



Bay Area
Regional
Collaborative

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

Bay Area Regional Collaborative

Cindy Chavez, Supervisor, County of Santa Clara - Chair
Amy Worth, Councilmember, City of Orinda - Vice Chair

Friday, November 15, 2019

9:00 AM

Board Room - 1st Floor

Bay Area Regional Collaborative Governing Board

The BARC Governing Board may act on any item on the agenda.

The meeting is scheduled to begin at 9:00 a.m.

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

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

Governing Board Members

ABAG—Jesse Arreguin, 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 Spering, Amy Worth

CalSTA (Non-voting)—Tony Tavares, Doanh Nguyen (Alternate)

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

2. Governing Board Member Announcements

Information

3. Chair's Report

Information

4. Consent Calendar

- 4.a. [19-1304](#) Approval of Governing Board Minutes of September 20, 2019

Action: Approval

Presenter: Clerk of the Board

Attachments: [Item 04a Minutes 20190920 Draft.pdf](#)

- 4.b. [19-1306](#) Approval of Memorandum of Understanding between the Metropolitan Transportation Commission and the Bay Area Regional Collaborative

Action: Approval

Presenter: Allison Brooks

Attachments: [Item 04b0 Staff Memo on MTC BARC MOU 09_20_19.pdf](#)
[Item 04b1 Attachment MTC BARC MOU final 09_20_19.pdf](#)

- 4.c. [19-1307](#) Approval of San Francisco Bay Regional Water Quality Control Board Joining as Non-voting BARC Member

Action: Approval

Presenter: Allison Brooks

Attachments: [Item 04c0 Staff Memo Recommendation SFRWQCB.pdf](#)
[Item 04c1 Attachment Letter Montgomery SFRWQCB 20190912.pdf](#)

5. Meeting Schedule

- 5.a. [19-1308](#) Approval of BARC 2020 Meeting Schedule

Action: Approval

Presenter: Clerk of the Board

Attachments: [Item 05a Scheduling Options.pdf](#)

6. Adapting to Rising Tides Bay Area

- 6.a. [19-1311](#) Presentation on Adapting to Rising Tides Bay Area Findings

Action: Information

Presenter: Dana Brechwald, ART Program Manager, San Francisco Bay Conservation and Development Commission.

Attachments: [Item 06a Presentation BCDC Adapting Rising Tides.pdf](#)

7. AB 617 West Oakland Community Action Plan

- 7.a. [19-1310](#) Report on AB 617 West Oakland Community Action Plan

Action: Information

Presenter: Greg Nudd, Deputy Air Pollution Control Officer, BAAQMD
Henry Hilken, Director of Planning and Climate Protection, BAAQMD

Attachments: [Item 07a Presentation West Oakland Community Action Plan.pdf](#)

8. BARC Executive Director's Report

- 8.a. [19-1309](#) BARC Executive Director's Report
- Action: Information
- Presenter: Allison Brooks
- Attachments: [Item 08a ED Update Work Plan.pdf](#)
- 8.b. [19-1305](#) Approval of BARC 2020-22 Work Plan
- Action: Approval
- Presenter: Allison Brooks
- Attachments: [Item 08b0 Memo Work Plan 2020-2022.pdf](#)
[Item 08b Attachment Work Plan 2020-2022.pdf](#)

9. BARC Member Agency Executive Director Updates

- 9.a. [19-1313](#) Association of Bay Area Governments and Metropolitan Transportation Commission
- Action: Information
- Presenter: Therese W. McMillan
- 9.b. [19-1314](#) Bay Area Air Quality Management District
- Action: Information
- Presenter: Jack Broadbent
- 9.c. [19-1315](#) San Francisco Bay Conservation and Development Commission
- Action: Information
- Presenter: Larry Goldzband
- 9.d. [19-1316](#) California State Coastal Conservancy
- Action: Information
- Presenter: Sam Schuchat
- 9.e. [19-1317](#) San Francisco Bay Regional Water Quality Control Board: Presentation on Wetland Fill Policy Challenges and Future Regulatory Options--Findings and Recommendations
- Action: Information
- Presenter: Michael Montgomery
- Attachments: [Item 09e1 Handout RWQCB Climate Change.pdf](#)
[Item 09e2 Presentation Water Board Policy Update 2019-1112.pdf](#)

10. Public Comment

Information

11. Adjournment / Next Meeting

The next BARC Governing Board meeting is to be announced.

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 #: 19-1304 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Approval of Governing Board Minutes of September 20, 2019

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04a Minutes 20190920 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of Governing Board Minutes of September 20, 2019

Clerk of the Board

Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

Bay Area Regional Collaborative

Cindy Chavez, Supervisor, County of Santa Clara - Chair
Amy Worth, Councilmember, City of Orinda - Vice Chair

Friday, September 20, 2019

10:00 AM

Board Room - 1st Floor

Bay Area Regional Collaborative Governing Board

The BARC Governing Board may act on any item on the agenda.

The meeting is scheduled to begin at 10:00 a.m.

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—Jesse Arreguin, 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 Spering, Amy Worth

CalSTA (Non-voting)—Tony Tavares, Doanh Nguyen (Alternate)

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

Chair Chavez called the meeting to order at about 10:05 a.m. Quorum was not present.

Present: 8 - Chavez, Haggerty, Hudson, Josefowitz, Pierce, Sinks, Wagenknecht, and Wasserman

Absent: 9 - Arreguin, Gioia, Halsted, Mackenzie, Miley, Pine, Rabbitt, Spering, and Worth

2. Governing Board Member Announcements

There were no Governing Board member announcements.

3. Chair's Report

There was no Chair's Report.

4. Consent Calendar

- 4.a. [19-0977](#) Approval of BARC Governing Board Minutes of June 21, 2019

5. BARC Member Agency Executive Director Updates

- 5.a. [19-0978](#) Association of Bay Area Governments and Metropolitan Transportation Commission
Therese McMillan gave the report.
- 5.b. [19-0979](#) Bay Area Air Quality Management District
Jack Broadbent gave the report.
- 5.c. [19-0980](#) San Francisco Bay Conservation and Development Commission
Steven Goldbeck gave the report.
- 5.d. [19-0981](#) California State Coastal Conservancy
There was no staff report.

6. BARC Executive Director's Report

- 6.a. [19-0983](#) Report on BARC Work Plan 2020-2022
Allison Brooks gave the report.

7. Approval of Memorandum of Understanding between the Metropolitan Transportation Commission and the Bay Area Regional Collaborative

7. [19-1060](#) Approval of Memorandum of Understanding between the Metropolitan Transportation Commission and the Bay Area Regional Collaborative
There was no staff report.

8. Recommendation for San Francisco Bay Regional Water Quality Control Board to join as Non-voting Member of BARC

Allison Brooks gave the staff report. Michael Montgomery gave a presentation on the San Francisco Bay Regional Water Quality Control Board.

8. [19-1061](#) Recommendation for San Francisco Bay Regional Water Quality Control Board to join as a Non-voting Member of the Bay Area Regional Collaborative

9. Public Comment

The following gave public comment: Jane Kramer.

10. Adjournment

Chair Chavez adjourned the meeting at about 11:40 a.m. The next meeting of the BARC Governing Board is on November 15, 2019.



Legislation Details (With Text)

File #: 19-1306 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Approval of Memorandum of Understanding between the Metropolitan Transportation Commission and the Bay Area Regional Collaborative

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04b0 Staff Memo on MTC BARC MOU 09_20_19.pdf](#)
[Item 04b1 Attachment MTC BARC MOU final 09_20_19.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of Memorandum of Understanding between the Metropolitan Transportation Commission and the Bay Area Regional Collaborative

Allison Brooks

Approval



Bay Area
**Regional
Collaborative**

DATE: September 20, 2019

TO: BARC Governing Board

FROM: Allison Brooks, BARC Executive Director

RE: *Approval of Revised BARC MTC Memorandum of Understanding (MOU)*

The initial BARC MTC MOU approved by the BARC Governing Board in 2016 established a process by which the MOU would be reviewed each year concurrently with the performance review of the BARC Executive Director. Per that agreement, MTC requested some revisions to the BARC MTC MOU in May 2019 to ensure that MTC is in compliance with CalPERS policies and to safeguard employees hired to support the BARC Governing Board and carry out the approved BARC Work Plan.

The revised BARC MTC MOU has been reviewed and vetted by the Executive Directors of the BARC member agencies and the BARC Chair. There is agreement the revised BARC MTC MOU serves to protect the employees and agencies by keeping in good standing with CalPERS and stays true to the collaborative intentions of BARC.

Recommended action: Approval of the revised BARC MTC MOU

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is entered into as of the 20th day of September, 2019 (the "Effective Date"), by and among the Metropolitan Transportation Commission ("MTC"), the Bay Area Regional Collaborative ("BARC"), and the three other BARC member agencies. The BARC, formerly known as the Joint Policy Committee, was established through California State Government Code 66536, 66536.1 and 66536.2 under Senate Bill 849 (Torlakson). The four member agencies of the BARC are:

- Association of Bay Area Governments ("ABAG")
- Bay Area Air Quality Management District ("BAAQMD")
- Metropolitan Transportation Commission ("MTC")
- San Francisco Bay Conservation and Development Commission ("BCDC")

This MOU will be reviewed annually at the time of the BARC Executive Director Performance Review to ensure the agreement remains satisfactory among all parties.

Recitals

1. BARC was established through California State Government Code 66536, 66536.1 and 66536.2 under Senate Bill 849 (Torlakson), and is composed of the Metropolitan Transportation Commission ("MTC"), the Bay Area Air Quality Management District ("BAAQMD"), the Association of Bay Area Governments ("ABAG"), and the San Francisco Bay Conservation and Development Commission ("BCDC") which, collectively, are generally referred to as the Bay Area's four regional agencies;
2. BARC is a consortium of member agencies that come together to address cross-cutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents;
3. BARC provides a mechanism through which its member agencies can learn, explore, collaborate, incubate, coordinate, and communicate policies and best practices that agency leadership can decide to advance collectively and singularly. BARC is made up of a Governing Board of member agency commission/board representatives, an Executive Directors Group, and other staff cross-agency work teams;
4. The BARC Executive Director and other staff are employees of MTC and provide staffing services to the BARC Governing Board through operation of this Memorandum of Understanding. The MTC Executive Director may receive advice and input from the BARC Governing Board concerning the BARC Executive Director;
5. The BARC Executive Director is dedicated to achieving collaborative goals by guiding BARC's vision and strategy, supporting aligned activities, advancing policy, mobilizing resources, establishing shared measurement practices, and building public goodwill;
6. The BARC Executive Director acts as a convener to facilitate problem solving and regional coordination among the member agencies and with interested parties;

7. BARC member agencies work with the BARC Executive Director to determine their annual contributions to support BARC's overall budget, and BARC's Governing Board then approves the budget.
8. Given that BARC is a consortium of member agencies working together in collaborative fashion, with a Governing board made up of elected and appointed representatives from each of the four member agencies' Boards/Commissions, this MOU is intended to outline the details of employment for MTC staff assigned to carry out BARC's annual work plan.

ARTICLE I
MTC Staff
Assigned to BARC
Work Plan

- A. BARC staff remuneration will continue to be supplied by its member agencies and approved by the Governing Board of BARC based upon member agencies' available resources.
- B. MTC agrees to provide MTC employees to execute BARC Governing Board strategies and work programs as outlined in Article I.C.1 and Article I.C.2 (below).
- C. The number of staff needed will be requested by the BARC Executive Board and dependent on the BARC Governing Board's approved work program and budget.
 1. At the time of the agreement execution, the work programs require:
 - a. Full time leadership position – BARC Executive Director
 - b. Full time program support position – Program Coordinator
 - c. Part time administrative support position – Administrative Assistant
 2. Any changes will be subject to and controlled by the resources in the BARC Budget approved by contributing agencies, and included in MTC's approved budget.
- D. Direction to and oversight of MTC employees serving the BARC Governing Board is provided under the direction of the MTC Executive Director and/or her assigned executive staff.
- E. BARC Governing Board members may provide input regarding the assigned MTC employees' performances, but all decisions regarding final performance evaluations, position design, employee's employment status, and direction regarding how to perform the duties outlined in the BARC work plan are determined entirely and solely by the MTC Executive Director and/or her assigned executive staff. Should the BARC Governing Board be unsatisfied with the MTC employees carrying out their work plan, they agree to work directly with the MTC Executive Director who will determine performance improvement, disciplinary action procedures and processes per MTC policy.

ARTICLE II
MTC
Responsibilities

- A. Salary and benefits: Subject to BARC member agencies' funding contributions, MTC will provide agreed-upon salaries and benefits to MTC staff assigned to carry out BARC's annual work plan.
- B. Contracting to support BARC activities: MTC staff carrying out work related to BARC will utilize MTC's contracting and budgeting infrastructure to prepare and execute BARC's budget, contracts, and any other necessary financial instruments.
- C. Office space and necessary equipment: MTC will provide MTC staff carrying out BARC's work plan with the necessary equipment, meeting and office space, and other support necessary to perform their work.
- D. MTC will carry out responsibilities identified in Sections A-C above consistent with MTC policy.



Legislation Details (With Text)

File #: 19-1307 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Approval of San Francisco Bay Regional Water Quality Control Board Joining as Non-voting BARC Member

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04c0 Staff Memo Recommendation SFRWQCB.pdf](#)
[Item 04c1 Attachment Letter Montgomery SFRWQCB 20190912.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of San Francisco Bay Regional Water Quality Control Board Joining as Non-voting BARC Member

Allison Brooks

Approval



DATE: September 20, 2019

TO: BARC Governing Board

FROM: Allison Brooks, BARC Executive Director

RE: *Recommendation for San Francisco Bay Regional Water Quality Control Board to join BARC as non-voting member*

Over the past seven years, the Bay Area Regional Collaborative (BARC) has worked to address cross-cutting issues of regional concern, with climate change and the associated rise in sea levels as a major area of focus. The San Francisco Bay Regional Water Quality Control Board (Water Board), as the agency tasked with protecting water quality in the Bay Area through the regulation of discharges and dredge and fill activities, plays a key role in facilitating the sea level rise adaptation projects that BARC and its member agencies undertake.

The Water Board's regulation of dredge and fill discharges includes the permitting of innovative and regionally significant flood protection and restoration projects that are aligned with the measures that BARC, the Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC) are actively facilitating through regional planning and investment. Currently, the Water Board is updating its policies to better facilitate these multi-purpose adaptation projects.

Furthermore, the Water Board is already involved in collaborative shoreline resiliency efforts with agency staff, regulatory bodies, and regional stakeholders that work closely with BARC and its member agencies. These efforts include participation in the Bay Restoration Regulatory Integration Team (BRRIT), a regulatory body created in 2019 to improve the permitting process for multi-benefit wetland restoration projects through inter-agency collaboration. The BRRIT, which is partially funded by the Bay Area Toll Authority (MTC/BATA), embodies the mission of BARC through its collaborative, inter-agency approach. The multi-benefit wetland restoration projects that it will finance are of critical relevance to the goals of BARC and its member agencies.

Given the critical role that the Water Board plays as both a regulatory body and as a key player in regional efforts to accelerate the pace of regional restoration and flood protection projects, BARC staff recommend that the BARC Governing Board approve the request of Michael Montgomery, Executive Officer of the Water Board, to allow the Water Board to serve as a non-voting member of the BARC Governing Board. The Water Board is committed to collaboration with BARC to help achieve kindred regional goals, and its involvement will enhance the work of BARC and its member agencies to improve resiliency to climate change and sea level rise in the Bay Area. The timing of this formalized collaboration works very well as BARC enters into our new 2020-2022 work plan.

Recommended action: Approval of the San Francisco Bay Regional Water Control Board as a non-voting member of BARC.

San Francisco Bay Regional Water Quality Control Board

September 12, 2019

Cindy Chavez, Chair
Bay Area Regional Collaborative
Metro Center
375 Beale Street
San Francisco, CA 94105

Subject: San Francisco Bay Regional Water Quality Control Board (Water Board) Request to Join the Bay Area Regional Collaborative (BARC)

Dear Chair Chavez:

I respectfully request consideration of the addition of the Water Board as a non-voting member of BARC. I appreciate that BARC's Governing Board is made up of voting board members from the Metropolitan Transportation Commission, the San Francisco Bay Conservation and Development Commission, the Bay Area Air Quality Management District, and the Association of Bay Area Governments, and non-voting staff delegates from the California Department of Transportation and State Coastal Conservancy. These members work collaboratively to address cross-cutting issues of regional concern, such as climate change and sea level rise, and they all have an affinity with the Water Board's mission.

The Water Board is a state agency whose mandate is to protect water quality in the San Francisco Bay Region. To accomplish this, we regulate discharges of dredge and fill materials, wastewater, and stormwaters under the Porter-Cologne Water Quality Act and Federal Clean Water Act. Our regulation of dredge and fill discharges includes regional significant flood protection projects, such as the South Bay Shoreline Project, and restoration projects, such as the Sonoma Baylands and Hamilton Wetlands Restoration Project, that incorporate innovative designs to build climate change resiliency. In addition, we collaborate with the San Francisco Estuary Institute and the regulated discharger community to implement a regional monitoring program to provide the information needed to manage the health of the San Francisco Bay.

Recently, we have embarked on a project to update our policies to facilitate permitting of multi-purpose projects to adapt to climate change. We also are collaborating with the Bay Area Clean Water Agencies, a joint powers authority consisting of wastewater treatment agencies, on using horizontal levees to remove nutrients in treated wastewater and provide flood protection from rising sea-levels using a nature-based approach. Our collaborative efforts to build shoreline resiliency through nature-based solutions also includes funding the San Francisco Bay Shoreline Adaptation Atlas and participating in the Bay Restoration Regulatory Integration Team (BRRIT). The Adaptation Atlas proposes a new science-based planning framework to facilitate collaboration across jurisdictional boundaries and identify climate adaptation strategies based on natural processes, such as tides, waves, and sediment movement. The BRRIT is team of dedicated, funded staff from the six state and federal regulatory agencies with jurisdiction over

MICHAEL MONTGOMERY, EXECUTIVE OFFICER

1515 Clay St., Suite 1400, Oakland, CA 94612 | www.waterboards.ca.gov/sanfranciscobay

wetlands restoration projects. The purpose of the BRRIT is to improve the permitting process for multi-benefit wetland restoration projects in the San Francisco Bay by dedicating agency representatives to efficiently review project information and prepare permits.

Given the regional nature of the Water Board's Work, the overlapping areas of interest with BARC's member agencies, and the need for all regional agencies to work together to address the threats of climate change in the Bay Area, I believe it makes sense for the Water Board to support the work of BARC as a non-voting member. As Executive Officer, I would be committed to regular participation in BARC board meetings, as well as providing support from Water Board staff for BARC initiatives. I appreciate your consideration of this request and look forward to collaborating with BARC, regardless of the decision. You can contact me at michael.montgomery@waterboards.ca.gov or 510-622-2314 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Montgomery', with a long horizontal line extending to the right.

