



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Executive Board

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

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Thursday, September 16, 2021

5:30 PM

Board Room - 1st Floor (REMOTE)

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#### Association of Bay Area Governments Executive Board Meeting No. 460

The ABAG Executive Board will be meeting on September 16, 2021, 5:30 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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/81241520966>

Or One tap mobile :

US: +14086380968,,81241520966# or +16699006833,,81241520966#

Or Telephone:

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

US: +1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free) or 833 548 0282 (Toll Free)

Webinar ID: 812 4152 0966

Detailed instructions on participating via Zoom are available at:

<https://abag.ca.gov/zoom-information>

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "\*9".

In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

The ABAG Executive Board may act on any item on the agenda.

The meeting is scheduled to begin at 5:30 p.m.,  
or immediately following the preceding ABAG/ACFA meetings.

Agenda, roster and webcast available at <https://abag.ca.gov>

For information, contact Clerk of the Board at (415) 820-7913.

#### Roster

Susan Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, Jayne Battey (Advisory), London Breed, Tom Butt, David Canepa, Cindy Chavez, Pat Eklund, Maya Esparza, Carroll Fife, Neysa Fligor, Leon Garcia, Liz Gibbons, Vice Giselle Hale, Barbara Halliday, Rich Hillis, Planning, Dave Hudson, Otto Lee, Matthew Mahan, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Stephanie Moulton-Peters, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, James Spering, Loren Taylor, Lori Wilson

### 1. Call to Order / Roll Call / Confirm Quorum

### 2. Public Comment

*Information*

2. [21-1235](#) Public Comment

Attachments: [02 Public Comment](#)

### 3. Executive Board Announcements

*Information*

### 4. President's Report

- 4.a. [21-1092](#) ABAG President's Report for September 16, 2021

Action: Information

Presenter: Jesse Arreguin

### 5. Executive Director's Report

- 5.a. [21-1093](#) Executive Director's Report for September 16, 2021

Action: Information

Presenter: Therese McMillan

Attachments: [05a Executive Director Report - ABAG September 2021.pdf](#)

### 6. Conference with Legal Counsel

**6.a. [21-1210](#)** Closed Session Public Comment

Members of the public may comment on the closed session agenda items.

**6.b. Closed Session****6.b.1. [21-1094](#)** CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (1) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding New Livable California, et al. v. Association of Bay Area Governments, Court of Appeal Case No. A159235.

**6.b.2. [21-1095](#)** CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

Significant Exposure to Litigation: One Case

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.

**6.c. [21-1131](#)** OPEN SESSION-REPORT OUT FROM CLOSED SESSION**7. Executive Board Consent Calendar****7.a. [21-1096](#)** Approval of ABAG Executive Board Minutes of June 17, 2021

**Action:** Approval

**Presenter:** Clerk of the Board

**Attachments:** [07a Minutes 20210617 459 Draft.pdf](#)

**7.b. [21-1097](#)** Approval of Election Calendar for the Election of President and Vice President and Ratification of Appointments to the Canvassing Committee

**Action:** Approval

**Presenter:** Clerk of the Board

**Attachments:** [07b 1 Summary Sheet Election Calendar.pdf](#)  
[07b 2 Attachment Procedures Election.pdf](#)

- 7.c. [21-1098](#) Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023

**Action:** Approval

**Presenter:** Caitlin Sweeney

**Attachments:** [07c 1 Summary Sheet SFEP SCVWD v2.pdf](#)  
[07c 2 Summary Approval SFEP SCVWD v2.pdf](#)

- 7.d. [21-1099](#) Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into an agreement with the City of San Jose on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership in an amount not to exceed \$3,203,550 to implement a project between June 3, 2020 and March 31, 2025, under the Proposition 1 Integrated Regional Water Management Grant between the Association of Bay Area Governments and the State of California Department of Water Resources

**Action:** Approval

**Presenter:** Caitlin Sweeney

**Attachments:** [07d 1 Summary Sheet IRWM Prop 1 Round 1 Funding Agreement San Jose v2](#)  
[07d 2 Summary Approval IRWM Prop 1 Funding Agreement San Jose v2.pdf](#)

- 7.e. [21-1101](#) Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. (MIG) on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023

**Action:** Approval

**Presenter:** Heather Peters

**Attachments:** [07e 1 Summary Sheet REAP Consulting Services Contra Costa v4.pdf](#)  
[07e 2 Summary Approval REAP Consulting Services Contra Costa v3.pdf](#)

- 7.f. [21-1139](#) Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022

**Action:** Approval

**Presenter:** Caitlin Sweeney

**Attachments:** [07f 1 Summary Sheet SFEP NEP v1.pdf](#)  
[07f 2 Summary Approval SFEP NEP v1.pdf](#)

- 7.g. [21-1213](#) Ratification of Appointment to Committee

**Action:** Approval

**Presenter:** Jesse Arreguin

**Attachments:** [07g Summary Sheet Committee Appointment.pdf](#)  
[07g 2 Summary of BCDC North Bay Application Process.pdf](#)

## 8. ABAG Administrative Committee

- 8.a. [21-1102](#) Report on ABAG Administrative Committee Meetings of July 9, 2021 and September 10, 2021

**Action:** Information

**Presenter:** Jesse Arreguin

- 8.b. [21-1119](#) Plan Bay Area 2050: Implementation Plan Partnerships and Final Steps to Adoption

Presentation of summary of major findings from the Partnership Phase of the Plan Bay Area 2050 Implementation Plan as well as final steps, prior to a joint meeting of the Metropolitan Transportation Commission and ABAG Executive Board on October 21, 2021 to consider adoption of Final Plan Bay Area 2050.

**Action:** Information

**Presenter:** Chirag Rabari

**Attachments:** [08b 1 Summary Sheet Plan Bay Area 2050.pdf](#)  
[08b 2 Attachment 6a\\_PBA50\\_Implementation Plan\\_partnerships.pdf](#)  
[08b 3 Attachment 6a-Handout-Attachment B\\_PBA2050\\_IP\\_Briefs\\_September 2](#)  
[08b Public Comment](#)

## 9. Joint MTC ABAG Legislation Committee

- 9.a. [21-1103](#) Report on Joint MTC ABAG Legislation Committee Meetings of July 9, 2021 and September 10, 2021

Action: Information

Presenter: Jesse Arreguin

- 9.b. [21-1138](#) Assembly Bill 361 (Rivas): Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

Action: Approval

Presenter: Rebecca Long

Attachments: [09b 1 Summary Sheet AB 361.pdf](#)

[09b 2 Attachment 3a\\_AB 361\\_Rivas.pdf](#)

## 10. ABAG Finance Committee

- 10.a. [21-1104](#) Report on ABAG Finance Committee Meeting of September 16, 2021

Action: Information

Presenter: Karen Mitchoff

## 11. ABAG Housing Committee

- 11.a. [21-1105](#) Report on ABAG Housing Committee Meeting of July 8, 2021

Action: Information

Presenter: Lori Wilson

## 12. Local Government Services

- 12.a. [21-1106](#) Presentation on the 2022-2026 Update to the Estuary Blueprint or Comprehensive Conservation and Management Plan for the San Francisco Estuary

Action: Information

Presenter: Caitlin Sweeney

Attachments: [12a 1 Summary Sheet Estuary Blueprint v2.pdf](#)

[12a 2 Presentation Estuary Blueprint.pdf](#)

## 13. Adjournment / Next Meeting

*The next regular meeting of the ABAG Executive Board is on October 21, 2021.*

**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](http://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 Titulo 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.

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

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



ABAG

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1235      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 9/15/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Public Comment

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [02 Public Comment](#)

Date	Ver.	Action By	Action	Result
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Public Comment



**From:** [Valerie Bentz](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** Question about RHNA  
**Date:** Wednesday, September 15, 2021 2:38:29 PM  
**Attachments:** [Screen Shot 2021-08-13 at 11.30.58 AM.png](#)  
[image001.jpg](#)

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**\*External Email\***

Dear Bay Area Council of Governments,

I am concerned that no one seems to be protesting against the Regional Housing Needs Allocation law made in 1969.

My understanding is a number of builders and real estate investors pushed for this law.

Why should California be forced to grow and grow itself out of liability?

Do you know of any organizations or politicians fighting against this law?

Sincerely,

Valerie Bentz, Ph.D.,

See more at [REDACTED]  
Transforming Consciousness for a Livable World

New book release!



Fielding folks access Valerie's Research Center here:

[REDACTED]

**Valerie Malhotra Bentz, PhD, MSSW**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]







# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1092      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 8/16/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** ABAG President's Report for September 16, 2021  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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ABAG President's Report for September 16, 2021

Jesse Arreguin

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1093      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 8/16/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** Executive Director's Report for September 16, 2021  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [05a Executive Director Report - ABAG September 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Executive Director's Report for September 16, 2021

Therese McMillan

Information



## EXECUTIVE DIRECTOR'S REPORT

ABAG Executive Board

September 16, 2021

### **KEY HIGHLIGHTS FOR AUGUST/SEPTEMBER 2021:**

#### **RHNA Appeals**

Release of the Draft RHNA Allocations on May 25 initiated the 45-day period during which a local jurisdiction or HCD could submit an appeal to ABAG requesting a change to any Bay Area jurisdiction's allocation. ABAG received 28 appeals from Bay Area jurisdictions by the July 9<sup>th</sup> deadline. In addition, a number of jurisdictions sent ABAG comment letters about RHNA, in lieu of submitting an appeal. Details about the appeals submitted and comment letters are on the Appeals Process page on the ABAG website. Key dates in the ABAG RHNA process include:

- September and/or October: ABAG conducts public hearing to consider appeals and comments received. **The first appeals hearing is set for September 24<sup>th</sup>.**
- October or November: ABAG ratifies written final determination on each appeal and issues Final RHNA Allocations that adjust allocations as a result of any successful appeals.
- November or December: ABAG Executive Board conducts public hearing to adopt Final RHNA Plan.

<https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/2023-2031-rhna-appeals-process>

#### **PBA2050**

For the month of October, there will be a joint meeting between the MTC Commission and ABAG EB to take a final vote on PBA2050. This meeting will take place on Thursday, October 21<sup>st</sup> at 5pm. It will occur during ABAG's regularly scheduled Executive Board meetings.

#### **Bay Area Transit Tour for State Senate and Assembly Transportation Committee Chairs**

In August, I was able to meet with the Transportation Committee Chairs from the State Senate and Assembly—Chair Lena Gonzalez (D-Long Beach) and Chair Laura Friedman (D-Glendale). MTC organized the three-day tour on August 9-11 at Assemblymember Chiu's request, with excellent assistance from our partner agencies. During this time, the Chairs were able to ride a number of the region's transit systems, tour the Golden Gate Bridge and meet with key transit agencies, including AC Transit, BART, Santa Clara VTA, California High Speed Rail Authority, Caltrain, the City of San Jose, Golden Gate Bridge, Highway & Transportation District, SFMTA, the Port of Oakland, SFCTA and Transbay JPA.

While the Bay Area has long held the Chair for one or both transportation committee, Southern California now holds both. The tour was an excellent opportunity to provide the Chairs a first-hand experience of the region's transportation network. Bay Area legislators who participated in segments of the tour included Senator Josh Becker (D-Menlo Park), Senator Nancy Skinner (D-Berkeley), Senator Bob Wieckowski (D-Fremont), and Senator Scott Wiener (D-San Francisco). Chair Pedroza and Commissioners El-Tawansy, Liccardo and Schaaf were able to join for portions of the tour.

**Items of Note**

**BayREN Update**

BayREN and ABAG were featured in an article by CalCOG published on September 9<sup>th</sup>, 2021. It highlighted the role BayREN plays in filling service gaps by providing “Financing and Rebate incentives, Education and Training tools, and Workforce development training opportunities” to customers who normally face barriers to participating in these money-saving energy efficiency programs. A link to the full article is below:

<https://calcog.org/abag-and-bayren-a-regional-model-for-energy-efficiency/>



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Therese W. McMillan



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-1210	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	9/10/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Closed Session Public Comment				

Members of the public may comment on the closed session agenda items.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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Closed Session Public Comment

Members of the public may comment on the closed session agenda items.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-1094	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION				

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (1) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding New Livable California, et al. v. Association of Bay Area Governments, Court of Appeal Case No. A159235.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (1) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding New Livable California, et al. v. Association of Bay Area Governments, Court of Appeal Case No. A159235.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-1095	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION				

Significant Exposure to Litigation: One Case

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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## CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

Significant Exposure to Litigation: One Case

The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1131      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Agenda Ready  
**File created:** 8/23/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** OPEN SESSION-REPORT OUT FROM CLOSED SESSION  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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OPEN SESSION-REPORT OUT FROM CLOSED SESSION



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1096      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Executive Board Consent  
**File created:** 8/16/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** Approval of ABAG Executive Board Minutes of June 17, 2021  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [07a Minutes 20210617 459 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Executive Board Minutes of June 17, 2021

Clerk of the Board

Approval



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Minutes - Draft

### ABAG Executive Board

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

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Thursday, June 17, 2021

5:00 PM

Board Room - 1st Floor (REMOTE)

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#### Association of Bay Area Governments Executive Board Meeting No. 459

The ABAG Executive Board may act on any item on the agenda.

The meeting is scheduled to begin at 5:00 p.m.

Agenda, roster and webcast available at <https://abag.ca.gov>

For information, contact Clerk of the Board at (415) 820-7913.

#### Roster

Susan Adams, Candace Andersen, Jesse Arreguin, Nikki Fortunato Bas, London Breed, Tom Butt, David Canepa, Keith Carson, Cindy Chavez, Pat Eklund, Maya Esparza, Carroll Fife, Neysa Fligor, Leon Garcia, Liz Gibbons, Giselle Hale, Barbara Halliday, Rich Hillis, David Hudson, Otto Lee, Matthew Mahan, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Stephanie Moulton-Peters, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, James Spering, Loren Taylor, Lori Wilson. Jayne Battey (Non-voting).

#### 1. Call to Order / Roll Call / Confirm Quorum

President Arreguin called the meeting to order at about 5:02 p.m. Quorum was present.

**Present:** 23 - Adams, Andersen, Arreguin, Awasthi, Butt, Canepa, Carson, Chan, Chavez, Eklund, Garcia, Halliday, Hudson, Lee, Mahan, Mitchoff, Moulton-Peters, Peralez, Rabbitt, Ramirez, Ramos, Romero, and Spering

**Absent:** 10 - Bas, Esparza, Fife, Fligor, Hillis, Mandelman, Mar, Miley, Taylor, and Wilson L

#### 2. Public Comment

#### 3. Executive Board Announcements

#### 4. President's Report

4.a. [21-0823](#) ABAG President's Report for June 17, 2021

President Arreguin gave the report.

## 5. Executive Director's Report

- 5.a. [21-0824](#) Executive Director's Report for June 17, 2021

Therese McMillan gave the report.

## 6. Executive Board Consent Calendar

**Upon the motion by Hudson and second by Eklund, the ABAG Executive Board approved the Consent Calendar. The motion passed unanimously.**

**Aye:** 23 - Adams, Andersen, Arreguin, Awasthi, Butt, Canepa, Carson, Chan, Chavez, Eklund, Garcia, Halliday, Hudson, Lee, Mahan, Mitchoff, Moulton-Peters, Peralez, Rabbitt, Ramirez, Ramos, Romero, and Spering

**Absent:** 10 - Bas, Esparza, Fife, Fligor, Hillis, Mandelman, Mar, Miley, Taylor, and Wilson L

- 6.a. [21-0825](#) Approval of ABAG Executive Board Minutes of May 20, 2021
- 6.b. [21-0826](#) Authorization to amend a contract with Peak Digital, LLC for Association of Bay Area Governments Website Support Services in an amount not to exceed \$175,000 for Fiscal Year 2021-2022

## 7. ABAG Administrative Committee

- 7.a. [21-0827](#) Report on ABAG Administrative Committee Meeting of June 11, 2021
- President Arreguin gave the report.

## 8. Joint MTC ABAG Legislation Committee

- 8.a. [21-0828](#) Report on Joint MTC ABAG Legislation Committee Meeting of June 11, 2021
- President Arreguin gave the report.

## 9. ABAG Regional Planning Committee

- 9.a. [21-0829](#) Report on ABAG Regional Planning Committee Meeting of June 10, 2021
- Karen Mitchoff gave the report.

**9.b.**     [21-0830](#)     Draft Plan Bay Area 2050

Information related to the public comment period and public engagement opportunities for Draft Plan Bay Area 2050.

Karen Mitchoff gave the report.

The following gave public comment: Gracen Eval; Anastasie Yovanopoulos.

**10. Regional Early Action Planning (REAP) Grant****10.a.**     [21-0839](#)     Consolidated Program Budget for the Regional Early Action Planning (REAP) Grant

Presentation of the consolidated, three-year program budget for the Regional Early Action Planning (REAP) grant.

Daniel Saver and Heather Peters gave the report.

**Upon the motion by Hudson and second by Eklund, the ABAG Executive Board approved the consolidated three-year Expenditure Program for the Regional Early Action Planning (REAP) grant, as reported. The motion passed unanimously.**

**Aye:** 23 - Adams, Andersen, Arreguin, Awasthi, Butt, Canepa, Carson, Chan, Chavez, Eklund, Garcia, Halliday, Hudson, Lee, Mahan, Mitchoff, Moulton-Peters, Peralez, Rabbitt, Ramirez, Ramos, Romero, and Spering

**Absent:** 10 - Bas, Esparza, Fife, Fligor, Hillis, Mandelman, Mar, Miley, Taylor, and Wilson L

**11. Adjournment / Next Meeting**

President Arreguin adjourned the meeting at about 5:48 p.m. The next regular meeting of the ABAG Executive Board is on September 16, 2021.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1097      **Version:** 1      **Name:**

**Type:** Report      **Status:** Executive Board Consent

**File created:** 8/16/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Approval of Election Calendar for the Election of President and Vice President and Ratification of Appointments to the Canvassing Committee

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [07b 1 Summary Sheet Election Calendar.pdf](#)  
[07b 2 Attachment Procedures Election.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of Election Calendar for the Election of President and Vice President and Ratification of Appointments to the Canvassing Committee

Clerk of the Board

Approval

## Association of Bay Area Governments

### Executive Board

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September 19, 2019

Agenda Item 7.b..

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#### Election of President and Vice President

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**Subject:** Approval of Election Calendar for the Election of President and Vice President and Ratification of Appointments to the Canvassing Committee

**Background:** ABAG's Bylaws provide for the election of the President and Vice President of the Association every two years. An election of officers occurs in 2021.

With the Board's concurrence and in accordance with the attached *Procedures for Election of the President and Vice President*, the following schedule will be followed:

##### Election Calendar

The offices to be filled are those of the President and Vice President of the Association. The term of office for these positions begins January 1, 2022 and expires December 31, 2023.

*Procedures for the Election of President and Vice President* will be forwarded via email to each voting member and clerk on Friday, September 17, 2021.

The period for filing nomination petitions with the Executive Director begins upon approval of the election calendar and ends at 12:00 p.m. on Friday, October 8, 2021. Nomination petitions must be obtained from the Executive Director of the Metropolitan Transportation Commission (MTC) by contacting Fred Castro, ABAG Clerk of the Board, at [fcastro@bayareametro.gov](mailto:fcastro@bayareametro.gov) or (415) 820-7913. The ABAG Clerk of the Board will be available at the Bay Area Metro Center to receive nomination petitions and nominee affidavits on October 8, 2021.

Ballots will be mailed to county and city clerks and others having charge of elections by Friday, October 15, 2021.

Completed ballots must be filed with the Executive Director of MTC no earlier than Monday, October 18, 2021 and no later than 12:00 p.m. on Monday, November 1, 2021. The ABAG Clerk of the Board will be available at the Bay Area Metro Center to receive voting ballots on November 1, 2021.

Opening and counting of ballots will be conducted on Wednesday, November 10, 2021, 2:00 p.m., at ABAG's offices.



**Association of Bay Area Governments**

**Executive Board**

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**September 19, 2019**

**Agenda Item 7.b..**

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**Election of President and Vice President**

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Pursuant to the election rules, if no election is to be conducted because there is only one candidate for each office, a certification of election notice is to be emailed to county and city clerks and others having charge of elections by Tuesday, October 12, 2021.

In addition, at the Board meeting President Arreguin will appoint, according to the election procedures, a Canvassing Committee of three members, two of whom will be members of the Board; the Board will be asked to ratify the appointment of the committee members.

**Issues:**

None

**Recommended Action:**

The ABAG Executive Board is requested to adopt the election calendar and election procedures for the election of President and Vice President and to ratify the appointments to a Canvassing Committee.

**Attachment:**

*Procedures for Election of the President and Vice President*

**Reviewed:**



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Therese W. McMillan

## **ASSOCIATION OF BAY AREA GOVERNMENTS**

### **PROCEDURES FOR ELECTION OF THE PRESIDENT AND VICE PRESIDENT**

The Executive Board of the Association has adopted procedures for election of the President and Vice President of the Association. These rules are intended to govern the filing of Nomination Petitions, mailing and filing of Voter Ballots, and the canvassing of Voter Ballots. The following procedures have been adopted to govern elections of the Association and shall be liberally construed.

#### **DEFINITIONS**

“Voting Member” – any one of the following officers: Supervisor, Mayor, or City or Town Councilmember. Any action of a Voting Member taken under these Procedures (e.g., signing or circulating a petition or voting) shall be valid if the Voting Member held such office at the time of his or her acting, notwithstanding any subsequent change of status.

“Member Jurisdiction” – any one of the counties, cities or towns which are members of the Association of Bay Area Governments.

“Clerk” – the Clerk of County Board of Supervisors, City or Town Clerk, or other officer having charge of elections in a Member Jurisdiction.

“Voter Ballot” – ballot which will contain the names of the nominees for the offices of President and Vice President.

“Identification Envelope” – envelope which will contain the Voter Ballot as marked by the Voting Member, with the Declaration and Certification printed on its face.

“Return Envelope” – envelope which will contain signed and unsigned Identification Envelopes.

“Executive Director” – the Executive Director of the Metropolitan Transportation Commission acting under the Contract for Services (CS) between ABAG and MTC dated May 30, 2017.

“Legal Counsel” – the Office of General Counsel of the Metropolitan Transportation Commission acting as legal counsel of the Association of Bay Area Governments under the CS.

