



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda

ABAG Executive Board

President, Belia Ramos, Supervisor, County of Napa
Vice President, Jesse Arreguin, Mayor, City of Berkeley
Immediate Pst Prs, David Rabbitt, Supervisor, County of Sonoma

Thursday, July 18, 2024

5:10 PM

Board Room - 1st Floor

**Association of Bay Area Governments
Executive Board Meeting No. 496**

This meeting shall consist of a simultaneous teleconference call at the following location(s):

Albany City Hall (Conference Room), 1000 San Pablo Avenue, Albany, CA 94706

Office of Supervisor Andersen, 309 Diablo Road, Danville, CA. 94526

3089 Potrero Way, Fairfield, CA 94534

Los Altos Community Center (Buckeye Room), 97 Hillview Avenue, Los Altos CA 94022

City of Oakland, 1 Frank Ogawa Plaza, Hearing Room 2, 1st Floor, Oakland CA 94612

**City of South San Francisco, 400 Grand Avenue, South San Francisco City Hall Conference
Room, South San Francisco, CA 94080**

County of Marin, 3501 Civic Center Drive, Suite 324A, San Rafael, CA 94903

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor), San Francisco, California. In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://abag.ca.gov/meetings-events/live-webcasts> Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Please click the link below to join the webinar:

<https://bayareametro.zoom.us/j/81293187286>

Or One tap mobile :

+16699006833,,81293187286# US (San Jose)

+14086380968,,81293187286# US (San Jose)

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

+1 669 900 6833 US (San Jose)

+1 408 638 0968 US (San Jose)

Webinar ID: 812 9318 7286

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Detailed instructions on participating via Zoom are available at:
<https://abag.ca.gov/meetings-events/meetings/how-provide-public-comment-board-meeting>

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

Clerk: Wally Charles

Roster

Susan Hollingsworth Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, London Breed, Ken Carlson, David Cohen, Noelia Corzo, Pat Eklund, Susan Ellenberg, Carroll Fife, Neysa Fligor, Leon Garcia, Rich Hillis, Rosemary Kamei, Otto Lee, Rafael Mandelman, Elisa Marquez, Yvonne Martinez-Beltran, Nathan Miley, Lisa Motoyama, Catherine Moy, Ray Mueller, Mark Nagales, Peter Ortiz, David Rabbitt, Belia Ramos, Treva Reid, Carlos Romero, Mary Sackett, Cindy Silva, Aaron Tiedemann, Wanda Williams.
Donald Young (Advisory)

1. Call to Order / Pledge of Allegiance / Roll Call / Confirm Quorum

Quorum is a majority of ABAG Executive Board members present.

2. Public Comment

Information

3. Executive Board Announcements

Information

4. President's Report

5. Executive Director's Report

5a. [24-0862](#) Executive Director's Report for July 18, 2024

Action: ABAG Executive Board Information

Presenter: Andrew Fremier

6. Consent Calendar

- 6a.** [24-0863](#) Approval of ABAG Executive Board Minutes of May 16, 2024
- Action:*** ABAG Executive Board Approval
- Presenter:*** Clerk of the Board
- Attachments:*** [06a EB Minutes 20240516 495 Draft.pdf](#)
-
- 6b.** [24-0870](#) Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$267,730 to support the development and implementation of BayREN's Energy Concierge service
- Action:*** ABAG Executive Board Approval
- Presenter:*** Sean Youra
- Attachments:*** [06b 1 Summary Sheet BayREN Energy Concierge.pdf](#)
[06b 2 Attachment A Summary Approval BayREN Energy Concierge.pdf](#)
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- 6c.** [24-0871](#) Authorization to amend a funding agreement with Friends of the San Francisco Estuary to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000
- Action:*** ABAG Executive Board Approval
- Presenter:*** Heidi Nutters
- Attachments:*** [06c 1 Summary Sheet Amend1 SFEP Friends of the San Francisco Estuary.pdf](#)
[06c 2 Summary Approval Amend1 SFEP Friends of the San Francisco Estuary.](#)
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- 6d.** [24-0872](#) Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025
- Action:*** ABAG Executive Board Approval
- Presenter:*** Jane Elias
- Attachments:*** [06d 1 Summary Sheet BayREN Decarbonization Showcase.pdf](#)
[06d 2 Attachment A Summary Approval BayREN Decarbonization Showcase.pc](#)

- 6e. [24-0874](#) Under the Proposition 1 Integrated Regional Water Management (IRWM) Grant Program funded by the State of California Department of Water Resources (DWR), request for authorization to enter into Individual Funding Agreements with the following Local Project Sponsors (LPSs): Contra Costa Resource Conservation District (\$2,717,138); San Francisquito Creek Joint Powers Authority (\$5,955,258); San Mateo Resource Conservation District (\$5,905,974), and the Zone 7 Water Agency (\$1,226,170)

Action: ABAG Executive Board Approval

Presenter: Caitlin Sweeney

Attachments: [06e 1 Summary Sheet SFEP IRWM_P1R2.pdf](#)
[06e 2 Summary Approval SFEP IRWM_P1R2.pdf](#)

7. ABAG Administrative Committee Report

- 7a. [24-0864](#) Report on ABAG Administrative Committee Meetings of June 14, 2024 and July 12, 2024

Action: ABAG Executive Board Information

Presenter: Belia Ramos

- 7b. [24-0873](#) Authorize the Executive Director or designee to enter into a Memorandum of Understanding (MOU) with the four voting member agencies and the three non-voting partner agencies of the Bay Area Regional Collaborative (BARC) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

Action: ABAG Executive Board Approval

Presenter: Allison Brooks

Attachments: [07b 1 Summary Sheet Interagency Flooding and Sea Level Rise MOU.pdf](#)
[07b 2 Attachment ABAG Administrative Committee Summary Sheet 20240614.j](#)

8. Joint MTC ABAG Legislation Committee Report

- 8a. [24-0865](#) Report on Joint MTC ABAG Legislation Committee Meetings of June 14, 2024 and July 12, 2024
- Action:** ABAG Executive Board Information
- Presenter:** Jesse Arreguin
- 8b. [24-0906](#) Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding
- Action:** Sponsor / ABAG Executive Board Approval
- Presenter:** Julie Snyder
- Attachments:** [08b 1 Summary Sheet AB 598.pdf](#)
[08b 2 Attachment Summary Sheet AB 598.pdf](#)

9. Plan Bay Area 2050+ Draft Blueprint

- 9a. [24-0868](#) Presentation and Update on Plan Bay Area 2050+, including draft Blueprint strategies and key performance and equity findings, prior to late summer 2024 public and stakeholder engagement
- Action:** ABAG Executive Board Information
- Presenter:** Chirag Rabari
- Attachments:** [09a 1 Summary Sheet Plan Bay Area 2050+ Draft Blueprint.pdf](#)
[09a 2 Attachment A Plan Bay Area 2050+ Draft Blueprint.pdf](#)
[09a 3 Attachment B Plan Bay Area 2050+ Draft BP Compendium.pdf](#)
[09a 4 Attachment C Plan Bay Area 2050+ R2 Engagement.pdf](#)

10. Adjournment / Next Meeting

The next regular meeting of the ABAG Executive Board is on September 19, 2024.

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

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

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

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

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

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

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



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0862 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Executive Director's Report for July 18, 2024

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Executive Director's Report for July 18, 2024

Presenter:

Andrew Fremier

Recommended Action:

ABAG Executive Board Information

Attachments:



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0863 **Version:** 1 **Name:**

Type: Minutes **Status:** Executive Board Consent

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Approval of ABAG Executive Board Minutes of May 16, 2024

Sponsors:

Indexes:

Code sections:

Attachments: [06a EB Minutes 20240516 495 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of ABAG Executive Board Minutes of May 16, 2024

Presenter:
Clerk of the Board

Recommended Action:
ABAG Executive Board Approval

Attachments:



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Executive Board

*President, Belia Ramos, Supervisor, County of Napa
Vice President, Jesse Arreguin, Mayor, City of Berkeley
Immediate Pst Prs, David Rabbitt, Supervisor, County of
Sonoma*

Thursday, May 16, 2024

5:10 PM

Board Room - 1st Floor

Association of Bay Area Governments Executive Board Meeting No. 495

Roster

Susan Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, London Breed, Ken Carlson, David Cohen, Noelia Corzo, Pat Eklund, Susan Ellenberg, Carroll Fife, Neysa Fligor, Leon Garcia, Rich Hillis, Rosemary Kamei, Otto Lee, Rafael Mandelman, Elisa Marquez, Yvonne Martinez-Beltran, Nathan Miley, Lisa Motoyama, Catherine Moy, Ray Mueller, Mark Nagales, Peter Ortiz, David Rabbitt, Belia Ramos, Treva Reid, Carlos Romero, Mary Sackett, Cindy Silva, Aaron Tiedemann, Wanda Williams.
Donald Young (Advisory).

1. Call to Order / Pledge of Allegiance / Roll Call / Confirm Quorum

Vice President Arreguin called the meeting to order at about 5:22 p.m.
Quorum was present.

Present: 22 - Hollingsworth-Adams, Andersen, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fife, Fligor, Garcia, Kamei, Miley, Motoyama, Moy, Ortiz, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Absent: 11 - Bas, Breed, Carlson, Lee, Mandelman, Marquez, Martinez-Beltran, Mueller, Nagales, Ramos, and Williams

2. Public Comment

3. Executive Board Announcements

4. President's Report

4a. [24-0590](#) ABAG President's Report for May 16, 2024

Vice President Arreguin gave the report.

5. Executive Director's Report

- 5a. [24-0591](#) Executive Director’s Report for May 16, 2024
Alix Bockelman gave the report.

6. Consent Calendar

Upon the motion by Romero and second by Garcia, the ABAG Executive Board approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 21 - Hollingsworth-Adams, Andersen, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fife, Fligor, Garcia, Kamei, Motoyama, Moy, Ortiz, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Absent: 12 - Bas, Breed, Carlson, Lee, Mandelman, Marquez, Martinez-Beltran, Miley, Mueller, Nagales, Ramos, and Williams

- 6a. [24-0592](#) Approval of ABAG Executive Board Minutes of April 18, 2024
- 6b. [24-0616](#) Authorization to enter into contract amendment with Peak Digital, LLC to provide for Fiscal Year (FY) 2024-25 agency website support services in the amount not to exceed \$200,000
- 6c. [24-0617](#) Authorization to negotiate and enter into a contract with Zoon Engineering in an amount not to exceed \$550,000 for Construction Management Services for the Palo Alto Horizontal Levee project
- 6d. [24-0619](#) Authorization to negotiate and enter into a memorandum of agreement with the Bay Area Air Quality Management District (Air District), as a grant coalition member, in an amount not to exceed \$4,498,656, pursuant to the successful award of the U.S. EPA Climate Pollution Reduction Grant opportunity
- 6e. [24-0620](#) Authorization to accept \$5,000,000 and enter into a funding agreement with the U.S. Environmental Protection Agency to implement the Wetlands Regional Monitoring Program
- 6f. [24-0679](#) Approval of International Travel Request for ABAG President to Participate in the 2024 Social Housing Field Study in Vienna, Austria

7. ABAG Administrative Committee Report

- 7a. [24-0593](#) Report on ABAG Administrative Committee Meeting of May 10, 2024
Vice President Arreguin gave the report.

8. Joint MTC ABAG Legislation Committee Report

8a. [24-0594](#) Report on Joint MTC ABAG Legislation Committee Meeting of May 10, 2024

Vice President Arreguin gave the report.

8b. [24-0599](#) Assembly Bill 2396 (Reyes): State Partnership for Affordable Housing Registries in California Grant Program

Upon the motion by Arreguin and second by Tiedemann, the ABAG Executive Board approved a support if amended position on Assembly Bill 2396 (Reyes). The motion passed unanimously by the following vote:

Aye: 22 - Hollingsworth-Adams, Andersen, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fife, Fligor, Garcia, Kamei, Miley, Motoyama, Moy, Ortiz, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Absent: 11 - Bas, Breed, Carlson, Lee, Mandelman, Marquez, Martinez-Beltran, Mueller, Nagales, Ramos, and Williams

8c. [24-0618](#) Potential Legislation on Bay Area Housing Finance Authority Labor Standards

Potential legislation to authorize the Bay Area Housing Finance Authority (BAHFA) to apply labor standards to regional housing bond proceeds directly allocated to counties and cities.

Upon the motion by Arreguin and second by Motoyama, the ABAG Executive Board approved staff pursuing legislation to authorize Bay Area Housing Finance Authority to impose labor standards applicable to funds that are directly allocated to cities and counties. The motion passed by the following vote:

Aye: 20 - Hollingsworth-Adams, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fife, Fligor, Garcia, Kamei, Miley, Motoyama, Ortiz, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Nay: 2 - Andersen, and Moy

Absent: 11 - Bas, Breed, Carlson, Lee, Mandelman, Marquez, Martinez-Beltran, Mueller, Nagales, Ramos, and Williams

9. ABAG Finance Committee Report

- 9a. [24-0595](#) Report on ABAG Finance Committee Meeting of May 16, 2024, including Approval of the Report on ABAG Investments for period ended March 31, 2024 (Unaudited) and of the Report on Fiscal Year (FY) 2023-24 Association of Bay Area Governments (ABAG) Statement of Revenues and Expenses for the period ended March 31, 2024 (Unaudited)

Chair Rabbitt gave the report.

Upon the motion by Rabbitt and second by Romero, the ABAG Executive Board approved the Report on ABAG Investments for period ended March 31, 2024 (Unaudited) and the Report on Fiscal Year (FY) 2023-24 Association of Bay Area Governments (ABAG) Statement of Revenues and Expenses for the period ended March 31, 2024 (Unaudited). The motion passed unanimously by the following vote:

Aye: 20 - Hollingsworth-Adams, Andersen, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fligor, Garcia, Kamei, Miley, Motoyama, Moy, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Absent: 13 - Bas, Breed, Carlson, Fife, Lee, Mandelman, Marquez, Martinez-Beltran, Mueller, Nagales, Ortiz, Ramos, and Williams

10. ABAG Housing Committee Report

- 10a. [24-0596](#) Report on ABAG Housing Committee Meeting of May 8, 2024

Chair Romero gave the report.

11. Priority Conservation Area

- 11a. [24-0597](#) Priority Conservation Area Framework Refresh

Report on the recommended reforms for the Priority Conservation Area (PCA) Framework and adoption of ABAG Resolution 7 2024 and direction to proceed with Phase I implementation this summer

Michael Germeraad gave the report.

Upon the motion by Rabbitt and second by Arreguin, the ABAG Executive Board adopted ABAG Resolution No. 7-2024. The motion passed unanimously by the following vote:

Aye: 20 - Hollingsworth-Adams, Andersen, Arreguin, Cohen, Corzo, Eklund, Ellenberg, Fligor, Garcia, Kamei, Miley, Motoyama, Moy, Rabbitt, Reid, Romero, Sackett, Silva, Switzky, and Tiedemann

Absent: 13 - Bas, Breed, Carlson, Fife, Lee, Mandelman, Marquez, Martinez-Beltran, Mueller, Nagales, Ortiz, Ramos, and Williams

12. Regional Housing Needs Allocation

12a. [24-0598](#) California's Housing Future 2040: Housing Community Development Recommendations

Presentation on recommendations from Department of Housing and Community Development's (HCD's) recent report on potential RHNA Cycle 7 reforms, including considerations related to potential legislative advocacy this year.

Dave Vautin and Gillian Adams gave the report.

13. Adjournment / Next Meeting

Vice President Arreguin adjourned the meeting at about 7:47 p.m. The next regular meeting of the ABAG Executive Board is on July 18, 2024.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0870 **Version:** 1 **Name:**

Type: Contract **Status:** Executive Board Consent

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$267,730 to support the development and implementation of BayREN’s Energy Concierge service

Sponsors:

Indexes:

Code sections:

Attachments: [06b 1 Summary Sheet BayREN Energy Concierge.pdf](#)
[06b 2 Attachment A Summary Approval BayREN Energy Concierge.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$267,730 to support the development and implementation of BayREN’s Energy Concierge service

Presenter:

Sean Youra

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.b.

Bay Area Regional Energy Network (BayREN)

Subject:

Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$267,730 to support the development and implementation of BayREN's Energy Concierge service

Background:

The Bay Area Regional Energy Network (BayREN) implements a portfolio of energy efficiency programs across the region. ABAG serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities. The California Public Utilities Commission (CPUC), in Decision 12-11-015, first authorized funding for BayREN. Most recently, on July 3, 2023, the CPUC issued D.23-06-055 approving BayREN's strategic business plan for eight years (2024-2031) and four-year program portfolio for 2024-2027, with an accompanying budget of approximately \$157 million.

On April 18, 2024, the ABAG Executive Board approved a pre-qualified panel of consultants to provide services for the BayREN Codes & Standards program and two new Public Programs (Integrated Energy Services and Targeted Decarbonization Services). This included five consultant firms that were approved to provide services for Category 3: Energy Concierge Service. The Integrated Energy Services program intends to operate an Energy Concierge service to provide an objective single point of contact to assist local government and special district staff with identifying and applying for the best technical assistance, financing, and incentive programs for making energy-related improvements to their public facilities. A mini-RFP to select a consultant from the pre-qualified bench to develop and implement the Energy Concierge service was posted on May 22.

A notice of the mini-RFP was sent to the five firms that were pre-qualified for the Energy Concierge service category. Staff held a Proposer's conference on June 5, which was attended by five people and also posted written responses to questions received during and immediately after the conference. ABAG received three proposals by the deadline on June 19.

The proposal was evaluated by a panel of three members made up of in-house staff and staff from a BayREN member agency (Marin County Sustainability Team). Proposals were scored based on understanding and approach, price, experience and expertise of key personnel, availability of key personnel, and presentation as evidenced in the written proposal. The evaluation panel scores for the proposals received are shown in the table below.

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.b.

Bay Area Regional Energy Network (BayREN)

Proposer	Total Score /100 pts	SBE Program /10 pts	Final Score /110 pts
The Energy Coalition	93.33	0	93.33
Thornton Tomasetti, Inc.	77.87	0	77.87
TRC Engineers, Inc.	85.89	0	85.89

Based on this scoring, staff recommends that the contract for this work be awarded to The Energy Coalition for an amount not to exceed \$267,730.

Issues:

None

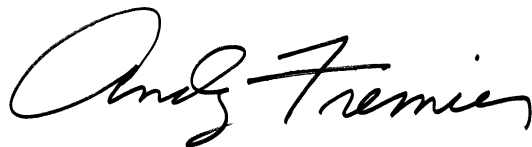
Recommended Action:

The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to negotiate and enter into contract with The Energy Coalition to support the development and implementation of BayREN’s Energy Concierge service from on or about August 1, 2024 to December 31, 2025 in an amount not to exceed \$267,730.

Attachments:

- A. Summary Approval

Reviewed:



Andrew B. Fremier



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1721 (NFSN 2307; 2309)
Consultant:	The Energy Coalition
Work Project Title:	Development and Implementation of BayREN's Energy Concierge Service
Purpose of Project:	To provide consultant assistance with developing and implementing BayREN's Energy Concierge service
Brief Scope of Work:	Support the Energy Concierge service with project management, program design, research and documentation, assistance to local governments, and reporting
Project Cost Not to Exceed:	\$267,730
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Funds programmed in FY 24-25 and FY 25-26 budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to negotiate and enter into contract with The Energy Coalition to support the development and implementation of BayREN's Energy Concierge service from on or about August 1, 2024 to December 31, 2025 in an amount not to exceed \$267,730.
ABAG Executive Board Approval:	Belia Ramos, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0871 **Version:** 1 **Name:**

Type: Contract **Status:** Executive Board Consent

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Authorization to amend a funding agreement with Friends of the San Francisco Estuary to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000

Sponsors:

Indexes:

Code sections:

Attachments: [06c 1 Summary Sheet Amend1 SFEP Friends of the San Francisco Estuary.pdf](#)
[06c 2 Summary Approval Amend1 SFEP Friends of the San Francisco Estuary.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Authorization to amend a funding agreement with Friends of the San Francisco Estuary to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000

Presenter:

Heidi Nutters

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.c.

San Francisco Estuary Partnership

Subject:

Authorization to amend a funding agreement with Friends of the San Francisco Estuary to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000

Background:

The San Francisco Estuary Partnership (SFEP) is one of 28 programs mandated under Section 320 of the Clean Water Act, the National Estuary Program (NEP) to implement the Comprehensive Conservation and Management Plan, also known as the San Francisco Estuary Blueprint. The Friends of the Estuary is a 501(c)(3) non-profit organization which supports the work of the San Francisco Estuary Partnership. Friends of the Estuary has received funding through the Honey Hive, a fund provided by a private donor to support justice initiatives within the Estuary Partnership centered on marginalized groups, including women, 2SLGBTQIA+ and people of color.

The Estuary Youth Council (EYC) completed its first year of programming with support from the Honey Hive Fund through the Friends of the Estuary. The EYC is an innovative and boundary-pushing collaboration between government, community-based organizations and young leaders from frontline communities. Recognizing that the Estuary will be inherited by generations yet to come, the San Francisco Estuary Partnership believes that young people should be empowered to advise how this complex system is managed and will benefit their future. In partnership with community-based organizations from across the region, the San Francisco Estuary Partnership has piloted a leadership and professional development program called the Estuary Youth Council (EYC). Based on the success of the first year, the funders wish to extend the agreement an additional two years and increase the funding by \$500,000 for a total funding amount of \$800,000. The additional funding will extend programming and support other equity initiatives within the Estuary Partnership.

Issues:

None

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.c.

San Francisco Estuary Partnership

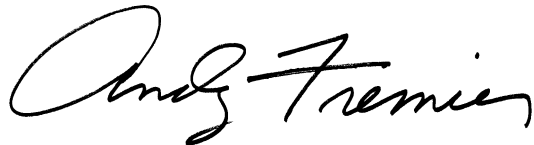
Recommended Action:

The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to amend a funding agreement with Friends of the San Francisco Estuary to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000.

Attachments:

- A. Summary Approval

Reviewed:



Andrew B. Fremier



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1720 5019
Funder:	Friends of the San Francisco Estuary
Work Project Title:	Catalyzing and Supporting Emerging Leaders and Projects
Purpose of Project:	Advance the Estuary Partnership’s Equity, Human Dimensions and Justice Program with training and support for future environmental professionals.
Brief Scope of Work:	Support emerging leaders in the environmental field, including women, LGBTQI people, and youth with conference scholarships, research support, and other professional development opportunities connected to the Estuary Partnership.
Project Cost Not to Exceed:	\$800,000
Funding Source:	Friends of the San Francisco Estuary (private funds)
Fiscal Impact:	Funds programmed in FY 2024-25 Budget
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to support emerging leaders in the environmental field, including women, LGBTQI people, and youth for the period from August 1, 2022 to December 31, 2027, extending the funding amount of \$300,000 to \$800,000.
ABAG Executive Board Approval:	Belia Ramos, ABAG President
Approval Date:	July 18, 2024



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0872 **Version:** 1 **Name:**

Type: Contract **Status:** Executive Board Consent

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025

Sponsors:

Indexes:

Code sections:

Attachments: [06d 1 Summary Sheet BayREN Decarbonization Showcase.pdf](#)
[06d 2 Attachment A Summary Approval BayREN Decarbonization Showcase.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025

Presenter:

Jane Elias

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.d.

Bay Area Regional Energy Network (BayREN)

Subject:

Authorization to negotiate and enter into a contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025

Background:

Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities. The California Public Utilities Commission (CPUC), in Decision (D.) 12-11-015, first authorized funding for BayREN. On July 3, 2023, the CPUC issued D.23-06-055 which among other things, approved BayREN's strategic business plan for eight years (2024-2031) and four-year program portfolio for 2024-2027, with an accompanying budget of approximately \$157 million.

BayREN's approved business plan authorizes two new public programs (Targeted Decarbonization Services and Integrated Energy Services) to assist local governments and special districts with energy and decarbonization improvements to their buildings and build the market for decarbonization equipment. The Targeted Decarbonization Services Program includes a Decarbonization Showcase service that will demonstrate the feasibility of decarbonization in municipal buildings. ABAG, on behalf of BayREN, has contracts with member agencies and with third-party consultants to assist in the implementation of the programs.

To support the new public programs, including the Decarbonization Showcase, ABAG created a bench for consultant assistance approved by the ABAG Executive Board on April 18, 2024. The Energy Coalition ranked first out of four overall among firms awarded placement on the Decarbonization Showcase Management service category of the bench. ABAG staff determined that the Energy Coalition should be awarded a direct selection award and went through the direct selection process. This contract will reflect the actual budget amount listed in the Summary Sheet.

Under the terms of the bench, ABAG/MTC has the option to extend the contract through 2027.

Issues:

None

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.d.

Bay Area Regional Energy Network (BayREN)

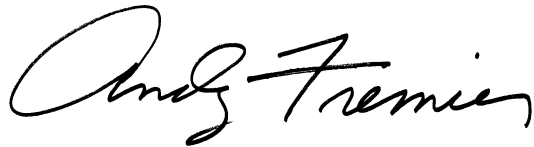
Recommended Action:

The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to negotiate and enter into contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025.

