



Bay Area
Regional
Collaborative

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

Bay Area Regional Collaborative

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

Friday, May 15, 2020

10:05 AM

Board Room - 1st Floor

Bay Area Regional Collaborative Governing Board

The BARC Governing Board will be meeting on May 15, 2020, 10:05 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

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

The meeting webcast will be available at:
<https://barc.ca.gov/whats-happening/meetings/upcoming-events>

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/93550793249>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 935 5079 3249

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

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

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

The meeting is scheduled to begin at 10:05 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, Teresa Barrett, Karen Mitchoff, Rod Sinks****BCDC—John Gioia, Anne Halsted, Dave Pine, Brad Wagenknecht, Zack Wasserman****MTC—Nick Josefowitz, Jake Mackenzie, Jim Spering, Amy Worth****CalSTA (Non-voting)—Tony Tavares, Dina El-Tawansy (Alternate)****1. Call to Order / Roll Call / Confirm Quorum****2. Governing Board Member Announcements****3. Chair's Report****3.a. [20-0447](#) BARC Governing Board Chair's Report****Action:** Information**Presenter:** Cindy Chavez**4. Consent Calendar****4.a. [20-0448](#) Approval of BARC Governing Board Minutes of January 24, 2020****Action:** Approval**Presenter:** Clerk of the Board**Attachments:** [Item 04a Minutes 20200124 v2.pdf](#)**5. BARC Member Agency Executive Director Updates**

Executive Directors will provide updates on agency responses to COVID-19 shelter-in-place orders, followed by a discussion. Specific topics for discussion include impacts on community engagement and outreach, economic impacts on agencies, ways to collaborate as we move into the “new normal”, and opportunities to incentivize remote work policies after COVID-19 to continue to reduce transportation air quality impacts.

5.a. [20-0449](#) Association of Bay Area Governments and Metropolitan Transportation Commission**Action:** Information**Presenter:** Therese W. McMillan**5.b. [20-0450](#) Bay Area Air Quality Management District****Action:** Information**Presenter:** Jack Broadbent

5.c. [20-0451](#) San Francisco Bay Conservation and Development Commission

Action: Information

Presenter: Larry Goldzband

5.d. [20-0452](#) California State Coastal Conservancy

Action: Information

Presenter: Sam Schuchat

5.e. [20-0453](#) San Francisco Bay Regional Water Quality Control Board

Action: Information

Presenter: Michael Montgomery

6. ABAG MTC Governance

6.a. [20-0660](#) Discussion on MTC/ABAG Governance Committee - Role of BARC

Action: Information

Presenter: Therese McMillan

Attachments: [Item 06a 1 Presentation ABAG MTC Governance.pdf](#)
[Item 06a 2 ABAG EB Summary Committee Consolidation 20200416.pdf](#)

7. BARC Executive Director's Report

7.a. [20-0657](#) Report on BARC Recommendations for Legislative Approach for Climate Adaptation and Resiliency

Action: Approval

Presenter: Allison Brooks

Attachments: [Item 07a 1 Climate Resilience Legislation Recommendations v1.pdf](#)
[Item 07a 2 Presentation Executive Directors Report 20200515.pdf](#)

7.b. [20-0658](#) Report on Proposed Draft BARC Fiscal Year 2020-21 Budget

Action: Information

Presenter: Allison Brooks

Attachments: [Item 07b Fiscal Year 2021 Proposed Draft Reduced Budget v1.pdf](#)

8. Public Comment

9. Adjournment / Next Meeting

The next meeting of the BARC Governing Board is on July 17, 2020.

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 #: 20-0447 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/28/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: BARC Governing Board Chair's Report

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
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BARC Governing Board Chair's Report

Cindy Chavez

Information



Legislation Details (With Text)

File #: 20-0448 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 2/28/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: Approval of BARC Governing Board Minutes of January 24, 2020

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04a Minutes 20200124 v2.pdf](#)

| Date | Ver. | Action By | Action | Result |
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Approval of BARC Governing Board Minutes of January 24, 2020

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, January 24, 2020

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, 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 Josefowitz, Jake Mackenzie, Jim Spering, Amy Worth

CalSTA (Non-voting)—Tony Tavares, Dina El-Tawansy (Alternate)

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

Present: 12 - Arreguin, Gioia, Haggerty, Halsted, Hudson, Mackenzie, Pierce, Pine, Sinks, Spering, Wagenknecht, and Wasserman

Absent: 5 - Chavez, Josefowitz, Miley, Rabbitt, and Worth

2. Governing Board Member Announcements

There were no Governing Board member announcements.

3. Vice Chair's Report

There was no report.

3. [20-0193](#) Vice Chair's Report

4. Consent Calendar

Upon the motion by Hudson and second by Pierce, the Consent Calendar was approved. The motion passed unanimously by the following vote:

Aye: 12 - Arreguin, Gioia, Haggerty, Halsted, Hudson, Mackenzie, Pierce, Pine, Sinks, Spering, Wagenknecht and Wasserman

Absent: 5 - Chavez, Josefowitz, Miley, Rabbitt and Worth

- 4.a. [20-0194](#) Approval of Governing Board Minutes of November 15, 2019

5. BARC Member Agency Executive Director Updates

- 5.a.i. [20-0203](#) San Francisco Bay Regional Water Quality Control Board
- 5.a.ii. [20-0195](#) San Francisco Bay Regional Water Quality Control Board: Presentation on Water Board Policy Update: Wetlands and Climate Change
- 5.b. [20-0199](#) California State Coastal Conservancy
- 5.c. [20-0200](#) Association of Bay Area Governments and Metropolitan Transportation Commission
- 5.d. [20-0201](#) Bay Area Air Quality Management District
- 5.e. [20-0202](#) San Francisco Bay Conservation and Development Commission

6. Bay Area Regional Efforts to Address Flooding and Sea Level Rise

- 6.a. [20-0204](#) State Legislative Perspective on Need for Regional Climate Adaptation Strategy
- 6.b. [20-0196](#) Recommendations for Regional Approach to Flood Risk Management and Sea Level Rise

Upon the motion by Hudson and second by Pine, the Recommendations for Regional Approach to Flood Risk Management and Sea Level Rise was approved as amended. The motion passed unanimously by the following vote:

Aye: 12 - Arreguin, Gioia, Haggerty, Halsted, Hudson, Mackenzie, Pierce, Pine, Sinks, Spring, Wagenknecht and Wasserman

Absent: 5 - Chavez, Josefowitz, Miley, Rabbitt and Worth

- 6.c. [20-0197](#) Adapting to Rising Tides Bay Area: Operationalizing the Findings
- 6.d. [20-0198](#) Plan Bay Area 2050 Update: Environment Element Draft Blueprint

7. Public Comment

The following gave public comment: The Honorable Bill Quirk, California State Assemblymember.

8. Adjournment / Next Meeting

The next regular meeting of the BARC Governing Board is on March 20, 2020.



