recommendations</p>	<ul style="list-style-type: none"> Deployed Clipper BayPass Pilot Program for business and other institutions in January 2024. Finalized details of free and discounted transfers (discount of \$2.75) for users as a part of Next Generation Clipper system. 	<ul style="list-style-type: none"> Launch free and discounted transfers for users making inter-agency connections. Undertake an implementation study to deliver a common fare structure for regional transit service as recommended by the Transit Fare Policy Vision Statement. Continue to explore legislative and funding opportunities for other fare integration efforts, such as individual passes.
	<p>6c. Coordinate the Bay Area’s transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding and transit ridership restoration</p>	<ul style="list-style-type: none"> See anticipated activities for implementation actions 6a, 6b, 6d, 6f. Coordinated with Bus Accelerated Infrastructure Delivery (BusAID)/Transit Priority for existing Transit Performance Initiative (TPI) and Low Carbon Transit Operations Program (LCTOP) funding streams. Continue to deliver the toll bridge rehabilitation program with Caltrans to maintain toll bridge assets. Continue implementation of Open Road Tolling; including changes to high-occupancy vehicle policy that allows HOV2 users at full price in the HOV lane (HOV3+ users continue to receive a 50% toll discount) at the toll plaza at Antioch, Benicia-Martinez, Carquinez, Dumbarton, San Mateo-Hayward, and Richmond San Rafael Bridges. 	<ul style="list-style-type: none"> See anticipated activities for implementation actions 6a, 6b, 6d, 6f. Continue coordination with BusAID/Transit Priority for existing TPI and LCTOP funding streams. Continue to deliver on toll bridge rehabilitation program with Caltrans to maintain toll bridge assets. Implement Richmond Forward and Open Road Tolling at Richmond. Update the high-occupancy vehicle policy at the Antioch, Benicia-Martinez, Carquinez, Dumbarton, San Mateo-Hayward, and Richmond San Rafael Bridge toll plazas.

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	6d. Reassess Plan Bay Area 2050's transportation element financial assumptions in 2023 to better reflect the region's post-COVID-19 financial conditions	<ul style="list-style-type: none"> Published the Draft Plan Bay Area 2050+ Transportation Needs and Revenue Assessment, leveraging updated data on the impacts of the COVID-19 pandemic on the transportation system and Bay Area economy. 	<ul style="list-style-type: none"> Publish the Final Plan Bay Area 2050+ Transportation Needs and Revenue Assessment.
	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.	<ul style="list-style-type: none"> Coordinated with regional Transit Asset Management group to plan for small operators. Continued maintenance of Regional Transit Capital Inventory (RTCI) system and restoration of data. Updated StreetSaver with additional features such as sidewalks and climatic zones and updated regional pavement conditions index. Provided technical assistance via PTAP and continued to develop Toll Bridge Asset Management Plans. 	<ul style="list-style-type: none"> Continue Transit Asset Management coordination. Continue maintenance of RTCI system, aiding in use of transit capital needs projections. Release the updated StreetSaver regional pavement condition index in Fall 2024. Begin new round of PTAP using more streamlined contracting; continue to improve StreetSaver functionality. Secure toll increase to support Toll Bridge Rehabilitation Program.
	6f. Implement the system optimization recommendations of the Blue Ribbon Transit Recovery Task Force related to fare integration and payment, mapping and wayfinding, bus transit priority, and transit network planning, including: <ul style="list-style-type: none"> Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment, and delivering near-term transit corridor projects Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information 	<p>Clipper</p> <ul style="list-style-type: none"> The Next Generation Clipper System Integrator contractor achieved Revenue Ready status after completing system implementation testing on five participating operators and demonstrated the acceptance of contactless bank cards. Refined and began testing of operator business rules, including regional inter-agency transfer. Deployed Clipper BayPass to new businesses and institutions as Phase 2 of the pilot study. <p>Forward Initiatives</p> <ul style="list-style-type: none"> Completed project approval and environmental document for the I-580 HOV Lane Extension. Continued project initiation documentation and preliminary engineering for the I-80 WB bus-only lane. Continued with final design for West Grand Bus Lane Project (Phase 2) and the I-80 Powell Street Transit Improvement project, which incorporates roadway features that promote pedestrian and bicycle safety. Initiated preliminary analysis of transit/HOV projects on the I-80/Bay Bridge corridor including conducting preliminary analysis/planning for bus on shoulder. 	<p>Clipper</p> <ul style="list-style-type: none"> Will launch the Next Generation Clipper with full functionality, including the inter-agency transfer recommended by the Fare Coordination and Integration Study; acceptance of contactless bank cards for fare payment on all participating operators; and new online portals to support expansion of the Clipper BayPass program and transit agency promotional fare programs. Undertake an implementation study to deliver a common fare structure for regional transit service as recommended by the Transit Fare Policy Vision Statement. <p>Forward Initiatives</p> <ul style="list-style-type: none"> Continue project development through for the I-80 Bus/HOV Lane; complete final design and advertise/proceed with construction for the I-580 HOV Lane Extension, West Grand Bus Lane Project (Phase 2) and the I-80 Powell Street Transit Improvement project. Continue development of transit/HOV projects on the I-80 corridor including conducting preliminary analysis and initiate Project Approval and Environmental Document for Bus on Shoulder; Localized Transit Priority Strategies; HOV Access Restrictions; and I-80, Bay Bridge and Carquinez Bridge HOV Hours of Operations; and initiate design for Smart Transbay Transit See 6j for other relevant activities. <p>Mapping and Wayfinding</p>