Attachments:

- A. Summary Approval – The Energy Coalition

Reviewed:



Andrew B. Fremier



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1721 (NFSN 2307)
Consultant:	The Energy Coalition
Work Project Title:	BayREN Targeted Decarbonization Services Program Assistance
Purpose of Project:	To provide consultant assistance with program administration for a Decarbonization Showcase for BayREN's Targeted Decarbonization Services Program
Brief Scope of Work:	Provide BayREN's Targeted Decarbonization Services Program with technical and project management assistance to support the development, implementation, and reporting of a Decarbonization Showcase service
Project Cost Not to Exceed:	\$339,806
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Funds programmed in FY 24-25 and FY 25-26 budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, to negotiate and enter into contract with The Energy Coalition in an amount not to exceed \$339,806 to provide Decarbonization Showcase Management services for BayREN's Targeted Decarbonization Services Program through December 31, 2025.
ABAG Executive Board Approval:	Belia Ramos, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0874 **Version:** 1 **Name:**

Type: Contract **Status:** Executive Board Consent

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Under the Proposition 1 Integrated Regional Water Management (IRWM) Grant Program funded by the State of California Department of Water Resources (DWR), request for authorization to enter into Individual Funding Agreements with the following Local Project Sponsors (LPSs): Contra Costa Resource Conservation District (\$2,717,138); San Francisquito Creek Joint Powers Authority (\$5,955,258); San Mateo Resource Conservation District (\$5,905,974), and the Zone 7 Water Agency (\$1,226,170)

Sponsors:

Indexes:

Code sections:

Attachments: [06e 1 Summary Sheet SFEP IRWM_P1R2.pdf](#)
[06e 2 Summary Approval SFEP IRWM_P1R2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Under the Proposition 1 Integrated Regional Water Management (IRWM) Grant Program funded by the State of California Department of Water Resources (DWR), request for authorization to enter into Individual Funding Agreements with the following Local Project Sponsors (LPSs): Contra Costa Resource Conservation District (\$2,717,138); San Francisquito Creek Joint Powers Authority (\$5,955,258); San Mateo Resource Conservation District (\$5,905,974), and the Zone 7 Water Agency (\$1,226,170)

Presenter:

Caitlin Sweeney

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.e.

San Francisco Estuary Partnership

Subject:

Under the Proposition 1 Integrated Regional Water Management (IRWM) Grant Program funded by the State of California Department of Water Resources (DWR), request for authorization to enter into Individual Funding Agreements with the following Local Project Sponsors (LPSs): Contra Costa Resource Conservation District (\$2,717,138); San Francisquito Creek Joint Powers Authority (\$5,955,258); San Mateo Resource Conservation District (\$5,905,974), and the Zone 7 Water Agency (\$1,226,170)

Background:

On January 19, 2023, the Executive Board authorized the Executive Director of the Metropolitan Transportation Commission (MTC), or designee, to submit a proposal to DWR to obtain a Proposition 1 IRWM Grant and to enter into an agreement to receive grant funds for Round 2 Implementation Program pursuant to the Water Quality, Supply, and Infrastructure Act of 2014 for Integrated Regional Water Management projects in the amount of \$32,214,479.

ABAG was previously authorized to enter into agreements with the Local Project Sponsors for the full grant award amount of the \$32,214,479. Due to the withdrawal of a project, \$4,980,000 needs to be redistributed among the LPSs. The redistribution was determined by the Bay Area IRWM Coordinating Committee and resulted in amendments to three existing funding agreements to add additional funding and scope, and one new funding agreement. This authorization is to amend or enter into individual funding agreements with the four LPSs listed below with not-to-exceed budgets:

- Contra Costa Resource Conservation District (existing agreement) – revised from \$1,500,000 to \$2,717,138; The Ambrose Center Park Green Infrastructure Enhancements Project will install green infrastructure elements to reduce flooding and improve water and air quality within Ambrose Park while providing community stewardship and educational opportunities.
- San Francisquito Creek Joint Powers Authority (existing agreement) - revised from \$3,799,087 to \$5,955,258; The San Francisquito Creek Flood Protection and Ecosystem Restoration Project will improve floodwater conveyance, decrease stream velocities, and restore riparian habitat within the cities of East Palo Alto and Palo Alto.
- San Mateo Resource Conservation District (existing agreement) – revised from \$5,429,803 to \$5,905,974; The Drought Resiliency and Water Conservation Program will implement three multi-benefit water supply and conservation projects within San Mateo County.
- Zone 7 Water Agency (new agreement) - \$1,226,170; The Wells and Mocho Groundwater Demineralization Plant Electrical Modernization Project will modernize the electrical equipment at six well sites as well as at the Mocho Groundwater Demineralization Plant.

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 6.e.

San Francisco Estuary Partnership

Issues:

None

Recommended Action:

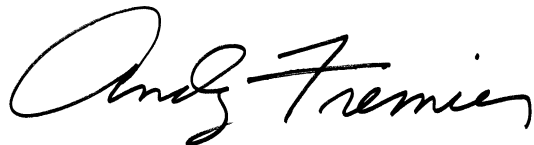
The ABAG Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to negotiate and enter into funding agreements to implement projects with the following Local Project Sponsors, in the not to exceed amounts listed below:

- Contra Costa Resource Conservation District – \$2,717,138;
- San Francisquito Creek Joint Powers Authority - \$5,955,258;
- San Mateo Resource Conservation District - \$5,905,974; and
- Zone 7 Water Agency - \$1,226,170.

Attachments:

- A. Summary Approval

Reviewed:



Andrew B. Fremier



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1720
Funder:	California Department of Water Resources
Work Project Title:	Proposition 1 Integrated Regional Water Management Implementation Grant Program, Round 2 Funds Redistribution
Purpose of Project:	Authorization to enter into and/or amend contracts with four Local Project Sponsors in the Bay Area Integrated Regional Water Management Grant Program based on a redistribute funds.
Brief Scope of Work:	Administer regional grants supporting the Integrated Regional Water Management Grant Program
Project Cost Not to Exceed:	\$32,214,479
Funding Source:	2916
Fiscal Impact:	Funds will be programmed into the FY24/25 – FY27/28 budget
Motion by Committee:	<p>The ABAG Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to negotiate and enter into funding agreements to implement projects with the following Local Project Sponsors in the not to exceed amounts listed below:</p> <ul style="list-style-type: none"> • Contra Costa Resource Conservation District – \$2,717,138; • San Francisquito Creek Joint Powers Authority - \$5,955,258; • San Mateo Resource Conservation District - \$5,905,974, and • Zone 7 Water Agency - \$1,266,170.
ABAG Executive Board Approval:	Belia Ramos, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0864 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Report on ABAG Administrative Committee Meetings of June 14, 2024 and July 12, 2024

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Report on ABAG Administrative Committee Meetings of June 14, 2024 and July 12, 2024

Presenter:
Belia Ramos

Recommended Action:
ABAG Executive Board Information

Attachments:



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0873 **Version:** 1 **Name:**

Type: Minutes **Status:** Executive Board Approval

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Authorize the Executive Director or designee to enter into a Memorandum of Understanding (MOU) with the four voting member agencies and the three non-voting partner agencies of the Bay Area Regional Collaborative (BARC) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [07b 1 Summary Sheet Interagency Flooding and Sea Level Rise MOU.pdf](#)
[07b 2 Attachment ABAG Administrative Committee Summary Sheet 20240614.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Authorize the Executive Director or designee to enter into a Memorandum of Understanding (MOU) with the four voting member agencies and the three non-voting partner agencies of the Bay Area Regional Collaborative (BARC) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

Presenter:

Allison Brooks

Recommended Action:

ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 7.b.

Interagency Flooding and Sea Level Rise Memorandum of Understanding

Subject:

Authorize the Executive Director or designee to enter into a Memorandum of Understanding (MOU) with the four voting member agencies and the three non-voting partner agencies of the Bay Area Regional Collaborative (BARC) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area

Background:

On June 14, 2024, the ABAG Administrative Committee, meeting jointly with the MTC Planning Committee, received a report on the Interagency Flooding and Sea Level Rise Memorandum of Understanding.

The Administrative Committee recommended ABAG Executive Board approval of the Interagency Flooding and Sea Level Rise Memorandum of Understanding.

The ABAG Administrative Committee summary sheet is attached.

Issues:

None

Recommended Action:

The ABAG Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or his designee, on behalf of the Association of Bay Area Governments, to approve the Interagency Flooding and Sea Level Rise Memorandum of Understanding.

Attachments:

- A. Summary Sheet, ABAG Administrative Committee

Reviewed:



Andrew B. Fremier

Metropolitan Transportation Commission
MTC Planning Committee

June 14, 2024

Agenda Item 7a

Interagency Flooding and Sea Level Rise Memorandum of Understanding

Subject:

Authorize the Executive Director or designee to enter into a Memorandum of Understanding (MOU) with the four voting member agencies and the three non-voting partner agencies of the Bay Area Regional Collaborative (BARC) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

Background:

BARC is a consortium of regional and regionally-oriented state agencies working together to address significant issues facing the San Francisco Bay Area that can better be addressed through strategic alignment and collaboration between two or more agencies. BARC member agencies include: the *Association of Bay Area Governments (ABAG)*; the *Bay Area Air Quality Management District (BAAQMD)*; the *Metropolitan Transportation Commission (MTC)*; and the *San Francisco Bay Conservation and Development Commission (BCDC)*. These four member agencies support the BARC budget through annual dues assessments and vote on BARC's budget, workplan and policies. Other agencies that participate in BARC's work are the *California State Coastal Conservancy (The Conservancy)*; the *California Department of Transportation District 4 (Caltrans D4)*; and the *California Regional Water Quality Control Board, San Francisco Bay Region (SF Bay Water Board)*. For the purposes of this MOU, however, each of the seven agencies listed above has committed staff and resources to addressing the region's major challenges related to flooding, sea level rise and climate resilience. Building off years of increasing coordination among the agencies to address climate change adaptation, leaders from the agencies worked together to develop the Draft Interagency Sea Level Rise Memorandum of Understanding (see Attachment A). The purpose of the MOU is to further align efforts, expertise, and core functions across the agencies to support the delivery of priority, multi-benefit, flood risk management projects across the Bay Area. The objectives are to accelerate project implementation, increase Bay Area's competitiveness for funding, establish interagency structures for coordination and project prioritization, support multi-jurisdictional

partnerships, and help cities and counties expand their capacity to fund and implement adaptation projects.

The MOU includes additional objectives, principles of agreement, and essential functions and activities needed to help address the threats of flooding and sea level rise. It identifies the agencies best positioned to serve as the lead(s) and how activities will be coordinated among the following five functions:

1. Planning: Preparing for sea level rise and flooding risks
2. Fund Management: Securing and awarding federal, state, and regional funding
3. Technical Assistance: Supporting project development & delivery
4. Regulatory Alignment: Permitting for climate adaptation
5. Structures for collaborative decision-making

Next Steps:

The goal is to have each agency complete their review and approval of the MOU by July 18, 2024, with a final review and approval by the BARC Governing Board on July 19, 2024. The agencies are developing a joint work plan to operationalize the MOU, which will launch in July. The activities included in the work plan will be based on the resources in hand.

Issues:

None identified.

Recommendations:

Refer the recommended Interagency Flooding and Sea Level Rise Memorandum of Understanding to the Commission and ABAG Executive Board for approval as described above.

Attachments:

- Attachment A: Memorandum of Understanding
- Attachment B: Presentation



Andrew B. Fremier

MEMORANDUM OF UNDERSTANDING

ON COORDINATION OF EFFORTS TO ADDRESS THREATS OF FLOODING AND SEA LEVEL RISE AMONG THE BAY AREA REGIONAL COLLABORATIVE AND ITS MEMBER AGENCIES: THE ASSOCIATION OF BAY AREA GOVERNMENTS, BAY AREA AIR QUALITY MANAGEMENT DISTRICT, CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 4, THE CALIFORNIA STATE COASTAL CONSERVANCY, THE METROPOLITAN TRANSPORTATION COMMISSION, THE SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION, AND THE SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD

This Memorandum of Understanding (MOU) is executed among the Association of Bay Area Governments (ABAG), also host of San Francisco Estuary Partnership (SFEP); the Bay Area Air Quality Management District (BAAQMD); the Bay Area Regional Collaborative (BARC); the California State Coastal Conservancy (The Conservancy); the California Department of Transportation District 4 (Caltrans D4); the Metropolitan Transportation Commission (MTC); the San Francisco Bay Conservation and Development Commission (BCDC); and the California Regional Water Quality Control Board, San Francisco Bay Region (SF Bay Water Board) (individually, “Agency” and collectively or together, “Agencies”) to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

WHEREAS,

- A. Extreme storms, sea level rise, groundwater rise, and coastal flooding are hazards already impacting the San Francisco Bay Area, and will intensify over the coming decades. Without careful planning across jurisdictional boundaries, our responses to these hazards can make matters worse.
- B. Flood management projects designed to protect individual localities (building shoreline levees, for example) may contribute to increased flooding in adjacent areas unless there is careful multi-jurisdictional coordination.
- C. Some of the region’s most flood-prone areas include under-resourced communities that lack the ability to plan and build specific flood risk management projects.

- D. Given geographic interdependencies and the competitive nature of securing funding for multi-benefit flood management infrastructure, the current jurisdiction-by-jurisdiction approach to climate adaptation will not be sufficient to address the growing risk in our region. We need unprecedented coordination to prioritize the implementation of multi-benefit, flood risk management projects in the places that need them most, and at an accelerated pace and scale commensurate to the problem.
- E. In the July 2023 *Sea Level Rise Adaptation Funding and Investment Framework*, a joint report by BCDC, MTC and ABAG, it is estimated the San Francisco Bay Area region will need at least \$110 billion of new flood protection investments to adequately defend shoreline infrastructure and communities from a worst-case sea level rise and storm surge scenario by 2050.¹ Of that amount, the report estimates that Bay Area governments can currently anticipate just over \$5 billion being available through existing federal, state, regional, and local funding programs. This leaves a funding shortfall of at least \$105 billion in the coming decades.
- F. While this funding need is significant, not preparing for the coming flood risk will cost much more, both in damages to property (a partial estimate of assessed property values and some transportation assets is estimated to cost \$230 billion) and the indirect cost of damages to the societal, environmental, and cultural assets of our region. The scale of resources needed is significant, and the Bay Area is already competing against other regions in California and other states for available funds. In this environment we will be more successful working together, systematically advocating for resources to implement the most urgent projects across the region, while coordinating our planning to identify key future projects we can accelerate through joint actions.
- G. In this regard, the San Francisco Bay Area can build on its legacy of leadership in addressing regional threats.

¹ *The Investment Framework* assumed 4.9 feet of Total Water Level (TWL) and assumed that all assets, including low density areas and agricultural land, are protected in place. It did not consider alternative approaches that do *not* protect in place, which could change the cost estimate for adaptation. It relies on the 2018 Ocean Protection Council's 5% probability for 2050, which projects 1.4 feet of permanent inundation from sea level rise, combined with a 100-year storm, which is estimated to add 3.5 feet above MHW. The combined projected permanent inundation plus a 100-year storm is 4.9 feet TWL. The Framework does not yet account for the cost of damage from fluvial flooding and rising groundwater, although these costs will undoubtedly accrue in the region.

- H. In 2016, voters in the nine Bay Area counties overwhelmingly passed Measure AA, the first regionwide property tax measure of its kind. Measure AA is generating half a billion dollars for multi-benefit shoreline habitat restoration projects to help restore environmental resilience and human health in the Bay Area.
- I. The *Bay Adapt Joint Platform*, a regional strategy for how to adapt faster, better, and more equitably to a rising San Francisco Bay, was completed in 2021, and is endorsed by over 55 cities, counties and agencies including the Agencies of this MOU.
- J. In September 2023, Governor Newsom signed SB 272 (Laird, 2023) ensuring that local governments will plan for resilience and adaptation to rising sea levels with the targeted assistance of the State of California.
- K. Recognizing there is no one agency solely responsible for managing these threats, the Agencies commit to working and learning together to protect Bay Area communities, infrastructure, and the environment from the threats posed by flooding and sea level rise.

THEREFORE, to the extent authorized by law, the Agencies commit to coordinate as follows:

I. PURPOSE

The purpose of this MOU is to align efforts, expertise, and core functions across agencies to support the delivery of priority, multi-benefit, flood risk management projects across the Bay Area. By coordinating the Agencies' respective roles and authorities, the Agencies can further the following objectives:

- Accelerate the implementation of flooding and sea level rise adaptation projects to better prepare communities, businesses, infrastructure, and the environment for the expected impacts.
- Increase the Bay Area's competitiveness for state and federal funding to support needed projects.
- Establish a structure and process to support coordinated planning, project prioritization, and project delivery to address flooding and sea level rise risk and reduce interagency and interjurisdictional competition for funding.
- Seek consensus on project priorities through a strategic, data-driven, and equitable approach that takes subregional sea level rise adaptation plans into consideration.

- Support multi-jurisdictional partnerships to efficiently advance multi-benefit projects at scale.
- Help communities, cities, counties, and special districts expand planning and funding of important climate adaptation projects.
- Create a cooperative environment where agencies and jurisdictions support each other's goals and climate adaptation projects through greater clarity of responsibilities across functions.

II. PRINCIPLES OF AGREEMENT

This article outlines essential functions and activities needed to help address the threats of flooding and sea level rise, and identifies the agencies best positioned to serve as the lead on these activities. Appendix A provides an overview of each agency's mission and purview to inform the distribution of roles and responsibilities in furthering the goals of this MOU. Appendix B provides a table showing the roles and responsibilities of each agency. Appendix C offers definitions of key terms in the MOU.

1. PLANNING: PREPARING FOR FLOODING AND SEA LEVEL RISE RISKS

Through coordinated and collaborative efforts, the Agencies are focused on establishing plans, policies, and project priorities to foster an enabling environment to support the wide-scale advancement of equitable, multi-benefit climate adaptation projects.

- a. As required by SB 272 (Laird 2023)², BCDC will establish Regional Shoreline Adaptation Plan (RSAP) Guidelines by the end of 2024 to provide standards for local governments in developing subregional sea level rise adaptation plans, while connecting them to a regional vision and strategy.
- b. BCDC, MTC and ABAG will partner, with BCDC as the lead project manager, on creating a San Francisco Bay Area Funding Sea Level Rise Funding and Investment Strategy (Investment Strategy) by 2026 and every four years thereafter.
- c. The Investment Strategy will be used to guide investment decisions and will be included in MTC and ABAG's Plan Bay Area (the Regional Transportation Plan/Sustainable Communities Strategy) and other regional plans, as appropriate.

² SB272 is codified as Public Resources Code section 30985.2(b)

- d. The Investment Strategy will be informed by key stakeholders such as cities, counties, flood management agencies, non-profits, and community-based organizations through a public process, and through the projects that emerge from completed subregional sea level rise adaptation plans, per SB 272, and supported by BCDC's RSAP Guidelines.
- e. The Investment Strategy will:
 - i. Build on the analysis and recommendations from the 2023 Sea Level Rise Funding and Investment Framework (MTC/ABAG/BCDC, 2023), Adapting to Rising Tides Bay Area (MTC/ABAG/BCDC, 2020), and the Bay Adapt Joint Platform (BCDC, 2021).
 - ii. Identify and categorize regionally significant projects and strategies for sea level rise adaptation with the intent of protecting communities, natural resources, and critical infrastructure as feasible.
 - iii. Develop estimated project costs and estimated timelines for projects.
 - iv. Analyze existing and future federal, state, regional, and local funding resources to support these projects. Analyze regionwide funding shortfalls and identify potential new revenue sources.
 - v. Be based on a science and risk-based methodology to develop funding priorities; have an equity framework that elevates the resource and capacity needs of disadvantaged communities; recommend nature-based solutions; and seek a balanced approach to the region's economic, housing, and environmental needs.
- f. BCDC will maintain an inventory and map of sea level rise projects and plans that can be used to support, track, and visualize the Investment Strategy.

2. FUND MANAGEMENT: SECURING AND AWARDING FEDERAL, STATE, AND REGIONAL FUNDING

The Agencies agree, to the extent authorized by law, to collaborate on efforts to seek, secure, and distribute funding to support the delivery of equitable, multi-benefit climate adaptation projects at the scale and speed needed to address flooding and sea level rise risks, including the activities outlined in this MOU.

- a. The Conservancy is identified as the lead agency in developing and submitting funding proposals to federal agencies. This may involve leading joint proposals with multiple partners to secure resources from agencies such as the US Army Corps of Engineers, National Oceanic and Atmospheric Administration (NOAA), and the Federal Emergency Management Agency (FEMA) for a range of needed flooding and sea level rise adaptation projects. This does not imply the Conservancy is the only agency eligible to apply for federal funding; special districts like flood management agencies will continue to pursue funding for specific projects and/or may be better suited to apply for certain funding opportunities.
- b. The Conservancy, with support from BARC, will take the lead in tracking federal, state, and local grant opportunities and other sources of funding and convene interested Agencies to determine who should be a lead applicant. Through greater coordination, collaboration, and support, the Agencies can submit more competitive funding proposals that reflect both local and regional priorities.
- c. The Conservancy will manage and distribute federal grants as outlined in project proposals unless that role is designated to another Agency.
- d. SFEP, in its capacity as a collaborative program founded by the State of California and the US Environmental Protection Agency (EPA) under the Clean Water Act's National Estuary Program, will work with the Agencies to apply for grants well matched with its expertise.
- e. Caltrans District 4 will consult with the Agencies to help align investment priorities and target resources where the region has identified critical needs as part of its ability to secure federal and state infrastructure resources for resilient transportation.

- f. MTC, in its capacity to manage and secure federal and state funding for transportation, will consult with the Agencies to apply for funding for the delivery of resilient transportation projects.
- g. MTC and ABAG, acting in their capacity as the developer and manager of regional revenue measures will consult with Agencies to help align adaptation priorities and investments as appropriate and allowable under state law.
- h. The Agencies will work together to determine viability and mechanisms for putting a regional measure on the ballot to address sea level rise and flooding (*lead and structure to be determined*).
- i. MTC and ABAG, with support from BARC, can support appropriate Agencies in working together to advance coordinated advocacy on state legislation.
- j. BCDC's Bay Adapt Implementation Coordinating Group will serve as a key venue for coordination with a broader stakeholder group on funding and legislation.

3. TECHNICAL ASSISTANCE: SUPPORTING PROJECT DEVELOPMENT & DELIVERY

The Agencies are uniquely situated to establish and deliver a Collaborative Regional Technical Assistance (TA) Program for communities that augments the capacity of local governments, special districts, and local organizations to advance climate adaptation policies, plans, and projects at the pace and scale necessary to address risks from flooding and sea level rise. Pending sufficient funding, like those resources deployed through California Housing and Community Development (HCD) Regional Early Action Planning Grant Program (REAP) administered by ABAG³, this program can be scaled appropriately to allow the Agencies to organize their collective tools and resources into a cohesive program with a suite of technical services and offerings oriented to meet the needs of users at different stages of project development. The goal is to support the development and implementation of multi-benefit adaptation projects (chronicled via the

³ ABAG delivers technical assistance and grant support to jurisdictions through funding provided by the California Housing and Community Development Agency (HCD) via a Regional Early Action Planning (REAP) grant. ABAG provides Local Early Action Planning (LEAP) grants to support jurisdictions completing their Housing Element Updates. The HCD grant was over \$20 million and supported a team of ABAG staff and resources deployed to local jurisdictions.

Investment Strategy) that will measurably and equitably protect communities, businesses, infrastructure and the environment from flooding and sea level rise.

- a. BARC will facilitate a staff-level Technical Assistance Working Group among the Agencies to provide ongoing coordination on technical assistance methods, priorities, and strategies. This includes identifying agencies to take the lead on (or participate in) various aspects of the TA Program, such as:
 - i. Providing funding to local jurisdictions, community-based organizations, and other planning entities for adaptation planning and project development.
 - ii. Working in partnership with disadvantaged communities to support capacity building, planning, and project advancement.
 - iii. Helping cities, counties and other entities update land use plans, subregional plans, feasibility studies, zoning, and relevant ordinances to prepare for climate hazards.
 - iv. Leading cross-agency and cross-jurisdictional project development and delivery.
- b. As part of a TA Program, the Agencies identified below will lead the following core activities, and collaboratively seek additional resources and partnerships to support, expand, and deliver them:
 - i. ABAG will administer and lead a Regional Technical Assistance Program which provides staffing, services and support to cities, counties, special districts, and other key partners to move from planning to project management and delivery. The scale of the program will be dependent on sufficient resources being secured.
 - ii. BCDC will provide initial technical assistance to jurisdictions in completing sub-regional sea level rise adaptation plans as required by SB 272, and coordinate with State funding programs that may provide additional resources for communities.

- iii. Coastal Conservancy, Caltrans D4, MTC, and SFEP (hosted by ABAG) can offer their respective capabilities and experience in managing the design, permitting, and construction of on-the-ground projects in close partnership with local entities.