Legislation Details (With Text)

File #: 20-0449 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/28/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: Association of Bay Area Governments and Metropolitan Transportation Commission

Sponsors:

Indexes:

Code sections:

Attachments:

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Association of Bay Area Governments and Metropolitan Transportation Commission

Therese W. McMillan

Information



Legislation Details (With Text)

File #: 20-0450 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/28/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: Bay Area Air Quality Management District

Sponsors:

Indexes:

Code sections:

Attachments:

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Bay Area Air Quality Management District

Jack Broadbent

Information



Legislation Details (With Text)

File #: 20-0451 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/28/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **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 #: 20-0452 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/28/2020 **In control:** Bay Area Regional Collaborative
On agenda: 5/15/2020 **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)

File #: 20-0453 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/28/2020 **In control:** Bay Area Regional Collaborative
On agenda: 5/15/2020 **Final action:**
Title: San Francisco Bay Regional Water Quality Control Board
Sponsors:
Indexes:
Code sections:
Attachments:

| Date | Ver. | Action By | Action | Result |
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San Francisco Bay Regional Water Quality Control Board

Michael Montgomery

Information



Legislation Details (With Text)

File #: 20-0660 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/16/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: Discussion on MTC/ABAG Governance Committee - Role of BARC

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06a 1 Presentation ABAG MTC Governance.pdf](#)
[Item 06a 2 ABAG EB Summary Committee Consolidation 20200416.pdf](#)

| Date | Ver. | Action By | Action | Result |
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Discussion on MTC/ABAG Governance Committee - Role of BARC

Therese McMillan

Information

ABAG MTC Governance: Important Next Steps

Bay Area Regional Collaborative (BARC)
May 15, 2020

Where We Left Off

1. Conduct initial Field Visits – March/April

- Sacramento Area Council of Governments (SACOG)
- Puget Sound Regional Council (PSRC)
- San Diego Association of Governments (SANDAG)
- Met Council (Twin Cities, MN)

❖ STATUS: Defer due to COVID-19 travel restrictions

2. Develop Board Protocol Alignment proposal for ABAG General Assembly and MTC approval in June 2020

❖ STATUS: Recommendations being advanced to ABAG EB and General Assembly

Where We Left Off

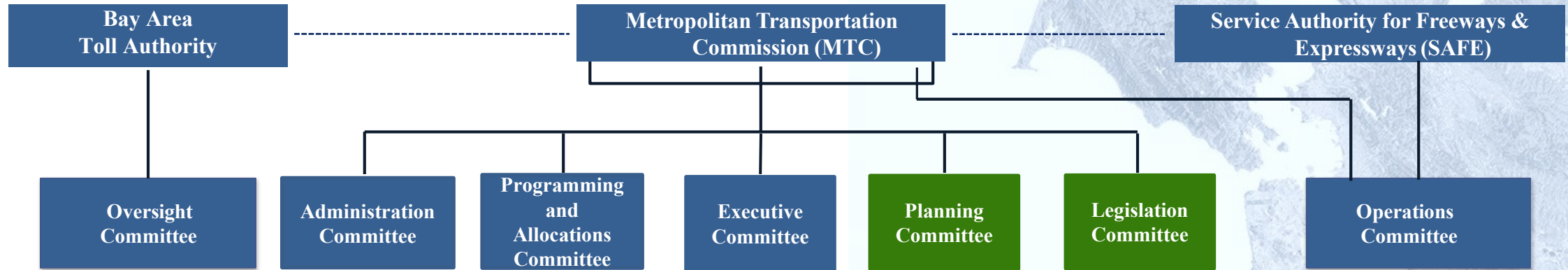
3. Bring Committee restructuring proposal to Joint Governance Committee by June 2020

❖ **STATUS: Current Proposal → Committee Consolidation Framework**

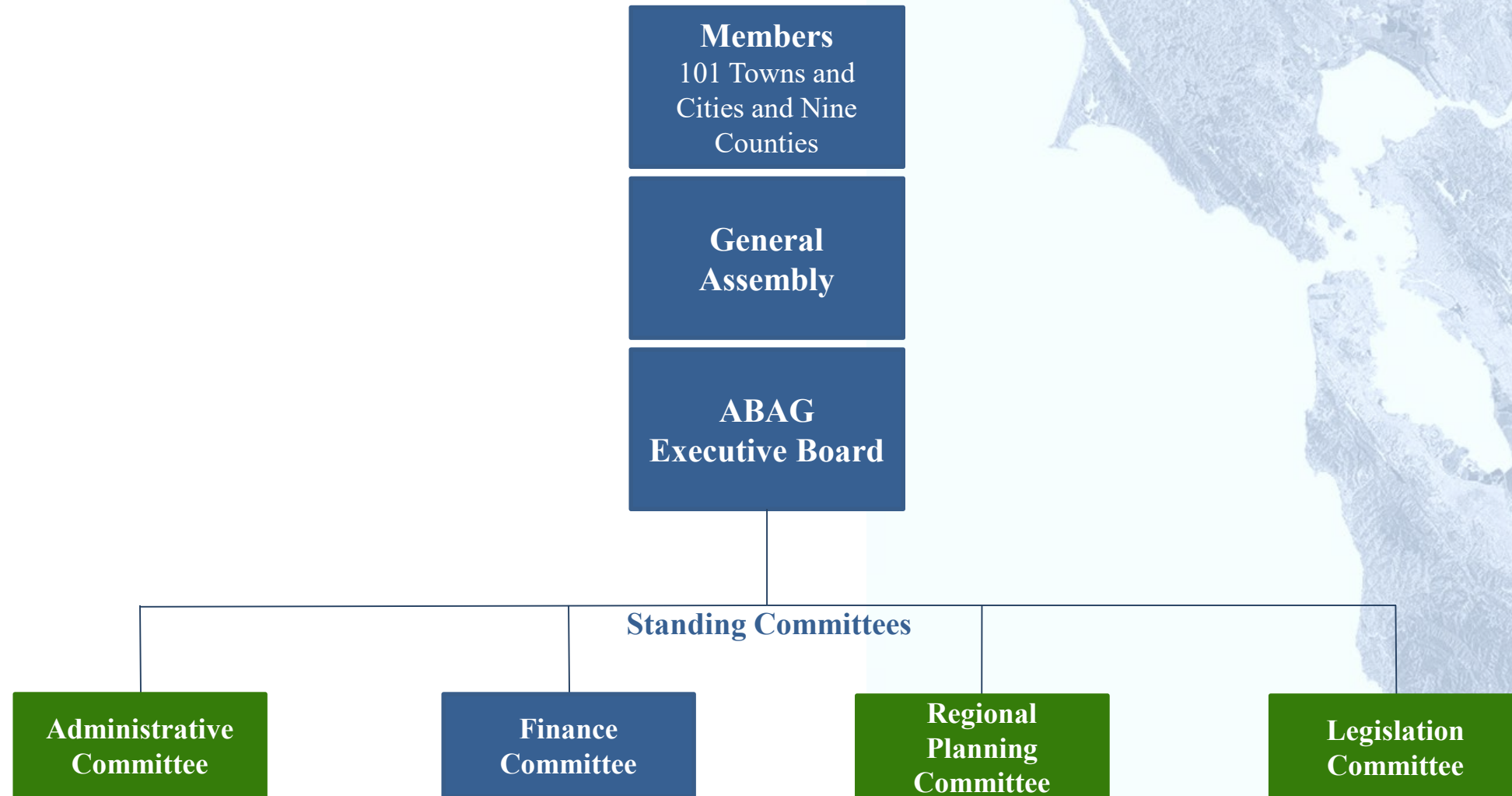
Committee Consolidation Framework: Core Principles

- Existing Standing Committees at MTC and ABAG are building blocks for integrated decision making
- Not all Standing Committees would be tapped; only those with oversight and interest in shared agendas (flagged as green in following charts)
- “Alternative framework combinations” that follow suggest “building block” committees, and potential modifications for consideration

MTC Standing Committees



ABAG Governance and Standing Committees



NEXT STEPS: Committee Consolidation Framework

Premise: Combining similar ABAG and MTC committees could help us better address *shared* decision making in areas of *shared* interest, including:

- **Legislation** focused on transportation, housing, land use and resilience
 - **Planning work** involving PBA, housing, transportation, resilience
 - **Housing** programs/funding (AB 1487) to help alleviate regional housing crisis
 - **Citizen Input** on PBA Blueprint, RHNA, REAP, BAHFA, etc.
- ❖ Objective: Structure a set of consolidated committees to help our agencies and staff provide more effective, efficient regional leadership on these issues.

