



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Executive Board

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

Thursday, September 17, 2020

5:15 PM

Remote

Association of Bay Area Governments Executive Board Meeting No. 451

The ABAG Executive Board will be meeting on September 17, 2020, 5:15 p.m., or immediately following the preceding ABAG or ACFA committee meeting in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

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

The meeting webcast will be available at: <https://abag.ca.gov/meetings-events/live-webcasts>

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

Please click the link below to join the webinar:
<https://bayareametro.zoom.us/j/94907696198>

Or iPhone one-tap :

US: +14086380968,,94907696198# or +16699006833,,94907696198#

Or Telephone:

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

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

Webinar ID: 949 0769 6198

Detailed instructions on participating via Zoom are available at:
<https://abag.ca.gov/zoom-information>

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

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

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

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

The meeting is scheduled to begin at 5:15 p.m.,
or immediately following the preceding ABAG or ACFA committee meeting.

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

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

Roster

Candace Andersen, Jesse Arreguin, London Breed, Cindy Chavez, Christopher Clark, David Cortese, Lan Diep, Pat Eklund, Maya Esparza, Nikki Fortunato Bas, Richard Garbarino, Leon Garcia, Liz Gibbons, Lynette Gibson McElhaney, Scott Haggerty, Barbara Halliday, Erin Hannigan, Rich Hillis, David Hudson, Wayne Lee, Jake Mackenzie, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Raul Peralez, Julie Pierce, Dave Pine, David Rabbitt, Belia Ramos, Dennis Rodoni, Warren Slocum, Loren Taylor, Lori Wilson.
William Kissinger (Non-voting).

1. Call to Order / Roll Call / Confirm Quorum

2. Public Comment

3. Executive Board Announcements

4. President's Report

- 4.a. [20-1219](#) President’s Report of September 17, 2020 and Adoption of Resolution No. 19-2020-Appreciation for Laura Thompson upon her Departure from the Association of Bay Area Governments after 21 years of Service

Action: Approval

Presenter: Jesse Arreguin

Attachments: [Item 04a 1 Summary Sheet Adoption of Resolution 19 2020.pdf](#)
[Item 04a 2 ABAG Resolution No 2020 19 Laura Thompson Recognition.pdf](#)

5. Executive Director's Report

- 5.a. [20-1220](#) Executive Director’s Report of September 17, 2020

Action: Information

Presenter: Therese McMillan

6. Executive Board Consent Calendar

- 6.a. [20-1221](#) Approval of ABAG Executive Board Minutes of August 20, 2020
- Action:** Approval
- Presenter:** Clerk of the Board
- Attachments:** [Item 06a Minutes 20200820 450 Draft.pdf](#)
- 6.b. [20-1259](#) Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with BluePoint Planning, LLC in an amount not to exceed \$175,000 for services for BayREN implementation through December 31, 2021
- Action:** Approval
- Presenter:** Jenny Berg
- Attachments:** [Item 06b 1 BayREN Summary Sheet BluePoint Planning.pdf](#)
[Item 06b 2 BayREN Summary Approval BluePoint Planning.pdf](#)
- 6.c. [20-1260](#) Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CLEAResult Consulting, Inc. in an amount not to exceed \$7,436,061 to provide services for BayREN implementation through December 31, 2021
- Action:** Approval
- Presenter:** Jenny Berg
- Attachments:** [Item 06c 1 BayREN Summary Sheet CLEAResult Consulting LLC JL.pdf](#)
[Item 06c 2 BayREN Summary Approval CLEAResult Consulting LLC JL....pdf](#)
- 6.d. [20-1261](#) Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with Energy Council in an amount not to exceed \$100,000 for implementation services through December 31, 2022
- Action:** Approval
- Presenter:** Jenny Berg
- Attachments:** [Item 06d 1 BayREN Summary Sheet Energy Council-rj.pdf](#)
[Item 06d 2 BayREN Summary Approval Energy Council-rj.pdf](#)

- 6.e. [20-1262](#) Authorization to amend two Bay Area Regional Energy Network contracts with Frontier Energy, Inc. in amounts not to exceed \$108,000 for technical and regulatory services and \$48,000 for codes and standards consulting services, through December 31, 2021

Action: Approval

Presenter: Jenny Berg

Attachments: [Item 06e 1 BayREN Summary Sheet Frontier Energy_KK.pdf](#)
[Item 06e 2 BayREN Attachment Summary Approval Frontier Energy-T&R.pdf](#)
[Item 06e 3 BayREN Attachment Summary Approval Frontier Energy-C&S_KK.p](#)

- 6.f. [20-1263](#) Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CodeCycle in an amount not to exceed \$400,000 for implementation services through December 31, 2022

Action: Approval

Presenter: Jenny Berg

Attachments: [Item 06f 1 BayREN Summary Sheet CodeCycle_KK.pdf](#)
[Item 06f 2 BayREN Summary Approval CodeCycle_KK.pdf](#)

- 6.g. [20-1265](#) Adoption of ABAG Resolution No. 17-2020-Authorization to submit an application and execute an agreement with the California State Parks Division of Boating and Waterways on behalf of the San Francisco Estuary Partnership's Clean Vessel Act Program in an amount not to exceed \$330,000

Action: Approval

Presenter: Caitlin Sweeney

Attachments: [Item 06g 1 SummarySheet_CVA_Grant_V2.pdf](#)
[Item 06g 2 Resolution No 2020 17 SFEP Clean Vessel Act 2020.pdf](#)
[Item 06g 3 SFEP SummaryApproval_CVA_Grant_V2.pdf](#)

- 6.h. [20-1266](#) Authorization to enter into a contract with Woodard and Curran, Inc. to Support ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Action: Approval

Presenter: Caitlin Sweeney

Attachments: [Item 06h 1 SFEP Sum Sht -Woodard and Curran Auth.pdf](#)
[Item 06h 2 SFEP Sum Aprvl -Woodard and Curran.pdf](#)

- 6.i. [20-1267](#) Authorization to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Action: Approval

Presenter: Caitlin Sweeney

Attachments: [Item 06i 1 SFEP Sum Sht - Lotus Water.pdf](#)
[Item 06i 2 SFEP Sum Aprvl - Lotus Water.pdf](#)

- 6.j. [20-1268](#) Authorization to amend a funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000, and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement

Action: Approval

Presenter: Caitlin Sweeney

Attachments: [Item 06j 1 SFEP Sum Sht - DWR DACTIP Grant increase.pdf](#)
[Item 06j 2 SFEP Summ aprvl DWR DACTIP Grant Increase.pdf](#)

- 6.k. [20-1315](#) Authorization to enter into contract with the Sausalito Community Boating Center on behalf of the San Francisco Bay Area Water Trail Program to support ADA accessible water recreation facilities in an amount not to exceed \$65,000

Action: Approval

Presenter: Laura Thompson

Attachments: [Item 06k 1 Water Trail Sausalito Summary Sheet.pdf](#)
[Item 06k 2 SFEP Attachment 2019 Updated Reso No. 5795 \(1\).pdf](#)
[Item 06k 3 Water Trail Summary Approval Sausalito.pdf](#)

7. Joint MTC ABAG Legislation Committee

- 7.a. [20-1223](#) Report on Joint MTC ABAG Legislation Committee Meeting of September 11, 2020

Action: Information

Presenter: Jesse Arreguin

- 7.b. [20-1317](#) Proposition 16: Statewide Ballot Initiative to Repeal California's Affirmative Action Ban

Proposed support for Proposition (Prop) 16, a constitutional amendment to repeal the state's ban on the use of affirmative action by public agencies.

Action: Approval

Presenter: Rebecca Long

Attachments: [Item 07b 1 Summary Sheet Proposition 16.pdf](#)
[Item 07b 2 Attachment Summary Sheet Joint Legislation Proposition 16.pdf](#)

- 7.c. [20-1388](#) Senate Bill 146 (Beall): Outreach Requirements for Sustainable Communities Strategies

Support position on SB 146 (Beall), which provides increased flexibility with regard to the outreach requirements for sustainable communities strategies applicable to Plan Bay Area 2050 for the San Francisco Bay Area region.

Action: Approval

Presenter: Rebecca Long

Attachments: [Item 07c Summary Sheet SB 146 Support.pdf](#)

8. ABAG Finance Committee

- 8.a. [20-1224](#) Report on ABAG Finance Committee Meeting of September 17, 2020

Action: Information

Presenter: Karen Mitchoff

- 8.b. [20-1310](#) Adoption of Resolution No. 18-2020-Executive Director's Purchasing and Contracting Authority

Action: Approval

Presenter: Brad Paul

Attachments: [Item 08b 1 Summary Sheet Executive Director Contracting Purchasing Authority](#)
[Item 08b 2 Attachment Resolution No 2020 18 Executive Director Purchasing C](#)

9. ABAG Housing Methodology Committee

- 9.a. [20-1226](#) Report on ABAG Housing Methodology Committee Meetings of August 13, 2020, August 28, 2020 and September 4, 2020

Action: Information

Presenter: Jesse Arreguin

10. ABAG Regional Planning Committee

- 10.a. [20-1225](#) Report on ABAG Regional Planning Committee Meeting of September 10, 2020
- Action:** Information
- Presenter:** Karen Mitchoff

11. ABAG Administrative Committee

- 11.a. [20-1222](#) Report on ABAG Administrative Committee Meeting of September 11, 2020
- Action:** Information
- Presenter:** Jesse Arreguin
- 11.b. [20-1308](#) Adoption of Resolution No. 16-2020-Approval of Plan Bay Area 2050 Final Blueprint
- Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.
- Action:** Approval
- Presenter:** Dave Vautin
- Attachments:** [Item 11b 1 Summary Sheet PBA 2050 Final Blueprint.pdf](#)
[Item 11b 2 Attachment Presentation PBA50_FinalBlueprint_Overview.pdf](#)
[Item 11b 3 Attachment Joint MTC PC and ABAG AC Summary Sheet PBA50_F](#)
[Item 11b 4 Attachment PBA50_FinalBlueprint_Engagement Combined v2.pdf](#)
[Item 11b Public Comment Combined.pdf](#)

12. Conference with Legal Counsel

- 12.a. [20-1306](#) Closed Session-CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION
- The ABAG Executive Board will meet in closed session pursuant to Government Code Section 54956.9(a) and paragraph (1) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding New Livable California, et al. v. Association of Bay Area Governments, Court of Appeal Case No. A159235.
- 12.b. [20-1316](#) Open Session

13. Adjournment / Next Meeting

The next special meeting of the ABAG Executive Board is on October 15, 2020.

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

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

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

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

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

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

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

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



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1219 **Version:** 1 **Name:**

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

File created: 8/4/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: President's Report of September 17, 2020 and Adoption of Resolution No. 19-2020-Appreciation for Laura Thompson upon her Departure from the Association of Bay Area Governments after 21 years of Service

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04a 1 Summary Sheet Adoption of Resolution 19 2020.pdf](#)
[Item 04a 2 ABAG Resolution No 2020 19 Laura Thompson Recognition.pdf](#)

Date	Ver.	Action By	Action	Result
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President's Report of September 17, 2020 and Adoption of Resolution No. 19-2020-Appreciation for Laura Thompson upon her Departure from the Association of Bay Area Governments after 21 years of Service

Jesse Arreguin

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 4.a.

Resolution of Appreciation

Subject: Adoption of Resolution No. 19-2020—Appreciation for Laura Thompson upon her Departure from the Association of Bay Area Governments after 21 years of Service

Background: Appreciation for Laura Thompson upon her departure from the Association of Bay Area Governments after 21 years of service.

Issues: None

Recommended Action: The Executive Board is requested to adopt Resolution No. 19-2020.

Attachments: Resolution No. 19-2020

Reviewed:


Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

RESOLUTION NO. 19-2020

RESOLUTION OF APPRECIATION FOR LAURA THOMPSON UPON HER DEPARTURE FROM THE ASSOCIATION OF BAY AREA GOVERNMENTS AFTER 21 YEARS OF SERVICE

WHEREAS, Laura Thompson, is leaving after 21 years of outstanding service to the Association of Bay Area Governments, most recently as San Francisco Bay Trail Project Manager, and after nearly 25 years of public service overall; and

WHEREAS, Laura started at ABAG in 1999 as a Bay Trail planner, after previously working for the County of San Mateo, where she was a planner responsible for all aspects of coastal development projects and where her skills and abilities to work with all aspects of the job from site visits to Supervisors' Board presentations proved invaluable to the Bay Trail Project, both at ABAG and later at ABAG-MTC; and

WHEREAS, Laura coordinated working towards completion of the 500-mile San Francisco Bay Trail through strategic planning, financial management, staff supervision, partnership building and public outreach; and

WHEREAS, Laura has collaborated with elected officials, public agency staff, non-profit organizations and the public to encourage active transportation, connect people to the natural environment and create healthy communities in nine counties along the shoreline of San Francisco Bay; and

WHEREAS, Laura's successful tenure included the planning or study of 148 miles of the Bay Trail and the addition of 64 new miles of Bay Trail, providing visitors with new connections to different locations along the San Francisco Bay; and

WHEREAS, Laura's work included managing a \$7 million competitive grant program with over 20 active local government trail-design-and-construction contracts; and

WHEREAS, in addition to the new trail miles funded and then built by partners, the Bay Trail Project team under Laura's leadership also completed several significant support activities that made access to information and to the Trail itself easier, including multiple comprehensive reports; redesign of the Bay Trail Logo public signage, and the maps used by the public; and the all-important redesign of the Bay Trail website; and

WHEREAS, as the third-longest tenured ABAG and ABAG-MTC employee, Laura over the years built an effective team of Bay Trail planners and brought this team and others together as a family, making significant accomplishments feel less like work and more like fun; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 19-2020**

WHEREAS, Laura may be leaving the Bay Trail and the Bay Area, she plans to continue working, moving literally to greener pastures as she transplants to Scotland to join her finance; and

WHEREAS, in addition to her planned wedding, Laura will get to enjoy 1,900 miles of well managed Scottish paths from the Borders to the Highlands, offering another excellent example of trail networks; now therefore, be it

RESOLVED, on behalf of ABAG, that the Executive Board and the entire staff congratulate Laura on her retirement, extend to her their warmest appreciation for her contributions to the agency and to the Bay Area during her career with ABAG and MTC, and offer the Scottish blessing that she may find a safe journey home as she embarks on a new era of Caledonian adventure.

The foregoing was adopted by the Executive Board this 17th of September, 2020.

Jesse Arreguin
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 17th day of September, 2020.

Frederick Castro
Clerk of the Board



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1220 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/4/2020 **In control:** ABAG Executive Board
On agenda: 9/17/2020 **Final action:**
Title: Executive Director's Report of September 17, 2020
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Executive Director's Report of September 17, 2020

Therese McMillan

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1221 **Version:** 1 **Name:**

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

File created: 8/4/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Approval of ABAG Executive Board Minutes of August 20, 2020

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06a Minutes 20200820 450 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Executive Board Minutes of August 20, 2020

Clerk of the Board

Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Executive Board

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

Thursday, August 20, 2020

5:05 PM

Remote

Association of Bay Area Governments Executive Board Special Meeting No. 450

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

The meeting is scheduled to begin at 5:05 p.m.

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

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

Roster

Candace Andersen, Jesse Arreguin, London Breed, Cindy Chavez, Christopher Clark, David Cortese, Lan Diep, Pat Eklund, Maya Esparza, Nikki Fortunato Bas, Richard Garbarino, Leon Garcia, Liz Gibbons, Lynette Gibson McElhaney, Scott Haggerty, Barbara Halliday, Erin Hannigan, Rich Hillis, David Hudson, Wayne Lee, Jake Mackenzie, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Raul Peralez, Julie Pierce, Dave Pine, David Rabbitt, Belia Ramos, Dennis Rodoni, Warren Slocum, Loren Taylor, Lori Wilson. Jayne Battey (Non-voting).

1. Call to Order / Roll Call / Confirm Quorum

President Arreguin called the meeting to order at about 5:05 p.m. Quorum was present.

The following advisory representative was present: Jayne Battey, Regional Water Quality Control Board.

Present: 30 - Andersen, Arreguin, Bas, Canepa, Chavez, Clark, Cortese, Diep, Eklund, Esparza, Garbarino, Garcia, Gibson McElhaney, Haggerty, Halliday, Hannigan, Hillis, Hudson, Lee, Mackenzie, Mandelman, Mar, Miley, Mitchoff, Peralez, Pierce, Ramos, Sinks, Rodoni, and Taylor

Absent: 4 - Breed, Pine, Rabbitt, and Wilson L

2. Public Comment

The following gave public comment: Sara Ogilvie; Corey Smith.

3. Executive Board Announcements

4. President's Report

- 4.a. [20-1148](#) President's Report of August 20, 2020

President Arreguin gave the report.

5. Executive Director's Report

- 5.a. [20-1149](#) Executive Director's Report of August 20, 2020

Therese McMillan gave the report.