“Clerk of the Board” – the Clerk of the Board of the Association of Bay Area Governments

## **NOMINATION**

**Section 1 – Basic Reference** – The regulations, procedures and forms set forth in the California Election Laws shall be utilized as a basic reference unless otherwise in conflict with the Bylaws or Procedures and approved by the Legal Counsel of the Association.

**Section 2 – Notice of Election** – On or before the first day for filing Nomination Petitions, the Executive Director shall mail or email to each Voting Member and Clerk, 1) a Notice of Election and 2) a copy of the approved Procedures. The Notice shall contain a statement of:

- a. The offices to be filled and the term;
- b. The first and last day for filing of Nomination Petitions;
- c. The first and last day for the Executive Director to mail to the Clerks the Voter Ballots;
- d. The last day and time for the Executive Director to receive from the Clerk the Return Envelope containing the individuals Identification Envelopes with the enclosed Voter Ballots; and
- e. The date, time and place for counting Voter Ballots.

**Section 3 – Nomination Petition** – Nomination Petitions for the offices of President and Vice President shall be substantially in the form set forth in the Elections Code and shall include the verified statement of acceptance. Nomination Petition forms shall be furnished only by the Executive Director.

**Section 4 – Signature of Voting Members** – Not less than fifteen nor more than twenty Voting Members shall sign the Petition. No Voting Member may sign more than one Petition for the same office, and in the event he or she does so, his or her signature shall count only on the first Petition filed which contains his or her signature.

**Section 5 – Nomination for Office** – Nominations shall close on the last day for filing of Nomination Petitions. If, at the close of nominations, only one candidate has been nominated for the office of President or for the office of Vice President, then such sole nominee is declared hereby to be elected to such office.

**Section 6 – Circulation of Petition** – Any Voting Member may circulate a Nomination Petition. The circulator must sign a Certificate of Circulator on the

Nomination Petition. The signature to each Petition shall be on the same form, and each signer shall add the date of his or her signing, his or her official title, and his or her member county, city or town. Successive signers may not use ditto marks.

**Section 7 – Mailing of Ballots** – The Executive Director, within the dates prescribed in the Notice of Election, shall mail to each Clerk one Voter Ballot and Identification Envelope for each Voting Member of his or her county, city or town and one Return Envelope to return the documents to the Executive Director.

**Section 8 – Voting of Ballots** – Upon receipt of the items referred to in Section 7, the Clerk shall arrange to hand the Voter Ballot to each Voting Member.

Each Voting Member shall mark his or her Ballot in the presence of the Clerk but in a manner that the Clerk does not see how it is being marked. Each Voting Member shall place his or her marked Ballot in the Identification Envelope, seal the Identification Envelope, sign the Declaration printed on the face of the Identification Envelope and hand it sealed to the Clerk before whom the Ballot is marked. The Clerk shall complete the Certification on the face of the Identification Envelope.

The Clerk shall deposit the signed Identification Envelopes in a safe place in his or her office, to be kept by him or her until it is necessary to file the signed and unsigned Identification Envelopes with the Executive Director in accordance with the final date and time for such filing prescribed in the Notice of Election.

**Section 9 – Filing of Ballots** – The Clerk shall place each signed Identification Envelope which contains a Voter Ballot from a Voting Member in the Return Envelope. The Clerk shall mail to the Executive Director the Return Envelope with enclosures, by the final date and time for such filing prescribed in the Notice of Election.

No Voter Ballot shall be accepted for count by the Counting Board unless received within the time specified in the notice of Election and unless the Declaration by the Voting Member and Certification of the Clerk have been completed.

## **COUNTING AND CANVASSING OF THE VOTER BALLOTS**

**Section 10 – Custody of Return Envelopes** – The Executive Director shall have custody of all Return Envelopes after they are received from the Clerks and until the date and time for counting of Voter Ballots.

**Section 11 – Counting of Voter Ballots** – The Executive Director shall commence to count the voter ballots on the date, at the time and in the place specified in the Notice of Election. The Executive Director may appoint a Counting Board to assist him in counting the Voter Ballots. No person who is a Voting Member shall be eligible to be appointed to the Counting Board. The Counting Board shall consist of not less than two and not more than four persons. The Executive Director shall determine the form of tally sheets and shall determine necessary and required procedures to assure an accurate counting of the Voter Ballots.

**Section 12 – Canvassing Board** – A Canvassing Board shall be appointed by the President, subject to Executive Board confirmation, consisting of three persons who shall be voting members other than candidates for President and Vice President. A majority of this Board shall be present at all times during the counting of Voter Ballots and shall pass upon challenges of Voter Ballots, and all questions relating to the signing and certification of Identification Envelopes and the marking of Voter Ballots. The Canvassing Board further shall receive from the Executive Director the Voter Ballot tally results after completion of count by the Executive Director, and shall thereupon post the results and certify the count to the Executive Board.

**Section 13 – Public Attendance** – The public shall be permitted to be in attendance during the counting and canvassing of the Voter Ballots, subject only to reasonable restrictions issued by the Executive Director to prevent interference with such counting and canvassing.

**Section 14 – Declaration of Election** – Legal Counsel or Clerk of the Board shall declare elected the persons having received the highest number of votes given for the offices of President and Vice President, submit a written declaration to the President and the Executive Director, and report the results to the Executive Board at its next regular meeting. In the event of a tie, selection will be by drawing of lots.

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1098	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Executive Board Consent	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">07c 1 Summary Sheet SFEP SCVWD v2.pdf</a> <a href="#">07c 2 Summary Approval SFEP SCVWD v2.pdf</a>				

Date	Ver.	Action By	Action	Result
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Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023

Caitlin Sweeney

Approval

# Association of Bay Area Governments

## Executive Board

September 16, 2021

Agenda Item 7.c.

### San Francisco Estuary Partnership


**Subject:** Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023

**Background:** Since 2008, the Santa Clara Valley Water District (Valley Water) has provided financial assistance to the San Francisco Estuary Partnership (SFEP) to provide staff resources to the San Francisco Bay Regional Water Quality Control Board (Water Board) to process and respond to Valley Water applications and requests. A dedicated staff member of SFEP has performed these environmental science services to assist in securing permits required for providing flood protection and drinking water. Valley Water seeks to renew its arrangement through a new two-year agreement from October 1, 2021 through September 30, 2023. Funding from the District is expected to be \$569,796.

**Issues:** None

**Recommended Action:** The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023.

**Attachments:** Summary Approval

**Reviewed:**   
Therese W. McMillan

**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**

<b>Work Item No.:</b>	1720 (FSRC tbd)
<b>Funder:</b>	Santa Clara Valley Water District
<b>Work Project Title:</b>	Santa Clara Valley Water District Permit Assistance
<b>Purpose of Project:</b>	Provide environmental science services to assist in securing permits required for providing flood protection and drinking water
<b>Brief Scope of Work:</b>	Continue to provide existing staff resources to assist the San Francisco Bay Regional Water Quality Control Board to process and respond to Santa Clara Valley Water District applications and requests
<b>Project Cost Not to Exceed:</b>	\$569,796 over two years
<b>Funding Source:</b>	Santa Clara Valley Water District
<b>Fiscal Impact:</b>	Funds programmed in FY 2021-22 Budget and will be in FY 2022-23 and FY 2023-24
<b>Motion by Committee:</b>	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the Santa Clara Valley Water District on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership for regulatory assistance services in an amount not to exceed \$569,796 from October 1, 2021 through September 30, 2023
<b>ABAG Executive Board Approval:</b>	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1099	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Executive Board Consent	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into an agreement with the City of San Jose on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership in an amount not to exceed \$3,203,550 to implement a project between June 3, 2020 and March 31, 2025, under the Proposition 1 Integrated Regional Water Management Grant between the Association of Bay Area Governments and the State of California Department of Water Resources				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">07d 1 Summary Sheet IRWM Prop 1 Round 1 Funding Agreement San Jose v2.pdf</a> <a href="#">07d 2 Summary Approval IRWM Prop 1 Funding Agreement San Jose v2.pdf</a>				

Date	Ver.	Action By	Action	Result
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Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into an agreement with the City of San Jose on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership in an amount not to exceed \$3,203,550 to implement a project between June 3, 2020 and March 31, 2025, under the Proposition 1 Integrated Regional Water Management Grant between the Association of Bay Area Governments and the State of California Department of Water Resources

Caitlin Sweeney

Approval

## Association of Bay Area Governments

### Executive Board

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September 16, 2021

Agenda Item 7.d.

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#### San Francisco Estuary Partnership

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**Subject:** Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into an agreement with the City of San Jose on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership in an amount not to exceed \$3,203,550 to implement a project between June 3, 2020 and March 31, 2025, under the Proposition 1 Integrated Regional Water Management Grant between the Association of Bay Area Governments and the State of California Department of Water Resources

**Background:** Authorization related to a Funding Agreement with a Local Project Sponsor (LPS) for one Bay Area Integrated Regional Water Management Project under the Proposition 1 Integrated Regional Water Management (IRWM) Grant #4600013831 between the Association of Bay Area Governments (ABAG) and the State of California Department of Water Resources (DWR).

On September 19, 2019, the Executive Board authorized the Executive Director of the Metropolitan Transportation Commission (MTC), or her designee, to submit a proposal to the DWR to obtain a Proposition 1 IRWM Grant and to enter into an agreement to receive a grant for the Round 1 Implementation Program pursuant to the Water Quality, Supply, and Infrastructure Act of 2014 for Integrated Regional Water Management projects in the amount of \$22,750,000.

To complete this work, ABAG will contract with eight LPSs, but only after each has been approved by DWR and included by an amendment to Grant #4600013831. DWR has determined that the City of San Jose has met the requirements of the Grant Agreement and are eligible to enter into a Funding Agreement with ABAG. This authorization is for the one LPS with a budget not-to-exceed \$3,203,550.00.

**Issues:** None

**Association of Bay Area Governments**

**Executive Board**

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**September 16, 2021**

**Agenda Item 7.d.**

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**San Francisco Estuary Partnership**

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**Recommended Action:** The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into a funding agreement to implement the River Oaks Stormwater Capture Project between June 3, 2020, and the end of the grant term, which is currently March 31, 2025, with the City of San Jose in an amount not to exceed \$3,203,550.00.

**Attachments:** Summary Approval

**Reviewed:**

  
Therese W. McMillan

**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**

<b>Work Item No.:</b>	1720 (FSRC 2914)
<b>Consultant:</b>	California Department of Water Resources (DWR)
<b>Work Project Title:</b>	Proposition 1 Integrated Regional Water Management Implementation Grant Program
<b>Purpose of Project:</b>	Serve as grantee to provide administrative and project management services for the San Francisco Bay Region's Integrated Regional Water Management Implementation Grant Program
<b>Brief Scope of Work:</b>	Administer regional grant supporting the Integrated Regional Water Management Implementation Grant Program
<b>Project Award:</b>	\$22,750,000 in State Funding
<b>Funding Source:</b>	California Department of Water Resources Integrated Regional Water Management Grant Program (Proposition 1)
<b>Fiscal Impact:</b>	Funds programmed in FY20-21, FY21-22, FY22-23, FY23-24, FY24-25
<b>Motion by Committee:</b>	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into a funding agreement to implement the River Oaks Stormwater Capture Project between June 3, 2020, and the end of the grant term, which is currently March 31, 2025, with the City of San Jose in an amount not to exceed \$3,203,550.00.
<b>ABAG Executive Board Approval:</b>	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1101	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Executive Board Consent	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. (MIG) on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">07e 1 Summary Sheet REAP Consulting Services Contra Costa v4.pdf</a> <a href="#">07e 2 Summary Approval REAP Consulting Services Contra Costa v3.pdf</a>				

Date	Ver.	Action By	Action	Result
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Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. (MIG) on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023

Heather Peters

Approval

# Association of Bay Area Governments

## Executive Board

September 16, 2021

Agenda Item 7.e.

### Regional Early Action Planning

**Subject:** Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. (MIG) on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023

**Background:** In July 2021, a Mini-Request for Qualifications (RFQ) seeking to retain a consultant to assist ABAG and the County of Contra Costa with their Subregional Planning Collaborative, was issued. The selected consultant(s) will provide technical assistance, trainings, and logistical support for forming and sustaining the Subregional Planning Collaborative. The following three firms responded to the RFP, met the minimum qualifications.

1. ECONorthwest
2. EMC Planning Group, Inc.
3. Moore Iacofano Goltsman, Inc.

The interview panel consisted of Principal Regional Housing Planner, Heather Peters; Associate Planner, Bobby Lu; City of Brentwood Assistant City Manager, Terrence Grindall; City of Moraga Planning Director, Afshan Hamid; City of Concord Principal Planner, Aaron Sage. The evaluation criteria were as follows:

1. Hourly rates (20%)
2. Local knowledge of the county and jurisdictions (20%)
3. Overall quality and relevance of qualifications, experience & approach (60%)

Small Business Enterprise (SBE) Program - After the evaluation panel completed its review, the ABAG Small Business Enterprise (SBE) Program was applied.

After a thorough review of the proposals, the panel recommends Moore Iacofano Goltsman, Inc. (MIG) to serve as the consultant for County of Contra Costa's Subregional Planning Collaborative.

# Association of Bay Area Governments

## Executive Board

September 16, 2021

Agenda Item 7.e.

### Regional Early Action Planning

Moore Iacofano Goltsman, Inc. (MIG) was determined to be most qualified based on a combination of the strength of the staff's qualifications and experience, including extensive expertise with 5<sup>th</sup> and 6<sup>th</sup> Cycle Housing Elements, including supporting several local governments in Contra Costa County and conducting robust community engagement to affirmatively further fair housing. Moore Iacofano Goltsman, Inc. (MIG) would have the following subcontractor: Veronica Tam and Associates.

The following lists the collective final score average of the three proposers based on their proposals and interviews:

Moore Iacofano Goltsman, Inc.- 86.4 points

EMC Planning Group, Inc. – 76.6 points

ECONorthwest – 68.6 points

**Issues:**

None.

**Recommended Action:**

The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023

**Attachments:**

Summary Approval

**Reviewed:**



Therese W. McMillan

**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**

<b>Work Item Number:</b>	1752
<b>Consultant:</b>	Moore Iacofano Goltsman, Inc. (MIG)
<b>Work Project Title:</b>	Consulting services
<b>Purpose of Project:</b>	To obtain services of a consultant
<b>Brief Scope of Work:</b>	To assist ABAG and the County of Contra Costa with Subregional Planning Collaborative Coordinator Services
<b>Project Cost Not to Exceed:</b>	\$768,975 for Fiscal Year 2020-21 through Fiscal Year 2022-23
<b>Funding Source:</b>	2310 Regional Early Action Planning (REAP) Grant
<b>Fiscal Impact:</b>	Project costs are included in the Fiscal Year 2020-21 Budget and subject to approval of annual budgets thereafter.
<b>Motion by Committee:</b>	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to negotiate and enter into a contract with Moore Iacofano Goltsman, Inc. on behalf of the Association of Bay Area Governments (ABAG) for County of Contra Costa Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$768,975 through December 31, 2023.
<b>ABAG Executive Board Approval:</b>	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1139	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Executive Board Consent	
<b>File created:</b>	8/30/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">07f 1 Summary Sheet SFEP NEP v1.pdf</a> <a href="#">07f 2 Summary Approval SFEP NEP v1.pdf</a>				

Date	Ver.	Action By	Action	Result
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Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022

Caitlin Sweeney

Approval

## Association of Bay Area Governments

### Executive Board

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September 16, 2021

Agenda Item 7.f.

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#### San Francisco Estuary Partnership

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**Subject:** Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022

**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). The U.S. Congress appropriates funds each year for the NEP to be distributed through the U.S. Environmental Protection Agency (EPA). Each program must apply annually for the NEP funds. For the federal fiscal year beginning October 1, 2021, SFEP will receive \$700,000 to implement the Comprehensive Conservation and Management Plan, also known as the San Francisco Estuary Blueprint.

**Issues:** None

**Recommended Action:** The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022.

**Attachments:** Summary Approval

**Reviewed:**

  
Therese W. McMillan

**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**

<b>Work Item No.:</b>	1720 (FSRC 1343)
<b>Funder:</b>	United States Environmental Protection Agency
<b>Work Project Title:</b>	National Estuaries Program
<b>Purpose of Project:</b>	Implement the Comprehensive Conservation and Management Plan for San Francisco Bay, also known as the San Francisco Estuary Blueprint.
<b>Brief Scope of Work:</b>	CCMP implementation and tracking 2021-22
<b>Project Cost Not to Exceed:</b>	\$700,000
<b>Funding Source:</b>	U.S. EPA Section 320 Funds
<b>Fiscal Impact:</b>	Funds programmed in FY 2021-22 Budget
<b>Motion by Committee:</b>	The Executive Board is requested to adopt Resolution No. 08-2021, Authorization for the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a funding agreement with the U.S. Environmental Protection Agency on behalf of the Association of Bay Area Governments and San Francisco Estuary Partnership in an amount up to \$700,000 for Comprehensive Conservation and Management Plan implementation between October 1, 2021 and September 30, 2022
<b>ABAG Executive Board Approval:</b>	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1213      **Version:** 1      **Name:**

**Type:** Report      **Status:** Executive Board Consent

**File created:** 9/13/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Ratification of Appointment to Committee

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [07g Summary Sheet Committee Appointment.pdf](#)  
[07g 2 Summary of BCDC North Bay Application Process.pdf](#)

Date	Ver.	Action By	Action	Result
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Ratification of Appointment to Committee

Jesse Arreguin

Approval

**Association of Bay Area Governments**

**Executive Board**

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**September 16, 2021**

**Agenda Item 7.g.**

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**Committee Appointments**

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**Subject:** Ratification of Appointment to Committee

**Background:** According to the ABAG Bylaws, the ABAG President makes appointments to committees with the advice and consent of the Executive Board.

At its meeting on September 16, 2021, ABAG President Arreguin will report on his appointment to committees to the Executive Board.

San Francisco Bay Conservation and Development Commission  
North Bay—Pat Eklund, Mayor, City of Novato (for term ending December 31, 2022)

Attached is a summary of the selection process.

**Issues:** None

**Recommended Action:** The ABAG Executive Board is requested to ratify the committee appointment, as reported.

**Attachments:** Selection Process Summary

**Reviewed:**

  
Therese W. McMillan

September 16, 2021

To: ABAG Executive Board

From: President Jesse Arreguin

Subject: Appointment to San Francisco Bay Conservation and Development Commission

On the Consent Calendar for tonight's meeting is Item 7g, Ratification of Appointment to Committee. After much consideration, I am appointing Mayor Pat Eklund, City of Novato, as the North Bay Cities representative on the San Francisco Bay Conservation Commission. Pursuant to the ABAG Bylaws, the ABAG President makes appointments to various committees with the advice and consent of the Executive Board. I am requesting that the Executive Board ratify my appointment of Mayor Eklund to BCDC. This memo provides additional background on the application process and reasons for my selection.

California Government Code Section 66620, the McAteer-Petris Act, established BCDC and specifies the membership of the Commission which includes:

- i. Four city representatives appointed by the Association of Bay Area Governments from among the residents of the bayside cities in each of the following areas:
  - 1. North Bay--Marin, Sonoma, Napa, and Solano Counties;
  - 2. East Bay--Contra Costa County (west of Pittsburg) and Alameda County north of the southern boundary of Hayward;
  - 3. South Bay--Alameda County south of the southern boundary of Hayward, Santa Clara County, and San Mateo County south of the northern boundary of Redwood City;
  - 4. West Bay--San Mateo County north of the northern boundary of Redwood City, and the City and County of San Francisco. Each city representative shall be an elected city official.

ABAG appoints the city representatives to the commission who are elected city officials from bayside cities throughout the San Francisco Bay Area for an indefinite term. Currently, the North Bay cities seat is vacant and ABAG must make an appointment. In light of the vacancy, ABAG Clerk of the Board Fred Castro issued a call for nominations in late December 2020 to the Cities Selection Committees of Marin County, Sonoma County, Napa County and Solano County. The call for nominations invited elected officials representing the following communities to apply:

**Marin County: Belvedere, Corte Madera, Larkspur, Mill Valley, Novato, San Rafael, Sausalito, Tiburon**

**Sonoma County: Petaluma**

**Napa County: American Canyon, Napa**

**Solano County: Benicia, Fairfield, Suisun City, Vallejo**

Nominations were also encouraged from Cities Selection Committees by January 29, 2021. ABAG received one set of nominations from the Marin County City Selection Committee recommending Larkspur Mayor Kevin Haroff, Tiburon Vice-Mayor Jon Welner, and Novato Mayor Pat Eklund for consideration.

The Call for Nominations suggested that ABAG at its discretion may schedule interviews with applicants regarding their interest and qualifications to serve on BCDC. President Arreguin, at the request of applicants, scheduled interviews with each of the candidates to discuss their interest, experience and priorities. After conducting interviews and much consideration, I am recommending Mayor Eklund. However, I want to note that she was one of several excellent candidates for the vacant North Bay BCDC seat. Both Mayor Haroff and Vice-Mayor Welner had impressive qualifications. It was admittedly challenging to choose from such an excellent pool of applicants.

Mayor Haroff has served on the Larkspur City Council since 2013 and is Larkspur's representative to the ABAG General Assembly. He also serves on the Board of Marin Clean Energy. He is an accomplished lawyer, with years of experience in environmental law. Of note was his work on behalf of the Santa Clara Water District to develop a comprehensive estuarine protection strategy which was incorporated into the 1995 Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary. He has also assisted clients around wetlands restoration issues and advised on federal and state water statutes. His work as a public official and Marin County resident has involved shoreline and wetlands restoration work.

Vice-Mayor Welner has served on the Tiburon City Council since 2018 and is a land use and environmental lawyer with 25 years of experience. He has been personally and professionally involved with BCDC. Most recently he chaired the California Lawyers Association conference on "Sea Level Rise and the Law" which was sponsored by BCDC and the Coastal Commission. He serves on the Marin County Mayors Conference Climate Action Committee and as Tiburon's representative to Marin Clean Energy.

I want to thank Mayor Haroff and Vice-Mayor Welner for their strong interest in BCDC. I thoroughly enjoyed meeting them and encourage them to consider other opportunities for regional leadership.

While both Mayor Haroff and Vice-Mayor Welner were strong candidates, Mayor Eklund's decades of professional and public service experience around bay restoration and environmental protection made her exceptionally qualified and gave her the edge. Her over 40 years of professional experience in environmental and water policy issues, and 25 years as a local elected official serving in regional and statewide positions makes her uniquely qualified.