Example of Committee Consolidation #1

LEGISLATION: Currently operates as separate MTC and ABAG Legislative committees meeting jointly

Areas of Shared Interest:

- Transportation
- Land use
- Housing
- Environment/Climate/Resilience

Alternative Framework Combination

- Current MTC Legislation Committee
- ABAG Legislation Committee with modifications
 - Better represent breadth of interests and geographies on Exec Board

Example of Committee Consolidation #2:

PLANNING: Currently operates as MTC Planning and ABAG Administrative Committees meeting jointly

Areas of Shared Interest

- PBA 2050: Regional planning for transportation, housing, resilience, etc.
- Work supporting local jurisdiction's housing elements (e.g. RHNA, REAP)
- Implementation of AB1487 (*NEW as of Jan. 2020*: noting legislated decision-making roles between ABAG and MTC)
- Environmental issues/climate change/resilience

Alternative Framework Combination

- MTC Planning Committee
- ABAG Administrative Committee's *planning function* with modifications
 - Adjust county and city balance to capture range of local experience with Planning and Housing issues/programs

Assess how to integrate the funding/finance function of Bay Area Housing Finance Authority (assigned to MTC by AB 1487) with housing policy and implementation assigned to consolidated Planning committee

Example of Committee Consolidation #3

STAKEHOLDER ENGAGEMENT: PBA Blueprint, RHNA, REAP, BAHFA

Some Combination of our Existing Committees that Lead Advisory Engagement

- MTC's Policy Advisory Council (non-elected officials)
- ABAG's Regional Planning Committee (non-elected officials and elected officials)

Proposed Framework Combination

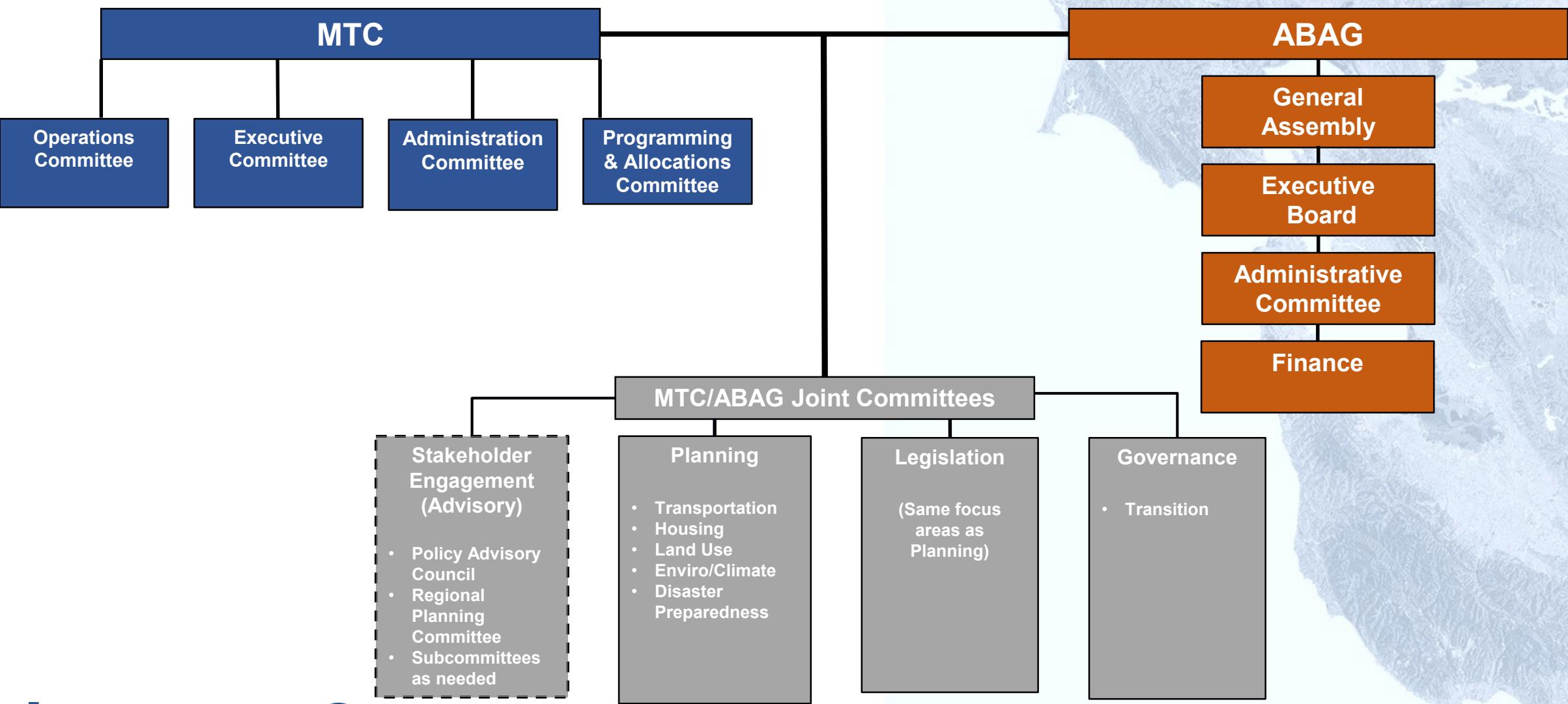
- Decide what sectors should be represented on single Committee (environment, equity, business, senior disabled mobility, youth)
- Appointments equally between MTC and ABAG leadership

Existing Consolidated Committee

GOVERNANCE ISSUES

- MTC and ABAG have already created a unified Governance Committee made up of members both governing boards
- Consider retaining to oversee transition to consolidated committee structure, and periodic review

Consolidated Committee Framework: View from the Top



Benefits of Adopting Consolidated Committees

A system of combined committees could help further discussion between our two agencies on how best to structure our relationship based on the shared interests discussed above, one that could help address...

- How best to carry out the shared work in our two work plans (e.g. PBA 2050, housing/BAHFA, resilience/climate change);
- How irrespective of color of money and the amount—the two governing boards can be jointly accountable for implementing this shared work plan—with a clear understanding of the available resources— and the opportunities and limits of such;
- How the two boards can navigate appropriate Discussions versus Decisions within this shared work plan — restructured combined committee meetings may aid in that effort.