6. Executive Board Consent Calendar

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

Aye: 25 - Arreguin, Bas, Chavez, Clark, Cortese, Diep, Eklund, Esparza, Garbarino, Garcia, Gibson McElhaney, Haggerty, Halliday, Hannigan, Hillis, Hudson, Lee, Mackenzie, Mar, Mitchoff, Peralez, Pierce, Sinks, Rodoni, and Taylor

Absent: 9 - Andersen, Breed, Canepa, Mandelman, Miley, Pine, Rabbitt, Ramos, and Wilson L

- 6.a. [20-1150](#) Approval of ABAG Executive Board Minutes of July 16, 2020

- 6.b. [20-1156](#) Request for Authorization to Amend Existing Contract with Horizon Water and Environment to Increase the Maximum Compensation Amount to \$1,300,000, and to add Grant #4600013248 to Scope of Services, and to extend the duration of the contract through December 31, 2023

- 6.c. [20-1292](#) Ratification of Appointments to Housing Methodology Committee

7. Joint ABAG MTC Governance Committee

President Arreguin gave the report.

7.a. [20-1151](#) Adoption of ABAG Resolution No. 15-2020--Creation of a Joint MTC ABAG Legislation Committee

There was no public comment.

Upon the motion by Eklund and second by Lee, the Executive Board approved amending Resolution No. 15-2020 by adding the following:

(i) Over time the ABAG President shall strive to achieve ABAG appointments to the Joint MTC ABAG Legislation Committee such that there shall be a balance between City and County representatives and a geographic balance among the north, south, east and west representatives of the ABAG region.

(j) Over time the ABAG members of the Joint MTC ABAG Legislation Committee shall strive to encourage appointments of the Chair and Vice Chair of the committee such that one shall be a city representative and one shall be a county representative.

The motion passed unanimously by the following vote:

Aye: 26 - Andersen, Arreguin, Chavez, Clark, Cortese, Diep, Eklund, Esparza, Garbarino, Garcia, Gibson McElhaney, Haggerty, Halliday, Hannigan, Hillis, Hudson, Lee, Mackenzie, Mar, Mitchoff, Peralez, Pierce, Ramos, Sinks, Rodoni, and Taylor

Absent: 8 - Breed, Bas, Canepa, Mandelman, Miley, Pine, Rabbitt, and Wilson L

Upon the motion by Hudson and second by Haggerty, the Executive Board adopted Resolution No. 15-2020, as amended. The motion passed unanimously by the following vote:

Aye: 28 - Andersen, Arreguin, Bas, Canepa, Chavez, Clark, Cortese, Diep, Eklund, Esparza, Garbarino, Garcia, Gibson McElhaney, Haggerty, Halliday, Hannigan, Hillis, Hudson, Lee, Mackenzie, Mar, Mitchoff, Peralez, Pierce, Ramos, Sinks, Rodoni, and Taylor

Absent: 6 - Breed, Mandelman, Miley, Pine, Rabbitt, and Wilson L

7.b. [20-1296](#) Ratification of Appointments to Joint MTC ABAG Legislation Committee

There was no public comment.

Upon the motion by Hudson and second by Lee, the Executive Board ratified the appointments of ABAG members to the Joint MTC ABAG Legislation Committee. The motion passed unanimously by the following vote:

Aye: 27 - Andersen, Arreguin, Bas, Chavez, Clark, Cortese, Diep, Eklund, Esparza, Garbarino, Garcia, Gibson McElhaney, Haggerty, Halliday, Hannigan, Hillis, Hudson, Lee, Mackenzie, Mar, Mitchoff, Peralez, Pierce, Ramos, Sinks, Rodoni, and Taylor

Absent: 7 - Breed, Canepa, Mandelman, Miley, Pine, Rabbitt, and Wilson L

8. Regional Housing Needs Allocation

8.a. [20-1155](#) Update on Regional Housing Needs Allocation (RHNA)

Gillian Adams gave the report.

The following gave public comment: Shajuti Hossain; Rodney Nickens; Jeff Levin; Karina Kiziloglu.

The following submitted public comment: Ed Shikada.

9. Adjournment / Next Meeting

President Arreguin adjourned the meeting at about 7:04 p.m. The next meeting of the ABAG Executive Board is on September 17, 2020.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1259 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with BluePoint Planning, LLC in an amount not to exceed \$175,000 for services for BayREN implementation through December 31, 2021

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06b 1 BayREN Summary Sheet BluePoint Planning.pdf](#)
[Item 06b 2 BayREN Summary Approval BluePoint Planning.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with BluePoint Planning, LLC in an amount not to exceed \$175,000 for services for BayREN implementation through December 31, 2021

Jenny Berg

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.b.

Bay Area Regional Energy Network (BayREN)

Subject: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with BluePoint Planning, LLC in an amount not to exceed \$175,000 for services for BayREN implementation through December 31, 2021

Background: Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018 the California Public Utilities Commission (CPUC) issued Decision 18-05-041¹ which among other things authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget.

In October 2019, the CPUC removed BayREN's "pilot" designation, solidifying BayREN's status as a permanent Program Administrator. Subsequently, the CPUC also allowed PG&E and BayREN to begin negotiating contract terms independent of the CPUC. ABAG, on behalf of BayREN, and PG&E have entered into a funding agreement through 2022.

ABAG has contracts with BayREN third-party consultants. The third-party consultants were selected through a competitive process to assist in the implementation of the programs.

BluePoint Planning, LLC provides assistance with communications, website development, branding, and overall BayREN strategy. Most recently, efforts have revolved around program design modifications which encourage decarbonization options within BayREN's residential programs and emphasizing the public health co-benefits of energy efficiency. This request provides funding for increased regional marketing and outreach coordination to increase the consistency and effectiveness of BayREN's targeted communications to various audiences. These activities primarily include collateral (newsletters, reports, and branding) development, serving as a liaison between BayREN's regional or programmatic leads and county representatives, managing and staffing events, and coordinating strategy

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.b.

Bay Area Regional Energy Network (BayREN)

development for BayREN's Business Plan, expected to be filed in 2021.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into a contract amendment with BluePoint Planning, LLC in an amount not to exceed \$175,000, for a total contracted amount of \$696,675, to provide services for BayREN implementation through December 31, 2021.

Attachments: Summary Approval BluePoint Planning, LLC

Reviewed:


Therese W. McMillan



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

Work Item No.:	1721 (NFSN 2307)
Consultant:	BluePoint Planning, LLC
Work Project Title:	BayREN
Purpose of Project:	Implement a portfolio of energy efficiency programs across the region.
Brief Scope of Work:	Communications, including website development and branding. Also provides strategic and regulatory assistance.
Project Cost Not to Exceed:	Current Contract Amount: \$521,675 Amendment Amount: \$175,000 Updated Contract Total: \$696,675
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Funds programmed in FY 20, FY 21, and FY 22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments, and the Bay Area Regional Energy Network, to enter into a contract amendment with BluePoint Planning, LLC in an amount not to exceed \$175,000, for a total contracted amount of \$696,675 to provide services for BayREN implementation through December 31, 2021.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1260 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CLEARResult Consulting, Inc. in an amount not to exceed \$7,436,061 to provide services for BayREN implementation through December 31, 2021

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06c 1 BayREN Summary Sheet CLEARResult Consulting LLC JL.pdf](#)
[Item 06c 2 BayREN Summary Approval CLEARResult Consulting LLC JL....pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CLEARResult Consulting, Inc. in an amount not to exceed \$7,436,061 to provide services for BayREN implementation through December 31, 2021

Jenny Berg

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.c.

Bay Area Regional Energy Network (BayREN)

Subject: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CLEAResult Consulting, Inc. in an amount not to exceed \$7,436,061 to provide services for BayREN implementation through December 31, 2021

Background: Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018 the California Public Utilities Commission (CPUC) issued Decision 18-05-041¹ which among other things authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget.

In October 2019, the CPUC removed BayREN's "pilot" designation, solidifying BayREN's status as a permanent Program Administrator. Subsequently, the CPUC also allowed PG&E and BayREN to begin negotiating contract terms independent of the CPUC. ABAG, on behalf of BayREN, and PG&E have entered into a funding agreement through 2022.

ABAG has contracts with BayREN third-party consultants. The third-party consultants were selected through a competitive process to assist in the implementation of the programs.

CLEAResult Consulting, Inc. is the implementer of BayREN's Single Family Energy Retrofit Program which includes contractor and home owner outreach, processing and payment of incentives, regional marketing, assistance with regulatory reporting, and filings relating to the Single Family Program.

This amendment provides funding for the continuation of implementation and marketing tasks for the Single Family Program, including approximately \$4.3 million in incentives paid to renters and homeowners who participate in the program. Since 2013, BayREN programs have paid over \$21 million in rebates to

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.c.

Bay Area Regional Energy Network (BayREN)

renters and homeowners within the nine county San Francisco Bay Area.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into a contract amendment with CLEAResult Consulting, Inc. in an amount not to exceed \$7,436,061, for a total contracted amount of \$23.1 million, to provide services for BayREN implementation through December 31, 2021.

Attachments: Summary Approval CLEAResult Consulting, LLC

Reviewed:


Therese W. McMillan



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

Work Item No.:	1721 (NFSN 2307 & 2309)
Consultant:	CLEAResult Consulting Inc.
Work Project Title:	BayREN
Purpose of Project:	Implement a portfolio of energy efficiency programs across the region.
Brief Scope of Work:	Program implementer for BayREN single family program; implements BayREN's Home Energy Advisor and general marketing activities.
Project Cost Not to Exceed:	Current Contract Amount: \$15,671,217.50 Amendment Amount: \$7,436,061 Updated Contract Total: \$23,107,278.50
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Funds programmed in FY 20, FY 21, and FY 22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments, and the Bay Area Regional Energy Network, to enter into a contract amendment with CLEAResult Consulting, Inc. in an amount not to exceed \$7,436,061, for a total contracted amount of \$23.1 million to provide services for BayREN implementation through December 31, 2021.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1261 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with Energy Council in an amount not to exceed \$100,000 for implementation services through December 31, 2022

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06d 1 BayREN Summary Sheet Energy Council-rj.pdf](#)
[Item 06d 2 BayREN Summary Approval Energy Council-rj.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with Energy Council in an amount not to exceed \$100,000 for implementation services through December 31, 2022

Jenny Berg

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.d.

Bay Area Regional Energy Network (BayREN)

Subject: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with Energy Council in an amount not to exceed \$100,000 for implementation services through December 31, 2022

Background: Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018 the California Public Utilities Commission (CPUC) issued Decision 18-05-041¹ which, among other things, authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget.

In October 2019, the CPUC removed BayREN's "pilot" designation, solidifying BayREN's status as a permanent Program Administrator. Subsequently, the CPUC also allowed PG&E and BayREN to begin negotiating contract terms independent of the CPUC. ABAG, on behalf of BayREN, and PG&E have entered into a funding agreement through 2022.

Energy Council, in addition to being the BayREN member agency for Alameda County jurisdictions, is the program lead for the BayREN Multifamily and Green Labeling subprograms. The Green Labeling program helps homeowners better understand the energy efficiency of their homes through a simple assessment that results in a Home Energy Score. Real estate professionals can use BayREN's Green Labeling program and the Home Energy Score to quantify the value of a green, energy efficient home during real estate transactions, as well as connect buyers and sellers to other homeowner programs, including incentives and financing. Home Energy Score Assessors enrolled in the Green Labeling program can receive up to \$300 in rebates for performing Home Energy Scores within the service territory of BayREN.

Through this additional funding, the Green Labeling program will allocate resources for the training and launch of an electrification pilot, which trains assessors and modifies their routine to better

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.d.

Bay Area Regional Energy Network (BayREN)

understand and recognize electrification recommendations. Home electrification is the practice of replacing gas-fueled space heaters, water heaters and stoves with electric alternatives such as heat pumps and induction cooktops. In addition to increasing indoor air quality, transitioning to all-electric buildings and transportation has been identified as a key strategy for reducing greenhouse gas emissions because California's power supply is increasingly renewable.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into a contract amendment with Energy Council in an amount not to exceed \$100,000, for a total contracted amount of \$20,442,976, to provide services for BayREN implementation through December 31, 2022.

Attachments: Summary Approval Energy Council

Reviewed:



Therese W. McMillan



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

Work Item No.:	1721 (NFSN 2307 & 2309)
Consultant:	Energy Council
Work Project Title:	BayREN
Purpose of Project:	Implement a portfolio of energy efficiency programs across the region.
Brief Scope of Work:	Responsible for outreach regarding BayREN programs to Alameda County jurisdictions; participate in administrative activities related to BayREN's operations; serve as the lead for BayREN's Multifamily and Green Labeling programs.
Project Cost Not to Exceed:	Current Contract Amount: \$20,342,976 Amendment Amount: \$100,000 Updated Contract Total: \$20,442,976
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Funds programmed in FY 20, FY 21, and FY 22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments, and the Bay Area Regional Energy Network, to enter into a contract amendment with Energy Council in an amount not to exceed \$100,000, for a total contracted amount of \$20,442,976 to provide services for BayREN implementation through December 31, 2022.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1262 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend two Bay Area Regional Energy Network contracts with Frontier Energy, Inc. in amounts not to exceed \$108,000 for technical and regulatory services and \$48,000 for codes and standards consulting services, through December 31, 2021

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06e 1 BayREN Summary Sheet Frontier Energy_KK.pdf](#)
[Item 06e 2 BayREN Attachment Summary Approval Frontier Energy-T&R.pdf](#)
[Item 06e 3 BayREN Attachment Summary Approval Frontier Energy-C&S_KK.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend two Bay Area Regional Energy Network contracts with Frontier Energy, Inc. in amounts not to exceed \$108,000 for technical and regulatory services and \$48,000 for codes and standards consulting services, through December 31, 2021

Jenny Berg

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.e.

Bay Area Regional Energy Network (BayREN)

Subject: Authorization to amend two Bay Area Regional Energy Network contracts with Frontier Energy, Inc. in amounts not to exceed \$108,000 for technical and regulatory services and \$48,000 for codes and standards consulting services, through December 31, 2021

Background: Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018 the California Public Utilities Commission (CPUC) issued Decision 18-05-041¹ which, among other things, authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget.

In October 2019, the CPUC removed BayREN's "pilot" designation, solidifying BayREN's status as a permanent Program Administrator. Subsequently, the CPUC also allowed PG&E and BayREN to begin negotiating contract terms independent of the CPUC. ABAG, on behalf of BayREN, and PG&E have entered into a funding agreement through 2022.

ABAG has contracts with BayREN third-party consultants which were selected through competitive processes to assist in the implementation of the programs. The BayREN Codes & Standards (C&S) program is a joint effort of the Bay Area cities and counties to increase compliance with the California Energy Code. Since 2013, Frontier Energy, Inc. (Frontier) has provided BayREN with consulting services for the C&S program and portfolio-wide technical assistance, consisting of overseeing regulatory reporting; evaluation, measurement and verification; and assistance with strategy.

During 2020, several of BayREN's programs developed "Clean Heating" and "Electrification" pathways which encourage the adoption of electric heat pumps, water heaters and appliances as a means of decarbonizing existing residential buildings while improving indoor air quality and occupant comfort. The budget

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.e.

Bay Area Regional Energy Network (BayREN)

augmentation for technical and regulatory reporting services provides additional funding of \$54,000 per year for 2020 and 2021 for support and coordination of residential fuel substitution workpapers which standardize energy savings calculations for participants switching from natural gas to electricity.

In 2019, BayREN issued a Request for Proposals seeking Codes and Standards (C&S) consultant services through 2021. Frontier Energy was selected, resulting in a separate contract for C&S implementation. A budget increase of \$48,000 for services through 2020 provides funding for Covid-19-related program modifications, including the conversion of training classes into online offerings and the accommodation of higher demand for trainings. Lastly, the amendment develops and provides customized reach code trainings for Bay Area jurisdictions.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into two contract amendments with Frontier Energy, Inc., with the first in an amount not to exceed \$108,000 for technical and regulatory reporting services, for a total contracted amount of \$6,338,987, and the second in an amount not to exceed \$48,000, for a total contracted amount of \$1,348,000 to provide Codes & Standards consultant services through December 31, 2021.