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		<ul style="list-style-type: none"> Developed localized transit priority strategies; HOV access restrictions; I-80, Bay Bridge and Carquinez Bridge HOV hours of operations; and Smart Transbay Transit. See 6j for other relevant activities. Continuing to advance actions prioritized in the Transit Fare Policy Vision Statement adopted by the Fare Integration Task Force and MTC Executive Committee in November 2021. <p>Mapping and Wayfinding</p> <ul style="list-style-type: none"> Partnered with transit operators to finalize maps and wayfinding for complex prototype locations at Santa Rosa, El Cerrito del Norte and Powell St; began fabrication of materials and development of standards. Developed a Regional Mapping Data Services (RMDS) stakeholder engagement plan, user needs assessment, concept of operations and system requirements. 	<ul style="list-style-type: none"> Install wayfinding and maps at prototype locations to receive customer feedback and test operations & maintenance. Begin deployment at nine pilot sites throughout the region for further testing and standards refinement. Award Technical Assistance Grants and kick-off initial phase of selected projects. RMDS design will continue with user interface and system designs. Software development for OSM integration and transit maps will begin in November 2024 and continue through September 2025.
	<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>	<ul style="list-style-type: none"> Continued framework development of the Lifeline successor – CARE. Approved CARE funding guidelines and began implementation of the CBO power-building component of the program. 	<ul style="list-style-type: none"> Further develop the Technical Assistance and Participatory Budgeting elements of the program, including recruitment of staff person.
	<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>	<ul style="list-style-type: none"> Identified stakeholders to participate in county meetings to designate mobility managers. Completed draft report for standardizing Paratransit Eligibility Practices with support from the Bay Area Partnership Accessibility Committee (BAPAC). Secured Caltrans grant funding to evaluate One-Seat Ride pilot project. 	<ul style="list-style-type: none"> Conduct stakeholder meetings to designate county mobility managers. Finalize standardizing Paratransit Eligibility Practices Report and begin implementation activities. Scope and identify One-Seat Ride pilots. Pilot Clipper on paratransit.
	<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>	<ul style="list-style-type: none"> Experienced delay in full launch of Next Generation Clipper, but System Integrator contractor completed initial system implementation and pilot testing on five transit agencies to prove core back-office functionality. Completed installation of new on-board and stand-alone Clipper readers throughout the region. 	<ul style="list-style-type: none"> Complete system implementation and pilot testing of all system components on all 22 participating transit agencies. Transition customers and 14M+ issued cards from legacy to new system. Coordinate with stakeholders on launching third-party integrations with paratransit providers and Bay Wheels.