In addition to serving as Mayor of Novato, she has also served on the ABAG Executive Board since 2013, and currently serves on the ABAG Administrative Committee, Legislative Committee, Housing Committee and Regional Planning Committee. As an ABAG representative, she was asked to join the SF Estuary Implementation Committee. In that capacity she helped facilitate discussions around the remake of Highway 37 incorporating wetlands restoration into the project scope.

Throughout her life she has served on numerous boards, commissions, committees and working groups demonstrating her ability to work collaboratively and constructively with staff, stakeholders and the public along with elected officials at all levels of government.

Mayor Eklund is a past President of the League of California Cities (2004-2005). During her time as League President, she advocated for the passage of Proposition 1A, which prohibits the state from diverting local revenue. She also served on boards of various statewide organizations for counties, schools and special districts. Additionally, she has held numerous leadership positions in the League, as Vice President and President of the Mayors and Councilmembers Department, and Chair of the Environmental Quality Policy Committee.

Professionally Mayor Eklund has an over 40 year career working on environmental protection, wetland restoration and water quality issues, first with the US Army Corps of Engineers, where she was tasked with implementing the new Section 404 of the Clean Water Act and developing the Corps regulatory permitting program. In that capacity she began her regulatory involvement with the San Francisco Bay and Delta.

She later worked for the United States Environmental Protection Agency for 35 years where she worked on a variety of environmental programs. While at the EPA, she is especially proud of her role managing the EPA's Region 9 Oceans and Estuaries Program, including nominating the SF Bay and Delta as regional estuaries through the agency's National Estuary Program. This enabled states and local organizations to be eligible for federal and state grants to grow protection programs.

Mayor Eklund was also chief of the EPA Region 9's NPDES permitting program and has been involved in numerous efforts that ultimately resulted in dredged material being used for wetland restoration rather than disposal. She also worked with the State Water Resources Control Board



and regional water quality boards on their permitting programs to ensure federal requirements were being followed.

Throughout her professional career, she has worked on issues of environmental protection and water management including protecting ground water, drinking water, addressing ocean dumping, NPDES permitting, wetlands restoration, storm water, water quality planning and waste water treatment and reuse. This work involved actively engagement with BCDC staff and knowledge of state regulations relating to protection of the San Francisco Bay.

In her interview, Mayor Eklund had thoughtful responses to questions about expanding and improving BCDC's enforcement program, how to address sea level rise planning and climate adaptation regionally.

I am pleased that Mayor Eklund is willing to lend her deep professional and public service experience to the important work of BCDC.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1102      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 8/16/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Report on ABAG Administrative Committee Meetings of July 9, 2021 and September 10, 2021

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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Report on ABAG Administrative Committee Meetings of July 9, 2021 and September 10, 2021

Jesse Arreguin

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1119	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	8/16/2021	<b>In control:</b>		ABAG Executive Board	
<b>On agenda:</b>	9/16/2021	<b>Final action:</b>			
<b>Title:</b>	Plan Bay Area 2050: Implementation Plan Partnerships and Final Steps to Adoption				
	Presentation of summary of major findings from the Partnership Phase of the Plan Bay Area 2050 Implementation Plan as well as final steps, prior to a joint meeting of the Metropolitan Transportation Commission and ABAG Executive Board on October 21, 2021 to consider adoption of Final Plan Bay Area 2050.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">08b 1 Summary Sheet Plan Bay Area 2050.pdf</a> <a href="#">08b 2 Attachment 6a_PBA50_Implementation Plan_partnerships.pdf</a> <a href="#">08b 3 Attachment 6a-Handout-Attachment B_PBA2050_IP_Briefs_September 2021.pdf</a> <a href="#">08b Public Comment</a>				

Date	Ver.	Action By	Action	Result
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### Plan Bay Area 2050: Implementation Plan Partnerships and Final Steps to Adoption

Presentation of summary of major findings from the Partnership Phase of the Plan Bay Area 2050 Implementation Plan as well as final steps, prior to a joint meeting of the Metropolitan Transportation Commission and ABAG Executive Board on October 21, 2021 to consider adoption of Final Plan Bay Area 2050.

Chirag Rabari

Information

# Association of Bay Area Governments

## Executive Board

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September 16, 2021

Agenda Item 8.b.

### Plan Bay Area 2050

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**Subject:** Plan Bay Area 2050: Implementation Plan Partnerships and Final Steps to Adoption

Presentation of summary of major findings from the Partnership Phase of the Plan Bay Area 2050 Implementation Plan as well as final steps, prior to a joint meeting of the Metropolitan Transportation Commission and ABAG Executive Board on October 21, 2021 to consider adoption of Final Plan Bay Area 2050.

**Background:** On September 10, 2021, the ABAG Administrative Committee, meeting jointly with the MTC Planning Commission, received a report on the Plan Bay Area 2050 Implementation Plan Partnerships and Final Steps to Adoption.

At its meeting on September 16, 2021, the Executive Board will receive a report on the Plan Bay Area 2050 Implementation Plan Partnerships and Final Steps to Adoption.

The ABAG Administrative Committee summary sheet is attached.

**Issues:** None

**Recommended Action:** Information

**Attachments:** Summary Sheet, ABAG Administrative Committee

**Reviewed:**



Therese W. McMillan

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

September 10, 2021

Agenda Item 6a

**Plan Bay Area 2050: Implementation Plan Partnerships & Final Steps to Adoption**

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**Subject:** Summary of major findings and considerations from the Partnership Phase of the Implementation Plan as well as final steps for overall Plan Bay Area 2050 finalization, prior to a joint meeting of the Commission and ABAG Executive Board in October to consider Final Plan adoption.

**Background:** The release of Draft Plan Bay Area 2050 in spring 2021 kicked off a series of workshops and public hearings as well as a public comment period which welcomed participation and input from partners and stakeholders. The Draft Plan release was also the starting point for the Partnership Phase of the Plan Bay Area 2050 Implementation Plan. The purpose of the Partnership Phase was to expand the focus of the Implementation Plan beyond MTC and ABAG and further develop the partnerships and commitments needed to advance the plan's 35 strategies.

**Implementation Plan Partnership Phase Elements**

MTC/ABAG received hundreds of comments related to the Draft Plan Document, Draft Supplemental Reports, and Draft Environmental Impact Report (EIR) during the Draft Plan Bay Area 2050 public comment period from May 26, 2021 to July 20, 2021. Of these, nearly 40 contained feedback specific to the Draft Implementation Plan, including partnership commitments, statements of support, highlights of key partner-led initiatives and suggestions for new or revised implementation actions.

On July 19, 2021, staff held a virtual partner and stakeholder workshop to request input on how partners can help support plan implementation. This workshop was well-attended, with approximately 70 individuals representing over 50 different entities or organizations from a diverse range of sectors. Starting on May 26, 2021 staff also began holding virtual one-on-one and small group focused discussions, including virtual "office hours" for partners from July 27, 2021 through August 13, 2021. Thirty-plus "office hours" meetings with nearly 40 different entities or organizations were held, which provided an opportunity to further discuss feedback provided during the comment period and at the workshop. Finally, a webinar and Q+A was held Tuesday, August 17, 2021.

**Partnership Phase Findings**

In August, staff mailed out a packet to policymakers detailing "What We Heard" on all aspects of Draft Plan Bay Area 2050 during the public comment period. This feedback along with other summer engagement input will inform revisions proposed for the Final Plan Bay Area 2050, which the MTC Commission and ABAG Executive Board will consider for adoption in October.

Input was received on all plan strategies, although there were more requests for revisions and clarifications for Transportation and Environment implementation actions versus Housing and Economy implementation actions. The Partnership Phase saw at least 45 distinct partners offering potential commitments or statements of support to advance plan implementation over the next one-to-five years. Feedback was received from transit agencies, local jurisdictions, county transportation authorities, advocates, non-profits, state agencies, regional agencies, labor representatives, and business community representatives. These partnerships will be essential as MTC/ABAG transitions to plan implementation and advances advocacy, initiatives, and planning activities that will realize the vision and goals of the plan.

Below are select highlights where Partnership Phase discussions and feedback informed revisions proposed for inclusion in the Final Implementation Plan. Additional information on these highlights can also be found in **Attachment A**.

- 1) **Environment: Sea Level Rise Adaptation** – Staff are proposing to change the MTC/ABAG implementation role for *Strategy EN1: Adapt to Sea Level Rise* from “Lead to “Partner” based upon feedback from environmental non-profits and ongoing coordination discussions with partner regional agencies.
- 2) **Transportation: Blue Ribbon Transit Recovery Risk Force Work** – The Transformation Action Plan developed by the Task Force, with Commission consideration to accept this month, will be more deeply woven into the Final Implementation Plan based upon input from transit operators and county transportation agencies.
- 3) **Economy: Workforce Development Needs** – Partnership Phase discussions with labor and business partners revealed new areas of concern related to workforce development. Staff are proposing significant revisions for implementation actions under *Strategy EC2: Expand Job Training and Incubator Programs* to help improve economic mobility as well as enhance coordination with labor and business partners moving forward.
- 4) **Housing: Anti-Displacement Programs** – Housing and equity advocates as well as some local jurisdictions raised the importance of prioritizing actions that support anti-displacement efforts. Acknowledging the recent \$20 million allocation for the Bay Area Housing Finance Authority (BAHFA) from the California state budget, the Final Implementation Plan proposes revisions to clarify the scope of a BAHFA-led pilot project to explore potential regional scale anti-displacement programs.

- 5) **Tracking Progress: Supporting Accountability** – Partners across various sectors raised the need to track progress and support accountability after plan adoption – an important need given state oversight of plan implementation moving forward. Staff are committing to providing status updates on Implementation Plan progress at least annually starting in 2022 to MTC/ABAG committees and boards.

Key findings from Partnership Phase activities for each plan strategy have also been incorporated into **Attachment B, Draft Implementation Briefs (Revised, September 2021)**.

#### **Final Steps Prior to Plan Adoption**

In addition to the robust feedback on the Draft Implementation Plan, staff have been thoroughly reviewing the comments received on all Draft Plan Bay Area 2050 deliverables since the end of the public comment period on July 20. Comments received on the Draft EIR will be responded to within the Final EIR, whereas comments received on non-EIR matters are being responded to on a rolling basis. When appropriate, revisions will be made to the Final Plan Document, Final Supplemental Reports, Final Implementation Plan, and Final EIR in advance of next month's release.


Staff anticipates that the Final Plan Bay Area 2050, constituting the components listed above, will be released publicly the week of October 4. Staff will present revisions since the Draft Plan Bay Area 2050 release in spring 2021 to the Regional Advisory Working Group (RAWG), ABAG Regional Planning Committee (RPC), and Policy Advisory Council early next month. Staff will also seek the referral of Final Plan Bay Area 2050 by the Joint MTC Planning Committee with the ABAG Administrative Committee to a special joint Commission and ABAG Executive Board meeting to be held on Thursday, October 21. At that meeting, the two boards will consider Final Plan Bay Area 2050 for adoption, making it the official regional plan until the next update slated for 2025 and concluding the nearly four-year-long planning process.

Should Final Plan Bay Area 2050 be adopted by MTC/ABAG in October, staff would then work with federal and state partners at FHWA, FTA, Caltrans, and CARB to secure their approvals in fall 2021 and winter 2022. Staff would also commence work on Plan implementation activities identified in the Final Implementation Plan, providing annual updates starting next year on implementation progress.

**Issues:**                      None identified.

**Recommendation:**    Information

**Attachments:**            Attachment A: Presentation  
Attachment B: Draft Implementation Plan Briefs (*Revised, September 2021*)

  
\_\_\_\_\_  
Therese W. McMillan



PLAN BAY AREA 2050



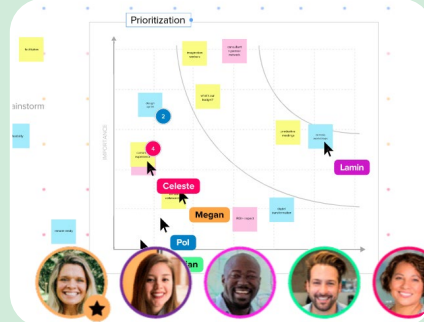
# Implementation Plan Partnership Phase Findings & Final Steps to Adoption

*Chirag Rabari and Dave Vautin, MTC/ABAG  
September 2021*

# Implementation Plan: Timeline



Sept-Nov 2020



Nov-Jan 2021



Feb-May 2021



Jun-Aug 2021



Sept-Oct 2021

## Phase 1: Analysis

- Strategy assessment & brainstorming
- Mapping complementary efforts, initiatives and partners

## Phase 2: Engagement

- Nov. committees feedback ★
- Two virtual stakeholder meetings
- Small group meetings
- Public/CBO outreach

## Phase 3: Draft Plan

- Feb. + Mar. progress update to committees ★
- Identify opportunities and challenges
- Develop Draft Implementation Plan

## Phase 4: Partnerships

- Public outreach & comment period
- Virtual partner & stakeholder workshop
- Focused discussions and small group meetings

## Phase 5: Final Plan

- Sept. progress update to committees ★
- Develop Final Implementation Plan
- Final Plan release and adoption ✓

★ = Board/Commission input    ✓ = Board/Commission approval



# Implementation Plan: Partnership Phase (*Summer*)

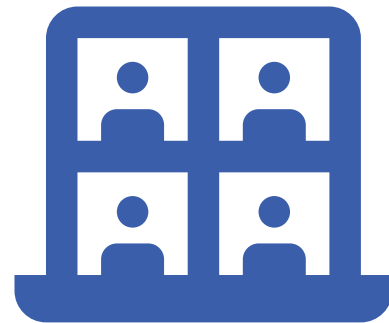
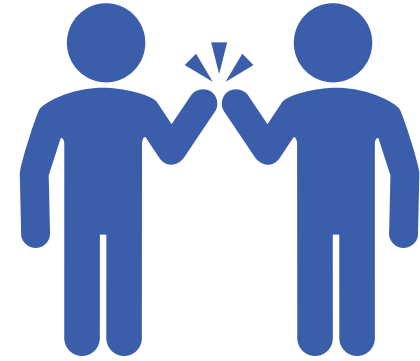
- The Partnership Phase expanded the focus beyond **MTC/ABAG** to help identify a broader range of actions, complementary initiatives, and potential commitments for incorporation into the Final Implementation Plan.
- Partnership Phase elements included:

Virtual workshop for partners & stakeholders (*Monday, July 19*)

Comment period (*Late May through July 20*)

One-on-ones and small group focused discussions (*May 26 to August 13*)

Webinar + Q&A (*Tuesday, August 17*)



# Implementation Plan: Feedback from Partners

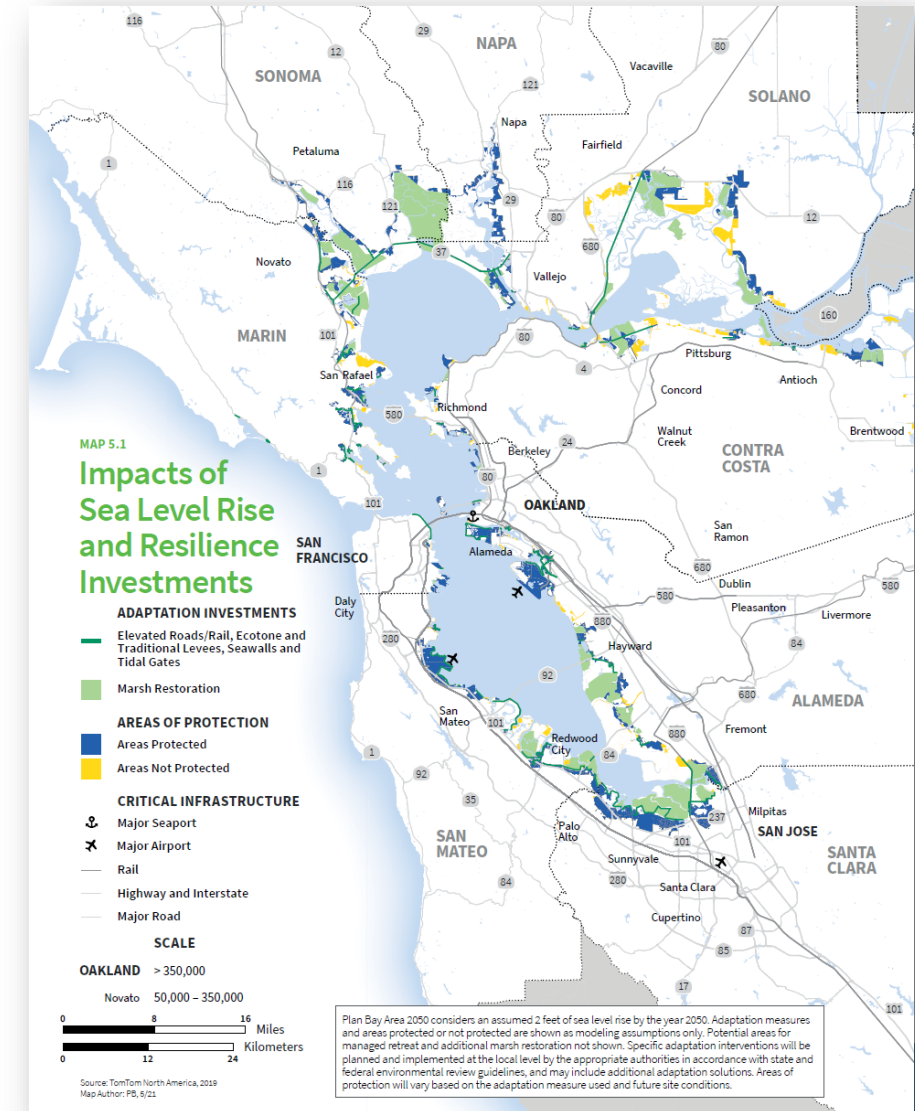
- Staff sought feedback on the Draft Implementation during the Plan Bay Area 2050 public comment period; combined with other summer engagement input, this will inform the Final Plan Bay Area 2050 to be considered for adoption in October.
- Input was received on all plan strategies, although there were more requests for revisions and clarifications for Transportation and Environment implementation actions versus Housing and Economy implementation actions
- Key Partnership Phase findings for each plan strategy have been incorporated into Attachment B in your packet, *Draft Implementation Briefs (Revised)*.
- The focus of today's presentation will be on five select topic areas where partnership discussions and feedback informed significant proposed Implementation Plan revisions, including:
  1. Sea level rise adaptation
  2. Blue Ribbon Transit Recovery Task Force work
  3. Workforce development needs and opportunities
  4. Housing and anti-displacement programs
  5. Tracking progress of Plan implementation



# Environment: Sea Level Rise Adaptation



- Based upon feedback received during the Partnership Phase from environmental non-profits and regional agencies, **staff are proposing to change the MTC/ABAG implementation role** for *Strategy EN1: Adapt to Sea Level Rise* from “Lead” to “Partner”.
- **This will better reflect the multi-sectoral and multi-disciplinary nature** of sea level rise adaptation work and strengthen the alignment with the BCDC-led Bay Adapt process, which identifies specific actions for MTC/ABAG to advance.
- **The Final Implementation Plan will further highlight key partner-led efforts**, including those by BARC, BCDC, and the San Francisco Estuary Partnership, among others.



# Transportation: Transit Recovery Task Force



- **Transportation partners identified during the Partnership Phase that more clarity was needed regarding the alignment of the Plan Bay Area 2050 Implementation Plan with the work of the Blue Ribbon Transit Recovery Task Force.**
- **Concurrently, the Transformation Action Plan released in July included 27 recommendations,** including integration policy, mapping and wayfinding, bus transit priority, and more.
- **Blue Ribbon recommendations will be more deeply woven into the Final Implementation Plan,** generally nesting under existing transportation strategies under the themes of *Maintain and Optimize the Existing System* and *Build a Next-Generation Transit Network*.







- Partnership Phase discussions revealed new concerns from a range of economic stakeholders related to workforce development.
- Both labor and business organization identified challenges in this area, with labor seeking to ensure an adequately sized and skilled construction workforce and business flagging concerns on staff shortages and skill gaps.
- The Final Implementation Plan proposes significant revisions to actions under *Strategy EC2: Expand Job Training and Incubator Programs*:
  - Emphasize the importance of apprenticeship opportunities and high-road career opportunities, including construction, through regional advocacy efforts
  - Propose enhanced collaboration with both labor and business on regional modeling of workforce supply factors moving forward

# Housing: Anti-Displacement Programs



- **Housing and equity advocates, as well as some local jurisdictions,** raised the importance of prioritizing implementation actions that will support anti-displacement efforts.
- **The recently-approved California state budget included a \$20 million allocation to stand up the Bay Area Housing Finance Authority (BAHFA);** this allocation will help accelerate proposed pilot projects included in the Draft Implementation Plan.
- **The Final Implementation Plan proposes revisions in multiple housing areas,** including a BAHFA-led action to launch a pilot project which will develop standardized best practices for tenant protection programs and scope potential regional-scale anti-displacement programs.