4. REGULATORY ALIGNMENT: PERMITTING FOR CLIMATE ADAPTATION

To facilitate the pace and scale of climate adaptation projects needed to address the risks of flooding and sea level rise, the Agencies will continue to work collaboratively with the regulated community to continually improve and accelerate the permitting process, within the scope of their respective laws and to the extent authorized, so that projects are able to move forward as expeditiously as possible while helping to achieve critical local and regional adaptation goals.

- a. The Agencies will work collaboratively together and with other key regulatory agencies and regulatory coordination bodies - such as the *Bay Restoration Regulatory Integration Team (BRRIT)* and the *Dredged Material Management Office (DMMO) of the US Army Corps of Engineers* - and the regulated community to identify potential revisions to environmental regulations and other types of relevant regulations and policies to facilitate multi-benefit climate adaptation project delivery.

5. STRUCTURES FOR COLLABORATIVE DECISION-MAKING

Each Agency has its own leadership structure; this MOU does not supersede any authorities or jurisdictions of individual agencies. For the purposes of this MOU, collaborative decision-making is defined as working together to identify and determine a course of action and activities that will help us meet our shared goals and objectives. It is vital that the Agencies develop routine, on-going opportunities to share information, identify and confirm roles and responsibilities, and report progress and challenges. There may be instances where a collaborative decision is made that will need to be brought back to an individual agency or agencies for approval.

The following bodies are positioned to serve as ongoing, routine venues for collaboration:

- **BARC Governing Board** serves as the venue in which the activities and priorities outlined in this MOU can be shared, vetted, and discussed.
- **BARC Executive Leaders Management Team** guides agenda of BARC Governing Board and review of coordinated work program.
- **BARC Cross-Agency Working Group** serves as venue for key staff from across the Agencies to coordinate on technical assistance, funding, and legislative priorities and activities. This is the home of the Technical Assistance Working Group.
- **BCDC's Bay Adapt Implementation Coordination Group (ICG)** is composed of an array of expert stakeholders from public, provide, nonprofit, community-based organizations, academic institutions, and others who are convened to review and provide guidance on flooding and sea level rise activities and interventions outlined in this MOU, including updates to the Investment Strategy and technical assistance services.

III. ADMINISTRATIVE PROVISIONS

- A. The following procedures are proposed for any amendments or provisions made to the MOU:
- i. The BARC Governing Board will receive an annual report on progress of the MOU at its January meeting.
 - ii. Provisions and amendments can be introduced annually. MOU signatories can propose recommended changes to the MOU to be voted on by the BARC Governing Board, with final approval by their respective boards and commissions as necessary.
- B. Each and every provision in this MOU is subject to the laws of the State of California, the laws of the United States of America, and to the delegated authority assigned in each instance.

- C. All cooperative work under the provisions of the MOU will be carried out in accordance with all applicable laws of the State of California and the United States, including anti-discrimination laws.
- D. Any Agency may propose amendments to the MOU. Amendments shall become effective upon written approval by the Agencies and shall be appended hereto.
- E. This MOU shall become effective upon signature by the Agencies. This MOU may be executed in one or more counterparts, each of which will be considered an original document. The effective date shall be the date of the last signature as shown below, excepting subsequent amendments and addition of counterparts.
- F. This MOU shall be in effect from the date of execution until terminated by the Agencies. If an Agency seeks to withdraw from or terminate the MOU, that Agency shall give the other Agencies at least 30 days advance written notice of withdrawal or termination.
- G. This MOU is intended to facilitate cooperation among the Agencies. This MOU does not constitute a legally binding commitment by any Agency, and it does not create any rights in any third party. This MOU is not legally enforceable by any Agency or third party, and nothing in this MOU may be the basis of any challenges or appeals. This MOU does not create any legal obligation for or between any of the Agencies.
- H. The Agencies enter this MOU while wishing to maintain their own separate and unique missions and mandates, and their own accountabilities. This MOU does not provide any new powers or authorities to any of the Agencies beyond those that the Agencies already possess under the law. Likewise, this MOU is not intended to limit, abrogate, delegate, or otherwise alter any of the Agencies' existing powers and authorities which it may possess under the law, but rather memorializes the Parties' intent to advance the objectives of the MOU consistent with and within the parameters of each Agency's powers and authorities under the law.

- I. The Agencies acknowledge that this MOU is not an obligation or a commitment of funds. Each Agency must be responsible for its own costs associated with advancing the objectives of the MOU, while recognizing that it can be beneficial to work together to raise or distribute funds for the activities in this MOU. Nothing in this MOU shall be construed as superseding or interfering in any way with any agreements or contracts entered into between or among the Agencies, either prior to or after the signing of the MOU.

APPENDIX A: ORGANIZATIONAL AUTHORITIES

The signatories of this MOU bring an array of authorities, experience, resources, and capacities that when brought together through a coordinated strategy will be instrumental in helping Bay Area communities manage risks to flooding and sea level rise. Recognizing there are other federal, state, and local agencies that have significant roles to play to address these challenges, the MOU signatories will work together to optimize their respective roles to support the broader network of stakeholders involved in multi-benefit, flood risk management efforts across the Bay Area. Table 1 below outlines key roles and authorities of each of the agencies, while Appendix A provides a more detailed description of the mission, scope of activities and primary functions, and governance/board structure of each agency. This information will inform the following section which identifies agency leads for specific functional areas. Agencies are listed in alphabetical order.

- The **Association of Bay Area Governments (ABAG)** is the Council of Governments (COG) for the nine counties and 101 cities and towns of the Bay Area. ABAG is governed by an executive board and led by the ABAG President and Vice President. Member representatives are elected officials and make operating decisions, authorize expenditures, and recommend policy. As a membership body of local governments, ABAG serves as a conduit for communication among cities and counties regarding their needs and challenges on issues related to land use, housing, environmental and water resource protection, disaster resilience, and energy efficiency.

- **San Francisco Estuary Partnership (SFEP)** is hosted by ABAG and staffed by MTC under a MOU and contract for services. SFEP was established in 1988 by the State of California and the U.S. Environmental Protection Agency under the Clean Water Act's National Estuary Program to protect and restore the San Francisco Bay-Delta Estuary. The Partnership is a collaboration of local, state, and federal agencies, non-governmental organizations, academia, and business leaders. Its work is guided by the San Francisco Estuary Blueprint, a comprehensive and collective vision for the Estuary's future that was developed and approved by SFEP's Implementation Committee and Executive Council. Its climate adaptation work focuses on promoting integrated, coordinated, multi-benefit approaches to increase the resilience of estuarine tidal habitats, tributaries, and at-risk communities. SFEP helps staff the San Francisco Bay Restoration Authority (SFBRA) discussed in more detail under the State Coastal Conservancy.
- The **Bay Area Air Quality Management District (BAAQMD)** is the first regional air pollution control agency in the country, created by the California Legislature in 1955. The Air District is tasked with regulating stationary sources of air pollution in all nine Bay Area counties. It is governed by a 24-member board of directors composed of locally elected officials from each of the nine counties. The Board oversees policies and adopts regulations for the control of air pollution with the district. One important goal of BAAQMD is to establish the Bay Area as a leading area for emissions reductions in mobile sources, land use planning, innovative technology, and energy. Its monitoring and regulatory roles will be important when evaluating multi-benefit adaptation projects to address flooding and sea level rise.
- The **Bay Area Regional Collaborative (BARC)**, also known as the Joint Policy Committee (JPC) was created through Senate Bill 849 (Torlakson) and signed into law on September 24, 2004, with the purpose of coordinating the major regional planning efforts of ABAG, MTC, and BAAQMD. The passage of Assembly Bill 2094 (DeSaulnier) brought BCDC on as a member of BARC. An organizational plan completed in 2015 focused the activities of the BARC Governing Board and BARC staff on addressing climate change. The BARC Governing Board is comprised of 4 appointees each from ABAG, BAAQMD, BCDC, and MTC for a total of 16 voting members. The Executive Directors of the California State

Coastal Conservancy, Caltrans District 4, and the San Francisco Regional Water Quality Control Board participate in BARC Governing Board meetings and in cross-agency collaborative project work. BARC staff help facilitate cross-agency coordination, identifying opportunities for further integration across functions.

- The **California State Coastal Conservancy (The Conservancy)** is a state non-regulatory agency that leads and funds projects to protect coastal resources, increase opportunities for the public to enjoy the coast, and help communities prepare for the impacts of climate change. The Coastal Conservancy is governed by a seven-member Board of Directors appointed by the Governor and the state legislature. Six members of the Legislature, three from each house, provide legislative oversight and participate in Conservancy activities. Under its San Francisco Bay Area Program, the Conservancy may undertake projects within the entirety of the nine Bay Area counties. The Conservancy's Climate Ready Program authorizes the Conservancy to undertake projects that "*reduce greenhouse gas emissions, address extreme weather events, sea level rise, storm surge, beach and bluff erosion, salt water intrusion, flooding, and other coastal hazards that threaten coastal communities, infrastructure, and natural resources.*" The Conservancy is not prohibited from supporting grey infrastructure projects but is required to prioritize projects that use natural infrastructure and provide multiple public benefits, including protection of communities, natural resources, and recreational opportunities. The Conservancy may also provide technical assistance to communities developing projects that use natural infrastructure. Other Conservancy priorities include providing support for historically excluded communities, protecting critical public infrastructure, preserving public access to the shoreline, maintaining economically viable waterfronts, and planning for nature-based post-disaster recovery and adaptation pathways to strategic relocation.









































- The **San Francisco Bay Restoration Authority (SFBRA)** is staffed by the Conservancy with additional support from MTC, including SFEP. SFBRA grants parcel tax revenues from Measure AA (2016) towards projects that protect and restore the Bay shoreline, as well as public access and flood protection elements that are part of a shoreline habitat restoration project. It is designed to deliver essential local funding to restoration projects developed by others. It does not have a regulatory role. The SFBRA is led by a regionally representative governing board comprised of seven local and regional elected officials.
- The **San Francisco Bay Conservation and Development Commission (BCDC)** is a state planning and regulatory agency with permitting authority over the San Francisco Bay, the Bay shoreline, and Suisun Marsh. BCDC's mission is to protect these areas for future generations, expand public access to the Bay and its shoreline, and to address the impacts of sea level rise. The Commission is comprised of 27 members representing the 9 Bay Area counties, 4 cities appointed by ABAG, gubernatorial and legislative appointees, and regional, state, and federal agencies. BCDC establishes land use and shoreline management policies for the Bay in the San Francisco Bay Plan, which provides the basis for the Commission's permitting decisions and federal consistency determinations under its Coastal Zone Management Act authority. BCDC's Adapting to Rising Tides (ART) program supports the sea level rise planning efforts of local practitioners. Its Bay Adapt Initiative developed a joint platform of priority actions to address sea level rise and is guiding the implementation of the platform. SB 272 (Laird 2023) requires local governments to submit, and BCDC to approve, subregional sea level rise resiliency plans, consistent with BCDC-developed guidelines. Sea level rise adaptation strategies and projects identified in BCDC-approved plans will be prioritized for State funding, upon appropriation by the Legislature. BCDC is currently developing a Regional Shoreline Adaptation Plan, which will fulfill the requirements of SB 272's guidelines and serve as a regional planning vision for the future of the Bay shoreline.

- **Caltrans District 4** is one of the California Department of Transportation's (Caltrans) 12 district offices based in Oakland. Caltrans' mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. District 4 covers the nine-county Bay Area, and its adaptation activities include corridor planning, transportation planning, grant management, and flood prevention and response, including repairs focused on the State Highway System (SHS). Additionally, Caltrans is charged with minimizing fire risk through vegetation control along transportation corridors. Caltrans has responsibility for the State Highway Operations and Protection Program (SHOPP) which funds the repair and preservation of the SHS, including a Climate Adaptation and Resilience Program that facilitates comprehensive and long-term resilience strategies to address flooding and sea level rise (and associated hazards) on the SHS. Caltrans is responsible for the State Climate Resilience Improvement Plan for Transportation (SCRIPT) as part of the federal program Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) funded by the Infrastructure Investment and Jobs Act (IIJA) (2021). PROTECT's purpose is "to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure."⁴ This provides an important source of federal funding to Caltrans to support investments in climate resilient transportation infrastructure. Caltrans also administers the Sustainable Transportation Planning Grant Program to encourage local and regional planning that supports state goals, including identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

⁴ State Climate Resilience Improvement Plan for Transportation, Draft September 2023.

- The **Metropolitan Transportation Commission (MTC)** is the federally designated Metropolitan Planning Organization (MPO) with experience planning and funding complex infrastructure projects in close collaboration with the state, local jurisdictions, transit operators, and communities. There are 21 Commissioners appointed to MTC comprised mostly of elected officials representing the nine counties of the Bay Area. MTC directly distributes more than \$1 billion a year to local public transit agencies, transportation authorities, and other recipients and prioritizes requests from local agencies for millions more in state and federal funds. Acting as the Bay Area Toll Authority (BATA), MTC collects approximately \$700 million a year in bridge tolls on the region's seven state-owned toll bridges and allocates these funds for transportation improvements. Together with ABAG, MTC produces Plan Bay Area, the regional long-range plan addressing land use, transportation, and the environment in the Bay Area. MTC and ABAG are distinct boards sharing one integrated staff. MTC staff work to support ABAG Executive Board initiatives via a contract for services.
- The **San Francisco Regional Water Quality Control Board** is a regulatory agency responsible for preserving, enhancing, and restoring the quality of the San Francisco Bay Region's water resources for the protection of the environment, public health, and beneficial uses. The Regional Board is required to develop, adopt (after public hearing), and implement a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic basis of water quality regulation in the San Francisco Bay region. The Regional Board has the authority to enforce all its requirements, orders, and standards. The primary goal of enforcement is to stop on-going problems and cleanup as necessary to preserve the beneficial uses of the Bay Area's water resources.

APPENDIX B: ORGANIZATIONAL ROLES AND RESPONSIBILITIES TABLE

	ABAG/ SFEP	BAAQ MD	BARC	BCDC	Caltran s	MTC	Conser- vancy	Water Board
Planning								
Fund Management								
Technical Assistance								
Regulatory Alignment								
Coordination								

SYMBOL KEY for Graphic Table above:



PRIME



RESPONSIBLE



INVOLVED

APPENDIX C: DEFINITION OF KEY TERMS

The following definitions⁵ apply to this MOU.

- **Climate adaptation** (California Governor's Office of Planning and Research) is how natural and human systems adjust to a new or changing climate. This is frequently combined with the term “climate resilience” which is the capacity for entities (individual, community, organization, or natural system) to prepare for disruptions, recover from shocks and stresses, and adapt and learn from them. *Climate adaptation can include policies, programs, and on-the-ground projects that reduce projected hazard impacts.*
- **Infrastructure** (Cambridge Dictionary) is the basic systems and services, such as transportation and power supplies, that a country or organization uses in order to work effectively. *Two types of physical infrastructure for adapting to flooding and sea level rise are:*
 - **Natural and nature-based (green) infrastructure** (San Francisco Estuary Institute, 2020) are physical landscape features that are created and evolve over time through the actions of environmental processes, or features that mimic characteristics of natural features but are created by engineering and construction (in concert with natural processes) to provide coastal protection and other ecosystem services. *An ecotone levee is an example of nature-based infrastructure.*

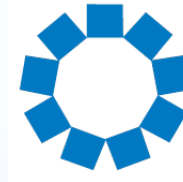
⁵ Bay Area Regional Collaborative. (2023). *Regional System Assessment Report*. self.
California Governor's Office of Planning and Research. (n.d.). *California Adaptation Planning Guide*. Retrieved from Governor's Office of Planning and Research: <https://resilientca.org/apg/>
Cambridge Dictionary. (n.d.). Cambridge Academic Content Dictionary. Cambridge, England: Cambridge University Press. Retrieved April 23, 2024, from https://dictionary.cambridge.org/us/dictionary/english/infrastructure#google_vignette
Intergovernmental Panel on Climate Change. (n.d.).
San Francisco Estuary Institute. (2020). *San Francisco Bay Shoreline Adaptation Atlas*. Retrieved from SFEI: <https://www.sfei.org/adaptationatlas>
U.S. Environmental Protection Agency. (2012). State and Local Climate and Energy Program Glossary of Terms. Office of Air and Radiation/Office of Atmospheric Protection/Climate Change Division. Retrieved April 24, 2024, from https://sor.epa.gov/sor_internet/registry/termreg/searchandretrieve/glossariesandkeywordlists/search.do?details=&glossaryName=State/Local%20Climate%20and%20Energy

- **Conventional (grey) infrastructure** (San Francisco Estuary Institute, 2020) are physical features constructed by humans to provide coastal protection and reduce flood risk, usually with relatively hard materials such as concrete, rock, and steel, and without incorporation of biological components. *A seawall is an example of a type of grey infrastructure built to address sea level rise.*
- **Flooding** (Intergovernmental Panel on Climate Change) is the overflowing of the normal confines of a stream or other waterbody, or the accumulation of water over areas that are not normally submerged. *Flooding can be caused by sea level rise, storm surge, high tides, river flooding, heavy rainfall, and/or groundwater rise.*
- **Multi-benefits** (also referred to as **Co-benefits**) (U.S. Environmental Protection Agency, 2012) are the ancillary or additional benefits of policies or projects that are implemented with a primary goal, such as climate change mitigation - acknowledging that most efforts designed to reduce greenhouse gas emissions also have other, often at least equally important, benefits (e.g., energy savings, economic benefits, air quality benefits, public health benefits). *For example, a multi-benefit flood risk reduction project can also enhance ecological functions, improve water quality, and provide public access opportunities.*
- **Sea level rise** (Intergovernmental Panel on Climate Change) is the change to the height of sea level, both globally and locally due to ocean volume change (glacier and ice sheet melt, expansion under warmer temperatures); changes in ocean basin shapes, Earth's gravitational and rotational fields; and local subsidence or uplift of land.
- **Technical assistance** (Bay Area Regional Collaborative, 2023) is a set of services provided to help intended (general or targeted) audiences have the knowledge, ability, and/or capacity to achieve specific goals and outcomes related to climate adaptation. These services may include, but are not limited to assistance in raising funds, policy writing, technical guidance and tools, one-on-one support, and training.

Interagency Flooding & Sea Level Rise Memorandum of Understanding



**METROPOLITAN
TRANSPORTATION
COMMISSION**



**ASSOCIATION
OF BAY AREA
GOVERNMENTS**



**BAY AREA AIR QUALITY
MANAGEMENT DISTRICT**



**MTC Planning Committee
ABAG Administrative Committee
June 14, 2024**



Adaptation Needs

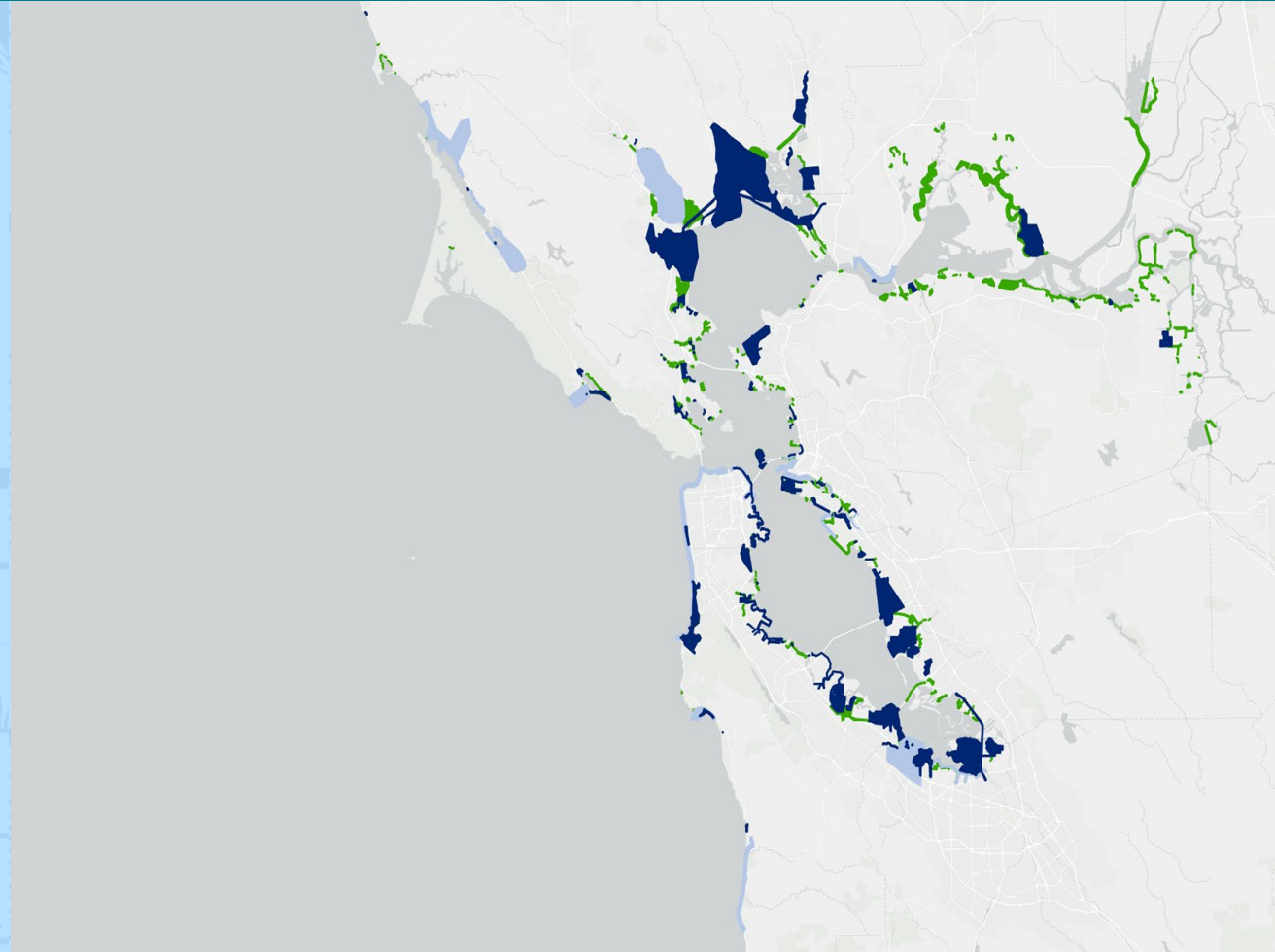
- What is the regional estimate to fund adaptation?

\$110 billion*

Estimated cost of sea level rise adaptation through 2050 (in Year of Expenditure dollars)

- What is the regional estimate of inaction?

\$231 billion



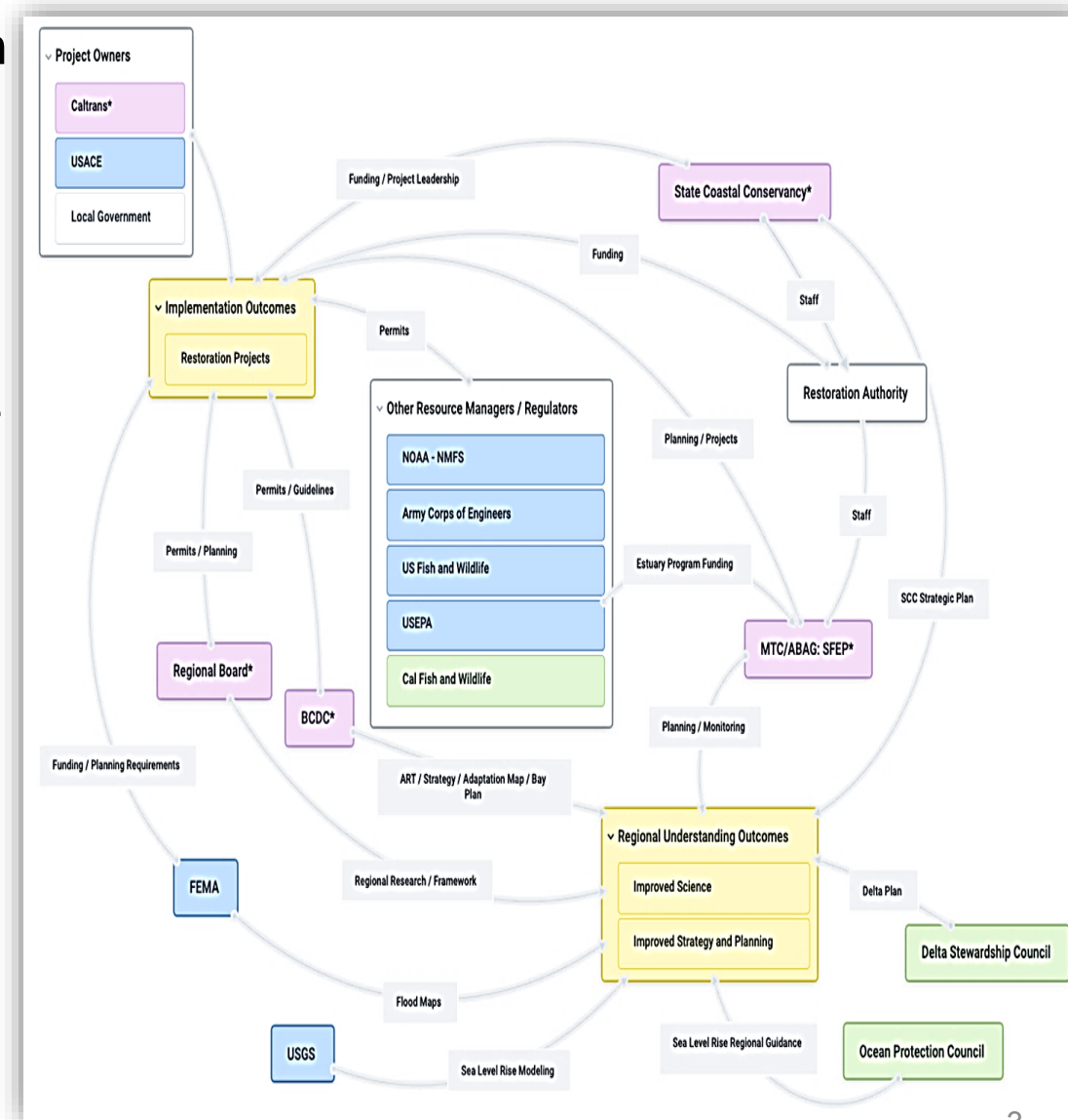
***The estimate includes:** Assumed “protect in place” adaptation action for all vulnerable shoreline, including low density areas and agricultural land. Assumed areas vulnerable to up to 4.9 feet of inundation are protected

The estimate does not include: Alternative approaches that do *not* protect in place, which could change the cost estimate for adaptation in some shoreline segments. Building code or other local policy adjustments. Riverine and groundwater adaptations. Adaptation plans made by utilities.