Michael Montgomery
Executive Officer



Legislation Details (With Text)

File #: 19-1308 **Version:** 1 **Name:**

Type: Report **Status:** Committee Approval

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Approval of BARC 2020 Meeting Schedule

Sponsors:

Indexes:

Code sections:

Attachments: [Item 05a Scheduling Options.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of BARC 2020 Meeting Schedule

Clerk of the Board

Approval

2020 BARC Governing Board Schedule Options

1. Keep Current Schedule (3rd Fridays, irregular months)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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- a. Day: 3rd Friday of the month
- b. Months: February, April, June, September, November
- c. Total number of meetings: 5
- d. Pros
 - i. Currently adopted
- e. Cons
 - i. In September and November, meetings are the day after the ABAG Executive Committee evening meeting (3rd Thursdays of the month)

2. Keep 3rd Fridays, Change to Odd Months

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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- a. Day: 3rd Friday of the month
- b. Months: Odd months (January, March, May, July, September, November)
- c. Total number of meetings: 6
- d. Pros
 - i. Meetings are at regular intervals, avoiding the two two-month periods without meetings in the current schedule.
- e. Cons
 - i. Meetings are the day after the ABAG Executive Committee evening meetings (3rd Thursdays)

3. Change to 4th Fridays, Change to Odd Months

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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- a. Day: 4th Friday of the month
- b. Months: Even months
- c. Total number of meetings: 6
- d. Pros
 - i. Meetings are at regular intervals, avoiding the two two-month periods without meetings in the current schedule.
 - ii. Avoids following ABAG Executive Committee evening meetings (3rd Thursdays)
- e. Cons
 - i. Unknown currently



Legislation Details (With Text)

File #: 19-1311 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Presentation on Adapting to Rising Tides Bay Area Findings

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06a Presentation BCDC Adapting Rising Tides.pdf](#)

Date	Ver.	Action By	Action	Result
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Presentation on Adapting to Rising Tides Bay Area Findings

Dana Brechwald, ART Program Manager, San Francisco Bay Conservation and Development Commission.

Information

Adapting to Rising Tides Bay Area

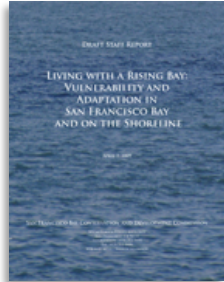
BARC Governing Board
11/15/2019



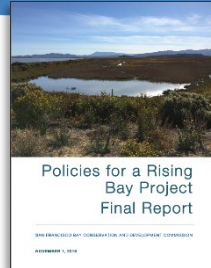
Bay Area
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Climate Change Planning at BCDC



2011 Climate Change Policies



2015-16
Policies for a Rising Bay



2017
Raising the Bar on Regional Resilience



2018 - 21
Horizon/
Plan Bay Area 2050

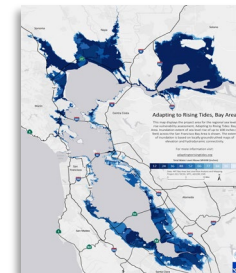


ART Program
Established **2012**



BCDC
Commissioner
SLR Workshops
2016-17

ART Bay Area **2016 -19**





What's at Risk



ALREADY SEEN:
12 to 18 inches SLR

EXPECTED BY 2050:
22 to 32 inches



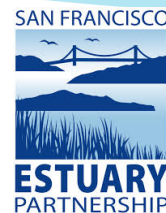


Building on a History of Agency Collaboration





Collaborating to Solve Regional Challenges

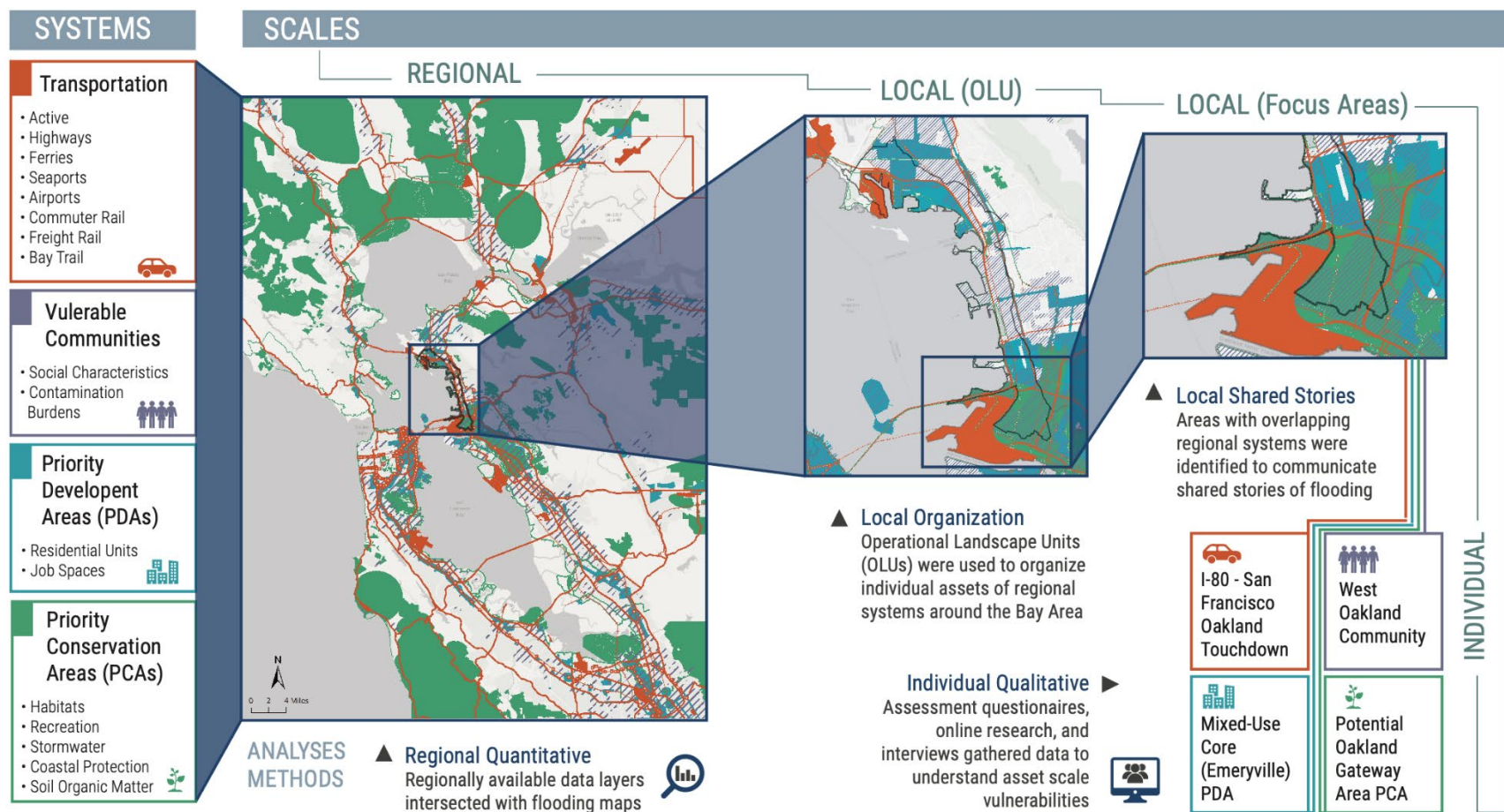




ART Bay Area Systems and Scales

ART BAY AREA ASSESSMENT: SYSTEMS AND SCALES OF ANALYSIS

This visualization depicts the ART Bay Area process of scaling up and scaling down the analysis: A quantitative analysis of the four regional systems was done on a regional scale, while qualitative assessments provided individual-scale details that were integrated at the Local Focus Area scale to communicate shared vulnerabilities, and organized across the region by the Local Operational Landscape Unit, a planning unit of "nature's jurisdictions."



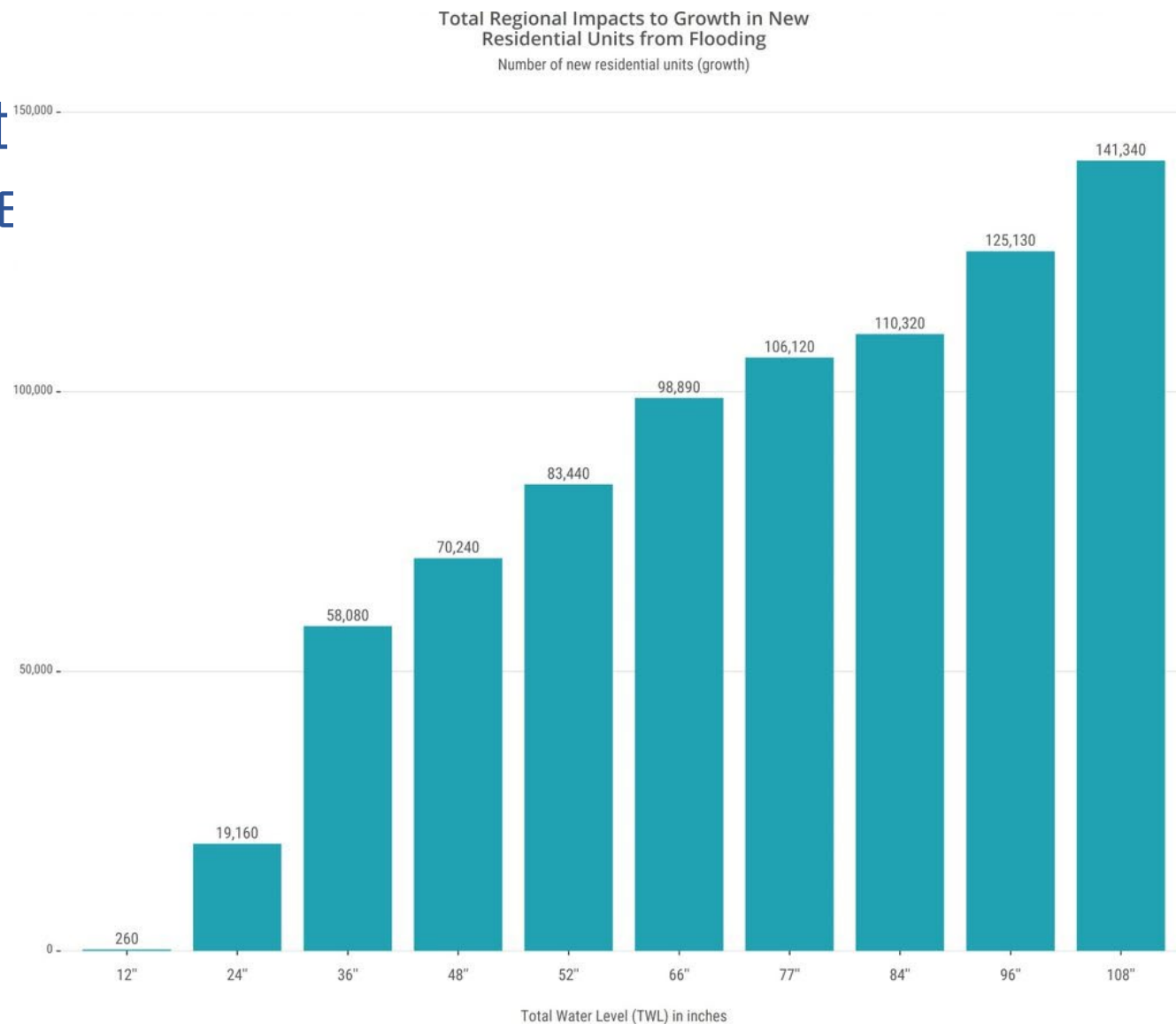


Regional Analysis

1. What gets wet within each system and where are impacts worst around the region?
2. Where are high consequence assets co-located around the region?
3. What regional planning issues emerged as common or pressing across the region?



The Regional Future Growth Areas Picture





The Regional Future Growth Areas Picture

PDAs with Highest Impacts to New Residential Unit Growth from Flooding

Number of new residential units (growth)

	12"	24"	36"	48"	52"	66"	77"	84"	96"	108"
Downtown (San Rafael)	260	340	400	640	650	680	680	690	710	720
North San Jose (San Jose)	6,570	6,570	8,830	9,140	11,950	12,970	12,970	18,780	23,850	
Downtown & Jack London Square (Oakland)	3,550	4,560	4,560	4,560	4,870	5,850	5,870	5,980	6,030	
Naval Air Station (Alameda)	2,980	2,980	2,980	2,980	2,980	2,980	2,980	2,990	2,990	
South Richmond (Richmond)	2,750	2,750	2,750	2,760	3,190	3,470	3,610	3,620	3,700	
Downtown & Waterfront (Suisun City)	580	640	650	650	650	650	650	650	650	
Bayview/Hunters Point Shipyard/Candlestick Point (San Francisco)	11,160	11,160	14,720	15,780	16,640	16,760	17,890	18,430		
Coliseum BART Station Area (Oakland)	6,470	9,790	9,850	11,190	11,290	11,430	11,660	11,680		
North Bayshore (Menlo Park)	6,340	6,340	6,800	7,990	7,990	7,990	7,990	8,040		
Treasure Island & Yerba Buena Island (San Francisco)	3,570	6,450	6,450	6,930	7,410	7,410	7,410	7,410		
TOD Corridors - San Antonio/Central Estuary (Oakland)	2,690	3,590	3,590	4,880	5,110	5,910	5,990	8,090		



Co-Located Vulnerabilities

Highway segments
with the most ridership
(autos and trucks) that
get wet at 36" TWL

Pacific Ocean



Highway segments +
Passenger rail
segments + stations
that get wet at 36"
TWL

Pacific Ocean



Highway segments +
Passenger rail
segments + stations +
High quality bus
routes
that get wet at 36"
TWL



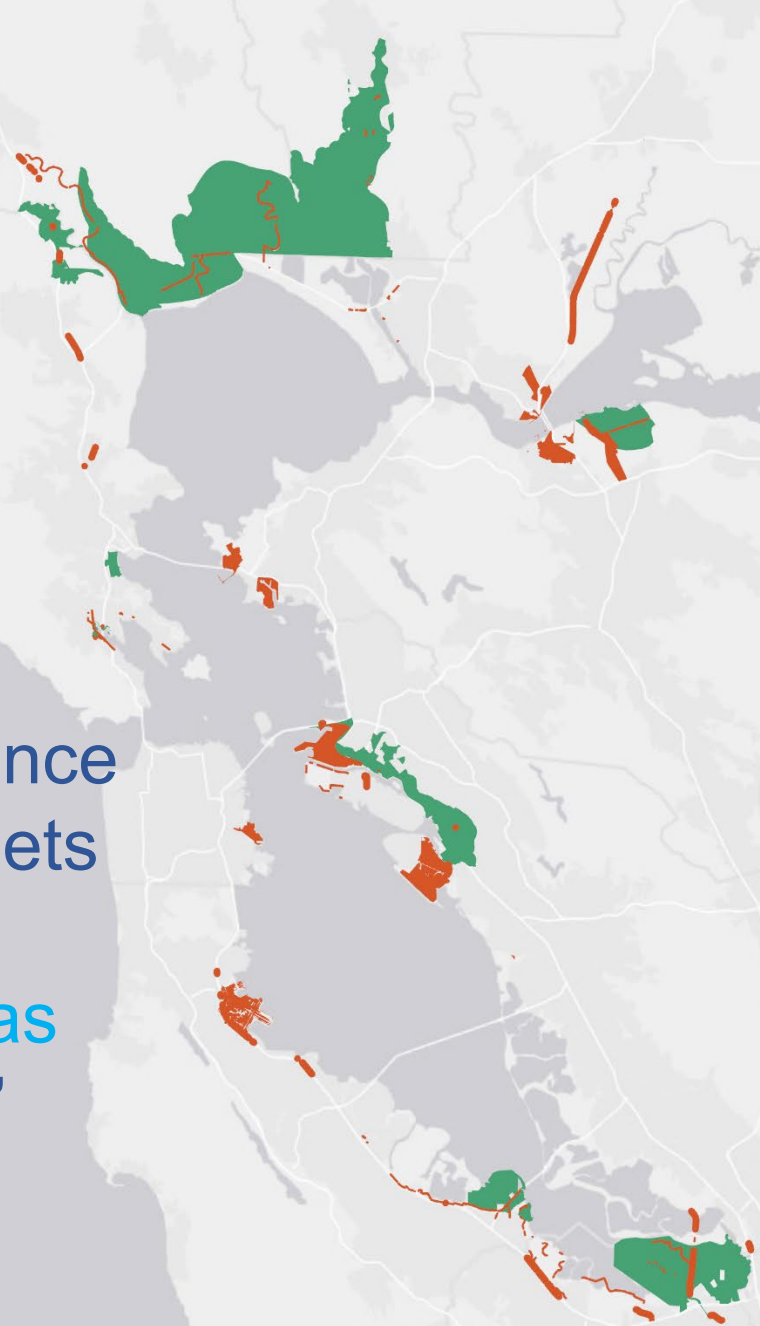
All high-consequence
transportation assets
that get wet at 36”
TWL

Pacific Ocean



All high-consequence
transportation assets
+ **Priority**
Conservation Areas
that get wet at 36"
TWL

Pacific Ocean





All high-consequence
transportation assets
+ Priority
Conservation Areas +
Priority Development
Areas
that get wet at 36"
TWL

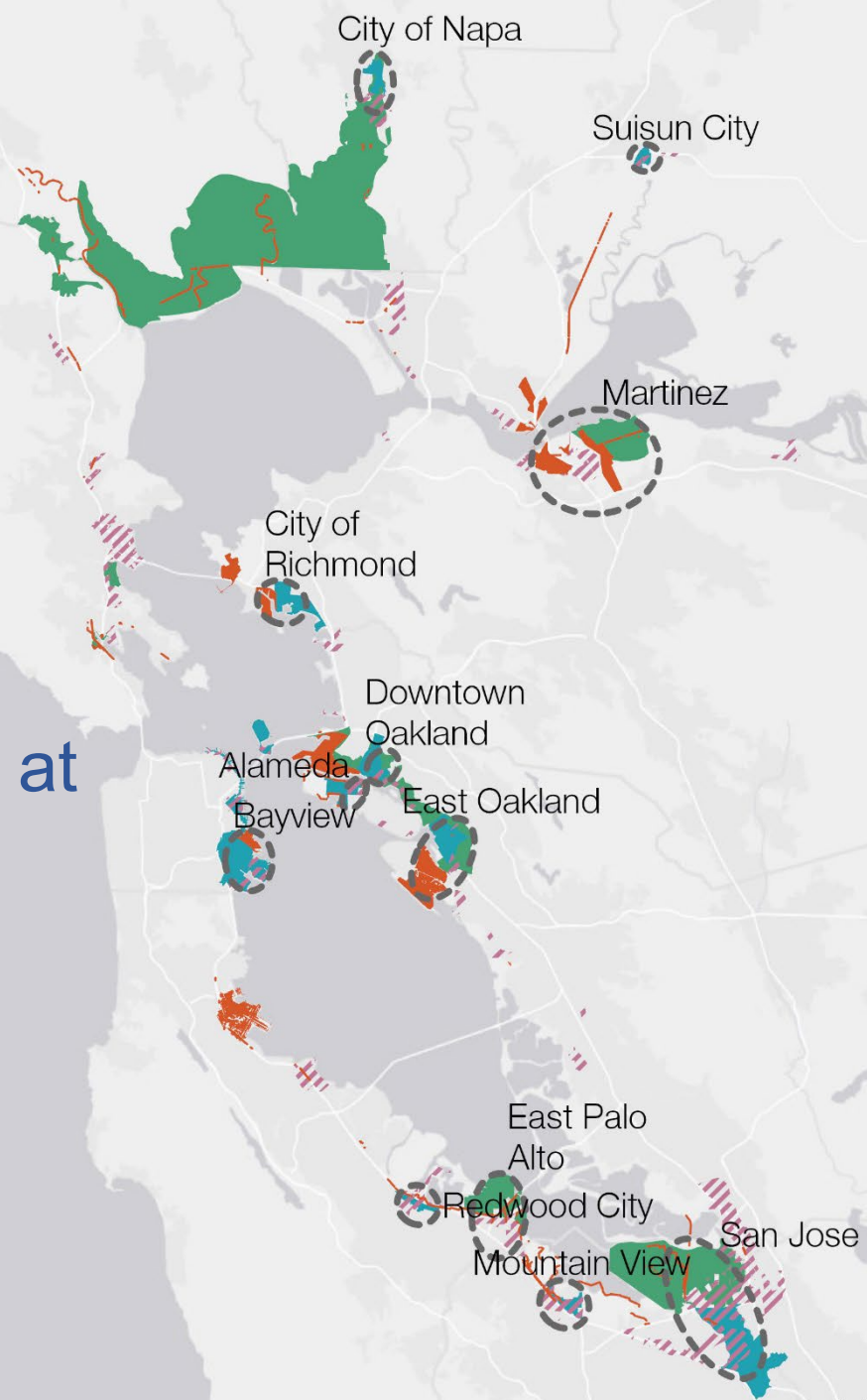


All high-consequence
transportation assets +
Priority Conservation
Areas + Priority
Development Areas +
Vulnerable
Communities
that get wet at 36" TWL