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	<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>	<ul style="list-style-type: none"> • The Clipper START evaluation was finalized and was expanded to include all Clipper agencies and offer a uniform discount across the region. MTC staff are coordinating to ensure consistency across means-based initiatives. • Napa Valley Forward: Completed project approval and environmental document and initiated final design, incorporating roadway features that promote pedestrian and bicycle safety, for SR 29 Intersection Improvement. • Richmond-San Rafael Forward: Completed preliminary engineering, project approval, environmental document for the Open Road Tolling (ORT)/I-580 Westbound (WB) HOV Lane; initiated Third Lane Study; initiated preliminary engineering for Richmond Parkway Interchange Operational Improvement; worked with AC Transit and other agency partners to scope and initiate Cutting Boulevard Transit Priority project. • Dumbarton Forward: completed project approval and environmental document and initiated final design for Part-Time Bus Only Lane; continued preliminary engineering, environmental, and project approval for Dumbarton Bike Access; • SR 37 Sears Point to Mare Island Improvement Project: Completed project approval and environmental document. Completed EIR Addendum for the Tolay Creek Bridge Replacement. Initiated final design phase. • See 6f for additional relevant activities under Bay Bridge Forward. • Completed evaluation phase and continued technical support and system enhancement for I-880 ARM; kicked off US-101 ARM planning and implementation project. • Continued operations of Express Lanes START pilot and the Low-Income Toll Payment Plan; completed evaluation; engaged in agency discussions about eligibility criteria for various regional discount programs. • Continued coordination with Caltrans on fiber project (SHOPP project 2Q740), which is nearing completion of the design phase. Continued support contract for existing TMC traffic video camera system. Entered into a support contract for support of the existing TMC advanced transportation management system (ATMS). 	<ul style="list-style-type: none"> • Continue operation of Express Lanes START pilot and the Low-Income Toll Payment Plan; present evaluation, make recommendations regarding the future of the pilot, and integrate recommendations; engage in agency discussions about eligibility criteria for various regional discount programs and incorporate recommendations. • Continue to analyze and evaluate aligning, where possible, eligibility across the means-based programs and to explore expanding program access, including as part of SR 37 improvements. • Napa Valley Forward: Complete final design/right-of-way clearance and advertise and start construction for SR 29 Intersection Improvement at Rutherford Rd. • Richmond-San Rafael Forward: Complete final design and advertise ORT/I-580 WB HOV Lane; complete Third Lane Study; complete preliminary engineering and start environmental/project approval phase for Richmond Parkway Interchange Operational Improvement; work with AC Transit to advance planning, environmental, and design for Cutting Boulevard Transit Priority. • Dumbarton Forward: Complete final design and advertise and start construction for Part-Time Bus Only Lane; complete project approval and environmental document, initiate and complete final design, and advertise and start construction for Dumbarton Bike Access. • SR 37 Sears Point to Mare Island Improvement Project: Continue final design phase. Complete supplemental EIR for the Strip Marsh East Enhancement. Complete final design and bid package for the first Phase of the project to replace the Tolay Creek Bridge and to provide improvements at the SR 121/SR 37 intersection. • Work with Caltrans, TAM and SCTA to implement expanded HOV hours on the Marin-Sonoma US 101 corridor. • Release the systems engineering RFP for the I-880 Optimized Corridor Operations Project; collaborate with Caltrans to scope and prioritize the ARM Implementations for other corridors, including SR-237, CA-4, and I-680. • See 6f for additional relevant activities under Bay Bridge Forward. • Continue coordination with Caltrans on next steps related to regional fiber projects (Caltrans as lead) and MTC support of TMC-related operations and mobility projects.

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	6k. Identify strategies to equitably advance roadway pricing on congested freeways through technical analysis and deep engagement with key partners, stakeholders and the public	<ul style="list-style-type: none"> Next Generation Freeways Study: Prioritized and refined pathways for a second round of analysis that includes highway all-lane tolling and a regional mileage-based user fee, through robust community/stakeholder engagement. Considered the nexus of Express Lanes and the Next Generation Freeways Study as part of broader Plan Bay Area 2050+ effort. 	<ul style="list-style-type: none"> As part of the Next Generation Freeways Study, weigh tradeoffs of different pricing pathways, including consideration of effects on emission reduction, diversion to local streets, affordability, mode shift, and congestion. Develop findings and recommendations, including a ten-year Implementation Roadmap identifying actions to overcome legislative, regulatory, political, and planning/delivery hurdles.
Create Healthy and Safe Streets T8. Build a Complete Streets Network T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	7a. Seek new revenues and/or increased funding for transportation, including for Complete Streets priorities	<ul style="list-style-type: none"> MTC successfully applied for a federal planning grant and was awarded \$10M dollars to advance the regional vision zero program. Launched the Active Transportation Technical Assistance Program, providing \$960,000 of technical assistance grants to support local implementation of Complete Streets Policy and the Active Transportation Network. 	<ul style="list-style-type: none"> Implement Regional Vision Zero planning grant. Track and move forward Complete Streets (SB 960) and the Pedestrian Protection Act.
	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	<ul style="list-style-type: none"> Supported efforts to within the Regional Vision Zero working group related to the speed enforcement pilot programs. MTC supported the passing of AB645 – automated speed enforcement in three pilot Bay Area cities (SJ, SF and Oakland). 	<ul style="list-style-type: none"> Provide continued support for safety pilot programs.
	7c. Complete and implement the recommendations of the Regional Active Transportation Plan	<ul style="list-style-type: none"> See 6f and 6j for additional relevant activities under Forward Initiatives. Programmed \$4.7M for Active Transportation Technical Assistance (ATTA); provided technical assistance to jurisdictions applying for funds. Launched ATTA Program, providing \$960,000 to 34 technical assistance projects, and Bay Trail & Active Transportation Network design and outreach. Added the Active Transportation Network layer into StreetSaver. Launched a new easy-to-use Complete Streets Checklist form. Began developing nine county technical assistance workshops (including coordination with Vision Zero) on topics to help jurisdictions advance active transportation projects. 	<ul style="list-style-type: none"> See 6f and 6j for additional relevant activities under Forward Initiatives. Will continue to refine technical assistance offerings to tee up competitive projects for future funding cycles. Will continue to incorporate Complete Streets elements in StreetSaver. Launch the second round of the ATTA Program, providing \$2 Million of design technical assistance to projects on the Active Transportation Network, incorporating lessons learned from the first round. Continue coordinating with Vision Zero to implement workshops. Begin assessment of Complete Streets Policy for any recommended adjustments in advance of OBAG4.
	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	<ul style="list-style-type: none"> Collaborated on one Active Transportation and Vision Zero Workshop and Peer Exchange RFP to provide a seamless and coordinated workshop series to Bay Area jurisdictions. Coordinated a single call for projects across Active Transportation Network, Quick Build, and Bay Trail grants. 	<ul style="list-style-type: none"> Continue sharing Bay Trail Gap Closure Implementation Plan Priority List with agency and community partner and develop the Bay Trail Design Guidelines and Toolkit 2.0. Explore Round 2 of ATTA program.