Creating Clarity in Complexity

Wealth of agencies collaborating in an informal system of programs, policies, planning, funding and regulatory activities to support Nature Based Strategies

- No agencies similarly engaged to support grey or hybrid infrastructure where its needed.
- An array of project types along the Bay shoreline are needed to manage sea level rise, from green to grey and hybrid.
- Opportunity to create a regional-scale enabling environment for advancing best projects along the entire shoreline. Planning + Regulatory + Funding
- Greater clarity on roles & responsibilities of different agencies will help position Bay Area for major Federal and State Funding.



Regional Efforts Have Called Out Need to Identify Fund Manager

Bay Adapt Funding and Governance Action, Task 6.2: Establish a Framework for Funding Plans and Projects

Develop a Revenue Generation and Distribution Plan

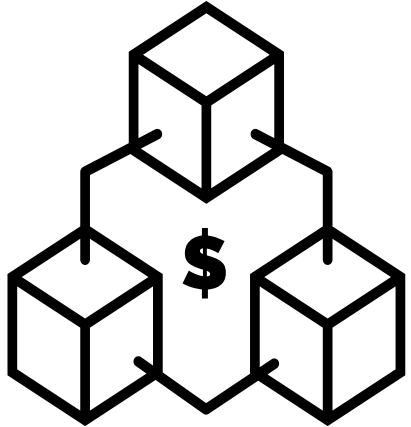
At a regional level, establish or designate a governance structure to develop and implement the Revenue Generation and Distribution Plan and allocate funding. This entity or structure should have the following qualities:

- Technical capabilities to evaluate SLR, planning, environmental, and financial issues
- Regional governance structure (i.e, has reach and representation throughout the 9-county Bay Area)
- Ability to receive, raise, and distribute regional funding

BCDC/MTC/ABAG Sea Level Rise Adaptation Funding & Investment Framework

Next Step: Better define lead agency roles for SLR funding efforts in the Bay Area

While tackling SLR requires robust partnerships, the lack of a lead agency to secure additional funding and distribute it equitably hinders the Bay Area's ability to mitigate climate impacts



Core Functions Outlined in MOU



1. **Planning**: *Preparing for SLR and Flooding Risks*
2. **Fund Management**: *Securing and Awarding Federal, State, and Regional Funding*
3. **Technical Assistance**: *Supporting Project Development and Delivery*
4. **Regulatory Alignment**: *Permitting for Adaptation*
5. **Coordination**: *Collaboration and Decision-making Among Agencies*

Icon credit: TheNounProject, Pixelz Studio

At A Glance: Organizational Roles and Responsibilities

	ABAG/ SFEP	BAAQMD	BARC	BCDC	Caltrans D4	MTC	SCC	Water Board
Planning								
Fund Management								
Technical Assistance								
Regulatory Alignment								
Coordination								

 **Prime**
  **Responsible**
  **Involved**

Why this matters

We've never done this before!

- 1. Introducing a Coordinated Regional Strategy to Fund and Deliver Projects**
- 2. Outlining Roles and Responsibilities Across Functional Areas to Achieve Shared Goal**

Next Steps

- **May / June:** Review and approval by each agency.
- **July:** BARC Governing Board approval
- **July+:** Work Plan Implementation

Staff Recommendation

- Authorize the Executive Director to enter into a Memorandum of Understanding among the Metropolitan Transportation Commission; the Association of Bay Area Governments, also host of San Francisco Estuary Partnership; the Bay Area Air Quality Management District; the Bay Area Regional Collaborative; the California State Coastal Conservancy; the California Department of Transportation District 4; the San Francisco Bay Conservation and Development Commission, and the California Regional Water Quality Control Board San Francisco Bay Region to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area

barc.ca.gov

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ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0865 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/12/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Report on Joint MTC ABAG Legislation Committee Meetings of June 14, 2024 and July 12, 2024

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Report on Joint MTC ABAG Legislation Committee Meetings of June 14, 2024 and July 12, 2024

Presenter:
Jesse Arreguin

Recommended Action:
ABAG Executive Board Information

Attachments:



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0906 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 6/26/2024 **In control:** ABAG Executive Board

On agenda: 7/18/2024 **Final action:**

Title: Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding

Sponsors:

Indexes:

Code sections:

Attachments: [08b 1 Summary Sheet AB 598.pdf](#)
[08b 2 Attachment Summary Sheet AB 598.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding

Presenter:
Julie Snyder

Recommended Action:
Sponsor / ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 8.b.

Legislation

Subject:

Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding

Background:

On June 14, 2024, the Joint MTC ABAG Legislation Committee received a report on the following:

- Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding
- Clarification of the limitations on BAHFA's authority to condition funding disbursements on local jurisdictions' land use and housing policies.
- Staff recommendation: Sponsor / ABAG Executive Board Approval

The Joint MTC ABAG Legislation Committee summary sheet is attached.

Issues:

None

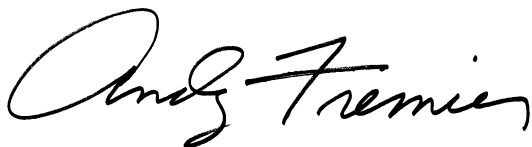
Recommended Action:

The ABAG Executive Board is requested to approve a sponsor position on Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding.

Attachments:

- A. Summary Sheet, Joint MTC ABAG Legislation Committee

Reviewed:



Andrew B. Fremier

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

June 14, 2024

Agenda Item 3d

Assembly Bill 598 (Wicks): Bay Area Housing Finance Authority (BAHFA) Funding

Subject:

Clarification of the limitations on BAHFA’s authority to condition funding disbursements on local jurisdictions’ land use and housing policies.

Background:

Assembly Bill (AB) 598 (Wicks) makes changes to BAHFA’s enabling statute at the request of MTC/ABAG staff following discussions with the Bay Area Council (“Council”) and Building Industry Association of the Bay Area (“BIA”) in May and subsequent direction from BAHFA Chair Pedroza, ABAG President Ramos and Legislation Committee Chair Canepa pursuant to the MTC/ABAG policies for urgent legislative action.

BAHFA’s Expenditure Plan and Funding Programs

BAHFA’s Expenditure Plan is a statutorily required document that defines, over a five-year period, the spending programs, projects and policies applicable to BAHFA’s 20 percent share of a regional housing bond. On April 18, 2024, the ABAG Executive Board (as the Executive Board to BAHFA) approved the 2025-30 Expenditure Plan for the \$20 billion bond anticipated for the November 2024 ballot. The BAHFA Board is scheduled to approve the same plan on June 26, 2024.

The 2025-30 Expenditure Plan outlines the requirements by which BAHFA must prioritize and spend bond funds issued in the first two funding tranches.

For production funds (52% of the total), these include:

1. Set “return-to-source” investment targets in each county, based on assessed property values.
2. Prioritize permanent supportive housing developments and developments that serve extremely low-income households.
3. Work collaboratively with jurisdictions to secure oversubscribed resources.

For preservation funds (at least 15% of the total), the requirements include:

1. Prioritize investments in historically disinvested areas.
2. Forestall eviction risk or affordability loss.
3. Support community-controlled housing through a 20% set-aside target.

Meeting these requirements will require a project-level analysis. For example, does the project provide homes for people with extremely low incomes or experiencing homelessness? Is it financially feasible over the long term? Does it leverage BAHFA funding with sources other than existing over-subscribed sources? The Expenditure Plan does not anticipate conditioning projects' eligibility on jurisdiction-wide policies adopted by localities.

County and City Expenditure Plans

Under state law, the nine counties and four cities (Napa, Oakland, San Jose and Santa Rosa) who will receive a direct allocation of regional housing bond funds must adopt an expenditure plan for those funds. BAHFA is required to approve the locality's expenditure plan if it meets the criteria established in state law; BAHFA does not have discretion to impose additional requirements.

Stakeholder Concerns

In mid-May, the Council and BIA reached out to BAHFA staff with significant concerns about the potential for BAHFA's funding programs to be used to encourage cities and counties to adopt policies that they believe make market rate housing development more difficult and costly to build. BAHFA staff met with both organizations and other stakeholders to develop options for addressing these concerns while maintaining the goals and requirements outlined in BAHFA's Expenditure Plan.

On May 22, 2024, the Council and BIA requested the BAHFA Board's support for proposed bill language to address their concerns (see Attachment A). The BAHFA Board Chair Alfredo Pedroza responded in a letter dated May 24, 2024. The letter committed that the Chair would direct staff to work with the Council, BIA and other stakeholders on legislation reflecting the proposed language. (See Attachment B.)

The legislation consists of two key changes. The first clarifies that BAHFA cannot impose conditions on counties' and cities' expenditure plans beyond those outlined in BAHFA's enabling statute. The second provision prohibits BAHFA from rendering a proposed housing development ineligible for funding from BAHFA's portion of the bond proceeds based on the land use or housing policies of the locality in which it's located. Both amendments are consistent with BAHFA's enabling legislation, which prohibits BAHFA from regulating or enforcing local land use decisions. (See Gov. Code § 64522(a).)

Recommendation: Support

Sponsor / ABAG Executive Board Approval

Sponsor / Commission Approval

Discussion:

Given the regional Expenditure Plan's focus on evaluating projects based on project-level criteria rather than a locality's policies, staff believes the language in AB 598 makes explicit what was already implied in BAHFA's enabling legislation and would not alter BAHFA's plans or goals. Staff have worked to clarify and explain BAHFA's statutory requirements and the additional goals and obligations created by new BAHFA documents, such as the Expenditure Plan, for Bay Area stakeholders over the last two years. The Council/BIA have concerns about broader conditions affecting real estate and housing development throughout the region. While BAHFA's funding programs are not structured in a manner that would exacerbate these concerns, AB 598 provides further reassurance as to BAHFA's future actions and goals. For these reasons, staff recommends a support position on AB 598 (Wicks).

Known Positions:

Support

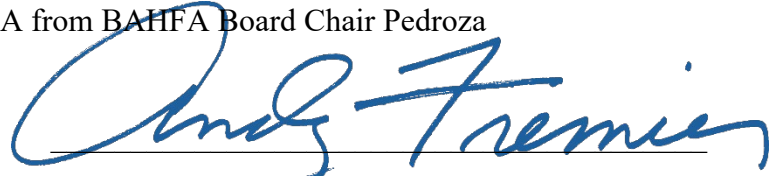
None known

Oppose

None known

Attachments:

- Attachment A: Letter to BAHFA Board from BAC-BIA
- Attachment B: Letter to BAC-BIA from BAHFA Board Chair Pedroza



Andrew B. Fremier



May 22, 2024

Dear Bay Area Housing Finance Authority Board Members,

As the representatives of the Bay Area business and development communities, the Bay Area Council and Building Industry Association of the Bay Area are writing jointly to request that the Bay Area Housing Finance Authority (BAHFA) statute be modified to make it expressly clear that the award of bond proceeds shall be fully consistent with BAHFA statutory authority for projects providing affordable housing, and will not be used in the future as an incentive or leverage to drive local housing policy and program changes that may reflect future political priorities of the BAHFA board but be detrimental to market rate and mixed income housing.

To effectuate this clarification, we have worked on the following language with BAHFA staff, and have reviewed with supporters of the BAHFA bond. We respectfully request that the BAHFA Board ask the legislature to add this language to the BAHFA statute.

We request your urgent support for the legislative amendment as the timeline for the Bond support is shortening by the day and we would like to throw our support unequivocally behind the pending BAHFA bond.

With this language addition adopted by the legislature, both our organizations be in a position to support the BAHFA bond and work to see it passed.

Our proposed amendment is as shown below:

New paragraph, Sec. 64650(d)(6)(v)

(v) The authority may not impose any other conditions for an expenditure plan to be deemed complete to allocate funds required pursuant to this section. Notwithstanding the foregoing, the Authority may enter into an agreement with a county or city that receives an allocation of County housing revenue to ensure that the authority or county, city or county and city take the actions necessary or incidental to implementing the purpose of this section.

Additional sentences (in **bold**) added to Sec. 64650(d)(5)(B):

*To the extent feasible, the regional expenditure plan shall include a description of any specific project or program proposed to receive funding, including the location, amount of funding, and anticipated outcomes, as well as the estimated funding level for each of the categories listed in subparagraph (A) or (B) of paragraph (2) of subdivision (b). **The regional expenditure plan shall not render projects ineligible for funding based on the presence or absence of any city or county or city and county land use or housing policies. Notwithstanding the foregoing, BAHFA may use project-specific conditions to prioritize projects for funding.***

Sincerely,

Matt Regan, Bay Area Council

Paul Campos, Building Industry Association of the Bay Area



Sent via Email

May 24, 2024

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Matt Mahan
San Jose Mayor's Appointee

Nate Miley
Alameda County

Stephanie Moulton-Peters
Marin County and Cities

Sue Noack
Cities of Contra Costa County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
U.S. Department of Housing
and Urban Development

James P. Spring
Solano County and Cities

Sheng Thao
Oakland Mayor's Appointee

Andrew B. Fremier
Executive Director

Alix Bockelman
Chief Deputy Executive Director

Brad Paul
Deputy Executive Director,
Local Government Services

Mr. Paul Campos
Senior Vice President of Governmental Affairs & General Counsel
Building Industry Association Bay Area
1000 Burnett Ave
Concord, CA 94520

Mr. Matt Regan
Senior Vice President Government Relations
Bay Area Council
Pier 9, the Klamath
S.F., CA 94111

RE: Legislative Changes re: BAHFA's Enabling Statute

Dear Mr. Campos and Mr. Regan,

Thank you for your letter dated May 22, 2024 regarding requested changes to the Bay Area Housing Finance Authority's enabling statute as relates to potential conditions BAHFA could attach to its funding programs, pending voter approval of the Bay Area's first regional affordable housing bond. Since passage of AB 1487 (Chiu, 2019), BAHFA has been working hard to demonstrate the added value we can bring to addressing the Bay Area's significant housing challenges. Our organizations agree that the Bay Area needs to *massively* increase the number of housing units that are available if we want to be a prosperous, equitable and environmentally sustainable region long-term. While I am concerned about the last-minute nature of this request, in the spirit of partnership, I am directing our staff to work with you on a legislative fix this session that will address your concerns, consistent with the language in the attached.

To the extent issues arise during the legislative process that leads you or BAHFA staff to seek revisions to the attached language, I trust that negotiations will be done in good faith to arrive at a mutually agreed upon path forward that will help get the bond passed.

Sincerely,

Alfredo Pedroza
Chair

AP:rl
Attachment

Attachment

Add new paragraph, Sec. 64650(d)(6)(v):

(v) The authority may not impose any other conditions for an expenditure plan to be deemed complete to allocate funds required pursuant to this section. Notwithstanding the foregoing, the Authority may enter into an agreement with a county or city that receives an allocation of County housing revenue to ensure that the authority or county, city, or city and county take the actions necessary or incidental to implementing the purpose of this section.

Amend Sec. 64650(d)(5)(B) as follows (changes shown in blue):

(B) The regional expenditure plan shall set forth the share of revenue and estimated funding amount to be spent on each of the categories established in subdivision (b), indicate the household income levels to be served within each category of expenditures, and estimate the number of affordable housing units to be built or preserved and the number of tenants to be protected. To the extent feasible, the regional expenditure plan shall include a description of any specific project or program proposed to receive funding, including the location, amount of funding, and anticipated outcomes, as well as the estimated funding level for each of the categories listed in subparagraph (A) or (B) of paragraph (2) of subdivision (b). *The regional expenditure plan shall not render projects ineligible for funding based on the presence or absence of any city or county or city and county land use or housing policies. Notwithstanding the foregoing, BAHFA may use project-specific conditions to prioritize projects for funding.* Beginning the second year, the authority shall include a report in the regional expenditure plan that provides its allocations and expenditures to date of projects and programs funded and the extent to which the minimum targets in subparagraph (A) or (B) of paragraph (2) of subdivision (b) were achieved.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0868	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	6/12/2024	In control:		ABAG Executive Board	
On agenda:	7/18/2024	Final action:			
Title:	Presentation and Update on Plan Bay Area 2050+, including draft Blueprint strategies and key performance and equity findings, prior to late summer 2024 public and stakeholder engagement				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	09a 1 Summary Sheet Plan Bay Area 2050+ Draft Blueprint.pdf 09a 2 Attachment A Plan Bay Area 2050+ Draft Blueprint.pdf 09a 3 Attachment B Plan Bay Area 2050+ Draft BP Compendium.pdf 09a 4 Attachment C Plan Bay Area 2050+ R2 Engagement.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Presentation and Update on Plan Bay Area 2050+, including draft Blueprint strategies and key performance and equity findings, prior to late summer 2024 public and stakeholder engagement

Presenter:

Chirag Rabari

Recommended Action:

ABAG Executive Board Information

Attachments:

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 9.a.

Plan Bay Area 2050+ Draft Blueprint

Subject:

Presentation and update on Plan Bay Area 2050+, including Draft Blueprint strategies and key performance & equity findings, prior to late summer 2024 public and stakeholder engagement.

Background:

In July 2023, MTC/ABAG kicked off Plan Bay Area 2050+, a limited and focused update to the regional vision for transportation, housing, economic development, and environmental resilience. In parallel, staff have been advancing the Transit 2050+ effort in close coordination with transit operators, applying a connected network planning approach to update the transit-related strategies in Plan Bay Area 2050's Transportation Element.

Following an extensive first round of engagement in the latter half of 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved revised Plan Bay Area 2050+ Draft Blueprint strategies and growth geographies for further study in January 2024. This memorandum provides a refresher on Plan Bay Area 2050+ Draft Blueprint strategies and presents key performance and equity findings from the technical modeling and analysis of the Draft Blueprint that occurred over the winter and spring of 2024, organized by plan's adopted vision and guiding principles to ensure a more affordable, connected, diverse, healthy, and vibrant Bay Area for all. The Joint MTC Planning Committee with the ABAG Administrative Committee received an update on these key findings in June 2024; **Attachment A** (Presentation) has been modified to include more background information on Plan Bay Area strategies, while **Attachment B** (Plan Bay Area 2050+ Draft Blueprint Compendium) and **Attachment C** (Plan Bay Area 2050+ Round 2 Engagement Overview) are new.

Development of the Draft Blueprint:

The Draft Blueprint can be thought of as a "first draft" of the long-range plan and several key updates informed its development over the past year. This included updates to baseline data, such as transit service levels; planning assumptions, such as levels of hybrid work; strategies (i.e., public policies and investments) that can be implemented over a 25-year period; and growth geographies where future housing and jobs can be focused, among others.

The strategy refinements included in the Draft Blueprint reflected Plan Bay Area 2050 implementation progress, the post-pandemic planning context, and insights gathered during Round 1 engagement, such as:

- Non-transit transportation strategy refinements focused on expanding pricing strategies, prioritizing equity considerations, adapting to tighter fiscal constraints, and promoting active transportation and safety;
- Environment strategy refinements focused on reducing greenhouse gas emissions and proactively adapting to climate change; and

Association of Bay Area Governments

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Plan Bay Area 2050+ Draft Blueprint

- Housing and economy strategy refinements focused on addressing pressing challenges of housing affordability, homelessness, and access to opportunity.

The Draft Blueprint further identified an initial set of investment priorities across the four elements of the plan. For the Transportation Element, the Draft Blueprint directs nearly \$400 billion in investments to maintain and optimize the existing transportation system, as well as to create safe and healthy streets. The Housing Element features over \$550 billion invested in protecting, preserving and producing affordable housing. The Economy Element directs over \$200 billion to improve economic mobility by reducing poverty and supporting pathways to the middle class and to shift the location of jobs. Finally, the Environment Element includes over \$200 billion to a suite of strategies that reduce risks from hazards such as sea level rise, expand access to parks and open space, and reduce climate emissions. These investment priorities, as well as the revenue forecasts that support them, will be further refined as part of the Final Blueprint phase in late summer and early fall. For more information on Plan Bay Area 2050+ Draft Blueprint strategies, growth geographies, revenue forecasts, and investment priorities, refer to the presentation in **Attachment A** and the Draft Blueprint Compendium in **Attachment B**.

Draft Blueprint Key Findings:

Plan Bay Area 2050+ must accommodate over 1.3 million new jobs as well as nearly one million new households by the year 2050. In keeping with the plan's goals to accommodate growth in a sustainable manner that also provides access to opportunity, the Draft Blueprint succeeds in directing the vast majority of projected growth within the plan's Growth Geographies, with 70 percent of new jobs and nearly 90 percent of new households between 2023 and 2050 locating in Growth Geographies. Similar to Plan Bay Area 2050, the vast majority of the region's growth is anticipated to be focused in the South Bay, the East Bay, San Francisco, and the Peninsula, with the North Bay seeing more modest growth in both households and jobs.

Notable highlights of the Draft Blueprint's overall performance and equity outcomes include the following, which reflect the influence of the strategies that are at the core of the long-range plan:

- **A More Affordable Bay Area:** Housing cost burdens are expected to decline across the region, especially for households with low incomes. The Bay Area is also expected to see a significant expansion in the number of permanently affordable housing units.
- **A More Connected Bay Area:** There will be major improvements in the share of households within a half-mile of frequent transit, with low-income households seeing particularly meaningful gains. However, more will need to be done to reduce roadway congestion.
- **A More Diverse Bay Area:** Households with lower incomes are expected to have a much wider range of housing options within High Resource and Transit Rich areas, as well as increased home ownership rates.

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 9.a.

Plan Bay Area 2050+ Draft Blueprint

- **A Healthier Bay Area:** The region will see meaningful reductions in automobile mode share, as well as expanded protections from sea level rise and more open space for all residents. However, as part of the Final Blueprint phase, additional efforts will be required to meet the plan's greenhouse gas (GHG) reduction goal.
- **A More Vibrant Bay Area:** The Bay Area is expected to see continued strong economic growth moving forward, as well as post-pandemic recoveries in activity levels for the region's largest downtowns.

For a high-level overview of the Draft Blueprint's growth pattern and performance and equity findings, please refer to the presentation in **Attachment A**. For a more detailed review, refer to the Draft Blueprint Compendium in **Attachment B**.

While the Draft Blueprint demonstrates significant successes across a number of policy areas for the region, there are several areas that will require additional focus as part of the plan's Final Blueprint phase. These include:

- Refining housing strategies to integrate development cost reduction approaches to make the most of public investment in affordable housing;
- Identifying cost-effective transportation investments that align with the plan update's more limited transportation expansion revenues, while further optimizing pricing strategies;
- Further reducing automobile mode share, while integrating updated cost assumptions related to sea level rise projects and accessibility upgrades into the plan's environment strategies; and
- Meeting the plan's statutorily-required GHG emissions reduction goal through targeted investments and equitable strategies.

Next Steps:

Round 2 engagement activities to further inform the development of the Final Blueprint will commence starting in August 2024. The goals of this engagement are to (1) share the Draft Blueprint's outcomes as well as the Transit 2050+ Draft Network; (2) gather feedback on Final Blueprint focus areas; and (3) identify early priorities for implementing Plan Bay Area 2050+. There are expected to be a wide variety of touchpoints for members of the public as well as partners and stakeholders, including pop-up workshops, online activities, community-based organization partnerships, partner and stakeholder workshops, and a public comment period, among others.

For more information on the second round of engagement, please refer to Attachment C. The Commission and the ABAG Executive Board are anticipated to consider approval of Final Blueprint strategies in late 2024.