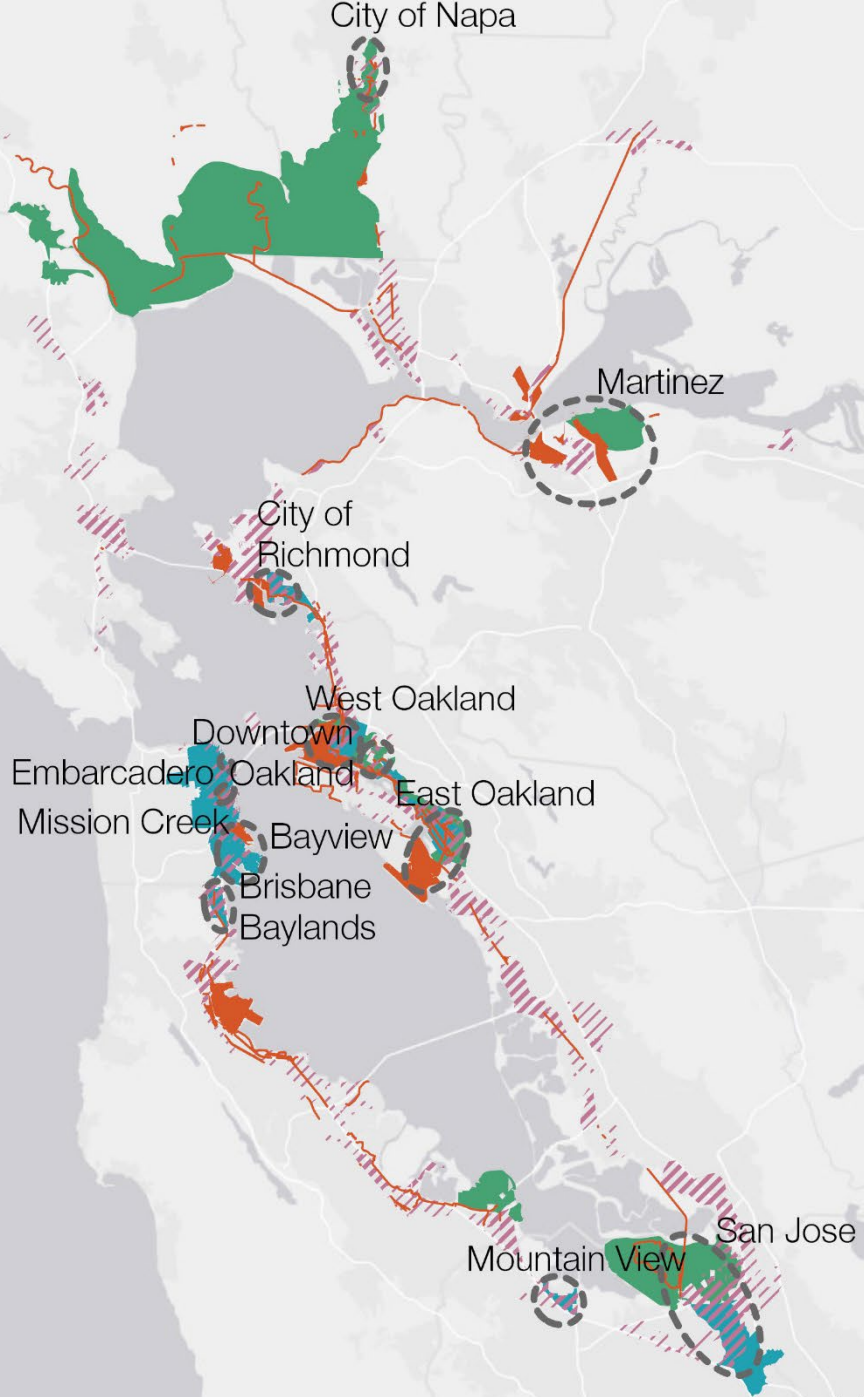
Regional Clusters at 36" TWL

Pacific Ocean





Regional Clusters at 108" TWL





Regional Key Planning Issues

1. Local and Regional Transportation System Connection Hubs Flood Together
2. Sea Level Rise Decision-Making is Complicated by Ownership, Governance, Management, and Regulatory Issues
3. Interconnected Local and Regional Emergency and Critical Service Functions are at Risk
4. Contamination Complicates and Exacerbates Flooding Issues



Regional Key Planning Issues

- 5. Sea Level Rise will Amplify Existing Housing Displacement Concerns
- 6. Future Development Areas can be Critical Tools for Resilience
- 7. Sea Level Rise will Put Pressure on the Relationship Between Regional Recreation and Habitat
- 8. Nearshore Habitats and the Ecosystem Services they Provide are Sensitive to Sea Level Rise Early On



Building Resilience, Region-Wide

Timing	Strategy	Partner(s)
Short	Ensure that Plan Bay Area incorporates land use resilience goals, specifically around planning future housing to avoid placing more of the region's population at risk, into programs, incentives, and funding, such as the PDA program/DBAG grant program or new planning tools and funding source(s) that support resilient existing and future development	MTC/ABAG, BCDC, BARC, cities and counties
Short	Based on ART Bay Area consequence indicators analysis, establish regional protection priorities for vulnerable communities identified to be at high risk of displacement, and utilize regional funding mechanisms to plan and implement protection measures in these locations	BCDC, MTC/ABAG, BARC, cities and counties, community groups, NGOs
Short	Advocate that the allocation of future housing growth (such as RHNA) accounts for relocation and/or loss of housing due to flooding to ensure that no net loss of housing occurs	MTC/ABAG, Cities and Counties, HCD, NGOs, CBDs
Medium	Establish partnerships with existing or new housing leadership entities (such as CASA's proposed Regional Housing Enterprise) to ensure that sea level rise considerations are incorporated into the implementation of housing policies	MTC/ABAG, BCDC, cities and counties, NGOs, CBDs



What ART Bay Area Does

- Provides definitive answers about what gets wet, where, and when
- Provides a foundation to help guide regional and local decision-making
- Helps build networks and local and regional capacity
- Primes a region-wide group of stakeholders for action
- Informs regional and local planning, including Plan Bay Area



Building off ART Bay Area

- Use findings to guide shared decision-making
- Use as a starting point to discuss local and regional roles and responsibilities
- Continue to inform Plan Bay Area
- Use locally - technical assistance
 - Invite us to present to your staff and partners
 - Support more localized assessments, adaptation planning, and implementation of projects
 - Support planning through funding



Linking ART Bay Area and Plan Bay Area

Horizon Futures Planning *2018-2019*

- Multi-topic broad regional stakeholder-driven initiative
- Used divergent scenario planning to study the effects of 1', 2', and 3' of inundation, not just on the region today, but with growth out to 2050.
- Outcomes
 - Integrated sea level rise into land use and travel models.
 - Incorporated a single high-level sea level rise adaptation strategy for consideration in Plan Bay Area.

ART Bay Area *2017-2019*

- Sea level rise-focused regional stakeholder-driven initiative
- Studied the sea level rise impacts on future growth, vulnerable communities, ecosystem, and transportation systems across 10 water levels.
- Outcomes
 - Data on exposure and consequence for 30+ regional systems
 - Qualitative analysis of 30+ local "hot spots"
 - Identification of 8 regional-level common planning issues
 - 80+ adaptation strategies for local, regional, and state-level planning



Linking ART Bay Area and Plan Bay Area

Plan Bay Area 2050 *through summer 2021*

- Build a 1.0 framework to incorporate sea level rise into regional planning and modeling.
- Develop a 1.0 regional level revenue and need assessment for sea level rise adaptation.
- Develop clear and actionable next steps for how MTC/ABAG can partner to advance adaptation from 2021-2025.

Regional Shoreline Adaptation Strategy *through summer 2020*

- Establish Guiding Principles for local and regional adaptation planning
- Establish consensus around a coordinated regional Action Platform to support local and regional adaptation



Where Do We Go From Here?

1. Integrated planning for housing, transportation, and sea level rise – we can walk and chew gum at the *same time, and it's critical we do!*
2. Being proactive vs. reactive – wildfires are a lesson in the need for planning and investments before disaster strikes
3. Getting to a comprehensive regional plan for equitable adaptation and resilience
 1. Guiding principles
 2. Clear goals and outcomes
 3. Roles and responsibilities at the local, regional, state, and federal levels



Legislation Details (With Text)

File #: 19-1310 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/5/2019 **In control:** Bay Area Regional Collaborative
On agenda: 11/15/2019 **Final action:**
Title: Report on AB 617 West Oakland Community Action Plan
Sponsors:
Indexes:
Code sections:
Attachments: [Item 07a Presentation West Oakland Community Action Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Report on AB 617 West Oakland Community Action Plan

Greg Nudd, Deputy Air Pollution Control Officer, BAAQMD

Henry Hilken, Director of Planning and Climate Protection, BAAQMD

Information

Owning Our Air: West Oakland Community Action Plan



Bay Area Regional Collaborative
November 15, 2019



**West Oakland
Environmental
Indicators Project**
know which way the wind blows



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Ms. Margaret Gordon, Brian Beveridge, Co-Directors,
West Oakland Environmental Indicators Project
Henry Hilken, Director of Planning & Climate, BAAQMD

AB 617 Communities

Year 1

West Oakland – action plan

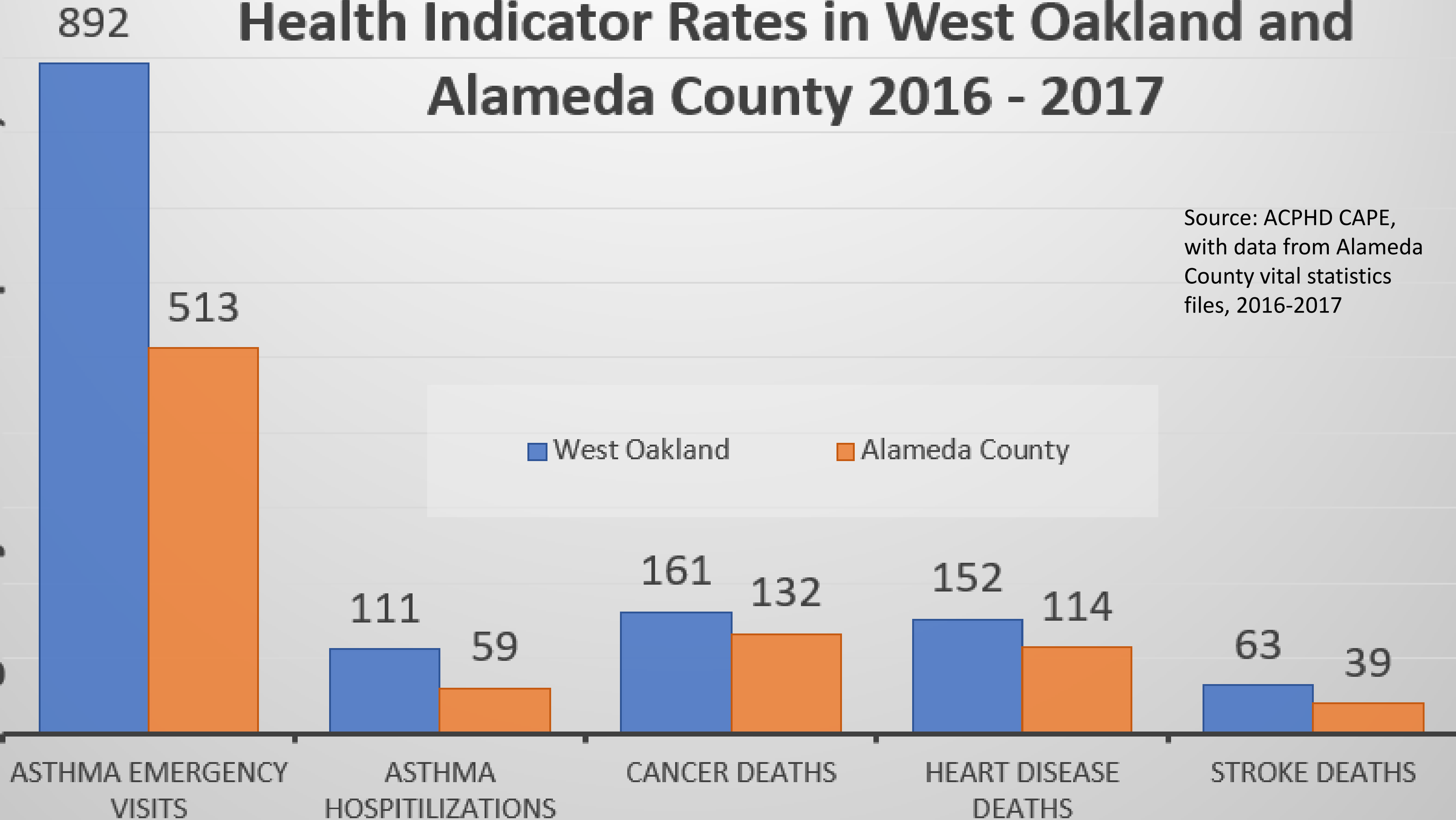
Richmond - monitoring



Health Indicator Rates in West Oakland and Alameda County 2016 - 2017

Source: ACPHD CAPE,
with data from Alameda
County vital statistics
files, 2016-2017

Age-Adjusted Rate per 100,000





Owning Our Air

Community and Government Partnership

- West Oakland Environmental Indicators Project and Air District were co-leaders of the process
- Partnership Agreement spelled out roles and responsibilities
- WOEIP established community Steering Committee, trained the Committee, provided leadership throughout the process
- Regular, robust, ongoing communication between WOEIP and Air District management and planning, technical and community engagement staff
- Transparency and access to all parts of the Air District to address SC concerns
- Co-leads review all materials for Steering Committee and community
- Co-design strategies focusing on equity and exposure
- Weekly “co-leads” meetings to manage steering committee and plan process⁴



Owning Our Air

The Steering Committee's Plan

- SC includes residents, advocates, youth, business, public agencies
- Meets monthly to guide process
- Contributes deep local knowledge of West Oakland
 - Where are people? Sources? Local issues?
- Built technical knowledge
 - Existing air quality studies, modeling vs. measuring, health data
 - Existing programs, enforcement, and agency responsibilities
- Steering Committee was responsible for developing Plan
 - Set goals and targets
 - Identified strategies to reduce emissions and exposure





Owning Our Air

Air Quality Measurements Inform the Plan

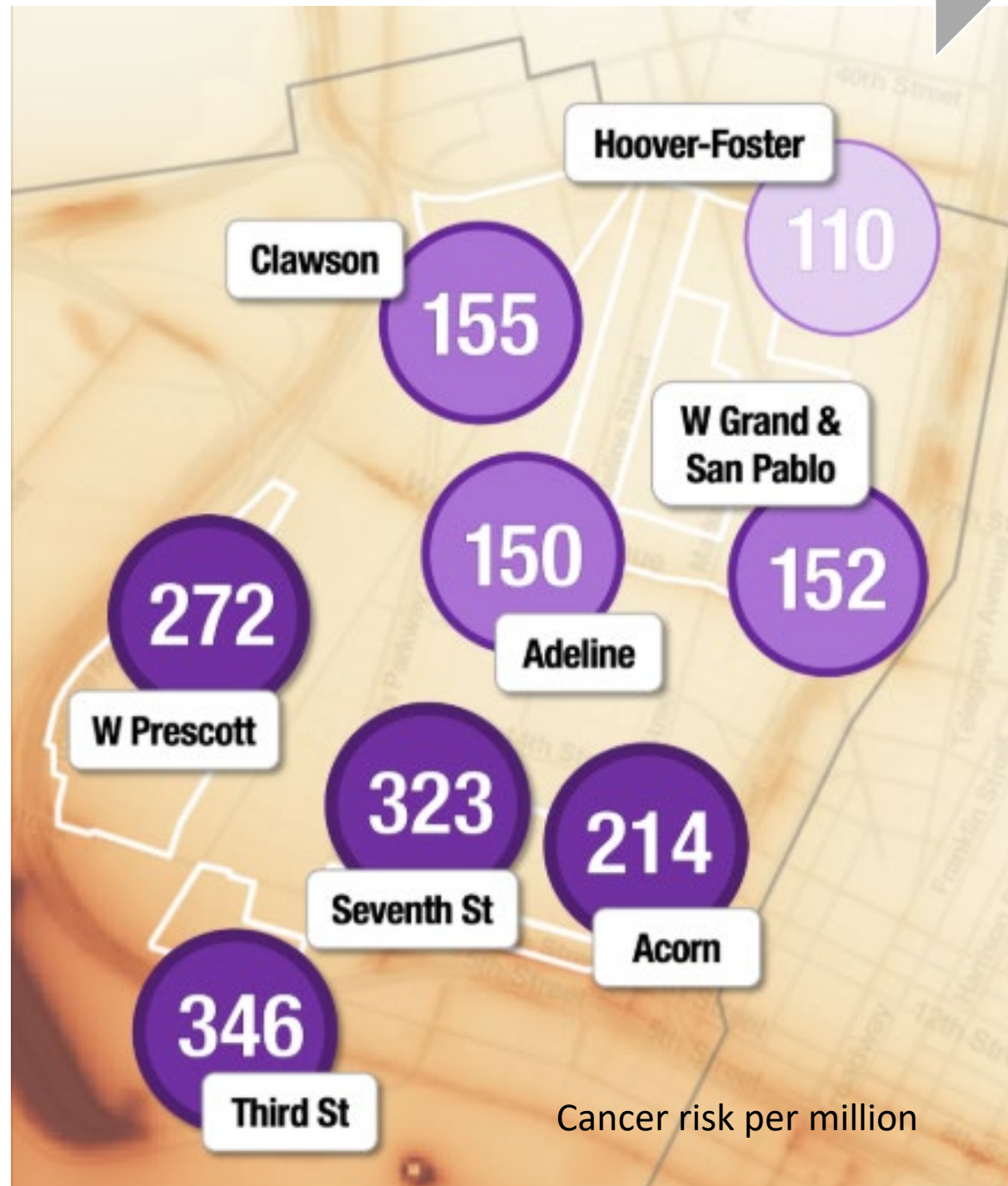


- EDF measured air quality in West Oakland in 2015 and 2016
- Measured black carbon, NO, NO₂ throughout West Oakland on multiple days
- Mapped areas with higher pollution levels
- Measurements supported 7 “impact zones” and targets in the Final Plan
- Similar measurements taken in the future will help track progress