*For more information on proposed Implementation Plan revisions for the plan's housing strategies, please see Attachment B.*



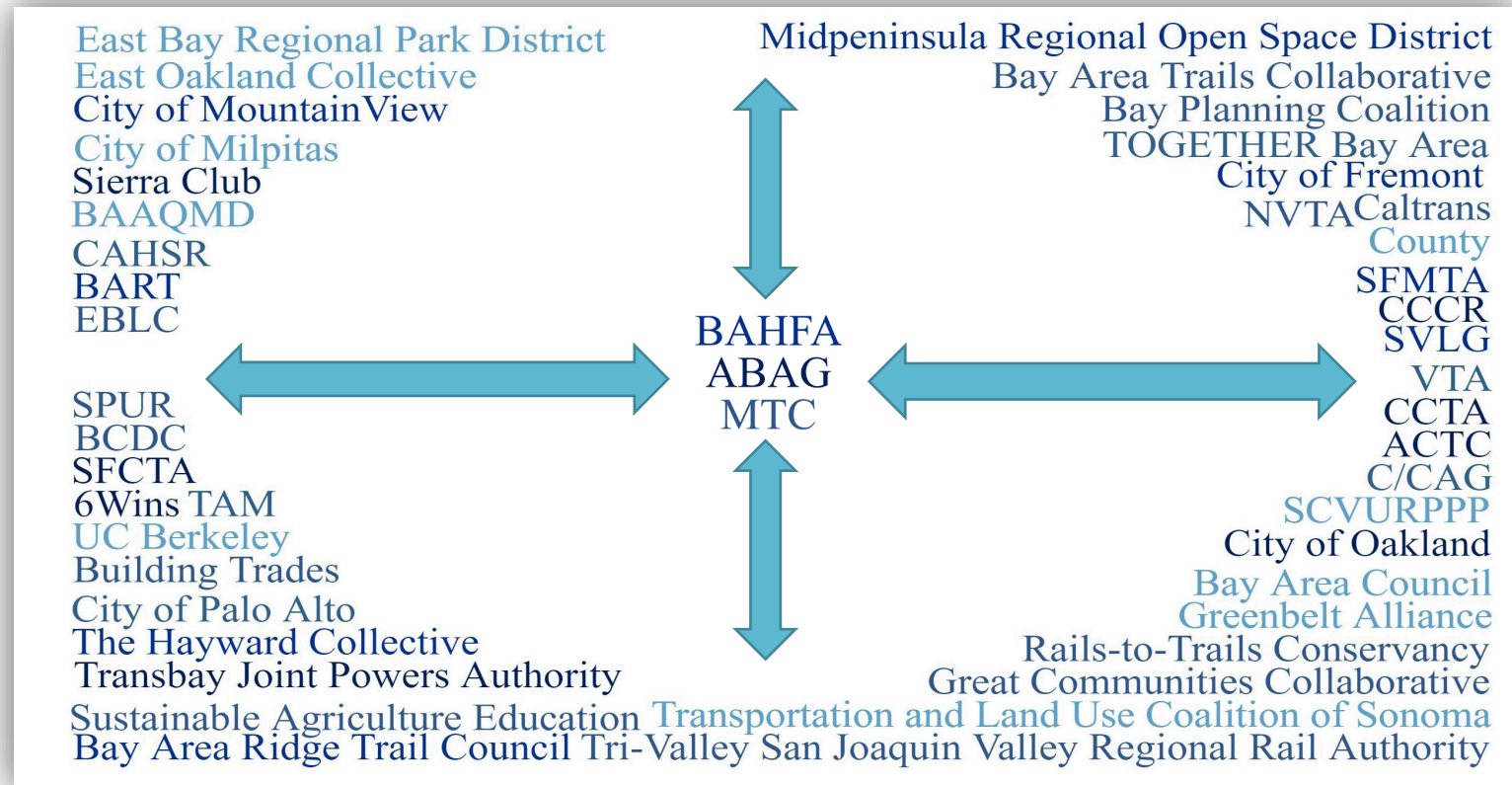
# Tracking Progress: Supporting Accountability

- Partners across various sectors spoke of the **need to track progress** and support accountability after plan adoption - an important need given state oversight of Plan implementation going forward.
- In the **Final Implementation Plan**, staff are committing to providing **status updates and progress reports** at least annually starting in 2022 to MTC/ABAG's committees & boards.
- Staff also propose building upon the robust **performance tracking work in Vital Signs**, the regional performance monitoring initiative, as a tool to more effectively gauge Plan Bay Area 2050 implementation progress.



# Partnership: The Key to Implementation Success

- The Partnership Phase saw at least **45 distinct partners** offering potential commitments or statements of support to advance implementation over the next 1-5 years, across all plan strategies.
- **MTC/ABAG staff are grateful for the dedication partners have shown** throughout the four-year planning process and look forward to continued collaboration.
- **Partnership will be critical as we transition to Plan implementation** and push forward with the advocacy, initiatives, projects and planning activities that will make Plan Bay Area 2050 a reality.





PLAN BAY AREA 2050

# Final Steps to Plan Adoption

What's Next for October?



# Comments & Responses

- In addition to feedback on partnership opportunities for the Final Implementation Plan, MTC/ABAG staff are **actively reviewing hundreds of additional emails and letters submitted prior to the close of the comment period on July 20<sup>th</sup>.**
- **Draft EIR comments received will be responded to within the Final EIR;** comments received on non-EIR matters are being responded to on a rolling basis.
- **When appropriate, revisions will be made to the Plan Bay Area 2050 Final Document, Final Supplemental Reports, Final Implementation Plan, and Final EIR as part of next month's release.**



# Considering Final Plan Bay Area 2050 for Adoption

## Public Release of Final Plan

- Anticipated no later than the week of October 4<sup>th</sup>
- Includes Final Plan Document, Final Implementation Plan, Final Supplemental Reports, and Final EIR

## Stakeholder & Public Presentations

- Regional Advisory Working Group
- MTC Policy Advisory Council
- ABAG Regional Planning Committee

## Committees & Boards to Consider Adoption

- Joint MTC Planning/ABAG Administrative Committee (October 8<sup>th</sup>)
- Joint Commission/ABAG Executive Board Meeting (October 21<sup>st</sup>)

## Submission for Federal/State Approval\*

- California Air Resources Board (CARB)
- Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)
- Caltrans

## Plan Implementation

- Already underway with additional initiatives slated to kick off in early 2022
- Annual updates to Joint MTC Planning/ABAG Administrative Committee on progress

*\* If adopted, Final Plan Bay Area 2050 would be submitted to federal & state partners no later than November 2021, with final approvals anticipated from all federal & state agencies no earlier than winter 2022.*



# Questions or Comments?

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Dave Vautin, [dvautin@bayareametro.gov](mailto:dvautin@bayareametro.gov)





# DRAFT IMPLEMENTATION PLAN BRIEFS (REVISED)

SEPTEMBER 2021

# Draft Plan Bay Area 2050: Implementation Plan Briefs

*Revised - September 2021*



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## Introduction

The purpose of the Plan Bay Area 2050 Implementation Plan is to develop short-term, tangible actions that the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and partners can take over the next one-to-five years to advance the 35 strategies identified through the Plan Bay Area 2050 Final Blueprint. The Implementation Plan chapter of the Draft Plan Bay Area 2050 (see [Chapter 7: Implementation Plan](#)) covers a range of relevant topics, including the Implementation Plan’s goals and objectives; engagement conducted with partners and the public; the results of a four-factor strategy assessment; implementation role recommendations; draft implementation priorities and actions for the plan’s four elements, organized by the plan’s eleven key themes; and strategic partnership opportunities.

## Brief Components

The purpose of these Implementation Plan briefs is to allow partners and stakeholders to explore each of the plan’s 35 long-range strategies in detail. To facilitate this deeper dive, a one- or two-page consolidated brief is provided for each strategy and includes several components listed below.

### Plan Element and Theme

Each plan strategy falls into one of the four core elements of the Plan – transportation, housing, the economy or the environment – and nests under one of eleven identified themes.

### Strategy Cost

This details the lifecycle cost of the strategy, in year-of-expenditure dollars, regardless of the implementing organization (local, regional, state).

### Abbreviated Strategy Description

The description provides the short-form descriptive details associated with the strategy.

*Key icon to identify strategies that align with the plan’s climate requirements:*



= High-Impact Strategy in Achieving Greenhouse Gas Reduction Target

### Strategy Success Assessment

The assessment provides ratings along four key factors that reflect qualitative consensus assessments from staff, partners, stakeholders and policymakers. The assessment focuses on current conditions with respect to MTC and/or ABAG’s authority, financial resources and technical capacity, as well as public and/or political support.

### Strategy Success Factor Definitions

- **Authority**  
The assignment to carry out the strategies and attendant tasks involved; generally established through legislation or other legal means.
- **Financial Resources**  
Funding in the amounts, and with the requisite control and stability, required to carry out strategies associated with vested authority.
- **Technical Capacity**  
The institutional “wrap around” of knowledge, staffing, process and procedure required to implement strategies.

- **Public and Political Support**

While less quantifiable than the other elements, this element is a critical prerequisite for accessing the other three.

### *Assessment Ratings of Current Conditions*

- **Limited**

No or little authority, financial resources and/or technical capacity exist within MTC/ABAG to carry out the strategy effectively, efficiently and equitably. Public and political support is limited.

- **Partial**

Authority, financial resources and/or technical capacity are partially present within MTC/ABAG, but not at a sufficient level to carry out the strategy effectively, efficiently and equitably. Public and political support is mixed.

- **Existing**

Authority, financial resources and/or technical capacity exist within MTC/ABAG and the strategy can be carried out with a high degree of effectiveness, efficiency and equity. The strategy has a high degree of public and political support.

### *MTC/ABAG Implementation Role*

Implementation roles reflect consensus recommendations based on feedback from staff, partners, stakeholders and policymakers regarding MTC's/ABAG's proposed role in strategy implementation. Recommendations are forward-looking and may therefore be aspirational. In addition, this initial recommendation may be thought of as an overall strategic orientation to implementation; actual roles for future, specific implementation actions may vary.

- **Lead**

MTC/ABAG already has, or should work to secure, significant elements of all four strategy success factors (authority, financial resources, technical capacity, public/political support). It should be noted that taking a lead role does not mean leading alone – this may involve serving as a coalition leader, champion, chief advocate or catalyst.

- **Partner**

MTC/ABAG already has, or should work to secure, some – but not all – of the four strategy factors. MTC/ABAG may have various implementation responsibilities for a given a strategy, but the strategy's ultimate success will depend upon leadership from and partnership with other entities with their own attendant resources and capacities.

- **Support**

MTC/ABAG does not have, and is not in the best position to secure, significant elements of the four factors defined under strategy success requirements. MTC/ABAG may have certain specific and clearly defined implementation responsibilities and may still play a role in securing public and political support for the strategy or contributing knowledge/expertise to partner initiatives; however, ultimate strategy implementation will be led by other entities.

### *Recommended MTC/ABAG Implementation Actions*

Implementation actions reflect high-priority actions to advance the strategy, as developed by staff, partners and stakeholders, and incorporating feedback from policymakers. These actions are grouped into three broad categories: Advocacy & Legislation; New, Existing or Restructured Initiatives; or Planning or Research.

Implementation actions are focused on draft actions that MTC/ABAG are proposing to commit to, generally in collaboration with select strategic partners who are identified at a broad level for each plan strategy. Please note that the list of partners for any strategy is not intended to be exhaustive and additional partners may be engaged as implementation activities and initiatives move forward. The briefs also identify a proposed timeframe over a five-year implementation period for each action, where Year 1 describes in-progress or about-to-commence work in 2021 and Year 5 is 2025.

For the purposes of these briefs, “MTC/ABAG Implementation Actions” may encompass affiliated MTC/ABAG entities such as the Bay Area Housing Finance Authority (BAHFA), the Bay Area Toll Authority (BATA), the Bay Area Regional Energy Network (BayREN), the Bay Area Regional Collaborative (BARC), or the San Francisco Estuary Partnership (SFEP). These entities are identified where appropriate, depending on the plan element and specified action.

## Summary and Considerations

The summary provides additional contextual details regarding the assessment, role recommendation and implementation actions, as well as policy and strategy issues for consideration moving forward into the plan’s implementation period. If applicable, key findings from the Implementation Plan Partnership Phase, which occurred over summer 2021, are presented and, where appropriate, select partner initiatives that support strategy goals and implementation are also highlighted.

## Cross-Cutting Implementation Actions

These briefs provide proposed implementation actions at a strategy level for each of the adopted 35 strategies included as part of the Draft Plan Bay Area 2050. However, there are several key actions which will support multiple strategies and even multiple elements of the plan. These “cross-cutting” implementation actions are identified here.

<u>Implementation Vehicle</u>	<u>“Cross-Cutting” Implementation Actions</u>	<u>Timeframe</u>
<u>Advocacy and Legislation</u>	<u>Advocate for reforms to Senate Bill 375 and/or associated State guidelines to support improved policy outcomes with respect to reducing greenhouse gas emissions and facilitate enhanced collaboration at all levels of government in meeting shared climate goals</u>	<u>Years 1-2</u>
<u>New, Existing or Restructured Initiatives</u>	<u>Update the framework and methodology for identification of Equity Priority Communities</u>	<u>Years 2-3</u>
<u>Planning or Research</u>	<u>Provide Implementation Plan status updates and progress reports annually starting in 2022 to MTC/ABAG’s committees &amp; boards with the goal of refreshing the Implementation Plan as part of the next Plan Bay Area update process in 2025</u>	<u>Ongoing</u>
	<u>Build upon the robust performance tracking work in Vital Signs, the regional performance monitoring initiative, as a tool to more effectively gauge Plan Bay Area 2050 implementation progress</u>	<u>Ongoing</u>

## Strategy H1: Further strengthen renter protections beyond state law

**Strategy Cost** \$2 billion

**Abbreviated Strategy Description** Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Advocate for renter protections for tenants and low-income communities to prevent unjust evictions and displacement	<u>Ongoing</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
New, Existing or Restructured Initiatives	Launch and deliver a <u>BAHFA</u> pilot project <u>to develop</u> standardized best practices for tenant protection programs and <u>scoping potential regional-scale</u> anti-displacement programs	<u>Years 2-4</u>	<u>Housing Developers;</u>
Planning or Research	Complete and implement the Expanded Regional Housing Portfolio <u>and BAHFA</u> Business Plan	<u>Years 1-2</u>	<u>Local Jurisdictions;</u> <u>State Agencies</u>

### Strategy H1: Further strengthen renter protections beyond state law

#### Summary and Considerations

The agencies do not have authority to enact legislation; however, BAHFA will have authority to implement programs for renter services, if and when funding is secured. Large-scale resources are not currently available but could become available by ballot measure or state/federal appropriation. There is not sufficient technical capacity to support full-scale implementation of this strategy at the moment, but additional capacity could be built if appropriately resourced. This strategy is generally well-supported although there is some opposition from segments of the real estate industry. Furthermore, a recent statewide ballot initiative on rent control was not approved by voters.

This is an area, however, that experienced a deeper commitment from government partners at all levels during the pandemic, with eviction moratoria at the federal, state and local levels and strengthened renter protections in select localities. The recently-approved California state budget also included a \$20 million allocation for BAHFA; this allocation will help accelerate the delivery of pilot projects included in the Implementation Plan.

Additional topics for consideration with key partners during the implementation period may include how to develop the financial resources needed to support expanded services and strengthened enforcement, as well as how to generate the additional public and political support for strengthened statewide renter protections.



## Housing: Protect and Preserve Affordable Housing

### Strategy H2: Preserve existing affordable housing

**Strategy Cost** \$237 billion

**Abbreviated Strategy Description** Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues for affordable housing preservation	<u>Ongoing</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
New, Existing, or Restructured Initiatives	Launch and deliver a <u>BAHFA</u> pilot program to pursue new affordable housing preservation strategies, including the restructured Bay Area Preservation Pilot Program	<u>Years 2-4</u>	
Planning or Research	Complete and implement the Expanded Regional Housing Portfolio <u>and BAHFA</u> Business Plan	<u>Years 1-2</u>	<u>Housing Developers;</u> <u>Local Jurisdictions;</u>
	Evaluate changes to federal and state policies to increase incentives for, and viability of, affordable housing preservation strategies	<u>Ongoing</u>	<u>State Agencies</u>

### Strategy H2: Preserve existing affordable housing

#### Summary and Considerations

BAHFA has authority to engage in housing preservation via its establishing legislation, although it is unlikely the agency would acquire properties on its own. Most likely, BAFHA would act as a funding partner to developers, invest in strengthening the ecosystem of preservation practitioners and work to convene stakeholders. Financial resources and technical capacity are contingent upon securing significant new resources. Close partnership with local jurisdictions and counties will be essential in determining how best to move forward with a regional affordable housing preservation strategy. That said, there is a major opportunity for BAHFA to provide regional leadership in this space, which is a key plank of the “3 P’s” housing framework (Production, Protection, Preservation), with a specific focus on developing new sources of funding – including consideration of a regional revenue measure at the earliest feasible moment. Key considerations moving forward into the implementation period may include continued discussion of future advocacy opportunities to support low- and middle-income tenants, as well as community-based organizations and further evaluation of cross-cutting resilience considerations such as the impacts of sea level rise on housing preservation approaches.

Beyond the regional level, partners are also exploring their own preservation strategies and approaches. The City of Oakland, for example, is exploring a new local housing and infrastructure bond that may include preservation of existing affordable housing. As a regional housing preservation strategy is developed through the Expanded Regional Housing Portfolio Business Plan, and as BAHFA launches preservation pilot projects supported by a recent \$20 million allocation from the California state budget, it will be critical for local partners to also continue pursuing context-specific preservation approaches as well.

## Strategy H3: Allow a greater mix of housing densities and types in Growth Geographies



Strategy Cost N/A

**Abbreviated Strategy Description** Allow a variety of housing types at a range of densities to be built in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs).

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**

Partner



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Advocate for legislation that enables a greater mix of housing densities and types in Growth Geographies	Ongoing	Business Community;
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance (RHTA) Program and the PDA Planning and Technical Assistance Grant programs, as well as eligible new funding sources, with a goal of providing capacity-enhancing support for local jurisdictions	Ongoing	Equity and Environmental Advocates/Non-Profits;
	Assist local jurisdictions to complete or initiate plans for all remaining PDAs by 2025	Ongoing	Housing Developers;
	Complete and implement the Transit-Oriented Development (TOD) Policy Update to ensure land use supports transit investments and access to transit	Years 1-2 (policy update); Ongoing thereafter	Local Jurisdictions;
			CTAs;
			State Agencies;
			Transit Operators

### Strategy H3: Allow a greater mix of housing densities and types in Growth Geographies



#### Summary and Considerations

The agencies have no authority over local land use, zoning and entitlements. This is an area where the state and local jurisdictions have authority to make changes; however, the agencies do have the Regional Housing Technical Assistance, PDA Planning Grants and PDA Technical Assistance programs to provide funding and technical assistance to local jurisdictions. These programs will support local jurisdictions with developing Specific Plans and Housing Elements that expand housing opportunities at all income levels in PDAs and other Growth Geographies. Assistance may include the identification of best practices or the delivery of customized model policies, such as objective design standards and Housing Element implementation programs. Public support may be a challenge in select locations, although there is generally strong support in public polling, as well as from relevant policy boards. Close collaboration and partnership with the state, local jurisdictions and counties will be essential to the strategy's success.

There are also a number of ongoing developments at both the state and local level that could support a greater mix of housing densities and types in Growth Geographies. Senate Bill (SB) 10, for example, is under consideration at the state level and makes it easier for cities to zone for smaller, lower-cost housing developments of up to 10 units in transit-rich areas or urban infill sites. At the local level, the City of Berkeley adopted a resolution calling for the end of exclusionary zoning by 2022 - one of several actions being undertaken by local jurisdictions which could have significant impacts on housing production in Growth Geographies.

Strategy H4: Build adequate affordable housing to ensure homes for all

Strategy Cost	\$219 billion
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<b>Abbreviated Strategy Description</b>	Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.
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## Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited*      *Partial*      *Existing*

## MTC/ABAG Implementation Role

## Lead



### Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues for affordable housing production and explore better coordination of existing funding streams	<u>Ongoing</u>	<u>Business Community;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>Housing Developers;</u> <u>Labor;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>
New, Existing or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program <u>and</u> the PDA Planning and Technical Assistance Grant programs, <u>as well as eligible new funding sources,</u> with a goal of supporting jurisdictions with plans and policies to increase the supply of affordable homes	<u>Ongoing</u>	
	Launch and deliver <u>BAHFA</u> pilot projects to facilitate production and ensure equitable access to affordable housing, including a regional affordable housing application platform (“Doorway”) and an affordable housing pipeline database	<u>Years 2-4</u>	
Planning or Research	Complete and implement the Expanded Regional Housing Portfolio <u>and BAHFA</u> Business Plan	<u>Years 1-2</u>	
	Evaluate changes to federal and state policies to increase incentives for and the viability of affordable housing production strategies	<u>Ongoing</u>	

Strategy H4: Build adequate affordable housing to ensure homes for all

Summary and Considerations

Although BAHFA has statutory authority to fund new affordable housing, it is unlikely to directly build housing and would more likely work as a funding partner to developers and act to convene stakeholders. Financial resources and technical capacity are contingent upon securing new resources. Public support may be a challenge in specific places depending on the location of potential new housing, but polling shows majority support, in addition to strong support from relevant policy boards. BAHFA’s potential funding role would be essential to the implementation of this strategy, which is a key plank of the 3Ps housing framework, including consideration of a regional revenue measure at the earliest feasible moment. Ultimate success will depend on partnership across multiple sectors – particularly with jurisdictions that have entitlement authority over specific housing projects, as well as the federal and state governments given their role in affordable housing finance.

## Housing: Spur Housing Production for Residents of all Income Levels

### Strategy H5: Integrate affordable housing into all major housing projects

**Strategy Cost** N/A

**Abbreviated Strategy Description** Require a baseline of ten to twenty percent of new market-rate housing developments of five units or more to be affordable to low-income households.

**Strategy Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program, as well as the PDA Planning and Technical Assistance Grant programs, to enable local governments to develop context-specific inclusionary zoning and affordable housing incentives	Ongoing	<u>Equity and Environmental Advocates/Non-Profits;</u> <u>Housing Developers;</u> <u>Local Jurisdictions</u>

### Strategy H5: Integrate affordable housing into all major housing projects

#### Summary and Considerations

The agencies have no authority over local inclusionary laws. Translating this strategy from the regional to local level requires additional analysis and evaluation of policies such as density bonuses that can complement inclusionary requirements. The agencies could potentially help identify best practices or do preliminary sub-regional assessments; however, changes to state inclusionary law may require jurisdictions to do their own nexus studies if they pass inclusionary requirements over 15 percent. It is a relatively popular strategy, although there is strong opposition from builders and some unions. Technical capacity could be further strengthened with additional resources.

This is therefore an area where leadership from local partners will be necessary to support strategy implementation progress. The City of Oakland, for example, is currently in the process of updating its affordable housing impact fee and on-site inclusionary zoning requirements. Other jurisdictions in the region are exploring similar updates.