Association of Bay Area Governments

Executive Board

July 18, 2024

Agenda Item 9.a.

Plan Bay Area 2050+ Draft Blueprint

Issues:

None identified

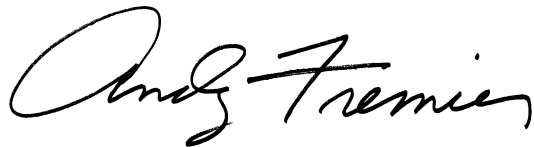
Recommended Action:

Information

Attachments:

- A. Presentation
- B. Plan Bay Area 2050+ Draft Blueprint Compendium
- C. Plan Bay Area 2050+ Round 2 Engagement Overview

Reviewed:



Andrew B. Fremier



PLAN BAY AREA 2050+



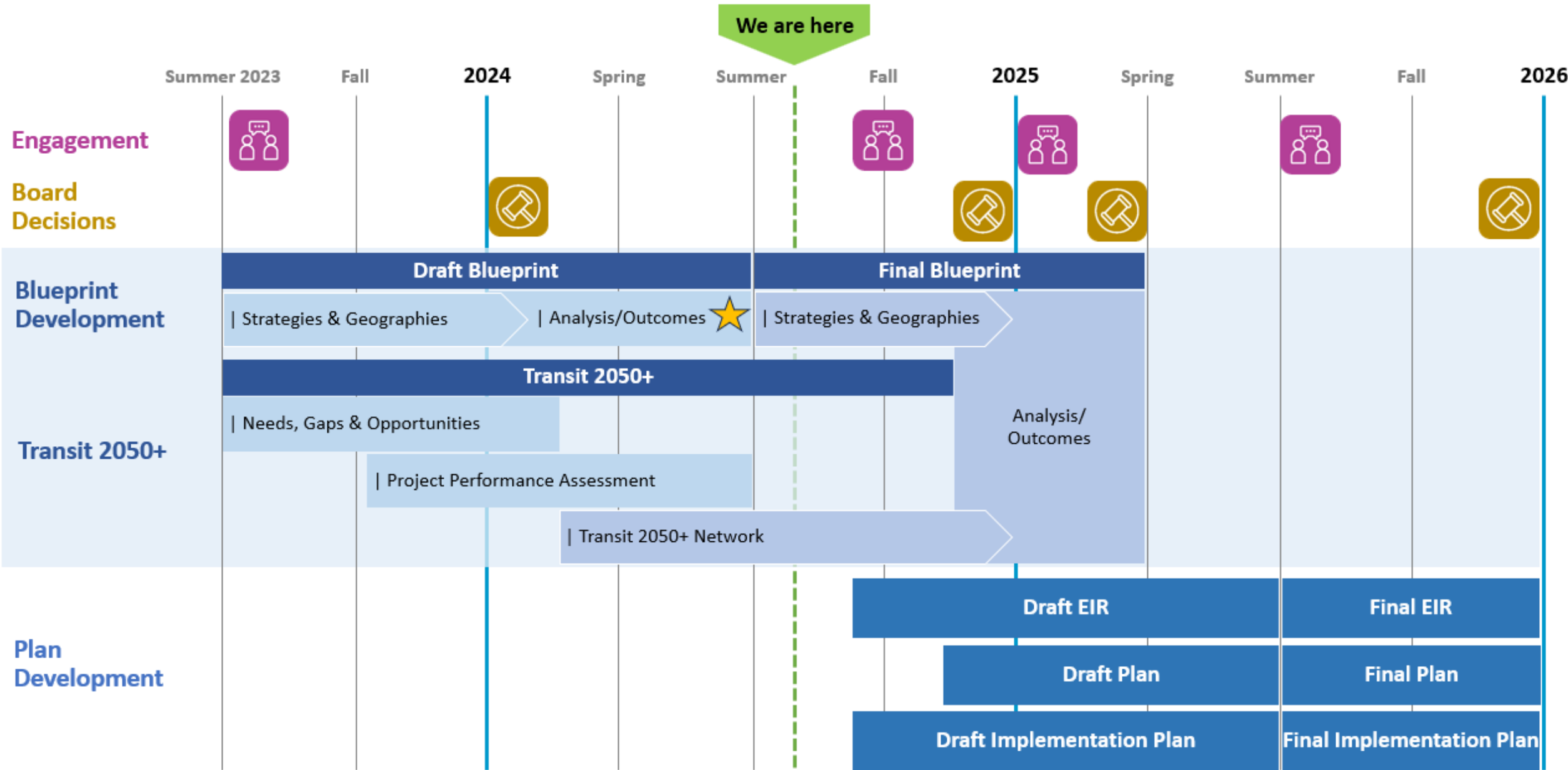
ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Plan Bay Area 2050+ Draft Blueprint

ABAG Executive Board

July 18, 2024

Plan Bay Area 2050+: Schedule



* Dates are tentative and subject to change

= Focus of today's presentation

Plan Bay Area: Updated Every Four Years



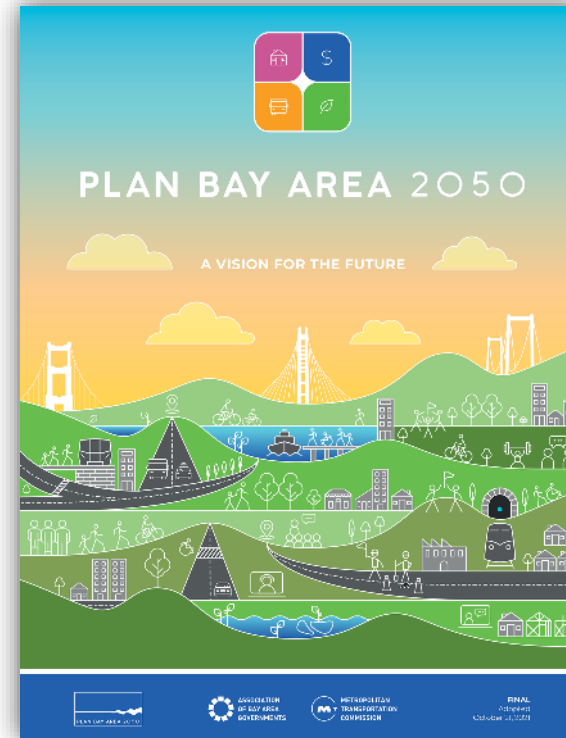
PLAN BAY AREA

Adopted: 2013
Major Update
4+ Year Effort



PLAN BAY AREA 2040

Adopted: 2017
Minor Update
3 Year Effort



PLAN BAY AREA 2050

Adopted: 2021
Major Update
4+ Year Effort



PLAN BAY AREA 2050+

Anticipated: 2025
Minor Update
2.5 Year Effort

Long-Range Plan Federal and State Requirements

Among other requirements, Plan Bay Area must:

**Be Updated Every
Four Years**

**Coordinate Long-
Range Transportation,
Housing and Land Use
Planning**

**Reduce Per-Capita
Greenhouse Gas
(GHG) Emissions from
Light-Duty Vehicles**

**Include a Robust
Public Process, in
Collaboration with
Key Partners**

**Contain a Fiscally-
Constrained
Transportation
Project List**

**Receive Approval
from Federal and
State Regulators,
including CARB**

Refresher: Plan Bay Area Elements, Themes, and Strategies

Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.

Plan Bay Area 2050 4 Elements



**Maintain and Optimize
the Existing System**



**Create Healthy and Safe
Streets**



**Build a Next-Generation
Transit Network**



**Protect and Preserve
Affordable Housing**



**Spur Housing Production
at All Income Levels**



**Create Inclusive
Communities**

Plan Bay Area 2050

35 Adopted Strategies & 11 Themes



**Improve Economic
Mobility**



**Shift the Location of
Jobs**



**Reduce Risks from
Hazards**



**Expand Access to Parks
and Open Space**



Reduce Climate Emissions

Bold Strategies for a More Affordable Bay Area



Reduce the region's extreme cost of living by enabling new homes near public transit

Strategies include:

- Allow a Greater Mix of Housing Densities and Types in Growth Geographies
- Transform Aging Malls and Office Parks into Neighborhoods
- Maintain Urban Growth Boundaries



Produce and preserve much-needed affordable housing through public, non-profit, and private sector action

Strategies include:

- Preserve Existing Affordable Housing
- Build Adequate Affordable Housing to Ensure Homes for All
- Integrate Affordable Housing into All Major Housing Projects



Provide robust toll discounts for very low-income residents and carpoolers

Strategies include:

- Implement Pricing Strategies to Manage Demand

Refer to Attachment B for more information on Plan Bay Area 2050+ Draft Blueprint strategies.

Bold Strategies for a More Connected Bay Area



Undertake a comprehensive update to the plan's transit strategies via the parallel Transit 2050+ effort to support network connectivity, ridership recovery, system reliability, and more

Proposed transit strategy updates will be shared at the ABAG Administrative Committee meeting in September 2024



Continue the region's "Fix it First" policy to ensure the region's roads and transit infrastructure are adequately maintained

Strategies include:

- Operate and Maintain the Existing System



Reduce traffic congestion and improve travel reliability through equitable pricing strategies that reduce demand for single-occupancy vehicle trips

Strategies include:

- Implement Pricing Strategies to Manage Demand

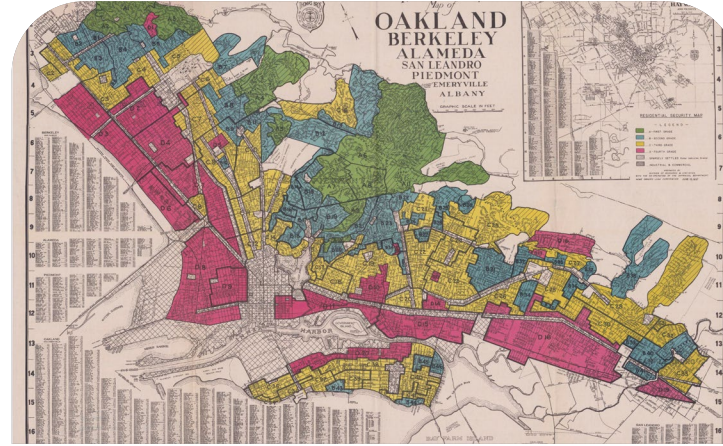
Bold Strategies for a More Diverse Bay Area



Protect renters from being displaced to the region's periphery and beyond through increased housing options

Strategies include:

- Further Strengthen Renter Protections Beyond State Law
- Preserve Existing Affordable Housing



Tackle racial inequities by enabling more housing in historically-exclusionary places

Strategies include:

- Allow a Greater Mix of Housing Densities and Types in Growth Geographies
- Build Adequate Affordable Housing to Ensure Homes for All
- Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services



Reduce income inequality through new guaranteed income and mortgage assistance programs

Strategies include:

- Implement a Statewide Guaranteed Income
- Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities

Bold Strategies for a Healthier Bay Area



Encourage more biking, walking, and rolling for all ages and abilities, while reducing traffic deaths by making streets safer for all users

Strategies include:

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network



Protect the Bay Area from rising sea levels and tens of thousands of homes from potential earthquake and wildfire damage

Strategies include:

- Adapt to Sea Level Rise
- Provide Means-Based Financial Support Seismic and Wildfire Home Retrofits



Tackle climate change by electrifying vehicles & buildings and reducing auto trips

Strategies include:

- Expand Clean Vehicle Initiatives
- Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings
- Expand Transportation Demand Management Initiatives
- Expand Commute Trip Reduction Programs at Major Employers

Bold Strategies for a More Vibrant Bay Area



Prioritize job growth in regional downtowns and main streets by allowing a wider range of densities and active land uses in growth geographies

Strategies include:

- Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas
- Allow a Greater Mix of Land Uses and Densities in Growth Geographies



Preserve critical industrial lands and work to catalyze job growth in these locations

Strategies include:

- Retain and Invest in Key Industrial Lands
- Expand Job Training and Incubator Programs



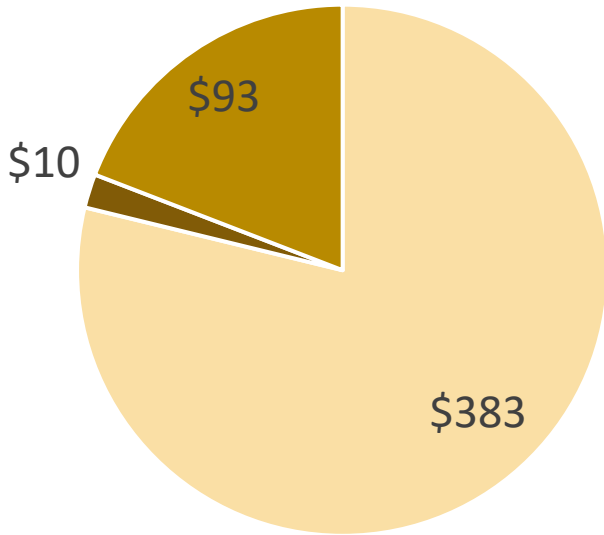
Ensure all communities have access to high-speed internet to fully participate in the digital economy

Strategies include:

- Invest in High-Speed Internet in Underserved Low-Income Communities

Draft Blueprint: Revenues and Investments

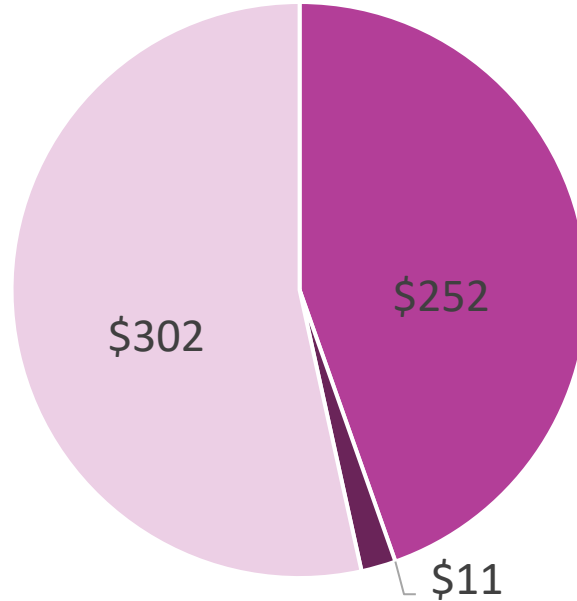
Transportation Strategies
(\$486 billion)



- Maintain & Optimize Existing System
- Create Healthy and Safe Streets
- Revenues to be assigned to expansion and enhancement investments as part of Final Blueprint

Existing revenues: \$409 billion
New revenues: \$87 billion

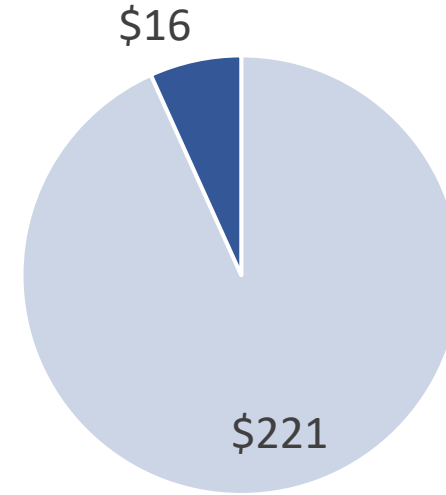
Housing Strategies
(\$565 billion)



- Protect and Preserve Affordable Housing
- Spur Housing Production at All Income Levels
- Create Inclusive Communities

Existing revenues: \$159 billion
New revenues: \$406 billion

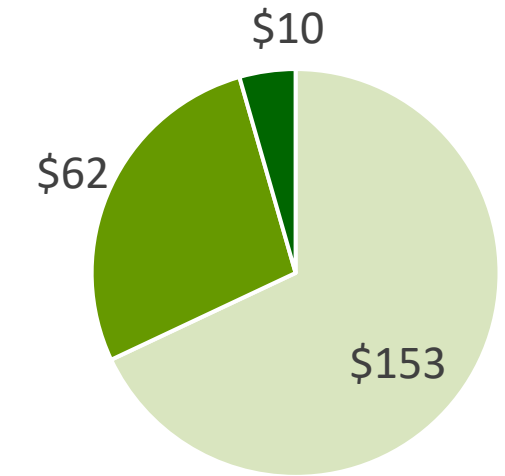
Economy Strategies
(\$237 billion)



- Improve Economic Mobility
- Shift the Location of Jobs

Existing revenues: N/A
New revenues: \$237 billion

Environment Strategies
(\$225 billion)



- Reduce Risks from Hazards
- Expand Access to Parks and Open Space
- Reduce Climate Emissions

Existing revenues: \$30 billion
New revenues: \$185 billion

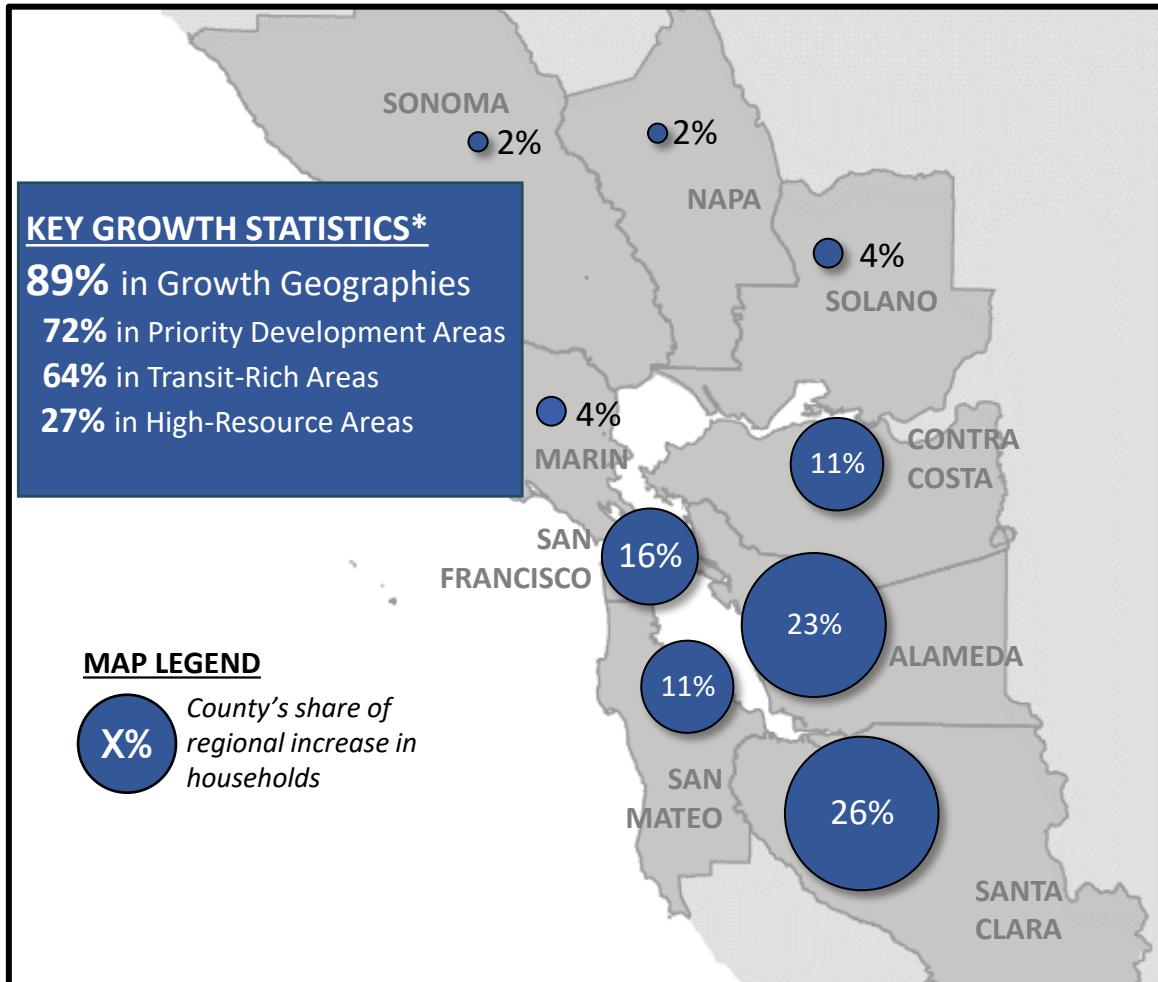
Note: revenue forecasts will be finalized as part of Final Blueprint phase this fall. Existing economic development revenues not inventoried.

\$10 billion in transportation revenues are assigned to support Environment Element strategies focused on reducing climate emissions. See Attachment B for more information.

Draft Blueprint: Growth Pattern

Plan Bay Area 2050+ Draft Blueprint:

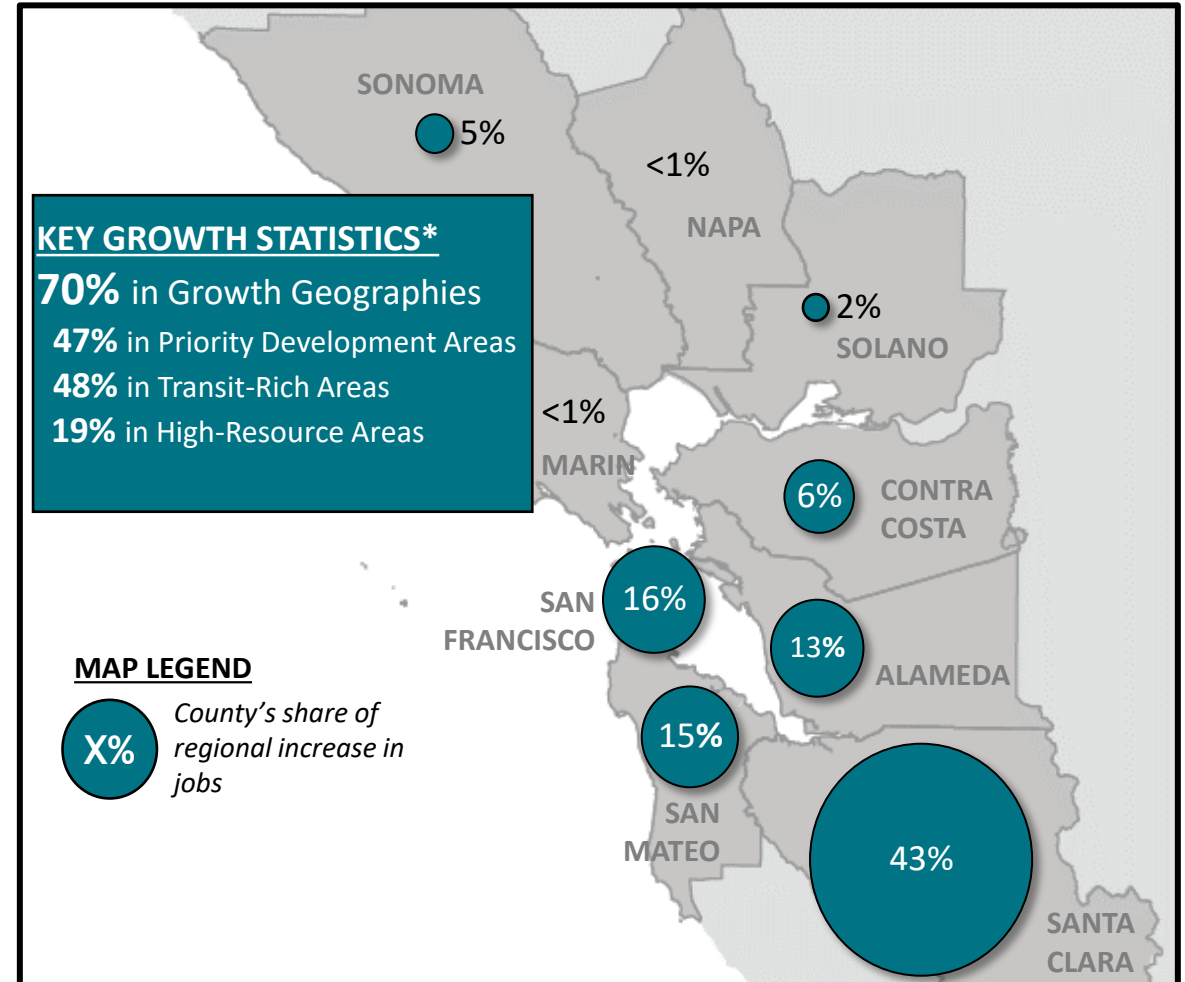
Share of regional household growth by county, 2023 to 2050



Total New Households, 2023-2050: 0.9 million

Plan Bay Area 2050+ Draft Blueprint:

Share of regional job growth by county, 2023 to 2050



Total New Jobs, 2023-2050: +1.3 million

* All urbanized growth in unincorporated areas is focused within existing urban growth boundaries (Strategy EN4). Number of jobs based upon the physical location of an employer; does not account for the share of jobs at a location that are performed fully or partially remotely. Refer to Attachment B for more information.

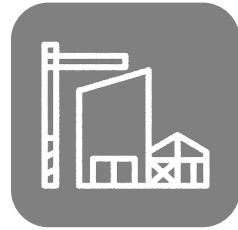
Draft Blueprint: Key Findings

The Draft Blueprint demonstrates significant progress on key affordability, environmental and economic recovery goals, although more work will be needed over the coming months to reduce greenhouse gas emissions as well as identify transportation investment priorities.