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		<ul style="list-style-type: none"> Finalized and shared Bay Trail Gap Closure Implementation Plan Priority List with Technical Advisory Committee and Community Based Organizations. Provided Quick Build technical assistance through the Active Transportation Technical Assistance (ATTA) program to eight local agencies. Began initial coordination between MTC Complete Streets Policy and upcoming integration with Bus Priority policy. Coordinated on transportation requirements related to MTC’s TOC Policy. 	<ul style="list-style-type: none"> Assess jurisdiction compliance related to transportation elements of MTC’s TOC Policy. Deliver technical assistance workshops in coordination with Vision Zero workshops (see 7c).
Build a Next-Generation Transit Network T10. Enhance Local Transit Frequency, Capacity, and Reliability T11. Expand and Modernize the Regional Rail Network T12. Build an Integrated Regional Express Lane and Express Bus Network	8a. Seek new revenues and/or increased funding for transportation, including for local transit expansion, and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit	<ul style="list-style-type: none"> See 6a for relevant anticipated activities. 	<ul style="list-style-type: none"> See 6a for relevant anticipated activities.
	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	<ul style="list-style-type: none"> Coordinated with MAP project sponsors on funding and delivery plans. 	<ul style="list-style-type: none"> Continue MAP project coordination, including Stage Gate evaluation for the Portal and governance study. Specific coordination for Portal and BART to Silicon Valley Phase II through FTA Capital Investment Grants process.
	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	<ul style="list-style-type: none"> Submitted comment letter on most recent CAHSR Business Plan. 	<ul style="list-style-type: none"> Continue tracking High-Speed Rail’s construction progress statewide.
	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	<ul style="list-style-type: none"> This action has not progressed yet; waiting on pending recommendations from the Next Generation Bay Area Freeways Study (expected early 2025). 	<ul style="list-style-type: none"> Reevaluate advocacy needs based on recommendations and implementation actions identified by the Next Generation Bay Area Freeways Study.
	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	<ul style="list-style-type: none"> Coordinated with CCTA and completed draft environmental document for the I-680 Northbound Express Lanes gap closure project. Evaluated projects within the Express Lanes Program as part of Plan Bay Area 2050+ Project Performance and determining avenues for prioritization 	<ul style="list-style-type: none"> Continue to coordinate with CCTA to complete the environmental document for the I-680 Northbound Express Lanes gap closure project, and start final design.

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	Lanes Strategic Plan, which will guide future network investments, priorities and policies	<p>in a changing environment under new SB743 guidelines and the Caltrans System Investment Strategy.</p> <ul style="list-style-type: none"> Developed “Gold Standard” goals to guide further development of Express Lane projects. Engaged with Contra Costa Transportation Authority in development of VMT mitigation strategies for the I-680 Northbound Express Lanes project. 	<ul style="list-style-type: none"> Work with partners to determine how Express Lane projects can facilitate or align with the recommendations of the Next Generation Bay Area Freeways Study.
	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	<ul style="list-style-type: none"> See 6f for additional relevant updates. Participated in the development of the Caltrans D4 Transit Plan, which kicked off in summer 2023. Regional Network Management (RNM) Council and Customer Advisory Group charters developed and bodies first convened in late 2023; RNM Council adopted work plan in December 2023 and RNM Performance Measures in April 2024. See 6f for additional relevant activities. 	<ul style="list-style-type: none"> See 6f for additional relevant anticipated activities. Continue to participate in the development of the Caltrans D4 Transit Plan, which is anticipated to be completed in winter 2025. RNM Council and Customer Advisory Group to continue to support delivery of 6f activities. Conduct a two-year evaluation of the RNM framework. See 6f for additional relevant activities.
	8g. Complete and implement the TOD Policy Update to ensure land use supports transit investments and access to transit	<ul style="list-style-type: none"> See 2e and 2c. 	<ul style="list-style-type: none"> See 2e and 2c.
	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	<ul style="list-style-type: none"> See 8b and 8f. Held meetings with megaregion partners to advance projects for funding (Megaregion Dozen projects); so far, two Bay Area projects have been funded. 	<ul style="list-style-type: none"> See 8b and 8f. Develop replacement projects for the Megaregion Dozen that were funded in the Bay Area (Alameda County Rail Safety Enhancement Program and Hercules Hub); continue to support the megaregion working group.

