



375 Beale Street
Suite 700
San Francisco, CA 94105

Meeting Agenda

Bay Area Regional Collaborative

Zack Wasserman, Director, BCDC--Chair
Cindy Chavez, Supervisor, County of Santa Clara--Vice Chair

Friday, September 21, 2018

10:00 AM

Board Room - 1st Floor

Agenda and roster available at <http://bayarearegionalcollaborative.org>
Webcast available at <http://mtc.ca.gov/whats-happening/meetings/live-webcasts>
For information, contact Clerk of the Board at (415) 820-7913.

Governing Board Members

ABAG—Pradeep Gupta, Scott Haggerty, Julie Pierce, David Rabbitt
BAAQMD—Cindy Chavez, David Hudson, Nathan Miley, Rod Sinks
BCDC—John Gioia, Anne Halsted, Dave Pine, Brad Wagenknecht, Zack Wasserman
MTC—Nick Josefowicz, Jake Mackenzie, Jim Sperling, Amy Worth
CalSTA (Non-voting)—Tony Tavares, Dan McElhinney (Alternate)

1. Call to Order

- 1.a. Pledge of Allegiance
- 1.b. Roll Call / Confirm Quorum

2. Approval of Minutes

[18-0640](#) Approval of BARC Governing Board Minutes of June 15, 2018

Action: Approval

Presenter: Clerk

Attachments: [Minutes 20180615.pdf](#)

3. Updates from BARC Member Agency Executive Directors

[18-0815](#) Updates from BARC Member Agency Executive Directors

Action: Information

Presenter:

- 3.a. Steve Heminger, Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments
- 3.b. Jack Broadbent, Chief Executive Officer/Air Pollution Control Officer, Bay Area Air Quality Management District
- 3.c. Larry Goldzband, Executive Director, San Francisco Bay Conservation and Development Commission

4. Report from BARC Executive Director

[18-0769](#)

Report on BARC Activities from June to September 2018

Action: Information

Presenter: Allison Brooks, Executive Director, Bay Area Regional Collaborative

Attachments: [Memo Executive Director Report.pdf](#)
[Attachment A Resilient by Design Team Updates.pdf](#)

5. Presentation on Government Alliance for Race and Equity

[18-0765](#)

Presentation on Government Alliance for Race and Equity

Action: Information

Presenter: Dwayne Marsh, Vice President of Institutional and Sectoral Change, Race Forward/GARE Steering Committee
Andrew L. Nguyen, Contracts Specialist, Metropolitan Transportation Commission
Tim Williams, Office of Diversity, Equity & Inclusion, Bay Area Air Quality Management District
Kearey Smith, Assistant Director, Data & Visualization, Metropolitan Transportation Commission
Karl Anderson, Assistant Planner, Programming and Allocations, Metropolitan Transportation Commission
Kristen Law, Community Engagement Specialist, Bay Area Air Quality Management District

Attachments: [Presentation GARE 2018 Final.pdf](#)
[Presentation Marsh GARE 091518.pdf](#)

6. Presentation on State of California Ocean Protection Council (OPC) Sea Level Rise Guidance

[18-0766](#)

Presentation on State of California Ocean Protection Council (OPC) Sea Level Rise Guidance

Action: Information

Presenter: Deborah Halberstadt, Executive Director, Ocean Protection Council/Deputy Secretary for Oceans of Coastal Policy, California Natural Resources Agency

Attachments: [Presentation OPC Sea Level Rise Guidance.pdf](#)

7. Presentation on Adapting to Rising Tides (ART) Bay Shoreline Flood Explorer (explorer.adaptingtorisingtides.org)

[18-0767](#)

Presentation on Adapting to Rising Tides (ART) Bay Shoreline Flood Explorer (explorer.adaptingtorisingtides.org)

Action:

Information

Presenter:

Todd Hallenbeck, GIS Specialist, Bay Conservation and Development Commission
Jaclyn Mandoske, California Sea Grant State Fellow, Bay Conservation and Development Commission

Attachments:

[explorer adaptingtorisingtides org.pdf](#)

8. Public Comment

9. Adjournment / Next Meeting

The next regular meeting of the BARC Governing Board is on Friday, November 16, 2018, 10:00 a.m., at the Bay Area Metro Center, 375 Beale Street, San Francisco, California.

The Governing Board may take action on any item listed in the agenda.

This meeting is scheduled to end promptly at 12:00 p.m. Agenda items not considered by that time may be deferred.

The public is encouraged to comment on agenda items by completing a request-to-speak card and giving it to BARC staff or the chairperson.

Although a quorum of the Governing Board may be in attendance at this meeting, the Governing Board may take action only on those matters delegated to it. The Governing Board may not take any action as the Bay Area Regional Collaborative Governing Board unless this meeting has been previously noticed as a Bay Area Regional Collaborative Governing Board meeting.



Legislation Details (With Text)

File #: 18-0640 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 7/27/2018 **In control:** Bay Area Regional Collaborative

On agenda: 9/21/2018 **Final action:**

Title: Approval of BARC Governing Board Minutes of June 15, 2018

Sponsors:

Indexes:

Code sections:

Attachments: [Minutes 20180615.pdf](#)

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

Approval of BARC Governing Board Minutes of June 15, 2018

Clerk

Approval



Agenda Item 3

375 Beale Street
Suite 700
San Francisco, CA 94105

Meeting Minutes - Draft

Bay Area Regional Collaborative

ABAG - BAAQMD - BCDC - MTC

*Zack Wasserman, Chair
Cindy Chavez, Vice Chair*

*John Gioia, Pradeep Gupta, Scott Haggerty, Brad Wagenknecht,
David Hudson, Nick Josefowitz, Anne Halsted, Rod Sinks
Jake Mackenzie, Nathan Miley, Julie Pierce, Dave Pine,
David Rabbitt, Mark Ross, Jim Spering, and Amy R. Worth*

Non-voting member: James E. Davis and Dan McElhinney

Friday, June 15, 2018

10:00 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Rollcall

Present: 10 - Board Member Josefowitz, Board Member Sinks, Board Member Spering, Board Member Gioia, Board Member Pierce, Board Member Worth, Board Member Rabbitt, Board Member Halsted, Board Member Gupta, and Board Member Hudson

Absent: 8 - Board Member Wasserman, Board Member Miley, Board Member McElhinney, Board Member Pine, Board Member Mackenzie, Board Member Halsted, Board Member Davis, and Board Member Wagenknecht

2. Pledge of Allegiance

3. Approval of Minutes

Upon the motion by Board Member Hudson and second by Board Member Spering, the minutes of the April 20, 2018 meeting were approved. The motion carried by the following vote:

Aye: 10 - Board Member Josefowitz, Board Member Sinks, Board Member Spering, Board Member Gioia, Board Member Pierce, Board Member Worth, Board Member Rabbitt, Board Member Halsted, Board Member Gupta and Board Member Hudson

Absent: 8 - Board Member Wasserman, Board Member Miley, Board Member McElhinney, Board Member Pine, Board Member Mackenzie, Board Member Halsted, Board Member Davis and Board Member Wagenknecht

[18-0345](#) Approval of the Bay Area Regional Collaborative Minutes of April 20, 2018

Action: Board Approval

Attachments: [03 BARC_GB_Minutes_20180420.pdf](#)

4. Updates from BARC Member Agency Executive Directors

[18-0441](#) Updates from BARC Member Agency Executive Directors

Action: Information

- Presenter:**
- Greg Nudd, Deputy Air Pollution Control Officer - Policy, Bay Area Air Quality Management District
 - Larry Goldzband, Executive Director, Bay Conservation and Development Commission
 - Alix Bockelman, Deputy Executive Director, Policy, Association of Bay Area Governments/Metropolitan Transportation Commission

5. BARC Executive Director Report

[18-0439](#) Update on Key Projects

Action: Information

Presenter: Allison Brooks, Executive Director, BARC

Attachments: [05 BARC ED Update 06_15_18.pdf](#)

6. Resilient Infrastructure as Seas Rise (RISER) SF Bay Project

[18-0440](#) Resilient Infrastructure As Seas Rise

Action: Information

Presenter: Mark Stacey, Department of Civil and Environmental Engineering, UC Berkeley
Amanda Brown-Stevens, Managing Director, Resilient by Design

Attachments: [06 RISER Stacey 15June2018.pdf](#)

7. Plan Bay Area 2050 Horizon Planning Process

Roland Lebrun was called to speak.

[18-0442](#) Horizon and Plan Bay Area 2050

Action: Information

Presenter: Dave Vautin, Principal Planner, MTC

Attachments: [07 Horizon and Plan Bay Area 2050 - Overview \(June 2018\).pdf](#)

8. Public Comment

Jane Kramer was called to speak.

Roland Lebrun was called to speak.

[18-0537](#)

Attachments: [08 Handout Public Comment.pdf](#)

9. Adjournment / Next Meeting

The next meeting of the BARC Governing Board will be Friday, September 21, 2018 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Legislation Details (With Text)

File #: 18-0815 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/17/2018 **In control:** Bay Area Regional Collaborative
On agenda: 9/21/2018 **Final action:**
Title: Updates from BARC Member Agency Executive Directors
Sponsors:
Indexes:
Code sections:
Attachments:

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

Updates from BARC Member Agency Executive Directors

- 3.a. Steve Heminger, Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments
- 3.b. Jack Broadbent, Chief Executive Officer/Air Pollution Control Officer, Bay Area Air Quality Management District
- 3.c. Larry Goldzband, Executive Director, San Francisco Bay Conservation and Development Commission

Information



Legislation Details (With Text)

File #: 18-0769 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/7/2018 **In control:** Bay Area Regional Collaborative

On agenda: 9/21/2018 **Final action:**

Title: Report on BARC Activities from June to September 2018

Sponsors:

Indexes:

Code sections:

Attachments: [Memo Executive Director Report.pdf](#)
[Attachment A Resilient by Design Team Updates.pdf](#)

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

Report on BARC Activities from June to September 2018

Allison Brooks, Executive Director, Bay Area Regional Collaborative

Information



DATE: September 21, 2018

TO: BARC Governing Board

FROM: Allison Brooks, BARC Executive Director

RE: ***Report on BARC Activities June to September, 2018***

During a summer characterized by global heat waves and catastrophic fires across California and the Western United States, BARC staff has worked closely with our partners to continue to advance projects related to climate adaptation and resiliency, renewable energy and supporting impacted communities at the frontlines of risk. The close of summer also brings international focus on the Bay Area through the Global Climate Action Summit, highlighting the leadership of the State of California and BARC's member agencies in stepping up and working together at the intersection of land use, transportation, housing, energy, air quality, climate and social equity to address the defining 21st century challenges we have before us.

The Bay Area Air Quality Management's "Diesel Free by 33" event on September 12, an affiliate event of the Global Climate Action Summit, created an exciting platform to highlight innovative work underway across the Bay Area and beyond by local and state leaders from government, business and industry to tackle air quality issues, reduce greenhouse gases and recognize community members most impacted by these issues as essential partners in solving them. We also had the special opportunity to hear from Coach Steve Kerr of the Golden State Warriors who shared his perspective beyond the basketball court about climate change. The "Diesel Free by 33" pledge signed by over 100 elected officials, industry and business leaders is a powerful demonstration of commitment to meeting climate goals.

Additionally, the Resilient by Design Bay Area Challenge (RbD) project set up shop at an empty storefront around the corner from the Bay Area Metro Center (302 Folsom Street @Beale) to serve as a hub for affiliate events related to climate adaptation and resiliency. The venue provided an excellent location to feature the nine design concepts that resulted from RbD, explore the games and tools designed by the teams to better educate people about climate risks, and hear from local, state and international leaders in climate adaptation including the Minister of the Environment for the Netherlands.

Taken together, these events brought a further sense of urgency to the BARC member agencies work plan. Below are descriptions of completed BARC projects, active projects underway, and projects transitioning into new areas of focus to help deliver on our desired outcomes.

I. BARC project featured on the BARC Governing Board agenda

At our September 21, 2018 meeting, the BARC Governing Board will hear from staff from MTC/ABAG, BAAQMD and BCDC that are participating in the BARC sponsored **Government Alliance on Race and Equity (GARE)** program. Supported by executive leadership at BARC and the BARC member agencies, participating staff have formed a cross-agency Steering Committee to work together to identify and help implement best practices to advance racial equity goals in and across the agencies. Preceding the presentation by the BARC GARE Steering Committee, we will hear from **Mr. Dwayne Marsh, the Vice President of Institutional and Sectoral Change at Race Forward**, who is leading the GARE effort locally and nationally. Mr. Marsh will provide background on the GARE program and an overview on the role of government in achieving racial equity and advancing opportunities for all.

II. Projects Completed

New BARC website launched on August 31, 2018! – www.barc.ca.gov

BARC staff contracted with Visual Strategies to create a new website that features improved functionality and a more visually appealing presentation of BARC projects and partnerships. The website is intended to illustrate the collaborative work underway by the BARC member agencies and other partners to advance issues of regional significance and highlight relevant news and events.

III. Projects Underway

ART Bay Area

ART Bay Area is a 3-year project funded by Caltrans with a matching grant from MTC that will produce a regional-scale vulnerability assessment of the transportation system, Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and disadvantaged communities vulnerable to flooding and sea level rise. The assessment will feed into the identification of adaptation strategies most suitable for addressing vulnerabilities along different shoreline conditions. The goal is to establish a framework for a regional adaptation plan at the conclusion of the grant period in June 2019.

The ART Bay Area project team made up of BCDC, MTC/ABAG and BARC staff, and supported by a consultant team led by AECOM, is at a pivotal stage of integrating the completed vulnerability assessment work into a system for evaluating the immediate and cascading impacts of sea level rise and flooding on the regional-scale assets listed above. During this process, the project team is doing the following:

- Employing 'operational landscape units' (OLUs), a system developed by SFEI and SPUR, which helps inform the adaptation strategies feasible along segments of the Bay shoreline based on geophysical characteristics. <https://www.sfei.org/projects/OLUs>
- Developing profile sheets based on the OLU approach, to communicate vulnerabilities and potential flooding consequences to key assets within each OLU, and how these could have sub-regional and regional consequences.

Report on BARC Activities June to September, 2018

September 21, 2018

Page 3

- Working with the Horizon project team at MTC/ABAG to understand the relationship between locations vulnerable to flooding and sea level rise, current and future growth projections, and the types of strategies needed to make different areas more resilient to changing conditions.

The ART Bay Area project team is also partnering with the Bay Area Regional Health Inequities Initiative (BARHII) to work with local community-based organizations in three locations to develop public engagement plans focused on building local capacity to engage in flooding and sea level rise planning now and into the future, recognizing the need to meet communities where they are and through the issues they care about the most. BARHII is in the process of identifying local partners in three communities and will start local engagement efforts by the end of September.

The ART Bay Area project team will be conducting a webinar for our fifth Regional Working Group in late September. RWG members comprise local government staff from the cities and counties, as well as asset managers, transit operators, and community leaders to share details on the public engagement strategy. The ART project team is working closely with MTC/ABAG's Horizon project team to align and mutually reinforce efforts.

SB1 Adaptation Planning Grants

BARC is serving as project manager for a competitive SB1 Adaptation Planning grant received by MTC through Caltrans. The Project Management (PMT) team is comprised of BARC, MTC/ABAG, BCDC, and the State Coastal Conservancy. In a unique approach, BARC and the PMT are deploying the grant resources to conduct further analysis and planning to advance design concepts put forward during the Resilient by Design Bay Area Challenge project in South San Francisco, San Leandro Bay and along the North Bay State Route 37 Corridor to address vulnerabilities to flooding, sea level rise and earthquakes. In an effort at coordination and shared learning, the PMT has incorporated the MTC SB1 planning grant focused on sea level rise and flooding vulnerabilities at the Dumbarton Bridge approach and East Palo Alto into the overall project structure (see Table 1 below). As outlined in the grant requirements, the projects will focus on addressing vulnerabilities faced by underserved, low-income residents and multi-modal transportation infrastructure.