## Strategy H6: Transform aging malls and office parks into neighborhoods

**Strategy Cost** N/A

**Abbreviated Strategy Description** Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program <u>and PDA Planning and Technical Assistance Grant programs, as well as eligible new funding sources</u> , to promote planning and redevelopment of malls and office parks in PDAs and other Growth Geographies	Ongoing	<u>Business Community;</u> <u>Local Jurisdictions;</u> <u>Housing Developers;</u> <u>State Agencies</u>
Planning or Research	<u>Identify redevelopment opportunities and challenges and partner</u> with local jurisdictions, <u>community members, property owners, affordable housing developers and other stakeholders</u> to accelerate the redevelopment of aging malls and office parks	Years 2-5	

### Strategy H6: Transform aging malls and office parks into neighborhoods

#### Summary and Considerations

The agencies have no authority over local land use, zoning and entitlements; however, MTC/ABAG does have the Regional Housing Technical Assistance Program and the PDA Planning Grants and PDA Technical Assistance programs to provide financial resources and technical assistance. Furthermore, staff is currently developing best practices on rezoning. Key considerations for this upcoming effort to identify redevelopment opportunities and challenges for aging malls and office parks include: 1) how to best connect and coordinate property owners, cities, impacted community members, funders, affordable housing developers, special districts and service (i.e., infrastructure) providers to plan and execute projects, and 2) how to build up even greater public and political support for the strategy given local revenue and local community impacts.

## Housing: Create Inclusive Communities

### Strategy H7: Provide targeted mortgage, rental and small business assistance to Equity Priority Communities

**Strategy Cost** \$10 billion

**Abbreviated Strategy Description** 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.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Lead



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues for rental, mortgage and small-business assistance programs	<u>Ongoing</u>	<u>Business Community;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>
New, Existing, or Restructured Initiatives	Launch and deliver <u>BAHFA</u> pilot projects that will focus on developing standardized best practices for tenant protection programs and <u>scoping potential regional-scale</u> anti-displacement programs	<u>Years 2-4</u>	
	Partner with local jurisdictions and other stakeholders <u>through BAHFA</u> to develop and roll out a regional homelessness prevention system	<u>Years 1-4</u>	
Planning or Research	Complete and implement the Expanded Regional Housing Portfolio <u>and BAHFA</u> Business Plan	<u>Years 1-2</u>	

### Strategy H7: Provide targeted mortgage, rental and small business assistance to Equity Priority Communities

#### Summary and Considerations

BAHFA has statutory authority to fund these programs, though it most likely would provide grants to existing service providers. BAHFA pilot programs have been approved by policymakers to coordinate, and eventually fund, service providers and jurisdictions; a recent allocation by the California state budget will help launch this pilot. Financial resources and technical capacity are contingent on securing new revenues. This strategy is very popular with both tenants and landlords, developers and banks. There is also a major opportunity for BAHFA to provide regional leadership in this space, which is one of the key planks of the 3Ps housing framework, with a focus on developing new sources of funding that includes anti-displacement and homelessness prevention services as eligible expenses.

More broadly, it will be important to track and align with the work of key regional partners, such as the Regional Impact Council, a roundtable of stakeholders from all 9 Bay Area counties aimed at tackling regional housing insecurity and the homelessness crisis.

Finally, this area saw significant commitment from federal government over the course of the pandemic, with multiple rounds of rental assistance approved - although there were significant implementation challenges with the disbursement of this funding. Exploring how BAHFA and the regional agencies could potentially play a role here will be an additional topic of consideration during the implementation period.

## Strategy H8: Accelerate reuse of public and community-owned land for mixed-income housing and essential services

Strategy Cost N/A

**Abbreviated Strategy Description** Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**

Lead



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including financial resources and technical assistance through the Regional Housing Technical Assistance Program, the PDA Planning Grants and PDA Technical Assistance programs, <u>as well as eligible new funding sources</u> , to plan for public land reuse and to advance residential and mixed-use projects with a large share of affordable housing	Ongoing	<u>Business Community;</u> <u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
Planning or Research	<u>Advance an initiative identifying challenges and opportunities for catalyzing the reuse of public- and community-owned land by partnering with local jurisdictions, community members, public land owners, community land trusts and a broad range of other stakeholders</u>	Years 2-5	<u>Housing Developers;</u> <u>Local Jurisdictions;</u> <u>State Agencies;</u> <u>Transit Operators</u>

### Strategy H8: Accelerate reuse of public and community-owned land for mixed-income housing and essential services

#### Summary and Considerations

Authority already exists to establish and coordinate a voluntary, or “opt-in,” network of local governments and partner organizations. Such a network could be established with existing resources, although significant new resources would be required to expand its capacity. Based upon public engagement during Plan Bay Area 2050, this is generally a popular strategy, although there may be resistance in specific locations — pointing to the benefits of an opt-in program. Some technical capacity exists internally although there are gaps with respect to real estate expertise. An initiative focused on identifying challenges and opportunities to advancing local and regional reuse will engage with a broad cross-section of partners. This effort would likely include discussion of the vision and potential path forward for the establishment of a regional public lands network, as well as discussion of how best to improve the housing finance tools available to non-profit developers, local governments, and community-based organizations.

## Economy: Improve Economic Mobility

### Strategy EC1: Implement a statewide universal basic income

**Strategy Cost** \$205 billion

**Abbreviated Strategy Description** Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	<u>Advocate</u> for a potential statewide pilot program related to a universal basic income	<u>Years 3-5</u>	<u>Equity and Environmental Advocates/Non-Profits;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>

### Strategy EC1: Implement a statewide universal basic income

#### Summary and Considerations

Authority, financial resources, and technical capacity are major challenges for this strategy. Although there has been increasing support for cash transfer strategies in recent years – particularly in a post-COVID environment where essential workers have been heavily impacted – it is likely that political viability will depend on the presence of a broad statewide coalition to advocate for basic income.

MTC/ABAG would be best positioned to take a support role alongside stakeholders including other regions and higher levels of government, with a focus on advocating for the testing and implementation of a statewide universal basic income (UBI) pilot program over the next one-to-five years. Statewide conversations determining what a UBI pilot should look like will be critical. To that end, the most recently approved California state budget included \$35 million over five years to pay for UBI pilot programs. Prior to this allocation, several Bay Area jurisdictions had been independently considering UBI test programs as well, including Oakland, San Francisco, South San Francisco, Marin County and Santa Clara County.



## Economy: Improve Economic Mobility

### Strategy EC2: Expand job training and incubator programs

**Strategy Cost** \$5 billion

**Abbreviated Strategy Description** Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
<u>Advocacy or Legislation</u>	<u>Support increased funding for job training and incubator programs</u>	<u>Years 3-5</u>	<u>Business Community;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>Labor;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>
	<u>Advocate for the importance of apprenticeships and high-road career opportunities, including construction, to improve economic mobility and support the plan's ambitious transportation, housing and resilience infrastructure goals</u>	<u>Years 2-5</u>	
<u>New, Existing, or Restructured Initiatives</u>	<u>Implement the recommendations of MTC/ABAG's Regional Governmental Partnership for Local Economic Rebound initiative</u>	<u>Years 2-5</u>	
<u>Planning or Research</u>	<u>Partner with regional economy stakeholders, including labor, business, and education partners, on research and modeling of workforce supply challenges facing the region and megaregion</u>	<u>Years 2-4</u>	

### Strategy EC2: Expand job training and incubator programs

#### Summary and Considerations

Authority, financial resources and technical capacity are major challenges for this strategy, which nonetheless has strong public and political support. Given MTC's/ABAG's lack of technical expertise with respect to job training programs, it is anticipated that MTC/ABAG will take a support role in strategy implementation.

It is important to note, however, that Implementation Plan Partnership Phase discussions revealed new workforce development concerns from several stakeholders. Both labor and business organizations identified challenges in this area, with labor seeking to ensure an adequately sized and skilled construction workforce and business flagging concerns on staff shortages and skill gaps. The Final Implementation Plan has therefore recommended new workforce actions aimed at supporting the plan's ambitious transportation, housing and resilience infrastructure goals as well as enhanced collaboration on regional and megaregional economic needs with labor, business and education partners, among others, moving forward.

Beyond MTC and ABAG, there are a number of ongoing initiatives at the state and local level which support the broad goals of improving economic mobility through workforce development. For example, the California Workforce Development Board's High Road Training Partnerships initiative established a workforce development framework that is industry-based and worker-centered. This training partnership initiative has been supported by funds from a range of sources, including federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding as well as Greenhouse Gas Reduction Funds through the California Climate Investment program. At the local level, the City of Fremont recently announced the "Earn and Learn Fremont" pilot program, which offers participants pathways to new careers in advanced manufacturing.

In summer 2021, MTC and ABAG also launched a new joint initiative called the Regional Governmental Partnership for Local Economic Rebound. The initiative explored how MTC and ABAG can bring a regional "value add" to a larger regional economic recovery strategy; it included elements such as infrastructure delivery as stimulus, as well as a leadership "listening tour" of local government, private sector, and labor partners to better understand recovery needs across the region. Findings and recommendations from this initiative are expected to be available later in 2021.

## Economy: Improve Economic Mobility

### Strategy EC3: Invest in high-speed internet in underserved low-income communities

**Strategy Cost** \$10 billion

**Abbreviated Strategy Description** Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	Advocate for <u>continued federal and</u> state support for internet subsidies and a more deliberate state approach to expanding access to broadband for low-income households	<u>Ongoing</u>	<u>Business Community;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
<u>New, Existing, or Restructured Initiatives</u>	<u>Implement the recommendations of MTC/ABAG's Regional Governmental Partnership for Local Economic Rebound initiative</u>	<u>Years 2-5</u>	<u>Local Jurisdictions;</u> <u>State Agencies</u>

### Strategy EC3: Invest in high-speed internet in underserved low-income communities

#### Summary and Considerations

Authority, financial resources and technical capacity are major challenges for this strategy, which nonetheless has strong public and political support. Given significant recent investments by the State of California to help bridge the digital divide, as well as additional significant investment expected from the federal government, a support role for MTC/ABAG in strategy implementation is recommended.

The State of California has a major initiative underway to expand high-speed internet that has been accelerated due to the COVID-19 pandemic. The recently approved California state budget included a \$6 billion investment to expand broadband infrastructure and enhance internet access for unserved and underserved communities. Aligning with the California State Broadband Action Plan and advocating along with regional broadband consortiums, local jurisdictions, and other regional stakeholders for continued state support and involvement in expanding broadband access to low-income households will be critical moving forward.

At the federal level, the Bipartisan Infrastructure Investment and Jobs Act currently being debated by Congress includes a \$65 billion investment to ensure all the nation's residents have access to reliable high-speed internet.

Finally, there is an opportunity to leverage and learn from relevant local efforts. The City of San Jose has pledged to close the digital divide through its Digital Inclusion Partnership, a \$24 million cross-sector fund to connect and promote digital skills for fifty thousand San Jose households. Oakland Undivided is an effort led by the Oakland Public Education Fund to ensure every student in the Oakland public school system has access to a computer, an internet connection and technology support. Furthermore, in the North Bay, Digital Marin has been engaged in extensive process to understand the digital needs of a wide range of constituents and bring high-speed internet access to all.

Strategy EC4: Allow greater commercial densities in Growth Geographies



Strategy Cost

N/A

Abbreviated Strategy Description

Allow greater densities for new commercial development in select Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs) to encourage more jobs to locate near public transit.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

MTC/ABAG Implementation Role

Partner



Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	Advocate for legislation that enables a greater mix of commercial densities as outlined in the plan's Growth Geographies	Ongoing	Business Community; CTAs;
New, Existing or Restructured Initiatives	Complete and implement the TOD Policy Update to ensure land use supports transit investments	Years 1-2 (policy update); Ongoing thereafter	Equity and Environmental Advocates/Non-Profits; Labor;
	Continue and seek greater strategic alignment of existing programs, including the PDA Planning Grants Program, with expanded emphasis on <u>integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies</u>	Ongoing	Local Jurisdictions; Transit Operators;

Strategy EC4: Allow greater commercial densities in Growth Geographies



Summary and Considerations

The agency has no authority over local land use or permitting, which is exclusively under the purview of local jurisdictions. In terms of costs, there are fewer financial resources needed to implement this strategy, although zoning changes, general plan updates, environmental impact reports or related studies do represent a cost to local jurisdictions. Public and political support for this strategy varies across the region.

Given the importance of this strategy to meeting the plan’s aggressive greenhouse gas emissions reduction target, it is anticipated that MTC/ABAG will take a partner role in strategy implementation, primarily through existing initiatives such as the PDA Planning Grants and PDA Technical Assistance programs, which could help support jurisdictions financially with their planning needs. Internal technical capacity could be further strengthened with additional resources.

## Economy: Shift the Location of Jobs

### Strategy EC5: Provide incentives to employers to shift jobs to housing-rich areas well served by transit

**Strategy Cost** N/A

**Abbreviated Strategy Description** Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing or Restructured Initiatives	<u>Continue and seek greater strategic alignment of existing programs, including the PDA Planning Grants Program, with expanded emphasis on integrating housing and job growth at transit-supportive densities in transit-rich Growth Geographies</u>	<u>Ongoing</u>	<u>Business Community;</u> <u>CTAs;</u> <u>Local Jurisdictions;</u> <u>Transit Operators</u>

### Strategy EC5: Provide incentives to employers to shift jobs to housing-rich areas well served by transit

#### Summary and Considerations

Authority, financial resources and technical capacity are significant challenges for this strategy, which has mixed public and political support depending on the location and nature of expected job shifts. Given this, MTC/ABAG will primarily take a support role by coordinating transportation investments with local jurisdictions. The Partnership Phase of the Implementation Plan revealed an interest amongst several business leadership organizations and public policy thinktanks in supporting and partnering in the implementation of this strategy. Identifying additional potential advocates and partners, as well as identifying potential financial resources, will be a continued area of focus for potential champions of this strategy.



Strategy EC6: Retain and invest in key industrial lands

**Strategy Cost** \$4 billion

**Abbreviated Strategy Description** Implement local land use polices to protect key industrial lands identified as Priority Production Areas (PPAs), while funding key infrastructure improvements in these areas.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**

Partner 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Evaluate funding sources and develop a pilot PPA planning and technical assistance program, with a goal of supporting up to five PPAs by 2025	Years 1-5	<u>Air District;</u> <u>Business Community;</u> <u>CTAs;</u> <u>Local Jurisdictions</u>

**Summary and Considerations**

The agency has no authority over local land use or permitting, although MTC/ABAG do have resources that could potentially fund infrastructure or planning activities. The PPA pilot program was approved in 2019 to enable an initial set of PPAs to be integrated into Plan Bay Area 2050, but future funding would need to be identified to support PPAs in a similar manner as PDA programs that support local jurisdictions. Evaluating funding opportunities to support PPAs, including existing funding sources, potential funding swaps, or other programs and mechanisms, will be a continued area of focus during the plan's implementation period.

Given that the PPA designation is a pilot program that requires testing, it is anticipated that MTC/ABAG will take a partner role by supporting investments in select jurisdictions over the next several years.

## Transportation: Maintain and Optimize the Existing System

### Strategy T1: Restore, operate and maintain the existing system

**Strategy Cost** \$389 billion

**Abbreviated Strategy Description** Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service hours to 2019 levels no later than 2035.

#### Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding</u> to support <u>transportation</u> operations and maintenance needs	<u>Ongoing</u>	<u>Business Community;</u>
New, Existing, or Restructured Initiatives	<u>Continue existing asset management programs such as StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, among others, and develop detailed asset management plans for each of the BATA toll bridges as identified in the BATA Recovery Action Plan</u>	<u>Ongoing</u>	<u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
	Coordinate the Bay Area's transportation pandemic recovery with a focus on fiscal stabilization, system rebuilding <u>and transit ridership restoration</u>	<u>Years 1-2</u>	<u>Labor;</u> <u>State Agencies;</u>
	Reassess Plan Bay Area 2050's transportation element financial assumptions in 2023 to better reflect the region's post-COVID-19 financial conditions	<u>Years 3-5</u>	<u>Transit Operators</u>

### Strategy T1: Restore, operate and maintain the existing system

#### Summary and Considerations

Fix-It-First has been MTC's long-standing commitment to the regional transportation network, and the agency has technical capacity to support this popular strategy moving forward. In addition, MTC has good, effective partnerships with Caltrans, County Transportation Authorities (CTAs), local Departments of Transportation (DOTs), and regional transit operators through which to continue supporting the operations and maintenance of the transit network and keeping the system in a state of good repair.

It is expected that leading the Bay Area's transportation pandemic recovery and facilitating the restoration of transit service levels in the post-COVID environment will be a major area of focus during the implementation period. MTC has taken a central role in distributing transportation funding from recent federal relief and recovery efforts to help stabilize the region's transit providers and recently launched the "All Aboard Transit Campaign" in partnership with over two dozen transit providers to help bring riders back to transit. Advocating for new and/or increased federal, state or regional revenues that can fill ongoing funding gaps and support transit operations – as well as continued evaluation of the impacts of recent and expected federal transportation investments – will be a key consideration moving forward.

## Transportation: Maintain and Optimize the Existing System

### Strategy T2: Support community-led transportation enhancements in Equity Priority Communities

**Strategy Cost** \$8 billion

**Abbreviated Strategy Description** Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

**Recommended Priorities for Implementation**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding for transportation</u> , including for community-led enhancements	<u>Ongoing</u>	<u>Air District;</u> <u>CTAs;</u>
New, Existing, or Restructured Initiatives	Implement the recommendations of the Blue Ribbon Transit Recovery Task Force <u>related to the development and adoption of equity principles</u>	<u>Years 1-2</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
	Update guidelines for the upcoming cycle of the Community-Based Transportation Planning (CBTP) Program <u>and explore restructuring of the Lifeline Transportation Program and/or using other existing funding sources to support the development and advancement of CBTPs and Participatory Budgeting projects</u>	<u>Years 1-3</u>	<u>Local Jurisdictions;</u> <u>State Agencies;</u> <u>Transit Operators</u>

### Strategy T2: Support community-led transportation enhancements in Equity Priority Communities

#### Summary and Considerations

MTC has authority to convene relevant stakeholders and some ability to identify and allocate transportation funding; however, resources under existing programs, such as the Lifeline Transportation Program, are not sufficient to the scale of identified needs. Identifying funding to support the strategy will therefore be the biggest area of focus during the implementation period and the agency's recently adopted Equity Platform provides an important framework through which to advance future work. Both the Lifeline Transportation Program as well as Participatory Budgeting pilots conducted in San Francisco's Bayview neighborhood and the City of Vallejo in partnership with the San Francisco County Transportation Authority and the Solano Transportation Authority, respectively, offer proofs of concept and models to emulate.

These efforts — as well as complementary initiatives such as the California Air Resources Board's Community Air Protection Program (Assembly Bill 617 (C. Garcia, Statutes of 2017)) — can serve as a foundation upon which to build future capacity, deliver better future access and mobility and eliminate disparities throughout the region. Through AB 617, for example, the Bay Area Air Quality Management District supported the development of the West Oakland Community Action Plan, which contained community-developed recommendations to improve transit service and improve the design and safety of local streets for pedestrians and bike trips.

The Partnership Phase of the Implementation Plan revealed broad interest from a wide range of partners in supporting implementation of this strategy. CTAs, cities, community-based organizations, transit operators, the public, as well as health and social services will all be necessary to realize the strategy's promise, with a focus on engaging with communities both on priorities and the project identification process.

## Transportation: Maintain and Optimize the Existing System

### Strategy T3: Enable a seamless mobility experience

**Strategy Cost** \$3 billion

**Abbreviated Strategy Description** Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
<u>Advocacy and Legislation</u>	<u>Evaluate</u> and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study recommendations	<u>Years 1-2</u>	<u>Business Community;</u> <u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>Local Jurisdictions;</u> <u>State Agencies;</u> <u>Transit Operators</u>
<u>New, Existing, or Restructured Initiatives</u>	<u>Implement</u> the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects	<u>Year 1</u>	
	<u>Implement</u> the customer information recommendations of the Blue Ribbon Transit Recovery Task Force, including finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform	<u>Years 1-4</u>	
	<u>Implement</u> the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including those related to connected network planning, data collection and coordination, branding/mapping/wayfinding, technology and mobile standards, service coordination and transit network management reforms, among others	<u>Years 1-3</u>	

Strategy T3: Enable a seamless mobility experience

<b><u>New, Existing, or Restructured Initiatives</u></b> (cont'd)	<b><u>Implement the accessibility recommendations of the Blue Ribbon Transit Recovery Task Force, including designating a mobility manager and identifying key paratransit challenges and reforms through the Coordinated Plan update</u></b>	<b><u>Years 1-3</u></b>	<i>Identified above</i>
	<b><u>Deploy the Clipper® Mobile app, next-generation Clipper® and a single regional mobility account platform to improve seamless integration of the network</u></b>	<b><u>Years 3-5</u></b>	

**Summary and Considerations**

MTC's transit coordination requirements are laid out in Resolution 3866, which allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards and condition regional discretionary funds based on compliance. Financial resources are available that could potentially support this strategy, and it is not high-cost relative to its potential ridership benefits. MTC has meaningful existing initiatives within this space (Clipper® START<sup>SM</sup>, next-generation Clipper®, Regional Mapping and Wayfinding, and Regional Transit Priority in the bridge corridors), and these efforts provide a firm foundation to build future work upon.

The next-generation Clipper® system, for example, is a proven regional fare payment system that has been designed to support integrated payment for multiple mobility services. The region has made a significant investment in designing this account-based system, which could serve as a platform for a future seamless mobility experience.

In addition, in July 2021, the Blue Ribbon Transit Recovery Task Force released their Transformation Action Plan including 27 recommendations to guide the post-pandemic future of the Bay Area transit network. Many of these recommendations align with the goals of Strategy T3 and have been incorporated into the Final Implementation Plan, including in areas such as fares and payment, customer information, transit services and accessibility. Implementation of these recommendations will be carried forward over the next several years collaboratively with a wide range of partners including transit agencies, the state legislature, CTAs, the California State Transportation Authority, Caltrans, paratransit providers, local jurisdictions, and non-governmental organizations, among others.

## Transportation: Maintain and Optimize the Existing System

### Strategy T4: Reform regional transit fare policy

**Strategy Cost** \$10 billion

**Abbreviated Strategy Description** Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding for fare policy reform</u> , including means-based <u>considerations</u>	<u>Ongoing</u>	<u>Business Community;</u>
	<u>Evaluate and, if necessary, seek state legislative authority to support implementation of Fare Coordination and Integration Study recommendations</u>	<u>Years 1-2</u>	<u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
New, Existing, or Restructured Initiatives	<u>Implement the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects</u>	<u>Year 1</u>	<u>Transit Operators</u>
	<u>Continue and seek greater strategic alignment of existing programs, including Clipper® START<sup>SM</sup></u>	<u>Ongoing</u>	



### Strategy T4: Reform regional transit fare policy

#### Summary and Considerations

Although fare coordination requirements are one of the key elements of Resolution 3866, there have historically been implementation challenges with establishing consistency across two dozen independent operators. In addition, fully implementing means-based fares as envisioned by the strategy would require significant subsidy for transit operators, for which financial resources have not yet been identified. That said, MTC may have a key role to play in guiding this effort moving forward and serving as a bridge between the region's transit operators. These efforts would build off key successes such as the Clipper<sup>®</sup> program, as well as pilots such as Clipper<sup>®</sup> START<sup>SM</sup>.