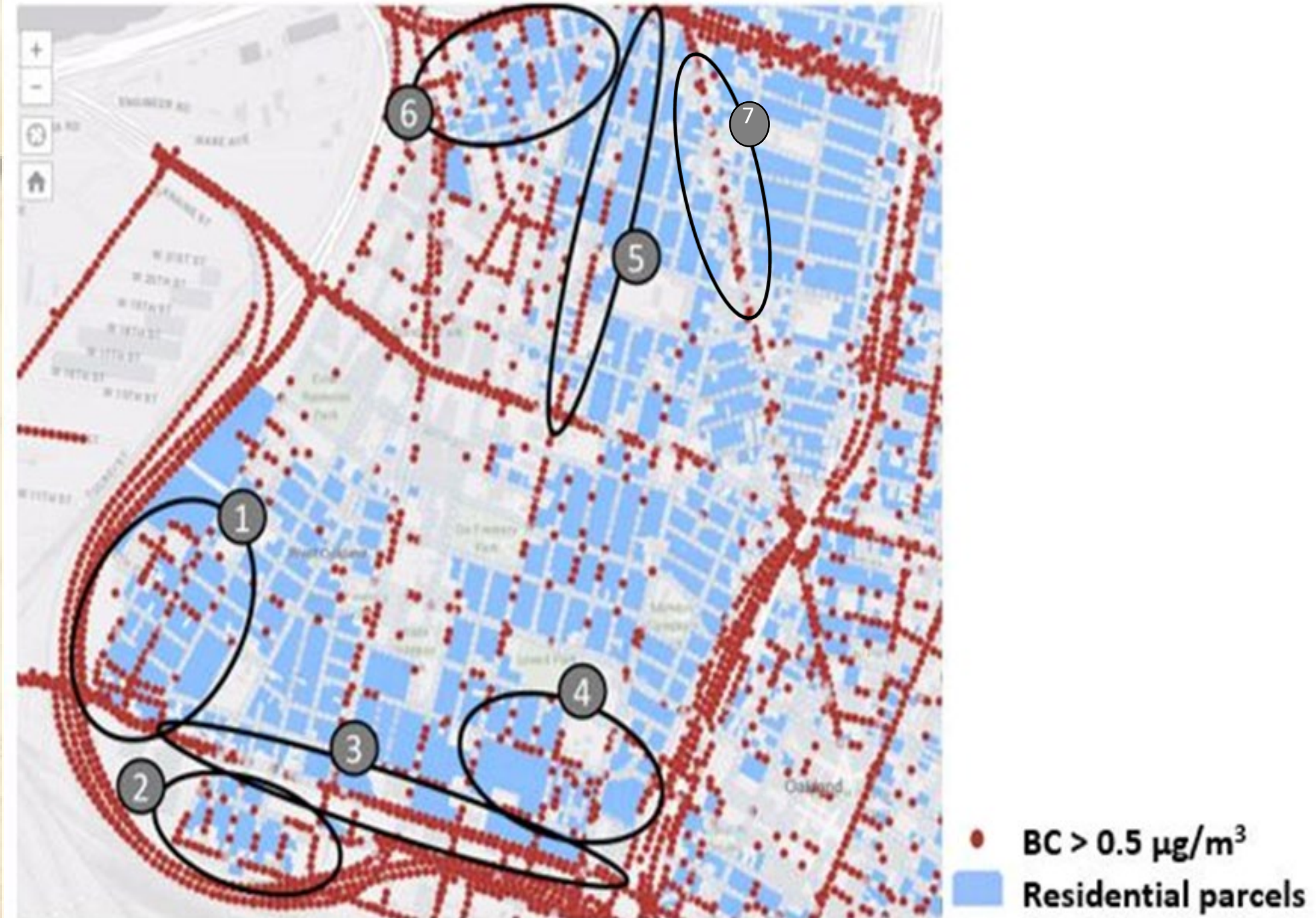
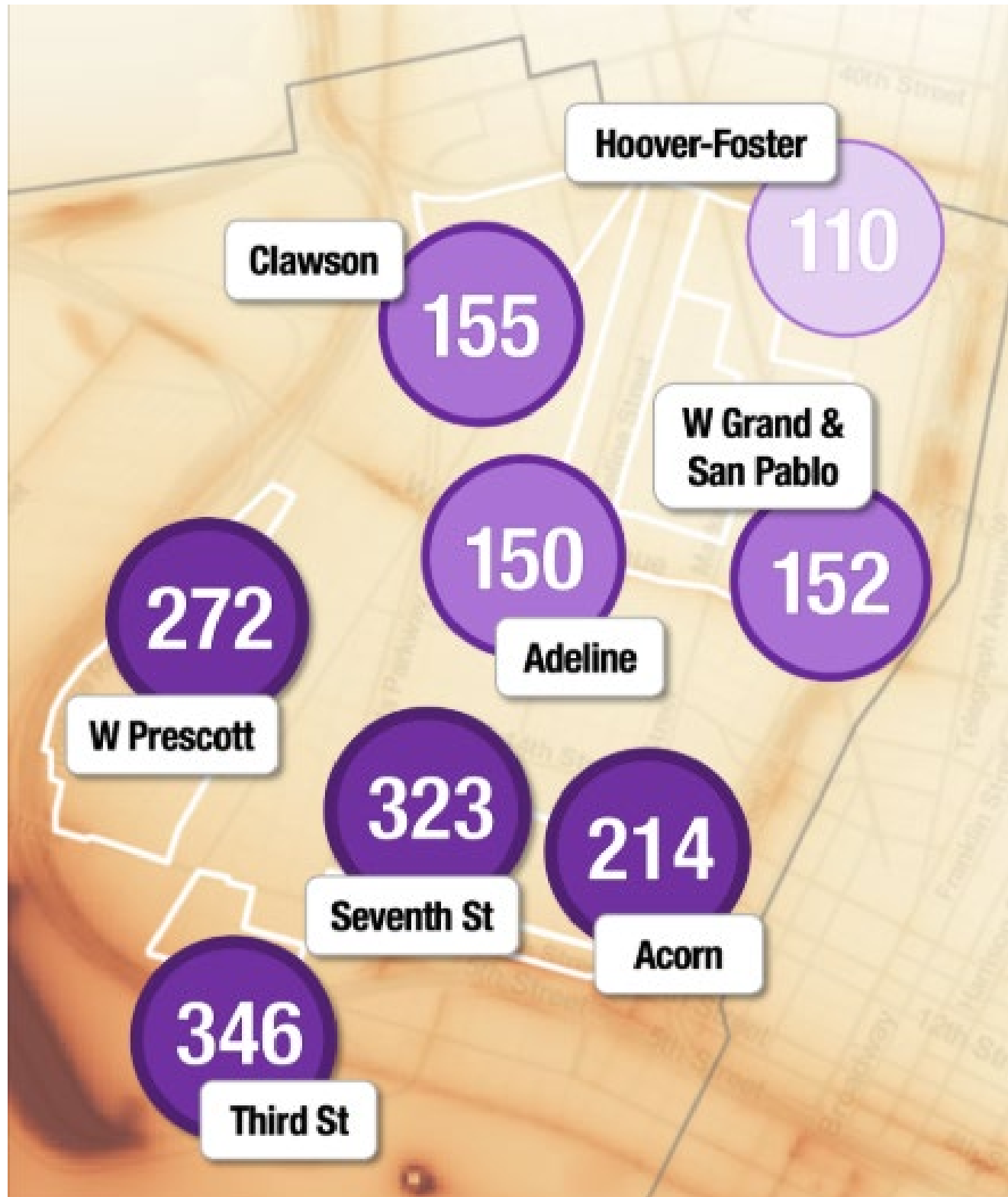


Owning Our Air

Air Pollution Block-By-Block



- Plan builds on existing West Oakland studies and data
- Local-level modeling and analysis
- Focus on PM_{2.5}, diesel PM, cancer risk
- Local exposure and pollution sources vary across West Oakland
- Science informs the targets and strategies





Owning Our Air

High standards for air quality and health

Goal:

To protect and improve community health by eliminating disparities in exposure to local air pollution

Targets:

By 2025: All neighborhoods experience West Oakland's average air quality

By 2030: All neighborhoods experience West Oakland's best air quality

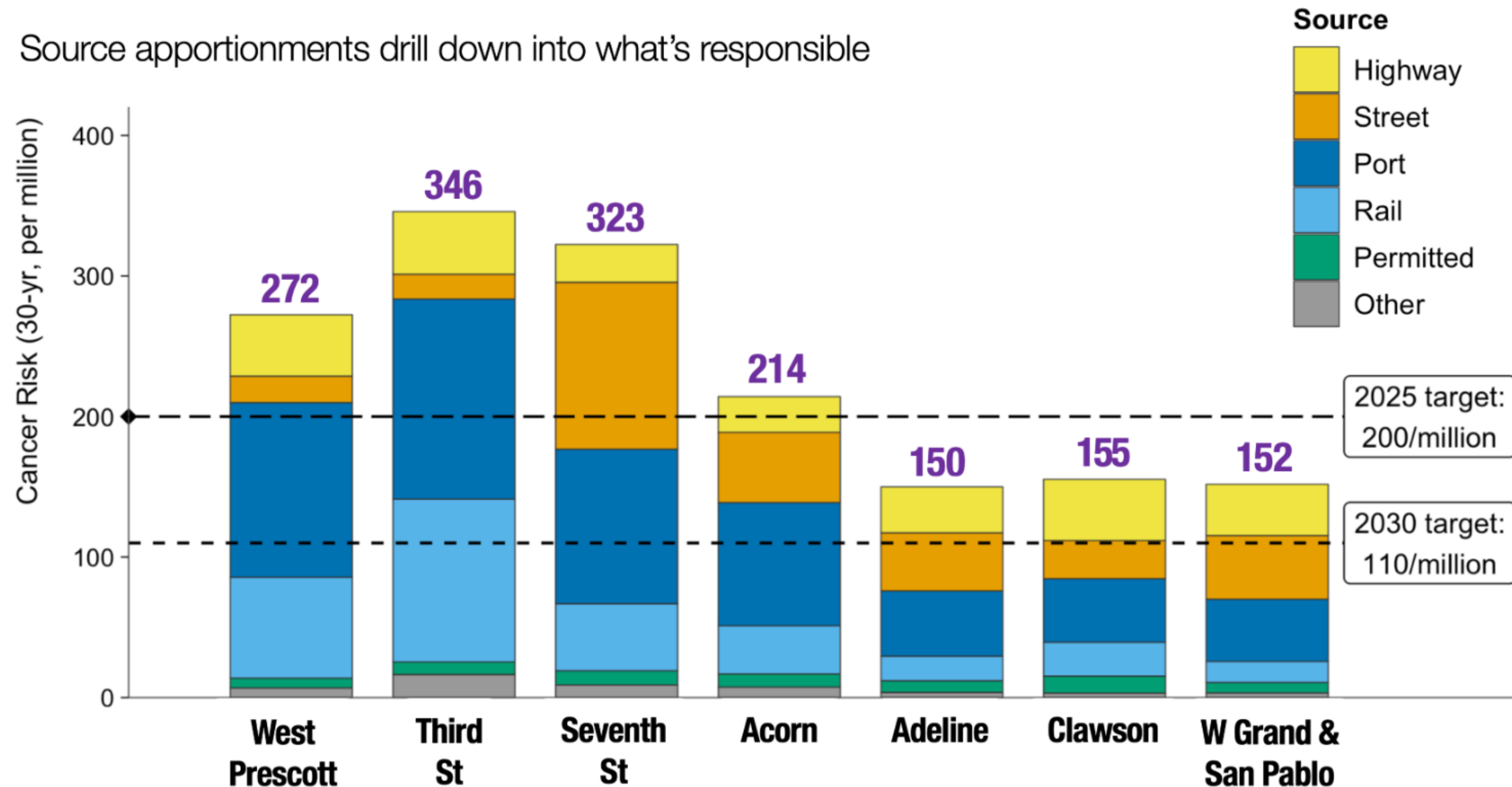


Owning Our Air

Neighborhood Sources and Targets

Cancer Risk

Source apportionments drill down into what's responsible



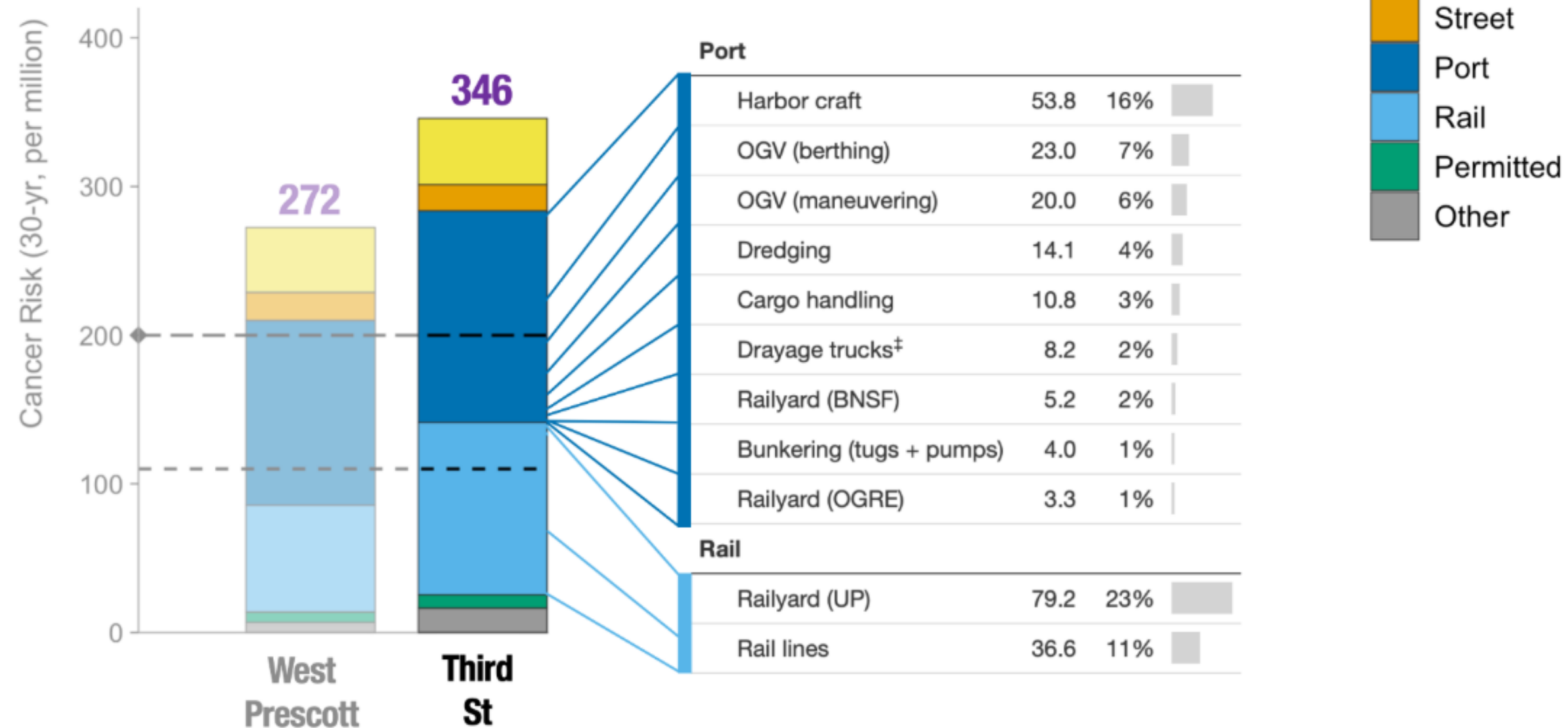


Owning Our Air

Neighborhood Pollution Contributors

Cancer Risk

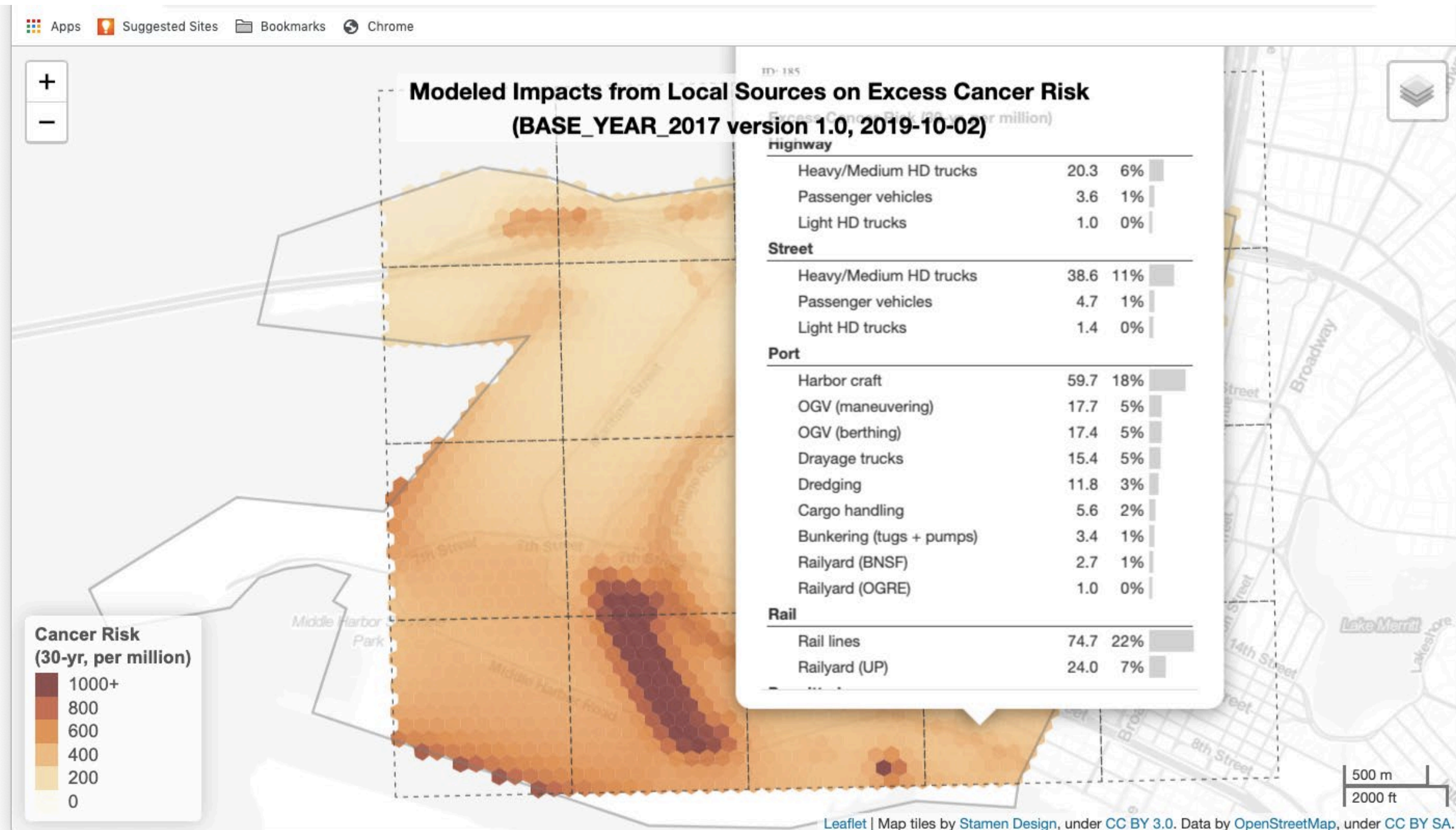
Source apportionments drill down into what's responsible





Owning Our Air

Drilling Down on Local Emissions and Local Exposure



West Oakland Strategies - Overview

Land Use

Relocate recycling businesses

Accelerate relocation of auto-repair & painting that conflict with West Oakland Specific Plan zoning

Incentives to relocate truck yards/repair, etc.