The PMT will be working closely with Local Working Groups, made up of lead staff from the cities, counties, agencies, and other core stakeholder organizations in each of the project areas, to finalize the Scope of Work, select consultant team (where applicable), and develop public engagement plan for each of the projects. The planning efforts are expected to kick off in January 2019. The SB1 planning grant funds are to be expended by May 2020.

Table 1: SB1 Planning Grant Structure



IV. Projects Transitioning

Model Solar Ordinance Toolkit

Given the groundbreaking, unanimous vote of the California Energy Committee (CEC) in May 2018 to require solar on all new homes starting January 1, 2020, the BARC cross-agency team that developed the Model Solar Ordinance Toolkit were able to celebrate our contribution to this effort and at the same time begin expanding the scope of our program to take on a new set of activities to further support a carbon free future in the Bay Area. The Bay Area Air Quality Management District (BAAQMD), BARC and the Bay Area Regional Energy Network are working with a consultant explore three potential new areas of focus, which we will report out more fully to the BARC Governing Board at our November 2018 meeting. These are:

- Support full and consistent implementation of existing policies – collect data, track how jurisdictions are doing, develop comprehensive understanding of the state of practice
- Help remove barriers for jurisdictions to voluntarily go beyond status quo, particularly in the Bay Area’s most impacted communities
- Support jurisdictions in approving new reach codes to accelerate progress

Working together through this program focused on a Carbon Free Bay Area, the BARC member agencies can help meet the goals of Senate Bill 100 just signed into law by Governor Brown on September 10, 2018 setting a 100 percent clean electricity goal for the State of California by 2045. Additionally, the Governor signed an executive order establishing a new target to achieve carbon neutrality also by 2045 – “the most ambitious carbon neutrality commitment of any major economic jurisdiction in the world” (gov.ca.gov). The State of California depends on local and regional government to meet these ambitious goals, thereby bringing a sense of urgency to this expanded work program.

Resilient by Design Bay Area Challenge Strategic Assessment

As highlighted through the SB1 Adaptation Planning Grant section above, and described in **ATTACHMENT A**, the Resilient by Design (RbD) projects are currently being advanced in different ways and by different partners and champions (see *Image 1: RbD Project Locations* on page 5). In an effort to more formally advance the best features of the Resilient by Design Bay Area Challenge, the Resilient by Design Executive Committee has contracted with the Consensus Building Institute (CBI) to conduct a strategic assessment of the yearlong effort to inform how best to move forward. The assessment involves interviews with active participants in the effort from community-based organizations, cities and counties, regional agencies, special districts, businesses, design firms, non-profit organizations and philanthropy to determine what worked and what didn't and identify the core unique elements of the project that are important to advance further to keep momentum going in order to meet Bay Area resiliency goals. Also included is a focused session with Executive Leaders from key public agencies and organizations integral to advancing recommendations resulting from the assessment.

Emerging from this process will be recommendations and actions for how to:

- Continue to catalyze and accelerate Bay Area progress towards greater resilience
- Secure funding to advance multi-benefit projects across multiple jurisdictions
- Continue to foster inclusive models of community-driven planning and action for resilience

The BARC Governing Board will receive a report on the findings and recommendations that emerge from this assessment at your November 2018 meeting.

V. BARC Executive Director Publications & Speaking Engagements

The BARC Executive Director was active over the summer months sharing the collaborative work underway by BARC and its member agencies.

June 7	Opinion, by Allison Brooks, San Francisco Chronicle, <i>A Regional Challenge – designing to live with rising seas</i> , https://www.sfchronicle.com/opinion/article/A-regional-challenge-designing-to-live-with-12977229.php
June 25	Speaker, <i>United Nations Association Bay Area Climate Action Forum</i> , Oakland
June 29	Speaker, <i>Report to Governor's Office of Planning and Research Integrated Climate Adaptation and Resilience Program (ICARP) Technical Advisory Committee</i> , Sacramento
August 23	Speaker, <i>SPUR Lunchtime Presentation, State of Regionalism: Sustainability</i> , San Francisco
August 27	Contributor, <i>San Francisco Bay Region Report, California's Fourth Climate Change Assessment</i> , www.ClimateAssessment.ca.gov
August 28	Speaker, <i>Transportation and Climate Adaptation, California Adaptation Forum</i> , Sacramento
Sept 12	Speaker, <i>Accelerating Local Climate Adaptation Worldwide, Water Pavilion – California Case Study, Global Climate Summit</i> , San Francisco

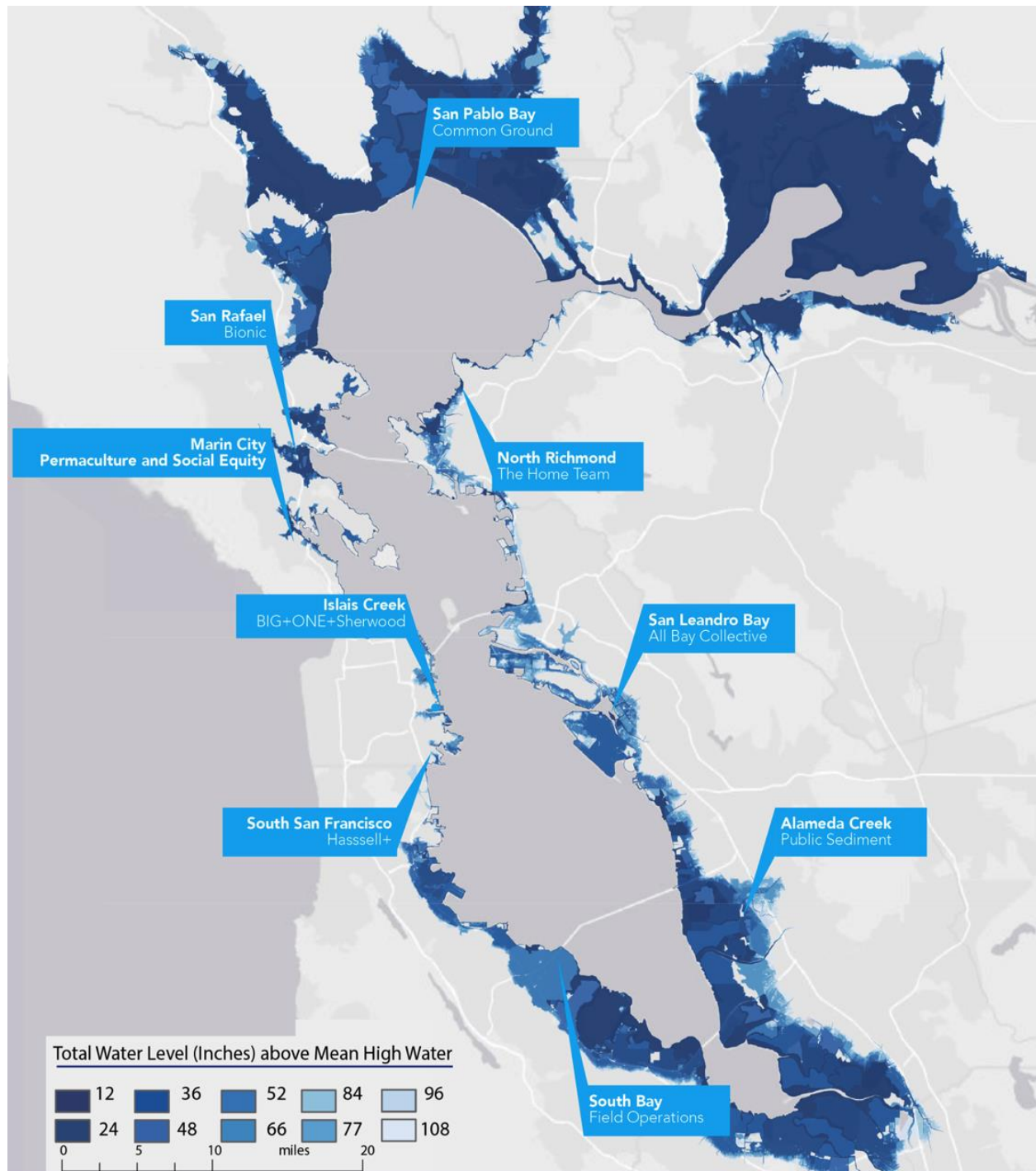
Report on BARC Activities June to September, 2018

September 21, 2018

Page 6

Sept 14 Speaker, *California Marine Affairs and Navigation Conference (CMANC)*,
Oakland

Image 1: Resilient by Design Project Locations



Resilient by Design Project Updates 9.04.18

This is a brief summary of ongoing activities in the Resilient by Design project areas inspired by the Design Team's efforts. Many people and organizations have been played crucial roles in making sure this work continues past May including Resilient by Design Executive Board members and advisors, Resilient by Design staff, local government and community-based stakeholders and Design Teams themselves.

ALL BAY COLLECTIVE

Brief summary of current efforts: The San Leandro Bay/All Bay Collective area has been designated to receive an SB1 planning grant. The most promising element of the ABC design proposal appropriate for this funding is likely the Doolittle Drive area, where the design proposes raising and relocating Doolittle Drive (State Route 61) and simultaneously enhancing Arrowhead Marsh by expanding it southward. The long-term vision would fill in the Sea Plane Channel with dredge spoils from annual dredging operations in the Central Estuary, thereby reconnecting Arrowhead Marsh to the higher elevation landscape adjacent to Doolittle Drive. This is an area where the East Bay Regional Park District has already put in significant work on a Bay Trail connection and we are assessing the potential to build on that work and bring in the flood protection elements that the ABC idea envisions. Ideally this effort can bring together the key stakeholders – such as Caltrans, EBRPD, the Oakland Airport and City of Alameda – to plan and implement an overall vision that increases public access and brings flood control and other benefits.

This project exemplifies the benefits of groundwork laid by Resilient by Design. On its own, this effort is an important Bay Trail connector, however this area is seen as somewhat disconnected to existing efforts in other parts of East Oakland and Alameda around the shoreline and within the watershed. By framing this as a part of a larger strategy to reduce flood risk and enhance public access to the surrounding communities, this project can be seen as a catalyst to efforts in Alameda and eventually tying in with other work in Oakland.

The community partners that worked with ABC along with the City of Oakland will be launching an East Oakland neighborhood planning process through a grant they received through the Transformative Climate Communities grant. An additional element for the SB1 grant could be to be to build in some information sharing and potentially joint planning sessions to finalize both planning grants with a series of viable, fundable next steps for individual components of the project that will build toward the larger vision.

BIONIC

Brief summary of current efforts: The Bionic Team has worked over the summer with the City of San Rafael, the Canal Welcome Center and the Marin Community Foundation to identify the most promising short-term project ideas, to jointly apply for a Partners for Places grant from the Funders Network for Smart Growth. This grant requires a match from a local community foundation which MCF has committed to, which is a great result already coming out of this effort.

- The grant proposal outlines a plan to work directly with residents to identify clear design priorities for the Pickleweed Park and Albert J. Boro Community Center, which is the central hub for community gathering, advocacy, education, recreation, and culture.
- During a local disaster or emergency, this is where the community will gather for support, services, information, and recovery. It is a trusted place for locals to gather.
- This project is a great first step as redesigning this highly used park can provide flood protection benefits, upgrade needed stormwater infrastructure and maximize the recreational benefits.
- This builds on the research and design process launched through Resilient by Design and also could be integrated with the existing efforts for marsh enhancements on the adjacent Tiscornia Marsh.

The City of San Rafael is also interested in other elements of the Bionic design proposal and held an information session about the proposal on August 20. They are currently in a General Plan update process and are looking for ways to fold in these ideas into that process. The sustainability committee of the General Plan update effort is taking the lead on bringing in the research and ideas from Resilient by Design into city efforts. There continues to be significant interest among local groups to learn more about the research and ideas that emerged from this effort. An outcome of the General Plan update could be a set of recommendations for next steps including development guidelines, policy changes and potentially a local tax measure to fund infrastructure upgrades.

BIG+ONE+Sherwood

Brief summary of current efforts: Sherwood has designated a staff person to coordinate efforts to move the project ideas forward. With the Port's focus on the seawall ballot measure, their capacity to move forward next steps will be limited over the next few months, it is expected that once that measure passes (hopefully) and the work is underway, planning for Islais Creek will be a next step that the Port of SF could take the lead on with other key city stakeholders.

COMMON GROUND

Brief summary of current efforts: The San Pablo Baylands/Highway 37/Common Ground project area was designated to receive an SB1 planning grant. The Common Ground team has continued to make presentations at a variety of relevant meetings including the SR37 policy committee and baylands committee. The passage of RM3 ensures that significant funding will be available for the next stages of planning for the SR37 redesign so now is the time to move forward with innovative and ecologically sound options.

- The next step is to analyze the feasibility for a continuous bicycle, e-bike, water and pedestrian connection through the SR37 corridor in both the Petaluma and Sonoma-Napa Baylands; including concepts introduced in the Vision during RBD.
- This study will feed in evaluation of preferred alternatives for SR-37 during EIR starting next year.
- In particular, the study will focus on looking for appropriate areas for public access, creating the sense of place identified as a need in the Resilient by Design concept. In particular for SR 37 commuters from the east, the goal is to see physical tangible benefits that will build interest and momentum toward a comprehensive vision for the redesign of the area.

This greater awareness among a broader group of stakeholders can help balance concerns among some land managers in the area that the increased public access envisioned in the Common Ground proposal will be at cross purposes with the habitat values in much of that land. A more methodical planning process that clearly identifies areas appropriate for increased public access will help allay concerns while raising awareness about the risks and alternatives.

HOME TEAM

Brief summary of current efforts: The Watershed Project served as the primary community partner to the Home Team in North Richmond and they have been tasked with next steps in moving forward the work in this region. They are working through the North Richmond Green Steering Committee to assess and prioritize the project ideas that emerged from the Resilient by Design process – the potential priorities include:

- Urban greening master plan: Urban tree canopy/green urban infrastructure (bioswales/rain gardens) for North Richmond
- Design a model for a Green Benefit District for DAC to provide funding for maintenance of urban greening projects
- Floating wetland at the Wildcat Marsh Staging Area or Dotson Marsh. Demonstration project and outdoor classroom
- Richmond Parkway Bridge. Most visible portion of a “necklace” of complete streets connectivity projects
- Horizontal Levee south of the West County Wastewater Treatment Facility. Demonstration project for building sea level rise protection for critical urban infrastructure
- Oyster reef

PERMACULTURE AND SOCIAL EQUITY

Brief summary of current efforts: P+SET has launched a second phase of the People's Plan in coordination with Supervisor Kate Sears' office and the People's Plan graduates in Marin City. This next phase (Phase II), scheduled for September 2018-December 2018, will serve to empower community members to design the proper organizational structure needed to house the People's Plan.

Phase II will also support community members in continuing their capacity building training focusing on decision-making and governance structures, fundraising, and furthering their collaborative design skills. Phase II is key in preparing community members for Phase III of the People's Planning process. Phase III will allow community members to move forward on the site they have chosen to finalize the design (at present all designs are in a preliminary design stage) and then learn the next steps in getting a design shovel ready.