As with Strategy T3, the Blue Ribbon Transit Recovery Task Force Transformation Action Plan made several recommendations relevant to this strategy in the area of fare integration policy. The Final Implementation Plan has been updated accordingly, with focus on implementing the recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects, as well as evaluating and - if needed - seeking legislative authority to support uniform implementation.

Strategy T5: Implement per-mile tolling on congested freeways with transit alternatives



**Strategy Cost** \$1 billion

**Abbreviated Strategy Description** Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue <u>implementation of</u> existing programs, including FasTrak® START, HOV occupancy verification pilots and Express Lanes, <u>while considering strategic implications of all-lane tolling</u>	<u>Ongoing</u>	<u>Business Community;</u> <u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>State Agencies;</u> <u>Transit Operators</u>
Planning or Research	Identify strategies to equitably advance roadway pricing <u>on congested freeways</u> through <u>technical analysis and deep engagement</u> with key partners, stakeholders and the public	<u>Years 2-3</u>	

### Strategy T5: Implement per-mile tolling on congested freeways with transit alternatives



#### Summary and Considerations

MTC does not currently have the authority to implement this strategy; state legislation would be required and federal regulations would need to be updated as well (although the infrastructure bill currently being debated by Congress is expected to provide the opportunity for new pilot pricing projects without new regulations). In addition, more limited public and political support will pose a challenge for successful implementation. Ongoing pilots with HOV occupancy verification and Express Lanes means-based tolls could provide important lessons and serve as building blocks for future implementation efforts.

A proposed lead role for this strategy would focus on pursuing future implementation actions that address limitations with existing authority, resources, capacity and support. In particular, MTC has received a grant from Caltrans to lead the Next-Generation Freeways Study to advance the freeway all-lane tolling concept, including a significant outreach and engagement component with county and city officials and a wide range of other stakeholders. The study is expected to explore how road pricing can benefit travelers by addressing the inequities built into the current system and also by decreasing traffic congestion. The study will also look at how to pair the strategy with complementary investments, as well as how the strategy may affect the viability of other MTC projects, such as Express Lanes and toll bridges.

There is also an opportunity to learn from existing work led by partners. In addition to Caltrans' Road Charge program, the City and County of San Francisco is leading multiple relevant initiatives, including Treasure Island and Yerba Buena Island Mobility Management (Tolling) Program as well as the Downtown Congestion Pricing Study.

## Transportation: Maintain and Optimize the Existing System

### Strategy T6: Improve interchanges and address highway bottlenecks

**Strategy Cost** \$12 billion

**Abbreviated Strategy Description** Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

<b>Strategy Assessment</b>	Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role** Support



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including “Forward” Commute Initiatives	Ongoing	CTAs; Local Jurisdictions; State Agencies

**Summary and Considerations**

MTC’s traditional authorities and resources in this strategy area are clearly defined and delimited as the region’s transportation planner, funder and coordinator and, as such, MTC is best positioned to take a “Support” role in strategy implementation. The state of California and Caltrans are particularly essential partners in delivering highway bottleneck relief and interchange improvement projects. In addition, local road projects are critical to local mobility needs and in general are best advanced by CTAs and local jurisdictions. The Alameda County Transportation Commission, for example, is conducting or has already completed assessments of key transportation corridors, which could help inform the implementation of this and other complementary strategies. There are several key regional initiatives such as the “Forward” Commute Initiatives, among others, where a more active regional role will be required.

## Transportation: Maintain and Optimize the Existing System

### Strategy T7: Advance other regional programs and local priorities

**Strategy Cost** \$17 billion

**Abbreviated Strategy Description** Fund regional programs like motorist aid and 511, while supporting local transportation investments on arterials and local streets.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs including Clipper®, 511, Freeway Service Patrol, Emergency Management, Incident Management and Connected Bay Area	<u>Ongoing</u>	<u>CTAs;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>

**Summary and Considerations**

MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder and coordinator. The agency has existing capacity to support regional programs such as 511, as well as locally defined arterial and local street priorities. Other existing programs to support this strategy include Freeway Service Patrol, Emergency Management, Incident Management and Connected Bay Area, among others. Connected Bay Area, for example, includes projects aimed at improving transportation system management, as well as telecommunications-based projects.

## Transportation: Create Healthy and Safe Streets

### Strategy T8: Build a Complete Streets network

**Strategy Cost** \$13 billion

**Abbreviated Strategy Description** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements, car-free slow streets and 10,000 miles of bike lanes or multi-use paths.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	Seek new revenues <u>and/or increased funding for transportation</u> , including for Complete Streets priorities	<u>Ongoing</u>	<u>Business Community;</u>
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, such as the Active Transportation Program and the Quick-Build Technical Assistance program, <u>and local roadway asset inventory development</u> which support Complete Streets efforts	<u>Ongoing</u>	<u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
Planning or Research	Complete and implement the recommendations of the Regional Active Transportation Plan	<u>Years 1-2 (complete plan);</u> <u>Ongoing thereafter</u>	<u>Local Jurisdictions;</u> <u>State Agencies</u>

### Strategy T8: Build a Complete Streets network

#### Summary and Considerations

With the exception of connections to regional bridges and trails, MTC has limited authority vis-à-vis programmatic investments such as bike and road projects on local roads and land, as well as limited capacities with respect to street engineering. The agency does have an important role to play in its planning, funding and coordinating capacities, however. MTC is in the process of developing the Regional Active Transportation Plan, which will help guide regional strategy and priorities, including the development of a regional active transportation network, as well as analysis of the funding needed to implement the network. Ultimately, local jurisdictions will be responsible for implementation and, as such, this was among the most popular strategies for partnership during the Partnership Phase of the Implementation Plan. A wide range of local jurisdictions, transit agencies, CTAs, state agencies, environmental and equity non-profits, business organizations, and universities expressed an interest in working together to support strategy implementation.

There are a number of ongoing, complementary initiatives at various levels of government that support implementation of this strategy. At the federal level, the Bipartisan Infrastructure Investment and Jobs Act currently being debated by Congress is expected to include dedicated and expanded funding to support pedestrian and bicyclist needs. At the state level, Caltrans District 4 recently released both a “Pedestrian Plan for the Bay Area” as well as a “Bike Plan for the San Francisco Bay Area”, which evaluated needs and is designed to serve as a reference for planners and project designers. Local jurisdictions throughout the region started, continued or even made permanent slow streets programs during the pandemic, in locations as varied as Alameda, Burlingame, Berkeley, Novato, Oakland, Petaluma, Redwood City, San Francisco and San Rafael.

Key questions for continued exploration during the implementation period will include: 1) how MTC can best support local needs and most effectively serve as a convener, facilitator and educator, 2) how to build on ongoing coordination efforts with Caltrans and further support accelerated project delivery timelines for complete streets enhancements, and 3) how to incorporate a wider range of policy considerations, such as trails connectivity, multi-benefit roadway investments, and green sustainable infrastructure, into regional active transportation planning.



Strategy T9: Advance regional Vision Zero policy through street design and reduced speeds



Strategy Cost \$4 billion

Abbreviated Strategy Description Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

MTC/ABAG Implementation Role

Partner 

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Advocate for <u>policy changes that will improve roadway safety, particularly for the most vulnerable users, including but not limited to</u> authorization for automated speed enforcement	<u>Years 1-2</u>	<u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u>
	Seek new revenues <u>and/or increased funding for transportation</u> , including for Vision Zero priorities	<u>Ongoing</u>	
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, such as the Vision Zero shared data initiative, which support regional safety efforts	<u>Ongoing</u>	<u>Local Jurisdictions;</u> <u>State Agencies</u>
	Complete and implement the recommendations of the Regional Active Transportation Plan	<u>Years 1-5</u>	

### Strategy T9: Advance regional Vision Zero policy through street design and reduced speeds



#### Summary and Considerations

MTC has limited authority with regards to street design or roadway speeds, which are typically addressed at the local or state levels. The agency does have the Regional Safety/Vision Zero Policy, as well as other policy initiatives and performance targets to encourage and incentivize local jurisdictions to prioritize safety, such as the Regional Integrated Safety Data System. The resources and staffing required to fully support this strategy are still under development, although the needs are scalable.

Generally speaking, there is strong public and political support for reducing traffic fatalities even though there is less specific support for reducing roadway speeds, which could create political challenges. Enforcement would also be a major question with the strategy, as this has generally not been a space that MTC operates in. Partnering with all key stakeholders – including equity advocates, local jurisdictions and CTAs, among others – will be essential to supporting the strategy's success.

To that end, there is an opportunity to leverage and learn from local jurisdiction experiences with their own Vision Zero initiatives. The City of Fremont, for example, recently adopted an updated Vision Zero Action Plan commemorating five years of Vision Zero implementation in the city, which saw improvements such as brighter street lighting, citywide pedestrian countdown signals, enhanced pedestrian crossings, safer roadway striping designs, and increased enforcement of speeding. Fremont's Vision Zero program yielded a 45 percent reduction in fatalities and severe injuries caused by traffic crashes in the five years since program adoption.

## Transportation: Build a Next-Generation Transit Network

### Strategy T10: Enhance local transit frequency, capacity and reliability

**Strategy Cost** \$32 billion

**Abbreviated Strategy Description** Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions and frequency increases focused in lower-income communities.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding for transportation</u> , including for local transit expansion, <u>and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit</u>	<u>Ongoing</u>	<u>Business Community</u> <u>CTAs;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>Labor;</u>
New, Existing, or Restructured Initiative	Continue and seek greater strategic alignment of existing programs, including the “Forward” Commute Initiatives person-throughput investments and transit signal priority investments	<u>Ongoing</u>	<u>Local Jurisdictions;</u>
	Implement the <u>transit network</u> recommendations of the Blue Ribbon Transit Recovery Task Force, including <u>bus</u> transit priority, <u>bus/rail network management reforms, and</u> connected network planning, among others	<u>Years 1-3</u>	<u>State Agencies;</u> <u>Transit Operators;</u>

### Strategy T10: Enhance local transit frequency, capacity and reliability

#### Summary and Considerations

Although MTC has important authorities and capacities as the regional transportation planner, funder and coordinator, CTAs and transit operators have historically been responsible for implementation of local transit improvements. Financial resources are also a challenge for this strategy as many of these investments rely on new revenues that are not secured. Furthermore, local jurisdictions or the state typically have control over the roadway network, and congestion can impact the efficacy of frequency and reliability improvements. That said, “quick build” projects can be low cost and many transit priority improvement projects are cost-effective. The importance and benefits of these projects has been elevated through recent efforts such as the Safe and Seamless Mobility Quick-Strike Program.

The Blue Ribbon Transit Recovery Task Force Transformation Action Plan contained a number of transit network recommendations relevant to this strategy, including bus transit priority, bus/rail network management reforms, and connected network planning, among others. The Final Implementation Plan has been updated to reflect these recommendations.

## Transportation: Build a Next-Generation Transit Network

### Strategy T11: Expand and modernize the regional rail network

**Strategy Cost** \$81 billion

**Abbreviated Strategy Description** Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain/High-Speed Rail Grade Separations and the Downtown Caltrain Extension, among other projects.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding</u> for transportation, including regional transit expansion, <u>and convene stakeholders through late 2023 to identify priorities and a funding framework for a future transportation ballot measure that would include new funding for transit</u>	<u>Ongoing</u>	<u>Business Community;</u> <u>CTAs;</u> <u>Labor;</u> <u>State Agencies;</u> <u>Transit Operators</u>
	<b>Advocate</b> for major capital projects and position them for success, including sequencing projects to align with funding availability as well as assessing their existing funding, project readiness and characteristics that support Plan Bay Area 2050 goals	<u>Years 1-4</u>	
	<b>Advocate</b> for the next phase of California High-Speed Rail (CAHSR) construction to connect the Central Valley to the Bay Area, while partnering with state agencies to seek more federal and state monies for the project	<u>Ongoing</u>	

Strategy T11: Expand and modernize the regional rail network

New, Existing, or Restructured Initiatives	Complete and implement the TOD Policy Update to ensure land use supports transit investments and access to transit	<u>Years 1-2 (policy update); Ongoing thereafter</u>	<u>Identified above</u>
	<u>Implement the rail network management reforms and connected network planning recommendations of the Blue Ribbon Transit Recovery Task Force, including delivery of the Rail Partnership and Governance Assessment</u>	<u>Years 1-3</u>	
	Collaborate with local, regional and megaregional partners on major transportation projects to evaluate regional project delivery paradigms and support improved schedule adherence and reduced costs	<u>Years 1-4</u>	

Summary and Considerations

Although MTC has important authorities and capacities as the regional transportation planner, funder and coordinator, other strategic partners are ultimately responsible for regional rail network expansion and modernization. Financial resources are also a challenge as many of these investments rely on new revenues that are not secured. MTC's primary role in this space will therefore involve providing leadership on regional, state and federal funding advocacy efforts, supporting regional and megaregional coordination in project development and delivery, and creating an enabling policy environment to support transit investments through efforts such as the TOD Policy Update. Coordinating to ensure greater consistency between regional priorities and the upcoming update of the California State Rail Plan will also be an important consideration moving forward.

With respect to regional and megaregional coordination, the Blue Ribbon Transit Recovery Task Force Transformation Action Plan contained several recommendations relevant to this strategy, particularly with respect to rail network management reforms and connected network planning. Key initiatives that will be carried forward with strategic partners over the next two-plus years include a business case analysis of potential network management reforms, including resource requirements and implementation steps; an assessment of rail partnerships and governance; as well as the development of a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks, funding requirements and next steps.

## Transportation: Build a Next-Generation Transit Network

### Strategy T12: Build an integrated regional express lanes and express bus network

**Strategy Cost** \$9 billion

**Abbreviated Strategy Description** Complete the buildout of the regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

**Strategy Success Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Advocate for changes to state law and federal regulations that will <u>expand opportunities to convert</u> general-purpose and part-time travel lanes to priced facilities	<u>Ongoing</u>	
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including the Express Lanes Network expansion, and follow the recommendations of the Bay Area Express Lanes Strategic Plan, which will guide future network investments, priorities and policies	<u>Ongoing</u>	<u>Business Community;</u> <u>CTAs;</u> <u>State Agencies;</u> <u>Transit Operators;</u>
	<u>Implement the bus transit priority and connected network planning recommendations of the Blue Ribbon Transit Recovery Task Force that align with the goals of an expanded express bus network</u>	<u>Years 1-3</u>	

### Strategy T12: Build an integrated regional express lanes and express bus network

#### Summary and Considerations

Currently, MTC only has authority for a portion of the express lanes network, so partnership with CTAs and transit operators will be essential to the success of an integrated regional express lanes and express bus network. Although not all financial resources are secure, the express lanes are projected to generate a limited amount of net revenue that could support the network in the future. Regional express lanes projects have also been successful in obtaining state discretionary grant funding. In addition, the express bus routes identified in Plan Bay Area 2050 are lower-cost transit alternatives that could advance to implementation. MTC and partners have existing technical capacity in express lanes while transit operators have experience with express bus service; it will therefore be key to include transit operators early in any planning process for regional bus service. The recently adopted Bay Area Express Lanes Strategic Plan will help guide future investments, priorities and policies for the network. New challenges for the Express Lane Network include how to effectively mitigate vehicle miles traveled (VMT) impacts and whether this can be done on a regional basis; whether there will be any long-term impacts from the COVID-19 pandemic; and how to ensure consistent policies as the network coalesces into a seamless, connected system. Finally, express lanes will be included in the scope of the all-lane tolling on congested freeways study identified in Strategy T5 to better understand the role of express lanes in a road pricing environment.



## Strategy EN1: Adapt to sea level rise

**Strategy Cost** \$19 billion

**Abbreviated Strategy Description** Protect shoreline communities affected by sea level rise, prioritizing nature-based actions and resources in areas of low costs and high benefits and providing additional support to vulnerable populations.

### Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

### Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues to support sea level rise adaptation	<u>Ongoing</u>	<u>BCDC;</u> <u>Business Community;</u> <u>CTAs;</u>
	Advocate for legislative reforms to better address climate adaptation and resilience goals and establish clear roles and responsibilities for sea level rise adaptation planning, funding and implementation <u>through the BARC Regional Climate Adaptation Legislative Working Group</u>	<u>Years 1-2</u>	
New, Existing, or Restructured Initiatives	Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties and other key partners, with a goal of supporting up to five adaptation planning processes by 2025	<u>Years 3-5</u>	<u>Equity and Environmental Advocates;</u> <u>Labor;</u> <u>Local Jurisdictions;</u> <u>State Agencies;</u> <u>Transit Operators</u>
	<u>Support BCDC in implementation of the Bay Adapt Joint Platform, a collaborative strategy to adapt to rising sea levels</u>	<u>Ongoing</u>	
	<u>Support BCDC in the development of a “One Bay” Vision for sea level rise adaptation rooted in community, Bay ecosystems and the economy, incorporating this vision into the next Plan Bay Area update</u>	<u>Years 2-5</u>	

## Strategy EN1: Adapt to sea level rise

New, Existing, or Restructured Initiatives (cont'd)	<u>Prioritize implementation of natural and nature-based solutions through the San Francisco Estuary Partnership's projects and programs</u>	<u>Ongoing</u>	<u>Identified above</u>
Planning or Research	Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure and ecology, prioritizing green infrastructure wherever possible	<u>Years 1-3</u>	
	Study and identify Plan Bay Area 2050 Growth Geographies for resilience risk and opportunities and reform Growth Geography planning guidance accordingly	<u>Years 2-4</u>	

## Summary and Considerations

During the Implementation Plan Partnership Phase over summer 2021, MTC/ABAG heard from several partners and stakeholders that the agencies would be best positioned to play a partnership role in supporting this strategy, to better reflect the multi-sectoral and multi-disciplinary nature of sea level rise adaptation work.

Over the last several years, MTC/ABAG have been growing technical capacity by building internal staffing expertise, funding and managing local and regional climate adaptation planning efforts, and strengthening partnerships with other agencies, local jurisdictions, counties, non-profits, CBOs and the business community. MTC/ABAG host the San Francisco Estuary Partnership (SFEP), which advances projects and programs to increase the resilience of the estuary and its surrounding communities under its *Estuary Blueprint*. SFEP also works closely with the California State Coastal Conservancy (SCC) providing staff support for the San Francisco Bay Restoration Authority. As members of the Bay Area Regional Collaborative (BARC), MTC and ABAG work collaboratively with other member agencies including BCDC, the SCC, and the San Francisco Bay Regional Water Quality Control Board to address regional climate change challenges through regional coordination.

Partners have also been leading sea level rise work on the county and regional levels. Marin County's BayWAVE initiative aims to provide coordinated sea level rise and adaptation planning through partnerships, education and projects. In January 2020, the San Mateo County Flood and Sea Level Rise Resiliency District, known as OneShoreline, was formed as an independent government agency working to make San Mateo County more resilient to the climate change-related impacts of sea level rise, flooding, and coastal erosion through planning, funding and building projects. In December 2020, Caltrans District 4 released an "Adaptation Priorities Report" which included a prioritized list of potentially exposed transportation assets.

More broadly, beginning in 2019, Bay Adapt, a voluntary, collaborative initiative led by BCDC, sought to establish regional agreement on the actions necessary to protect the Bay Area's people and natural and built environments from sea level rise. In June 2021, Bay Adapt's 35-member Leadership Advisory Group of executive-level leaders from private, public, and nonprofit organizations unanimously agreed to support its implementation. The Bay Adapt Joint Platform lays out nine actions and 21 tasks that will enable the region to adapt faster, better and more equitably to a rising Bay; the actions identified in the Plan Bay Area 2050 Implementation Plan are fully consistent with and supportive of the Bay Adapt Joint Platform. Key considerations for partners moving forward will include ensuring the ongoing participation and leadership of Community Based Organizations (CBOs) and frontline communities in climate adaptation planning as well as making climate science, information, and guidance easier to access - potentially through a science consortium or "storefront" for technical assistance.

Strategy EN2: Provide means-based financial support to retrofit existing residential buildings

Strategy Cost \$15 billion

Abbreviated Strategy Description Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

Strategy Success Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

MTC/ABAG Implementation Role

Partner 

Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy or Legislation	Seek new revenues to incentivize residential building retrofits <u>and advocate for changes relative to the use of ratepayer funds</u>	<u>Years 3-5</u>	<u>Air District;</u>
New, Existing, or Restructured Initiatives	Evaluate the feasibility of expanding BayREN's scope/mission to support residential building retrofits and water/energy upgrades <u>in order to reduce risks from hazards while also reducing energy and water use, utility bills, and greenhouse gas emissions</u>	<u>Years 3-5</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
Planning or Research	Compile detailed assessments for seismic, wildfire, water and energy needs, which will explore financial needs, key relevant initiatives, best practices, key stakeholders and workforce and technology needs, among other areas	<u>Years 1-3</u>	<u>Labor;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>

Strategy EN2: Provide means-based financial support to retrofit existing residential buildings

**Summary and  
Considerations**

BayREN, a regional program administered through ABAG, administers existing programs to provide energy retrofits both single family and multifamily buildings, as well as an existing water efficiency program. These programs are currently funded with ratepayer dollars from the California Public Utilities Commission and provide technical assistance and rebates for energy efficiency improvements, as well as an assessment of health-related building issues for single family homes and encouragement to reduce climate impacts. BayREN also has a codes program focusing on adoption and implementation of state laws and local ordinances. Expanding BayREN's scope or mission beyond its existing program offerings would require authority from BayREN's Coordinating Circle and would be contingent on securing significant new resources over the next three to eight years. Regional coordination already occurs relative to energy efficiency programs and partnerships would need to be expanded with the scope of the program to ensure alignment with existing and evolving initiatives at the local, regional, state, and federal levels.