Plan Bay Area 2050 Element: ENVIRONMENT

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<p>Reduce Risks from Hazards</p> <p>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</p>	<p>9a. Seek new revenues to support sea level rise adaptation</p>	<ul style="list-style-type: none"> Participated in Local Transportation Climate Adaptation Program (LTCAP) guidelines development, applied for Resilient SR-37, and was awarded \$50 million in LTCAP funds from CTC. SFEP secured \$11m in awards from US EPA to advance on-the-ground nature-based climate resilience projects Partnered with State Coastal Conservancy (SCC) to request Water Resource Development Act (WRDA) authorization for US Army Corps of Engineers baywide sea level rise adaptation study, which would be a first step in a long process to unlock federal funding. Informed ongoing policy dialogue about eligibility for climate resilience projects within Connectivity category for 2026 measure. Monitored evolution of 2024 statewide climate bond. 	<ul style="list-style-type: none"> Continue to support funding requests to advance Resilient SR-37 that address near-term and long-term sea level rise, including from state and federal discretionary sources. See action 6j. for additional activities. Coordinate with Caltrans and partners to complete prioritization of the long-term Resilient SR-37 sea level rise adaptation project. Continue to partner with SCC to ensure desired WRDA language is retained and authorized. If the State climate bond is successful, strategize to best position the Bay Area to receive funding.
	<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>	<ul style="list-style-type: none"> BARC completed a systems assessment that maps the current activities of member agencies related to addressing key climate hazards; the final report will inform OPR proposal and approach to developing technical assistance program. BARC collaboratively drafted and shepherded approval of Interagency Sea Level Rise & Flooding MOU which better delineates roles and responsibilities. 	<ul style="list-style-type: none"> Will track WRDA authorization process in US Congress and convene stakeholders as needed. (see 9a for more context) Work with BARC member agencies to collaboratively implement Interagency MOU. Explore opportunities for ABAG to play a role on sea level rise technical assistance.
	<p>9c. Seek new revenues to incentivize residential building retrofits and advocate for changes relative to the use of ratepayer funds</p>	<ul style="list-style-type: none"> Worked with BAAQMD and other stakeholders to complete a Priority Climate Action Plan for the region and applied for a grant under the Climate Protection Reduction Grant program to implement it. Supported an application for the Northern California administrator of the Equitable Building Decarbonization Program to facilitate partnering between that program and BayREN programs. Worked with the City of Pinole as they worked to provide City funding to increase BayREN incentives for their residents. 	<ul style="list-style-type: none"> Participate in development of a Comprehensive Climate Action Plan for the region in partnership with the BAAQMD, with BayREN leading the section on buildings. Work with partner organizations to apply for additional grant opportunities based on the Climate Protection Reduction Grant efforts. Create a bench of consultants who can assist with strategizing and applying for building energy grants. Continue to seek opportunities for new revenues to advance building retrofits.
	<p>9d. Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties and other key</p>	<ul style="list-style-type: none"> Participated in Advisory role in several sub-regional planning and project development processes. 	<ul style="list-style-type: none"> Will continue to participate in subregional planning/project development processes (as capacity allows) and help advance the planning projects towards implementation. Identify new opportunities to partner on adaptation planning projects