Phase II will have the following outcomes:

1. Identifying the proper organizational structure to house the People's Plan.
2. Identifying the first site (choosing from the 6 project sites outlined in the People's Plan) for final design and implementation to build out a "Model Project"
 - a. Review steps to move forward with each site
3. Skill building for participants in fundraising and grant writing process. The participants will also collaborate with facilitators to complete the application process for 1-2 grants to fund the next phase of training and design.
4. Finalized list of partnerships and facilitators for the People's Plan Phase III Training
5. Finalize the timeline and overview for the Phase III Training

Phase II timeline is an eight-session training that will also include community members as co-facilitators, guest presenters, field trips and hands-on learning.

By the end of this planning process and build out, this will be the first time in Marin City's history that a group of intergenerational community members have collaborated to design, fund and implement a city-wide plan.

HASSELL +

Brief summary of current efforts: The South San Francisco/Hassell+ area has been designated to receive an SB1 planning grant. A working group including San Mateo County, City of South San Francisco, Genentech, SamTrans and San Francisco Airport was convened by Bay Area Council to discuss next steps and this next phase planning effort will focus on adaptation of the east-west corridors of Colma Creek and the former freight line to:

- Reduce flooding risk along Colma Creek due to sea level rise and severe storms
- Increase access to transit and bike and pedestrian connectivity in South San Francisco
- Improve shoreline access and recreation along Colma Creek
- Improve water quality in Colma Creek and San Francisco Bay

Project Team will leverage partnerships formed through earlier planning efforts led by Project Team members, as well as seek participation from representatives of other initiatives, including Resilient by Design, San Mateo County, City of South San Francisco, Genentech, SamTrans, San Francisco Airport and others.

This project will provide the opportunity to build on work done previous to and during Resilient by Design and will update/build-out existing hydraulic model to include updated topography for Creek and adjacent South City area, with sufficient detail to support edge of creek design solutions. This work will also Develop mass grading study and a feasibility and regulatory analysis for preferred flood protection scenarios Adaptation strategies will focus on a range of green infrastructure adaptations to Colma Creek, adjacent streets and land parcels. Mobility and hydrodynamic modeling [BW1] should be utilized to assess impacts of each adaptation strategy

Priority will be given to multi-benefit strategies that reduce flooding and protect against sea-level rise, while also increasing access to the shoreline and to public transit infrastructure for the community. The team will assess the economic, environmental and social benefits of potential adaptation strategies using a combination of quantitative and qualitative methods. The benefits assessment will include identification of the populations or stakeholder groups who will be impacted or benefited by the adaptation strategies.

The SB1 Project Management Team and local working group will provide input and oversight to focus the work on creating the framework for accessing future funding for implementation, with an initial focus on projects that could be funded by the current Colma Creek Flood Control Assessment.

FIELD OPERATIONS

Brief summary of current efforts: East Palo Alto Safer Shoreline project is an example of an existing, ongoing effort that benefited from the acceleration and amplification of the RbD process. This project has the potential for accessing OES/FEMA funding through the Coastal Conservancy. The Field Operations Team has worked with the San Francisquito Creek JPA to respond to that funding opportunity and look for other ways to incorporate their design ideas into ongoing work.

The Field Operations team also had a very successful outreach effort building awareness around sea level rise particularly in East Palo Alto. They were able to work with Acterra to partner with their existing efforts to educate low income homeowners about energy retrofits. As with any community outreach/education effort, especially in communities that have had the experience of initiatives that make promises that do not deliver, it is essential to continue to maintain those community relationships.

As a next step, Acterra has planned a number of activities:

- They will plan and organize a community meeting for RBD and the South Bay Sponge Team (Field Operations) to report the findings and outcomes of the Challenge to the community of East Palo Alto. The purpose of the meeting is to let community members learn what the outcomes of the RBD program were this spring and engage in conversation about how to continue the work that Field Operations envisions. A representative from East Palo Alto library

will be invited to discuss housing the South Bay Sponge posters and materials for display at the library.

- Lack of awareness among some City officials of the degree to which East Palo Alto is vulnerable to the effects of climate change and sea level rise leads to missed opportunities to do long-term planning that would help mitigate negative impacts in the future. Acterra is cultivating relationships with the East Palo Alto Mayor, Vice Mayor, and City Council members to make them aware of the benefits of RBD's work to the City. In particular, Acterra is working on organizing a high-level meeting to bring experts and local leaders on climate change to conduct an educational session with the East Palo Alto City Council, city commissioners, and community leaders about the urgent need for EPA to prioritize climate change and sea level rise on their agendas.

Along with raising awareness and educating local residents and leaders about flood risks, this effort has the goal of developing a network of leaders who can work as resilience advocates on the myriad of shoreline development efforts in the area, from the Facebook campus, to the Dumbarton bridge, to the series of projects along the creeks and in the Salt Ponds. This effort could provide a model to other communities around the Bay (and beyond) to develop local capacity to work with consultants, designers and city leaders to maximize the impact of any efforts.

The substantive components of the Field Operations design require a high level of coordination among public and private stakeholders and a strong local champion to drive this effort. The Silicon Valley Leadership Group is convening a meeting later this month to learn more about the effort and discuss next steps and the Design Team is in continued conversations with the Santa Clara Valley Water District.

PUBLIC SEDIMENT

Brief summary of current efforts: Public Sediment has outlined near term next steps for all of their project elements. For the area around Eden Landing, project elements can be part of requests for ongoing funding to support the South Bay Salt Pond Project. Elements of the Unlock Alameda Creek proposal would also potentially be well suited to apply for Measure AA funding.

The Coastal Conservancy has applied for a grant to launch the pebble beach project, now known as the Gravel Beach and Berm project which is proposed for a 2-mile perimeter of the South Bay Salt Pond Restoration Project Eden Landing Phase II site in Union City and Fremont, CA. The primary purpose of the Gravel Beach and Berm shoreline feature is to 1) develop a new flood risk reduction infrastructure at the site's perimeter that maintains and/or improves existing levels of flood protection for adjacent neighborhoods, 2) enable the breach of Alameda Creek and Old Alameda Creek channels and subsequent restoration of over 1300 acres of tidal wetlands, 3) create localized roosting and nesting habitat for least terns and shorebirds along the gravel Beach and Berm perimeter system, and 4) advance a resilient shoreline strategy that is replicable to other vulnerable Bay Area edges and develop community members and stakeholders as resilient leaders.

Additionally, Public Sediment team members have secured small grants to continue public education projects, including the continued development of the online version of their [Alameda Creek Atlas](#).



Legislation Details (With Text)

File #:	18-0765	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/7/2018	In control:		Bay Area Regional Collaborative	
On agenda:	9/21/2018	Final action:			
Title:	Presentation on Government Alliance for Race and Equity				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Presentation GARE 2018 Final.pdf Presentation Marsh GARE 091518.pdf				

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

Presentation on Government Alliance for Race and Equity

Dwayne Marsh, Vice President of Institutional and Sectoral Change, Race Forward/GARE Steering Committee

Andrew L. Nguyen, Contracts Specialist, Metropolitan Transportation Commission

Tim Williams, Office of Diversity, Equity & Inclusion, Bay Area Air Quality Management District

Kearey Smith, Assistant Director, Data & Visualization, Metropolitan Transportation Commission

Karl Anderson, Assistant Planner, Programming and Allocations, Metropolitan Transportation Commission

Kristen Law, Community Engagement Specialist, Bay Area Air Quality Management District

Information

Government Alliance on Race and Equity (GARE)

Bay Area Regional Collaborative Cohorts

Outline

- Confronting Race
- Current Approach and Structure
- Building the Foundation
- Areas of Work
- Achieving the Vision

Race



Does Racism Still Exist?

Active Hate Groups in US
1999

~~457~~

Active Hate Groups in US
2017

954



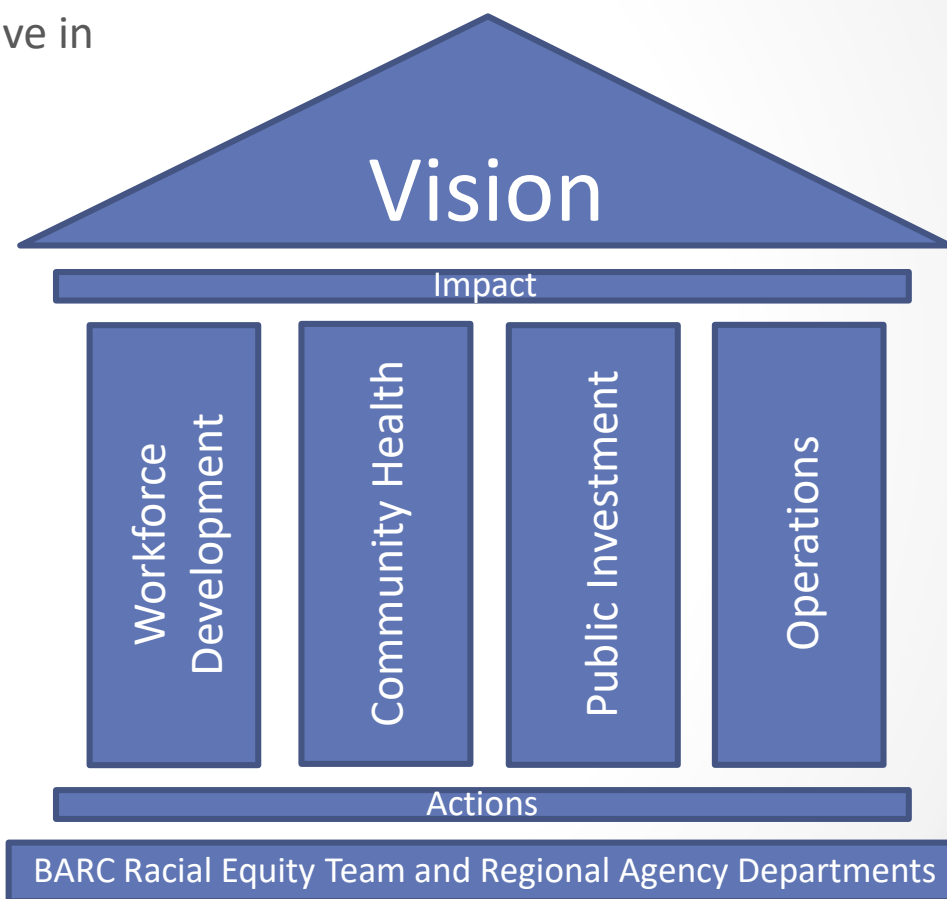
Charlottesville, 2017

Current BARC Approach and Structure

Vision: All people in the Bay Area thrive in vibrant and healthy communities

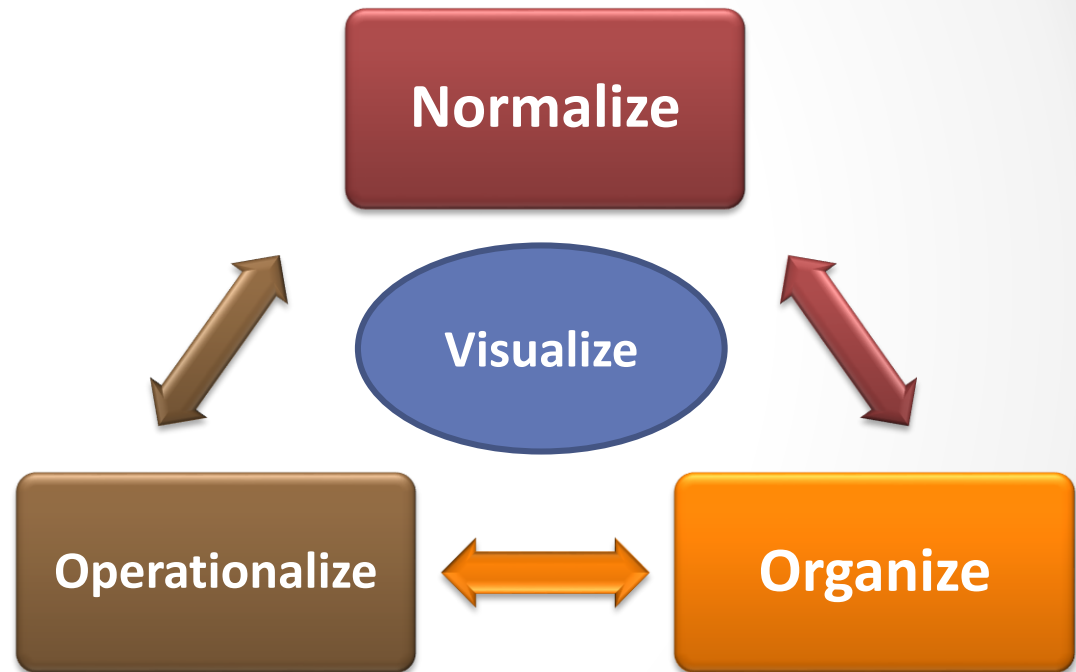
Achieving Our Vision

- **Impact and Vision** – The collective efforts should achieve the impacts we seek. These impacts support the overall vision for thriving in vibrant and healthy communities.
- **Actions and Pillars** – Actions include projects and initiatives grouped into key pillars of work, led by pillar workgroups and coordinated through a Steering Committee.
- **Racial Equity Team and Agency Departments** – Our team members are the foundation providing resources to work on projects and coordinate the efforts of other staff.



Building the Foundation

- Dedicated Staff Time and Resources
- Integrate into Work
- Internal Communication
- Training
- Continued Participation in GARE



Workforce Development Item 5

Support racial equity by creating, sustaining, and retaining a viable workforce through internal professional development and external initiatives.

- Ensure all staff receive the **training** and support to become culturally proficient to equitably serve everyone in the Bay Area
- Foster **safe and authentic conversations** around equity
- Promote **career and internship opportunities** with a focus on youth of color
- Analyze **recruitment and retention**, hiring, mentorship, and promotion strategies to determine equitable areas for improvement

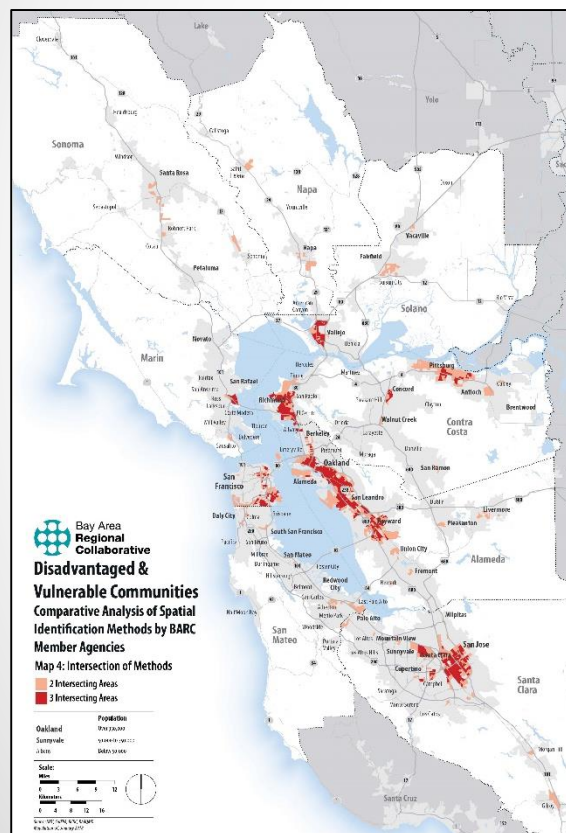
Community Health

Prioritize and engage Bay Area communities impacted by inequities in cross-agency efforts to improve community health.

- Embed racial equity in **public participation plans**
- Include a community-led **root cause analysis** in developing program strategies
- Disaggregate community **data by race**
- Coordinate **cross-agency efforts** in communities impacted by inequities

Regional Mapping

Disadvantaged & Vulnerable Communities Cross Agency Comparative Analysis



Public Investment

Analyze existing funding and investment strategies and provide recommendations to prioritize communities impacted by inequities.