Some programs in the region are already starting to look at buildings more holistically. For example, the Bay Area Multifamily Building Enhancements Program supports both energy and water upgrades with consulting and cash rebates. Moving forward into the plan's implementation period, there will also be an opportunity to continue exploring how residential building resilience intersects with the work of the agencies' regional housing portfolio.

## Environment: Reduce Risks from Hazards

### Strategy EN3: Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings

**Strategy Cost** \$18 billion

**Abbreviated Strategy Description** Support electrification and resilient power system upgrades in all public and commercial buildings.

**Strategy Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Support 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues for energy upgrades <u>and electrification</u> <u>and advocate for changes relative the use of ratepayer funds</u>	<u>Years 3-5</u>	<u>Air District;</u> <u>Business Community;</u>
New, Existing, or Restructured Initiatives	Evaluate the feasibility of expanding BayREN's scope/mission to support energy upgrades <u>and electrification</u> in <u>existing</u> commercial and public buildings	<u>Years 3-5</u>	<u>Labor;</u> <u>Local Jurisdictions;</u> <u>State Agencies</u>

Strategy EN3: Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings

**Summary and Considerations**

BayREN, a regional program administered through ABAG, administers an existing program to improve energy efficiency in commercial buildings and is considering adding a program to address public buildings. BayREN also provides a Municipal Buildings ZNE/ZNC Technical Assistance Program for Bay Area local governments through its codes program. These programs are currently funded with ratepayer dollars from the California Public Utilities Commission. Because ratepayer funds can only be applied to measures that are cost-effective and will save enough money to cover the cost of the equipment and installation, some electrification and resilience improvements cannot be addressed through the existing program although there is strong interest. Financial resources are therefore a major challenge which could potentially be addressed either by advocating for changes to restrictions on ratepayer funds in order to reflect the value to ratepayers of load shifting, reducing grid impacts, and reducing climate impacts, or by obtaining additional sources of funding. Regional coordination already occurs relative to energy efficiency programs and would need to be continued and expanded to ensure alignment with existing and evolving initiatives at the local, regional state, and federal levels.

Overall, this is an area where greater federal and state leadership will be required to support strategy implementation progress and where the agencies would expect to support and align with the work of other entities. Within the region, several Bay Area community choice aggregation programs offer technical assistance or funding that help commercial or public buildings move towards carbon neutrality. East Bay Community Energy, for example, has a Municipal Electrification Assistance Program, Marin Community Energy offers a Commercial Energy Efficiency Program, and Peninsula Clean Energy together with Silicon Valley Clean Energy have an Electrification Technical Assistance program available to all building types. The Bay Area Air Quality Management District is also pursuing a Building Decarbonization Program through a variety of different initiatives.

Strategy EN4: Maintain urban growth boundaries



Strategy Cost	N/A		
Abbreviated Strategy Description	Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.		
Strategy Assessment	Authority	Financial Resources	Public and Political Support
			Technical Capacity
<div>LimitedPartialExisting</div>			

MTC/ABAG Implementation Role

Support

Recommended MTC/ABAG Implementation Actions	Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
	Advocacy or Legislation	Advocate for <u>the preservation of</u> existing urban growth boundaries (UGBs) to avoid net expansion of areas eligible for urban development	<u>Years 3-5</u>	<u>Equity and Environmental Advocates/Non-Profits;</u> <u>Local Jurisdictions;</u> <u>Parks/Open Space Districts</u>

Summary and Considerations

MTC/ABAG have no authority to ensure urban growth boundaries remain fixed going forward. Although there are some modest jurisdictional costs associated with this popular strategy, from a regional perspective it is relatively low-cost to implement. In addition, technical capacity primarily resides within local jurisdictions. MTC/ABAG should have sufficient capacity to support UGBs from the regional planning perspective and will continue to advocate that local jurisdictions respect existing urban growth boundaries.

Strategy EN5: Protect and manage high-value conservation lands

**Strategy Cost** \$15 billion

**Abbreviated Strategy Description** Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including, but not limited to, Priority Conservation Areas (PCAs) and wildland-urban interface lands.

**Strategy Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Partner 

**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues to support <u>land</u> conservation	<u>Years 3-5</u>	<u>Equity and Environmental Advocates/Non-Profits;</u> <u>Local Jurisdictions;</u> <u>Parks/Open Space Districts;</u> <u>State Agencies</u>
New, Existing, or Restructured Initiative	Revamp the PCA <u>planning framework</u> using a data-driven approach to better prioritize the most critical areas for conservation, while addressing a broader range of policy concerns	<u>Years 2-3</u>	
	Continue and seek greater strategic alignment of existing programs, including <u>funding and</u> implementation of the Regional Advance Mitigation Program (RAMP) as well as the San Francisco Bay Trail and San Francisco Bay Area Water Trail	<u>Ongoing</u>	



Strategy EN5: Protect and manage high-value conservation lands

Summary and Considerations

MTC/ABAG have some authority and capacity to support this strategy, particularly through the existing PCA program. To that end, many partners and stakeholders expressed a strong desire over the course of the Implementation Plan Partnership Phase to work with MTC/ABAG on the proposed revamp of the PCA planning framework. Beyond the PCA program, however, the full scope of strategy implementation will necessitate leadership from and collaboration with a host of external partners.

At the state level, California Governor Newsom’s recent Executive Order N-82-20 directs the California Natural Resources Agency to lead a planning effort to combat the biodiversity and climate crises and protect at least 30 percent of California’s land and coastal waters by 2030. This effort will seek to “advance multi-benefit, voluntary and cooperative approaches that protect and restore biodiversity while stewarding natural and working lands, building climate resilience, and supporting economic sustainability”. A report will be provided to the governor with proposed strategies by early 2022; the Executive Order also requires CARB to be part of the scoping plan process to include natural and working lands sector in achieving the State’s carbon neutrality goal.

At the regional level, the Midpeninsula Regional Open Space District has many projects working on wildlife connectivity and habitat protection. Highway 17, for example, has fragmented thousands of acres of open space in the Santa Cruz Mountains, limiting the mobility of wildlife. The Highway 17 Wildlife and Regional Trail Crossings project is working to connect over 30,000 acres of protected public lands by developing wildlife and regional trail crossings across the highway. In Marin County, OneTam is a collaboration between National Park Service, California State Parks, Marin Municipal Water District, Marin County Parks, and Golden Gate National Parks Conservancy to protect and manage the Mount Tamalpais watershed.

Ongoing policy and strategy considerations for partners during the plan’s implementation period may include how to raise the funding necessary to support the strategy, including key elements such as the RAMP program, as well as how to best align with Executive Order N-82-20.

## Environment: Expand Access to Parks and Open Space

### Strategy EN6: Modernize and expand parks, trails and recreation facilities

**Strategy Cost** \$30 billion

**Abbreviated Strategy Description** Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.

#### Strategy Assessment

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

#### MTC/ABAG Implementation Role

Partner 

#### Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues for parks, recreation and open space, with a special emphasis on improving access and enhancing amenities for Equity Priority Communities	<u>Years 3-5</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
New, Existing, or Restructured Initiatives	Continue and seek greater strategic alignment of existing programs, including the Priority Conservation Area Program, the San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Quick-Build technical assistance	<u>Ongoing</u>	<u>Local Jurisdictions;</u> <u>Parks/Open Space Districts;</u> <u>State Agencies;</u> <u>Transit Operators</u>

Strategy EN6: Modernize and expand parks, trails and recreation facilities

Summary and Considerations

MTC/ABAG have limited authority and financial resources to support this popular strategy, although the agencies do have some existing capacity through the PCA, Bay Trail, Water Trail, and Quick-Build technical assistance programs. These existing efforts could be built upon as models to support strategic local investment in regional recreation priorities, as well as supporting active transportation access, in partnership and collaboration with key strategic partners.

Overall, however, leading strategy implementation will primarily fall under the domain of other governing bodies, including local jurisdictions, regional parks and open space districts and the state. At the state level, the California Parks and Recreation Department's Statewide Comprehensive Outdoor Recreation Plan established two primary goals: 1) For all Californians to live within a half-mile of a park; and 2) For all Californians to live in an area with a minimum of three acres of parks per 1,000 residents. In addition, every year the State Coastal Conservancy issues tens of millions of dollars in grants to non-profit organizations, public agencies, and federally-recognized tribes for projects that restore and protect the California coast, increase public access to it, and increase communities' resilience to climate change.

Within the region, the Bay Area Trails Collaborative is working to advance the completion of 13 priority trail projects through planning, education, and marketing strategies that elevate the importance of these trails as part of a complete, connected regionwide trail network. The East Bay Regional Park District (EBRPD) also offers a variety of free and low cost programming across the East Bay, including recreation and environmental education, as well as a transportation assistance program.

Ongoing policy and strategy considerations to discuss for partners during the plan's implementation period may include how to raise the funding required to support the strategy and how to best support new and modernized parks, trails and recreation facilities with an emphasis on Equity Priority Communities.

## Strategy EN7: Expand commute trip reduction programs at major employers



Strategy Cost N/A

**Abbreviated Strategy Description** 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 telecommuting, transit, walking and/or bicycling.

Strategy Assessment	Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

MTC/ABAG Implementation Role Lead (with the Air District)



Recommended MTC/ABAG Implementation Actions

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Evaluate <u>and, if determined necessary and feasible</u> , seek legislative authority to <u>modify or</u> expand the existing Bay Area Commuter Benefits Program in partnership with the Air District	<u>Years 1-2 (Evaluate);</u> <u>Years 3-5 (Seek)</u>	<u>Air District;</u> <u>Business Community;</u>
New, Existing, or Restructured Initiatives	Convene local governments, TDM partners, <u>transit agencies</u> and employers to expand <u>and foster</u> relationships, target outreach, support education, develop metrics, share data <u>and identify shared goals</u>	<u>Ongoing</u>	<u>CTAs;</u>
	<u>Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC, including an effort to improve program data and enhance database functionality, while using existing resources to develop program messaging</u>	<u>Years 1-2</u>	<u>Equity and Environmental Advocates/Non-Profits;</u>
<u>Planning or Research</u>	<u>Conduct research such as focus groups, workshops, surveys, polls and studies to support the development of strategies and approaches that will maximize the viability of this strategy for major employers to implement</u>	<u>Years 2-4</u>	<u>Local Jurisdictions;</u> <u>Transit Operators</u>

Strategy EN7: Expand commute trip reduction programs at major employers



**Summary and Considerations**

While the existing Bay Area Commuter Benefits Program does not have authority to set commute targets for major employers, new legislation could expand Air District/MTC authority to do so. The existing program has some funding, as well as limited staff resources from both the Air District and MTC, but it would require further expansion to fund education and outreach, tracking/reporting, regulatory oversight and enforcement. Finally, although public support for the strategy is strong, there is more work to do to build regional consensus for a sustainable commute target and facilitate needed reductions in auto commute trips.

A major focus of the implementation period will therefore involve getting critical input from employers and local partners through a wide range of mediums, building on relationships within the existing Commuter Benefit Program, developing program messaging and optimizing program design based on additional outreach, research, evaluation and planning. Aligning a potential advocacy strategy with the other “Big 4” MPOs in the state, as well as megaregional partners, may also be explored further.

During Implementation Plan Partnership Phase discussions, a number of partners expressed a strong interest in staying engaged and informed on Strategy EN7 implementation developments to better understand how strategy implementation could impact their programs or constituents. As outlined in the implementation actions above, it is the full intention of MTC and the Air District for partners to be closely involved in the development of an expanded Bay Area Commuter Benefits Program. Transit agency bulk pass programs, such as AC Transit’s Easy Pass, for example, could be a tool for supporting commute trip reduction programs at major employers, and partners such as UC Berkeley could provide an ideal environment for innovative pilot projects.

Strategy EN8: Expand clean vehicle initiatives



**Strategy Cost** \$5 billion

**Abbreviated Strategy Description** Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.

**Strategy Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

Limited Partial Existing

**MTC/ABAG Implementation Role**

Partner



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding</u> to support climate and electrification needs	<u>Ongoing</u>	<u>Air District;</u> <u>CTAs;</u>
New, Existing, or Restructured Initiatives	Restructure MTC's Climate Initiatives Program to ensure it can effectively scale over the next five years, while advancing existing initiatives to support electric vehicle incentives and electric vehicle charger programs	<u>Years 2-5</u>	<u>Local Jurisdictions;</u> <u>Equity and Environmental Advocates/Non-Profits;</u> <u>State Agencies</u>

Strategy EN8: Expand clean vehicle initiatives



**Summary and Considerations**

MTC has partial authority, resources and capacity to implement this popular strategy through its Climate Initiatives Program and ongoing partnership with the Air District. Successful implementation of significantly expanded incentives and infrastructure as defined in the strategy, as well as more targeted support for low-income households, will necessitate even closer partnership with other regulatory and funding agencies such as the [California Air Resources Board](#), California Energy Commission and the Air District. It will also require an evaluation of current implementation approaches, which may require restructuring, as well as expanded capacities and resources to scale effectively. Key focus areas for the Climate Initiatives Program moving forward may include planning electric vehicle charging infrastructure; planning shared electric mobility options; increasing marketing, outreach and education efforts; and providing technical assistance for local planning and implementation.

In addition, it will be important to fully understand the implications of California Governor Newsom's Zero Emission by 2035 Executive Order (N-79-20) and ensure MTC has a seat at the table during relevant statewide legislative, planning and regulatory efforts.

Across the region, local jurisdictions have been taking a wide range of actions to support the deployment of clean vehicles. Peninsula Clean Energy, for example, has been working to support EV charging infrastructure at commercial workplaces, multi-family dwellings, and other public locations. Cities such as Berkeley and San Anselmo have developed Zero Emission Vehicle Roadmaps and cities such as Fremont and San Francisco have been taking the lead in EV fleet adoption. Community Choice Aggregators, such as East Bay Community Energy, have also been investing significant effort and resources in clean vehicle initiatives.

## Strategy EN9: Expand transportation demand management (TDM) initiatives



**Strategy Cost** \$1 billion

**Abbreviated Strategy Description** Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

**Strategy Assessment**

Authority	Financial Resources	Public and Political Support	Technical Capacity

*Limited* *Partial* *Existing*

**MTC/ABAG Implementation Role**

Lead



**Recommended MTC/ABAG Implementation Actions**

Implementation Vehicle	Implementation Actions	Timeframe	Strategic Partners
Advocacy and Legislation	Seek new revenues <u>and/or increased funding</u> for climate and travel demand management needs	<u>Ongoing</u>	
New, Existing, or Restructured Initiatives	Restructure MTC's Climate Initiatives Program to ensure <u>it</u> can effectively scale over the next five years, while advancing existing initiatives including local parking policies, <u>curb management</u> , <u>Targeted Transportation Alternatives</u> , Mobility Hubs, <u>vanpooling</u> , <u>car sharing</u> , MTC SHIFT and bikeshare and e-bike incentive programs	<u>Years 2-5</u>	<u>Air District;</u> <u>Business Community;</u> <u>CTAs;</u> <u>Local Jurisdictions</u>
	Convene local governments, TDM partners and employers to expand <u>and foster</u> relationships, target outreach, develop metrics, <u>share data</u> <u>and identify shared goals</u>	<u>Ongoing</u>	
	<u>Coordinate an agency-wide, cross-sectional approach for operational TDM programs to increase efficiencies and support a shared regional vision for TDM</u>	<u>Years 2-5</u>	



Strategy EN9: Expand transportation demand management (TDM) initiatives



**Summary and Considerations**

MTC has partial authority, resources and capacity to implement this strategy through existing initiatives such as the Climate Initiatives Program, Bay Area Carpool and Vanpool Programs and the Bay Area Commuter Benefits Program. These programs provide a strong foundation upon which MTC can work to expand transportation services and alternatives that will reduce greenhouse gas emissions. That said, the overall TDM space is relatively fragmented both within MTC and across the region and there is a need for a more strategic vision to help guide regional TDM efforts. Working to establish greater consensus on shared TDM goals, more clearly defining implementation roles and responsibilities, and working to ensure more equitable implementation of TDM-based strategies will be a continued focus during the plan's implementation period.

The success of any restructured and expanded TDM programs will require ongoing partnership and collaboration with local jurisdictions, employers, workers and community-based groups, among others, many of whom expressed interest during the Implementation Plan Partnership Phase to work with MTC in support of Strategy EN9 implementation. Finally, one key TDM strategy – a regional parking fee program – will require an evaluation of authority and implementation options, some of which may present unique and specific challenges related to overall public and political support.

**From:** [Bruce Irion](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** Comment on Item 8b - Plan Bay Area 2050  
**Date:** Wednesday, September 15, 2021 4:15:44 PM

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**\*External Email\***

I am writing to comment on Item 8b in ABAG's September 16 Executive Board meeting, Plan Bay Area 2050: Implementation Plan Partnerships and Final Steps to Adoption.

The materials submitted for the agenda item suggest that Plan Bay Area 2050 has widespread governmental and public support, despite 28 appeals to its RHNA targets from four counties, 15 cities, and 8 towns. Both Plan Bay Area 2050 and its associate Draft EIR premise the Bay Area will see 35% growth without challenge as to whether this is in the public interest. I request ABAG's Executive Board direct both the Plan and its Draft EIR conduct further review to determine if this growth is in the public interest and what controls can be put in place to reduce growth to preserve the environment, reduce resource demand, and improve the quality of life for residents of the Bay Area.

Bruce Irion  




# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1103      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 8/16/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Report on Joint MTC ABAG Legislation Committee Meetings of July 9, 2021 and September 10, 2021

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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Report on Joint MTC ABAG Legislation Committee Meetings of July 9, 2021 and September 10, 2021

Jesse Arreguin

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1138      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Executive Board Approval  
**File created:** 8/30/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** Assembly Bill 361 (Rivas): Open Meetings/Teleconference  
  
Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [09b 1 Summary Sheet AB 361.pdf](#)  
[09b 2 Attachment 3a AB 361 Rivas.pdf](#)

Date	Ver.	Action By	Action	Result
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Assembly Bill 361 (Rivas): Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

Rebecca Long

Approval

**Association of Bay Area Governments**

**Executive Board**

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**September 16, 2021**

**Agenda Item 9.b.**

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**Legislation**

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**Subject:** Assembly Bill 361 (Rivas): Open Meetings/Teleconference

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

**Background:** On September 10, 2021, the Joint MTC ABAG Legislation Committee received a report on the following state legislation:

- Assembly Bill 361 (Rivas): Open Meetings/Teleconference
- AB 361 authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.
- Staff recommendation: Support

At its meeting on September 16, 2021, the Executive Board will receive a report on the Joint MTC ABAG Legislation Committee's recommended action.


The Joint MTC ABAG Legislation Committee summary sheet is attached.

**Issues:** None

**Recommended Action:** The ABAG Executive Board is requested to approve a support position on Assembly Bill 361 (Rivas), as reported.

**Attachments:** Summary Sheet, Joint MTC ABAG Legislation Committee

**Reviewed:**

  
Therese W. McMillan

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

**September 10, 2021**

**Agenda Item 3a**

**Assembly Bill 361 (Rivas) Open Meetings/Teleconference**

**Subject:** Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

**Background:** AB 361 (Rivas) allows local agencies, including local jurisdictions, MTC and ABAG, among others, to conduct their meetings via teleconference during a period of proclaimed state of emergency, similar to what has occurred during COVID-19 under flexibility afforded by Executive Order N-29-20. Specifically, the bill amends provisions of the Ralph M. Brown Act to provide greater flexibility with respect to teleconferencing. The bill would take effect immediately upon enactment and would sunset on January 1, 2024.

Without passage of AB 361, local agencies will be required to return to in-person meetings effective October 1, 2021, the current expiration date of Executive Order N-29-20 (which was extended through September 30, 2021 by Executive Order N-08-21). The bill authorizes teleconference participation for board members and members of the public during states of emergency as long as specified conditions are met and local agencies adopt findings every 30 days justifying the continuation of teleconferencing.

**Issues:** Given the rapid spread of the more contagious and harmful COVID-19 Delta variant across the nine counties over the last several months and the fact that fully vaccinated people are contracting the COVID 19 virus and able to infect others, staff is concerned that a return to in-person board meetings at this time is premature and could unnecessarily pose health risks to staff, board members and the public. AB 361 will provide more flexibility to local agencies across California to enable them the option to postpone the resumption of in person meetings until after the COVID 19 state of emergency has passed or at such time as they deem appropriate to resume in person meetings within a proclaimed state of emergency period.

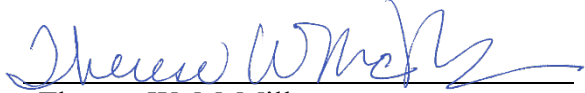
As noted in the Floor Analysis on the bill, local agencies have found the flexibility teleconferencing has provided very useful, especially for those who have to travel to long distances to attend meetings, which is almost universally the case for MTC and ABAG meetings. Public access is also enhanced by offering remote participation as it allows the opportunity to comment to those who would not be able to take the time to travel to in-person meetings.

While staff would ultimately like to see a more comprehensive reform of the Brown Act, AB 361 is the only opportunity available at this time to extend the flexibility to continue teleconference meetings.

For these reasons, staff requests the MTC and ABAG take a support position on AB 361. Staff has already communicated a support position to the Legislature and Governor Newsom pursuant to MTC and ABAG's urgency statutes and this item seeks the Committee's concurrence with that position. We will also bring a concurrence recommendation to the Commission and the ABAG Executive Board later this month.