Attachments: A. Summary Approval Frontier Energy – Technical & Regulatory
B. Summary Approval Frontier Energy – C&S Implementation

Reviewed:


Therese W. McMillan



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

Work Item No.:	1721 (NFSN 2307)
Consultant:	Frontier Energy, Inc.
Work Project Title:	BayREN
Purpose of Project:	Implement a portfolio of energy efficiency programs across the region.
Brief Scope of Work:	Serves as portfolio wide technical lead overseeing regulatory reporting; provides overall regulatory support.
Project Cost Not to Exceed:	Current Contract Amount: \$6,230,987 Amendment Amount: \$108,000 Updated Contract Total: \$6,338,987
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Amendment funds programmed in FY 21, 22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into two contract amendments with Frontier Energy, Inc., with the first in an amount not to exceed \$108,000 for technical and regulatory reporting services, for a total contracted amount of \$6,338,987, and the second in an amount not to exceed \$48,000, for a total contracted amount of \$1,348,000 to provide Codes & Standards consultant services through December 31, 2021.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



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

Work Item No.:	1721 (NFSN 2307)
Consultant:	Frontier Energy, Inc.
Work Project Title:	BayREN
Purpose of Project:	Provide consulting services for BayREN Codes & Standards
Brief Scope of Work:	Provide support for general program administration and implementation, energy code compliance improvement, and policy options related to Codes & Standards
Project Cost Not to Exceed:	Current Contract Amount: \$1,300,000 Amendment Amount: \$48,000 Updated Contract Total: \$1,348,000
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Amendment funds programmed in FY 21 Budget
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into two contract amendments with Frontier Energy, Inc., with the first in an amount not to exceed \$108,000 for technical and regulatory reporting services, for a total contracted amount of \$6,338,987, and the second in an amount not to exceed \$48,000, for a total contracted amount of \$1,348,000 to provide Codes & Standards consultant services through December 31, 2021.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1263 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CodeCycle in an amount not to exceed \$400,000 for implementation services through December 31, 2022

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06f 1 BayREN Summary Sheet CodeCycle_KK.pdf](#)
[Item 06f 2 BayREN Summary Approval CodeCycle_KK.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CodeCycle in an amount not to exceed \$400,000 for implementation services through December 31, 2022

Jenny Berg

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.f.

Bay Area Regional Energy Network (BayREN)

Subject: Authorization to amend a Bay Area Regional Energy Network (BayREN) contract with CodeCycle in an amount not to exceed \$400,000 for implementation services through December 31, 2022

Background: Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018 the California Public Utilities Commission (CPUC) issued Decision 18-05-041¹ which, among other things, authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget.

In October 2019, the CPUC removed BayREN's "pilot" designation, solidifying BayREN's status as a permanent Program Administrator. Subsequently, the CPUC also allowed PG&E and BayREN to begin negotiating contract terms independent of the CPUC. ABAG, on behalf of BayREN, and PG&E have entered into a funding agreement through 2022.

In 2015, ABAG conducted a competitive procurement process on behalf of BayREN for electronic Energy Code compliance improvement tools, and the winning proposer was CodeCycle. In 2019, BayREN entered into a new contract with CodeCycle through December 2020.

BayREN's CodeCycle Demonstration Project provides funding to allow a small number of Bay Area jurisdictions full access to the tool and associated support from CodeCycle, in order to determine whether the tool is a viable, scalable approach to improving compliance with the Energy Code. Compliance with the California Energy Code is essential for the state to meet its greenhouse gas reduction goals.

CodeCycle is currently completing a software expansion of their tool funded by the California Energy Emission. The expanded tool will be available to jurisdictions by the end of the year. This amendment will provide funds for some Bay Area jurisdictions to

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.f.

Bay Area Regional Energy Network (BayREN)

receive access to the expanded tool and support by CodeCycle staff during 2021 and 2022 (\$200,000 for 2021 and \$200,000 for 2022). In 2022, BayREN intends to conduct an evaluation to determine whether to continue, end, or expand the demonstration project.

Issues:

None

Recommended Action:

The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into a contract amendment with CodeCycle LLC in an amount not to exceed \$400,000 for the CodeCycle Demonstration Project and extend the contract through December 31, 2022.

Attachments:

Summary Approval CodeCycle

Reviewed:



Therese W. McMillan



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

Work Item No.:	1721 (NFSN 2307)
Consultant:	CodeCycle
Work Project Title:	BayREN
Purpose of Project:	Conduct the CodeCycle Demonstration Project to explore the viability and scalability of an electronic tool to improve energy code compliance
Brief Scope of Work:	Provides full access to the CodeCycle Tool and associated support to a select number of Bay Area jurisdictions, and works to improve the tool to make it more usable for local building departments
Project Cost Not to Exceed:	Current Contract Amount: \$210,000 Amendment Amount: \$400,000 Updated Contract Total: \$610,000
Funding Source:	PG&E (ratepayer funds) as directed by the CPUC
Fiscal Impact:	Amendment funds programmed in FY 21 and FY 22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to enter into a contract amendment with CodeCycle LLC in an amount not to exceed \$400,000 for the CodeCycle Demonstration Project and extend the contract through December 31, 2022.
Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1265 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Adoption of ABAG Resolution No. 17-2020-Authorization to submit an application and execute an agreement with the California State Parks Division of Boating and Waterways on behalf of the San Francisco Estuary Partnership’s Clean Vessel Act Program in an amount not to exceed \$330,000

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06g 1 SummarySheet_CVA_Grant_V2.pdf](#)
[Item 06g 2 Resolution No 2020 17 SFEP Clean Vessel Act 2020.pdf](#)
[Item 06g 3 SFEP SummaryApproval_CVA_Grant_V2.pdf](#)

Date	Ver.	Action By	Action	Result
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Adoption of ABAG Resolution No. 17-2020-Authorization to submit an application and execute an agreement with the California State Parks Division of Boating and Waterways on behalf of the San Francisco Estuary Partnership’s Clean Vessel Act Program in an amount not to exceed \$330,000

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.g.

San Francisco Estuary Partnership

Subject: Adoption of ABAG Resolution No. 17-2020—Authorization to submit an application and execute an agreement with the California State Parks Division of Boating and Waterways on behalf of the San Francisco Estuary Partnership’s Clean Vessel Act Program in an amount not to exceed \$330,000

Background: The San Francisco Estuary Partnership’s (SFEP) Clean Vessel Act (CVA) Program focuses on preventing sewage pollution to waterways through work at marinas, boater education, and enhancing the sewage pumpout network within the eleven county San Francisco Bay-Delta region plus Monterey and Santa Cruz counties.

CVA work is SFEP’s longest-running grant program; it is funded through an annual award from the Department of Boating and Waterways (DBW).

To apply for the DBW Clean Vessel Act Education and Outreach Grant, a resolution is needed authorizing ABAG to submit an application and to execute an agreement if the application is successful.

Issues: None

Recommended Action: The Executive Board is requested to adopt Resolution No. 17-2020 authorizing the Executive Director of the Metropolitan Transportation Commission, or her designee, to submit a proposal to the California State Parks Division of Boating and Waterways’ 2020 Clean Vessel Act Grant Program and, if awarded, to enter into a grant agreement in an amount up to \$330,000 on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership.

Attachments: A. Resolution No. 17-2020
B. Summary Approval

Reviewed: 
Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

RESOLUTION NO. 17-2020

AUTHORIZING THE MTC EXECUTIVE DIRECTOR, OR DESIGNEE, TO SUBMIT AN APPLICATION AND EXECUTE AN AGREEMENT WITH THE CALIFORNIA STATE PARKS DIVISION OF BOATING AND WATERWAYS ON BEHALF OF THE SAN FRANCISCO ESTUARY PARTNERSHIP'S CLEAN VESSEL ACT PROGRAM

WHEREAS, the Association of Bay Area Governments (ABAG) is the home agency for the San Francisco Estuary Partnership (SFEP), a coalition of resource agencies, nonprofits, citizens, and scientists working to protect, restore, and enhance water quality and fish and wildlife habitat in and around the San Francisco Bay Delta Estuary; and

WHEREAS, ABAG is eligible to apply to the California State Park's Division of Boating and Waterways 2021-2022 Clean Vessel Act Grant Program as per 2020 guidelines issued by the funding agency; and

WHEREAS, the grant proposal seeks to continue a 20-plus year partnership implementing Clean Vessel Act goals and objectives in the San Francisco Bay Sacramento Delta Estuary; and

WHEREAS, the Clean Vessel Act Education Program is intended to perform outreach and education for recreational boaters and marinas about the location and proper use of sewage pumpouts and performs monitoring surveys on all public sewage pumpouts three times per year in the 11-county San Francisco Bay Delta Estuary Region and Santa Cruz and Monterey counties. In addition, the program notifies marinas about the opportunity to have 75% of the costs of installation or maintenance of the pumpout covered, and monitors the current pumpout network, i.e., how many pumpouts are functioning and how many hours are they operating.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 17-2020**

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments hereby authorizes the Executive Director of the Metropolitan Transportation Commission, or her designee, to submit a proposal for funding of up to \$330,000 under the Clean Vessel Act Program of the State Parks Division of Boating and Waterways and to enter into a grant agreement if awarded at a match rate of 33%.

The foregoing was adopted by the Executive Board this 17th day of September, 2020.

Jesse Arreguin
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 17th day of September, 2020.

Frederick Castro
Clerk of the Board



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

Work Item No.:	1720 (FSRC tbd)
Funder:	California State Parks Division of Boating and Waterways
Work Project Title:	Clean Vessel Act Program
Purpose of Project:	Education, Outreach and Monitoring to Educate Boaters and Marinas on Sewage Management and Prevention of Sewage Discharge
Brief Scope of Work:	Staff will provide boater education, capacity building for marinas and pumpout network monitoring within the San Francisco Bay Delta Estuary as well as Monterey and Santa Cruz counties.
Project Cost Not to Exceed:	\$330,000
Funding Source:	CA State Parks Division of Boating and Waterways
Fiscal Impact:	Funds programmed in FY 2021-22 budget.
Motion by Executive Board:	The Executive Board is requested to adopt Resolution No. 17-2020 authorizing the Executive Director of the Metropolitan Transportation Commission, or her designee, to submit a proposal to the California State Parks Division of Boating and Waterways' 2020 Clean Vessel Act Grant Program and, if awarded, to enter into a grant agreement in an amount up to \$330,000 on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1266 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to enter into a contract with Woodard and Curran, Inc. to Support ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06h 1 SFEP Sum Sht -Woodard and Curran Auth.pdf](#)
[Item 06h 2 SFEP Sum Aprvl -Woodard and Curran.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into a contract with Woodard and Curran, Inc. to Support ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.h.

San Francisco Estuary Partnership

Subject: Authorization to enter into a contract with Woodard and Curran, Inc. to Support ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Background: The Association of Bay Area Governments (ABAG) was awarded \$3,020,000 in grant funding from the California Department of Water Resources' IRWM Disadvantaged Community Involvement Program (funded by California Proposition 1) on September 11, 2019. This work funds local community partners to work with disadvantaged, underrepresented, and tribal communities throughout the Bay Area to conduct needs assessments to identify water-related needs and solutions. The goal of this work is to conduct needs assessments and to identify projects in these communities that could be proposed in future rounds of funding and to integrate these communities into the IRWM funding and management process. This work included significant outreach to local community groups and is to be supported with technical development of projects for proposals in 2021.

ABAG's work with these communities and outreach partners has been supported by the San Francisco Public Utilities Commission's contracted subject matter experts Lotus Water and Woodard and Curran, Inc. These experts have been working with these communities for the past several years and are integral to the successful accomplishment of program goals. The SFPUC can no longer independently fund these contracts and ABAG has grant funding to retain these trusted experts.

To complete this work with disadvantaged communities and our 11 local community outreach partners, ABAG will contract with Woodard and Curran, Inc. to continue their work in supporting ABAG and the community outreach partners and frontline communities across the bay area. This contract has been procured through a sole source for compelling business reasons.

Issues: None

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.h.

San Francisco Estuary Partnership

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a contract with Woodard and Curran, Inc. to support outreach, needs assessment, capacity building, and project development efforts for ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not exceed \$250,000 for the period September 1, 2020, to December 31 2021.

Attachments: Summary Approval

Reviewed:



Therese W. McMillan



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

Work Item No.:	1720
Consultant:	Woodard and Curran, Inc.
Work Project Title:	Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant.
Purpose of Project:	Conduct needs assessments to identify projects that could be proposed in future rounds of funding and integrate underserved communities into the IRWM funding and management process
Brief Scope of Work:	Support phase I scope including outreach, needs assessment, capacity building, and project development efforts
Project Cost Not to Exceed:	\$250,000
Funding Source:	California Department of Water Resources IRWM Grant (Proposition 1 - FSRC 2913)
Fiscal Impact:	Funds programmed in FY 20-21, FY 21-22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a contract with Woodard and Curran, Inc. to support outreach, needs assessment, capacity building, and project development efforts for ABAG’s Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program Grant in an amount not exceed \$250,000 for the period September 1, 2020, to December 31 2021.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1267 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG’s Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06i 1 SFEP Sum Sht - Lotus Water.pdf](#)
[Item 06i 2 SFEP Sum Aprvl - Lotus Water.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG’s Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

August 25, 2020

Agenda Item 6.i.

San Francisco Estuary Partnership

Subject: Authorization to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not to exceed \$250,000 for the period September 1, 2020 to December 31, 2021

Background: ABAG was awarded \$3,020,000 in grant funding from the California Department of Water Resources' IRWM Disadvantaged Community Involvement Program (funded by California Proposition 1) on September 11, 2019. This work funds local community partners to work with disadvantaged, underrepresented, and tribal communities throughout the Bay Area to conduct needs assessments to identify water-related needs and solutions. The goal of this work is to conduct needs assessments and to identify projects in these communities that could be proposed in future rounds of funding and to integrate these communities into the IRWM funding and management process. This work included significant outreach to local community groups and is to be supported with technical development of projects for proposals in 2021.

ABAG's work with these communities and outreach partners has been supported by the San Francisco Public Utilities Commission's contracted subject matter experts Lotus Water and Woodard and Curran, Inc. These experts have been working with these communities for the past several years and are integral to the successful accomplishment of program goals. The SFPUC can no longer independently fund these contracts and ABAG has grant funding to retain these trusted experts.

To complete this work with disadvantaged communities and our 11 local community outreach partners, ABAG will contract with Lotus Water to continue their work in supporting ABAG and the community outreach partners and frontline communities across the bay area. This contract has been procured through a sole source for compelling business reasons.

Issues: None

Association of Bay Area Governments

Executive Board

August 25, 2020

Agenda Item 6.i.

San Francisco Estuary Partnership

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG's Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not exceed \$250,000 for the period September 1, 2020 to December 31 2021.

Attachments: Summary Approval

Reviewed:



Therese W. McMillan



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

Work Item No.:	1720
Consultant:	Lotus Water
Work Project Title:	Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant.
Purpose of Project:	Conduct needs assessments to identify projects that could be proposed in future rounds of funding and integrate underserved communities into the IRWM funding and management process
Brief Scope of Work:	Support phase I scope including outreach, needs assessment, capacity building, and project development efforts
Project Cost Not to Exceed:	\$250,000
Funding Source:	California Department of Water Resources IRWM Grant (Proposition 1 - FSRC 2913)
Fiscal Impact:	Funds programmed in FY 20-21, FY 21-22 Budgets
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into a contract with Lotus Water to support outreach, needs assessment, capacity building, and project development efforts for ABAG’s Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program (DACTIP) Grant in an amount not exceed \$250,000 for the period September 1, 2020 to December 31 2021.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1268 **Version:** 1 **Name:**

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

File created: 8/13/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to amend a funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000, and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06j 1 SFEP Sum Sht - DWR DACTIP Grant increase.pdf](#)
[Item 06j 2 SFEP Summ aprvl DWR DACTIP Grant Increase.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend a funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000, and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

September 175, 2020

Agenda Item 6.j.

San Francisco Estuary Partnership

Subject: Authorization to amend a funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000, and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement

Background: The San Francisco Bay Area Integrated Regional Water Management Plan (Bay Area IRWMP) encourages integrated regional strategies for management of water resources and ties to funding for implementation projects that support the goals, objectives, and priorities of the Plan. San Francisco Bay Area water, wastewater, flood protection and stormwater management agencies; cities and counties; watershed management interests, planning agencies and organizations, and non-governmental organizations participated in the creation of and the implementation of the Bay Area IRWMP. The ABAG Executive Board adopted the first Bay Area IRWMP by Resolution in 2006 and have subsequently adopted two updates in 2014 and 2020. Bay Area IRWMP members voluntarily participate in the Coordinating Committee (CC), which is the Regional Water Management Group for the Bay Area IRWMP. The state Department of Water Resources (DWR) has been funding IRWMP projects through several rounds of grants funded by state bonds, including five grants for the San Francisco Bay region currently managed by the San Francisco Estuary Partnership division of ABAG.

ABAG applied for and was awarded \$3,020,000 in funds to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities. There is no match requirement for this grant. As the grantee, ABAG is working with over a dozen partners and communities and five tribes to conduct needs assessments, identify projects that can address these needs, and to develop those projects to proposal ready status. ABAG's role also includes the administration of the grant, including contracting with partners, processing and paying invoices, responding to audits, and submitting project deliverables identified in the workplan.

Recently, the state has made additional funding available to our region in the order of \$1,807,000 to implement this work in the

Association of Bay Area Governments

Executive Board

September 175, 2020

Agenda Item 6.j.

San Francisco Estuary Partnership

San Francisco Bay Area. These funds were not initially included in the original agreement because they were still held by the previous grantee, whom the state issued a stop work order on and terminated their grant. The advanced funding that wasn't spent by the previous grantee was returned and needed to be rebudgeted at the state level and reassigned to the San Francisco Bay Region. Due to our progress and adherence to administrative requirements, DWR has approved the increase of our grant agreement.

The original authorization was also explicitly tied to an end date (December 31, 2020) that was the end date of the Grant Agreement. This date will be extended in the upcoming grant agreement amendment and has the potential to be extended past the deadline that will be proposed. To reduce the administrative burden on the Board and staff, this authorization includes a recommended action to tie the end date of this approval to the Grant Agreement.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to amend the funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000 and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement.