- Review existing **funding** programs with a racial equity lens
- Report on **best practices** from similar agencies, and other GARE members in the U.S.
- Identify areas of **opportunity** in existing funding program policies
- Develop analysis methods to **assess investment impact** by race

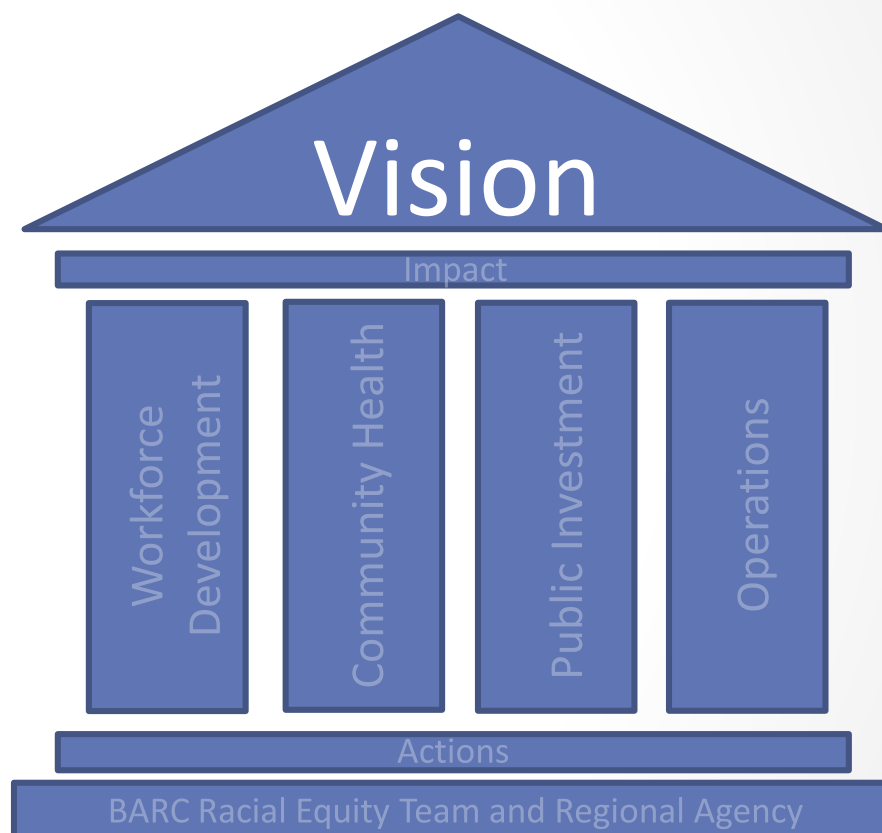
Operations

Analyze existing agency operations policies and procedures and provide recommendations to encourage inclusive and racially equitable agency practices.

- Serve as the “catch all” pillar for all areas within our agencies where decisions by departments/teams impact **equitable outcomes**
- Develop and implement **contracting** language, policies, practices and procedures that encourage equitable participation from diverse-owned business enterprises

Achieving the Vision

All people in the Bay Area thrive in vibrant and healthy communities.



Thank you!

Advancing Racial Equity: The Role of Government

A Look at GARE California in Year 3

September 21, 2018

Government Alliance on Race and Equity
Dwayne S. Marsh, coDirector



WE HAVE UNITED

race forward 
&
Csi CENTER FOR
SOCIAL INCLUSION

IS AMERICA POSSIBLE?

Our Five Functions

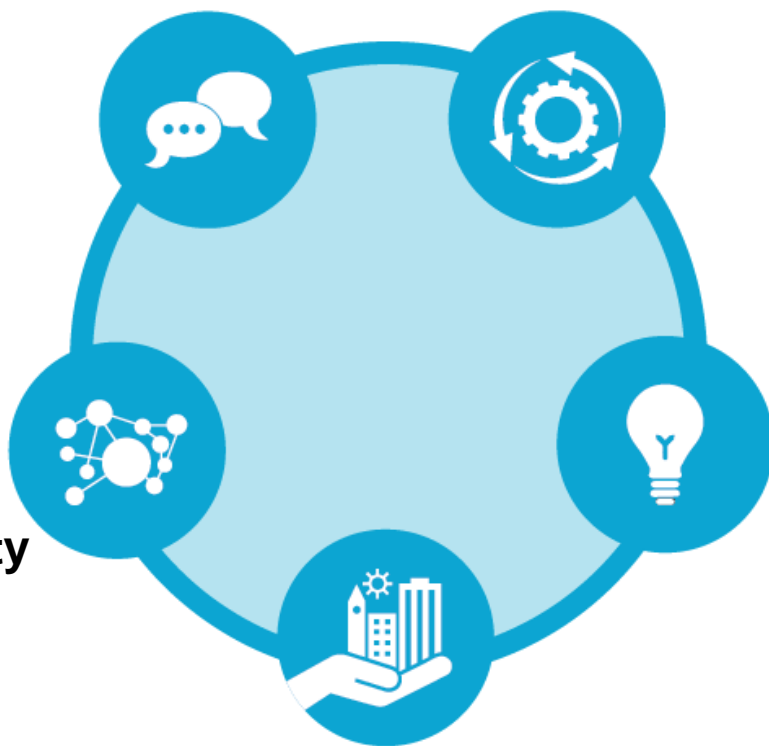
Narrative Shift

**Institutional and
Sector
Change**

Research

**Movement and Capacity
Building**

Policy Development



race forward



Csi

CENTER FOR
SOCIAL INCLUSION

Racial inequity in the U.S.

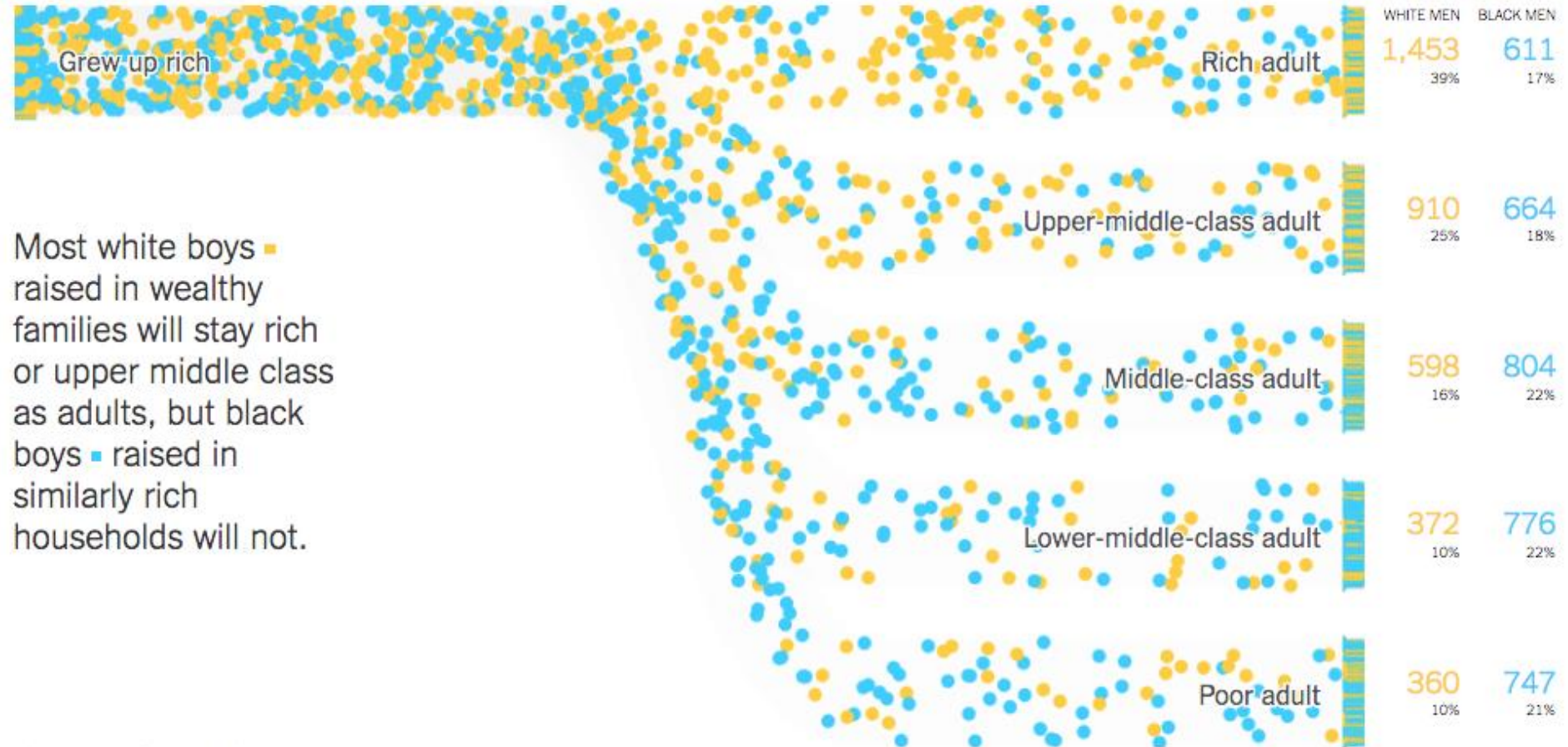
From infant mortality to life expectancy, race predicts how well you will do...



Racial inequity in the U.S.

Follow the lives of 8,654 boys who grew up in rich families ...

...and see where they end up as adults:



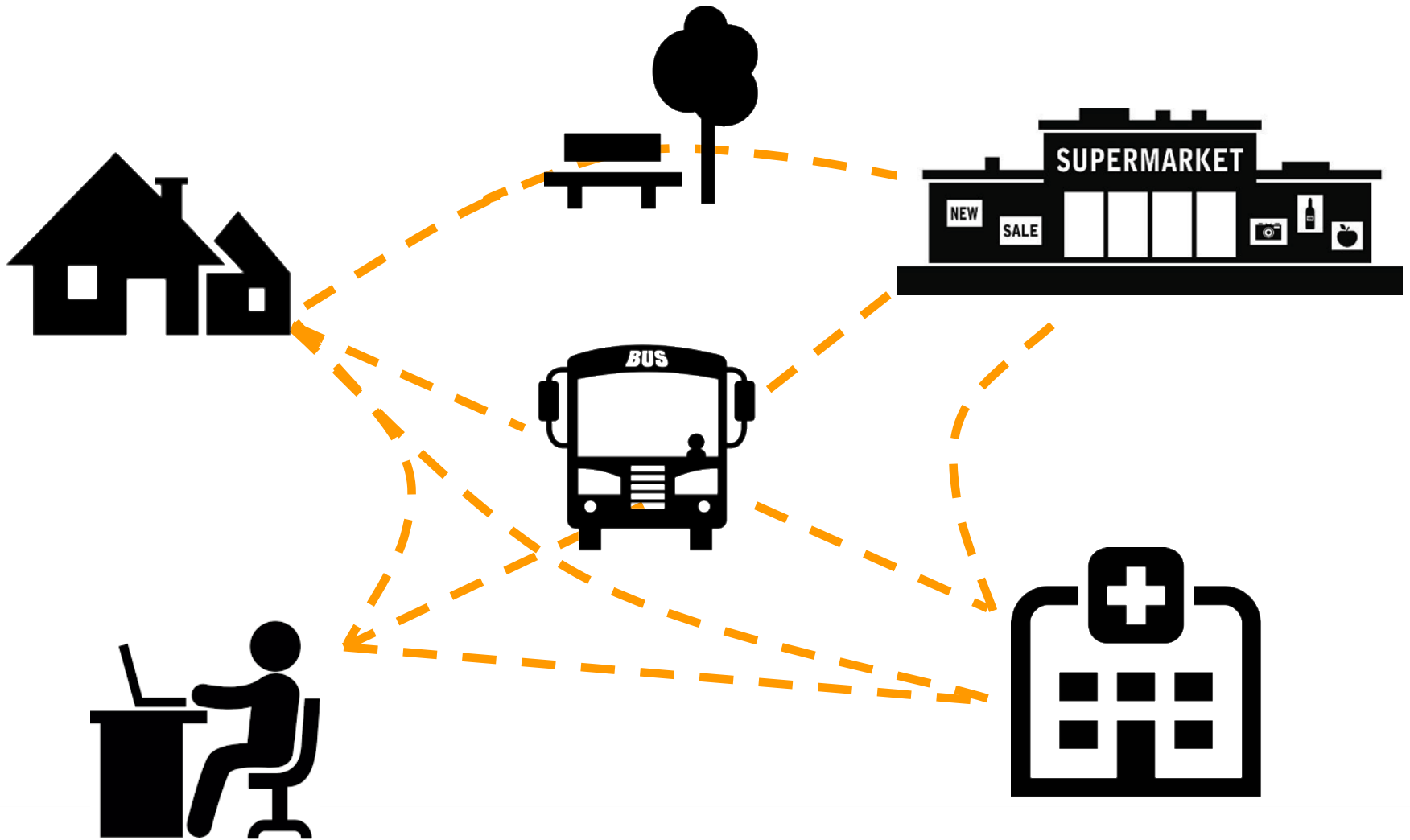
Adult outcomes reflect household incomes in 2014 and 2015.

Structural racism

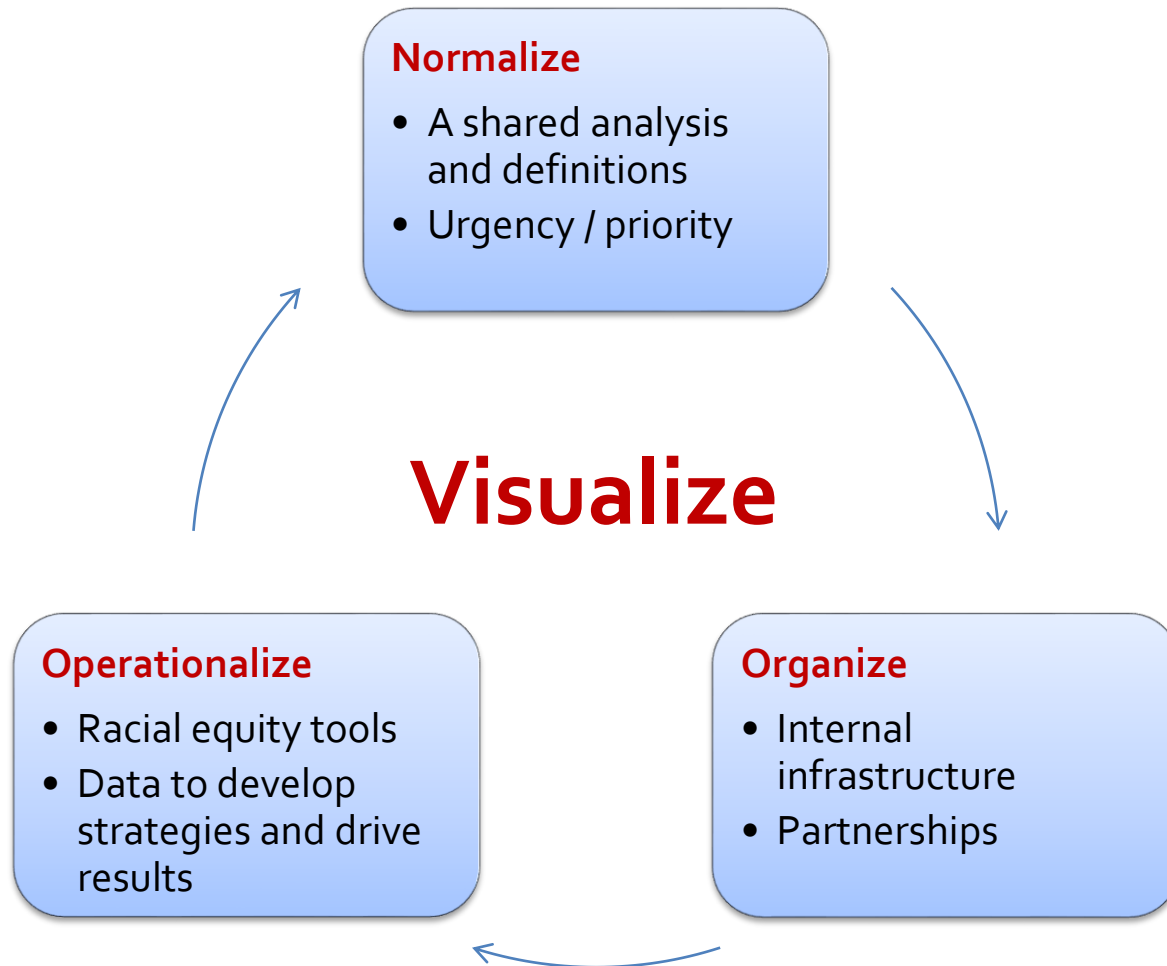
A system in which public policies, institutional practices, cultural representations, and other norms work in various, often reinforcing ways to perpetuate racial group inequity.