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	partners, with a goal of supporting up to five adaptation planning processes by 2025	<ul style="list-style-type: none"> • Worked on multi-jurisdictional shoreline adaptation planning projects in: Berkeley-Emeryville-Oakland, Alameda-Oakland, North Richmond, Palo Alto, and the Novato Baylands. • Coordinated with Caltrans and completed the Planning and Environmental Linkages Study for the SR-37 Long Term Sea Level Rise Adaptation Project. • Continued to support Caltrans in advancing the first phase of the long-term SR-37 project to replace the Novato Creek Bridge. • Made progress on the near-term SR-37 Sears Point to Mare Island Improvement Project; replacement of the Tolay Creek Bridge and enhancing the Strip Marsh East provides large scale wetland restoration opportunities while roadway resilience components reduce subsidence and erosion. 	<ul style="list-style-type: none"> • Build capacity for nature-based solutions in the sea level rise adaptation toolkit.
	9e. Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels	<ul style="list-style-type: none"> • Helped secure funding for the Pilot Climate Science Consortium (a Joint Platform Action). Participate on the Consortium’s Steering Committee as it launches. 	<ul style="list-style-type: none"> • Will support BCDC with the development of a Sea Level Rise Adaptation Funding and Investment Strategy, building off the joint effort to produce a Sea Level Rise Funding and Investment Framework published in 2023.
	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	<ul style="list-style-type: none"> • Continued to provide input and review on BCDC’s Regional Shoreline Adaptation Plan (RSAP) guideline development. 	<ul style="list-style-type: none"> • Will provide final review and input on the RSAP guidelines development. • Continue to coordinate on consistency between RSAP and future iterations of Plan Bay Area.
	9g. Prioritize implementation of natural and nature-based solutions through the San Francisco Estuary Partnership’s (SFEP) projects and programs	<ul style="list-style-type: none"> • SFEP tracked and reported Estuary Blueprint progress in November 2023 and August 2024. • The Oro Loma horizontal levee is complete and operating as a “living laboratory.” • The Palo Alto horizontal levee is fully designed and ready for construction. • The First Mile Horizontal Levee and North Richmond Living Levee are both at 30% design and funded for full design and permitting. • Additional project designs are now underway. 	<ul style="list-style-type: none"> • The Palo Alto Horizontal Levee will go to construction. • The First Mile Horizontal Levee will reach 60% design. • Track and report on 10-15 subregional multi-benefit projects and initiatives. • SFEP’s Climate Resilience Program will complete the Nature-Based Solution State of Play Assessment in 2025, looking at addressing opportunities and challenges for nature-based solutions, including funding.
	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	<ul style="list-style-type: none"> • Filed Advice Letter with the California Public Utilities Commission requesting Integrated Demand Side Management (IDSMS) funds to provide technical assistance for solar, storage, and EV infrastructure to single family, multifamily, and public sector buildings. • Began work on BayREN’s two new public buildings programs, which will begin assisting local governments in the second half of 2024. 	<ul style="list-style-type: none"> • If the IDSMS Advice Letter is approved, provide technical assistance for solar, storage, and EV infrastructure in BayREN’s single family, multifamily, and public building programs. • Begin implementing BayREN’s new public building programs.

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		<ul style="list-style-type: none"> Completed the Resilient Libraries Network project, which provided six libraries with detailed analyses and recommendations for energy and resilience improvements to their buildings, including solar and battery. Supported successful grant applications to the Department of Energy (DOE) from San Francisco and Berkeley; the grants support the development and implementation of Building Performance Standards in those two jurisdictions and the region. 	<ul style="list-style-type: none"> Partner with San Francisco and Berkeley on the DOE grant-funded project to develop resources needed to encourage Building Performance Standards throughout the region. Explore options for additional funding that would enable BayREN to support building-related energy measures beyond current ratepayer funding.
	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	<ul style="list-style-type: none"> Updated sea level rise resilience project inventory for use in Plan Bay Area 2050+ Final Blueprint, Environment Needs & Revenues analysis and Strategy EN1 finalization. BARC and BARC agencies developed and approved the joint MOU, better defining roles and responsibilities for sea level rise. 	<ul style="list-style-type: none"> Coordinate with BCDC on their Sea Level Rise Adaptation Funding and Investment Strategy effort and work to align with future iterations of Plan Bay Area. Coordinate with other agencies on BARC MOU work elements.
	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	<ul style="list-style-type: none"> Produced final report of recommendations from the Priority Conservation Area (PCA) Refresh; adopted by ABAG Executive Board in May 2024. Began implementation of PCA Refresh recommendations by working with existing PCA leads to amend existing PCAs to conform with the updated planning framework. 	<ul style="list-style-type: none"> Complete amendments to existing PCAs. Open a call for new PCA nominations within the revised PCA framework.
	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	<ul style="list-style-type: none"> The contract for the Bay Area Existing Building Study was awarded and work began in January 2024. Finalized financial needs assessment for Plan Bay Area 2050+ Environment Element. 	<ul style="list-style-type: none"> The Bay Area Existing Building Study will be completed at the end of 2024 and will provide data about the Bay Area’s building stock together with pathways to decarbonize all buildings by 2045. Share findings and translate technical details from the Plan Bay Area 2050+ Environment Element needs assessment into more compelling resources for partners.
Expand Access to Parks and Open Space EN4. Maintain Urban Growth Boundaries EN5. Protect and Manage High-Value Conservation Lands EN6. Modernize and Expand Parks, Trails, and Recreation Facilities	10a. Advocate for the preservation of existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development	<ul style="list-style-type: none"> Updated data for Urban Growth Boundaries in the context of Plan Bay Area 2050+ Strategy EN4 and associated data/modeling analyses. 	<ul style="list-style-type: none"> Evaluate advocacy options as part of future advocacy programs.
	10b. Seek new revenues to support land conservation as well as for parks, recreation	<ul style="list-style-type: none"> Monitored evolution of 2024 statewide climate bond. 	<ul style="list-style-type: none"> Evaluate advocacy options as part of future advocacy programs