April 10th ABAG/MTC Governance Committee Action

- **Committee voted unanimously to recommend proposal to ABAG and MTC governing boards with several modifications including:**
 - Retain MTC ABAG Governance Committee to oversee this transition to a consolidated committee structure and provide for periodic review
 - Explore ways BARC can contribute to Planning Committee's work, possibly by referring topics to BARC for review and recommendations back to Committee.
 - Establish periodic reevaluation
 - Present concept to PAC and RPC and report back their response before ABAG or MTC take any final action on proposal to consolidate Advisory Committees

April 22nd MTC Commission Meeting

April 23rd ABAG Exec Board Meeting

- **Both boards voted unanimously to endorse the concept (Phase 1) and asked staff to come back with a detailed analysis and questions that will have to be addressed prior to implementation (Phase 2) including:**
 - A report on the Administrative, Procedural, Legal and Representation issues that would need to be addressed before committees could be consolidated
 - A set of factors that would inform the structure and membership of committees
 - A report on feedback received from MTC's Policy Advisory Committee (PAC) and ABAG's Regional Planning Committee (RPC)

NEXT STEPS: Implementation

Factors to Consider in Implementing Committee Consolidation Concept

- Membership of each consolidated committee must sufficiently represent the breadth of interests, geographies and jurisdictions of the Bay Area.
- Enough MTC and ABAG board members should be assigned to each committee to ensure a balance of views from each board, while maintaining a total number conducive to effective decision making.
- Existing representation structures underlying MTC Commission and ABAG Executive Board remain the same; consolidated committees must strike a balance between each, e.g. how are counties and cities represented within any single committee.
- Procedures will need to address consideration of issues unique to either MTC or ABAG that may fall within consolidated committee jurisdiction

Association of Bay Area Governments

Executive Board

April 16, 2020

Agenda Item 12.a.

ABAG MTC Governance

Subject: Proposed ABAG MTC Committee Work Integration

Background: On April 10th, the Joint ABAG MTC Governance Committee discussed ways to better integrate ABAG/MTC committee work on shared interests (e.g. legislation, planning). At the outset, Chair Haggerty and President Arreguin stated their hope that after discussion, the committee would endorse, in concept, the consolidation plan laid out in the PowerPoint presentation (Phase 1) and ask staff to come back with a detailed analysis of what it would take administratively to implement consolidation (Phase 2). What follows is a meeting summary.

1. Concept of combined Legislative Committee

No major concerns were flagged absent a review of overall representation on any proposed new committee. A background inventory of the two current committees is underway that will describe current city/county and geographic representation.

2. Concept of combined Planning Committee

Several members questioned whether housing production was too big an issue to be adequately addressed in a consolidated Planning Committee. Others saw this as an opportunity to integrate housing policy with our transportation and resilience work. One possible solution: a subcommittee focused on housing production that could help local jurisdictions in addressing the challenges of RHNA and opportunities offered by REAP and AB1487.

Several members stated that a consolidated Planning Committee combining MTC's Planning Committee with ABAG's Admin Committee ignores the "admin" duties of ABAG's Admin Committee. One solution: Jesse/ABAG Exec Board create an ABAG Planning Committee to consolidate with MTC's Planning Committee and let the Admin Committee retain a focus on acting for the Board between its meetings.

Members discussed ways to integrate BAHFA with the Planning Committee's work. While its governing board is statutorily designated as the MTC Commission, the committee asked staff to look at ways BAHFA and its Advisory Committee could provide input to the new Planning Committee on housing production.

Association of Bay Area Governments

Executive Board

April 16, 2020

Agenda Item 12.a.

ABAG MTC Governance

3. Concept of combined Stakeholder Committee

While most members felt that bringing MTC's Policy Advisory Council (PAC) and ABAG's Regional Planning Committee (RPC) together makes sense, some were concerned about reduced stakeholder engagement and wanted to get input from PAC and RPC prior to making any final decision. One solution: have endorsing MTC/ABAG motions instruct staff to present concept to PAC/RPC and report back their response as part of the Phase 2 due diligence.

4. Role of Bay Area Regional Collaborative (BARC)

Several people wished to explore ways BARC could contribute to Planning Committee's work, possibly by referring topics to BARC for review and recommendations back to Planning Committee.

5. Other Suggestions from Committee Members

Explicitly require an assessment/re-evaluation at some defined point;

Keep open the idea of bringing in other regional issues: homelessness, economic recovery, etc;

Be mindful that consolidation effort will require additional staff and resources, at a time when both are strained—don't set up implementation plan that can't be delivered due to overriding priorities.

Outcome

The Joint ABAG MTC Governance Committee voted unanimously to refer proposal (Phase 1) to April 16th ABAG Executive Board and April 22nd Commission with recommendation to conceptually approve Phase 1 and ask staff to return with a detailed analysis and set of recommendations regarding what it would take administratively to implement the proposed committee consolidations (Phase 2). At that point, the Governance Committee would discuss further and make recommendations to the ABAG and MTC governing boards.

Issues:

Association of Bay Area Governments

Executive Board

April 16, 2020

Agenda Item 12.a.

ABAG MTC Governance

Recommended Action: The Executive Board is requested to approve conceptually Phase I of the proposed ABAG MTC committee consolidations and to direct staff to return with a detailed analysis and set of recommendations regarding what it would take administratively to implement the proposed committee consolidations in Phase 2, as reported.

Attachments: Presentation

Reviewed: _____
Therese W. McMillan



Legislation Details (With Text)

File #: 20-0657 **Version:** 1 **Name:**

Type: Report **Status:** Committee Approval

File created: 4/16/2020 **In control:** Bay Area Regional Collaborative

On agenda: 5/15/2020 **Final action:**

Title: Report on BARC Recommendations for Legislative Approach for Climate Adaptation and Resiliency

Sponsors:

Indexes:

Code sections:

Attachments: [Item 07a 1 Climate Resilience Legislation Recommendations v1.pdf](#)
[Item 07a 2 Presentation Executive Directors Report 20200515.pdf](#)

| Date | Ver. | Action By | Action | Result |
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Report on BARC Recommendations for Legislative Approach for Climate Adaptation and Resiliency

Allison Brooks

Approval



To: BARC Governing Board
From: Allison Brooks, BARC Executive Director
Date: May 8, 2020
Re: *BARC Recommendations for Legislative Approach for Climate Adaptation and Resiliency*

BARC, through its member agencies the Metropolitan Transportation Commission, the Association of Bay Area Governments (MTC/ABAG), the San Francisco Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD), has worked collaboratively to establish the Bay Area as a leader in preparing for the impacts of climate change, including hazards such as increased flooding, sea level rise, wildfires and extreme heat.¹ This year, California state legislators have put forward an array of bills focused on building capacity to manage climate adaptation and resiliency across California. In this document, we highlight these efforts and make recommendations, based on extensive experience in the Bay Area², for how we can build a cohesive statewide approach to climate adaptation and resiliency.