- Aspen Institute

Structural Inclusion



National effective practice



Individual racism:

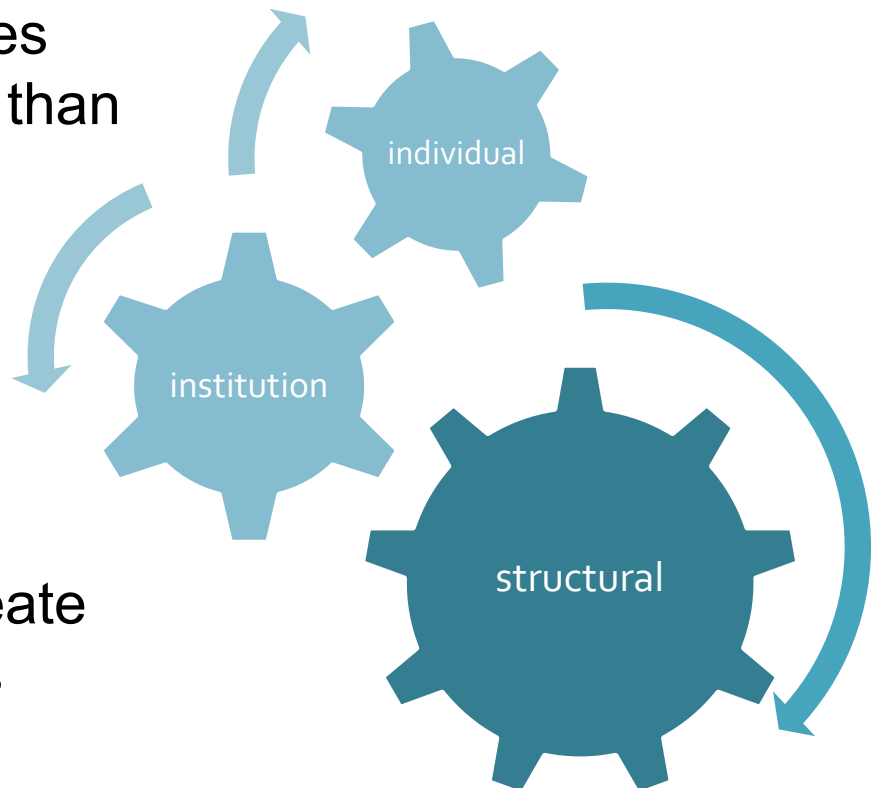
Pre-judgment, bias, or discrimination by an individual based on race.

Institutional racism:

Policies, practices and procedures that work better for white people than for people of color, often unintentionally.

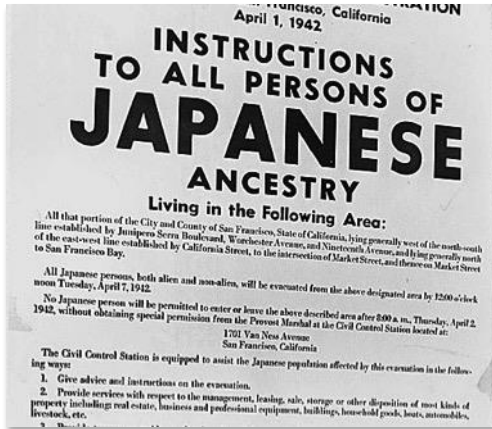
Structural racism:

A history and current reality of institutional racism across all institutions. This combines to create a system that negatively impacts communities of color.



History of government and race

Initially explicit



Government explicitly creates and maintains racial inequity.

Became implicit



Discrimination illegal, but “race-neutral” policies and practices perpetuate inequity.

Government for racial equity



Proactive policies, practices and procedures that advance racial equity.

Government Alliance on Race and Equity

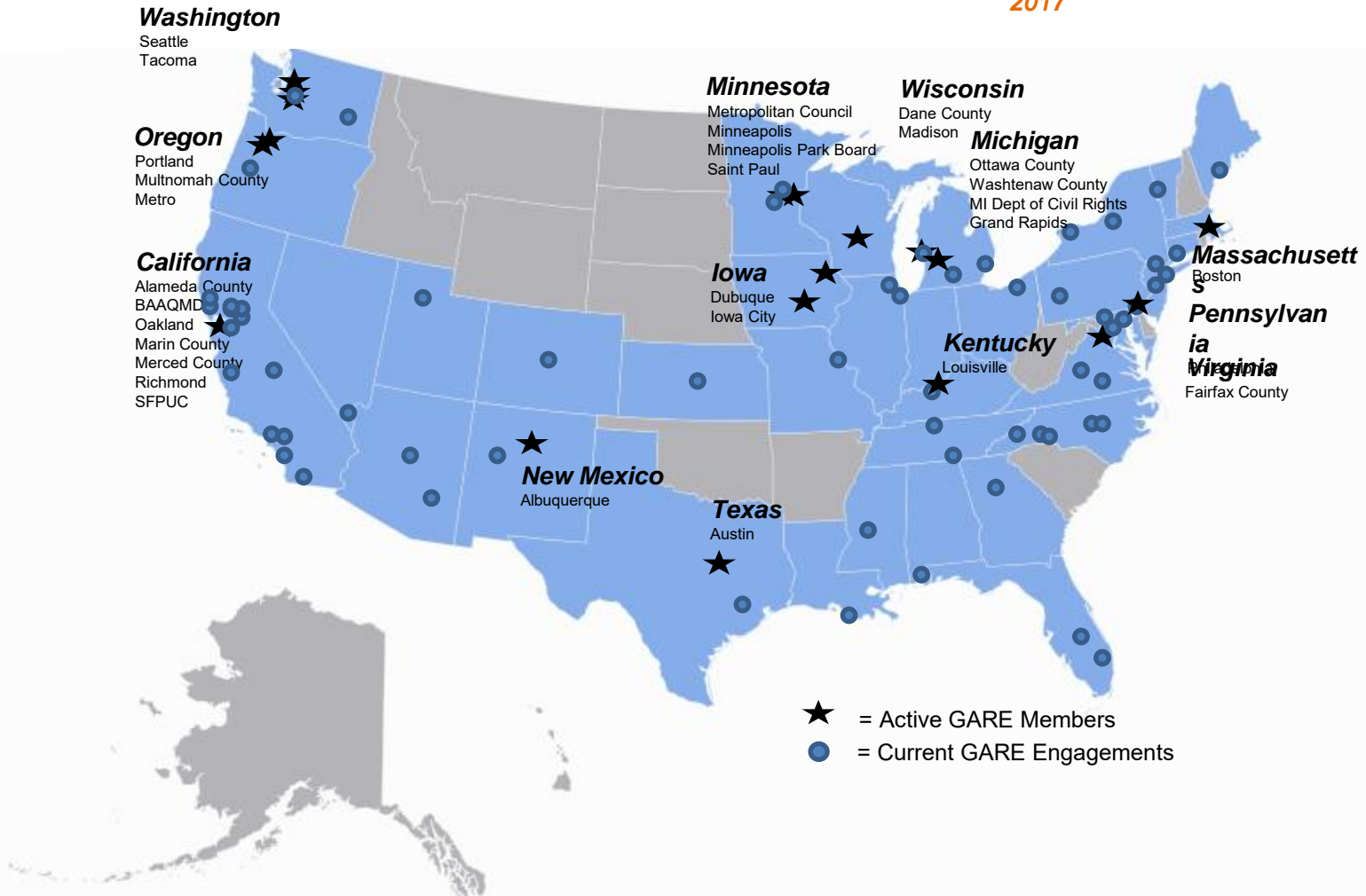
A national network of government working to achieve racial equity and advance opportunities for all.

- ✓ Core network – ~~59 67 78~~ 85 members
- ✓ Engaged jurisdictions – 30 states / 150+ cities
- ✓ Provide tools to put theory into action