Attachments: Summary Approval

Reviewed:



Therese W. McMillan



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

Work Item No.:	1720 (FSRC 2913)
Funder:	Department of Water Resources (DWR)
Work Project Title:	Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program
Purpose of Project:	Serve as grantee and provide administrative and project management services for San Francisco Bay Region’s Integrated Regional Water Management Disadvantaged Community and Tribal Involvement Program
Brief Scope of Work:	Administer regional grant supporting work with Bay Area disadvantaged, underrepresented, Tribes and Tribal communities to conduct needs assessments to identify water-related needs and solutions. These assessments and data collection efforts will be used to identify potential projects in these communities for development into proposal ready status for future funding. This program will also better integrate these communities and Tribes into the regional IRWM grant program.
Project Award:	\$4,827,000 in state funding
Funding Source:	Department of Water Resources Integrated Regional Watershed Management Program (Proposition 1)
Fiscal Impact:	Increases previously approved grant funds (\$3,020,000) through FY 21/22 to add an additional \$1,807,000
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to amend the funding agreement with the California Department of Water Resources to work with disadvantaged, underrepresented, and underserved communities, Tribes, and Tribal communities to add \$1,807,000 for a total funding award not to exceed \$4,827,000 and to revise the period of performance as described in the original Executive Board approval to coincide with the term of the grant agreement.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1315 **Version:** 1 **Name:**

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

File created: 8/26/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Authorization to enter into contract with the Sausalito Community Boating Center on behalf of the San Francisco Bay Area Water Trail Program to support ADA accessible water recreation facilities in an amount not to exceed \$65,000

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06k 1 Water Trail Sausalito Summary Sheet.pdf](#)
[Item 06k 2 SFEP Attachment 2019 Updated Reso No. 5795 \(1\).pdf](#)
[Item 06k 3 Water Trail Summary Approval Sausalito.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into contract with the Sausalito Community Boating Center on behalf of the San Francisco Bay Area Water Trail Program to support ADA accessible water recreation facilities in an amount not to exceed \$65,000

Laura Thompson

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.k.

San Francisco Bay Area Water Trail Program

Subject: Authorization to enter into contract with the Sausalito Community Boating Center on behalf of the San Francisco Bay Area Water Trail Program to support ADA accessible water recreation facilities in an amount not to exceed \$65,000

Background: The San Francisco Bay Area Water Trail Program seeks authorization for the disbursement of an amount not to exceed sixty-five thousand dollars (\$65,000) to the Sausalito Community Boating Center to implement projects that will enhance the accessibility and user-friendly design of non-motorized small boat launch facilities at the Cass Gidley Marina in Sausalito. The Sausalito Community Boating Center is a 501(c)(3) working to provide affordable water access and environmental education. The ABAG Executive Board adopted Resolution No. 02-13 (March 21, 2013) encouraging all shoreline jurisdictions to adopt local resolutions of support and integrate Water Trail strategies into local plans to realize the vision of the Water Trail. Consistent with this guidance, the City of Sausalito adopted Resolution No. 5795 (April 16, 2019) affirming support for the Water Trail and associated facility improvements at the Cass Gidley Marina.

The California State Coastal Conservancy funds the Water Trail Grant Program and provides for program management and capital support to continue implementation of the Enhanced San Francisco Bay Area Water Trail Plan. The Association of Bay Area Governments has been providing program operations support since 2011.

Issues: None.

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 6.k.

San Francisco Bay Area Water Trail Program

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Bay Area Water Trail, to enter into contract for an amount not to exceed sixty-five thousand dollars (\$65,000) to the Sausalito Community Boating Center to implement projects for the Water Trail at the Cass Gidley Marina.

Attachments:

- A. City of Sausalito Resolution No. 5795
- B. Summary Approval

Reviewed:



Therese W. McMillan

RESOLUTION NO. 5795

REAFFIRMING RESOLUTION NO. 5533 OF THE CITY COUNCIL OF THE
CITY OF SAUSALITO SUPPORTING THE CASS GIDLEY MARINA,
A SAUSALITO COMMUNITY BOATING CENTER FOR
THE SAN FRANCISCO BAY AREA WATER TRAIL

(RESOLUTION NO. 5533 ATTACHED)

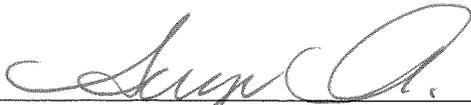
Passed and re-adopted on April 16, 2019 unanimously by the following voice vote:

AYES:	Councilmembers: Cox, Hoffman, Withy, Cleveland-Knowles, Mayor Burns
NOES:	Councilmembers: None
ABSTAIN:	Councilmembers: None
ABSENT:	Councilmembers: None



JOE BURNS
MAYOR OF THE CITY OF SAUSALITO

ATTEST:



SERGE AVILA
CITY CLERK

RESOLUTION NO. 5533

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO
SUPPORTING THE CASS GIDLEY MARINA, A SAUSALITO COMMUNITY
BOATING CENTER FOR THE SAN FRANCISCO BAY AREA WATER TRAIL**

WHEREAS, the Cass Gidley Marina, a Sausalito Community Boating Center (a non-profit corporation) is a lessee of the City of Sausalito allowing it to operate and maintain the Sausalito Community Boating Center at the former Cass' Marina site owned by the City of Sausalito; and

WHEREAS, the Cass Gidley Marina, a Sausalito Community Boating Center and the City desire the enhancement, repair, or rebuilding and protection of the former Cass' Marina to meet the needs of watercraft users and provide other public amenities to those utilizing the facility; and

WHEREAS, in working towards its mission, the Cass Gidley Marina, a Sausalito Community Boating Center wishes to apply for grants from the Association of Bay Area Governments ("ABAG") Water Trail Grant Program; and

WHEREAS, the California State Legislature enacted the Water Trail Act (AB 1296) in 2005 establishing the San Francisco Bay Area Water Trail, a growing network of launching and landing sites that allows non-motorized small boat users to better enjoy the historic, scenic, cultural, and environmental richness of San Francisco Bay; and

WHEREAS, the Water Trail is implemented under the leadership of the State Coastal Conservancy, working in close collaboration with the ABAG, the San Francisco Bay Conservation and Development Commission, and the California Division of Boating and Waterways; and

WHEREAS, the Water Trail benefits the region by improving and increasing recreational access for non-motorized small boat use by persons of all abilities; and

WHEREAS, the Water Trail fosters stewardship of the Bay and reduces impacts to sensitive wildlife and habitat through education of boaters; and

WHEREAS, the Water Trail provides economic benefits to waterfront and water-oriented businesses by promoting opportunities for single and multi-day excursions on the Bay; and

WHEREAS, the City of Sausalito recognizes the benefits of non-motorized small boat recreation on the Bay and wants to encourage this activity; and

WHEREAS, a pre-condition of the award of said Water Trail Grant Program is designation or conditional designation of the Cass Gidley Marina, a Sausalito Community Boating Center as part of the Water Trail.

NOW, THEREFORE, the City Council of the City of Sausalito does hereby resolve as follows:

1. The City of Sausalito officially endorses the concept of the San Francisco Bay Area Water Trail.
2. The City of Sausalito supports the designation of the former Cass' Marina site as a Water Trail site for purposes of facilitating the acquisition of ABAG Water Trail Grant Program funding by the Cass Gidley Marina, a Sausalito Community Boating Center with the understanding that the details of the facilities to be constructed with the proceeds of any grants received will be subject to discretionary approvals by the City.
3. Subject to the foregoing understandings, the City Manager or her or his designee is hereby authorized to sign such grant applications on behalf of the City.

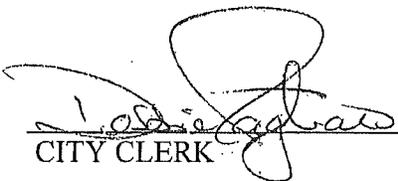
PASSED AND ADOPTED at a regular meeting of the City Council of the City of Sausalito on this 21st day of July, 2015, by the following vote:

AYES:	Councilmembers:	Hoffman, Pfeifer, Weiner, Withy, Mayor Theodores
NOES:	Councilmembers:	None
ABSTAIN:	Councilmembers:	None
ABSENT:	Councilmembers:	None



MAYOR OF THE CITY OF SAUSALITO

ATTEST:



CITY CLERK



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

Work Item No.:	2801
Consultant:	Sausalito Community Boating Center
Work Project Title:	San Francisco Bay Area Water Trail Program Grant to the Sausalito Community Boating Center
Purpose of Project:	Support the development of public ADA accessible water recreation facilities
Brief Scope of Work:	The San Francisco Bay Area Water Trail Program seeks authorization for the disbursement of grant funds to the Sausalito Community Boating Center, a 501(c)(3), to implement projects that will enhance the accessibility and user-friendly design of non-motorized small boat launch facilities at the Cass Gidley Marina in the City of Sausalito.
Project Cost Not to Exceed:	\$65,000
Funding Source:	2801 (State Coastal Conservancy)
Fiscal Impact:	None
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Bay Area Water Trail, to enter into contract for an amount not to exceed sixty-five thousand dollars (\$65,000) to the Sausalito Community Boating Center to implement projects for the Water Trail at the Cass Gidley Marina.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1223 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/4/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Report on Joint MTC ABAG Legislation Committee Meeting of September 11, 2020

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Report on Joint MTC ABAG Legislation Committee Meeting of September 11, 2020

Jesse Arreguin

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1317 **Version:** 1 **Name:**

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

File created: 8/31/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Proposition 16: Statewide Ballot Initiative to Repeal California’s Affirmative Action Ban

Proposed support for Proposition (Prop) 16, a constitutional amendment to repeal the state’s ban on the use of affirmative action by public agencies.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 07b 1 Summary Sheet Proposition 16.pdf](#)
[Item 07b 2 Attachment Summary Sheet Joint Legislation Proposition 16.pdf](#)

Date	Ver.	Action By	Action	Result
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Proposition 16: Statewide Ballot Initiative to Repeal California’s Affirmative Action Ban

Proposed support for Proposition (Prop) 16, a constitutional amendment to repeal the state’s ban on the use of affirmative action by public agencies.

Rebecca Long

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 7.b.

Legislation

Subject: Proposition 16: Statewide Ballot Initiative to Repeal California's Affirmative Action Ban

Background: On September 11, 2020, the Joint MTC ABAG Legislation Committee received a report on proposed support for Proposition 16, a constitutional amendment to repeal the state's ban on the use of affirmative action by public agencies.

At the Executive Board meeting on September 17, 2020, staff will report on the Joint MTC ABAG Legislation Committee recommendation.

The summary sheet and attachments from the Joint MTC ABAG Legislation Committee meeting are attached.

Issues: None

Recommended Action: The Executive Board is requested to adopt a support position for Proposition 16, Statewide Ballot Initiative to Repeal California's Affirmative Action ban.

Attachments: A. Summary Sheet, Joint MTC ABAG Legislation Committee meeting on September 11, 2020

Reviewed:



Therese W. McMillan

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

September 11, 2020

Agenda Item 5a

Proposition 16: Statewide Ballot Initiative to Repeal California's Affirmative Action Ban

Subject: Proposed support for Proposition (Prop) 16, a constitutional amendment to repeal the state's ban on the use of affirmative action by public agencies.

Background: *History of California's Affirmative Action Ban*
California voters in 1996 approved Prop 209, a ballot initiative that banned the use of affirmative action in California. Specifically, Prop 209 amended the California Constitution to specify that the state cannot “discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.” Repeal of Prop 209 would enable California's public universities, the state, local governments, and other public entities to develop programs and policies that directly aim to increase opportunities for people of color and women in admissions, hiring and awarding public contracts.

Leading up to Prop 209's passage by 55 percent of California voters, Ward Connerly—a member of the University California Board of Regents and the measure's key champion—contended that while affirmative action once helped to promote equal opportunity, it had outlived its usefulness. He testified before the United States Senate Judiciary Committee in April 1996 that “Affirmative action was meant to be temporary. It was meant to be a stronger dose of equal opportunity for individuals, and the prescription was intended to expire when the body politic had developed sufficient immunity to the virus of prejudice and discrimination.”ⁱ The official 1996 ballot argument in support argued that affirmative action was reverse discrimination that “perpetuate[d] the myth that “minorities” and women cannot compete without special preferences” and instead, the path to equality was to embrace a color-blind, race-blind, and gender-blind society.”ⁱⁱ Prop 209's passage in California spurred similar affirmative action bans in nearly a dozen other states.

Racial Disparities Persist

Our 2020 reality is that race-based disparities persist. An August 2019 Economic Policy Institute study found that Black workers are twice as likely to be unemployed as white workers, and a similar disparity exists between Black college-graduates and their white counterparts. In the Bay Area, Black households in each of the region's nine counties earn, on average, less than their white counterparts. For example, the 2014 median average income for white households in Alameda County was \$92,000, more than twice the median income for Black households (\$42,900). The racial wage gap is even more stark in San Francisco, where white households earned more than three times that of Black households. Black, Native American and Latino households are also disproportionately more likely to be rent-burdened.ⁱⁱⁱ

A comprehensive U.C. Berkeley study published in August 2020, *Affirmative Action, Mismatch, and Economic Mobility After California's Proposition 209* included findings from two decades of research indicating California's affirmative action ban has exacerbated inequalities. Researchers found that by multiple measures, the ban has been detrimental to Black and Hispanic students, decreasing their admissions into the University of California system, going to graduate school and—in particular for Hispanic students—earning a high salary.^{iv}

In June 2020, the U.C. Board of Regents unanimously voted in support of ACA 5 and the repeal of Prop 209 noting that “attempting to address racial inequality without actually considering race has proven to be challenging. Despite nearly two decades of effort and experimentation with race-neutral admissions at UC, the University’s enrollment of students from underrepresented groups and recruitment of faculty of color falls short of reflecting the rich diversity of California’s population.”

Impact on Public Contracting

In addition to prohibiting affirmative action in hiring and college admissions, Prop 209 also prohibited race and gender conscious procurement policies by the State of California and local agencies. It is difficult to quantify the precise impact this had on minority and women business enterprises (WMBEs) since the state and many local agencies stopped requiring collection of race and gender data after the law’s passage until subsequent legislation clarified that this was permissible. A 2015 study commissioned by the Equal Justice Institute estimates that WMBE’s lost over \$1 billion per year in business relative to the share they had been receiving prior to passage of Prop 209.^v It also points to Caltrans’ experience with its disadvantaged business enterprise (DBE) program—a requirement of federal funds—as an interesting case study of a race-neutral approach. In the four years prior to eliminating race as a factor in its contracting (a decision Caltrans made in response to an executive order in 1995 preceding Prop 209), Caltrans’ had an average DBE contracting rate of 22 percent. This fell to an average of 4.6 percent from FY 2007-2011 after it shifted to a completely race-neutral approach. Caltrans currently administers its race-neutral DBE program in compliance with federal law with a statewide goal of 12.5 percent for its federally-funded transportation contracts.

What Would Proposition 16 Do?

Prop 16 is a legislatively referred constitutional amendment placed on the ballot by Assembly Constitutional Amendment (ACA) 5 (Weber, 2020). If voters approve the measure, California public entities would be permitted—within the bounds of federal law—to implement affirmative action programs that explicitly use race and gender as factors in college admissions, government hiring and public contracting. Case law from the U.S. Supreme Court would guide what specific policies and programs would be permissible. The Supreme Court has ruled that strict racial quotas and point systems in higher education admissions are unconstitutional but individualized, holistic reviews that consider race, when tailored to serve a compelling public interest (such as educational diversity), are permissible. The Senate Floor bill analysis of ACA 5 summed it up as follows: “In short, the repeal of Prop 209 would permit the use of race and/or gender as a “plus” factor in college admissions, public employment, and public contracting. It would not permit the use of quotas or policies that [are] broadly tailored and do not consider the totality of the individual college applicant, job applicant, or contract bidder.”

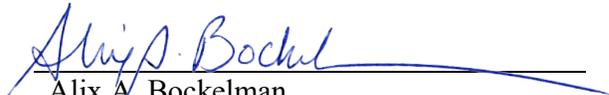
Discussion: In the Fall of 2019, MTC and ABAG received and supported the “Equity Platform” as a paradigm infusing equity through the portfolios of our regional agencies. While in advance of the social justice activism that gripped the nation in the wake of the violent death of George Floyd, the Platform underscored both the June 2020 joint statement issued by MTC Chair Scott Haggerty and ABAG President Jesse Arreguin and the Commission’s subsequent Resolution 4435, all reaffirming the agencies’ “commitment to meaningfully advance justice, equity, diversity and inclusion.” Plan Bay Area 2050 also embraces equity as a core goal and recognizes that additional strategies are needed to ensure that the region can deliver “a just and inclusive Bay Area where everyone can participate, prosper, and reach their full potential”—the Platform’s core vision.