The Need for Climate Adaptation Planning and Investment Remains

While California focuses on responding to and recovering from the immediate and unprecedented public health crisis of COVID-19, it remains important that policy makers at all levels of government continue to focus on the planning and investments necessary to make our communities more resilient to the impacts of climate change. The next two years present a critical opportunity to establish a coherent statewide approach to climate adaptation for multiple hazards, with clear roles and responsibilities outlined for stakeholders at the local, regional and state levels. Recognizing that new funding to implement the programs, activities and investments will likely be deferred to future years, there is still value in the Legislature acting **this year** to put in place a statewide strategy and framework for effective local and regional climate adaptation planning and prioritization.

Background: Current Legislative Efforts on Climate Resiliency and Adaptation

BARC and its member agencies applaud the attention that the state has given to climate adaptation and resiliency in this legislative session, including large-scale resilience bonds that would address multiple climate hazards that were proposed in both the California State Senate and the State

¹ The Bay Area Regional Collaborative (BARC) – also known as the Joint Policy Committee (JPC) - was created through state statute to help in the coordination of the San Francisco Bay Area's regional agencies on issues of regional significance. The BARC Governing Board is comprised of representatives from the Boards/Commissions of the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission and the Metropolitan Transportation Commission. BARC also includes the Executive Leadership three non-voting member organizations including Caltrans District 4, the California State Coastal Conservancy and the San Francisco Bay Water Quality Control Board.

² See Appendix B for a summary of current and past climate adaptation and resiliency initiatives undertaken by BARC and its member agencies.

Assembly as well as in the Governor's FY 2021-21 State Budget.³ Additionally, a number of bills have been proposed to enhance climate adaptation capacity across the state through a variety of mechanisms. Many are focused on outlining the role of state, regional and local governments in managing this issue. These include:

- AB 2148 (Quirk) - outlines the regional role in supporting multi-hazard climate adaptation efforts;
- SB 1100 (Atkins) - would require state and regional agencies to identify and assess opportunities to minimize the impacts of sea level rise, and form a statewide collaborative to support local and regional land use planning and implementation related to sea level rise;
- AB 1992 (Friedman) - would establish a new program to fund climate adaptation planning for transportation impacts, and require the asset management plan and regional transportation plans to take into account the impacts of climate change on transportation infrastructure;
- AB 2619 (Stone) – would establish the Program for Coastal Resilience, Adaptation, and Access to help the state address sea level rise and coastal climate change, and create a related fund that specified state agencies could use to support these actions;
- AB 2371 (Friedman) – would require the Strategic Growth Council to convene a scientific advisory team to advise climate planning and adaptation efforts in the state;
- AB 2621 (Mullin) – would require the Strategic Growth Council to establish guidelines for the development of regional climate adaptation plans by regional collaboratives and establish a grant program to assist in the development of those plans.

As lawmakers focus on advancing legislation related to COVID-19 response and recovery, many of these bills, particularly where they establish new funding programs, could be deferred to another year. However, the Legislature does have the opportunity in 2020 to make progress on putting an approach in place from a strategic, organizational and structural standpoint, recognizing that funding to implement the programs, activities and investments will need to be authorized in subsequent years.

Creating a Framework: Establishing Roles and Responsibilities for State, Regional and Local Government

As mentioned above, critical to establishing a successful framework for managing multi-hazard adaptation and resilience is understanding the specific roles and responsibilities of different stakeholders at the state, regional and local levels. Each level of government operates from a particular vantage point where a specific set of engagement strategies, expertise and decision-making can best be deployed to achieve shared outcomes. In a world of constrained resources, we must optimize the needed expertise at each level of government as best we can, finding ways meet objectives as efficiently as possible. For example:

- State agencies and stakeholders can institutionalize legislative directives, provide high-level guidance and appropriately-scaled resources to help the diverse regions across the state meet the challenge.

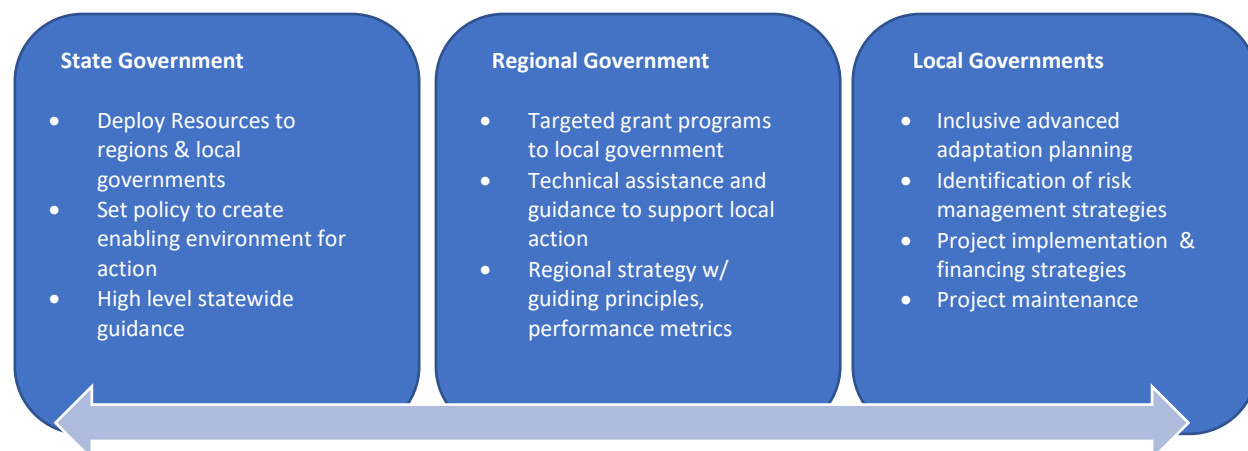
³ As of March 2020, Senate Bill 45 (Allen) proposed over \$5.51 billion to fund a wide range of wildfire prevention and other climate resilience and natural resource protection-related activities. Another resilience bond bill, AB 3256 (Garcia), was being developed in the Assembly. Similarly, the Governor proposed a nearly \$5 billion climate resilience bond in the 2020-2021 State Budget.

- Regional agencies and stakeholders are best positioned to work in partnership with local governments and stakeholders to develop measurable goals and performance measures. They are also best positioned to provide targeted grants and resources to meet local needs while ensuring individual investments and activities add up to regional resilience.
- Cities and counties are best positioned to engage in inclusive, community-based planning and problem solving that leads to decisions about which adaptation projects will work best to address local hazards, vulnerabilities, needs and priorities.

A statewide climate adaptation and resiliency approach is challenging in a large, diverse state comprised of regions facing different types of climate hazards from wildfires, sea level rise, drought and extreme heat. Regions across California are comprised of small towns, cities and counties with varying levels of capacity to plan for and implement climate adaptation measures. The state's role needs to be flexible enough to recognize where and how limited resources can be optimally deployed to achieve the best results.

The state can create greater efficiencies by granting resources directly to the large, urbanized regions where regional planning agencies already have high capacity to conduct regional planning, work closely with local governments and deploy grants strategically to meet shared goals. Hands-on state-level guidance and technical support would be best utilized in more rural and dispersed areas where staffing capacity is limited, and climate adaptation efforts are nascent or just getting started.