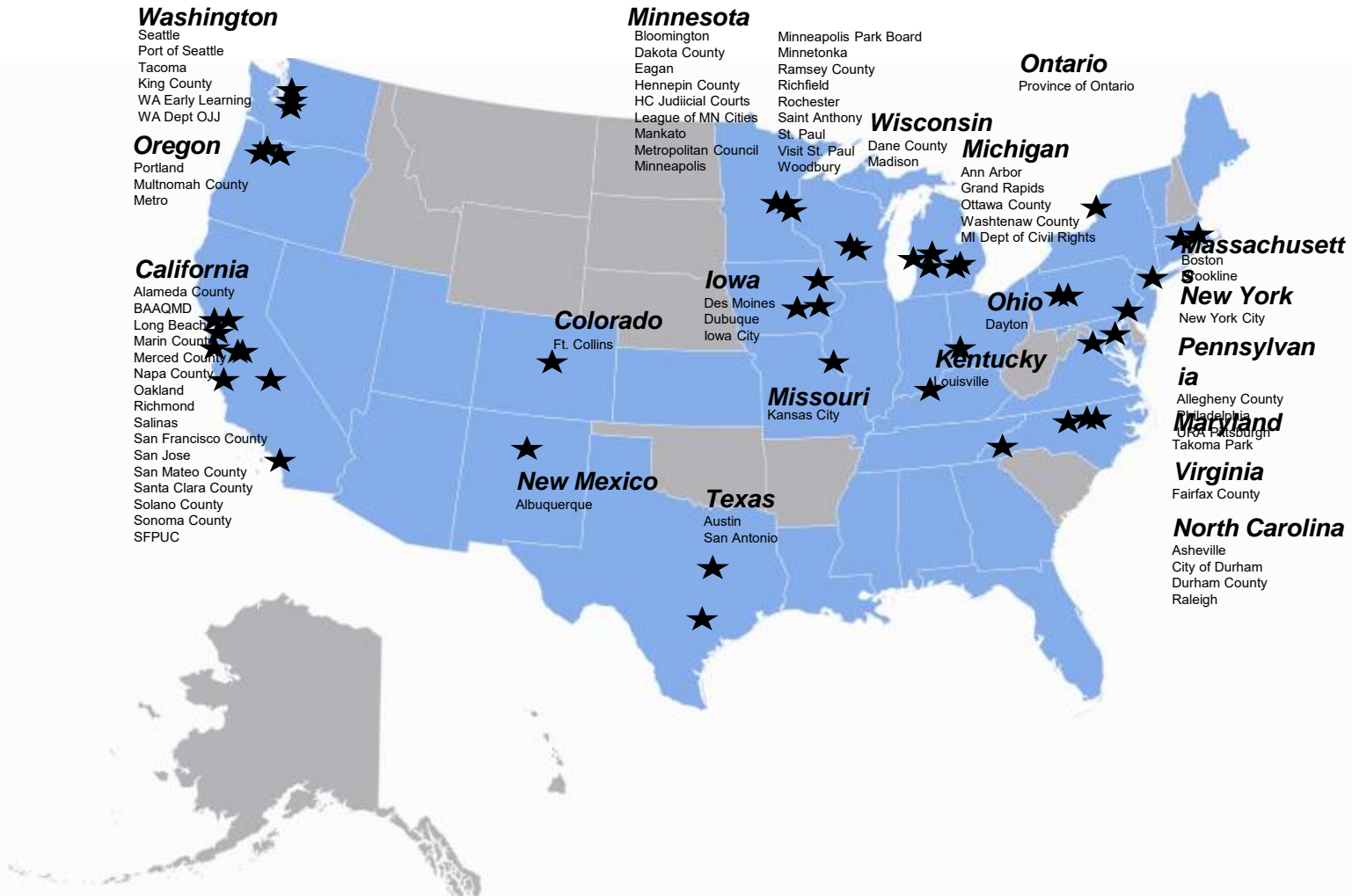
Government Alliance on Race and Equity

January
2017

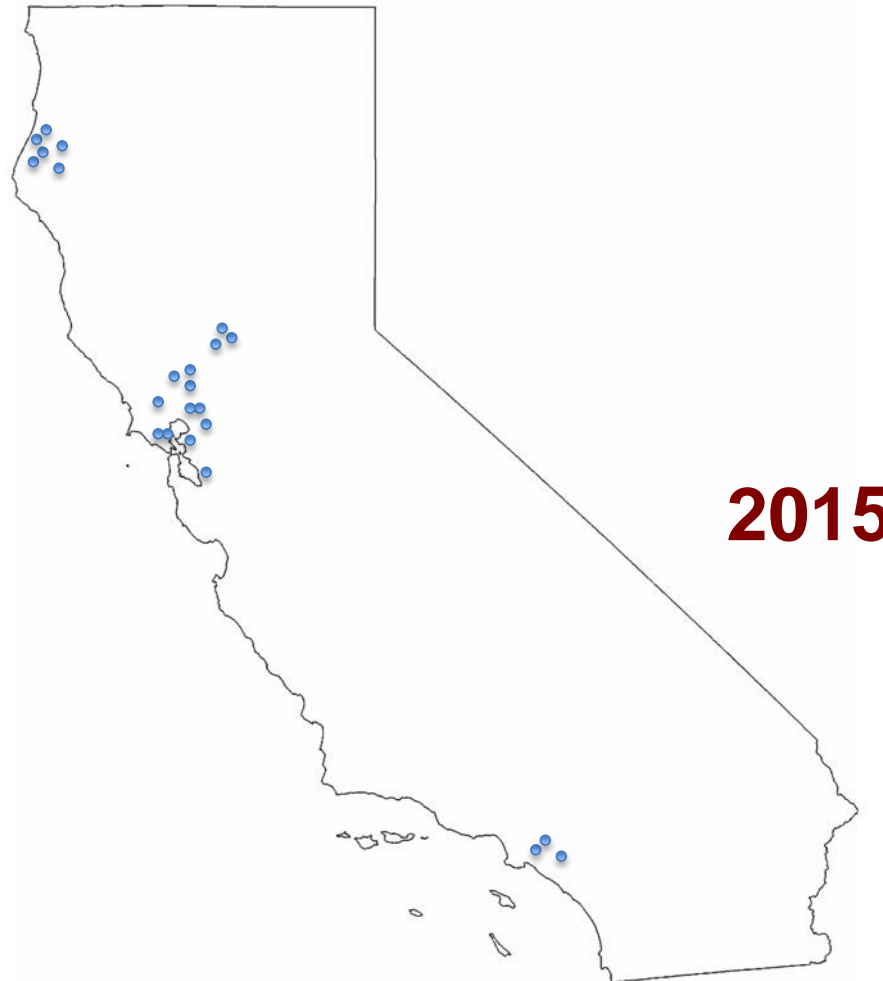


Government Alliance on Race and Equity

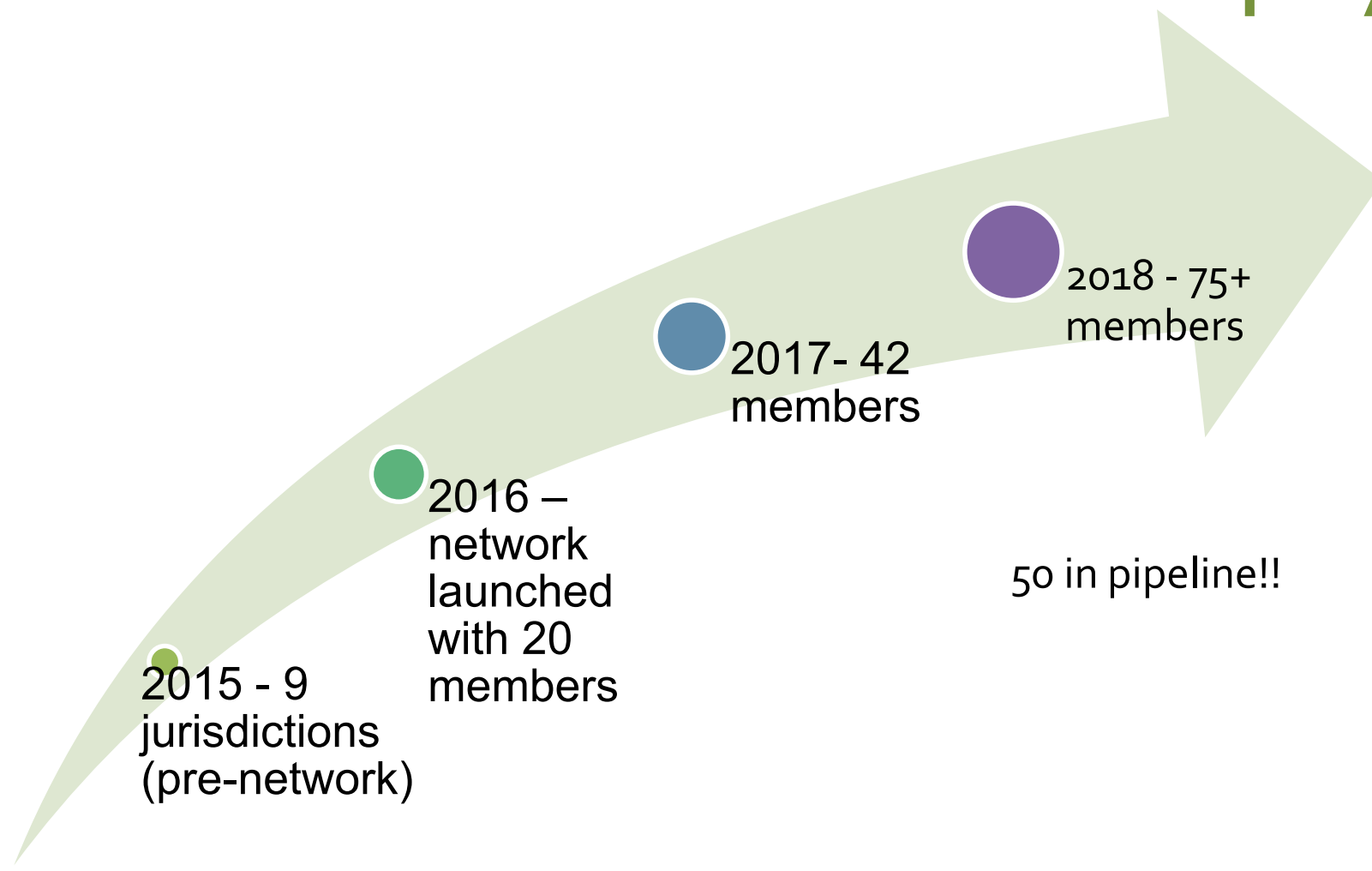
April 2018



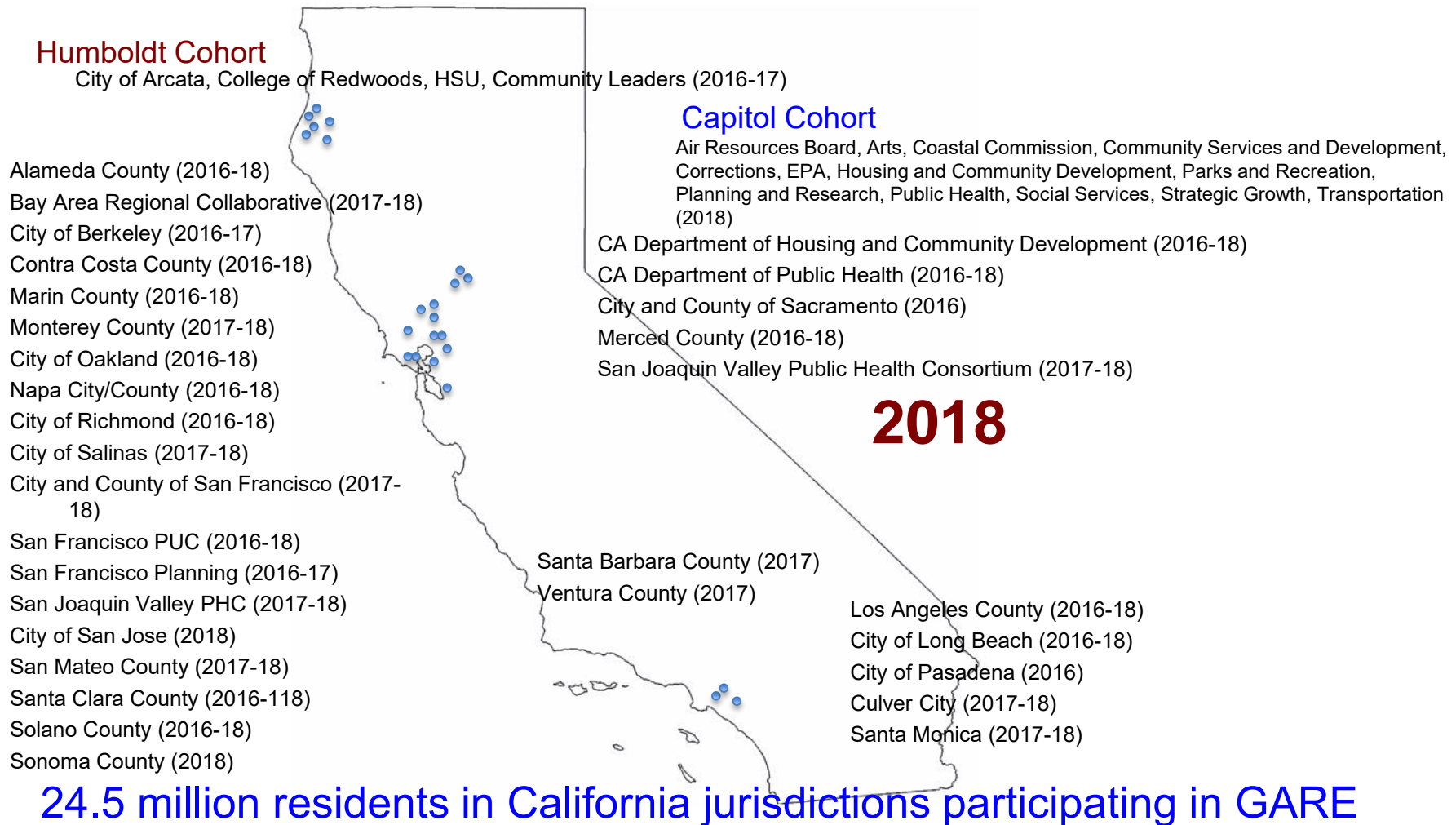
California Leads the Way



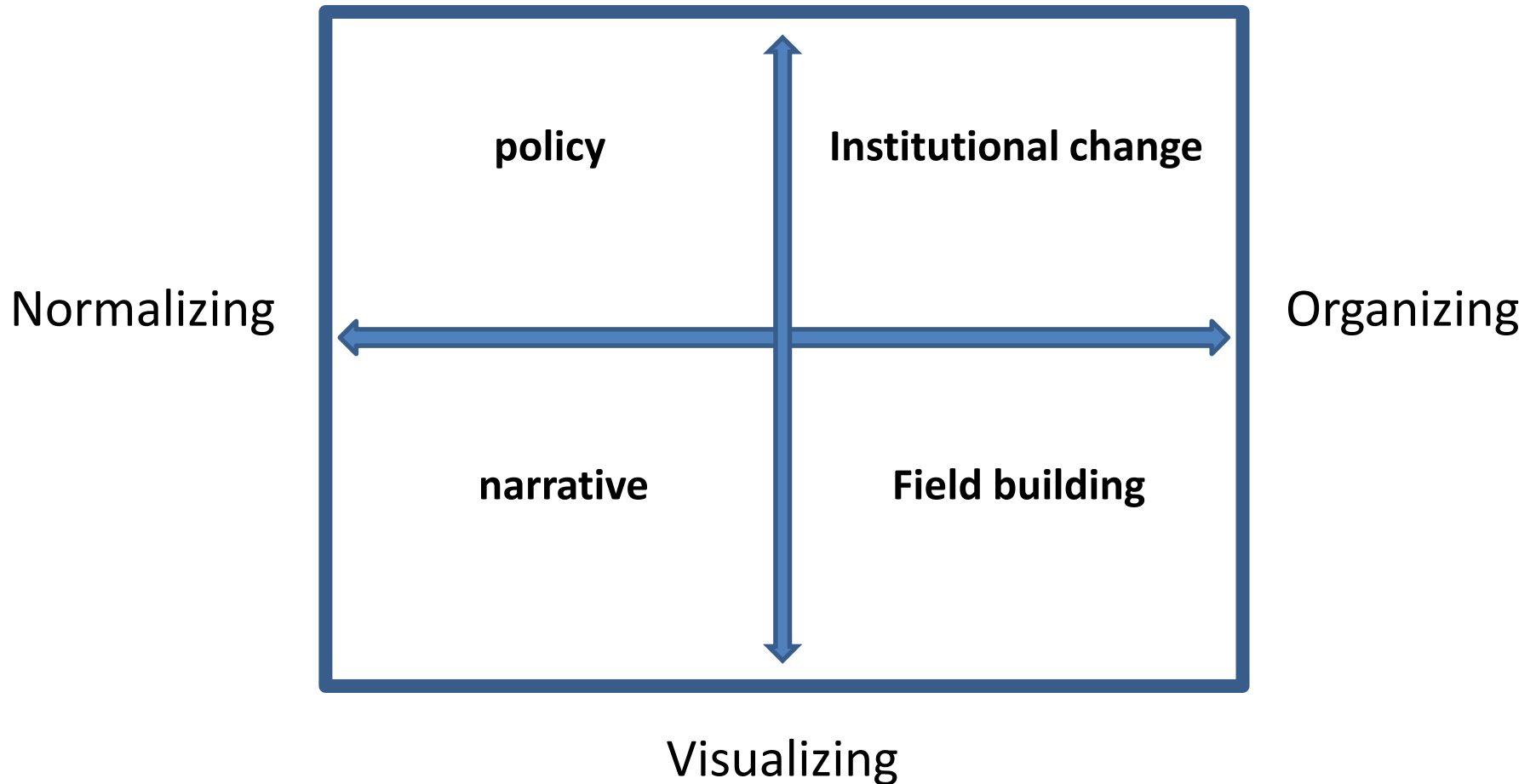
Government Alliance on Race and Equity



California Leads the Way



Operationalizing



GARE 2018 Introductory Cohort

Jurisdiction

- Alameda County
- Bay Area Regional Collaborative
- Monterey County
- Napa County
- City of Richmond
- Contra Costa

Jurisdiction

- San Francisco County
- City of San Jose
- Santa Clara County
- Sonoma County
- State Coastal Conservancy

GARE 2018 Introductory Cohort

Jurisdiction

- Culver City
- Los Angeles County
- City of Santa Monica

Learning Cohorts to Advance Racial Equity

Key components

- A curriculum that builds on the field of practice
- Technical assistance
- Peer-to-peer strategizing and problem-solving
- Advancing Racial Equity speaker series



As a result of participating, each jurisdiction receives:

- Racial equity training curriculum
- Trained facilitators to implement training with other employees
- Racial Equity Tool to be used in policy, practice, program and budget decisions
- Example policies and practices that help advance racial equity
- Racial Equity Action Plan

Why we lead with race

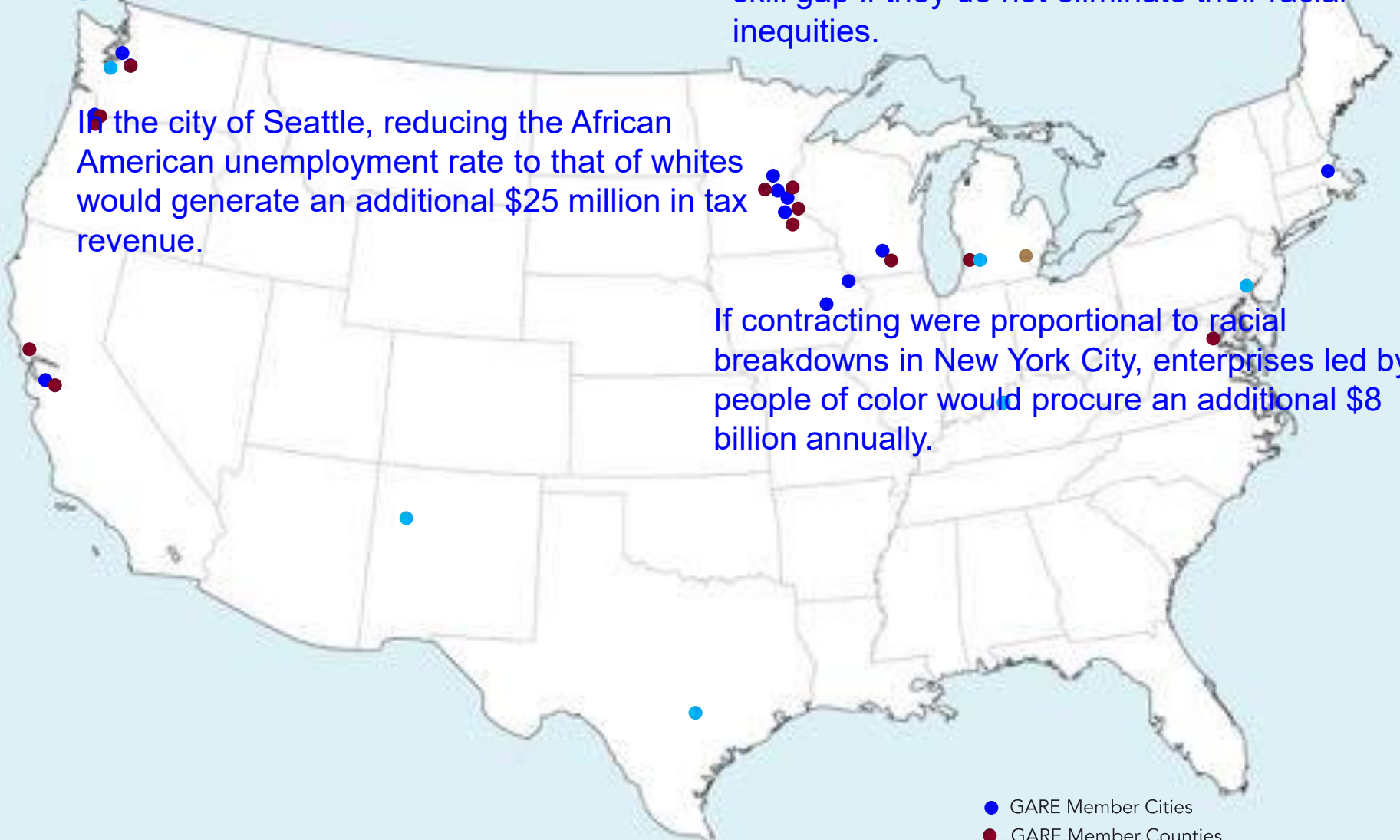
- Racial inequities deep and pervasive
- Racial anxiety on the rise – race is often an elephant in the room
- Learning an institutional and structural approach can be used with other areas of marginalization
- Specificity matters

Current context

By 2040, the Twin Cities will have a 30 percent skill gap if they do not eliminate their racial inequities.