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	and open space, with special emphasis on improving access and enhancing amenities for Equity Priority Communities		
	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	<ul style="list-style-type: none"> • See 9j. 	<ul style="list-style-type: none"> • See 9j. • Staff will integrate Priority Conservation Area Refresh objectives into future PCA Grant Program guidelines and evaluations.
	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	<ul style="list-style-type: none"> • Completed the North Bay Regional Conservation Investment Strategy (RCIS), which was approved by California Dept. of Fish and Wildlife in May 2024. • Began development of RAMP Strategic Plan to lay out future of RAMP. • Worked with Sonoma County Land Trust to establish a Mitigation Credit Agreement (MCA) framework for the North Bay RCIS. • Completed execution of all Bay Trail grant contracts and amendments under the Conservancy’s Block Grant #5 and Block Grant #6 (Non-SDAC funds). Closed out completed project under Bay Trail Block Grant #5. Completed and closed out all grants under the Conservancy’s Bay Trail Block Grant #6 (SDAC Funds). • Developed guidelines for and released RM3 Safe Routes to Transit/Bay Trail Call for Projects. • Managed PCA Grants; supported implementation of all OBAG 2 PCA grants and initiated and managed a 2024 Call for Proposals (with OBAG3 funds) in cooperation with the Coastal Conservancy. • Received feedback on Bay Trail Equity Strategy Phase I completed Phase II. • Supported the Coastal Conservancy and BCDC to advance the Water Trail on a limited basis. 	<ul style="list-style-type: none"> • Finalize the RAMP strategic plan and present findings to MTC Planning Committee. • Finalize the MCA framework with Sonoma County Land Trust. • Select projects from the 2024 PCA call for projects and develop a 2025 PCA call for projects. Continue to manage existing and new PCA grants. • Review RM3 Safe Routes to Transit/Bay Trail applications and select projects for funding. • Continue administrative management of grants under Bay Trail Block Grant #5 and #6 (Non-SDAC funds) and close out the Block Grants in 2025. • Complete the Bay Trail SFO Gap Study; coordinate with the San Mateo County Transportation Authority on the next phases of implementation (SMCTA will lead). • Continue to scope Bay Trail Equity Strategy Phase III and kick off Bay Trail Needs, Operations, and Maintenance Assessment (NOMA) informed by the Bay Trail Equity Strategy findings and recommendations. • Design and procure updated Water Trail signage.
Reduce Climate Emissions EN7. Expand commute trip reduction programs at major employers EN8. Expand Clean Vehicle Initiatives EN9. Expand Transportation Demand Management Initiatives	11a. Evaluate and, if determined necessary and feasible, seek legislative authority to modify or expand the existing Bay Area Commuter Benefits Program in partnership with the Air District	<ul style="list-style-type: none"> • Provided input on draft version of SB 1031, which included proposed changes for the Commuter Benefits Program following passage of a future-year ballot initiative. • Coordinated with the Air District on strategies and timing for activities related to Strategy EN7. 	<ul style="list-style-type: none"> • Consider future opportunities to include the Commuter Benefits Program in future legislation.

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	11b. Seek new revenues and/or increased funding to support climate, electrification and travel demand management needs	<ul style="list-style-type: none"> • Advocacy related to these needs has been limited over the past year. 	<ul style="list-style-type: none"> • Evaluate advocacy options as part of future advocacy cycles.
	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	<ul style="list-style-type: none"> • Completed Targeted Transportation Alternatives (TTA) pilot program to prompt SOV mode shift to biking, walking and transit. • Continued county-specific coordination with partner agencies on the Commuter Benefits Program (CBP). • Shared information about the halting of the regional carpool program with agency partners via one-on-one meetings. 	<ul style="list-style-type: none"> • Explore integration of TTA Program with other MTC programs to further scale the pilot program. • Continue to coordinate efforts with partner agencies as it relates to the CBP.
	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	<ul style="list-style-type: none"> • Launched the Commuter Benefits Program (CBP) first ever outreach and marketing campaigns. • Launched a new CBP employer database with the start of the new operations contract. The new database allows employers to register and for MTC and BAAQMD staff to easily share updates. • Continued coordination with the Air District. 	<ul style="list-style-type: none"> • Will continue marketing efforts, including at HR-related conferences and through local agency newsletters. • Will conduct employer surveys to assess program impacts to date under the new contract. • Will continue to make revisions and minor changes to the CBP database. • The Air District will send out reminder letters to employers who have not registered as well as to those whose annual registrations have lapsed.
	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	<ul style="list-style-type: none"> • Continued to support SHIFT partners by collecting and analyzing data and explored opportunities for incentives. • Executed contract with Lyft for e-bike expansion; launched new e-bikes in SF, SJ, Oakland, Emeryville • Launched new bike share stations in San Francisco and the first station in San Mateo County at Daly City BART Station. • Began coordinating with PG&E for station electrification pilot. • Identified criteria for Bay Wheels expansion and developed term sheet. • Continued coordination and support for Sonoma and Marin counties bikeshare system (expected launch in September). • Awarded funding for: \$10M transit station areas, \$6M Transportation electrification planning, \$19M BayWheels electrification expansion/bikeshare investments, \$11M Mobility Hubs planning/capital, and \$8M parking planning/capital. 	<ul style="list-style-type: none"> • Continue to support SHIFT partners by collecting and analyzing data and exploring opportunities for incentives. • Launch new e-bikes in Berkeley, deploy new stations across all five member cities, and approve contract to expand bikeshare to at least 1 new city and launch system. • Coordinate and deploy bikeshare student membership program. • Develop strategy and vision for bikeshare procurement in 2027, in anticipation of the end of the existing Bay Wheels contract. • Monitor Sonoma and Marin counties bikeshare system. • Develop call for projects for \$38M to support transportation electrification, mobility hub, and parking grants. • Begin strategic planning for transportation electrification.