Prop 16 is a unique opportunity for the Commission and Executive Board to support a statewide policy change that will provide state and public agencies across the Bay Area—including MTC and ABAG—a valuable tool to help create a more diverse workforce, contracting pool and student body, within the confines of federal law. Accordingly, staff recommends the committee refer a position of support to the Commission and the ABAG Executive Board.

Recommendation: Support

Positions: See Attachment A

Attachments: Attachment A: Proposition 16 Support and Opposition
Attachment B: UC Board of Regents Memo in Support of ACA 5/Repeal of Prop 209


Alix A. Bockelman

ⁱ [https://www.google.com/books/edition/California and Affirmative Action/p2df-VVq1ssC?hl=en&gbpv=1](https://www.google.com/books/edition/California+and+Affirmative+Action/p2df-VVq1ssC?hl=en&gbpv=1)

ⁱⁱ <http://vigarchive.sos.ca.gov/1996/general/pamphlet/209.htm>

ⁱⁱⁱ <https://www.sfchronicle.com/bayarea/article/Incomes-rise-across-S-F-except-for-African-6548522.php>

^{iv} <https://cshe.berkeley.edu/publications/affirmative-action-mismatch-and-economic-mobility-after-california%E2%80%99s-proposition-209>

^v <https://equaljusticesociety.org/wp-content/uploads/2019/10/ejs-impact-prop-209-mwbes.pdf>

Proposition 16 Support and Opposition

Support	Oppose
<p>AAPI Women Lead AAPIs for Civic Empowerment Abriendo Puertas/Opening Doors Accountability Counsel Advancement Project California AFSCME California AFSCME Local 3299 Agricultural Institute of Marin Agriculture and Land-Based Training Alice B. Toklas LGBT Democratic Club Alliance for Boys and Men of Color Alliance for Children’s Rights Alliance of Californians for Community Empowerment Anderson Barker Architects Anti-Defamation League Anti-Recidivism Coalition API Equality of Los Angeles API Equality of Northern California API Forward ARI Community Services AsAmNews Asian American Bar Association for the Greater Bay Area Asian American Psychological Association Asian Americans Advancing Justice – Asian Law Caucus Asian Americans Advancing Justice – Los Angeles Asian American Architects and Engineers Association Asian Americans for Community Involvement (AACI) Asian Americans in Action Asian Americans Rising Asian Law Alliance Asian Pacific American Bar Association of Los Angeles County Asian Pacific American Bar Association of Silicon Valley Asian Pacific American Labor Alliance (AFL-CIO) Asian Pacific American Women Lawyers Alliance Asian Pacific Islander American Public Affairs Association Asian Pacific Policy and Planning Council Asian Pacific State Employees Association Asian Refugees United</p>	<p>80-20 Educational Foundation, Inc. (80-20) 80-20 DC Chapter Aborn Institute American Civil Rights Institute (ACRI) American Coalition for Equality American Freedom Alliance (AFA) Asian American Coalition for Education (AACE) Asian Americans for Equal Rights (AAER) Asian American Legal Foundation (AALF) Asian Industry B2B (AIB2B) Asians not Brainwashed by Media (ANBM) Association for Education Fairness (AFEF) Bay Area Homeowners Network (BAHN) Better Milpitas (BM) California Association of Scholars (CAS) Central California Chinese Cultural Association (CCCCA) Chinese American Alliance Chinese American Civic Action Alliance (CACAAUS) Chinese American Citizens Alliance Greater New York (CACAGNY) Chinese American Citizens Alliance Orange County (CACAOC) Chinese American Equalization Association (HQH) Chinese Americans Shooting Sports Club (CASSC) Dallas Fort Worth Political Action Committee (DFW PAC) Evergreen Chinese American Association (ECAA) Fair Chance for Asians Girls Club of Orting Washington MorningLight Education Group (MEG) National Association of Scholars (NAS) Northern California Chinese Culture-Athletic Federation (NCCCAF) Panda Kung Fu Center People Encouraging People (PEP) Promoting Leadership in Aspiring Youth (PLAY Leadership) San Diego Asian Americans for Equality (SDAAFE) Silicon Valley Chinese Association Foundation (SVCAF) Silicon Valley Community United (SVCU) Silicon Valley Foundation for Better Environment (SVFBE)</p>

<p>Asians4BlackLives Association of Asian American Attorney and CPA Firms Association of California State Employees with Disabilities Axiom Corporation AYPAL: Building API Community Power Bayanihan Equity Center Bend the Arc: Jewish Action Black Community Clergy & Labor Alliance Black Parallel School Board, Sacramento Black to the Future Action Fund Black Women Organized for Political Action Bulosan Center for Filipino Studies CAFE de California – Chicano Latino State Employees Association California Asian Pacific American Bar Association California Association for Bilingual Education California Black Chamber of Commerce California ChangeLawyers California Civil Rights Coalition California Climate Change & Agriculture Network California Community Colleges Consultation Council California Democratic African American Party California Democratic Party Asian Pacific Islander Caucus California Employment Lawyers Association California Farmlink California Federation of Teachers California Hispanic Chamber California Immigrant Policy Center California Labor Federation California LULAC California National Organization for Women California Nurses Association California Pan-Ethnic Health Network California Reinvestment Coalition California State Firefighters Association California State PTA California Teachers Association California Young Democrats– AAPI Caucus California Young Democrats– Womxn Caucus California Young Democrats Asian Pacific Islander Caucus California/Hawaii State Conference NAACP Californians for Justice Californians for Pesticide Reform Californians for Safety and Justice Californians Together</p>	<p>Southlands Christian School (SCS) Students For Fair Admissions (SFFA) TOC Foundation (TOCF) Tri-Valley Asian Association (TVAA) University of California Chinese Alumni Association (UCCAA) Uttar Pradesh Mandal of America (UPMA) WA Asians for Equality (ACE) Xi’an Jiaotong University Alumni Association of Northern California Zeidman Consulting</p>
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<p>Campaign for College Opportunity Canal Alliance Career Ladders Project Ceres Community Project Cesar Chavez Foundation Child Care Law Center Children's Defense Fund-CA Chinese American Progressive Action Chinese for Affirmative Action CHIRLA Church State Council Civic Design Group Coalition for Asian American Children and Families Coalition of Asian American Leaders Commission on Status of Women and Girls Communities United for Restorative Youth Justice (CURYJ) Community Alliance with Family Farmers Community Coalition Community Legal Services in East Palo Alto Congregation B'nai Israel Congregations Organized for Prophetic Engagement (COPE) San Bernardino Consumer Attorney of California Consumers for Auto Reliability and Safety Cooper-Woodson College Enhancement Program Sacramento State University Council on American-Islamic Relations, California Chapter (CAIR-CA) Council on American-Islamic Relations, San Francisco Bay Area Office (CAIR-SFBA) Courage Campaign CSUN AAS Department CYD LGBTQ Caucus Del Sol Group Democratic Schools and Wellstone Democratic Club Education Committee Desertsong Group, The Disability Rights Education & Defense Fund Dolores Huerta Foundation Drug Policy Alliance East Bay Asian Youth Center East Bay La Raza Lawyers Association East Coast Asian American Student Union (ECAASU) Ecology Center Educators for Democratic Schools Wellstone Democratic Club Education Committee El Camino Community College District</p>	
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<p>Empowering Pacific Islander Communities (EPIC) Environmental Defense Fund Incorporated Equal Justice Society Equal Rights Advocates Equality California Fathers and Families of San Joaquin Fibershed Filipino Advocates for Justice Filipino Bar Association of Northern California Filipino Community Center Food for People Friends Committee on Legislation of California Future Leaders of America GAPIMNY—Empowering Queer & Trans Asian Pacific Islanders Getting Played: Symposium on Equity in the Entertainment Industry and Awards GO Public Schools Greater Los Angeles African American Chamber of Commerce Greater Sacramento Urban League HAWK Institute Hispanic Association of Colleges and Universities Hmong Cultural Center of Butte County Hmong Innovating Politics (HIP) Homeless Action Center Human Impact Partners InnerCity Struggle Innovate Public Schools International Action Network for Gender Equity and Law Jakara Movement Japanese American Citizens League Jewish Community Relations Council of the Sacramento Region Justice in Aging Khmer Girls in Action Kid City Hope Place Korean American Center Korean Resource Center Koreatown Immigrant Workers Alliance (KIWA) La Comadre LA Community College District Lao Advocacy Organization of San Diego (LAOSD) Lao American National Alliance Lao Collective Latino and Latina Roundtable of the San Gabriel and Pomona Valley Latino Coalition for a Healthy California</p>	
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<p>Latino Equality Alliance LAW Project of Los Angeles Lawyers' Committee for Civil Rights of the SF Bay Area LEAD Filipino League of Women Voters California Legal Aid at Work Let My People Go Little Manila Rising Los Angeles Alliance for a New Economy (LAANE) Los Angeles Chamber of Commerce Los Angeles Community College District (LACCD) Los Angeles County Democratic Party Los Angeles Food Policy Council LSC Consulting Lutheran Office of Public Policy – CA MALDEF Martin Food Policy Council Maternal and Child Health Access MBA Association, Hass Business School Mental Health Association for Chinese Communities Miller Advocacy Group National Association of Minority Contractors, Southern California National Association of Women Business Owners (NAWBO) California National Center for Youth Law National Council of Jewish Women – CA National Council of Negro Women, Sacramento Valley Section National Japanese American Citizens League National Korean American Service & Education Consortium (NAKASEC) National Lawyers Guild-Los Angeles National Queer Asian Pacific Islander Alliance (NQAPIA) Natural Resources Defense Council Network on Religion and Justice for API LGBTQ People (NRJ) New America Alliance New Beginnings Consulting & Training, LLC New Life Christian Church NextGen California Nikkei for Civil Rights & Redress Nikkei Progressives North Orange Community College District Oakland Food Policy Council</p>	
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<p>Oakland Vietnamese Chamber of Commerce OCA-Greater Los Angeles OCA Sacramento Chapter – Asian Pacific American Advocates Occidental Arts and Ecology Center Officers for Justice Peace Officers Association Ollin Strategies OneJustice Orange County Asian and Pacific Islander Community Alliance (OCAPICA) Organize Win Legislate Sacramento Parent Organization Network Peralta Community College District Planned Parenthood Affiliates of California Public Advocates Inc. Public Interest Law Project Queen’s Bench Bar Association Reappropriate Redemption Ministries Reinvent Stockton Foundation Resilience Orange County Roots of Change Rural County Representatives of California Sacramento Food Policy Council Sacramento National Action Network Cal State National Action Network San Fernando Valley NAACP San Francisco African American Chamber of Commerce SEIU California SF Coalition for Economic Equity Sierra Harvest Sigma Pi Phi Fraternity SIREN (Services, Immigrant Rights & Education Network) Social Change Social Justice Collaborative</p> <p>South Asian Bar Association of Northern California (SABA-NC) Southeast Asian Community Alliance Southeast Asian Community Center Southern California College Access Network Speak UP Stonewall Democratic Club Sustainable Agriculture Education and United Food and Commercial Workers Sycuan Band of the Kumeyaay Nation Teach For America Bay Area Teach For America California</p>	
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Teach For America California Capital Valley Teach For America Los Angeles Teach For America San Diego Teach Plus – California The American Civil Liberties Union of California The Bar Association of San Francisco The Cambodian Family Community Center The Center for Asian Pacific American Women The Education Trust – West The Fannie Lou Hamer Institute The Fresno Center The Praxis Project The Princeton Review Foundation The San Francisco Chronicle Editorial Board The Village Nation Truth Healing Evolution Counseling Services UAW Local 2865 UC Berkeley Law UC Chicanx Latinx Alumni Association UCLA Center for the Study of Women Ujima Child and Family Services Underground Scholars Initiative – UC Berkeley United Cambodian Community United Farm Workers (UFW) University Council-American Federation of Teachers University of California Student Association University of California Board of Regents USC Race and Equity Center USCA Racial Justice Now Western Center on Law and Poverty Western States Council Women Lead Worksafe	
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Office of the President

TO THE REGENTS OF THE UNIVERSITY OF CALIFORNIA:

ACTION ITEM

For Meeting of June 15, 2020

**ENDORSEMENT OF ASSEMBLY CONSTITUTIONAL AMENDMENT 5 AND THE
REPEAL OF PROPOSITION 209 (NOVEMBER 2020 BALLOT)**

EXECUTIVE SUMMARY

The Chair of the Board of Regents and the President of the University recommend that the Regents endorse Assembly Constitutional Amendment (ACA) 5 and the repeal of the provisions of Proposition 209. Proposition 209, the 1996 voter initiative codified as Article I, Section 31 of the California Constitution, prohibits the University from discriminating against or “granting preferential treatment” to any individual or group on the basis of race, sex, color, ethnicity, or national origin. Despite years of effort with race-neutral admissions at UC, UC enrollment of students from underrepresented groups and recruitment of faculty of color falls short of reflecting the diversity of California’s population.

RECOMMENDATION

The Chair of the Board of Regents and the President of the University recommend that the Regents endorse Assembly Constitutional Amendment (ACA) 5 and the repeal of the provisions of Proposition 209 (1996), which prohibits use of race or gender as a factor in UC admissions decisions.

BACKGROUND

Assembly Constitutional Amendment 5 (ACA 5) by Assembly Member Shirley Weber aims to repeal Proposition 209 by placing a measure on the November 2020 ballot. ACA 5 requires a two-thirds vote in each house of the Legislature by June 25, the last day for an initiative measure to qualify for the general election ballot. If ACA 5 qualifies for the ballot and a majority of voters approve the measure in November, the provisions of Proposition 209 in the State constitution would be repealed and UC would be allowed to act in a manner consistent with federal and other applicable law related to public employment, education, and contracting.

ACA 5 passed the State Assembly by a vote of 60 to 14. The bill is currently in the State Senate awaiting referral to committee. ACA 5 is expected to be referred soon to both a policy and a fiscal committee and, if approved by majority votes, proceed to the Senate floor for action prior

to the June 25 deadline. If the Senate approves ACA 5 by a two-thirds margin, a measure would be placed on the ballot for November 2020.

The text of ACA 5 can be viewed [here](#).

Proposition 209, the 1996 voter initiative codified as Article I, Section 31 of the California Constitution, prohibits the University from discriminating against or “granting preferential treatment” to any individual or group on the basis of race, sex, color, ethnicity, or national origin. Proposition 209 was precipitated by Regents’ Special Policy 1 (SP-1) and Special Policy 2 (SP-2) in July 1995. SP-1 ended the use of race, ethnicity, and gender as criteria for admissions to UC or to any program of study. SP-2 prohibited the consideration of the same attributes in the University’s employment and contracting practices. In May 2001, the Regents passed a new resolution (Regents Policy 4401, Policy on Future Admissions, Employment, and Contracting (Resolution Rescinding SP-1 and SP-2)) to rescind SP-1 and SP-2 and to reaffirm the University’s commitment to a diverse student policy. This policy was mostly symbolic in nature as Proposition 209 had been codified in the California Constitution.

Regents Policy 4400, Policy on University of California Diversity Statement, last amended in 2010, renewed the University’s commitment to “the full realization of its historic promise to recognize and nurture merit, talent, and achievement by supporting diversity and equal opportunity in its education, services, and administration, as well as research and creative activity. The University particularly acknowledges the acute need to remove barriers to the recruitment, retention, and advancement of talented students, faculty, and staff from historically excluded populations who are currently underrepresented.”