Trucks

Better route & parking enforcement

Stop idling in West Oakland

Incentives for cleaner trucks

More street sweeping

Other Mobile Sources

Incentives for cleaner rail, marine, off-road upgrades

Implement zero-emissions equipment

California Air Resources Board regulations

Car, bike incentives

Stationary Sources

New or amended regulations

Reduce risk from existing facilities

Incentives for stationary diesel engines

Enhanced enforcement

Health Programs

Exposure reduction (filtration, tree planting, etc.)

Expansion of County Asthma Management

Healthy Oakland Development Guidelines

Action needed by various agencies



Owning Our Air

The Final Plan

- Draft Plan released July 23 for public review and comment
- Community Town Hall meeting
- Broad community support
- Reflects work of Steering Committee
- Precedent setting local technical analysis
- Ambitious goal and targets
- 89 Strategies, plus an Enforcement Plan
- Plan adopted by Air District Board Oct. 2



OWNING OUR AIR

The West Oakland Community Action Plan – **Volume 1: The Plan**

September 2019

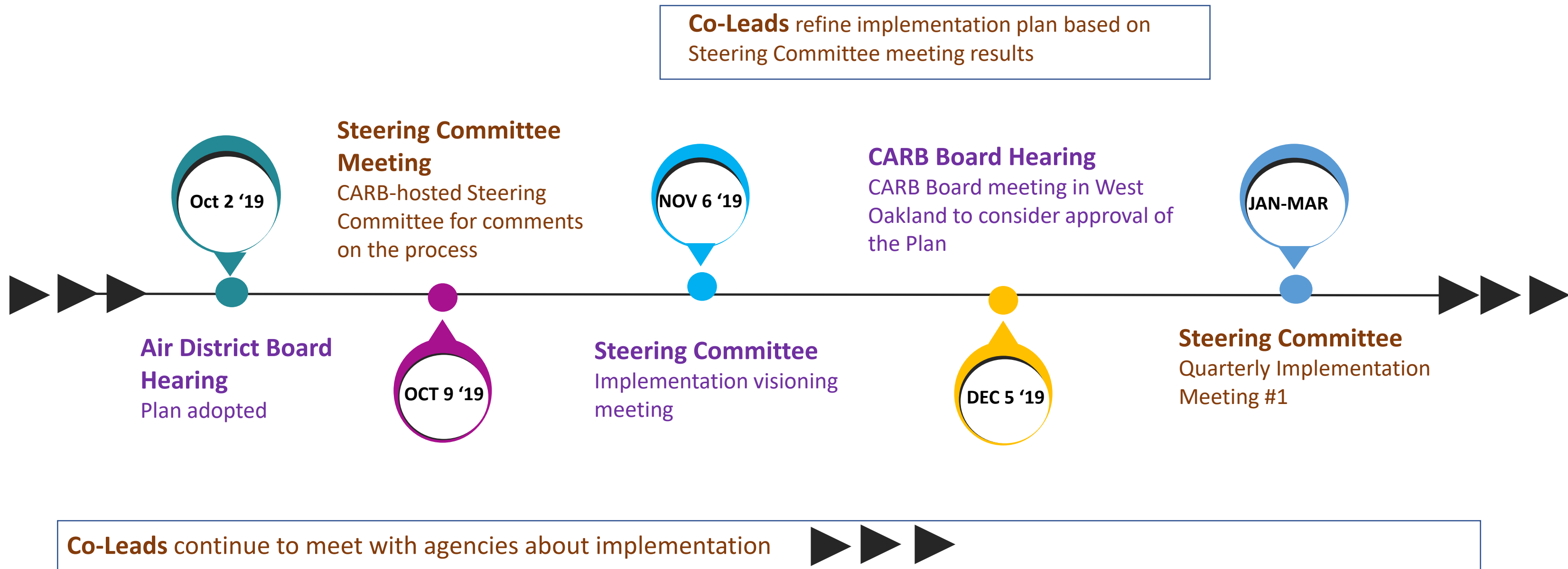
A joint project by the Bay Area Air Quality Management District and West Oakland Environmental Indicators Project

Owning Our Air

Recent and Next Steps



**West Oakland
Environmental
Indicators Project**
know which way the wind blows



<http://www.baaqmd.gov/ab617woak>



Legislation Details (With Text)

File #: 19-1309 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: BARC Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments: [Item 08a ED Update Work Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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BARC Executive Director's Report

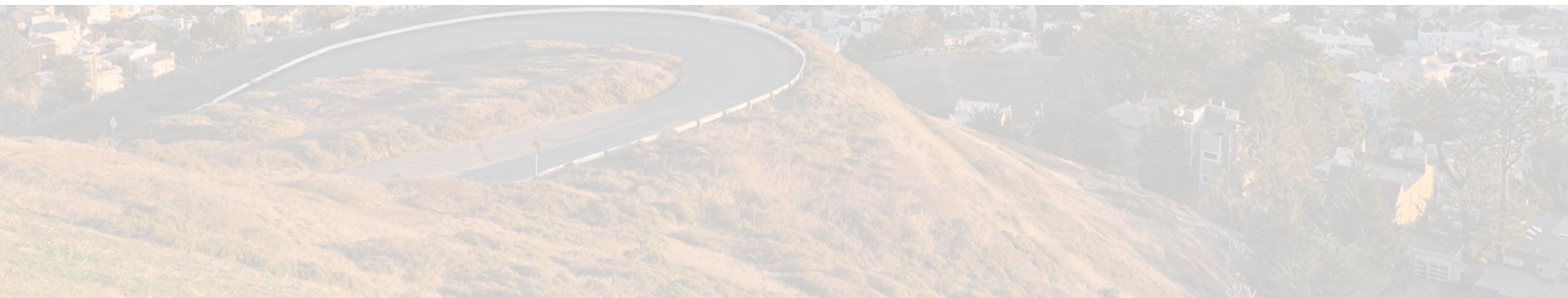
Allison Brooks

Information




BARC Executive Director's Report

Allison Brooks
BARC Governing Board
November 15, 2019



To Discuss:

1. Updated BARC Work Plan 2020-2022 – *for Board approval*
1. Holding Ourselves Accountable: *Establishing Measures of Success*



BARC Work Plan 2020-2022

For Board Approval



BARC Work Plan Priorities, 2020-2022

Resilient Bay Area

1. Advanced Adaptation Planning (SB1 Planning Grants)
2. Adapting to Rising Tides (ART) Bay Area
3. Horizon/Plan Bay Area: Integrating Sea Level Rise
4. Regional Adaptation Framework
5. Advocacy at State Level: Resilient Bay Area

Carbon-Free Bay Area

1. AB617 Implementation: Focus on Mobile Sources
2. Building Electrification

Achieving Racial Equity

1. Level Playing Field approach to Inter-Agency Projects
2. BARC and the Government Alliance on Race and Equity

BARC Projects

Plan Bay Area 2040

Clean Air Plan

Bay Plan

BARC Work Area: Resilient Bay Area

1. SB1 Adaptation Planning Grants	✓		✓
2. Adapting to Rising Tides (ART) Bay Area	✓		✓
3. Horizon/Plan Bay Area: Integrating Sea Level Rise	✓	✓	✓
4. Regional Shoreline Adaptation Plan	✓		✓
5. State Legislation: Resilient Bay Area	✓	✓	✓



Plan Bay Area 2040



Clean Air Plan



Bay Plan

BARC Projects

BARC Work Area: Carbon-Free Bay Area

1. AB 617 Implementation:
Focus on Mobile Sources



2. Building Electrification



AB617 Implementation: West Oakland Community Action Plan

BARC Activities:

1. **Work with BAAQMD, MTC, and Local Steering Committee** to identify key action items for implementation that achieve local & regional goals.
2. **Support implementation** through:
 - Funding, grants
 - enhanced Institutional capacity

Relevant Agency Planning Goals



Plan Bay Area 2040

- Meet increased regional GHG target of **19% reduction in per capita passenger vehicle GHG emissions by 2035** (Climate Protection, SB 375 2018 update)
- **Reduce adverse health impacts** associated with air quality, road safety and physical inactivity by 10%. (Healthy and Safe Communities)
- **Increase non-auto mode share by 10%.** (Transportation System Effectiveness)



Clean Air Plan

- **Promote the use of clean fuels and low- or zero-carbon technologies** in trucks and heavy-duty equipment. (ES/4-6)
- **Reduce motor vehicle travel** by promoting transit, bicycling, walking and ridesharing. (ES/4-6)
- Direct new development to areas that are **well-served by transit, and conducive to bicycling and walking.** (ES/4-6)

Building Electrification

BARC Activities:

1. In collaboration with Air District staff, BARC staff are co-managing the development of a **Local Government Building Decarbonization Toolkit** to be launched in early 2020.
2. After completion of the toolkit, BARC and the Air District could deploy resources to **assist local governments** in adopting decarbonization strategies (e.g., model ordinances, reach codes).

Relevant Agency Planning Goals



Clean Air Plan

- **Switch from natural gas to clean electricity, or other renewable energy**, for space and water heating, clothes drying, cooking, and other domestic uses. (ES/3)
- **Promote energy and water efficiency in both new and existing buildings.** (ES/4-6)

Establishing Measures of Success:

Examples of metrics for AB617 West Oakland CAP:

1. Institutional and Organizational Capacity

- Number of FTEs assigned to AB617 implementation in relevant institutions (e.g., BAAQMD, MTC, WOEIP, City of Oakland, ACTC, Port of Oakland)
- Number of coordination meetings of BARC, MTC/ABAG, BAAQMD, and key partners to support implementation of AB617 strategies

2. Funding and Financing

- Grant funds awarded to implement specific AB617 strategies
- Funds allocated to support project management, sustained West Oakland Steering Committee Member participation

Establishing Measures of Success:

3. Policies and Programs

- Number of policies and/or rules passed that directly support AB617 strategies
- Funds allocated to support project management, sustained West Oakland Steering Committee member participation

4. Environmental Conditions

- Diesel Particulate Matter exposure
- Fine Particulate Matter (PM2.5) exposure
- Cancer risk
- Emissions reductions

Next Steps:

- Work with BARC member agency partners and others to develop metrics – Present to BARC Governing Board
- Establish reporting and communications mechanisms

An aerial photograph of San Francisco, showing the city's dense urban landscape, the Golden Gate Bridge, and the surrounding hills and water. The image is slightly faded to serve as a background for the text.

Thank You!

Allison Brooks
Executive Director, BARC
Tel: (415) 778-5265
Email: abrooks@barc.ca.gov



Legislation Details (With Text)

File #: 19-1305 **Version:** 1 **Name:**

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On agenda: 11/15/2019 **Final action:**

Title: Approval of BARC 2020-22 Work Plan

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Indexes:

Code sections:

Attachments: [Item 08b0 Memo Work Plan 2020-2022.pdf](#)
[Item 08b Attachment Work Plan 2020-2022.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of BARC 2020-22 Work Plan

Allison Brooks

Approval



DATE: September 20, 2019

TO: BARC Governing Board

FROM: Allison Brooks, BARC Executive Director

RE: *BARC Work Plan 2020-2022: Achieving Key Regional Goals - Overview*

The Draft *BARC 2020-2022 Work Plan: Achieving Key Regional Goals*, attached with this Memo, puts into practice the original intent of the State legislature in establishing the Bay Area Regional Collaborative— a belief that by working together in a highly integrated, collaborative way, the BARC member agencies can more effectively address longstanding challenges impacting our communities like rising greenhouse gas emissions and racial inequities, while also proactively managing new risks like increased flooding, sea level rise and fires due to climate change. Through guidance from agency leadership and the Governing Board, BARC staff was able to pinpoint project areas where programmatic and resource integration across two or more BARC member agencies is essential to meeting goals identified in key regional planning documents. The plans we referenced in this exercise include the Bay Area Air Quality Management District’s (BAAQMD) *Clean Air Plan*, the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission’s (MTC) *Plan Bay Area*, and the Bay Conservation and Development Commission’s (BCDC) *Bay Plan*.

Background

In 2004, the Bay Area Regional Collaborative (BARC), also known as the Joint Policy Committee (JPC), was created through state legislation to “coordinate and improve the quality of land use, transportation, and air quality planning in the Bay Area.” The excerpt of the originating legislation for BARC below calls out a primary function for BARC being the review of major regional planning documents developed by the BARC member agencies.

The Joint Policy Committee shall coordinate the development and drafting of major planning documents prepared by ABAG, MTC, BAAQMD, and the San Francisco Bay Conservation and Development Commission, including reviewing and commenting on major interim work products and the final draft comments prior to action by ABAG, MTC, BAAQMD, BCDC.¹

Another important role for BARC, mentioned often by the Governing Board and member agency Executive leadership, includes the anticipation and preemption of potential tension points where actions and policies taken by one agency can run into conflict with those of another. For example, such a tension exists between the goal of the Air District to reduce exposure of residents to polluted air, and

¹ Senate Bill No. 849, Chapter 791, Torlakson. Sections 66536, 66536.1 and 66536.2
http://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=200320040SB849

the goal set forth in Plan Bay Area to foster more dense housing development in areas well-served by transit, often in locations challenged by air quality issues. There is an inherent challenge in these seemingly conflicting goals that can best be resolved through regular coordination and collaborative problem solving.

In the development of the new 2-year BARC Work Plan, we have the opportunity to reflect on BARC's purpose as outlined in its originating legislative language in 2004, while recognizing the incredible economic, social and environmental changes – in some cases, upheavals – that have occurred in the Bay Area since BARC's inception 15 years ago. While the legislation provides some language as to the intent of BARC, it provides little guidance as to how greater coordination across agencies could best be operationalized. The BARC Governing Board serves as an important venue where cross-cutting issues involving BARC member agencies can be vetted and discussed. How those ideas are introduced to the individual agencies and commissions represented on the BARC Governing Board is less clear. Additionally, how BARC staff best supports cross-agency coordination that delivers measurable outcomes has varied depending on the projects and the agencies involved and has produced varying degrees of success.

That is all a way of saying that BARC continues to be an evolving experiment at interdisciplinary, collaborative problem-solving that aims for better regional governance. To that point, any discussion regarding regional governance, including the recent commitment by MTC and ABAG in July 2019 to explore new governance arrangements, should also address BARC's role and purpose. An important question to raise in that discussion is whether BARC's current form and function is best suited to meet the need for highly integrated and coordinated regional governance to meet the challenges we face in the Bay Area, particularly while other structural changes are being considered.

Work Plan Overview: Meeting Regional Challenges Through Greater Integration

The new BARC Work Plan, included as Attachment A, pinpoints project areas where programmatic and resource integration across two or more BARC member agencies is essential to addressing the biggest challenges impacting Bay Area communities today, and at the same time meeting the goals identified in key regional plans. The work plan is organized within two broad categories: **Resilient Bay Area**, focused on building resiliency to the impacts of climate change, with a primary focus on sea level rise and flooding, and **Carbon-Free Bay Area**, focused on mitigating climate change through reductions of the emissions of greenhouse gases (GHGs) and harmful air pollutants. Within both of these categories, BARC chooses and prioritizes its projects based on emerging data while also seeking every opportunity to **Level the Playing Field** for low-income communities and communities of color by addressing systemic racism and unequal access to opportunity in our program work.

The approved BARC Budget for Fiscal Year 2020 is included as Attachment B. The detailed Work Plan syncs up with the budget in a few ways: 1) by specifying the role BARC staff plays in supporting project work; and 2) identifying projects where BARC funds may be used, or are already being used, to support project deliverables. Certain projects are supported through grants secured by BARC staff, rather than BARC's approved budget, which is noted in the project description.

- **BARC's Level Playing Field Approach**

A recent University of California, Berkeley study found that seven of the Bay Area region's nine counties were more segregated in 2010 than they were in 1970.² According to the study's lead author, "Land use, zoning, and housing policies, in addition to discrimination, have stratified the region by race and class".³ Today, the Bay Area serves as the poster child for the housing affordability crisis; a region where many of our most socio-economically vulnerable communities also sit at the frontlines of risk in terms of exposure to flooding, sea level rise and toxic air. BARC's Level Playing Field approach seeks to unwind the systemic racial inequities that continue to put our most socio-economically vulnerable residents in harm's way, often in communities where access to opportunity is limited. A foundation of this work is supporting the yearlong training in racial equity principles for staff from the BARC member agencies provided by the Government Alliance on Race and Equity (GARE).

- **Resilient Bay Area**

The Resilient Bay Area portfolio of projects is motivated by the data emerging on the future impacts of sea level rise and flooding in the Bay Area, which underscore the need for regional-scale coordination and the rapid mobilization of resources to proactively reduce the impacts we know are coming. Findings from a recent United States Geological Survey report demonstrated the magnitude of impacts when considering all climate-driven flood events, including sea level rise, storms, and coastal erosion:

*The Bay Area accounts for two-thirds of the socioeconomic impacts of coastal flooding caused by sea level rise. According to the study, the region is one of the most vulnerable in the state, even more so than other coastal cities such as Los Angeles/Long Beach and San Diego.*⁴

Furthermore, the socio-economic changes that have occurred in the Bay Area in recent years, including skyrocketing housing prices and displacement of low- and moderate-income people from communities, bring a sense of urgency to reducing the impacts of climate change on the people and places already experiencing displacement pressures and increased risks to other hazards.

To address these impacts, BARC is working closely with staff from MTC/ABAG and BCDC to coordinate and accelerate adaptation projects in areas that are among the most physically and socio-economically vulnerable. This includes advanced adaptation planning work with community partners in East Palo Alto and North Richmond with a focus both on community capacity building and strategy development to address local vulnerabilities to flooding and sea level rise. BARC is taking lessons learned from these individual projects and bringing them to bear on regional-scale planning and governance efforts, including MTC/ABAG's Plan Bay Area and BCDC's ART Bay Area process. We value our continued partnership with the Bay Area Regional Health Inequities Initiative (BARHII) and their support in fostering meaningful relationships with community-based partners that allow for shared learning and local strategy development.