Figure 1: Examples of Government Roles in Climate Resilience at Different Scales



Regional Recommendations for Successful Climate Adaptation and Resilience Legislation

Over the next year, resiliency-related legislation at the state level should be oriented towards creating a coherent approach that reinforces these roles. The following are recommendations for how BARC and its member agencies believe climate adaptation legislation, including a potential resilience bond, can best be structured to support successful climate adaptation in the Bay Area while deploying scarce resources most efficiently to build upon progress that has already been made:

Recommendation 1: Designate Metropolitan Planning Organizations (MPOs) as the Regional Agencies to Support Climate Adaptation and Resilience Efforts at the Regional Scale

To deliver planning, funding, and guidance most efficiently and equitably to local governments, BARC and its partners recommend that the Legislature designate metropolitan planning organizations (MPOs) as regional leads for managing climate adaptation and resilience efforts in the state's four major metropolitan areas.

Recent climate adaptation proposals under development in the Legislature, including new climate adaptation planning processes and resilience bonds, designate specific state agencies or “regional collaboratives” as the responsible implementing agencies. We believe that in the four major metropolitan areas of the state, which contain 80 percent of the state’s population, MPOs should be designated as the implementing agencies for providing planning guidance and distributing funding to local governments. This will allow resources to be deployed most efficiently and equitably.

Designating the four major MPOs as the regional entities responsible for any new climate adaptation planning or funding program would ensure that regions build on existing planning processes, and that any bond funds are allocated quickly and effectively to local governments. MPOs, which are already responsible for developing Sustainable Communities Strategies every four years, are best positioned to support local governments and partner with other relevant regional agencies in prioritizing strategies consistent with regional climate adaptation and resilience goals.

The state’s large MPOs have the expertise and capacity to work with the appropriate state agency to manage pass-through funds, develop outcome-oriented grant programs in partnership with cities and counties, and foster coordinated regional-scale approaches across jurisdictional boundaries.

Recommendation 2: Establish a Regional Grant Program to Fund Regional Planning Guidance, Local Advanced Adaptation Planning and Prioritization of a Pipeline of Resilience Projects

*To ensure the state's major metropolitan areas are prepared to deliver critically needed climate adaptation projects once significant funding for capital improvements becomes available, we recommend the Legislature first appropriate funds to support regional and local agency advanced adaptation planning, with the **majority of funds being distributed to local stakeholders**. A conceptual framework for potential amounts and uses of these funds in the Bay Area is attached as Appendix A. Successful deployment of any future resilience bond funding requires that local governments conduct advanced adaptation planning to establish a pipeline of resilience projects.*

How Would Funds Be Used?

Funds would be used to support local governments evaluate land use decisions through the lens of near and longer-term vulnerability to climate hazards and arrive at a clear set of **actionable strategies** to adapt and become more resilient. These are the type of expenditures not necessarily eligible for bond proceeds but essential to ensuring the best and most effective strategies are deployed through resilience bond resources. MPOs would administer the funds, working closely with local government partners and other stakeholders, including regional climate collaboratives, to develop a grant program that supports consistent approaches across jurisdictions and focuses resources where local capacity is most limited.

MTC/ABAG and other BARC member agencies can facilitate the essential action-oriented planning by working with every city and county in the Bay Area facing climate change impacts and teeing up a pipeline of adaptation projects that are eligible for resilience bond resources. Local adaptation plans can be integrated into the region's sustainable communities strategy (SCS)—Plan Bay Area—which includes climate adaptation and resilience as a key component. MTC/ABAG and other BARC member agencies can work closely with the appropriate state agency to ensure that adequate resources are supporting the investments identified as critical to strengthening the Bay Area's adaptive capacity to manage climate change hazards.

Recommendation 3: Leverage any forthcoming funds whether in the form of a state resilience bond, state/federal infrastructure stimulus or some other mechanism to respond to both the impacts of COVID-19 while also advancing climate adaptation and resilience objectives

BARC and its partners recommend that we enlist any future bond or stimulus funds to support the development of infrastructure projects that help rebuild our economy and create jobs, while also meeting climate adaptation objectives. The Bay Area has a diverse range of already-identified projects that - if funded - could greatly accelerate our efforts to adapt to climate change, making our communities healthier and more resilient in the process. These include vulnerable bridge approaches, stretches of highways and aging wastewater treatment and flood protection infrastructure built along the shoreline, and socio-economically vulnerable communities that have developed community-based strategies to manage flooding and sea level rise and other hazards. Of note is that fact that the San Francisco Bay Restoration Authority (SFBRA) has distributed more than \$46 million across the region through Measure AA, a parcel tax approved by over 70 percent of Bay Area voters in 2016 that will raise an estimated \$500 million over 20 years for wetland restoration and multi-benefit flood protection projects⁴. *State matching funds could accelerate the rate and scale of marsh restoration by three times or more over the next few years.*

These are the types of projects that can help stabilize the construction workforce, which was the hardest-hit sector in the 2009 recession, and only recently reached its pre-recession workforce level in the Bay Area in 2017⁵.

Recommendation 4: Strengthen the Bond's Support of the Bay Area's Most Socio-Economically Vulnerable

We recommend that state-designated low-income communities be designated as eligible recipients of funds targeted to both disadvantaged communities and vulnerable populations. ⁶ SB 45 (Allen), as currently written, focuses many of the bond-funded resources toward disadvantaged communities and, in many cases, both disadvantaged communities and vulnerable populations. While we support

⁴ Link to FY2018-2019 Annual Report for San Francisco Bay Restoration Authority:
http://sfbayrestore.org/sites/default/files/2020-02/sfbra_annual_report_draft_fy_18_19.pdf

⁵ <http://www.vitalsigns.mtc.ca.gov/jobs-industry>

⁶ "Low-income communities" are defined as census tracts with median household incomes at or below 80 percent of the statewide median income, or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

this approach, we are concerned that the bill does not explicitly define either “disadvantaged communities” or “vulnerable populations.” The narrow definition of disadvantaged communities used for Cap-and-Trade funds has historically underrepresented the Bay Area’s low-income communities.

Conclusion

One reality that the global COVID-19 pandemic makes abundantly clear is that advanced planning and coordination at a regional level can save lives. This was demonstrated admirably by the coordinated action of the Bay Area’s county health departments in response to the immediate threat posed by the novel coronavirus. Similarly, we need to prepare at all levels of government for the serious risks posed by climate change. BARC, and its member agencies, recognize the need for multi-hazard climate planning at the regional and local levels to determine the most impactful and appropriate actions and investments to adapt to climate change impacts, leveraging resources provided by the State.

In the San Francisco Bay Area, unique regional circumstances—including our vulnerable geography, extensive regional-level planning efforts, and a robust ecosystem of agencies, organizations and stakeholders—create a thriving environment through which state-led adaptation planning and funding processes can be successfully deployed by local and regional governments. The recommendations in this document lay out a Bay Area-specific framework for regional climate adaptation that builds on the strong foundation we have built and are ready to expand upon. We believe this approach can serve as a model that could be replicated across the state with our partner MPOs in California’s major metropolitan areas.

BARC staff recommends that the BARC Governing Board support a coordinated effort to advance the recommendations outlined above working with local, regional and state partners over the next two years.

Appendix A: Breakdown of Estimated Resource Needs for Regional Approach to Advanced Adaptation Action Planning (from Recommendation #2)

This \$40 million investment outlined in Recommendation #2 would be applied to the following set of activities:

a. Local Advanced Adaptation Action Planning (one-time): \$25 million

MTC/ABAG would use these funds to administer a grant program to support local adaptation planning, concurrent with the work of Bay Adapt and with assistance from the new Local Government Services Program. This would build upon a similar effort that MTC/ABAG has already undertaken successfully on a smaller scale, deploying SB1 advanced adaptation planning resources from the California State Transportation Agency (CalSTA) to MPOs.