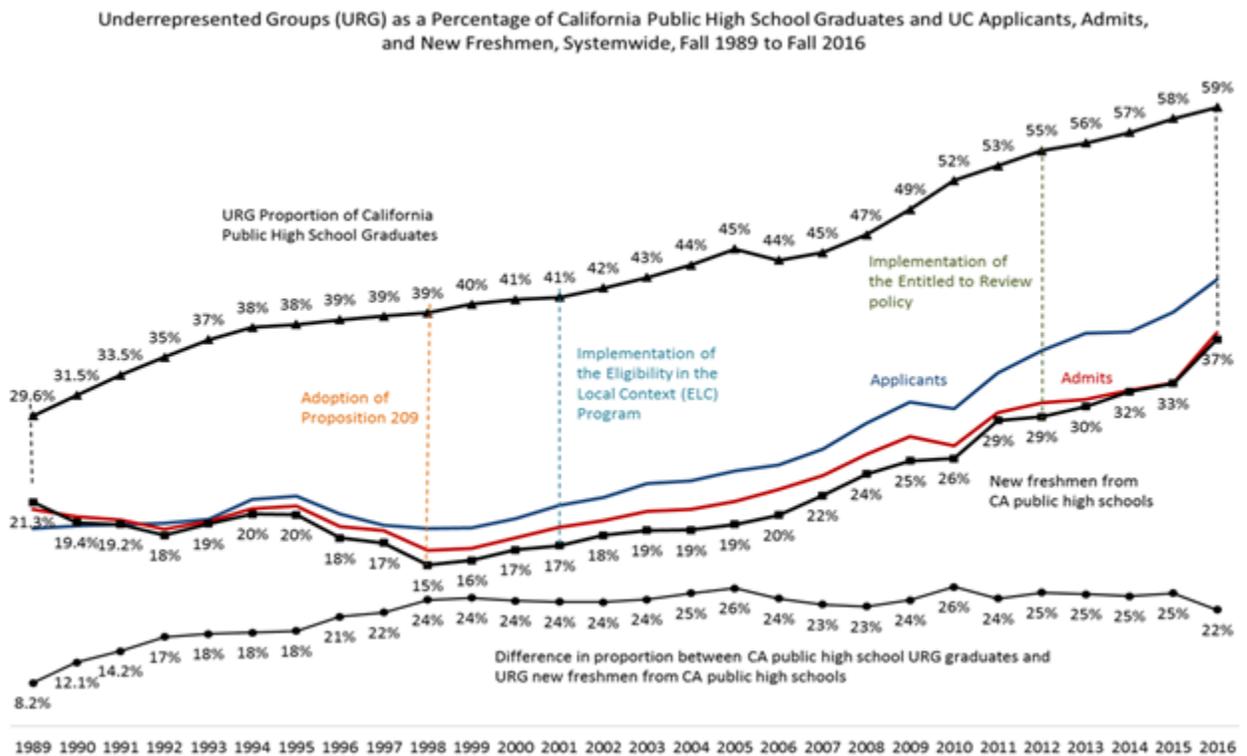
After the passage of SP-1, UC saw a dramatic drop in the number and proportion of freshman from underrepresented groups admitted to and enrolling in UC’s most selective campuses, UC Berkeley and UCLA. These declines drew widespread attention and led to a number of policies and programs to mitigate the effects of Proposition 209. These efforts included the following:

- Expansion of UC outreach programs (1997), including a 100 percent increase in State funding for Student Academic Preparation and Educational Partnerships (SAPEP) programs, followed by a 50 percent cut just four years later.
- Eligibility in the Local Context (2001) which offers guaranteed admission to qualified students in the top nine percent of each participating high school.
- Comprehensive review in undergraduate admission (issued in 2001 and last updated in 2012), the process by which students applying to UC campuses are “evaluated for admission using multiple measures of achievement and promise while considering the context in which each student has demonstrated academic accomplishment.” In implementing comprehensive review, most UC campuses also adopted the holistic review of applicants by trained evaluators.

- Guidelines for Addressing Race and Gender Equity in Academic Programs (2015), a resource for University administrators considering measures that UC can legally implement to support its commitment to diversity.
- A number of systemwide and campus programs to diversify the professoriate and health professions including the President’s and Chancellor’s Postdoctoral Fellowship Programs; Advancing Faculty Diversity initiative, UC Programs in Medical Education (UC PRIME), and the UC-HBCU initiative, among many others.

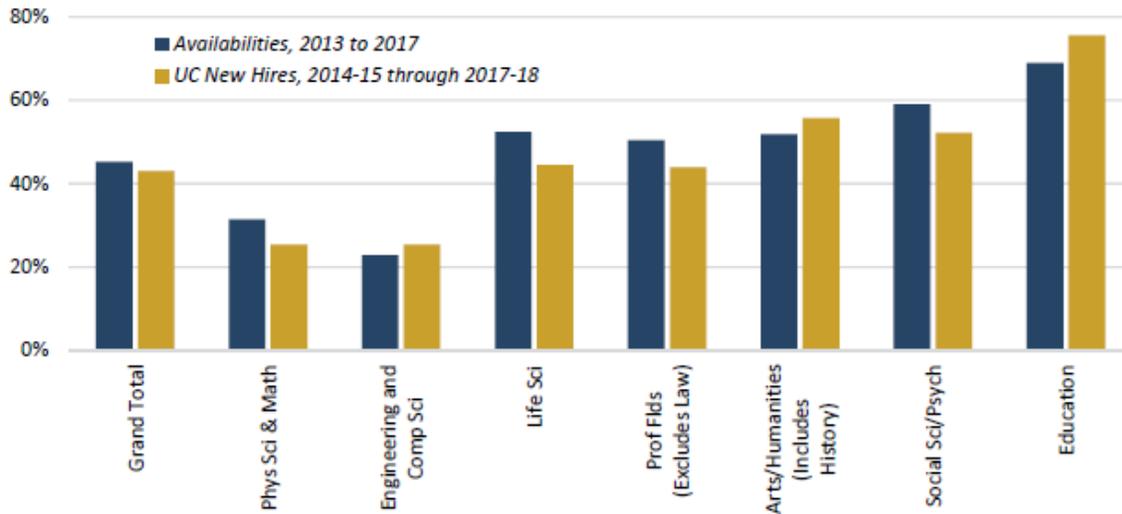
Despite these policy changes and programmatic efforts, UC has not kept pace with the diversity of students in California K-12 schools or with the overall California population. As shown in Figure 1 below, prior to Proposition 209, the proportion of freshmen from underrepresented groups (URG) averaged 19 to 20 percent, then dropped to 15 percent in 1998 then slowly increased over the next 20 years, reaching a peak at 37 percent in 2016—an increase that can be attributed to the increase in enrollment across all UC undergraduate campuses. Meanwhile, the percentage of URG students graduating from high school has nearly doubled to over 56 percent in 2016.

Figure 1: URGs as Percentage of California Public High School Graduates and as Percentage of UC Systemwide Freshman Applicants, Admits, and Enrollees, Fall 1989 to Fall 2016



Among faculty ranks, UC has generally kept pace with the availability of URG doctorate recipients in most fields. However, UC has not kept pace with the availability of women PhDs in several fields, including STEM fields such as life sciences, physical sciences, and mathematics (Figure 2).

Figure 2 Female new assistant professors compared with national availability by discipline group, University-wide, 2013–14 to 2017-18



Source: UC Academic Personnel and Program Administration and Survey of Earned Doctorates

Despite UC’s policy and programmatic changes, attempting to address racial inequality without actually considering race has proven to be challenging. Despite nearly two decades of effort and experimentation with race-neutral admissions at UC, the University’s enrollment of students from underrepresented groups and recruitment of faculty of color falls short of reflecting the rich diversity of California’s population.

An amicus brief submitted in 2016 by the University in *Fisher v. University of Texas* summarized the impact of Proposition 209 in short: “UC’s many years of effort and experimentation with a wide variety of race-neutral approaches demonstrates that, at least under current circumstances in California, highly competitive public universities cannot maintain historic levels of diversity within their student bodies—much less reflect in their student bodies a growing state population of underrepresented minorities—using only race-neutral methods.”

President Napolitano, the ten Chancellors, the systemwide Academic Council, the UC Student Association, and the UC Graduate and Professional Council have all publicly expressed their support for ACA 5 and the repeal of Proposition 209.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-1388 **Version:** 1 **Name:**

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

File created: 9/10/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Senate Bill 146 (Beall): Outreach Requirements for Sustainable Communities Strategies

Support position on SB 146 (Beall), which provides increased flexibility with regard to the outreach requirements for sustainable communities strategies applicable to Plan Bay Area 2050 for the San Francisco Bay Area region.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 07c Summary Sheet SB 146 Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Senate Bill 146 (Beall): Outreach Requirements for Sustainable Communities Strategies

Support position on SB 146 (Beall), which provides increased flexibility with regard to the outreach requirements for sustainable communities strategies applicable to Plan Bay Area 2050 for the San Francisco Bay Area region.

Rebecca Long

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 7.c.

Senate Bill 146 (Beall): Outreach Requirements for Sustainable Communities Strategies

Subject: Support position on SB 146 (Beall), which provides increased flexibility with regard to the outreach requirements for sustainable communities strategies applicable to Plan Bay Area 2050 for the San Francisco Bay Area region.

Background: SB 375 (Steinberg, 2008), which established the requirement for metropolitan areas to plan land-use and transportation investments in a manner that reduces reliance on single-occupant vehicles and supports the state’s climate goals, is now over 12 years old. As a landmark piece of legislation with the potential to make profound changes across the state, it included robust outreach requirements, including at least three *in-person* workshops for counties with more than 500,000 people and at least one in-person workshop for counties with fewer than 500,000 people—resulting in a requirement for 21 workshops in the Bay Area.

For Plan Bay Area 2050, MTC/ABAG developed a three-phase outreach strategy, which included over three dozen informal outreach events in fall 2019, known as “pop ups,” held at farmer’s markets, job fairs, libraries, and other community venues across the nine counties. We received over 3,000 comments from these pop-up workshops, which were held primarily in communities of concern.

The second round of Plan Bay Area 2050 public engagement began as the Bay Area confronted COVID-19 and the shelter-in-place requirements. To keep outreach on track, we quickly switched to virtual engagement, holding digital focus groups and workshops, as well as telephone town halls. In total, staff held 25 virtual events beginning in late spring, with the majority of events happening during the Draft Blueprint’s public comment period from July 10, 2020 to August 10, 2020. When combined with other tools, including an online survey and a statistically-valid telephone poll, over 7,000 Bay Area residents participated.

SB 146 will ensure that MTC/ABAG’s robust efforts to ensure Bay Area residents help to shape Plan Bay Area 2050 will satisfy the state’s requirements even after shelter-in-place is lifted. While SB 146 is just a short-term fix to account for COVID-19, staff is hopeful that our digital engagement efforts to date and those planned for the duration of the plan will demonstrate the benefits of providing agencies with more flexibility about how to engage

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 7.c.

Senate Bill 146 (Beall): Outreach Requirements for Sustainable Communities Strategies

with the public and can be incorporated into a longer-term update of SB 375 in the future.

To demonstrate ABAG's support for SB 146 when it was introduced in mid-July after the Legislation Committee's meeting, the President of ABAG and the Chair of the ABAG Legislation Committee authorized staff to communicate a position of support to the Legislature. Consistent with ABAG Resolution No. 01-19, we are seeking the Executive Board's ratification of that support position on SB 146.

Issues:

None

Recommended Action:

The Executive Board is requested to adopt a support position on SB 146.

Bill Positions:

Support:

California Association of Councils of Governments
Rails to Trails Conservancy

Oppose:

None

Reviewed:



Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1224 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/4/2020 **In control:** ABAG Executive Board
On agenda: 9/17/2020 **Final action:**
Title: Report on ABAG Finance Committee Meeting of September 17, 2020
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Report on ABAG Finance Committee Meeting of September 17, 2020

Karen Mitchoff

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1310 **Version:** 1 **Name:**

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

File created: 8/26/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Adoption of Resolution No. 18-2020-Executive Director’s Purchasing and Contracting Authority

Sponsors:

Indexes:

Code sections:

Attachments: [Item 08b 1 Summary Sheet Executive Director Contracting Purchasing Authority.pdf](#)
[Item 08b 2 Attachment Resolution No 2020 18 Executive Director Purchasing Contracting Authority.pdf](#)

Date	Ver.	Action By	Action	Result
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Adoption of Resolution No. 18-2020-Executive Director’s Purchasing and Contracting Authority

Brad Paul

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 8.b.

Executive Director Purchasing and Contracting Authority

Subject: Adoption of Resolution No. 18-2020—Executive Director’s Purchasing and Contracting Authority

Background: The Association of Bay Area Governments (ABAG) Executive Director is currently authorized to execute contracts, purchase orders and funding agreements up to \$50,000 without prior Executive Board approval if the work is included in ABAG’s annual Budget and Work Plan. When acting on behalf of the Metropolitan Transportation Commission (MTC), however, the Executive Director is authorized to sign off on contracts up to \$200,000 without prior Commission approval.

To streamline the contracting process, improve staff efficiency and shorten the time it takes to process ABAG purchase orders, contracts and funding agreements, staff recommends standardizing the Executive Director’s purchasing and contracting authority at up to \$200,000 for both ABAG and MTC, raising the ABAG Executive Director’s purchasing and contracting authority from \$50,000 to \$200,000 for consistency with MTC procedures and greater efficiency for ABAG programs and staff.

The proposed resolution (Attachment A) authorizes the ABAG Executive Director to approve purchasing and to sign contracts up to \$200,000 if the work is included in ABAG’s annual Budget and Work Plan. Furthermore, it requires that all actions taken by the Executive Director approving purchasing and contracts up to \$200,000 be reported in writing at the next ABAG Finance Committee and ABAG Executive Board meetings as part of our regular monthly financial reporting procedures.

Issues: None

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 8.b.

Executive Director Purchasing and Contracting Authority

Recommended Action: The Executive Board is requested to adopt Resolution No. 18-2020 authorizing the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments, to approve purchasing and to sign contracts and amendments to contracts totaling up to \$200,000.

Attachments: Resolution No.18-2020

Reviewed:



Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

RESOLUTION NO. 18-2020

Executive Director's Purchasing and Contracting Authority

WHEREAS, the Association of Bay Area Governments (ABAG) is the regional Council of Governments for the San Francisco Bay Area; and

WHEREAS, ABAG has an Executive Director who, subject to the direction of the Executive Board, is charged with administering the affairs of the Executive Board; and

WHEREAS, the Executive Director, among other things, enters into contracts and purchase orders for goods and services necessary to carry out the statutory purposes of ABAG and funding agreements with other public agencies for the distribution and receipt of funds; and

WHEREAS, funds for such purchase orders, contracts, and funding agreements are programmed through the adoption of the annual ABAG Budget and Work Plan for each fiscal year and are approved via the appropriate ABAG committee(s) and the General Assembly; and

WHEREAS, in order to efficiently administer contracts, purchase orders, and funding agreements, the Executive Board has authorized the Executive Director to execute certain agreements without prior approval by the Executive Board; and

WHEREAS, the Executive Board last amended its contract authorization procedures on January 21, 2010 when it granted the Executive Director contracting authority up to \$50,000 without prior approval by the ABAG Finance Committee and Executive Board; and

WHEREAS, under the Metropolitan Transportation Commission (MTC) procedures the Executive Director or a designated Deputy Executive Director is authorized to sign contracts and/or amendments to contracts up to \$200,000, without prior approval by an appropriate MTC standing committee(s) or the Commission; and

WHEREAS, adopting consistent Executive Director contracting authority procedures for both MTC and ABAG would significantly reduce staff work, streamline the contracting process for cities and grant recipients, and create greater overall efficiency.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 18-2020**

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments hereby authorizes the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments, to approve purchasing, contracts, and amendments to contracts totaling up to \$200,000 without prior approval of the ABAG Executive Board provided the things to be purchased or the work to be done are included in the annual ABAG Budget and Work Plan; and be it further

RESOLVED, that any action taken by the Executive Director, or her designee, approving purchasing, contracts, and amendments to contracts up to \$200,000 shall be reported at the next ABAG Finance Committee and ABAG Executive Board meetings as part of the regular monthly financial reporting procedure.

The foregoing was adopted by the Executive Board this 17th of September, 2020.

Jesse Arreguin
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 17th day of September, 2020.

Frederick Castro
Clerk of the Board



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1226 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/4/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Report on ABAG Housing Methodology Committee Meetings of August 13, 2020, August 28, 2020 and September 4, 2020

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Report on ABAG Housing Methodology Committee Meetings of August 13, 2020, August 28, 2020 and September 4, 2020

Jesse Arreguin

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1225 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/4/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Report on ABAG Regional Planning Committee Meeting of September 10, 2020

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Report on ABAG Regional Planning Committee Meeting of September 10, 2020

Karen Mitchoff

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1222 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/4/2020 **In control:** ABAG Executive Board
On agenda: 9/17/2020 **Final action:**
Title: Report on ABAG Administrative Committee Meeting of September 11, 2020
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Report on ABAG Administrative Committee Meeting of September 11, 2020

Jesse Arreguin

Information



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1308 **Version:** 1 **Name:**

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

File created: 8/26/2020 **In control:** ABAG Executive Board

On agenda: 9/17/2020 **Final action:**

Title: Adoption of Resolution No. 16-2020-Approval of Plan Bay Area 2050 Final Blueprint

Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 11b 1 Summary Sheet PBA 2050 Final Blueprint.pdf](#)
[Item 11b 2 Attachment Presentation PBA50 FinalBlueprint Overview.pdf](#)
[Item 11b 3 Attachment Joint MTC PC and ABAG AC Summary Sheet PBA50 FinalBlueprint Action.pdf](#)
[Item 11b 4 Attachment PBA50 FinalBlueprint Engagement Combined v2.pdf](#)
[Item 11b Public Comment Combined.pdf](#)

Date	Ver.	Action By	Action	Result
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Adoption of Resolution No. 16-2020-Approval of Plan Bay Area 2050 Final Blueprint

Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.

Dave Vautin

Approval

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 11.b.

Plan Bay Area 2050 Final Blueprint

Subject: Adoption of ABAG Resolution No. 16-2020—Approval of Plan Bay Area 2050 Final Blueprint

Background: On September 11, 2020, the MTC Planning Committee and the ABAG Administrative Committee met jointly and received a report on proposed action on revisions to strategies and growth geographies for the Plan Bay Area 2050 Final Blueprint and the regional growth forecast. The report included feedback from the public and stakeholders received over the course of the summer.

The committees unanimously recommended approval of the item to the ABAG Executive Board and MTC Commission, with an amendment from Commissioner Liccardo requesting prioritization of funding for Caltrain grade separations towards projects that serve the dual purpose of connecting High-Speed Rail to the Bay Area and improving the Caltrain system.