² "The Bay Area of 1970 was less racially segregated than it was in 2010", San Francisco Chronicle, Kimberley Veklerov, May 28, 2019. Retrieved at: <https://www.sfchronicle.com/bayarea/article/The-Bay-Area-of-1970-was-less-racially-segregated-13902101.php>.

³ Ibid.

⁴ USGS study predicts more disastrous effects from sea level rise in Bay Area, SFGate, Drew Costley, March 17, 2019. Retrieved at: <https://www.sfgate.com/science/article/USGS-disastrous-sea-level-rise-climate-change-13695683.php>.

- **Carbon-Free Bay Area**

The California Air Resources Board (CARB) recently shared the positive news that the State of California is on track to meet its aggressive 2020 climate targets, largely through shifting to renewable sources of energy.⁵ Unfortunately, meeting greenhouse reduction targets through the transportation sector, which at 40% of total emissions is the largest source in the State, continues to be the hardest nut to crack. Pollution from the transportation sector continues to climb upward by 1% annually, although at a slower rate than previous years. As reported recently in the Los Angeles Times:

*One of California's biggest challenges is cutting carbon pollution from cars, trucks and other transportation sources at a time when state officials are battling the Trump administration over its plan to weaken fuel economy standards and revoke California's power to set its own, stricter rules. Those planned rollbacks — combined with increased driving, a consumer trend toward roomier, less-fuel-efficient SUVs and a slower-than-anticipated switch to electric models — will only make it more difficult to reduce those emissions.*⁶

It is clear that business-as-usual strategies around mobility and transportation are not going to help meet the State of California's aggressive climate goals. Both BAAQMD and MTC/ABAG have critical roles to play, best met by working together, to address the Bay Area's most challenging hurdles in reducing transportation induced GHG emissions. Furthermore, pursuing strategies that promote cleaner forms of transportation while improving mobility will simultaneously make progress towards the *Clean Air Plan* and *Plan Bay Area*, with the ultimate goal of making our communities healthier and safer.

To facilitate the implementation of cross-cutting projects that accomplish the twin goals of reducing emissions and improving mobility, BARC proposes working with agency staff to identify 3-5 key strategies from the Air District's West Oakland Community Action Plan for cross-agency implementation. The Draft Plan identifies over 80 strategies – developed by the West Oakland Environmental Indicators Project and a diverse local stakeholder group – that the Air District and its partners, including MTC/ABAG, can pursue to reduce emissions and pollution exposure in West Oakland pursuant to Assembly Bill 617. After identifying key projects for cross-agency collaboration, BARC will work to assist agency staff in project implementation, while creating a model for collaboration to achieve results in future AB 617 communities.

Another key opportunity to reduce greenhouse gas emissions that BARC has identified is the electrification of buildings. Momentum for electrification has grown among Bay Area jurisdictions in recent months in the wake of Berkeley's first-of-its-kind moratorium on natural gas connections in new buildings, as well as recent statewide regulatory developments that will allow more ratepayer funds to be used for building electrification programs.

⁵ "Governor Newsom announces climate pollution continues to drop below 2020 target while state's economy grows", California Air Resources Board, August 12, 2019. Retrieved at:

<https://ww2.arb.ca.gov/news/governor-newsom-announces-climate-pollution-continues-drop-below-2020-target-while-states>

⁶ *California's planet-warming emissions declined in 2017, even as its biggest pollution source keeps rising*, Los Angeles Times, Tony Barboza, staff writer, August 12, 2019. Retrieved at: <https://www.latimes.com/california/story/2019-08-12/california-greenhouse-gas-emissions-fell>.




To build on this momentum, BARC is working with its member agencies to lower market and policy barriers to building electrification among Bay Area governments. Through a contract with a building decarbonization expert, BARC is collaborating with the Air District to assess building electrification and natural gas phaseout policy opportunities in the Bay Area and developing resources for local governments to use in transitioning toward electrification, including model ordinances and technical guidance documents.

Included with this Memo are illustrations and details about the projects that fall under the different program areas just outlined. Table 1 on the following page is a snapshot of BARC's 2020-2022 Work Plan, organized by program category with the full list of projects. BARC's Detailed 2020-2022 Work Plan is included as Attachment A, which provides greater specificity on the partners involved, project goals, resource expenditures and timeline. Additionally, a matrix that shows the specific provisions of each Member Agency's regional plan that BARC's projects will help to meet is included in the Work Plan as Appendix A. BARC's approved FY20 budget is included as Attachment B.

Conclusion

BARC staff are excited to work with our Governing Board and member agencies in achieving impact through our shared work plan over the next two years. The Work Plan outlines a level of coordination and shared accountability that is a necessary and important step among the regional agencies in meeting critical Bay Area challenges. By integrating our programs and resources to the best of our abilities we can work together to address racial inequities and the unequal access to opportunity many Bay Area residents face, reduce greenhouse gas emissions and proactively manage flooding and sea level rise.

Table 1: BARC Work Plan 2020-2022, Matrix of Activities

  BARC Work Area	 Plan Bay Area 2040	 2017 Clean Air Plan	 Bay Plan
BARC Work Area: Resilient Bay Area			
1. Advanced Adaptation Planning	✓		✓
2. Adapting to Rising Tides (ART) Bay Area	✓		✓
3. Horizon/Plan Bay Area: Integrating Sea Level Rise	✓	✓	✓
4. Regional Adaptation Framework	✓		✓
5. Advocacy at State Level: Resilient Bay Area	✓	✓	✓
BARC Work Area: Carbon-Free Bay Area			
6. AB617 Implementation: Focus on Mobile Sources	✓	✓	
7. Building Electrification	✓	✓	
BARC Work Area: Achieving Racial Equity			
8. Level Playing Field approach to Inter-Agency Projects	✓	✓	✓
9. BARC and the Government Alliance on Race and Equity	✓	✓	✓



BARC Work Plan 2020-2022

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

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BARC 2020-2022 Work Plan: Achieving Key Regional Goals

I. Overview

BARC's work plan for the period of 2020-2022 consists of projects within two broad categories: **Resilient Bay Area**, focused on building resiliency to the impacts of climate change, including sea level rise and flooding, and **Carbon-Free Bay Area**, focused on mitigating climate change through reductions of the emissions of greenhouse gases (GHGs) and harmful air pollutants. Through all of its work, BARC seeks to **level the playing field** in the Bay Area for low-income people and people of color, putting the needs and ideas of socio-economically vulnerable communities first in the selection projects, how they are designed and the community partners that we work with throughout.

BARC and its member agencies are focused on improving both our internal and external processes to help advance racial equity and social justice. In support of this, BARC sponsors its member agencies' participation in the Government Alliance on Race and Equity (GARE), a yearlong training program that builds capacity for addressing systemic racial inequities that have been historically advanced through government policies and that continue to exist in government. Additionally, BARC is focused on supporting meaningful coordination among its member agencies, local jurisdictions and community-based partners in specific socio-economically vulnerable communities to measurably improve outcomes related to health, mobility, affordability and vulnerabilities to flooding, sea level rise and other hazards.

II. Detailed Description of BARC Work Plan Activities

PROGRAM AREA 1: Resilient Bay Area

Through its Resilient Bay Area work, BARC is working closely with its member agencies, local and regional stakeholders, including community-based organizations, and a range of subject-matter experts to advance and coordinate regional efforts on climate resilience. The goal of this work is to support local jurisdictions and the Bay Area region as a whole in proactively preparing for the impacts of a changing climate, with a particular focus on our most socio-economically frontline communities, critical infrastructure and ecological systems.

1. Advanced Adaptation Planning

BARC serves as project manager or co-project manager for three Caltrans SB1 grants received by the Metropolitan Transportation Commission (MTC) focused in areas already vulnerable to sea level rise and flooding. Two of the project areas are building off of the conceptual designs that emerged out of the Resilient by Design Bay Area Challenge (RbD Challenge). MTC is providing matching funds for these grants. Additionally, BARC continues to help advance other projects that emerged from the RbD Challenge.

1.1 South San Francisco - Colma Creek Collector (SB1 Adaptation Planning Grant)

Partners: MTC/ABAG, BCDC, SCC, Caltrans, SFEI, San Mateo County, City of South San Francisco, Hassell (consultant)

Brief Description: BARC is overseeing a project, funded by an SB1 Adaptation Planning grant, to conduct public outreach and develop adaptation options for Colma Creek in South San Francisco. The project originated from a Resilient by Design concept.

Goal: Successfully develop specific adaptation options, with community involvement, to build resiliency for Colma Creek in South San Francisco.

Deliverables: Hassell completes project scope of work to BARC's satisfaction, including adaptation options and implementation framework.

Timeline: Mar 2019- Feb 2020

Role: BARC serves as Project Manager.

Budget:
\$200,000 (Caltrans SB1 Funds + MTC matching funds);
\$10,000 (BARC) to SFEI for scientific guidance

Activities:

- BARC will oversee completion of project contract deliverables, including hydrology and mobility assessments, implementation framework, and final report
- BARC staff will attend regular meetings with design consultant, City of South San Francisco, and County of San Mateo to provide guidance and track progress on project
- Innovative community engagement plans developed, including South San Francisco Summer Camp with 5th graders and young teens learning about Colma Creek from Orange Park to the Bay via a walking tour.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

1.2 State Route 37 Corridor - Public Access Study (SB1 Adaptation Planning Grant)

Partners: MTC/ABAG, BCDC, SCC, Caltrans, SFEI, SR37 Policy Committee (Marin, Sonoma, Napa and Solano Counties), City of Vallejo, Common Ground (consultant)

Brief Description: BARC is overseeing a scoping report, funded by an SB1 Adaptation Planning grant, that is studying mobility, public access, and public outreach within the San Pablo Baylands. The project originated from a Resilient by Design concept.

Goal: Assess the feasibility of strategies to create and expand appropriate public access to the ecological assets of San Pablo Bay and complete the Bay Trail.

Deliverables: Completion of scoping report, inclusion in Environmental Review process for SR37 adaptation, creative public outreach strategies developed in partnership with the Exploratorium

Timeline: Mar 2019- Mar 2020

Role: BARC is project manager, administering and managing consultant team contract, serving as strategic advisor.

Budget:
\$200,000 (Caltrans SB1 Funds + MTC matching funds);
\$15,000 (BARC) to San Francisco Estuary Institute (SFEI) for scientific guidance

Activities:

- Meetings with Local Stakeholder Group, which includes representatives from the City of Vallejo,
- Final San Pablo Baylands Public Access Scoping Report delivered
- Final report will contribute to SR37 Environmental Review
- Bicycle tour of Skaggs Island along with other creative outreach and education activities led by the Exploratorium and team members

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

1.3 Dumbarton Bridge – East Palo Alto Resiliency Study (SB1 Adaptation Planning Grant)

Partners: MTC/ABAG, BCDC, SCC, Caltrans, SFEL, San Francisquito Creek JPA, San Mateo County, City of East Palo Alto, City of Menlo Park, Acterra, AECOM (consultant), Nuestra Casa (consultant), BARHII (consultant)

Brief Description: The project team is conducting a detailed sea level rise and flooding analysis for the Dumbarton Bridge West Approach and the City of East Palo Alto to understand the impacts to the community, infrastructure, ecosystems and economy due to flooding. The team is working directly with Nuestra Casa to further build off of community capacity building efforts started through the ART Bay Area project.

Goal: Work in partnership with key community stakeholders to develop a climate adaptation implementation plan for the project area. Create a model toolkit for partnerships between public agencies and community.

Timeline: February 2019 – May 2020

Role: BARC is assisting MTC staff in managing this project.

Budget: \$300,000 (Caltrans SB1 Funds) + MTC Matching Funds \$70,000 (BARC) for robust public engagement effort

Activities:

- Working with local community-based organizations through BARHII to build climate adaptation capacity.
- Convening sessions to facilitate community input on adaptation strategies.
- Creating a model toolkit for community engagement partnerships between public agencies and the community, and providing associated training sessions
- Conducting focus area exposure analysis to understand flooding patterns.
- Identification of near-term and long-term adaptation strategies, coordinating and leveraging existing studies.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

1.4 Resilient by Design Bay Area Challenge: Continued Monitoring and Implementation

Partners: SCC, SFEP, BCDC, Bay Area Council, SPUR, SFEI, cities and counties

Brief Description: In addition to the SB1-funded projects listed above, BARC is working to advance work on projects emerging from Resilient by Design through various strategies.

Goal: Move Resilient by Design projects towards implementation by leveraging new and existing sources of funding, while continuing to coordinate across project teams and stakeholders to advance project work and share information on status of different projects.

Timeline: 2019-2022

Role: BARC is the lead entity responsible for ongoing communication, management and implementation of Resilient by Design project.

Budget: Currently allocating remaining funds raised for RBD Challenge to support work. \$60,000 (\$30,000 each) to San Francisco Estuary Partnership and The Watershed Project to advance horizontal levee project with the West County Waste Water District and Contra Costa County. Identifying additional funds as necessary.

Activities:

- Updating BARC website to provide project updates for Resilient by Design project areas, in coordination with Rebuild by Design.
- Managing SB1 Adaptation Planning Grants advancing progress on RbD concepts in three locations (see 1.1, 1.2 and 1.3 above).
- Supporting yearlong effort to advance horizontal levee in North Richmond with The Watershed Project and SFEP.
- Speaking at conferences and other events about the project, lessons learned and ongoing efforts.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

2. Adapting to Rising Tides (ART) Bay Area

ART Bay Area is a 3-year project that has produced a regional risk and vulnerability assessment, identified key multi-benefit strategies to address vulnerabilities across different asset categories, modelled a new approach to public participation with community-based organizations in East Palo Alto and East Contra Costa County, and provided essential data and processes to feed into Plan Bay Area 2050 and its incorporation of sea level rise. The project is concluding at the end of calendar year 2019, but the project team will focus on integrating the findings into Plan Bay Area 2050 and other key regional planning efforts over the following year.

Partners: BCDC, MTC/ABAG, Caltrans

Consultants: AECOM, BARHII, Nuestra Casa, Yuca, Ensuring Opportunity

Brief Description: A comprehensive regional-scale assessment of the current and future flood vulnerabilities of the region's transportation system, Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and socio-economically disadvantaged communities.

Goal: This project will provide an assessment framework to help prioritize regional investment in a range of multi-benefit adaptation projects, putting the concerns of frontline, vulnerable communities front and center. Project will help develop a more effective approach to community capacity building and public engagement through a partnership with the Bay Area Regional Health Inequities Initiative (BARHII) and community-based partners in East Palo Alto (Nuestra Casa and Yuca) and East Contra Costa (Ensuring Opportunity).

Timeline: Fall 2016- Fall 2019, with ongoing integration of data in regional planning efforts through 2021

Role: BARC serves as Project Manager

Budget:
\$800,000 (Caltrans Sustainable Communities Grant)
\$400,000 (MTC)

Activities:

- Prepare public communication strategy to share regional vulnerability assessment findings, integrate findings into Plan Bay Area 2050 and other regional adaptation planning efforts.
- Integrate Regional Assessment Framework, with indicators for each asset category, into regional adaptation planning efforts.
- Utilize adaptation strategies developed for two locations to model use of assessment framework.
- BARHII established partnership agreements with Nuestra Casa and Ensuring Opportunity for their work leading community capacity building and public engagement in East Palo Alto and East Contra Costa respectively over the course of the project.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

3. Horizon/Plan Bay Area: Integrating Sea Level Rise

MTC initiated a new planning process, *Horizon*, that is intended to inform preparation of Plan Bay Area 2050, currently under development and planned for adoption by MTC/ABAG in 2021. The goal of Horizon is to explore how the Bay Area Region should respond to future uncertainties by examining a suite of potential “external forces” that may arise through 2050, as well as a range of policy responses and investment decisions that can respond these forces in a manner consistent with Plan Bay Area 2040 objectives. This work will result in the inclusion of sea level rise strategies in Plan Bay Area 2050.

Partners: MTC/ABAG, BCDC, SCC, SFEP, SFEI

Consultants: AECOM

Brief Description: BARC is working with MTC/ABAG and BCDC to incorporate ART Bay Area findings into the Plan Bay Area 2050 report with some additional tasks added that align with MTC/ABAG timeline and goals for Plan Bay Area 2050.

Goal: The goal is to identify strategies to be incorporated in the Plan Bay Area 2050 Environmental Impact Report (EIR); Advance understanding of existing possible adaptation funding sources in the region that could be accessed to fund strategies over 30-year period of PBA 2050.

Timeline: Fall 2019 – 2021

Role: BARC to serve as a convener, strategic advisor, contract manager over the course of the project.

Budget: MTC/ABAG is contributing an additional \$75,000 to the ART Bay Area contract to expand the scope of work to incorporate key information and findings into Plan Bay Area 2050.

Activities:

- AECOM developed cost estimates for a range of adaptation strategies. BARC, BCDC, MTC/ABAG informed and vetted this work.
- Through a series of meetings, the project will define and describe regional sea level rise framework (as developed through ART Bay Area); define and describe possible strategies to incorporate in Plan Bay Area 2050; Synthesize work-to-date in a draft paper.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

4. Regional Adaptation Framework

An effort involving key regional leaders and stakeholders to develop a long-term approach to managing climate adaptation at the regional scale and supporting local implementation of multi-benefit projects.

Partners: BCDC, MTC/ABAG, SCC, SFEP, SFEI, SPUR, Bay Area Council, CHARG, BayCAN, and other critical stakeholders.

Brief Description: A series of meetings that will deliver a bay-wide, stakeholder-driven regional approach that establishes criteria for prioritizing multi-benefit adaption projects and actions that will address the most critical flood risks posed to the region by sea level rise.

Goal: Achieve further clarity on governance and financing for climate adaptation. Implement a long-term vision and action plan to protect communities and the natural and built environment; support near-term investments in green and gray projects (and those in between) of regional significance; align existing resources and seek new funding to support sea level rise adaptation measures at the local and regional scale.

Timeline: 2019-2021 (aligned with Plan Bay Area)

Role: BARC to serve as a convener, strategic advisor, contract manager over the course of the project.

Budget: BARC may apply funds to support project as necessary.

Activities:

- Serving on Advisory Council for BCDC-led effort
- Supporting ongoing effort to identify opportunities for integration between Plan Bay Area and any regional adaptation plan
- Supporting smaller work group to develop materials for review by Advisory Council.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

5. Advocacy at State Level – Resilient Bay Area

Brief Description:

BARC is supporting its Resilient Bay Area work through targeted legislative or programmatic actions at the state level. Work in this area will include advocating for increased funding for planning and implementation and addressing governance issues. Advocating for changes to state funding programs to better support interdisciplinary multi-benefit climate adaptation planning and implementation at the local level.

Goal:

Influence key state legislative and programmatic developments to facilitate the development and funding of climate resiliency projects in the Bay Area.

Measures:

Dollar amount of new funds made available for resiliency projects; inclusion of improved resiliency provisions and language in state-level transportation planning and funding guidelines.

Timeline:

Ongoing, focus on legislative sessions in 2020 and 2021.

Role:

BARC is working with legislative staff from member agencies and with external partners to craft recommended language for legislation or programmatic changes in state agencies.

Activities:

- Attend workshop and information sessions organized by state agencies.
- Work with member agency legislative staff to coordinate messaging on climate resiliency-related transportation planning and funding guidelines.