These funds would be used by cities and counties, special districts, asset managers, and community-based organizations to complete comprehensive climate adaptation action planning at the appropriate geographic scale. The process would support informed decision-making to determine a range of local and regional-scale strategies needed to reach an acceptable level of risk to climate hazards.

a. Regional Adaptation Guidance & Technical Assistance (one-time): \$15 million

These funds would support limited-term regional planning staff to integrate climate adaptation into the Sustainable Communities Strategy and administer a new grant program for local jurisdictions. These funds would also provide pass-through grants to partner agencies and organizations for specific roles in supporting local jurisdictions, with a four-year goal to complete local advanced adaptation planning in all critical geographic locations, with frontline disadvantaged communities prioritized.

The new Local Government Services program at MTC would coordinate efforts of staff across multiple agencies, including MTC, BCDC, and the California State Coastal Conservancy's Bay Area Program, to provide data, mapping, best practices and the latest science and research to cities and counties. This would also align with the priorities currently set out in Assembly Bill 2148 (Quirk), calling for a designated regional entity to support adaptation planning at the regional scale.

Related specifically to managing sea level rise and increased flooding, the new Bay Adapt initiative will develop a planning framework and methodology for use across local jurisdictions for the purposes of consistency and continuity, establish performance metrics to be incorporated into the SCS, and develop a collaborative Local Government Services program to support local jurisdictions in completing advanced adaptation plans for sea level rise and flooding. We are confident this approach is transferrable to other climate hazards.

Table 2: Budget for Regional Approach Climate Adaptation and Resiliency

| Activity | Budget |
|--|---------------------|
| Local Advanced Adaptation Planning | |
| Grants to Cities and Counties ⁷ | \$22,000,000 |
| Grants to community-based organizations | \$3,000,000 |
| Sub-total | \$25,000,000 |
| | |
| Regional Adaptation Plan, Guidance & Technical Assistance | |
| MTC/ABAG Limited-Term Staffing (multiple years) ⁸ | \$8,000,000 |
| Partner Agency Sub-Contracts ⁹ | \$6,000,000 |
| Research Partners ¹⁰ | \$1,000,00 |
| Sub-total | \$15,000,000 |
| | |
| TOTAL | \$40,000,000 |

⁷ MTC/ABAG would provide grants to all eligible cities and counties for climate adaptation planning, providing clear criteria and guidance on the planning and risk management approach.

⁸ MTC/ABAG will hire some limited-term staff over the 4-year period outlined in this proposal to develop the grant program for local jurisdictions, administer grants, complete the resilience component of the region's Sustainable Communities Strategy (SCS), integrate local advanced adaptation plans into the SCS.

⁹ MTC/ABAG would sub-contract with partner agencies that have clear roles and responsibilities in the Bay Adapt Network and in the Local Government Services program, supporting local jurisdictions in completing advanced local adaptation plans, and integrating work into other relevant regional and local plans.

¹⁰ This work would build upon climate research work done by SGC and OPR: <http://www.sgc.ca.gov/programs/climate-research/resources>.

APPENDIX B: List of Bay Area Regional Climate Adaptation and Resiliency Initiatives by BARC and Member Agencies

The Bay Area Regional Collaborative (BARC)¹¹ and its member agencies, which include MTC/ABAG, have laid much of groundwork necessary to develop a coordinated regional adaptation implementation plan within the next four years, in time to be integrated into the next Sustainable Communities Strategy and other regional planning efforts. Our region has undertaken a number of adaptation planning activities, largely related to sea level rise and increased flooding, that have helped create a more enabling environment for the implementation of climate adaptation and resiliency projects around the Bay Area. While the focus thus far has been on managing sea level rise and increased flooding, the approaches and best practices learned are transferable to other hazards. These projects include:

- **Adapting to Rising Tides** - Since 2011, the [Adapting to Rising Tides \(ART\) Program](#), led by BCDC, has worked with cities, counties, and other stakeholders around the Bay Area to understand their vulnerability to sea level rise, how future flooding will affect communities, businesses, infrastructure, and natural systems, and potential strategies for resilience. This includes the ART Portfolio – a collection of guidance, tools and information, including the [Bay Shoreline Flood Explorer](#) –as well as a “Help Desk” function. Most recently, through a Sustainable Communities grant from Caltrans, with matching funds from MTC, BARC and BCDC completed the first regional-scale flooding and sea level rise vulnerability assessment called Adapting to Rising Tides Bay Area (ART Bay Area). This information allows us to understand the interrelated risks across Bay Area systems and prioritize the necessary interventions at different water levels to protect specific assets.
- **Community Engagement** - BARC and its member agencies are working in partnership with the Bay Area Regional Health Inequities Initiative (BARHII) and community-based organizations in the most socio-economically disadvantaged locations in the Bay Area with the goal of engaging directly with the residents to understand local concerns and priorities as they relate directly or indirectly to climate change. This work aligns closely with the State’s focus on starting with the needs and priorities of disadvantaged communities, working alongside community leaders to build shared capacity to manage multiple climate hazards over time.
- **Integrating Sea-Level Rise into the Sustainable Communities Strategy** - For the first time, MTC/ABAG staff are integrating sea-level rise into Plan Bay Area 2050 (e.g. the Bay Area’s Sustainable Communities Strategy) so that the region and localities can make informed decisions about future growth areas, transportation investments and other land use and community development issues in light of the projected risks that could emerge from flooding and sea-level rise if we keep to business-as-usual. This guidance will align with the Ocean Protection Council’s (OPCs) latest projections for sea level rise.¹²

¹² The Ocean Protection Council updated its sea-level rise guidance in 2018, synthesizing the best available science on sea-level rise projections and rates. The report is available here:

http://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf.