At the Executive Board meeting on September 17, 2020, staff will report on the MTC Planning Committee and ABAG Administrative Committee recommendations of MTC Resolution No. 4437 and ABAG Resolution No. 16-2020, respectively, which adopts the Final Blueprint Strategies, Final Blueprint Growth Geographies, and the Regional Growth Forecast. The report will include recommended changes reflecting the motion by MTC Commissioner Liccardo.

The summary sheet and resolution attachments from the Joint MTC Planning Committee and ABAG Administrative Committee meeting are attached.

Issues: None

Recommended Action: The Executive Board is requested to adopt ABAG Resolution No. 16-2020.

Attachments: A. Presentation

B. Summary Sheet, Plan Bay Area 2050 Final Blueprint, Joint MTC Planning Committee and ABAG Administrative Committee meeting on September 11, 2020

Association of Bay Area Governments

Executive Board

September 17, 2020

Agenda Item 11.b.

Plan Bay Area 2050 Final Blueprint

C. Excerpted Attachments, Plan Bay Area 2050 Final Blueprint
Summer 2020 Engagement, Joint MTC Planning Committee and
ABAG Administrative Committee meeting on September 11, 2020

Reviewed:


Therese W. McMillan

PLAN BAY AREA 2050

Final Blueprint: Overview & Action

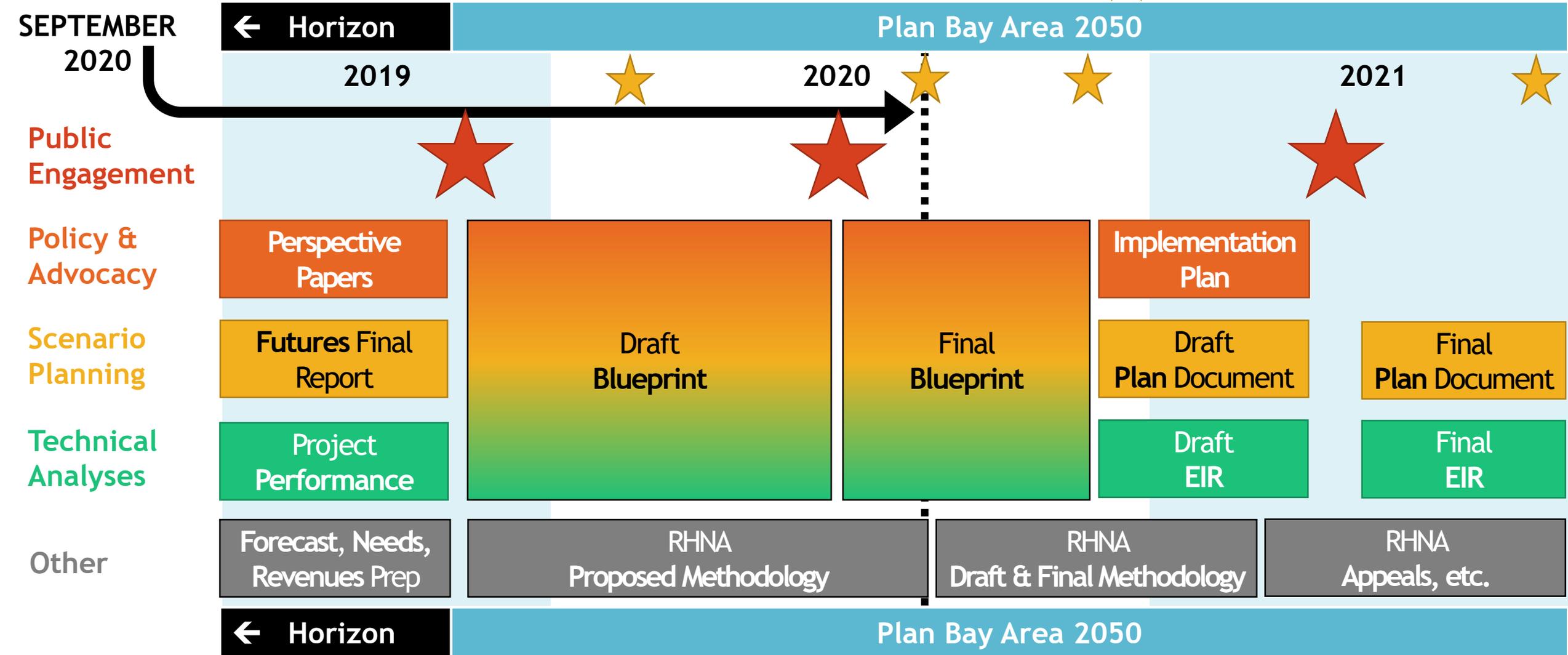
September 17, 2020

ABAG Executive Board

Plan Bay Area 2050: Schedule

We are seeking your approval to study a package of expanded strategies for the Final Blueprint to make even more progress towards the Vision for Plan Bay Area 2050.

★ = Major Policy Board Decisions



Plan Bay Area 2050: Resilient, Equitable Strategies

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



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Final Blueprint: 11 Themes and 35 Bold Strategies



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities

Final Blueprint Strategies (Inputs to Modeling Process)



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

Draft Blueprint
25
initial strategies



Final Blueprint
35
new & expanded strategies

Refer to Attachment I for Final Blueprint strategy details.

Final Blueprint: Updates to Growth Geographies

Growth Geographies would remain largely unchanged from the Draft Blueprint, with minor updates related to PDAs approved in July 2020.

Protect



Areas outside Urban Growth Boundaries
(including PCAs)



Unmitigated High Hazard Areas

Prioritize



Priority Development Areas (PDAs)



Priority Production Areas (PPAs)



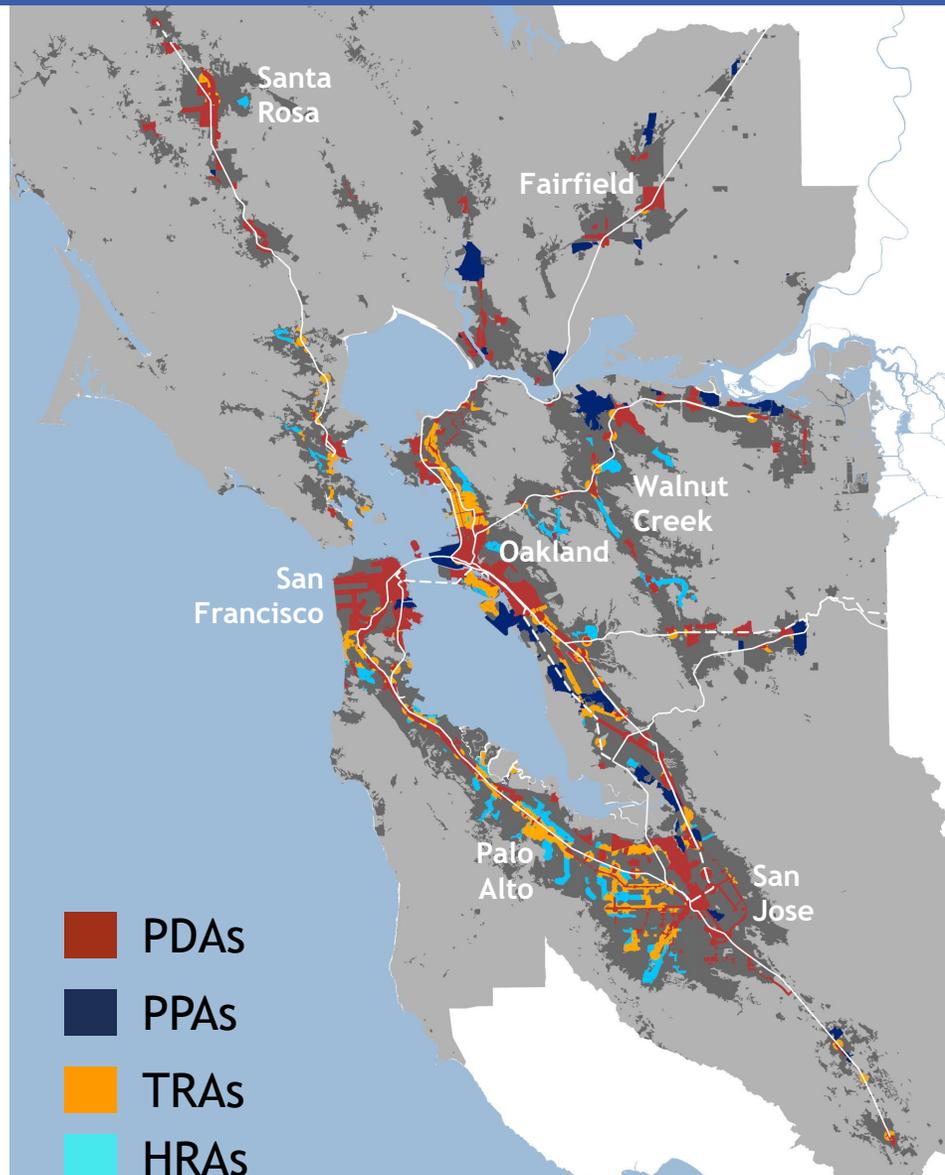
Transit-Rich Areas* (TRAs):
Frequent Regional Rail



TRAs*:
All Other



High-Resource Areas* (HRAs)



Note: some High-Resource Areas are also Transit-Rich Areas

* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

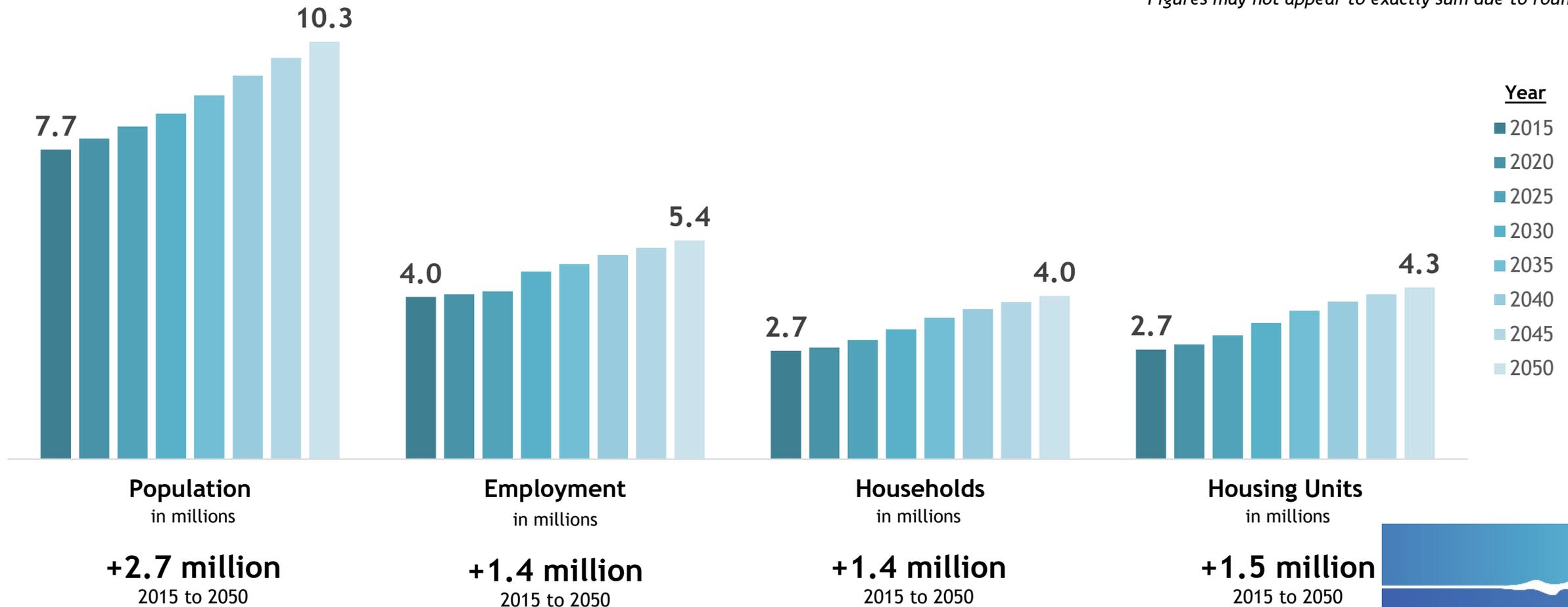
Final Blueprint: Regional Growth Forecast

In accordance with the settlement agreement with the Building Industry Association, the Final Blueprint action integrates the Regional Growth Forecast, which has been adjusted to integrate COVID-19 & 2020 recession impacts.

Population, Jobs, Households, and Housing Units

Integrating COVID-19/Recession Impacts between 2020 and 2030

Figures may not appear to exactly sum due to rounding.



What's Next: Milestones through Spring 2021



September

- Report Out on Public & Stakeholder Engagement
- Action on Final Blueprint Strategies & Growth Geographies

October

- Notice of Preparation for EIR
- Scoping Process & EIR Alternatives Development

November

- Kickoff for Implementation Plan (*focused on next 5 years*)

December

- Release of Final Blueprint
- Action on Preferred Alternative for Plan Bay Area 2050 EIR

Spring 2021

- Release of Draft Plan, Draft EIR, Draft Implementation Plan
- Final Round of Public Engagement

What's Next: Consistency with RHNA



Final Blueprint

Envisioned growth pattern at the county and sub-county levels over the next 30 years



RHNA

Housing allocations at the jurisdiction level over the next eight years; nexus with Housing Elements on local level

In August, ABAG's Housing Methodology Committee recommended using 2050 Blueprint households as the baseline for the RHNA allocation methodology.

The ABAG Board will consider the proposed RHNA methodology for release in October.

Staff are seeking approval from the ABAG Executive Board & Commission to move forward with analysis of the Final Blueprint:

- Strategies
- Growth Geographies
- Regional Growth Forecast

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

September 11, 2020

Agenda Item 6a

MTC Resolution No. 4437 and ABAG Resolution No. 16-202: Plan Bay Area 2050: Final Blueprint

- Subject:** Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.
- Background:** As discussed in items 5a and 5b, staff sought feedback from the public and from stakeholders over the course of the summer on the Plan Bay Area 2050 Draft Blueprint. That robust feedback informed recommendations for the revised Strategies and Growth Geographies as described in item 5a. Staff is recommending that the Commission and the ABAG Executive Board approve the Strategies, Growth Geographies, and Regional Growth Forecast for the Plan Bay Area 2050 Final Blueprint at this time to enable analysis over the course of the fall.
- Issues:** None identified.
- Recommendation:** Staff are requesting that the MTC Commission and ABAG Executive Board approve MTC Resolution No. 4437 and ABAG Resolution No. 16-2020, respectively, which integrate revisions discussed in agenda item 5a. The resolutions adopt the Final Blueprint Strategies, Final Blueprint Growth Geographies, and the Regional Growth Forecast. Staff will then analyze this package of Final Blueprint strategies and report back on forecasted outcomes by the end of the year, at which time staff will seek approval of the Final Blueprint as the Preferred Alternative in the context of the Plan Bay Area 2050 Environmental Impact Report (EIR).
- Attachments:** Attachment A: MTC Resolution No. 4437
Attachment B: ABAG Resolution No. 16-2020


Alix A. Bockelman

Date: September 23, 2020
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4437

This resolution approves the Final Blueprint Strategies, the Final Blueprint Growth Geographies, and the Regional Growth Forecast for Plan Bay Area 2050.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated September 11, 2020.