If the city of Seattle, reducing the African American unemployment rate to that of whites would generate an additional \$25 million in tax revenue.

If contracting were proportional to racial breakdowns in New York City, enterprises led by people of color would procure an additional \$8 billion annually.

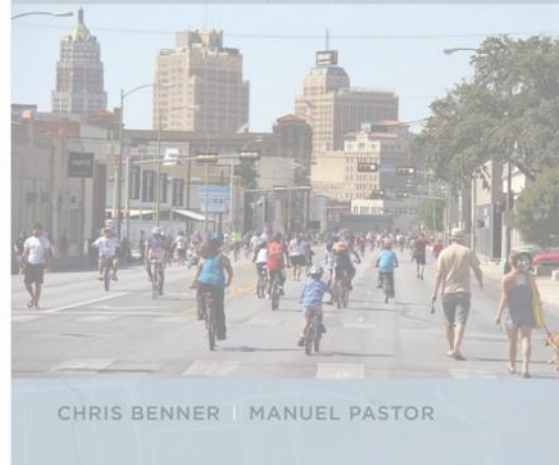
- 
- GARE Member Cities
 - GARE Member Counties

Current context

About Equity, Growth, and Community

EQUITY, GROWTH, and COMMUNITY

What the Nation Can Learn
From America's Metro Areas



What the Nation Can Learn From America's Metropolitan Regions

In the last several years, much has been written about growing economic challenges, increasing income inequality, and political polarization in the United States. This new book by Chris Benner and Manuel Pastor argues that lessons for addressing these national challenges are emerging from a new set of realities in America's metropolitan regions: first, that inequity is, in fact, bad for economic growth; second, that bringing together the concerns of equity and growth requires concerted local action; and, third, that the fundamental building block for doing this is the creation of diverse and dynamic epistemic (or knowledge) communities, which help to overcome political polarization and help regions address the challenges of economic restructuring and social divides.

Benner and Pastor examine how inequality stunts economic growth and how bringing together equity and growth requires concerted local action. Combining data, case studies, and empirical narratives on multi-sector collaboration in metro regions, the book offers a powerful prescription not just for metros but for our national challenges of slow job growth, rising economic inequality, and sharp political polarization.

The greater the income gaps between rich and poor, the more likely the region is to lose jobs during economic shocks and the longer it will take to recover.

Learn More About the Book

Read and Download for Free

This book, the latest fruit of a highly productive collaboration between two first-rate thinkers, is both immensely wise and highly practical—a must-read. Benner and Pastor blow apart simplistic ideas about collaborative problem-solving—which tend to stop at reframing or the magic of dialogue—to show how the locally driven process of generating shared knowledge, risk-taking and even productive conflict can generate real progress on the most urgent challenges our country and our communities face.



Xavier de Souza Briggs, author of *Democracy as Problem Solving: Civic Capacity in Communities across the Globe*

Pastor & Benner , 2015

Current context

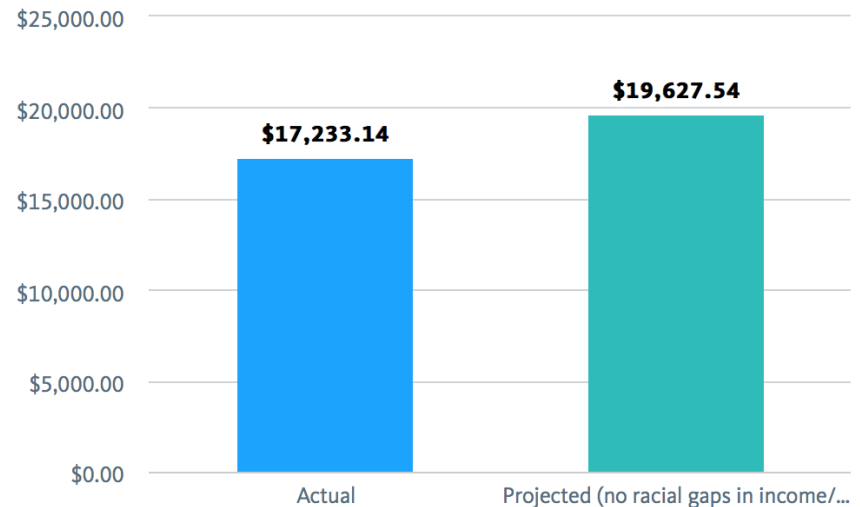
Equity is the Superior Growth Model

Economists, business leaders, and elected officials increasingly recognize that inequality is hindering economic growth and racial and economic inclusion are the drivers of robust economic growth. To build a strong next economy, leaders in the private and public sector need to advance an equitable growth agenda: a strategy to create good jobs, increase human capabilities, and expand opportunities for everyone to participate and prosper. Equity will make America stronger.

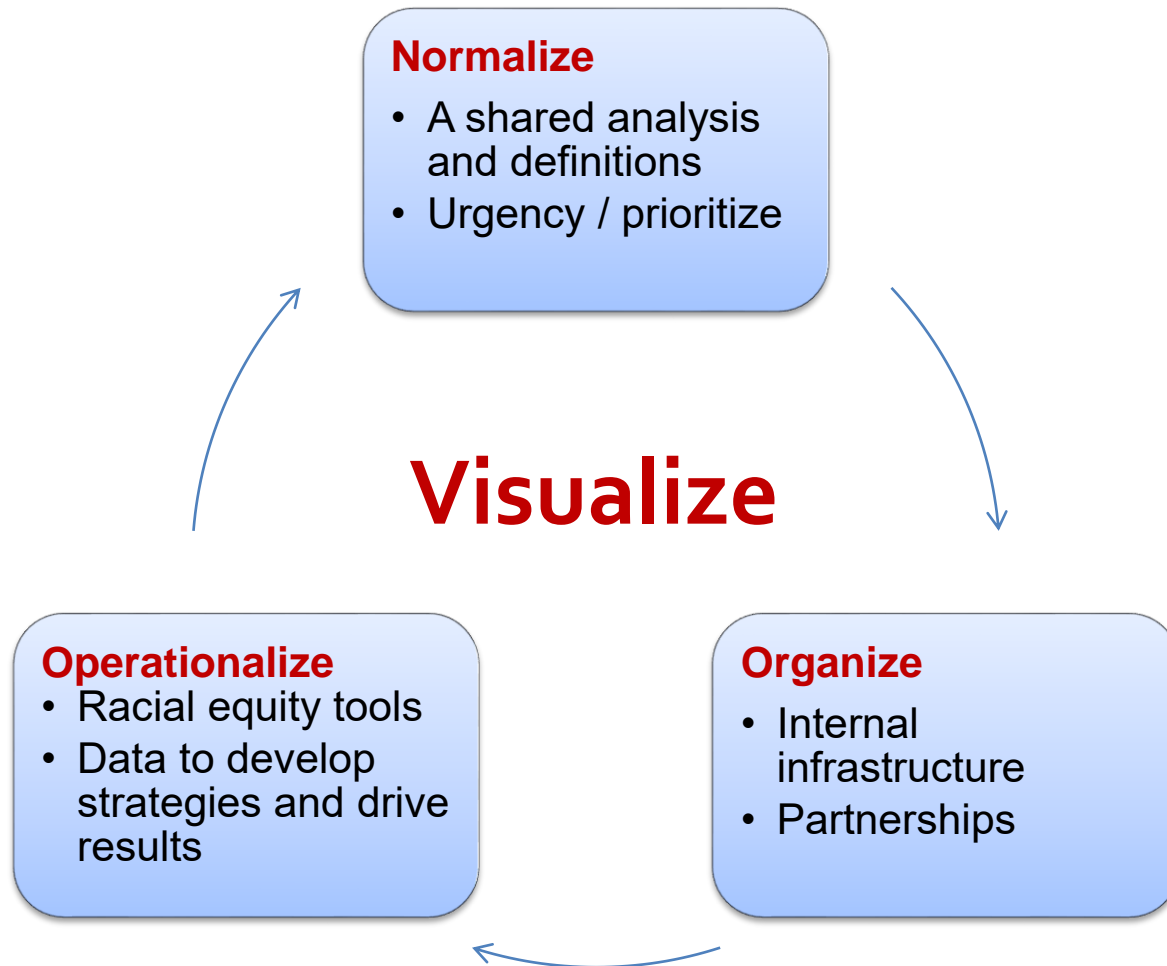
The economic benefits of equity

Racial economic inclusion is good for families, good for communities, and good for the economy. Nationally, GDP would have been \$2.4 trillion higher in 2014 if people of color had earned the same their white counterparts. We also know millions fewer would have lived in poverty, there would be billions more in tax revenue, and a smaller Social Security deficit overall.

**Actual GDP and estimated GDP with racial equity in income (billions):
United States, 2014**



National best practice



Core Lessons

- Communication and Transparency: Build support and relationships with community.
- Navigating the Political Landscape: Map institutional power to build political will and leadership buy-in.
- Cultivating Leaders: Find the sparkplugs and assemble a cohesive, diverse group of government employees to carry forward racial equity work.
- Expanding Regional Collaboration and Growing the Field: Create opportunities for coordinating with neighboring jurisdictions and engage others in the region to develop a regional strategy for dismantling racial inequities.
- Sharing the Field of Practice: Be strategic and use all policy levers and tools available to advance racial equity.
- Maximizing Measurable Impact in the Community: Conduct evaluations and surveys, using data, and establishing performance measures

Progress

- **Resolutions** advancing Racial Equity (Marin, Richmond, Contra Costa)
- **Racial Equity Action Plans** developed (more than 20 in the West)
- **Offices of Equity** initiated (Long Beach, Oakland)
- **Cross-jurisdictional** collaboration (Napa, Solano)
- **Institutional Change** initiatives (Los Angeles County, Santa Clara County)
- **Statewide** institutional interrogation (State of California)
- **Racial Equity Tool** application (Berkeley)

What's worked

- **Collective learning** – regional synergies emerge when allies can compare notes, experiences, and struggles
- **Customized technical assistance** that recognizes that patterns build movements but nuance sharpens impact
- **Curriculum built on field of practice** to create the ultimate open source democracy upgrade
- **Peer-to-peer strategizing** let's bureactivists find each other, exchange tactics, lift floors and raise ceilings
- **Speaker Series expertise** demonstrates that jurisdictions have mileposts for which to strive
- **Consistency, integrity, delivery** staff competence, patience, solidarity, and dependability have built GARE CA brand

What's next

- **Depth with core cohorts** ensuring the success of Bay Area and Southern California efforts
- **More localities** to complement range of counties that have participated in the program
- **Inland Empire, Northeast CA, Central Valley, San Diego** in recognition of diversity of state regions
- **In-depth exchange** within and beyond California (membership, gatherings, peer crossovers)
- **Local/state alignment** to create improved condition for implementation
- **Increase philanthropic investment** to get maximum leverage from local jurisdictions commitment



Legislation Details (With Text)

File #: 18-0766 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/7/2018 **In control:** Bay Area Regional Collaborative

On agenda: 9/21/2018 **Final action:**

Title: Presentation on State of California Ocean Protection Council (OPC) Sea Level Rise Guidance

Sponsors:

Indexes:

Code sections:

Attachments: [Presentation OPC Sea Level Rise Guidance.pdf](#)

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

Presentation on State of California Ocean Protection Council (OPC) Sea Level Rise Guidance

Deborah Halberstadt, Executive Director, Ocean Protection Council/Deputy Secretary for Oceans of Coastal Policy, California Natural Resources Agency

Information



Photo Credit: Coastal



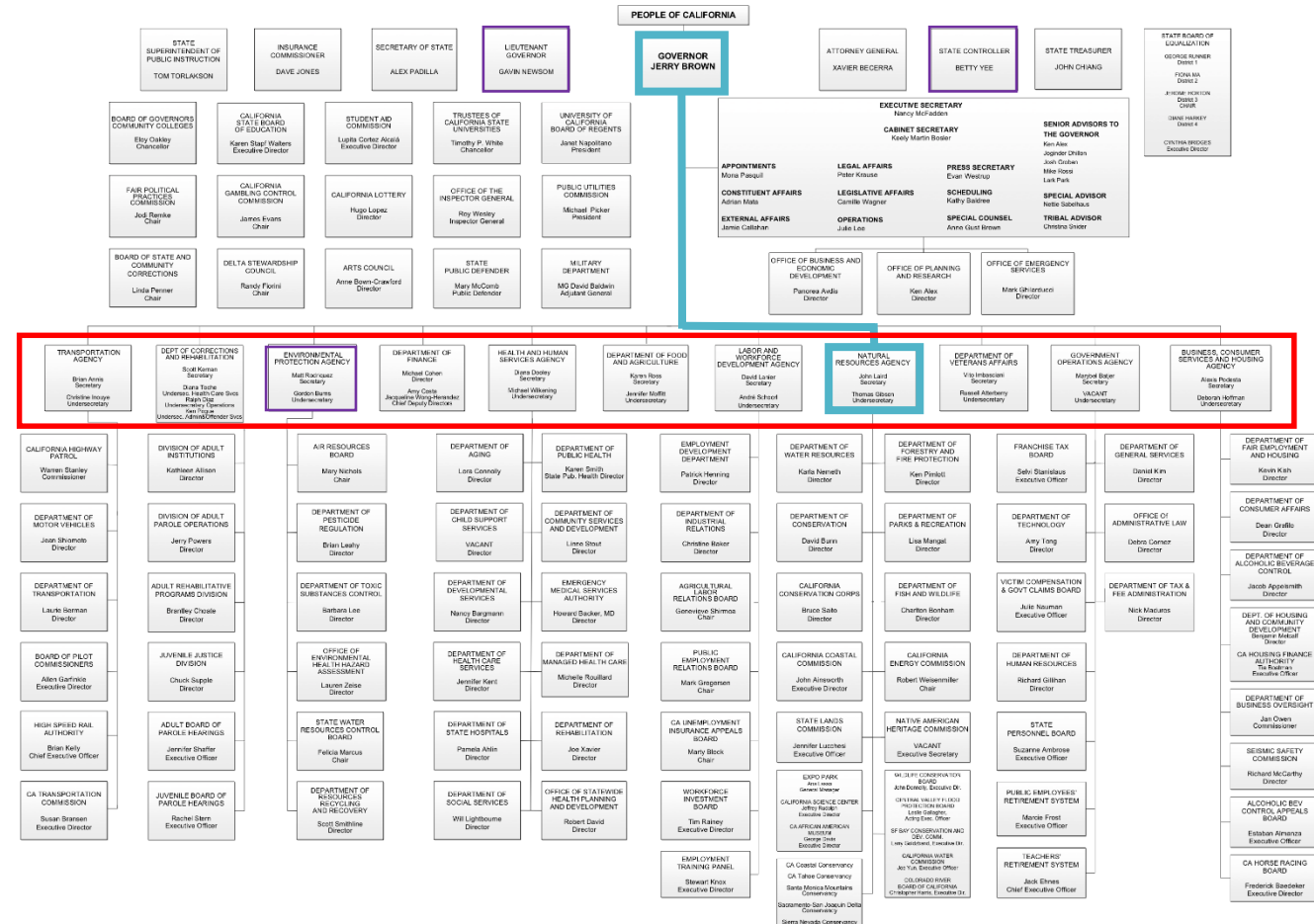
State of California Sea-Level Rise Guidance

Deborah Halberstadt
Executive Director, Ocean Protection Council
Deputy Secretary for Ocean and Coastal Policy
September 21, 2018

Ocean Protection Council's Role

2.28.18

CALIFORNIA STATE GOVERNMENT – THE EXECUTIVE BRANCH



OPC is a division of the California Natural Resources Agency

Our Mission and How We Work

Ensuring healthy, resilient, and productive ocean and coastal ecosystems in California.