**Recommendation:** Support

**Attachments:** Attachment A: Bill Positions

  
Therese W. McMillan

**Bill Position on AB 361 (Rivas): Open Meetings/Teleconference**

**SUPPORT:** (as of 7/15/21)

California Special Districts Association (source)  
Alameda County Mosquito Abatement District  
Alpine Fire Protection District  
Association of California Healthcare Districts  
Association of California Water Agencies  
Auburn Area Recreation and Park District  
Big Bear Area Regional Wastewater Agency  
Big Lagoon Community Services District  
Biola Community Services District  
Cal Voices  
Calaveras Public Utility District  
California Association of Joint Powers Authorities  
California Association of Public Authorities for IHSS  
California Downtown Association  
California Municipal Utilities Association  
California State Association of Counties  
California Travel Association  
Cameron Estates Community Services District  
Cameron Park Community Services District  
City of Carlsbad  
City of Foster City  
City of Lafayette  
City of Redwood City  
City of Walnut Creek  
Coachella Valley Mosquito and Vector Control District  
Costa Mesa Sanitary District  
County of Monterey  
Cucamonga Valley Water District  
Disability Rights California  
Eastern Municipal Water District  
Ebbetts Pass Fire District  
Eden Township Healthcare District dba Eden Health District  
El Dorado Hills Community Services District  
Elsinore Valley Municipal Water District  
Fallbrook Regional Health District  
Fresno Mosquito and Vector Control District  
Grizzly Flats Community Services District  
Honey Lake Valley Resource Conservation District  
Hornbrook Community Services District



Humboldt Bay Municipal Water District  
Humboldt Community Services District  
Jackson Valley Irrigation District  
Keyes Community Service District  
Kinneloa Irrigation District  
League of California Cities  
Los Angeles County Sanitation Districts  
Mammoth Community Water District  
Meeks Bay Fire Protection District  
Mesa Water District  
Metropolitan Water District of Southern California  
Mountain Counties Water Resources Association  
Mt. View Sanitary District  
Murphys Fire Protection District  
Napa County Regional Park and Open Space District  
North County Fire Protection District  
North Tahoe Fire Protection District  
Olivenhain Municipal Water District  
Orange County Employees Association  
Orange County Local Agency Formation Commission  
Orange County Water District  
Palmdale Water District  
Palos Verdes Library District  
Reclamation District No. 1000  
Rural County Representatives of California  
Sacramento Suburban Water District  
San Diego County Water Authority  
Saratoga Fire District  
Southern California Regional Rail Authority  
Southern California Water Coalition  
Stege Sanitary District  
Tahoe Resource Conservation District  
Templeton Community Services District  
Three Valleys Municipal Water District  
Town of Discovery Bay Community Services District  
Truckee Fire Protection District  
Urban Counties of California  
Valley-Wide Recreation and Park District  
Vista Fire Protection District  
Vista Irrigation District  
Water Replenishment District of Southern California  
Western Municipal Water District  
Zach Hilton, Member, Gilroy City Council

**OPPOSITION:** (as of 7/15/21)

ACLU California Action  
ACT for Women and Girls  
California Environmental Justice Alliance  
Californians Aware  
First Amendment Coalition  
Howard Jarvis Taxpayers Association  
Together We Will/Indivisible – Los Gatos



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1104      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 8/16/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** Report on ABAG Finance Committee Meeting of September 16, 2021  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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Report on ABAG Finance Committee Meeting of September 16, 2021

Karen Mitchoff

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1105      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 8/16/2021      **In control:** ABAG Executive Board  
**On agenda:** 9/16/2021      **Final action:**  
**Title:** Report on ABAG Housing Committee Meeting of July 8, 2021  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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Report on ABAG Housing Committee Meeting of July 8, 2021

Lori Wilson

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1106      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 8/16/2021      **In control:** ABAG Executive Board

**On agenda:** 9/16/2021      **Final action:**

**Title:** Presentation on the 2022-2026 Update to the Estuary Blueprint or Comprehensive Conservation and Management Plan for the San Francisco Estuary

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [12a 1 Summary Sheet Estuary Blueprint v2.pdf](#)  
[12a 2 Presentation Estuary Blueprint.pdf](#)

Date	Ver.	Action By	Action	Result
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Presentation on the 2022-2026 Update to the Estuary Blueprint or Comprehensive Conservation and Management Plan for the San Francisco Estuary

Caitlin Sweeney

Information

# Association of Bay Area Governments

## Executive Board

September 16, 2021

Agenda Item 12.a.

### San Francisco Estuary Partnership

**Subject:** Presentation on the 2022-2026 Update to the Estuary Blueprint or Comprehensive Conservation and Management Plan for the San Francisco Estuary

**Background:** The Estuary Blueprint, or Comprehensive Conservation and Management Plan (CCMP), identifies priority actions needed for a healthy, resilient San Francisco Estuary in 2050. This document is a required element of the National Estuary Program under the Clean Water Act. The San Francisco Estuary Partnership is currently updating the 2016 Estuary Blueprint for the 2022-2026 period.

Originally released in 1993, this planning document for the San Francisco Estuary—the San Francisco Bay and the Sacramento/San Joaquin Delta—provides a roadmap to adapt to climate change and sea level rise, restore vital habitat and natural resources, reduce pollution and contaminants, and create an environment that is safe, healthy, accessible, and enjoyable for all Estuary residents and visitors. The plan was last significantly revised in 2016 when it was rebranded the Estuary Blueprint and will be revised or updated every five years.

The current update process focuses on reviewing the 2016 actions for relevance and urgency and examines emerging priorities with significant climate change implications for the health of the Estuary. Dozens of local, regional, state, and federal agencies and organizations are participating in the update, and an expanded public engagement effort is underway to engage new and underrepresented stakeholders. The updated Estuary Blueprint is planned for release in 2022.

**Issues:** None

**Recommended Action:** Information

**Attachments:** Presentation

**Reviewed:**

  
Therese W. McMillan





# Estuary Blueprint Update ABAG Executive Board Meeting September 16, 2021



San Francisco  
**ESTUARY PARTNERSHIP**



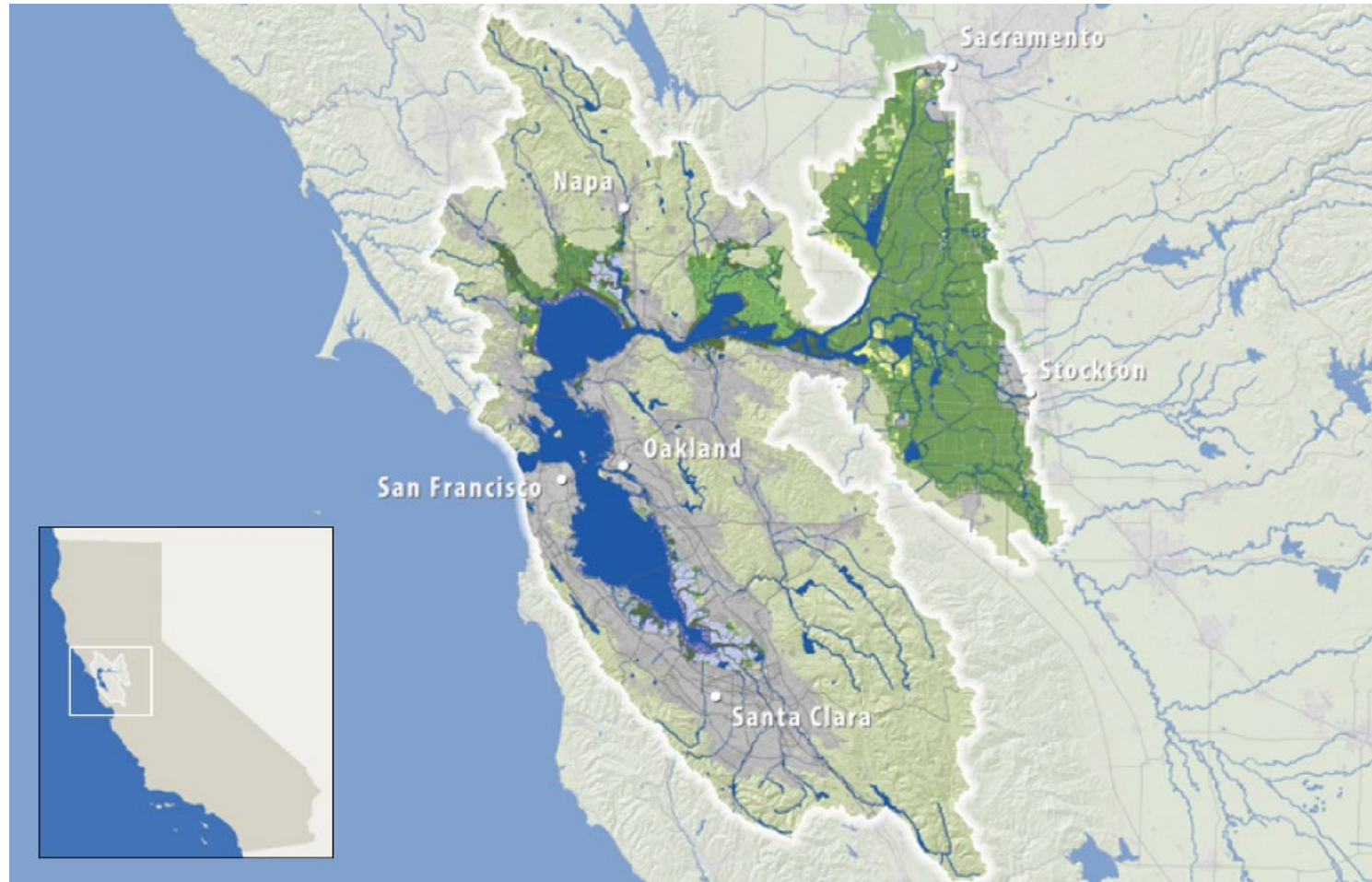
# San Francisco Estuary Partnership

- A place-based EPA program
- Collaborative and non-regulatory
- Created to leverage federal, state, and regional resources to support local projects

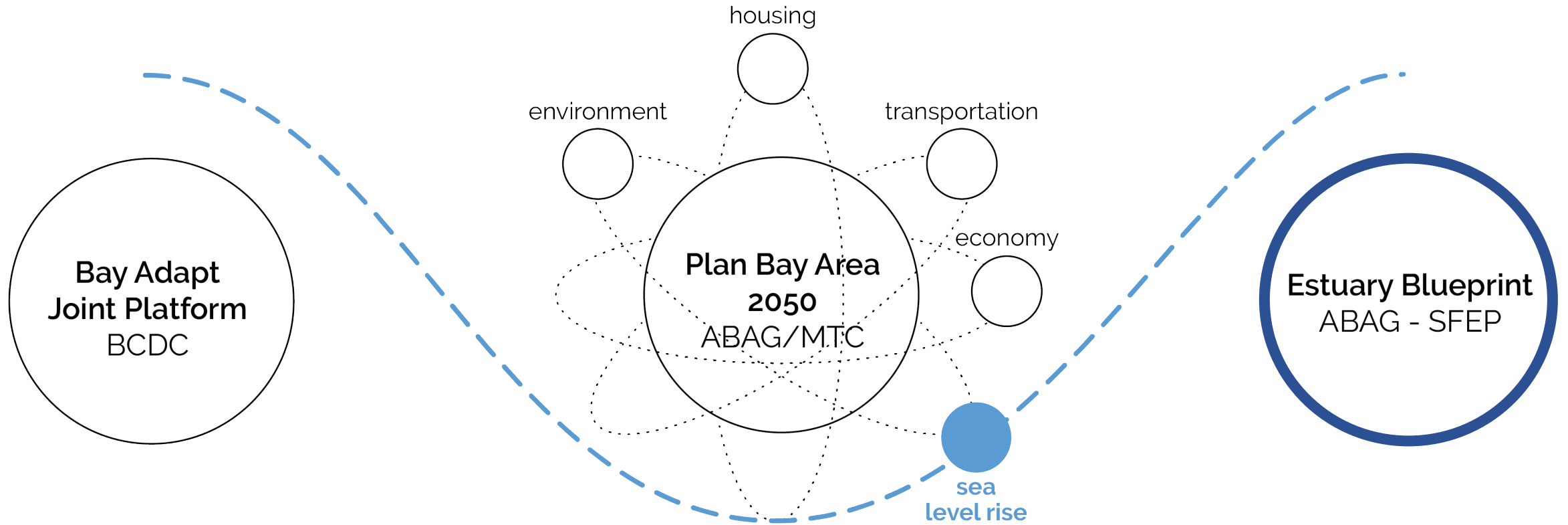




# Estuary Partnership Planning Area



# Estuary Blueprint within the Galaxy



# Estuary Blueprint Background

- The Clean Water Act calls for each NEP to develop and implement a Comprehensive Conservation and Management Plan (CCMP)
- EPA requires periodic review and revisions of CCMPs
  - 1993 – First CCMP completed for the San Francisco Estuary
  - 2007 – CCMP updated (revised existing and added new actions)
  - 2016 – Major revision of CCMP (renamed “SF Estuary Blueprint”)







# 2016 - 2021 Estuary Blueprint





# A Regional, Collaborative Vision for the Future of the Estuary

Where do we want to be in 2050?



# 2016 Estuary Blueprint

- 4 Goals
- 12 Objectives
- 32 Actions
- 80 Partners
- 5 Years (2016 - 2021)



# 2016 Estuary Blueprint

## Actions

- Strategies or set of Tasks
- Task Milestones:  
Achievable within 5 Years
- Identified Task Owners  
and Collaborating Partners

**ACTION**  
**21**

**Reduce water use for landscaping around the Estuary**

Facilitate more efficient use of water, whether recycled or potable, on landscaping. Collaborate with municipalities, water supply agencies, land use agencies, and others to reduce overall water use on landscaping. Create standards for measuring progress regionwide.

**TASK 21-1** Work with water supply agencies, municipalities, the California Department of Water Resources (DWR), the California State Water Resources Control Board, and others to develop a standardized approach to quantifying and reporting on water use for all new and existing landscaped areas. Use the latest available technology, as well as the methodology developed by DWR for the updated 2015 Model Water Efficiency Landscape Ordinance (MWELO), and other methods as appropriate.

**BY 2018** Ensure standardized reporting in place.

**TASK 21-2** Working with the partners identified in Task 21-1, develop permanent (i.e., non-drought) performance standards against which progress in reducing landscape water use region-wide will be measured.

**BY 2018** Ensure performance standards in place.

**TASK 21-3** Support expansion of local or regional water efficient landscape maintenance training programs that use the watershed approach. Support use of models such as the California Friendly Landscape Training Program and Bay-Friendly Landscape (Rescape California) Program.

**BY 2019** Launch training programs in three new regions around the state.

**TASK 21-4** Collaborate with municipalities, land use agencies, and others to create pilot programs that expand the application of efficiency standards to all new and existing landscaping projects.

**BY 2020** Establish pilot programs in three municipalities.

**BACKGROUND**

Outdoor water use is responsible for about 40 percent of total water use in the Estuary's urban environment, and an even higher percentage of use in hotter inland portions of the region. Existing state law calls for a 20 percent reduction in per capita water use by 2020. Although many parts of the region have already met or exceeded that goal under the recent drought regulations, these reductions may be short-lived according to the 2015 *State of the Estuary Report*.

While additional indoor water use efficiency is possible through the installation of low-flow toilets, shower heads, leak detection, and other steps, getting to the next level of long-term reduction will require focused attention on outdoor water use, including housing and development planning (see Action 23).

Reductions in water use for landscaping and gardening can benefit stormwater management, water quality, and water supply. Water use policies that include reductions for landscaping can both increase water supply reliability and offset use of imported water, as well as groundwater and local stream flows.

The CCMP action supports the Department of Water Resources' revised Model Water Efficient Landscape Ordinance (MWELO, 2015). The revised ordinance applies to new landscaping projects over 500 square feet and rehabilitated landscapes over 2,500 square feet. The MWELO also encourages the use of a watershed approach and collaboration among industry, government, and property owners to achieve multiple benefits, and provides a methodology for calculating the upper limit for water use on a particular landscape. This methodology, or a similar approach, could be applied to all existing landscaped areas.

In the long term, incentive programs such as lawn-to-garden or "cash-for-grass" rebates, stormwater capture, greywater reuse, and other on-site reuse by both residential and commercial water users will be key to reducing urban water use. This CCMP action has been identified in the *California Water Action Plan*, Executive Order B-29-15, and the non-governmental report *Wetter or Not*. It has also been written into state law through the Water Conservation in Landscaping Act of 2006 (AB 1881). The State Water Resources Control Board is also formulating performance standards for long-term water use reduction, which will help inform the tasks associated with this action.

**OWNERS**

Rescape California (Task 21-3)  
SF Estuary Partnership (Tasks 21-1, 21-2, 21-3, 21-4)

**COLLABORATING PARTNERS**

CA Department of Water Resources, CA Urban Water Conservation Council, State Water Resources Control Board, The Bay Institute, various local and regional governments and planning agencies, and local water agencies

**NEXUS**

Actions 18, 19, 22-24, 27  
Goals 1, 3, 4  
Objectives a, g, j



From Estuary 2016 Blueprint





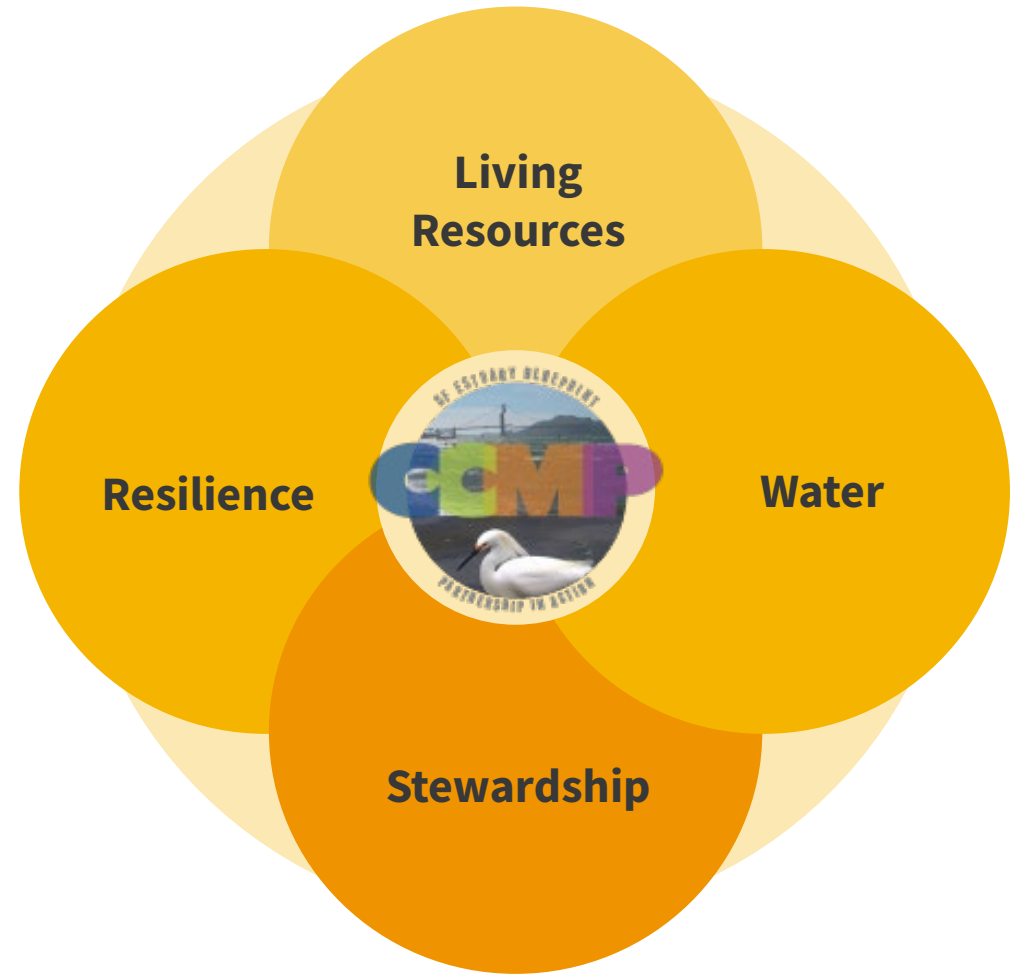
# 2022-2026 Estuary Blueprint





# 2022 Estuary Blueprint Update

GOALS → OBJECTIVES → **ACTIONS** → TASKS



# 2022 Estuary Blueprint Update – Guiding Principles



Remain aspirational yet feasible



Expand and deepen multi-sectoral engagement



Integrate further across geographies and plans



Focus on equity



Improve clarity and responsibility



# Estuary Blueprint Update: Resilience

Advance natural resource protection while planning for increased resilience of shoreline communities

Accelerate implementation of climate adaptation projects that prioritize natural and nature-based strategies

Raise the bar for water conservation by reducing remaining barriers to increased water use efficiency

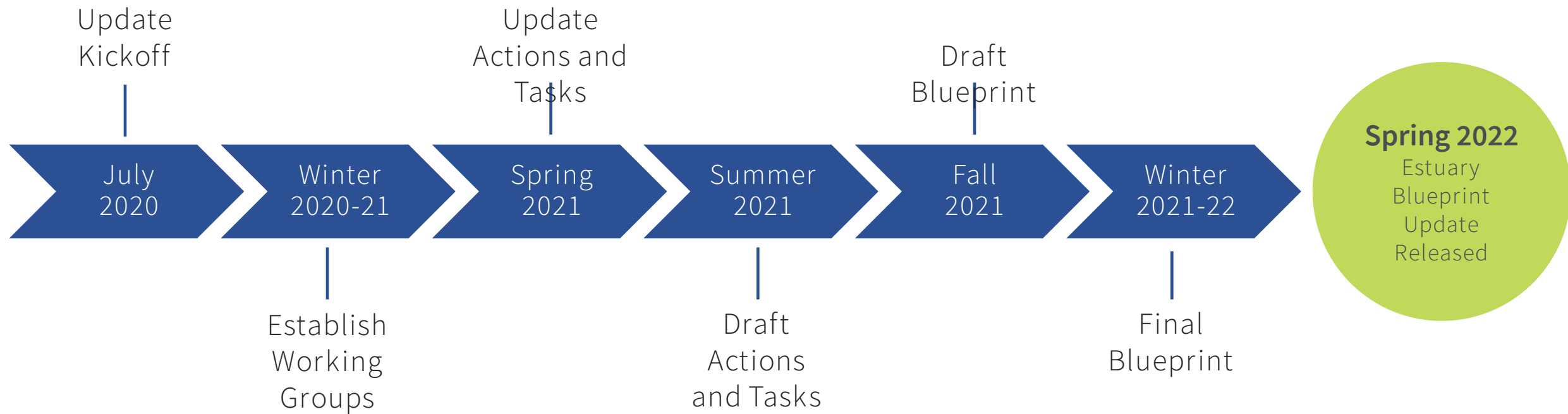
Envision sustainable streets that manage stormwater, reduce flooding, and improve water quality



Photo credit: Karen McDowell, SFEP



# Estuary Blueprint Update - Timeline



# To learn more or get involved:



San Francisco  
**ESTUARY**  
**PARTNERSHIP**

## Have Questions?

Darcie Luce | Program Manager

o 415.778.6673

[Darcie.luce@sfestuary.org](mailto:Darcie.luce@sfestuary.org)

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Thank You

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San Francisco  
**ESTUARY PARTNERSHIP**