PROGRAM AREA 2: Carbon-Free Bay Area

Through its Carbon-Free Bay Area work, BARC develops and supports projects that reduce emissions of greenhouse gases and harmful air pollutants, with a focus on the most impacted socio-economically vulnerable communities.

1. West Oakland AB617 Implementation: Focus on Mobile Sources

BARC is working with its member agencies to support AB 617 implementation activities developed with local leaders in West Oakland. BARC will help identify strategies that align the interests of its member agencies, with a focus on supporting an integrated approach by BAAQMD and MTC/ABAG to improve air quality and reduce GHG emissions by mobile sources.

Partners: BAAQMD, MTC/ABAG, BCDC

Brief Description: BARC is coordinating between member agencies to facilitate the implementation of AB617 strategies in West Oakland. BARC can support strategy implementation identified by local communities that could benefit from an integrated approach by BAAQMD and MTC; where collaboration among agencies can help achieve desired outcomes with greater impact.

Goal: Identify strategies that achieve targets and goals laid out in member agency planning documents (e.g., Plan Bay Area, Clean Air Plan), and where collaboration between agencies is essential to successful implementation. Influence important investments in transportation and mobility, land use, and more to improve air quality and GHG reductions in AB617 communities. Help build institutional capacity to implement West Oakland Community Action Plan within agencies and the local community.

Timeline: 2019-2022: BARC will support specific implementation strategies identified by stakeholders in AB 617 communities, with West Oakland being a starting point.

Role: BARC is coordinating among BAAQMD and MTC/ABAG staff. BARC will integrate BCDC staff into projects when involving coastal hazards, including flooding and sea level rise.

Budget: BARC budget could support coordination activities.

Activities:

- BARC is initiating coordination between BAAQMD and MTC/ABAG staff to identify agency resources and institutional barriers to implementation.
- BARC, alongside BAAQMD and MTC/ABAG staff, will work to leverage agency resources to support West Oakland Community Action Plan Steering Committee priorities.

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

2. Building Electrification

BARC is partnering with BAAQMD, BayREN, local governments, and external organizations to accelerate and facilitate the reduction of greenhouse gas emissions through the electrification of new and existing buildings in the Bay Area. With the assistance of a consultant, BARC and BAAQMD are exploring strategic electrification opportunities across the region, including model ordinances, regional incentives for heat pumps or other equipment, and consumer education campaigns. BARC has joined the Building Decarbonization Coalition to enhance knowledge-sharing and collaboration between BARC's member agencies and electrification initiatives across California.

Partners: BAAQMD, BayREN, Building Decarbonization Coalition, cities and counties.

Consultants: Neil DeSnoo (building decarbonization expert).

Brief Description: The project team is developing a *Local Government Building Decarbonization Policy Toolkit* to facilitate the electrification of existing buildings in the Bay Area by providing local governments with resources and guidance necessary to select and adopt building decarbonization measures, including model ordinances and reach codes. The *Toolkit* is a web resource that will be kept on the Building Decarbonization Coalition's website.

Goal: Reduce GHG emissions and harmful pollutants from existing buildings in the Bay Area by facilitating the scale-up of policies that increase energy efficiency and reduce natural gas usage.

Measures: Increased adoption of zero-emission/electric appliances in existing buildings; reduction in GHG emissions from residential or commercial natural gas use in buildings; increased consumer awareness of induction cooking appliances.

Timeline: Project deliverables are expected to be completed in Q1 of 2020.

Role: BARC is project manager along with BAAQMD and the Building Decarbonization Coalition.

Budget: Air District funds are being used for this project. BARC budget could be used for additional work after the completion of the current contract.




Activities:

- BARC and BAAQMD are overseeing a contract with a building decarbonization expert to develop the *Local Government Building Decarbonization Policy Toolkit*.
- BARC joined the Building Decarbonization Coalition to enhance knowledge-sharing and collaboration with electrification initiatives across California.

III. Leveling the Playing Field: BARC and the Government Alliance on Race and Equity (GARE)

BARC continues to sponsor staff participation in yearlong GARE trainings. All BARC member agencies are members of GARE, which allows them to connect to the network of other agencies who are participating and reduces the overall cost of sponsorship. BARC integrates the principles of GARE into its work, as identified in its **Level Playing Field** approach to our program areas, which is described at the beginning of this Work Plan.

Appendix A: Matrix of BARC Work Areas and Relevant Agency Planning Goals

BARC Work Area	 Plan Bay Area 2040	 2017 Clean Air Plan	 Bay Plan
BARC Work Area: Resilient Bay Area			
Advanced Adaptation Planning	<ul style="list-style-type: none"> • Enhance climate protection and adaptation efforts (Action Plan Objectives, Resilience) • Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, improve access to urban and rural public space (Resilience Actions) 		<ul style="list-style-type: none"> • Wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged. (Climate Change policies, 5) • Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline (Transportation policies, 4)
Adapting to Rising Tides (ART) Bay Area	<ul style="list-style-type: none"> • Develop a regional governance strategy for climate adaptation projects (Resilience Actions) • Provide stronger policy leadership on resilient housing and infrastructure (Resilience Actions) 		<ul style="list-style-type: none"> • To inform shoreline planning processes, prepare a risk assessment incorporating the best available scientific data (Climate policies, 2)
Horizon/Plan Bay Area: Integrating Sea Level Rise	<ul style="list-style-type: none"> • Develop a regional governance strategy for climate adaptation projects (Resilience Actions) • Provide stronger policy leadership on resilient housing and infrastructure (Resilience Actions) 	<ul style="list-style-type: none"> • To protect the Bay Area, the effort to reduce GHG emissions in the region must be coupled with a coordinated adaptation and resilience program to strengthen the Bay Area's ability to cope with the impacts of climate change... (Chapter 3, Greenhouse Gases and Climate Change Impacts) • Achieving a resilient Bay Area that can cope with the impacts of climate change requires a coordinated and comprehensive approach that brings together all levels of government with the private, non-profit, academic and community-based sectors. (Chapter 3, Greenhouse Gases and Climate Change Impacts) 	<ul style="list-style-type: none"> • ...The Commission should continue to take an active role in Bay Area regional transportation and related land use planning affecting the Bay, particularly to encourage alternative methods of transportation and land use planning efforts that support transit and that do not require fill (Transportation, Policies, 1)

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

Regional Adaptation Framework	<ul style="list-style-type: none"> Develop a regional governance strategy for climate adaptation projects (Resilience Actions) 		<ul style="list-style-type: none"> ...Formulate a regional sea level rise adaptation strategy for protecting critical developed shoreline areas and natural ecosystems, enhancing the resilience of Bay and shoreline systems and increasing their adaptive capacity. (Climate Change, Policies, 6)
Advocacy at State Level: Resilient Bay Area	<ul style="list-style-type: none"> Support state legislative or funding opportunities that advance the objectives of this Action Plan (Housing Actions) Provide stronger policy leadership on resilient housing and infrastructure (Resilience Actions) 	<ul style="list-style-type: none"> Advocacy: Support legislative action at the federal or state level and advocate for funding to support implementation of the measures in the 2017 control strategy (ES/6) 	
BARC Work Area: Carbon-Free Bay Area			
AB617 Implementation: Focus on Mobile Sources	<ul style="list-style-type: none"> Meet increased regional GHG target of 19% reduction in per capita passenger vehicle GHG emissions by 2035 (Climate Protection, SB 375 2018 update) Reduce adverse health impacts associated with air quality, road safety and physical inactivity by 10%. (Healthy and Safe Communities) Increase non-auto mode share by 10%. (Transportation System Effectiveness) 	<ul style="list-style-type: none"> Reduce motor vehicle travel by promoting transit, bicycling, walking and ridesharing. (ES/4-6) Direct new development to areas that are well-served by transit, and conducive to bicycling and walking. (ES/4-6) Promote the use of clean fuels and low- or zero-carbon technologies in trucks and heavy-duty equipment. (ES/4-6) 	
Building Electrification		<ul style="list-style-type: none"> Switch from natural gas to clean electricity, or other renewable energy, for space and water heating, clothes drying, cooking, and other domestic uses. (ES/3) Promote energy and water efficiency in both new and existing buildings. (ES/4-6) 	
BARC Work Area: Achieving Racial Equity			
BARC and the Government Alliance on Race and Equity	<ul style="list-style-type: none"> Decrease share of lower-income households' budgets spent on housing and transportation (Equitable Access) Increase share of affordable housing (Equitable Access) Do not increase share of households at risk of displacement (Equitable Access) 	<ul style="list-style-type: none"> We must address climate change to protect our most vulnerable communities and promote social equity. (Ch. 1, Purpose and Vision) ...Government also must work to ensure that the transition to a carbon-free future promotes social equity (Ch. 1, Purpose and Vision) 	<ul style="list-style-type: none"> Financial and other assistance is needed to achieve regional equity goals and help everyone be part of resilient shoreline communities (Climate Change, Findings, n)

BARC 2020-2022 Work Plan: Achieving Key Regional Goals

Appendix B: BARC FY20 Approved Budget

BARC DRAFT BUDGET FY2019 (07/01/19 - 06/30/20)

	% Assumptions	Cost	Notes
Salaries		\$ 312,273	Executive Director, Program Coordinator
Benefits	53%	\$ 165,505	
Indirect Rate	50%	\$ 238,889	Covers expenses for part-time admin support, Clerk for Governing Board meetings, human resources, contracting, office expenses.
Subtotal		716,667	
Project Expenses:			
Website maintenance		\$ 15,000	
Government Alliance on Race and Equity (GARE)		\$ 24,000	Covers participation of staff from BARC member agencies
Metro Talks Speaker Series		\$ 10,000	2 times/year, cost of refreshments and building mgt
Travel Expenses		\$ 10,000	
Memberships		\$ 2,000	Funders Network, GARE
Subtotal		\$ 61,000	
Contingency		\$ 100,000	to support consultants, technical support and expertise needed to advance shared workplan
Total		\$ 877,667	
AGENCY CONTRIBUTIONS			
MTC/ABAG Total (40% =)		\$351,067.00	
BAAQMD Total (40% =)		\$351,067.00	
BCDC Total (20% =)		\$175,533.00	
		\$ 877,667	



Legislation Details (With Text)

File #: 19-1313 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Association of Bay Area Governments and Metropolitan Transportation Commission

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Association of Bay Area Governments and Metropolitan Transportation Commission

Therese W. McMillan

Information



Legislation Details (With Text)

File #: 19-1314 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/5/2019 **In control:** Bay Area Regional Collaborative

On agenda: 11/15/2019 **Final action:**

Title: Bay Area Air Quality Management District

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Bay Area Air Quality Management District

Jack Broadbent

Information



Legislation Details (With Text)

File #: 19-1315 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/5/2019 **In control:** Bay Area Regional Collaborative
On agenda: 11/15/2019 **Final action:**
Title: San Francisco Bay Conservation and Development Commission
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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San Francisco Bay Conservation and Development Commission

Larry Goldzband

Information



Legislation Details (With Text)

File #: 19-1316 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/5/2019 **In control:** Bay Area Regional Collaborative
On agenda: 11/15/2019 **Final action:**
Title: California State Coastal Conservancy

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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California State Coastal Conservancy

Sam Schuchat

Information



Legislation Details (With Text)

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San Francisco Bay Regional Water Quality Control Board: Presentation on Wetland Fill Policy Challenges and Future Regulatory Options--Findings and Recommendations

Michael Montgomery

Information

Executive Summary

The San Francisco Bay Regional Water Quality Control Board (Regional Water Board) proposes to develop an amendment to the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) to address the threats posed by climate change to water quality and beneficial uses. The Regional Water Board is proposing to amend the Basin Plan because it is critical that our policies and decisions influence climate change adaptation projects to improve beneficial uses of the San Francisco Bay (Bay). The proposed Basin Plan Amendment (BPA) will use the latest science to maximize the use of nature-based solutions (often called “green infrastructure”) to protect vulnerable shorelines from sea level rise.

Motivation

Increasing concentrations of greenhouse gases and resultant climate changes are driving rising sea levels within the San Francisco Bay region. The region will likely experience an acceleration in the rate of relative sea level rise (SLR); increases in the frequency, intensity, and duration of storms; shifts in the seasonal timing and volume of rainfall; changes in Delta outflows; and impacts to the physical and ecological conditions and processes that support the diversity and resilience of shoreline habitats.

The Bay’s tidal marshes and flats (mudflats), which are critical to water quality and the health of the Bay, are especially threatened by SLR and decreases in suspended sediment entering the Bay from creeks, streams, and rivers, which drain to the Bay. Modeling demonstrates that these factors could drown most of the Bay’s tidal marshes by 2100, convert vast areas of mudflats to open water, and make it more challenging, if not impossible, to achieve habitat restoration goals. Furthermore, these large-scale changes will permanently impact beneficial uses of the Bay, such as wildlife habitat, preservation of rare and endangered species, fish migration and spawning, recreation, and commercial fishing.

Climate change and SLR threaten critical shoreline infrastructure and low-lying communities through increased risk of flooding and erosion. Where development has encroached upon natural shorelines, traditional solutions employed to control erosion and flooding have relied on levees, seawalls, and rock revetments (often called “grey infrastructure”). Grey infrastructure solutions provide minimal benefits to water quality and beneficial uses and often negatively impact natural Bay features, such as mudflats, wetlands, and beaches. In contrast, green infrastructure solutions rely on mudflats, wetlands, and beaches to reduce erosion and flooding risks by working with nature.

Our Role

The Regional Water Board is charged with protecting, enhancing, and restoring the beneficial uses in the Bay, its tributaries, and its nearshore environments. Our regulatory authority is derived from provisions of the federal Clean Water Act, the state Porter-Cologne Water Quality Control Act, and policies in the Basin Plan. Our authority extends to regulation of activities that might affect wetlands, such as wetland fill, dredging of navigation and flood control channels, and the beneficial reuse of dredged sediment by issuing permits for such activities. While our permitting decisions incorporate the California Wetlands Conservation Policy (commonly known

as “No Net Loss”), our Basin Plan currently does not consider the threats to the Bay’s wetlands and nearshore habitats by climate change and SLR. Additionally, the Basin Plan does not address how planning and permitting decisions can address these threats and support water quality and beneficial uses of the Bay in the long-term and at a regional scale.

The Basin Plan Amendment

A BPA to incorporate these recommendations and address climate change and wetland fill will likely include both non-regulatory and regulatory elements:

Non-Regulatory Elements

Non-regulatory elements of the proposed BPA will include:

- A narrative explaining the impacts to water quality and beneficial uses of the Bay associated with a changing climate and SLR.
- References to the 2015 Goals Report, the U.S. Fish and Wildlife Service’s *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California* (USFWS 2013), *Rising Seas in California* (OPC 2017), and the *State of California Sea Level Rise Guidance* (OPC 2018).
- An updated list of tidal wetland restoration sites that are currently being restored, as well as those currently planned for restoration (e.g. South Bay and Napa-Sonoma salt ponds, Hamilton, Sears Point, etc.).
- Support for a regional approach to tidal wetland monitoring, such as the Wetland Regional Monitoring Program currently being developed by the Regional Water Board and its partners.

Regulatory Elements

Regulatory elements of the proposed BPA will include:

- Documentation of the threats that climate change poses to the Bay’s tidal wetlands and adjacent habitats, and their beneficial uses, including but not limited to threats from SLR, changes in freshwater inputs, and changes in regional sediment supplies.
- Identification of preferred strategies for climate change adaptation, emphasizing the roles that natural and nature-based processes can play while integrating feasible solutions that maximize Bay-wide water quality and related habitat benefits.
- Clarification of the regulatory framework to be considered for project that convert waters of the State from one type to another (e.g., seasonal wetland to tidal wetland).
- Clarification of how the “No Net Loss” policy will be applied to Bay margin wetland restoration projects, especially in consideration of losses in acreage, functions and values associated with SLR projections.
- Identification of instances where fill in waters of the State may be considered beneficial, or otherwise may not trigger a requirement for compensatory mitigation. Restoration elements to be considered could include:

- Horizontal/ecotone levees;
 - New/enhanced estuarine-terrestrial transition zones in baylands in places where they are currently absent or impacted by shoreline hardening, current or historic land uses, or other anthropogenic impacts;
 - Living shorelines, beaches, and hybrid coastal infrastructure; and
 - Strategic sediment placement to raise elevations in restoring and subsided bayland.
- Clarification that avoidance and minimization in the context of Bay fill includes evaluating opportunities for incorporating the upland/landward edge of the Bay in any alternatives analysis completed consistent with Clean Water Act Section 404(b)(1) guidelines, and identification of approaches for how projects should consider facilitating the upslope transgression of tidal wetlands as sea levels rise.
 - Identification of the benefits of “complete” tidal wetland systems consistent with the definition in the 2015 Baylands Goals update.
 - A framework for how the Regional Water Board will consider temporal tradeoffs and uncertainties in wetland restoration to avoid and minimize fill impacts in waters/wetlands.
 - A framework for evaluating mitigation on a regional, sub-regional (Suisun, North Bay, Central Bay, South Bay, Lower South Bay), or operational landscape unite (OLU) basis, rather than project-by-project, and clarifying expectations for the role mitigation banks may play.
 - Emphasis on the expectation that projects consider and appropriately address project-related indirect and cumulative impacts to waters.
 - References to existing technical guidance on natural and nature-based features, including “living shorelines,” and emphasis on the role that nature-based infrastructure can play in avoiding and reducing impacts.

Collaborative Approach

The Regional Water Board will develop the BPA through a collaborative public process and in coordination with our partner resource and regulatory agencies, many of which are implementing their own climate change-focused policy updates.

One venue for collaborating on policy development is the Bay Restoration Regional Integration Team (BRRIT). The BRRIT is a newly formed regulatory team that brings together staff from the Regional Water Board, U.S. Army Corps of Engineers, Bay Conservation and Development Commission (BCDC), National Marine Fisheries Service, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife to streamline permitting for projects funded through the San Francisco Bay Restoration Authority. Regional Water Board staff will also continue to collaborate with BCDC staff on related initiatives including but not limited to BCDC’s new Bay Plan Amendment for Fill for Habitat Projects, which was approved by BCDC on October 3, 2019. Lastly, Regional Water Board staff will hold a series of public meetings to solicit input from interested parties.