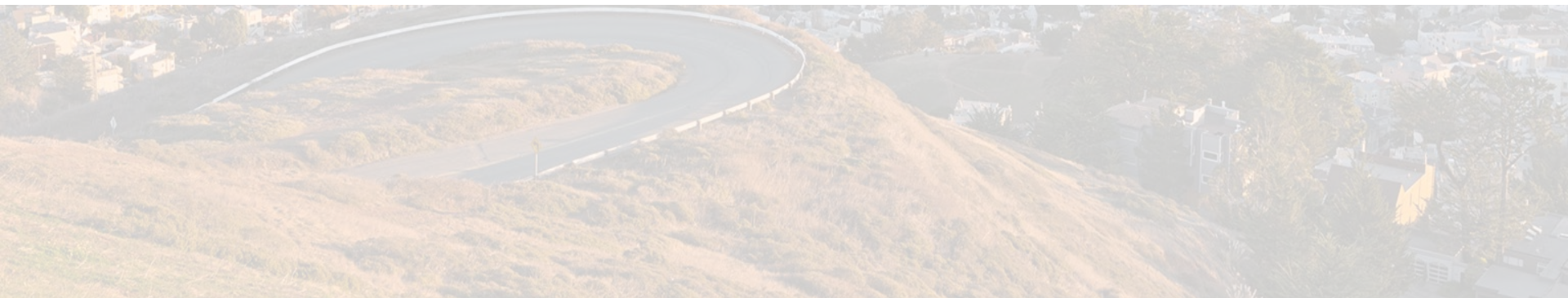
- **Resilient by Design Bay Area Challenge** - BARC led the Resilient by Design Bay Area Challenge, which brought together interdisciplinary design teams of architects, landscape architects, ecologists with community-based organizations and local leaders in nine socio-economically vulnerable frontline communities to identify multi-benefit solutions to address vulnerabilities to climate hazards.
 - Through SB1 advanced adaptation planning resources from Caltrans, with matching funds from MTC, BARC and the San Francisco Estuary Partnership (SFEP) are conducting a deeper analysis in four Resilient by Design locations to develop specific strategies that will address flooding and sea level rise vulnerabilities. The project areas are: South San Francisco, the Dumbarton Bridge West Approach + Adjacent Communities, North Richmond and the communities adjacent to State Route 37 in the North Bay (including areas located in Marin, Napa, Solano and Sonoma counties).
- **Bay Restoration Regulatory Integration Team** - To support integrated permitting of adaptation projects in the Bay Area, the region's primary permitting agencies created the Bay Restoration Regulatory Integration Team (BRRIT) in 2019, a partnership with the California State Coastal Conservancy, to improve the permitting process for multi-benefit habitat restoration projects and associated flood management and public access infrastructure in the San Francisco Bay and along the shoreline of the nine Bay Area counties, excluding the Delta Primary Zone. MTC is a key supporter of this effort and BCDC is a member of the BRRIT.
- **Measure AA** –Over the past two years, the San Francisco Bay Restoration Authority (SFBRA) has successfully distributed over \$46 million to innovative projects across the region through Measure AA, a parcel tax approved by over 70 percent of Bay Area voters in 2016 that will raise an estimated \$500 million over 20 years for wetland restoration and multi-benefit flood protection projects. The region is primed and ready to scale up the delivery of resources to complete more projects. MTC is a contributor to the operating budget of the SFBRA.
- **Bay Adapt: Regional Strategy for a Rising Bay** – Building on the strong foundation of science, research and planning that exists in the Bay Area, Bay Adapt is a new strategic initiative that aims to establish partnership agreements between regional agencies, local governments, and other stakeholders to address sea level rise. As the first step toward a more comprehensive regional adaptation plan, Bay Adapt strives to build a coalition of Bay Area leaders around a shared set of guiding principles and coordinated regional priorities.

Given the central role in supporting the foundational work completed above and the ongoing work guiding planning and distributing critical resources for housing, land use and transportation, BARC and its partner agencies are extremely well-positioned to coordinate planning at the regional scale and provide guidance and best practices to local leaders to address the complexity of impacts for which the Bay Area region must prepare. With its funding, financing and planning authorities, MTC/ABAG is also well-suited to receive and transmit resources and advance adaptation through the Sustainable Communities Strategy and the Regional Transportation Plan.



Bay Area Regional Collaborative (BARC) Executive Director's Report

Allison Brooks
BARC Governing Board
May 15, 2020



Agenda

1. State Legislative Background: 2020 Climate Adaptation & Resiliency focus
2. Establishing Clarity on Roles and Responsibilities in Climate Adaptation & Resiliency
3. BARC's Proposed Legislative Recommendations
4. Next Steps

State Legislative Background: 2020 Climate Adaptation & Resiliency Focus

Prior to COVID-19, several resiliency bills were being developed in the CA Legislature. Examples:

- Resilience bonds (SB 45, AB 3256, Governor's Budget)
- Establishing regional roles in climate adaptation (AB 2148)
- Strengthening climate adaptation planning requirements and funding programs (AB 2621, AB 1992, SB 1100)

In 2020, BARC can promote a coherent and resource-efficient climate adaptation structure.

Establishing Roles and Responsibilities in Climate Adaptation & Resiliency



BARC's recommendations are based on the Bay Area's experience and emphasize clear roles and responsibilities for each level of government. These roles address the varying needs and abilities of regions across the state without creating unnecessary new layers of bureaucracy.

BARC's Proposed Recommendations on Climate Adaptation & Resiliency



BARC's Proposed Recommendations on Climate Adaptation & Resiliency

Recommendation 1: Designate Metropolitan Planning Organizations (MPOs) as the Regional Agencies to Support Climate Adaptation and Resilience Efforts at the Regional Scale

- *In the four major metropolitan areas of the state, MPOs can deliver planning, funding, and guidance most efficiently and equitably to local governments.*

BARC's Proposed Recommendations on Climate Adaptation & Resiliency

Recommendation 2: Establish a Regional Grant Program to Fund Regional Planning Guidance, Local Advanced Adaptation Planning and Prioritization of a Pipeline of Climate Adaptation and Resilience Projects

- *To ensure the state's major metropolitan areas are prepared to deliver critically needed climate adaptation projects once significant funding for capital improvements becomes available, we recommend the Legislature first appropriate \$40 million in funds to support regional and local agency advanced adaptation planning, with the **majority of funds being distributed to local stakeholders.***

BARC's Proposed Recommendations on Climate Adaptation & Resiliency

Recommendation 3: Leverage Any Forthcoming Funds (e.g., Resilience Bond, State/Federal Infrastructure Stimulus, or Other Mechanism) to Both Respond to the Impacts of COVID-19 and Advance Climate Adaptation and Resilience Objectives

- *Bond or stimulus funds can support the development of infrastructure projects that help rebuild our economy and create jobs, while also meeting climate adaptation objectives*

BARC's Proposed Recommendations on Climate Adaptation & Resiliency

Recommendation 4: Strengthen the Bond's Support of the Bay Area's Most Socio-Economically Vulnerable

- *We recommend that state-designated low-income communities be designated as eligible recipients of funds targeted to both disadvantaged communities and vulnerable populations. (not the narrow definition of disadvantaged communities used to distribute Cap-and-Trade funds)*

Next Steps

With approval by BARC Governing Board, BARC will engage state lawmakers, regional partners and colleagues from other regions across the State to advance the recommendations for Climate Adaptation and Resiliency



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 used as a background for the slide.

Thank You!

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Report on Proposed Draft BARC Fiscal Year 2020-21 Budget

Allison Brooks

Information

BARC Fiscal Year 2021 Proposed Draft Budget

BARC PROPOSED DRAFT BUDGET FY2021 (07/01/20 - 06/30/21)

| | % 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 | | 716,666 | |
| Project Expenses: | | | |
| Website maintenance | | \$ 15,000 | |
| Metro Talks Speaker Series | | \$ 5,000 | |
| Travel Expenses | | \$ 8,000 | |
| Memberships | | \$ 1,000 | Funders Network |
| Subtotal | | \$ 29,000 | |
| Contingency | | \$ 70,000 | to support consultants, technical support and expertise needed to advance shared workplan |
| Total | | \$ 815,666 | |
| AGENCY CONTRIBUTIONS | | | |
| MTC/ABAG Total (40% =) | | \$326,266.00 | |
| BAAQMD Total (40% =) | | \$326,266.00 | |
| BCDC Total (20% =) | | \$163,134.00 | |
| | | \$ 815,666 | |