Plan Theme and Strategy	Implementation Action	Progress Update since Fall 2023 <i>Summary of activities completed between Oct 2023 – Sep 2024.</i>	Anticipated Activities over next 12 months <i>Summary of activities planned for Oct 2024 – Sep 2025.</i>
	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	<ul style="list-style-type: none"> The agency re-org created a new Sustainable Mobility and Operations group that is housed under a new Mobility division. This new structure advances the coordination of transportation demand management (TDM) work within the agency. 	<ul style="list-style-type: none"> Launch a promotional portal that will enable Clipper to support operator initiatives to provide fares that will support TDM programs. Foster new collaborations within the Sustainable Mobility and Operations group.
	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	<ul style="list-style-type: none"> For Commuter Benefits Program, refer to 11a and 11d. MTC continued to coordinate with the Air District on the EV Coordinating Council discussing opportunities to advance EV infrastructure in the region. 	<ul style="list-style-type: none"> For Commuter Benefits Program, refer to 11a and 11d. Continue to coordinate with the Air District on the EV Coordinating Council.

Plan Bay Area 2050 Element: CROSS-CUTTING

Plan Theme and Strategy	Implementation Action	Progress Update since Fall 2023 <i>Summary of activities completed between Oct 2023 – Sep 2024.</i>	Anticipated Activities over next 12 months <i>Summary of activities planned for Oct 2024 – Sep 2025.</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	<ul style="list-style-type: none"> Continued collaborative dialogues with MPOs and CALCOG on potential SB 375 reform efforts in 2025; submitted joint letter to State agencies recommending pause in target-setting and guideline revisions to enable a collaborative dialogue about reforming the regional planning process. Reviewed piecemeal SB 375 reform legislation (e.g., AB 1335) and administrative guideline changes proposed by State agencies and provided feedback at appropriate junctures. 	<ul style="list-style-type: none"> Engage in State-MPO dialogue on SB 375 Reform and work to advance ideas to the Legislature for their consideration/approval.
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	<ul style="list-style-type: none"> Advocacy related to these needs has been limited over the past year. 	<ul style="list-style-type: none"> Evaluate advocacy options as part of future advocacy cycles.
Cross-Cutting	Update the framework and methodology for identification of Equity Priority Communities	<ul style="list-style-type: none"> Released draft 2024 Equity Priority Communities using the latest ACS data with the existing adopted methodology; solicited comments from partners and the public. Began initial work planning for the Equity Priority Communities Re-Envisioning process slated to commence next year. 	<ul style="list-style-type: none"> Finalize 2024 Equity Priority Communities for use in Plan Bay Area 2050+. Kick off collaborative process for Equity Priority Communities Re-Envisioning with goal to finalize new framework by the end of 2026.
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	<ul style="list-style-type: none"> Developed fall 2024 annual progress update for Plan Bay Area 2050 Implementation Plan. Integrated initial engagement on Plan Bay Area 2050+ Implementation Plan into summer 2024 activities with public and with partners. 	<ul style="list-style-type: none"> Develop Draft Implementation Plan, including stakeholder engagement activities slated for winter 2025. Seek feedback and comments as part of the overall Draft Plan Bay Area 2050+ release in mid-2025.
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	<ul style="list-style-type: none"> Identified funding source for future updates to Vital Signs to better link Plan Bay Area with ongoing performance monitoring. 	<ul style="list-style-type: none"> Make updates to Vital Signs website to better integrate with Plan Bay Area 2050+ Implementation Plan.