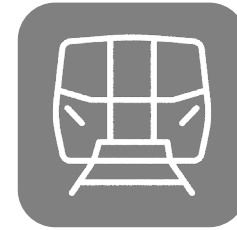
Reducing the Share of Income Spent on Housing

Housing cost burden declines significantly between 2023 and 2050, especially for those with the fewest means to afford Bay Area homes.



Increasing Affordable Housing Production and Preservation

Nearly one-quarter of the regional housing stock will be permanently affordable in the future, with almost 1 million affordable homes by 2050.



Providing Greater Access to Frequent Transit

The share of low-income households within a ½ mile of frequent transit increases by 17% between 2023 and 2050.



Shifting Away from Single-Occupancy Vehicles

Significant investments in active transportation and the development of more walkable communities play a key role in reducing automobile mode share.

Draft Blueprint: Falling Short of the GHG Target



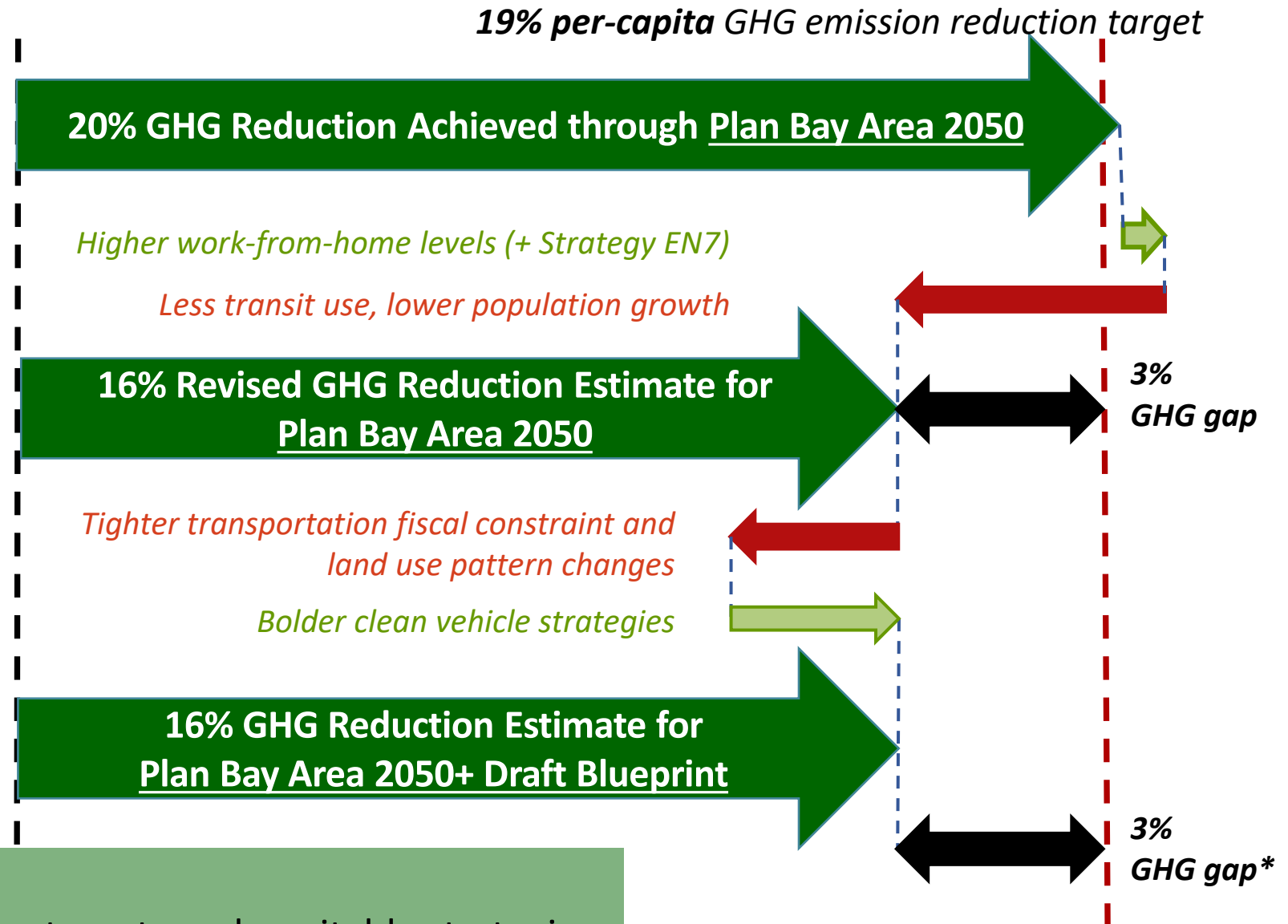
Plan Bay Area 2050 met and exceeded the GHG emissions reduction targeted set by CARB.

Re-analyzing Plan Bay Area 2050's 35 strategies under updated planning assumptions yields a **moderate GHG reduction "gap" of roughly 3 points.**

The Plan Bay Area 2050+ Draft Blueprint **maintains a similar GHG reduction gap.**

Key Focus Area for Final Blueprint:

Close the GHG "gap" with targeted investments and equitable strategies.



What's Coming Next: Late Summer 2024 Engagement

Goals

1. Share Draft Blueprint outcomes and Transit 2050+ Draft Network
2. Gather feedback on Final Blueprint refinements
3. Identify early implementation priorities

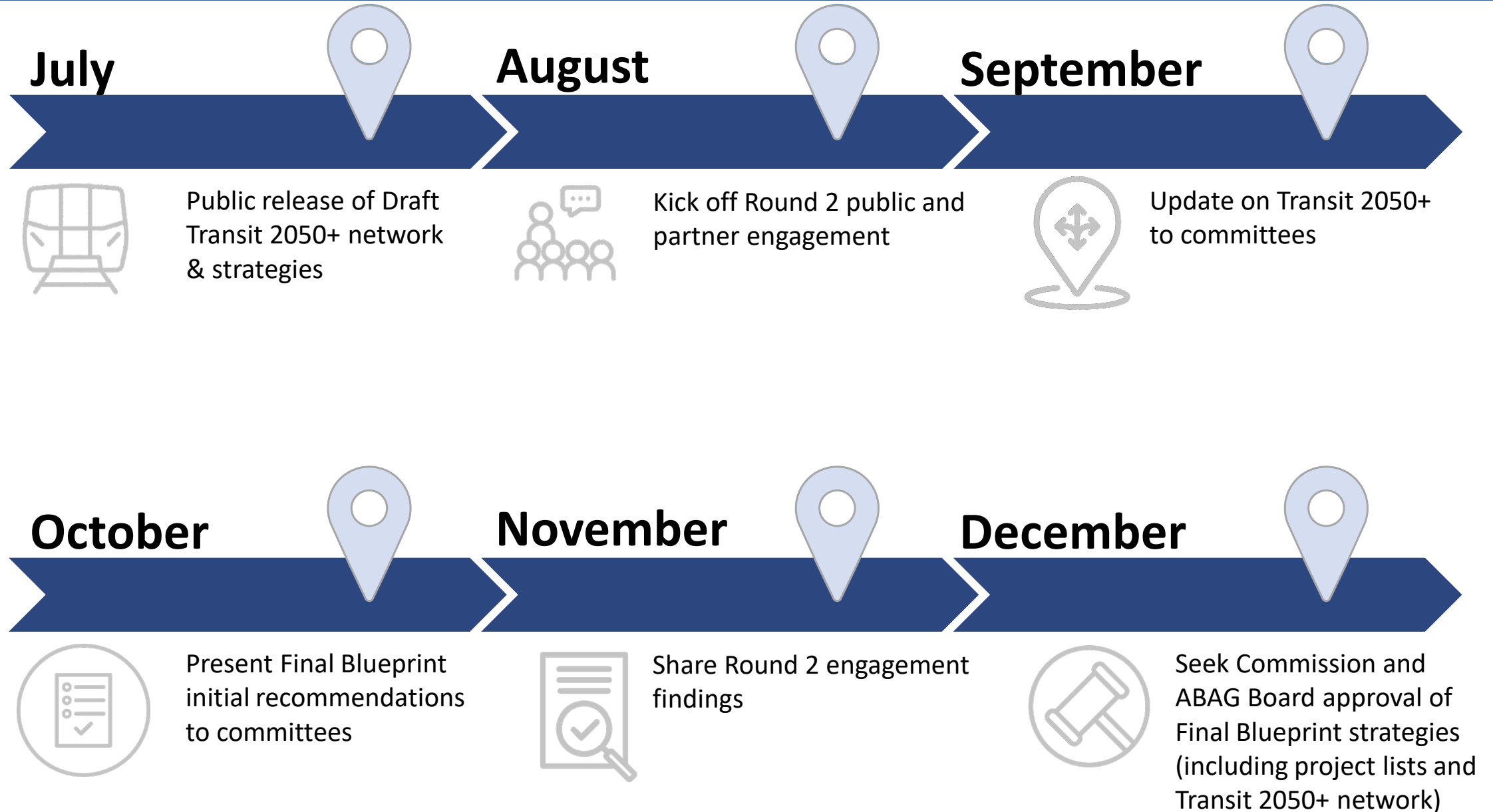
Engagement Touchpoints

- **Pop-up tabling events** across the nine counties
- **Online activity** to allow time-flexible participation
- **CBO partnerships** with EPC-serving organizations
- **Tribal outreach** and engagement with CBOs that serve Tribal and Native American communities
- **Partner and stakeholder-focused engagement** including workshops, webinars, and office hours
- **A public comment period**



Photo: Joey Kotfica

Month-to-Month Timeline



* Dates are tentative and subject to change

PLAN BAY AREA 2050+



Questions and Comments

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Plan Bay Area 2050+ Project Manager



Photo: Karl Nielsen

Featured Documents

1. Overview and Strategies

A Blueprint for the Bay Area's Future

2. Growth Geographies

Map of Focused Growth Areas for Housing and Jobs

3. Investment Analysis

Sources of Funding and Proposed Strategy Investments

4. Outcomes

Equity and Performance Metrics

5. Growth Pattern

Projections at County and Sub-County Levels



1. Overview and Strategies

A Blueprint for the Bay Area's Future



METROPOLITAN
TRANSPORTATION
COMMISSION



ASSOCIATION
OF BAY AREA
GOVERNMENTS



Elements of Plan Bay Area 2050+

Transportation

Housing

Economy

Environment

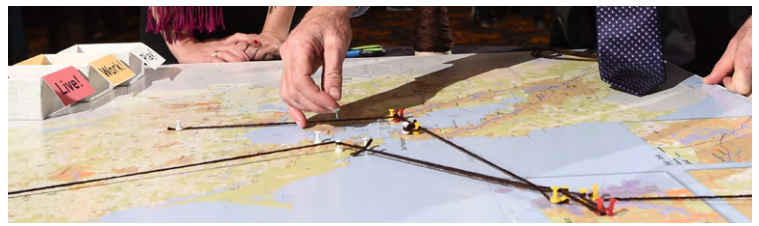
What is the plan?



Plan Bay Area 2050+ is a limited and focused update to the region's long-range plan to guide the growth of the nine-county Bay Area. It integrates strategies for transportation, housing, the economy and the environment to lead the region toward a future that is affordable, connected, diverse, healthy and vibrant for all in 2050.

Among many statutory requirements, the plan must meet or exceed a 19% per-capita greenhouse gas emission reduction target by 2035; it must plan for sufficient housing at all income levels; and its Transportation Element must be fiscally constrained and rely on reasonably expected revenues. The plan is being developed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and is scheduled for completion in late 2025.

What is the Blueprint?



The Blueprint is essentially a draft version of the plan. It is a foundational framework for a future vision of the Bay Area that includes:

- **Forecasts and Assumptions** about the Bay Area's future (regional projections of population and jobs, financial needs and revenues, sea level rise, work-from-home levels etc.);
- **Strategies** for public policies or investments that can be implemented over the next 25 years; and
- **Geographies** where future housing and/or job growth can be focused under the plan's strategies.

The Blueprint is then analyzed through technical models and simulations to measure how successful the strategies are in achieving shared goals for the future, such as housing affordability, reduced emissions and much more.

What is a "strategy"?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 25 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal.

In addition to ongoing feedback from elected officials, these strategies were informed by thousands of comments from Bay Area residents, local partner agencies and technical stakeholders over the summer and fall of 2023.

Tell us what you think



We need your input to help inform the Final Blueprint. MTC and ABAG will hold public workshops all around the Bay Area over late summer and fall 2024. We want to find out what you – and your family, friends and neighbors – have to say about the proposed strategies and how they could influence the way our communities will live, work and travel over the coming decades.

MTC and the ABAG Executive Board are scheduled to adopt the Final Blueprint in fall 2024. We look forward to hearing from you!

Upcoming Milestones

Summer and Fall 2024

Late Fall 2024

Late Winter 2025

Summer 2025

- Conduct Public and Partner Engagement

- Adopt Final Blueprint


- Advance to Environmental Phase

- Release Draft Plan and EIR

For more information, including a complete project timeline and engagement opportunities, visit planbayarea.org

Draft Blueprint Strategies

The Draft Blueprint includes only a handful of modified transportation strategies, pending the recommendations of the parallel Transit 2050+ effort and the development of a fiscally constrained Transportation Project List. The complete suite of revised transportation strategies will be integrated as part of the Final Blueprint in late fall 2024; please note: transportation strategy titles may be revised during the Final Blueprint process.

	Transportation Strategies	
Maintain and Optimize the Existing System	T1 - Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles.	\$382 Billion
	T5 - Implement Pricing Strategies to Manage Demand. Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements.	\$1 Billion
Create Healthy and Safe Streets	T8 - Build a Complete Streets Network. Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network.	\$9 Billion
	T9 - Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.	\$1 Billion



Transit 2050+ is a parallel long-range planning effort being developed in close coordination with Bay Area transit operators. Transit 2050+ will produce a recommended transit network identifying the revamped strategies and investments envisioned through 2050. This network will flow directly into the Plan Bay Area 2050+ Final Blueprint in late fall 2024. Plan Bay Area strategies being updated via the Transit 2050+ process include:


- T3. Enable a Seamless Mobility Experience**
- T4. Reform Regional Transit Fare Policy**
- T10. Enhance Local Transit Frequency, Capacity and Reliability**
- T11. Expand and Modernize the Regional Rail Network**
- T12. Build an Integrated Regional Express Lanes and Express Bus Network**



There are several other Plan Bay Area transportation strategies that are primarily project-based and therefore subject to the transportation element’s fiscal constraint requirements. The following strategies are also slated for Final Blueprint integration in late fall 2024:

- T2. Support Community-Led Transportation Enhancements in Equity Priority Communities**
- T6. Improve Interchanges and Address Highway Bottlenecks**
- T7. Advance Other Regional Programs and Local Priorities**

Several strategies would require incremental increases in public administrative costs to implement. In these cases, the strategy cost is shown as <\$1 billion.

	Housing Strategies	
Protect and Preserve Affordable Housing	H1 - Further Strengthen Renter Protections Beyond State Law. Building upon recent tenant protection laws, limit annual rent increases up to a maximum of 4%, while exempting units less than 10 years old and expanding tenant support services.	\$2 Billion
	H2 - Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership.	\$250 Billion
Spur Housing Production for Residents of All Income Levels	H3 - Allow a Greater Mix of Housing Densities and Types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies.	<\$1 Billion
	H4 - Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	\$302 Billion
	H5 - Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households.	<\$1 Billion
Create Inclusive Communities	H6 - Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites.	<\$1 Billion
	H7 - Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally-owned businesses.	\$11 Billion
Economic Strategies	EC1 - Implement a Statewide Guaranteed Income. Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 Billion
	EC2 - Expand Job Training and Incubator Programs. Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas.	\$5 Billion
	EC3 - Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$11 Billion
Shift the Location of Jobs	EC4 - Allow a Greater Mix of Land Uses and Densities in Growth Geographies. Allow a greater mix of commercial, civic, cultural and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery.	<\$1 Billion
	EC5 - Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas. Provide incentives to encourage employers that offer middle-wage, in-person jobs to locate in Transit- and housing-rich areas.	\$11 Billion
	EC6 - Retain and Invest in Key Industrial Lands. Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$5 Billion

Environment Strategies		
Reduce Risks from Hazards	EN1 - Adapt to Sea Level Rise. Adapt shoreline communities, infrastructure and ecosystems affected by sea level rise.	\$94 Billion
	EN2 - Provide Means-Based Financial Support for Seismic and Wildfire Home Retrofits. Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic and wildfire standards, providing means-based subsidies to off-set associated costs.	\$7 Billion
	EN3 - Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings. Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties.	\$52 Billion
Expand Access to Parks and Open Space	EN4 - Maintain Urban Growth Boundaries. Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	\$<1 Billion
	EN5 - Protect and Manage High-Value Conservation Lands. Protect and preserve high-priority natural and working lands Improving the resilience and connectivity of the region’s biodiversity and the sustainability and vibrance of the agricultural sector.	\$42 Billion
	EN6 - Expand Urban Greening in Communities. Invest in quality parks, trails, tree canopy, and green infrastructure within urban areas with limited parks, shade or pervious surfaces.	\$20 Billion
Reduce Climate Emissions	EN7 - Expand Commute Trip Reduction Programs at Major Employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling.	\$<1 Billion
	EN8 - Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles.	\$8 Billion
	EN9 - Expand Transportation Demand Management Initiatives. Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit.	\$2 Billion

The Plan Bay Area 2050+ Draft Blueprint seeks to advance the plan’s adopted vision and guiding principles.

 **Affordable**

All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.

 **Connected**

An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.

 **Diverse**

The Bay Area is an inclusive region where people from all backgrounds, abilities and ages can remain in place – with full access to the region’s assets and resources.

 **Healthy**

The region’s natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.

 **Vibrant**

The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.



Stay Involved!

Visit PlanBayArea.org to learn more and find a public workshop near you. You can also follow MTC BATA on social media.

 @mtcbata
 MTCBATA

 @MTCBATA
 #PlanBayArea



2. Growth Geographies

Map of Focused Growth Areas for
Housing and Jobs



Growth Geographies are geographic areas used in Plan Bay Area 2050+ Draft Blueprint strategies to guide where future growth in housing and jobs are focused. Shown on the map on the following page, these geographies are identified either by local jurisdictions or because of their proximity to transit or access to opportunity. Although future development is not solely limited to Growth Geographies, these places accommodate the bulk of new homes and jobs in the Plan Bay Area 2050+ Draft Blueprint, similar to Plan Bay Area 2050. The four types of Growth Geographies are shown below.

Priority Development Areas

Places nominated by local governments served by transit and planned for new homes and jobs at densities necessary to support effective transit service. All Priority Development Areas are supported by a resolution by the local government and approved by the ABAG Executive Board. (See ABAG Resolution 02-2019 for detailed criteria).

Priority Production Areas

Industrial areas of importance to the regional economy and local communities that support middle-wage jobs. Like Priority Development Areas, Priority Production Areas are backed by a local government resolution and approved by the ABAG Executive Board. Industries in Priority Production Areas typically require larger sites than those in Priority Development Areas with different transportation needs.

Transit-Rich Areas

Places near rail, ferry or frequent bus service that were not already identified as Priority Development Areas. Across the region, this includes all areas outside Priority Development Areas subject to the Transit-Oriented Communities Policy. In jurisdictions where local governments have nominated Priority Development Areas on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less, as defined during the Plan Bay Area 2050 process.

High-Resource Areas

State-identified places with well-resourced schools and access to jobs and open space. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better, as defined during the Plan Bay Area 2050 process.

Areas excluded from Growth Geographies

Places that would otherwise be growth geographies are excluded if within a “Very High” Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE), subject to sea level rise that is not mitigated by Plan Bay Area 2050+ Strategy EN1, outside locally-adopted urban growth boundaries, or in a protected open space, including parkland.



Photo: MTC Archive



Photo: Karl Nielsen



Photo: Karl Nielsen

Growth Geographies

Plan Bay Area 2050+

Draft Blueprint Growth Geographies

- Priority Development Area*
- Priority Production Area*
- Transit-Rich and High-Resource Area
- Transit-Rich Area
- High-Resource Area with Basic Bus**
- Transit-Oriented Communities
- Regional Rail (Existing)
- Regional Rail (Future, Fully Funded)
- Major Airport
- Major Port

* Priority Development Areas are locally designated geographies that meet transportation and planning criteria adopted under ABAG Resolutions No. 02-19 and 10-23.

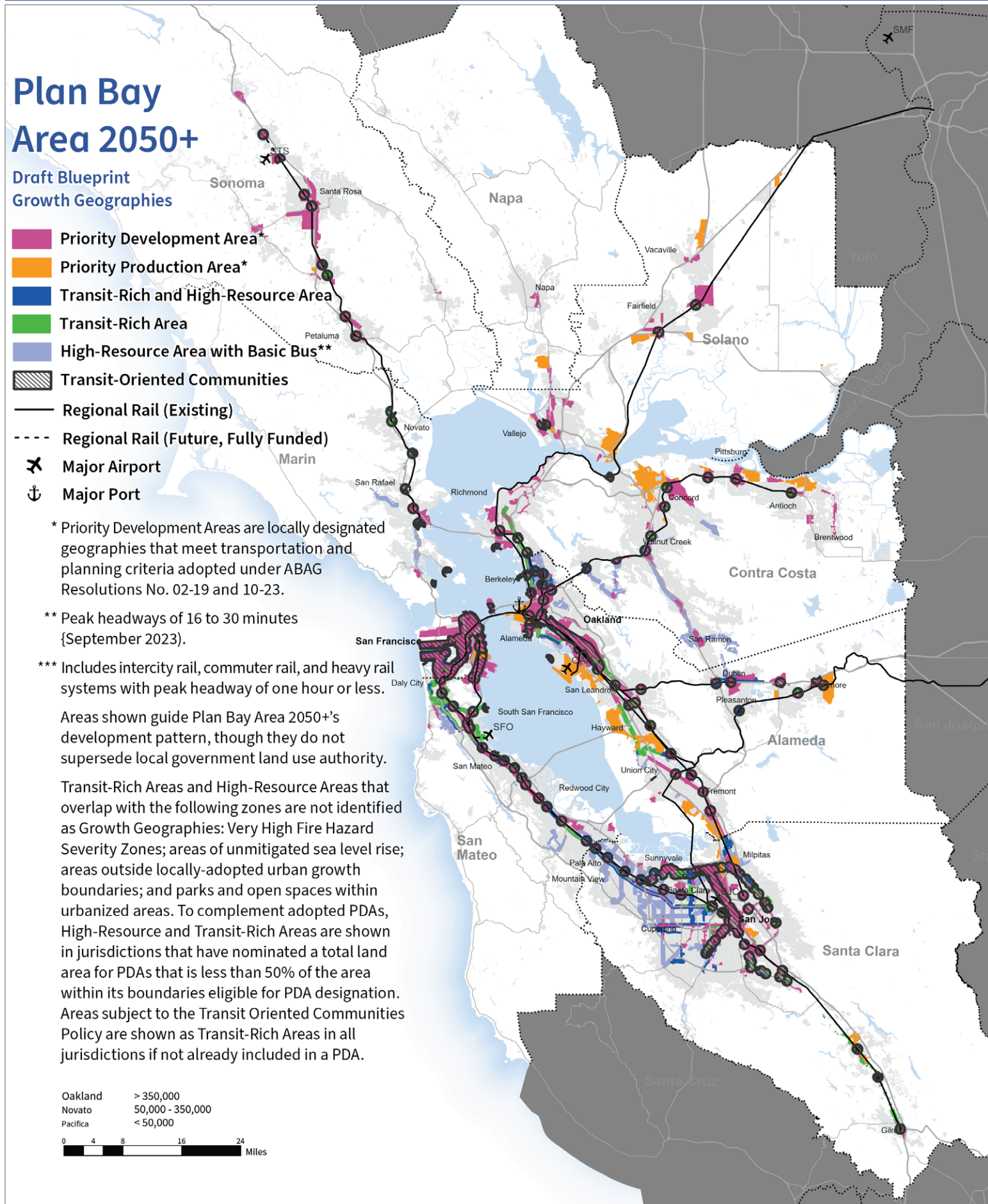
** Peak headways of 16 to 30 minutes {September 2023}.

*** Includes intercity rail, commuter rail, and heavy rail systems with peak headway of one hour or less.

Areas shown guide Plan Bay Area 2050+'s development pattern, though they do not supersede local government land use authority.

Transit-Rich Areas and High-Resource Areas that overlap with the following zones are not identified as Growth Geographies: Very High Fire Hazard Severity Zones; areas of unmitigated sea level rise; areas outside locally-adopted urban growth boundaries; and parks and open spaces within urbanized areas. To complement adopted PDAs, High-Resource and Transit-Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Areas subject to the Transit Oriented Communities Policy are shown as Transit-Rich Areas in all jurisdictions if not already included in a PDA.