AMO Rescue Operations by CBP Photography (2017) <https://www.flickr.com/photos/54593278@N03/36553252880/>
United States Government Work (<http://www.usa.gov/copyright.shtml>)



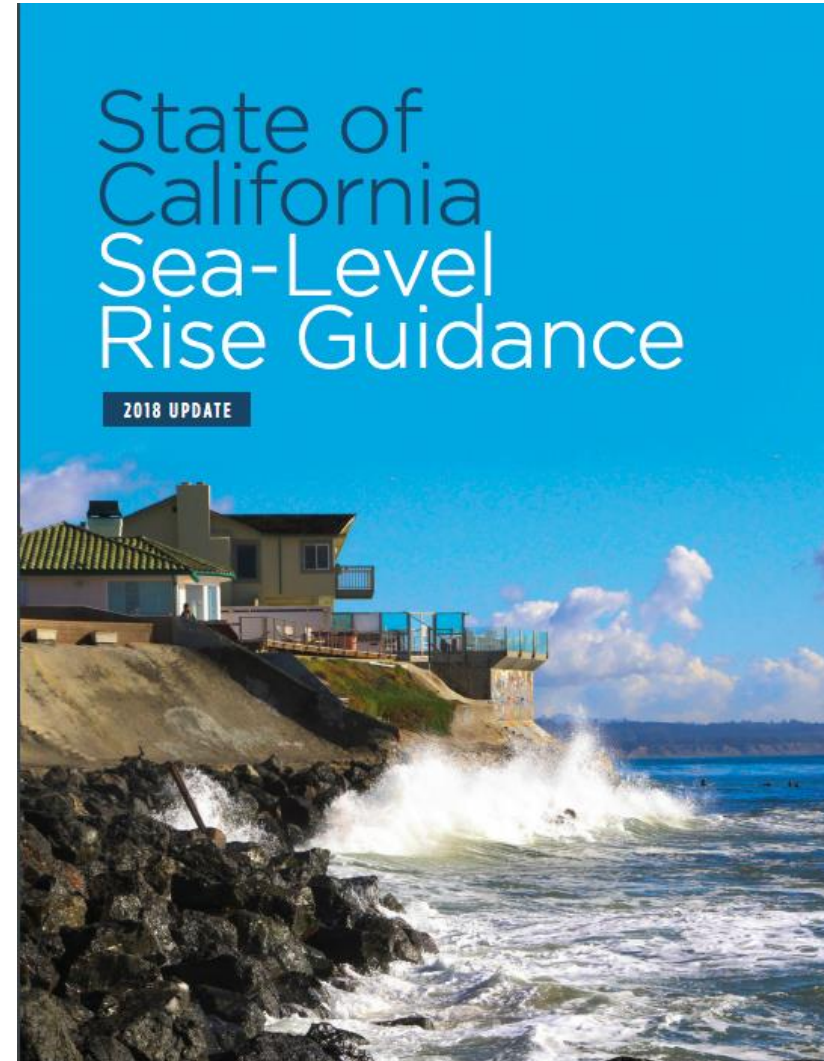
CBP Provides Support to Communities Impacted by Hurricane Harvey by CBP Photography (2017) <https://www.flickr.com/photos/54593278@N03/36553252880/>
United States Government Work (<http://www.usa.gov/copyright.shtml>)



AMO Rescue Operations by CBP Photography (2017) <https://www.flickr.com/photos/54593278@N03/36582065030/>
United States Government Work (<http://www.usa.gov/copyright.shtml>)

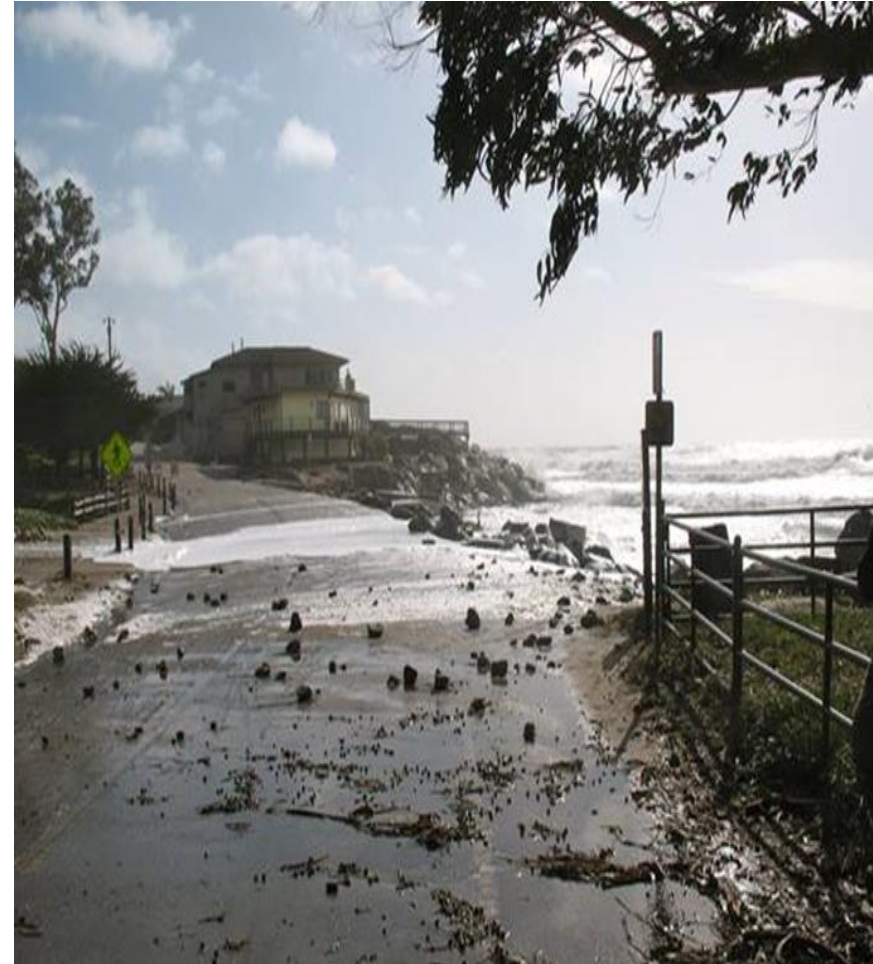
Content of Updated Guidance

- Updated projections based on best available science
- Stepwise approach for evaluating projections, associated risk, and adaptation pathways
- Recommended adaptation strategies
- Suite of geospatial and visualization tools



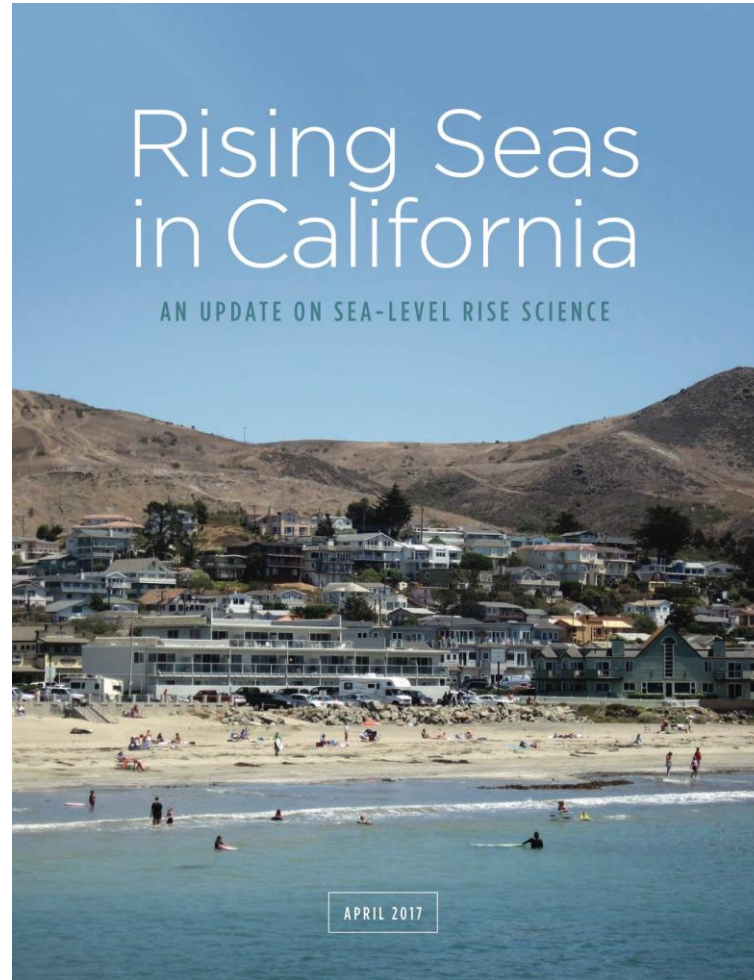
What Triggered this Update?

- Advances in sea-level rise science
- Need for guidance to help state *and* local governments plan for sea-level rise
 - Executive order B:30-15
 - SB 379 (Jackson)
 - SB 264 (Wieckowski)



Flooding of East Cliff Drive, Moran Lake, Santa Cruz County, January 20, 2010 King Tide (Photo credit: Dave Revell)

Rising Seas in California: An Update on Sea-level Rise Science



Risk Analysis Decision Framework

>> STEP 1: *Identify the nearest tide gauge.*

>> STEP 2: *Evaluate project lifespan.*

>> STEP 3: *For the nearest tide gauge and project lifespan, identify range of sea-level rise projections.*

>> STEP 4: *Evaluate potential impacts and adaptive capacity across a range of sea-level rise projections and emissions scenarios.*

>> STEP 5: *Select sea-level rise projections based on risk tolerance and, if necessary, develop adaptation pathways that increase resiliency to sea-level rise and include contingency plans if projections are exceeded.*

TABLE 13: Projected Sea-Level Rise (in feet) for San Francisco

Probabilistic projections for the height of sea-level rise shown below, along with the H++ scenario (depicted in blue in the far right column), as seen in the Rising Seas Report. The H++ projection is a single scenario and does not have an associated likelihood of occurrence as do the probabilistic projections. Probabilistic projections are with respect to a baseline of the year 2000, or more specifically the average relative sea level over 1991 - 2009. High emissions represents RCP 8.5; low emissions represents RCP 2.6. **Recommended projections for use in low, medium-high and extreme risk aversion decisions are outlined in red boxes below.**

		Probabilistic Projections (in feet) (based on Kopp et al. 2014)				H++ scenario (Sweet et al. 2017) *Single scenario
		Median 50% probability sea-level rise meets or exceeds...	Likely range 66% probability sea-level rise is between...	1-in-20 chance 5% probability sea-level rise meets or exceeds...	1-in-200 chance 0.5% probability sea-level rise meets or exceeds...	
			Low Risk Aversion		Medium - High Risk Aversion	Extreme Risk Aversion
High emissions	2030	0.4	0.3 - 0.5	0.6	0.8	1.0
	2040	0.6	0.5 - 0.8	1.0	1.3	1.8
	2050	0.9	0.6 - 1.1	1.4	1.9	2.7
Low emissions	2060	1.0	0.6 - 1.3	1.6	2.4	
High emissions	2060	1.1	0.8 - 1.5	1.8	2.6	3.9
Low emissions	2070	1.1	0.8 - 1.5	1.9	3.1	
High emissions	2070	1.4	1.0 - 1.9	2.4	3.5	5.2
Low emissions	2080	1.3	0.9 - 1.8	2.3	3.9	
High emissions	2080	1.7	1.2 - 2.4	3.0	4.5	6.6
Low emissions	2090	1.4	1.0 - 2.1	2.8	4.7	
High emissions	2090	2.1	1.4 - 2.9	3.6	5.6	8.3
Low emissions	2100	1.6	1.0 - 2.4	3.2	5.7	
High emissions	2100	2.5	1.6 - 3.4	4.4	6.9	10.2
Low emissions	2110*	1.7	1.2 - 2.5	3.4	6.3	
High emissions	2110*	2.6	1.9 - 3.5	4.5	7.3	11.9
Low emissions	2120	1.9	1.2 - 2.8	3.9	7.4	
High emissions	2120	3	2.2 - 4.1	5.2	8.6	14.2
Low emissions	2130	2.1	1.3 - 3.1	4.4	8.5	
High emissions	2130	3.3	2.4 - 4.6	6.0	10.0	16.6
Low emissions	2140	2.2	1.3 - 3.4	4.9	9.7	
High emissions	2140	3.7	2.6 - 5.2	6.8	11.4	19.1
Low emissions	2150	2.4	1.3 - 3.8	5.5	11.0	
High emissions	2150	4.1	2.8 - 5.8	7.7	13.0	21.9

*Most of the available climate model experiments do not extend beyond 2100. The resulting reduction in model availability causes a small dip in projections between 2100 and 2110, as well as a shift in uncertainty estimates (see Kopp et al. 2014). Use of 2110 projections should be done with caution and with acknowledgement of increased uncertainty around these projections.

Planning & Adaptation Strategies

- Social equity
- Coastal habitats and public access
- Water-dependent infrastructure
- Acute increases in sea-level rise
- Community and regional planning
- Local conditions
- Adaptive capacity



Implementing the Guidance



Barriers to Implementation

1. There are too many different and sometimes conflicting sea level rise/flooding directives.
2. The level of resources available for local and regional planning continues to lag behind the need for action.
3. Some local governments have not prioritized sea level rise planning.
4. Changing science and guidance is a challenge to building understanding and support.
5. Socially vulnerable communities and tribal groups are often not “at the table” for planning and decision making.



www.opc.ca.gov

Deborah.Halberstadt@resources.ca.gov

[@OPC_California](#)



Legislation Details (With Text)

File #: 18-0767 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/7/2018 **In control:** Bay Area Regional Collaborative
On agenda: 9/21/2018 **Final action:**
Title: Presentation on Adapting to Rising Tides (ART) Bay Shoreline Flood Explorer
(explorer.adaptingtorisingtides.org)

Sponsors:

Indexes:

Code sections:

Attachments: [explorer.adaptingtorisingtides.org.pdf](#)

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

Presentation on Adapting to Rising Tides (ART) Bay Shoreline Flood Explorer
(explorer.adaptingtorisingtides.org)

Todd Hallenbeck, GIS Specialist, Bay Conservation and Development Commission
Jaclyn Mandoske, California Sea Grant State Fellow, Bay Conservation and Development
Commission

Information



Adapting to Rising Tides

Bay Shoreline Flood Explorer

The Adapting to Rising Tides program has developed this website to help Bay Area communities prepare for the impacts of current and future flooding due to **sea level rise and storm surges** by learning about causes of flooding, exploring maps of flood risk along our shoreline, and downloading the data for further analysis. These maps increase understanding of what could be at risk without future planning and adaptation, helping Bay communities, governments, and businesses to drive action.

[LEARN](#)[EXPLORE](#)[DOWNLOAD](#)[ABOUT](#)

The ART Bay Shoreline Flood Explorer is part of the San Francisco Bay Conservation and Development Commission's Adapting to Rising Tides Program. [Disclaimer](#)