Water Board Policy Update: Wetlands and Climate Change



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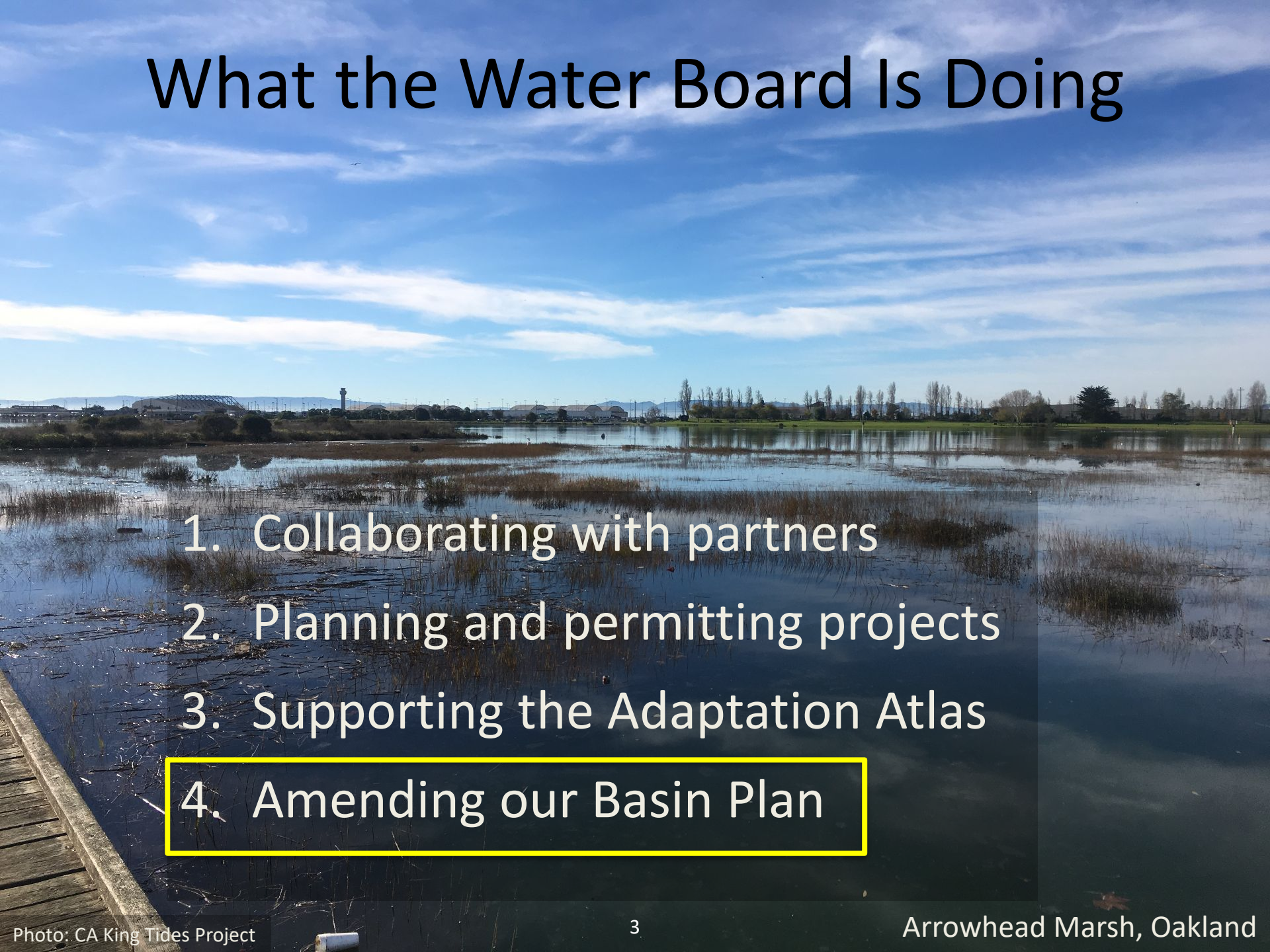


Climate Change Threats

- More frequent and severe droughts and floods
- Sea level rise
- Coastal flooding, overtopping, erosion
 - Higher groundwater tables
 - Drowning of tidal marshes

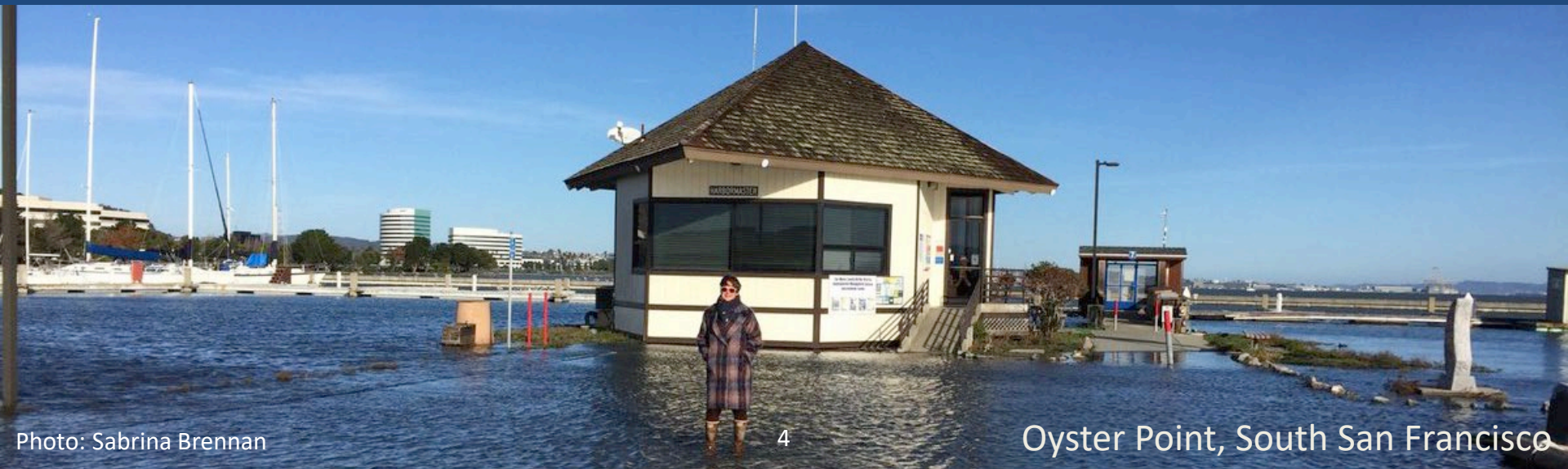


What the Water Board Is Doing

- 
1. Collaborating with partners
 2. Planning and permitting projects
 3. Supporting the Adaptation Atlas
 4. Amending our Basin Plan

SF Bay Basin Plan

- Master policy document
- Designates beneficial uses
- Assigns water quality objectives
- Describes implementation plans & policies
 - Chapter 4.23: Wetland Protection & Management



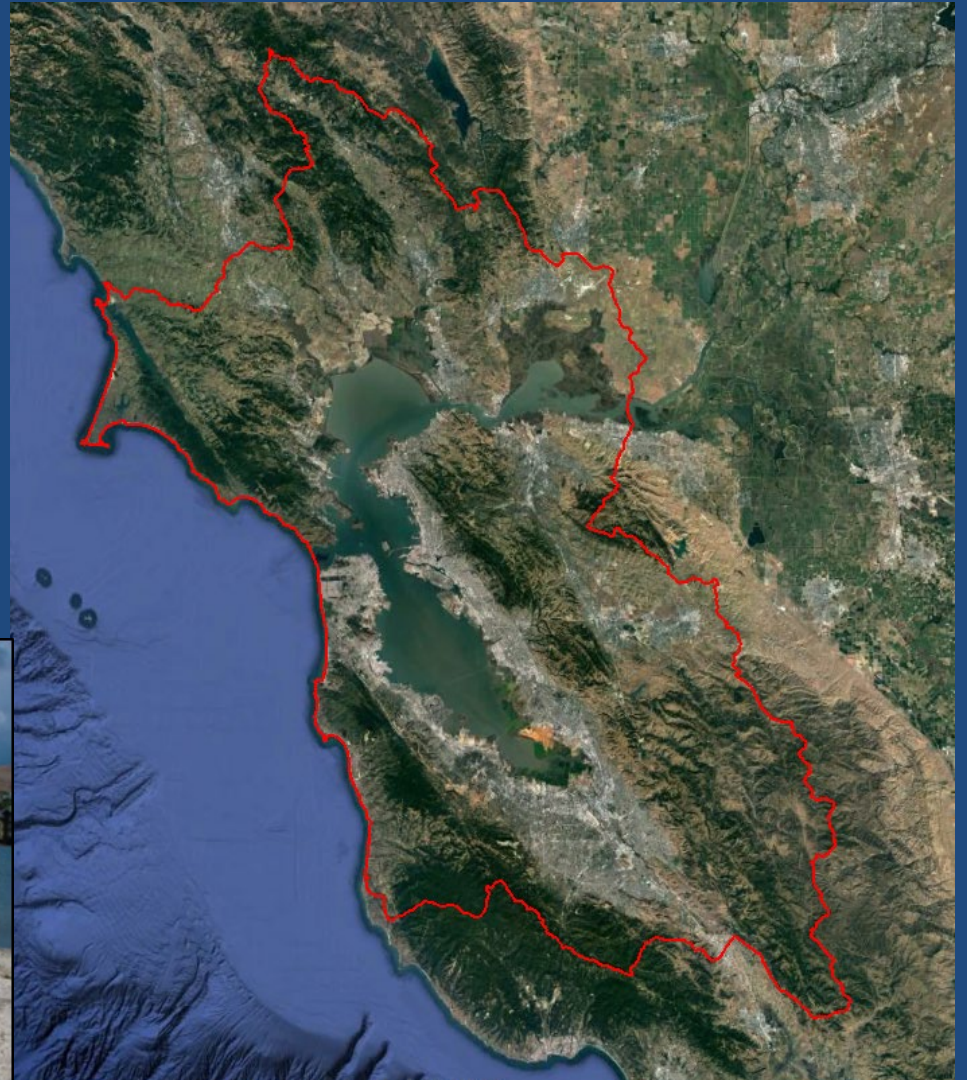
Key Beneficial Uses of San Francisco Baylands + Shorelines

- Estuarine habitats – mudflats, tidal fresh, brackish, and salt marshes
- Habitat for wildlife, including rare and special-status species
- Recreation, commercial fisheries, shellfish harvesting



Key Water Board Authorities

- Placement of fill in wetlands and waters
- Dredging and beneficial reuse



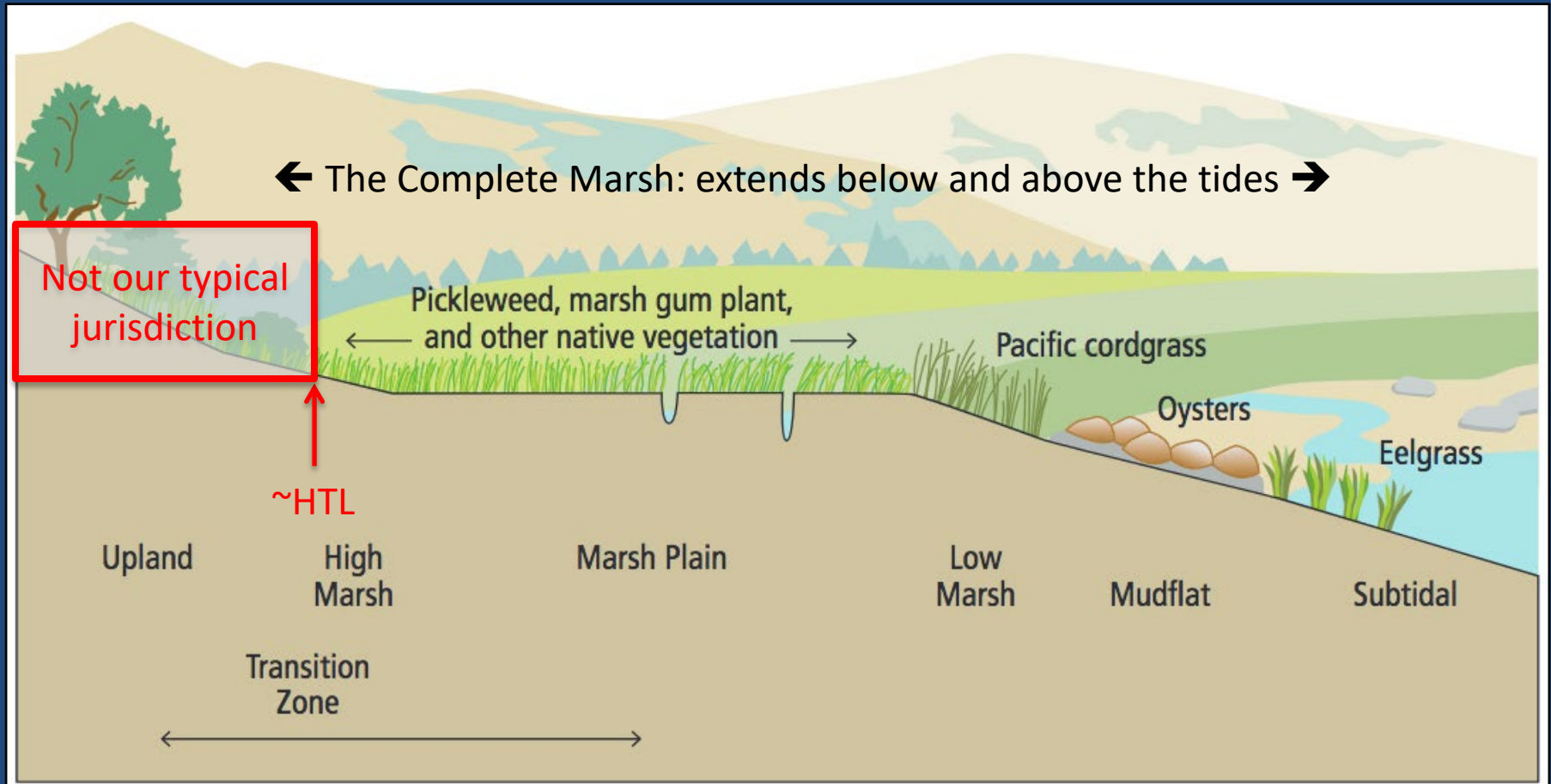
CA Wetlands Conservation Policy

- “No Net Loss”
- Ensures no overall net loss and a long-term net gain in wetlands acreage, functions, and values
- Emphasizes regional restoration goals, planning, and strategies



The Complete Tidal Marsh

- Important habitats above the high tide line (HTL)

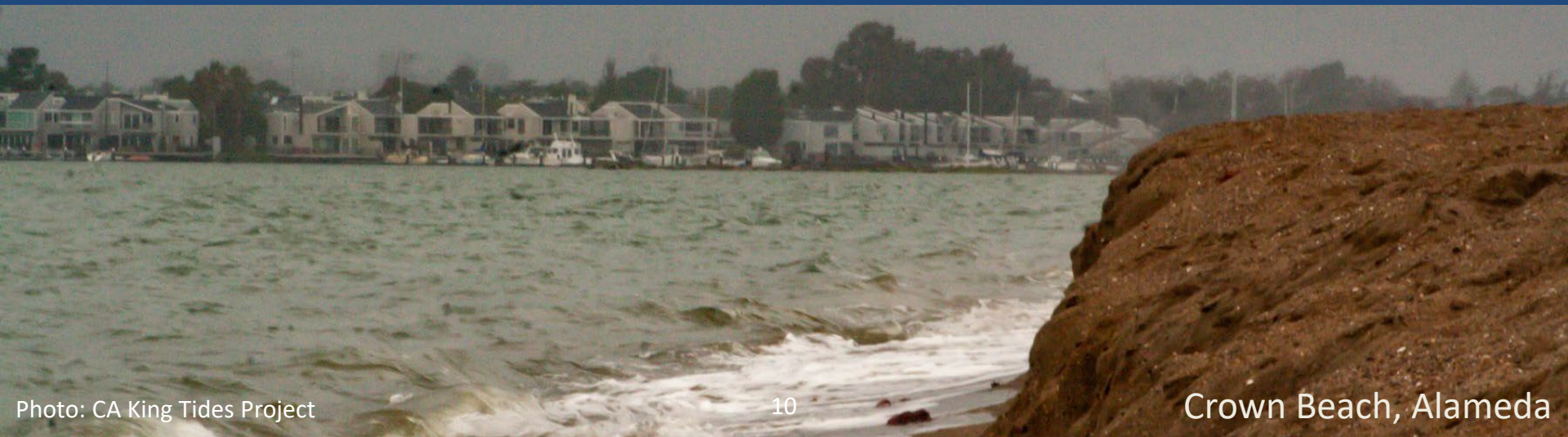


A photograph of a red SUV driving through a flooded road, splashing water. In the foreground, a yellow diamond-shaped sign with the word 'FLOODED' in black letters is mounted on a metal frame. Below the sign is a wooden sign that reads 'COUNTY OF MARIN'. The background shows a road winding through a wooded area with a car visible in the distance.

Proposed Basin Plan Amendment

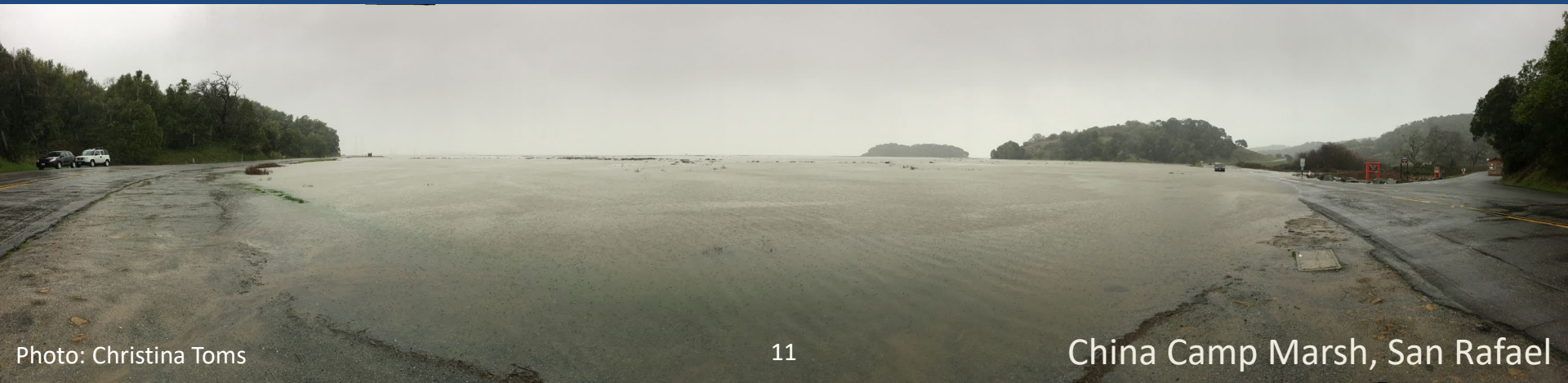
Key Regulatory Opportunities

1. Document threats that climate change poses to Bay habitats and beneficial uses
2. Identify benefits of “complete” baylands
3. Identify preferred strategies for SLR adaptation: Baylands Goals, Adaptation Atlas



Key Regulatory Opportunities

4. Clarify how we will apply “No Net Loss” for
 - Horizontal and ecotone levees
 - Living shorelines, beaches, dunes, and nature-based (hybrid green-grey) infrastructure
 - Strategic/thin-lift sediment placement
 - Enhanced high tide refugia in marshes



Key Regulatory Opportunities

5. Clarify acceptable wetland type conversions
6. Incentivize landward alignments of shoreline protection, movement of natural shorelines
7. Develop framework to address temporal and spatial tradeoffs and uncertainties
8. Address indirect and cumulative impacts



Key Regulatory Opportunities

9. Minimize shoreline hardening

10. Evaluate mitigation on a regional basis

11. Support regional tidal wetland monitoring



Basin Plan Amendment: Next Steps

- Climate change + wetlands policy staff report:
http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/climate_change/
- 2020-2021: Develop Basin Plan Amendment
 - Staff writing + review, stakeholder engagement, CEQA, Board adoption, sign-off by EPA and CA Office of Administrative Law





Questions?

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