Oakland	> 350,000
Novato	50,000 - 350,000
Pacifica	< 50,000





3. Investment Analysis

Sources of Funding and Proposed Strategy Investments

What are the Sources of Final Blueprint Investments?

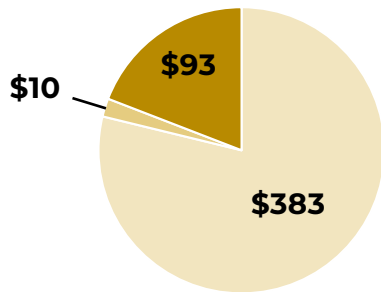
The Draft Blueprint anticipates total inflation-adjusted revenues of nearly \$1.5 trillion across the four elements of transportation, housing, the economy and the environment through 2050. Nearly \$600 billion is expected from existing funding sources and the remaining \$915 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other funding measures. These could reflect a mix of state, regional and local sources – ranging from sales taxes to income taxes to property taxes – implemented in a phased manner over the coming decades.

What are the Draft Blueprint's Proposed Investments?

The Draft Blueprint outlines key investment priorities across the plan's four elements. It assigns nearly \$400 billion to the Transportation Element to maintain the existing transportation network while enhancing safety and efficiency, with nearly \$100 billion in revenues remaining to be assigned to expansion and enhancement investments through Transit 2050+ and the Final Blueprint process. The Housing Element designates over \$550 billion for preserving and creating affordable housing opportunities. The Economy Element sees over \$200 billion directed towards economic mobility improvements and poverty reduction. Finally, the Environment Element proposes to invest over \$200 billion to mitigate sea level rise and expand green spaces while also curbing climate emissions.

Transportation Revenues

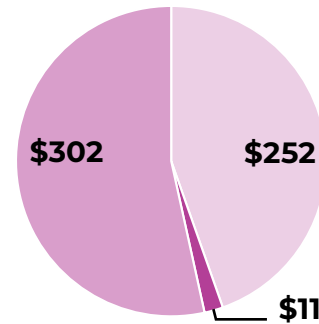
Existing: \$409 billion, New: \$87 billion



- Maintain and Optimize Existing System
- Create Healthy and Safe Streets
- Revenues to be assigned to expansion and enhancement investments as part of Final Blueprint

Housing Revenues

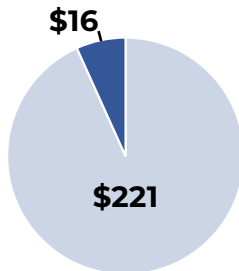
Existing: \$159 billion, New: \$406 billion



- Protect and Preserve Affordable Housing
- Spur Housing Production at All Income Levels
- Create Inclusive Communities

Economy Revenues

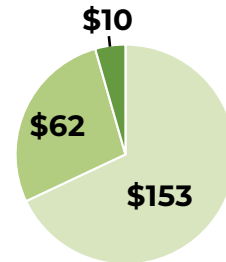
Existing: N/A, New: \$237 billion



- Improve Economic Mobility
- Shift the Location of Jobs

Environment Revenues

Existing: \$30 billion, New: \$185 billion



- Reduce Risks from Hazards
- Expand Access to Parks and Open Space
- Reduce Climate Emissions

Note: Revenue forecasts will be finalized as part of Final Blueprint phase this summer. Existing economic development revenues not inventoried. \$10 billion in transportation revenues are assigned to support Environment Element strategies focused on reducing climate emissions.



4. Outcomes

Equity and Performance Metrics

Organized by the Plan Bay Area 2050+ Guiding Principles, several metrics help answer two key questions per Guiding Principle. Accompanying text sheds light on how Final Blueprint strategies and planning assumptions contribute to performance outcomes, and metrics highlight impacts on disadvantaged populations where feasible.

Key Definitions in Metrics

2023: Refers to simulated 2023 conditions, which were calibrated to closely match on-the-ground conditions.

2050: Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050+ Regional Growth Forecast and Draft Blueprint strategies are implemented in the post-COVID planning context.

Equity Priority Communities (EPCs): Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes; updated using latest ACS data (2022).

Frequent Transit: Any of the following: (1) a rail or bus rapid transit station; (2) a ferry terminal served by either a bus or rail transit service; or (3) the intersection of two or more bus routes with a headway of 15 minutes or less during the AM peak (6-10AM) and PM peak (3-7PM) periods.

High-Resource Areas: State-designated areas with access to well-resourced schools, open space, jobs and services within a 1/4 mile of a bus stop with peak headways of 30 minutes or less..

Households with Low Incomes: Annual income of less than \$56,000 in 2023 dollars; shown where feasible to parse out equity impacts.

Priority Production Areas: Places nominated by local governments served by transit and planned for new homes and jobs at densities necessary to support effective transit service.

Transit-Rich Areas: Areas within ½ mile of a rail station, ferry terminal, or frequent bus stop served by a route with peak headways of 15 minutes or less during the AM (6-10AM) and PM (3-7PM) peak periods.

Note on Transportation Metrics

Please note the Draft Blueprint did not contain significant transportation expansion or enhancement investments, which will be identified as part of Transit 2050+ and the Final Blueprint process. All transportation-relevant outcomes were driven by policy and/or land use shifts, leveraging the region's existing transportation network.

What are the Key Equity and Performance Outcomes of the Draft Blueprint?



Will Bay Area residents spend less on housing and transportation?

In 2023, households with low incomes were faced with extreme housing and transportation cost burdens. These cost burdens exceeded incomes for low- and no-income households. Strategies within the Draft Blueprint yield major decreases in housing and transportation cost burdens for low-income households in 2050. This was achieved through further strengthening renter protections, preserving and building affordable housing, providing mortgage and rental assistance, and the implementation of a statewide guaranteed income.

Housing and Transportation Costs as Share of Income		2023	2050
Housing and Transportation	Households with Low Incomes	96%	48%
	All Households	43%	32%
Housing	Households with Low Incomes	70%	27%
	All Households	32%	20%
Transportation	Households with Low Incomes	25%	20%
	All Households	11%	12%

OUTCOME: Moving in the Right Direction

By 2050, auto related transportation costs increase for all households. These increases can be attributed to refined user-based pricing strategies and a regional mileage-based user fee that aim to reduce congestion, emissions and vehicle miles traveled.

Transport Expenses per Trip		2023	2050
Average “Out-of-Pocket” Cost per Auto Trip	Households with Low Incomes	\$1.60	\$2.79
	All Households	\$1.79	\$3.28
Average Parking Cost per Auto Trip	Households with Low Incomes	\$0.36	\$1.35
	All Households	\$0.34	\$1.21
Average Toll per Auto Trip	Households with Low Incomes	\$0.08	\$0.10
	All Households	\$0.10	\$0.20

OUTCOME: Mixed Outcomes

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Will the Bay Area produce and preserve more affordable housing?

The share of Bay Area housing that is permanently affordable (i.e., deed-restricted) sees significant growth by 2050, driven by the production and preservation of affordable housing, the reuse of public land for affordable housing, and minimum affordability requirements for major housing projects, among other Draft Blueprint strategies.

Share of Housing that is Deed-Restricted Affordable	2023	2050
Region-Wide	4%	24%
Equity Priority Communities	11%	37%
High-Resource Areas	3%	35%

OUTCOME: Moving in the Right Direction

Due to a variety of strategies prioritizing the creation of affordable housing, 32% of all new homes built between 2023 and 2050 will be permanently affordable, benefiting many lower income populations in the Bay Area. The Draft Blueprint's housing strategies increase the amount of affordable housing built in high-resource areas while also ensuring that affordable housing is being built region wide.

Share of New Housing Production that is Deed-Restricted Affordable	2023-2050
Region-Wide	32%
Equity Priority Communities	34%
High-Resource Areas	39%

OUTCOME: Moving in the Right Direction

To complement the creation of newly affordable homes, the Draft Blueprint's affordable housing preservation strategy ensures that all existing affordable units at risk of conversion to market-rate units are converted to permanently affordable homes.

Share of At-Risk Affordable Housing Preserved as Permanently Affordable	2050
Region-Wide	100%

OUTCOME: Moving in the Right Direction

What are the Key Equity and Performance Outcomes of the Draft Blueprint?



Will Bay Area residents be able to access their destinations more easily?

The number of jobs accessible by transit, walking and biking see minor improvements for all residents, even considering the absence of major transportation expansion investments in the Draft Blueprint. This can be attributed to increases in housing and commercial densities in target growth areas, such as Transit-Rich Areas. Equity Priority Communities also see slightly higher rates of transit, bike, and walking access to jobs. Auto access to jobs within 30 minutes does decline in 2050 due to forecasted population growth and increased congestion levels, highlighting the need to further manage demand on the roadways.

Number and Share of all Bay Area Jobs that are Accessible by Frequent Transit		2023 Number of Jobs	2023 Share of Jobs	2050 Number of Jobs	2050 Share of Jobs
Transit (45 min) including walk to transit	Equity Priority Community Residents	225,000	5.5%	337,000	6.2%
	All Residents	151,000	3.7%	209,000	3.8%
Auto (30 min)	Equity Priority Community Residents	786,000	19.3%	866,000	15.9%
	All Residents	760,000	18.7%	774,000	14.2%
Bike (20 min)	Equity Priority Community Residents	122,000	3.0%	183,000	3.4%
	All Residents	103,000	2.5%	148,000	2.7%
Walk (20 min)	Equity Priority Community Residents	17,000	0.4%	25,000	0.5%
	All Residents	9,000	0.2%	13,000	0.2%

OUTCOME: Moving in the Right Direction

In 2050, almost one half of all households, and almost two-thirds of all low-income households will be located within one half-mile of frequent transit, demonstrating the Draft Blueprint's success in focusing housing development near frequent transit. Due to the more dispersed nature of job growth, the share of jobs near frequent transit remains relatively stable, although transportation investments identified as part of Transit 2050+ and the Final Blueprint process may slightly improve these figures.

Share of Households and Jobs Within 1/2 Mile of Frequent Transit		2023	2050
Households	Households with Low Incomes	47%	64%
	All Households	38%	43%
Jobs	All Jobs	47%	47%

OUTCOME: Mixed Outcome

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Will Bay Area residents have a transportation system they can rely on?¹

By 2050, many freeway corridors are expected to see slight increases in morning peak-hour travel time, given nearly one million new households and over 1.3 million new jobs in the region. Draft Blueprint transportation strategies such as per-mile tolling on key freeway corridors and other transportation demand management strategies help reduce overall travel times by alleviating congestion, even as lower speed limits reduce free-flow travel times. Housing strategies such as focused housing growth in key growth geographies, help maintain travel times near existing levels by locating new housing closer to jobs and prioritizing development near transit. Freeway corridor segments that are anticipated to have only partial or no tolling see much larger increases in travel times.

Freeway corridor morning peak-hour travel time (minutes)		2023	2050
Most of Route Features All-Lane Tolling	Oakland-San Francisco	51	45
	Vallejo-San Francisco	82	87
	Antioch-San Francisco	97	96
	Antioch-Oakland	47	52
	San Jose-San Francisco	65	76
	Oakland-San Jose	58	69
	Oakland-Palo Alto	59	64
Partial or No Tolling on Route	Fairfield-Dublin	52	76
	Livermore-San Jose	50	74
	Santa Rosa-San Francisco	73	84

OUTCOME: Mixed Outcome

1. "Percent of Person Hours in Transit Spent in Crowded Conditions During A.M. Peak" is not shown here, pending the integration of Transit 2050+ strategies and network and the completion of the Final Blueprint process. However, this metric will be included in the Final Blueprint Compendium and Plan Bay Area 2050+ Performance Report.

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

In 2023, 35% of all transit vehicles had exceeded their federally recommended lifespans. As the Draft Blueprint only includes sufficient maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

Share of Transit Assets Past Their Useful Life Benchmark	2023	2050
Vehicle Assets	35%	35%
Non-Vehicle Assets	22%	22%

OUTCOME: Mixed Outcome



Will Bay Area communities be more inclusive?

Between 2023 and 2050, the overall share of low-income households in the region stays the same, holding at 25%. Draft Blueprint strategies and growth geographies, however, encourage diversity in affordable housing locations and help to create more mixed income communities. In 2050, lower-income households will be able to access a broader array of housing choices across the region, while affordable housing initiatives in affluent areas improve access to opportunities for those with limited financial means. These approaches help to counteract past exclusionary practices.

Share of Households with Low-Income	2023	2050
Region-Wide	25%	25%
Transit-Rich and High-Resource Areas	24%	35%
All Transit-Rich Areas	32%	41%
All High-Resource Areas	22%	30%
Equity Priority Communities	40%	39%

OUTCOME: Moving in the Right Direction

The Draft Blueprint sees an increase of 11% in the homeownership rate for households with low incomes. This increase provides intergenerational wealth-building opportunities through strategies that aim to rectify the systemic injustices and inequalities that have long persisted in housing access and homeownership opportunities, particularly for communities of color.

Home Ownership Rate for Households with Low Incomes	
2023	38%
2050	49%

OUTCOME: Moving in the Right Direction

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Will Bay Area residents be able to stay in place?

Across the region, 60% of neighborhoods witness a decrease in the number of low-income households between 2023 and 2050, and 65% of neighborhoods see their share of low-income households decrease by 10% or more. These numbers may seem confounding at first, but part of the increase may be due to the heavy investment in strategies that increase affordability, such as guaranteed income and the construction and protection of affordable housing. Guaranteed income can also contribute to a decrease in the number of low-income households due to the positive impacts on household incomes. While the Draft Blueprint invests in affordability, expands renter protections, and preserves at-risk affordable housing, some low-income residents may relocate to access new housing – including home ownership opportunities – as well as other amenities.

Share of Neighborhoods (Tracts) that Experience Displacement and Gentrification between 2023 and 2050		Displacement	Gentrification
Region-Wide	All Neighborhoods (total 1770 neighborhoods)	60%	65%
	Equity Priority Communities (total 353 neighborhoods)	50%	58%
	High Displacement Risk Tracts (total 850 neighborhoods)	50%	55%
Within Growth Geographies	Growth Geographies (total 661 neighborhoods)	30%	39%
	High-Resource Areas (total 259 neighborhoods)	39%	42%
	Transit-Rich Areas (total 503 neighborhoods)	24%	33%

OUTCOME: Mixed Outcome

What are the Key Equity and Performance Outcomes of the Draft Blueprint?



Will Bay Area Residents Be Healthier and Safer?

With Draft Blueprint strategies in place, 100% of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire-risk zones are retrofitted to reduce the likelihood of damage in future earthquakes and wildfires. Retrofit strategies are expected to reduce the risk of damage from earthquakes or wildfire by 25% to 50%.

Percent of households in risk-prone areas/buildings that are protected/retrofit

Sea Level Rise (2ft)	Equity Priority Communities	100%
	All Households	100%
Earthquake	Equity Priority Communities	100%
	All Households	100%
Wildfire High / Medium Risk	Equity Priority Communities	100%
	All Households	100%

OUTCOME: Moving in the Right Direction

Reduction in building risk exposure to damage from earthquake or wildfire

25% to 50%

OUTCOME: Moving in the Right Direction

The rate of fatalities and injuries decreases in 2050 with reduced speed limits and enhanced street design under the plan's Vision Zero strategy, but it remains far from zero incidents. Additional investments, education and enforcement actions would be required to make further headway toward this important goal.

Annual incidents per one hundred thousand residents	2023	2050
Fatalities	5.8	4.3
Injuries	25.1	20.5

OUTCOME: Moving in the Right Direction

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Total fine particulate matter emissions are forecasted to increase from 2023 levels in 2050 due to increases in population and total miles driven.

Daily PM2.5 Emissions (TONs)	
2023	3.9
2050	4.6

OUTCOME: Moving in the Wrong Direction

Major investments in preserving habitat and creating new parks increase preserved lands by around 30 acres per thousand residents. Vulnerable ecosystems are further invested in through the Draft Blueprint, topping 2 million acres protected. The plan's adapt to sea level rise strategy incorporates a large portfolio of green and grey infrastructure investments and helps restore over 100,000 acres of marshlands in the region. While there was a per capita decrease in the urban park acres in the Draft Blueprint, the geographical coverage of parks within Equity Priority Communities increased, with all households being within one half mile of a park.

Parks and trails per thousand residents		2023	2050
Urban Park Acres	Equity Priority Communities	2.9	2.4
	Region-Wide	4.5	3.6
Trail Miles	Region-Wide	0.2	0.3
Publicly Accessible Open Space Acres	Region-Wide	111.2	140.7

OUTCOME: Mixed Outcome

Will the environment of the Bay Area be healthier and safer?

Greenhouse gas emission levels per capita are forecasted to drop by 41% by 2035 relative to 2005 levels and by 44% by 2050. This is driven by strategies across all four elements of the plan (transportation, housing, economy and environment) primarily by allowance of increased housing and commercial densities in growth geographies, transportation demand management strategies including parking and tolling fees, and significant investment in clean vehicle initiatives. After excluding efficiency gains as required by the SB375 statute, a 16% reduction of greenhouse gas emission will be achieved for light-duty fleet by 2035. However, the projected decrease still leaves the region short of the state-mandated target of 19%. Further strategy refinements will be needed to close this gap.

Daily CO2 Emissions Per Capita, Relative to 2005	2023	2035	2050
Cars and Light-Duty Trucks (SB 375)	-5%	-16%	-7%
All Vehicles (Including Fuel Efficiency Gains)	-26%	-41%	-44%

OUTCOME: Moving in the Right Direction

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

The Draft Blueprint makes significant investments across all elements that help contribute to changes in commute mode share. Single occupancy auto trips decrease while more sustainable modes such as carpool, transit and active transportation trips increase. Large investments in bicycle and pedestrian infrastructure, as well as the construction of more dense and walkable neighborhoods, contribute to this shift.

Commute Mode Share	2023	2050
Auto: Single Occupancy	41%	33%
Auto: Carpools, Taxi, and Ride-hail	17%	19%
Transit	6%	10%
Active Modes (Bike/Walk)	4%	10%
Telecommute	31%	28%

OUTCOME: Moving in the Right Direction

Means-based financial support for energy and water upgrades in all residential buildings in the Bay Area results in over 50% less energy use and carbon emissions. Additionally, residential buildings see a heavy decline in water usage with the expansion of indoor and outdoor water conservation strategies to all homes in the Bay Area.

Efficiency of building stock, relative to 2023	2050
CO ₂ Emissions	-53%
Energy Consumption	-54%
Water Consumption	-33%

OUTCOME: Moving in the Right Direction

What are the Key Equity and Performance Outcomes of the Draft Blueprint?



This section maintains many of the same metrics included in the previous long-range plan. However, some metrics (Change in In-Person Workers, Visitors and Residents by Downtown Area and Change in Typical Weekday Downtown Activity) have been introduced as part of Plan Bay Area 2050+ to explore the impacts of the pandemic and work-from-home.

Will the Bay Area economy thrive?

The gross regional product is projected to grow by 66% over the next three decades, while economic strategies like a guaranteed income ensure that the benefits of this growth are felt more broadly.

Gross regional product per capita (2020 dollars)	
2023	\$127,000
2050	\$207,000

OUTCOME: Moving in the Right Direction

The long-term growth in the number of jobs in high-wage industries continues to outpace overall job growth region-wide. Meanwhile, jobs in middle-wage industries keep pace. Guaranteed income programs help to reduce income inequality for those continuing to work in lower-wage occupations.

Growth in number of jobs (from 2023 to 2050)	
All Jobs	+35%
Low-Wage Industries	+56%
Middle-Wage Industries	+26%
High-Wage Industries	+34%

OUTCOME: Mixed Outcome

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Will the region's downtowns recover from the pandemic?

While the number of people commuting to jobs on a typical weekday in 2050 is not expected to reach pre-pandemic levels, the level of foot traffic in the region's three largest downtowns is expected to grow, driven by a greater mix of in-person workers, visitors on non-work trips, and residents, including those that work from home.

Change in In-Person Workers, Visitors, and Residents by Downtown Area ¹ , 2023-2050	In-person workers	Visitor/Other	Residents ²
Oakland	+56%	+36%	+41%
San Francisco	+28%	+60%	+35%
San Jose	+58%	+20%	+23%
Region-Wide	+33%	+21%	+22%

1. Figures reflect change in Superdistricts 18, 1, and 11 for Oakland, San Francisco and San Jose, respectively.

2. Includes people working from home and other residents.

OUTCOME: Moving in the Right Direction

Does the location of job growth shift toward Growth Geographies?

Draft Blueprint strategies aim to shift the location of jobs to places close to transit and in locally-identified Priority Development Areas and Priority Production Areas (PPA), with a particular focus on middle-wage job growth in Priority Production Areas. The outcome of here is mixed, with overall Growth Geographies and Priority Production Areas gaining jobs at a faster rate than the region as a whole, but Priority Development Areas attracting jobs at a slower pace. Notably, these figures only reflect the employer location of jobs.

Location of Job Growth	Percentage Change in Total Jobs	Share of All Regional Job Growth
Growth Geographies (All)	+34%	70%
Transit-Rich Areas	+33%	48%
Priority Production Areas	+43%	8%
Priority Development Areas	+31%	47%
Region-Wide	+33%	100%

OUTCOME: Mixed Outcome

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

The jobs to housing ratio compares the number of jobs in a county based on employer location to the total number of households in that county. A one to one ratio (1.0) would mean that there is one job with an employer in the county for every household in that county. The average regionwide is expected to remain unchanged at roughly 1.4. This measure, traditionally used to evaluate the “balance” of employment and housing growth across the region, has become less meaningful as a result of pandemic-related changes to the workplace. It does not capture the more than one quarter of people expected to work from home in 2050. In addition, it does not consider the "fit" between the jobs in a county and its households and does not consider transit proximity, which is critical for residents with low-incomes and/or disabilities. With these significant limitations in mind, seven of the nine counties are projected to move further from the regional average between 2023 and 2050.

Jobs to Housing Ratio	2023	2050	Jobs-Housing Ratio	2023	2050
Region-Wide	1.5	1.4	San Francisco	1.9	1.8
Alameda	1.5	1.3	San Mateo	1.5	1.6
Contra Costa	1.0	1.0	Santa Clara	1.6	1.8
Marin	1.1	0.8	Solano	0.8	0.8
Napa	1.3	0.9	Sonoma	1.1	1.3

OUTCOME: Moving in the Wrong Direction



5. Growth Pattern

Draft Blueprint Development Pattern
at the County and Sub-County Levels

The tables and maps in this section summarize regional, county, and sub-county growth pattern for households and jobs in the Plan Bay Area 2050+ Draft Blueprint.

Key Definitions in Growth Pattern Tables and Maps

2023: Refers to simulated 2023 conditions, which were calibrated to closely match on-the-ground conditions.

2050: Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050+ Regional Growth Forecast and Draft Blueprint strategies are implemented.

Working-from-home share (2050): The share of employed residents within an area that would work from home on a typical weekday, based on simulated 2050 conditions.

Working-in-person share (2050): The share of workers employed within an area (based on employer location) that would work in-person on a typical weekday, based on simulated 2050 conditions.

Growth: Total change (e.g., in households or jobs) between 2023 and 2050 figures for a County or superdistrict.

Jobs by employer location: Number of jobs based on the physical location of an employer. This measure does not reflect whether a job will be performed fully or partially remotely on a typical day.

Percent growth: Percentage change (e.g. in households or jobs) between 2023 and 2050 for a County or superdistrict

Share of regional growth: Percentage of region-wide change accounted for by change in a County or superdistrict. Calculated by dividing growth for a County or superdistrict by region-wide growth.

Superdistrict: The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Draft Blueprint.

Draft Blueprint Growth Pattern

Data tables below summarize the regional, county, and sub-county growth pattern for households and jobs for the Plan Bay Area 2050+ Draft Blueprint. To capture the regional variation in post-pandemic work patterns, the ranges of “working-from-home share” and of “working-in-person” share are included.

Projected Households, By County

County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
Alameda	596,000	813,000	218,000	+37%	23%	25-30%
Contra Costa	403,000	505,000	102,000	+25%	11%	20-24%
Marin	109,000	145,000	36,000	+33%	4%	25-30%
Napa	52,000	72,000	20,000	+39%	2%	15-19%
San Francisco	401,000	552,000	150,000	+37%	16%	>30%
San Mateo	285,000	390,000	104,000	+37%	11%	25-30%
Santa Clara	670,000	917,000	248,000	+37%	26%	25-30%
Solano	149,000	189,000	40,000	+27%	4%	<15%
Sonoma	194,000	213,000	18,000	+9%	2%	15-19%
Region	2,859,000	3,796,000	937,000	+33%	100%	25-30%

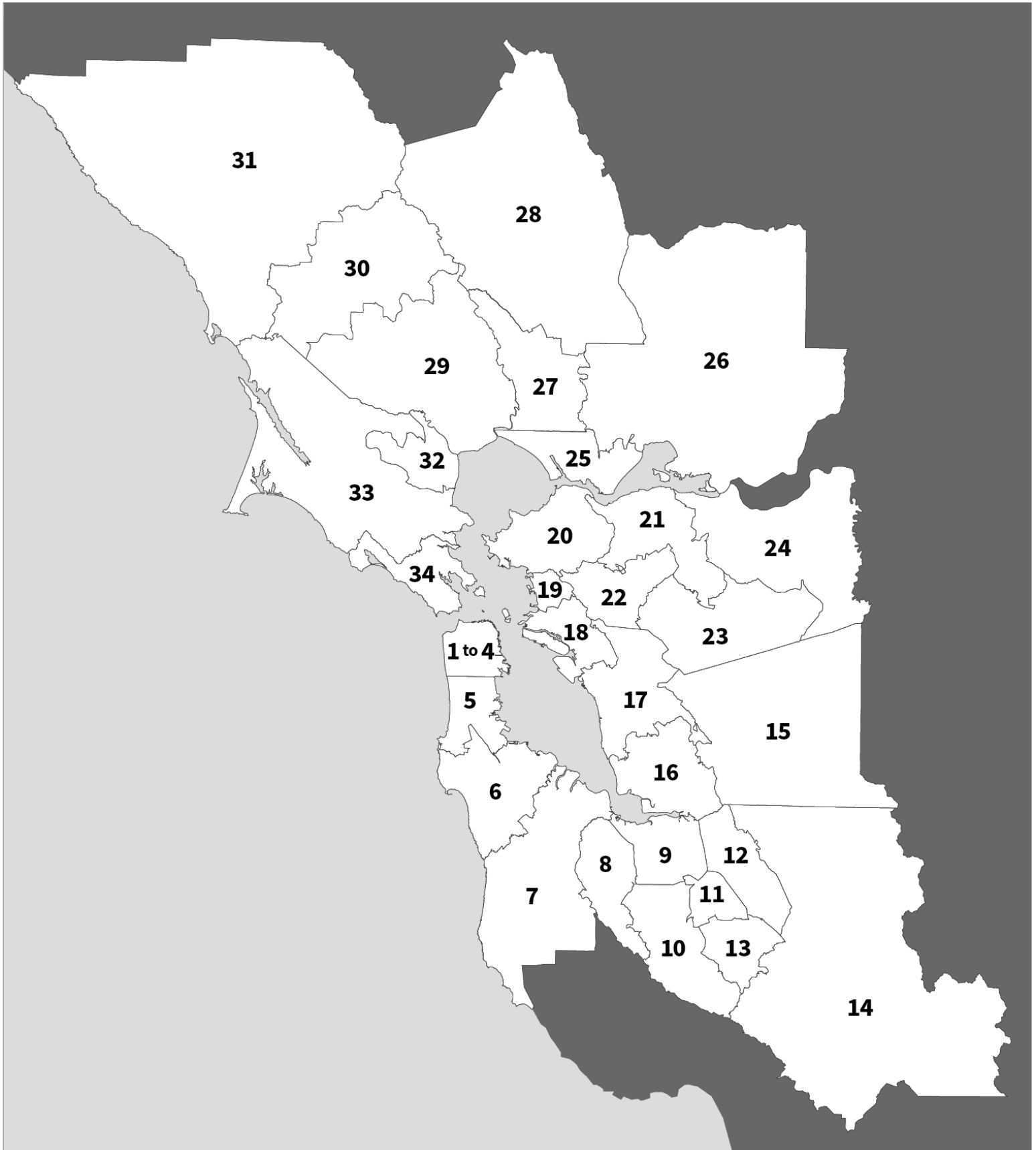
Projected Jobs by Employer Location, by County

County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
Alameda	900,000	1,070,000	171,000	+19%	13%	60-64%
Contra Costa	411,000	497,000	86,000	+21%	6%	60-64%
Marin	122,000	121,000	(1,000)	-0%	0%	60-64%
Napa	65,000	64,000	(1,000)	-1%	0%	60-64%
San Francisco	752,000	964,000	213,000	+28%	16%	55-59%
San Mateo	422,000	619,000	197,000	+47%	15%	55-59%
Santa Clara	1,093,000	1,665,000	572,000	+52%	43%	55-59%
Solano	121,000	151,000	30,000	+25%	2%	60-64%
Sonoma	216,000	282,000	66,000	+31%	5%	>64%
Region	4,102,000	5,436,000	1,333,000	+32%	100%	55-59%

Numbers may not always sum to 100% due to rounding.

Draft Blueprint Growth Pattern

Regional Map – Superdistricts

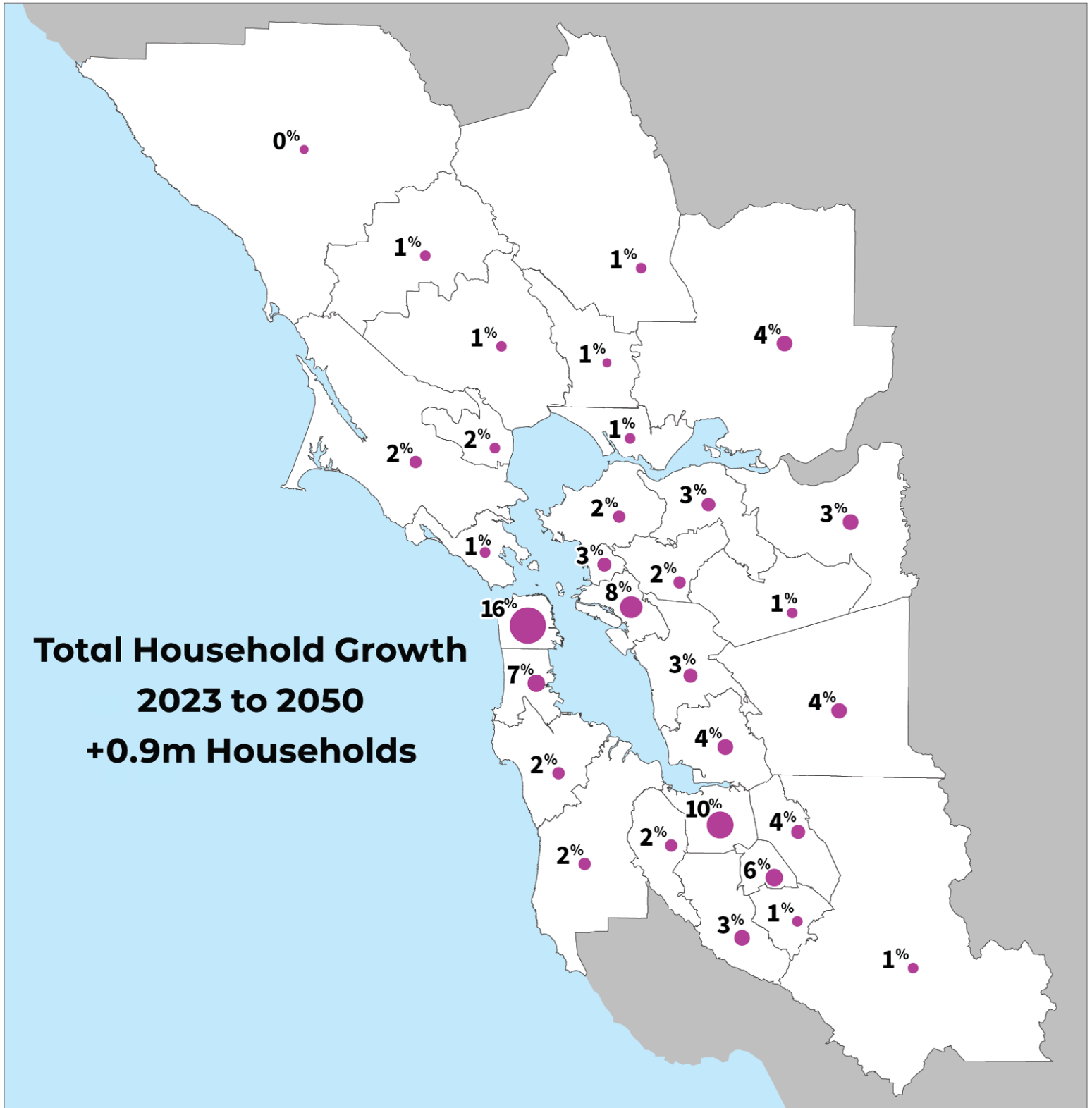


Super-District	County	Superdistrict Name	Primary Jurisdictions included in Superdistrict
1 to 4	San Francisco	San Francisco County (Combined)	San Francisco
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	Central San Mateo County	Half Moon Bay, Hillsborough, San Mateo, Foster City, Belmont, Burlingame (partial)
7	San Mateo	South San Mateo County	Atherton, Menlo Park, Redwood City, Woodside, East Palo Alto, Portola Valley, San Carlos
8	Santa Clara	Northwest Santa Clara County	Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial)
9	Santa Clara	North Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	West Santa Clara County	Los Gatos, Monte Sereno, Saratoga, Cupertino, Campbell (partial), Santa Clara (partial)
11	Santa Clara	Central Santa Clara County	Campbell (partial), San Jose (partial)
12	Santa Clara	East Santa Clara County	Milpitas (partial), San Jose (partial)
13	Santa Clara	Central South Santa Clara County	San Jose (partial)
14	Santa Clara	South Santa Clara County	Gilroy, Morgan Hill, San Jose (partial)
15	Alameda	East Alameda County	Dublin, Livermore, Pleasanton
16	Alameda	South Alameda County	Newark, Fremont, Union City
17	Alameda	Central Alameda County	San Leandro, Hayward
18	Alameda	North Alameda County	Alameda, Piedmont, Oakland
19	Alameda	Northwest Alameda County	Albany, Berkeley, Emeryville
20	Contra Costa	West Contra Costa County	El Cerrito, Hercules, Pinole, Richmond, San Pablo
21	Contra Costa	North Contra Costa County	Clayton, Pleasant Hill, Concord, Martinez, Lafayette (partial), Pittsburg (partial)
22	Contra Costa	Central Contra Costa County	Moraga, Orinda, Walnut Creek (partial), Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek (partial)
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	South Solano County	Benicia, Vallejo
26	Solano	North Solano County	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
27	Napa	South Napa County	American Canyon, Napa
28	Napa	North Napa County	Calistoga, St. Helena, Yountville
29	Sonoma	South Sonoma County	Cotati, Petaluma, Sonoma, Rohnert Park
30	Sonoma	Central Sonoma County	Santa Rosa, Sebastopol
31	Sonoma	North Sonoma County	Cloverdale, Healdsburg, Windsor
32	Marin	North Marin County	Novato
33	Marin	Central Marin County	Fairfax, San Anselmo, San Rafael, Ross
34	Marin	South Marin County	Belvedere, Corte Madera, Mill Valley, Sausalito, Tiburon, Larkspur

Unincorporated areas included in most superdistricts outside San Francisco. Small overlap zones, representing less than 10% of any city's size, are not shown for clarity.

Draft Blueprint Growth Pattern

Household Growth between 2023-2050 (as a Share of Region's Growth)



The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Draft Blueprint.

Draft Blueprint Growth Pattern

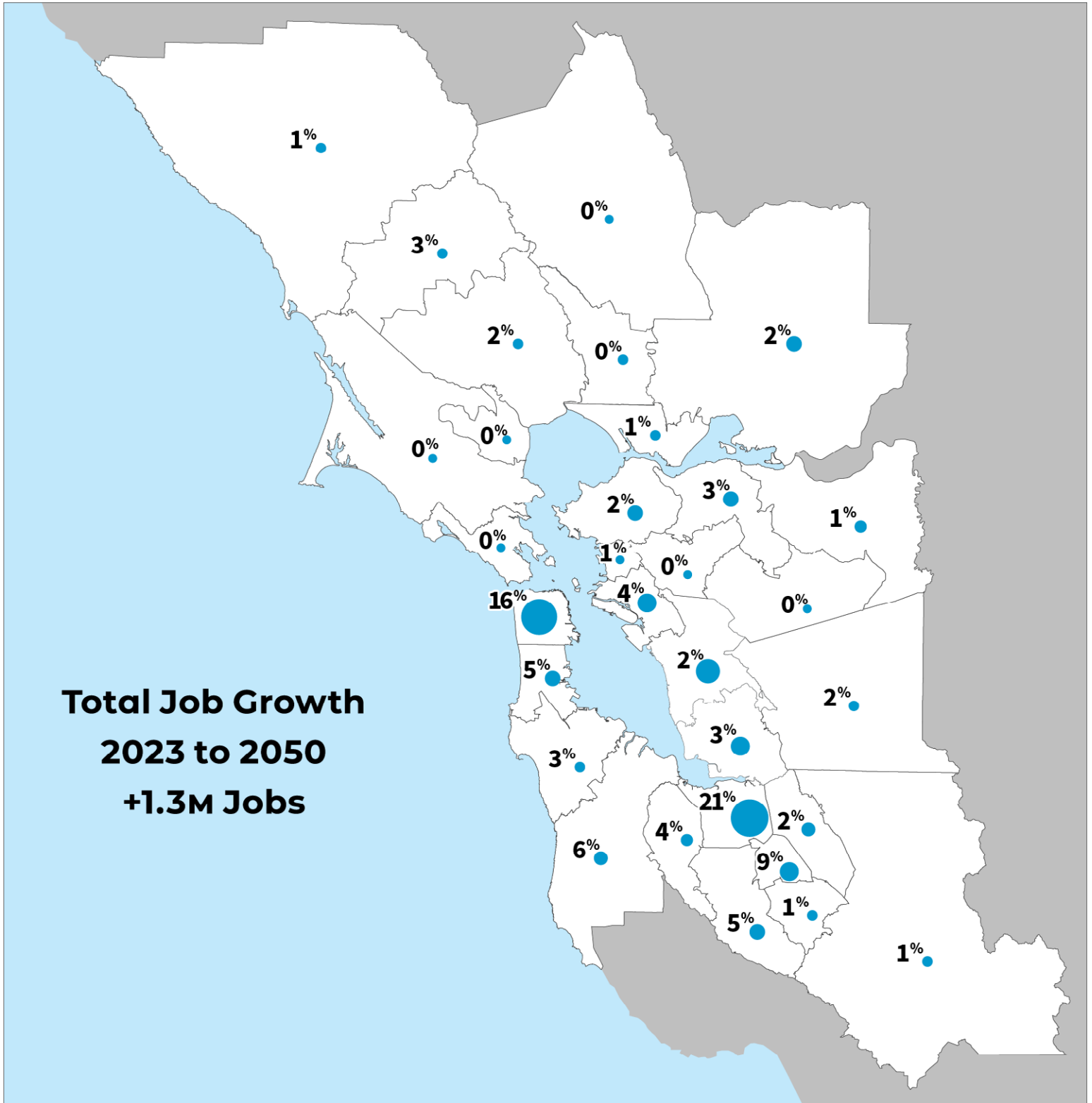
Projected Households, by Superdistrict

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	401,000	552,000	150,000	+37%	16%	>30%
San Mateo	5	North San Mateo County	103,000	170,000	67,000	+65%	7%	25-30%
	6	Central San Mateo County	95,000	112,000	17,000	+18%	2%	25-30%
	7	South San Mateo County	88,000	108,000	20,000	+23%	2%	25-30%
Santa Clara	8	Northwest Santa Clara County	77,000	96,000	19,000	+25%	2%	25-30%
	9	North Santa Clara County	124,000	214,000	89,000	+72%	10%	25-30%
	10	West Santa Clara County	126,000	157,000	31,000	+25%	3%	25-30%
	11	Central Santa Clara County	116,000	172,000	56,000	+48%	6%	25-30%
	12	East Santa Clara County	114,000	147,000	33,000	+29%	4%	25-30%
	13	Central South Santa Clara County	75,000	89,000	14,000	+18%	1%	25-30%
Alameda	14	South Santa Clara County	38,000	43,000	5,000	+14%	1%	25-30%
	15	East Alameda County	82,000	121,000	39,000	+48%	4%	25-30%
	16	South Alameda County	113,000	154,000	41,000	+36%	4%	25-30%
	17	Central Alameda County	126,000	155,000	29,000	+23%	3%	25-30%
Contra Costa	18	North Alameda County	197,000	275,000	78,000	+40%	8%	20-24%
	19	Northwest Alameda County	78,000	108,000	30,000	+39%	3%	20-24%
	20	West Contra Costa County	93,000	113,000	20,000	+21%	2%	20-24%
	21	North Contra Costa County	89,000	113,000	24,000	+27%	3%	20-24%
	22	Central Contra Costa County	62,000	78,000	16,000	+26%	2%	20-24%
Solano	23	South Contra Costa County	56,000	68,000	12,000	+21%	1%	20-24%
	24	East Contra Costa County	103,000	133,000	30,000	+29%	3%	20-24%
	25	South Solano County	53,000	58,000	5,000	+10%	1%	<15%
Napa	26	North Solano County	96,000	131,000	35,000	+37%	4%	<15%
	27	South Napa County	36,000	49,000	13,000	+36%	1%	15-19%
Sonoma	28	North Napa County	16,000	24,000	7,000	+46%	1%	<15%
	29	South Sonoma County	68,000	75,000	7,000	+11%	1%	15-19%
	30	Central Sonoma County	90,000	97,000	7,000	+8%	1%	15-19%
Marin	31	North Sonoma County	37,000	40,000	4,000	+10%	0%	15-19%
	32	North Marin County	23,000	38,000	15,000	+63%	2%	>30%
	33	Central Marin County	44,000	61,000	16,000	+37%	2%	25-30%
	34	South Marin County	41,000	47,000	5,000	+13%	1%	20-24%
Region			2,857,000	3,794,000	937,000	+33%	100%	25-30%

Numbers may not always sum to 100% due to rounding.

Draft Blueprint Growth Pattern

Job Growth by Employer Location between 2023-2050 (as a Share of Region's Growth)



The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Draft Blueprint.

Draft Blueprint Growth Pattern

Projected Jobs by Employer Location, by Superdistrict

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	751,000	964,000	213,000	+28%	16%	55-59%
San Mateo	5	North San Mateo County	137,000	207,000	70,000	+51%	5%	55-59%
	6	Central San Mateo County	117,000	158,000	40,000	+35%	3%	60-64%
	7	South San Mateo County	168,000	254,000	86,000	+51%	6%	60-64%
Santa Clara	8	Northwest Santa Clara County	173,000	232,000	59,000	+34%	4%	60-64%
	9	North Santa Clara County	391,000	667,000	277,000	+71%	21%	55-59%
	10	West Santa Clara County	141,000	214,000	73,000	+52%	5%	60-64%
	11	Central Santa Clara County	176,000	290,000	114,000	+65%	9%	55-59%
	12	East Santa Clara County	113,000	135,000	22,000	+20%	2%	55-59%
	13	Central South Santa Clara County	53,000	66,000	13,000	+25%	1%	55-59%
	14	South Santa Clara County	46,000	61,000	14,000	+31%	1%	<55%
Alameda	15	East Alameda County	135,000	159,000	24,000	+18%	2%	<55%
	16	South Alameda County	142,000	183,000	42,000	+29%	3%	55-59%
	17	Central Alameda County	160,000	190,000	29,000	+18%	2%	55-59%
	18	North Alameda County	294,000	353,000	60,000	+20%	4%	60-64%
	19	Northwest Alameda County	169,000	185,000	16,000	+9%	1%	>64%
Contra Costa	20	West Contra Costa County	82,000	112,000	30,000	+36%	2%	60-64%
	21	North Contra Costa County	123,000	164,000	41,000	+33%	3%	60-64%
	22	Central Contra Costa County	85,000	86,000	1,000	+2%	0%	60-64%
	23	South Contra Costa County	67,000	67,000	0	+0%	0%	55-59%
	24	East Contra Costa County	54,000	68,000	14,000	+26%	1%	55-59%
Solano	25	South Solano County	42,000	50,000	8,000	+19%	1%	60-64%
	26	North Solano County	79,000	102,000	22,000	+28%	2%	60-64%
Napa	27	South Napa County	45,000	45,000	0	+0%	0%	60-64%
	28	North Napa County	21,000	19,000	-1,000	-5%	0%	<55%
Sonoma	29	South Sonoma County	71,000	91,000	20,000	+28%	2%	>64%
	30	Central Sonoma County	114,000	148,000	34,000	+30%	3%	>64%
	31	North Sonoma County	31,000	44,000	12,000	+39%	1%	60-64%
Marin	32	North Marin County	27,000	31,000	4,000	+16%	0%	60-64%
	33	Central Marin County	57,000	50,000	-7,000	-12%	0%	60-64%
	34	South Marin County	38,000	40,000	2,000	+5%	0%	60-64%
Region			4,101,000	5,434,000	1,333,000	+32%	100%	55-59%

Numbers may not always sum to 100% due to rounding.



A Blueprint for the Future

PLAN BAY AREA 2050 +



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Plan Bay Area 2050+ Round 2 Engagement Overview

Background

In July 2023, MTC-ABAG kicked off Plan Bay Area 2050+, a limited and focused update to the regional vision for transportation, housing, economic development and environmental resilience. Following an extensive first round of engagement in the latter half of 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved revised Plan Bay Area 2050+ Draft Blueprint strategies and growth geographies for further study in January 2024. This spring, staff completed the Draft Blueprint analysis, forecasting equity and performance outcomes for the Draft Blueprint.

In parallel, staff are advancing the Transit 2050+ effort in close coordination with transit operators — applying a connected network planning approach to update the transit-related strategies in Plan Bay Area 2050's transportation element. In February 2024, staff provided an update on Transit 2050+, including preliminary findings related to existing conditions and identified needs and gaps for the region's transit system. Development of a fiscally-constrained Draft Network, informed by needs and gaps and project performance findings, is also underway and will be shared with committees later this summer.

By the end of this year, the two parallel efforts will come together as part of the plan's Final Blueprint. To help inform the development of the plan's Final Blueprint, staff will conduct a second round of engagement in late summer to early fall to seek our partners' and the community's guidance on how to address identified challenges. This memorandum provides an overview of the key engagement activities staff is planning for the second round of engagement.

Engagement Goals

Given the status of both projects, the goals for Round 2 engagement are:

1. **Plan Bay Area 2050+** — Introduce challenges identified in Draft Blueprint analysis, including climate and fiscal challenges; seek feedback on priorities for Final Blueprint with a particular focus on the plan’s transportation element.
2. **Transit 2050+** — Introduce the Draft Network, including envisioned projects and/or frequencies; seek feedback on the prioritization of transit strategies and investments.
3. **Plan Bay Area 2050+ Implementation Plan** — Identify and prioritize strategies that should be fast-tracked toward implementation to make progress toward the plan’s vision by end of decade.

Proposed Round 2 Engagement

The proposed activities reflect the priorities expressed by the public as part of the 2023 update to MTC’s Public Participation Plan, including prioritizing online engagement, going to where people already are, and broadly promoting opportunities for engagement. Given the activities conducted last year as part of Round 1 and the public engagement requirements delineated in Senate Bill 375 (2008), staff propose the activities below for Round 2 engagement.

Community Engagement

a) **Pop-Up Workshops (18)**

Staff will host two pop-up workshops per county, aiming to reach Equity Priority Communities (EPCs) and transit users, as well as broaden the geographic reach beyond Round 1 engagement. Each pop-up workshop will include display boards to solicit input on Plan Bay Area 2050+ and Transit 2050+, with additional handouts available on the plan process and Draft Blueprint outcomes; pop-up workshops will also promote participation in the online survey.

b) **Online Survey**

An online opportunity for engagement offers the ability to dive deeper into the background and context of both plans, while at the same time giving the public and our partners the option to participate in the plan development process from the comfort of their homes. The goal of the online survey is to mirror the input activities from the pop-up workshops but include additional context-setting information that will help enable more meaningful input on the process.

c) **Community-Based Organization (CBO) Engagement**

To ensure we reach Equity Priority Communities (EPCs) and other priority populations, staff will continue our partnerships with the community-based organizations we worked with for Round 1. Staff continually work to identify additional CBO partners who work with key EPCs across the region. To date, staff has reached out to 35 organizations, conducting ongoing outreach to expand the portfolio of partner organizations.

d) **Tribal Outreach**

Staff will host a virtual Tribal summit for federally-recognized Tribes and a webinar for other California Native American Tribes to facilitate participation in these activities. Additionally, engagement staff will aim to partner with CBOs that serve the Native American community in the region and explore partnership opportunities to conduct engagement with their constituents.

e) **Digital Promotion**

Communications staff will conduct a broad marketing campaign to promote participation in the various Round 2 engagement activities and raise awareness about the plan.

Partner Engagement

a) **Technical Workshop(s) and Webinar(s)**

In late summer and/or early fall, staff plan to host workshops and webinars to engage our partners, including local jurisdictions, transit agency and county transportation

agency staff, advocates, and other interested parties in the more technical aspects of plan development.

b) **Office Hours/One-on-One Meetings**

Staff also will host office hours for our technical partners, advocates and other interested parties to be able to provide detailed input that will help inform the development of the Final Blueprint.

Next Steps

Round 2 engagement activities will begin in late summer 2024; staff invites Commissioners and ABAG Board Members to participate in the pop-up workshops happening across the region. If interested in attending, MTC/ABAG staff will be in contact in the near future to provide additional information.

Metropolitan Transportation Commission
Association of Bay Area Governments