Date: September 23, 2020
W.I.: 1121
Referred by: Planning

Re: Approval of the Final Blueprint Strategies, Final Blueprint Growth Geographies, and Regional Growth Forecast for Plan Bay Area 2050

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4437

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG jointly adopted the Vision for Plan Bay Area 2050 in September 2019, emphasizing that resilient and equitable strategies should be prioritized to ensure

by the year 2050 the Bay Area is affordable, connected, diverse, healthy, and vibrant for all (MTC Resolution No. 4393 and ABAG Resolution No. 09-19); and

WHEREAS, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast; and

WHEREAS, the Regional Growth Forecast was shared in draft form in spring 2020 and subsequently updated to reflect significant economic impacts from the coronavirus pandemic and the 2020 recession over the first ten years of the planning horizon; and

WHEREAS, MTC and ABAG approved the analysis of the 25 Strategies for the Plan Bay Area 2050 Draft Blueprint in February 2020 as well as the corresponding Growth Geographies (MTC Resolution No. 4410 and ABAG Resolution No. 03-2020); and

WHEREAS, MTC and ABAG released the Draft Blueprint Findings in early July 2020 showcasing successes and shortcomings through dozens of virtual events for public and stakeholder feedback; and

WHEREAS, MTC and ABAG received more than 3,400 comments and engaged more than 7,600 participants in the public engagement process on the Draft Blueprint during July and August 2020 that informed the revised recommendations for the Final Blueprint phase; and

WHEREAS, the revised Strategies and Growth Geographies integrate feedback to better address the five challenges identified in the Draft Blueprint phase, including the goal of meeting or exceeding the state-mandated greenhouse gas reduction target, in alignment with the adopted Vision for Plan Bay Area 2050; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC, as a decision-making body, hereby adopts the Strategies, Growth Geographies, and Regional Growth Forecast as listed in the MTC Planning Committee item dated September 11th, 2020, and authorizes staff to analyze associated outcomes in the Plan Bay Area 2050 Final Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on September 23, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 16-2020

This resolution adopts the Plan Bay Area 2050 Final Blueprint Strategies, Final Blueprint Growth Geographies, and the Regional Growth Forecast.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Committee Summary Sheet dated September 11, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 16-2020**

RESOLUTION NO. 16-2020

RE: APPROVAL OF FINAL BLUEPRINT STRATEGIES, FINAL BLUEPRINT GROWTH GEOGRAPHIES, AND REGIONAL GROWTH FORECAST FOR PLAN BAY AREA 2050

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area 2050 (“Plan”) will serve as the region’s next-generation plan, ultimately serving as the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG jointly adopted the Vision for Plan Bay Area 2050 in September 2019, emphasizing that resilient and equitable strategies should be prioritized to ensure by the year 2050 the Bay Area is affordable, connected, diverse, healthy, and vibrant for all (MTC Resolution No. 4393 and ABAG Resolution No. 09-19); and

WHEREAS, ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast; and

WHEREAS, the Regional Growth Forecast was shared in draft form in spring 2020 and subsequently updated to reflect significant economic impacts from the coronavirus pandemic and the 2020 recession over the first ten years of the planning horizon; and

WHEREAS, MTC and ABAG approved the analysis of the 25 Strategies for the Plan Bay Area 2050 Draft Blueprint in February 2020 as well as the corresponding Growth

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 16-2020**

Geographies (MTC Resolution No. 4410 and ABAG Resolution No. 03-2020); and

WHEREAS, MTC and ABAG released the Draft Blueprint Findings in early July 2020 showcasing successes and shortcomings through dozens of virtual events for public and stakeholder feedback; and

WHEREAS, MTC and ABAG received more than 3,400 comments and engaged more than 7,600 participants in the public engagement process on the Draft Blueprint during July and August 2020 that informed the revised recommendations for the Final Blueprint phase; and

WHEREAS, the revised Strategies and Growth Geographies integrate feedback to better address the five challenges identified in the Draft Blueprint phase, including the goal of meeting or exceeding the state-mandated greenhouse gas reduction target, in alignment with the adopted Vision for Plan Bay Area 2050; now, therefore, be it

RESOLVED, that ABAG, hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that ABAG, as a decision-making body, hereby adopts the Strategies, Growth Geographies, and Regional Growth Forecast as listed in the ABAG Administrative Committee item dated September 11th, 2020, and authorizes staff to analyze associated outcomes in the Plan Bay Area 2050 Final Blueprint.

The foregoing was adopted by the Executive Board this 17th day of September, 2020.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 16-2020**

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 17th day of September, 2020.

Frederick Castro
Clerk of the Board

PLAN BAY AREA 2050

Final Blueprint: Summer 2020 Engagement & Action on Blueprint Revisions

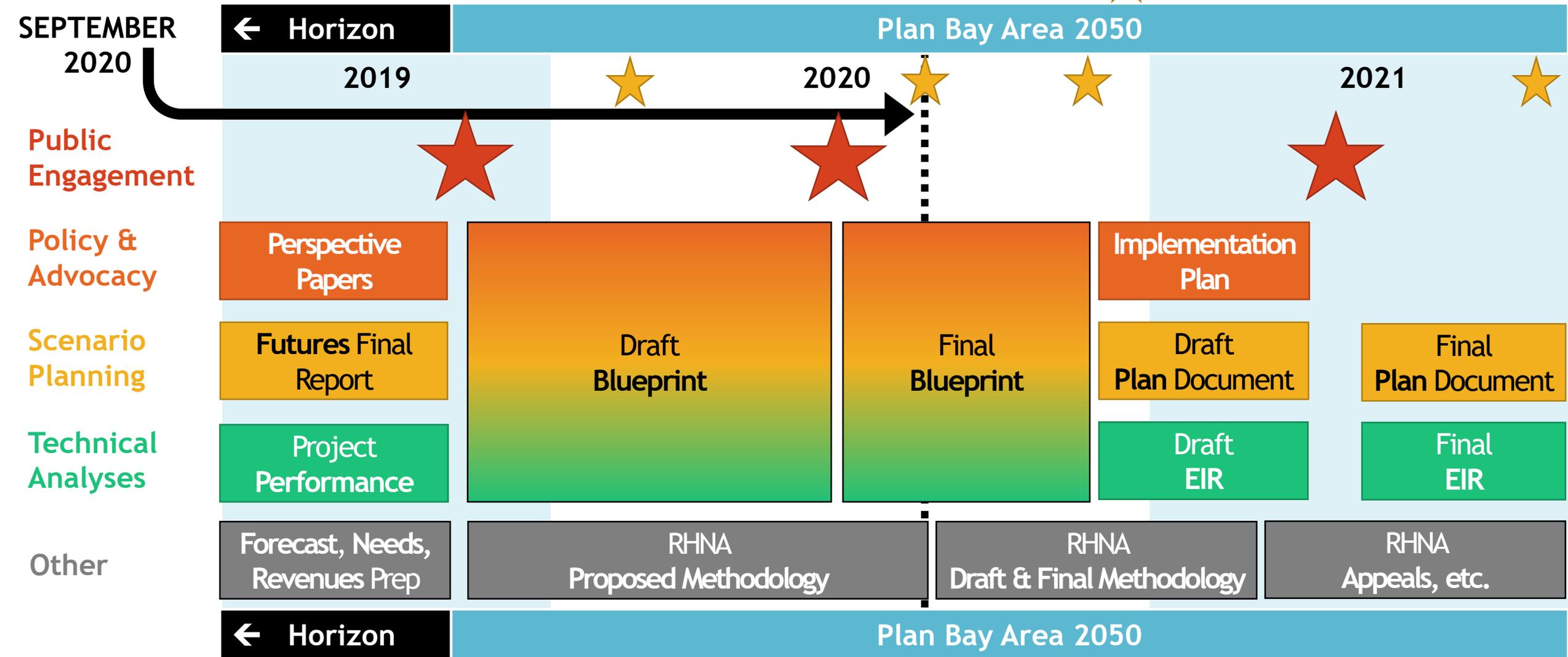
September 2020

MTC/ABAG Regional Planning Program

Plan Bay Area 2050: Schedule

We are seeking your approval to study a package of expanded strategies for the Final Blueprint to make even more progress towards the Vision for Plan Bay Area 2050.

★ = Major Policy Board Decisions



Plan Bay Area 2050: Resilient, Equitable Strategies

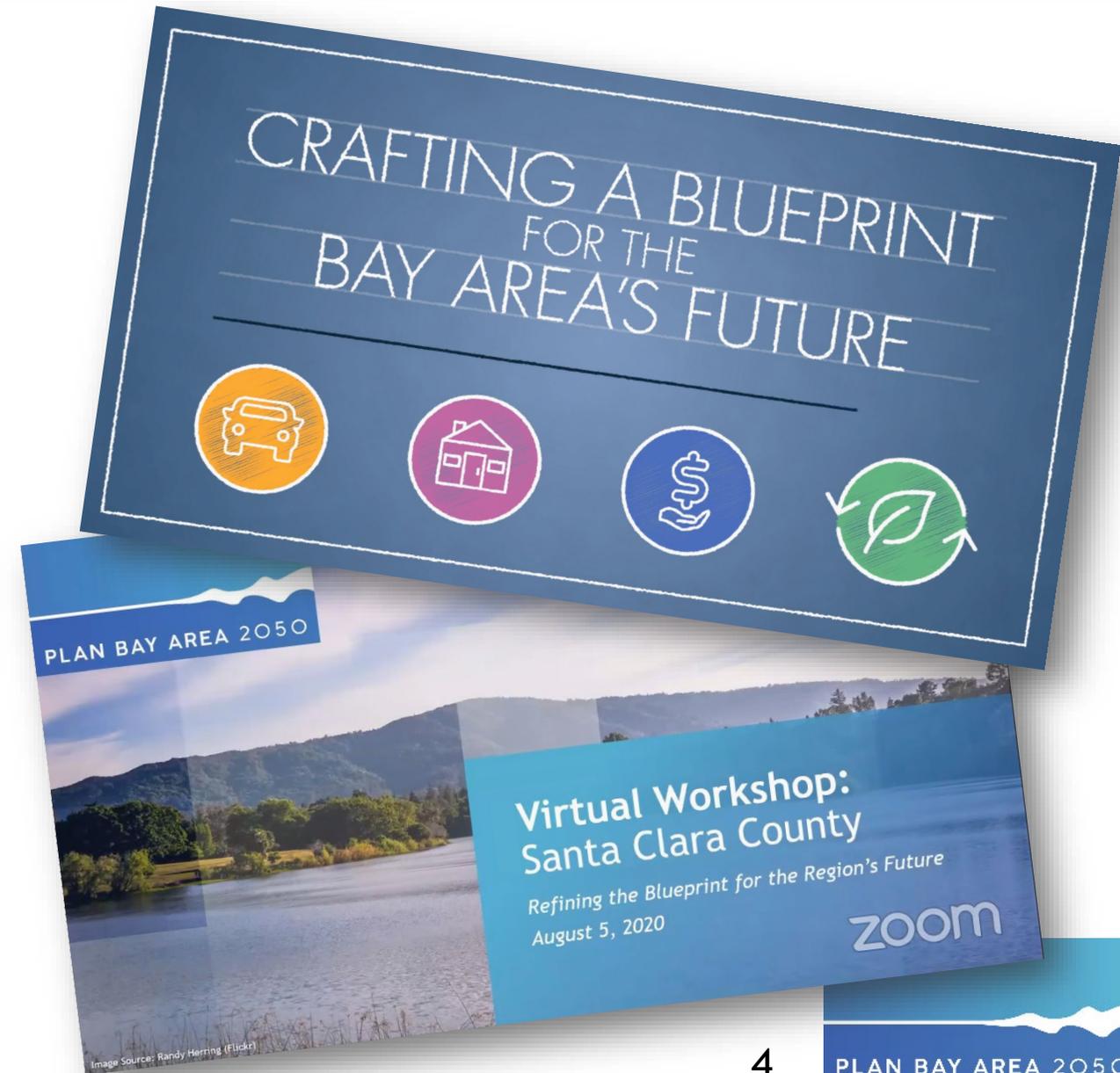
*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Summer 2020 Engagement: Listening & Learning

- **Second of three rounds of public engagement** during the two-year Plan update process
- Coronavirus pandemic required a **pivot** to digital/remote-only engagement
- **Opportunity to innovate** and engage a broader audience
- Implemented a **comprehensive suite of digital and non-digital** approaches





Summer 2020 Outreach

Also:

- Digital Tribal Summit
- Online Survey
- Online Comment Form
- Listening Line
- Email Comments
- Office Hours
- Statistically Valid Poll

9

county-specific digital public workshops

3

digital stakeholder workshops

5

telephone town halls

7

focus groups in partnership with CBOs

Summer 2020 Engagement: Promotion

19,700+

total number of *pageviews*

- Plan Bay Area website
- MTC and ABAG websites
- Downloaded materials

83,700+

total number of *engagements*

- Workshop registrations
- Social media likes, comments, shares, clicks
- E-mail/mail communications sent



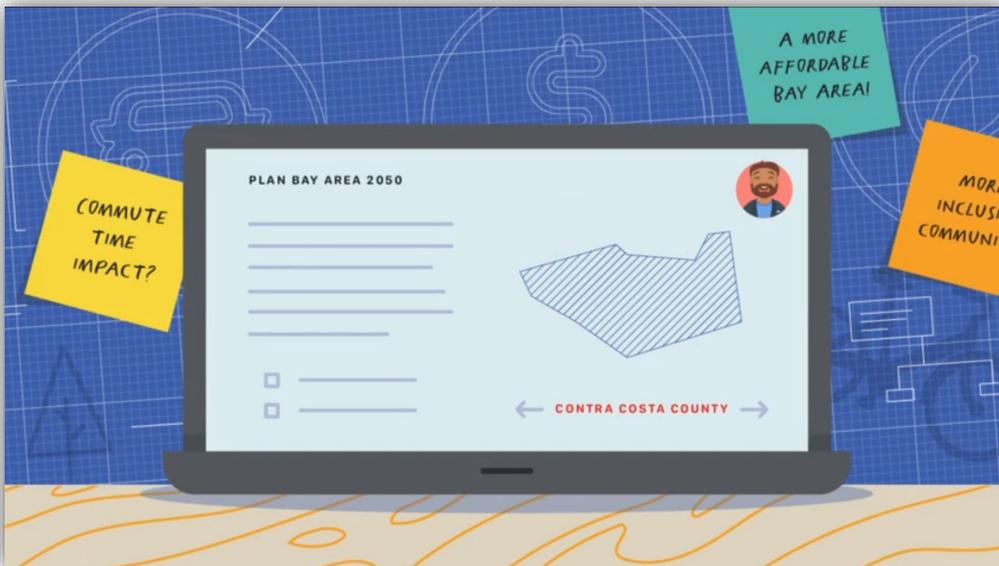
Summer 2020 Engagement: Participation



7,600+

total no. of *participants* in all activities

- Online survey
- Statistically-valid poll
- Virtual meetings



3,400+

total no. of *comments* received

- Online survey
- Virtual meetings
- Letters and e-mails

Final Blueprint: Tackling the “Big 5” Challenges

What are the top two most important challenges from the Draft Blueprint to tackle in the Final Blueprint?



Insufficient
Affordable
Housing

#1 priority



Greenhouse
Gas Emissions

#2 priority



Congestion &
Transit
Crowding

#3 priority



Jobs-Housing
Imbalance

#4 priority



Displacement
Risk

#5 priority

Challenge #1: Insufficient Affordable Housing



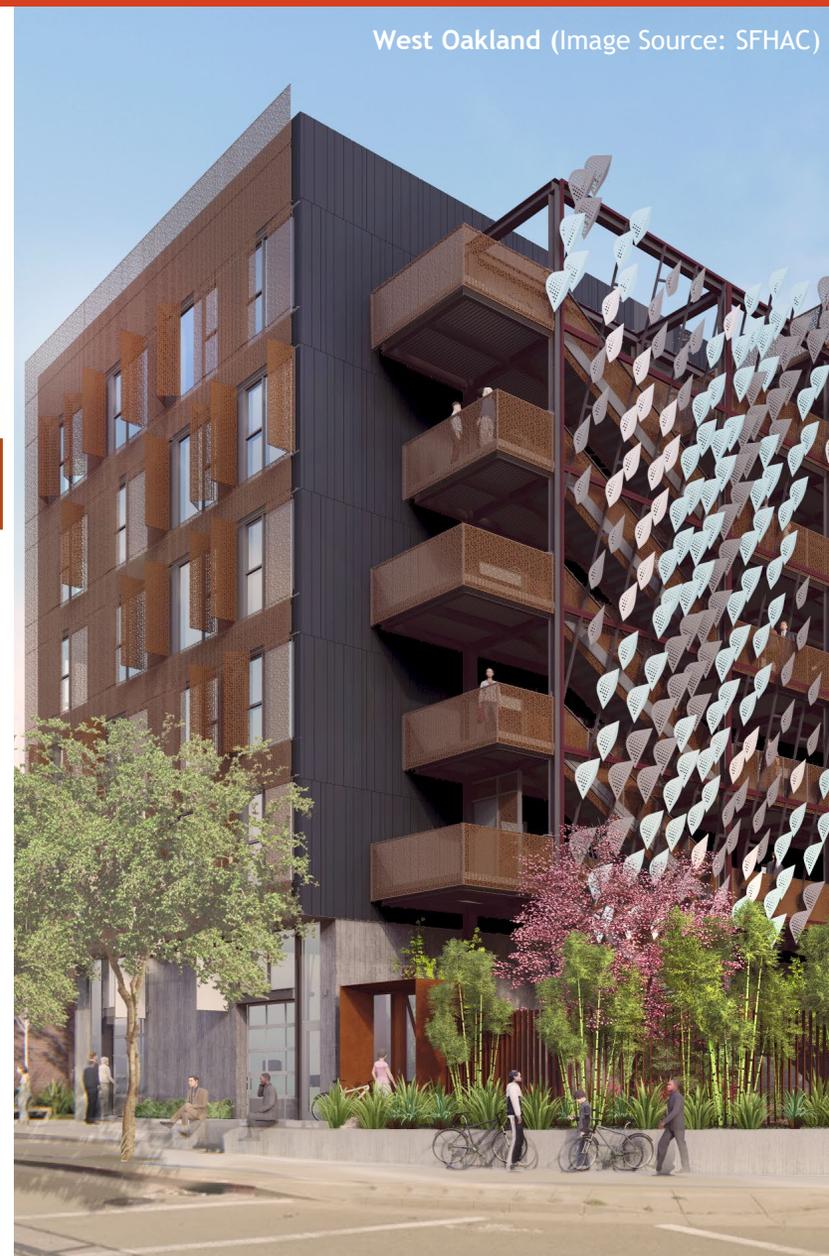
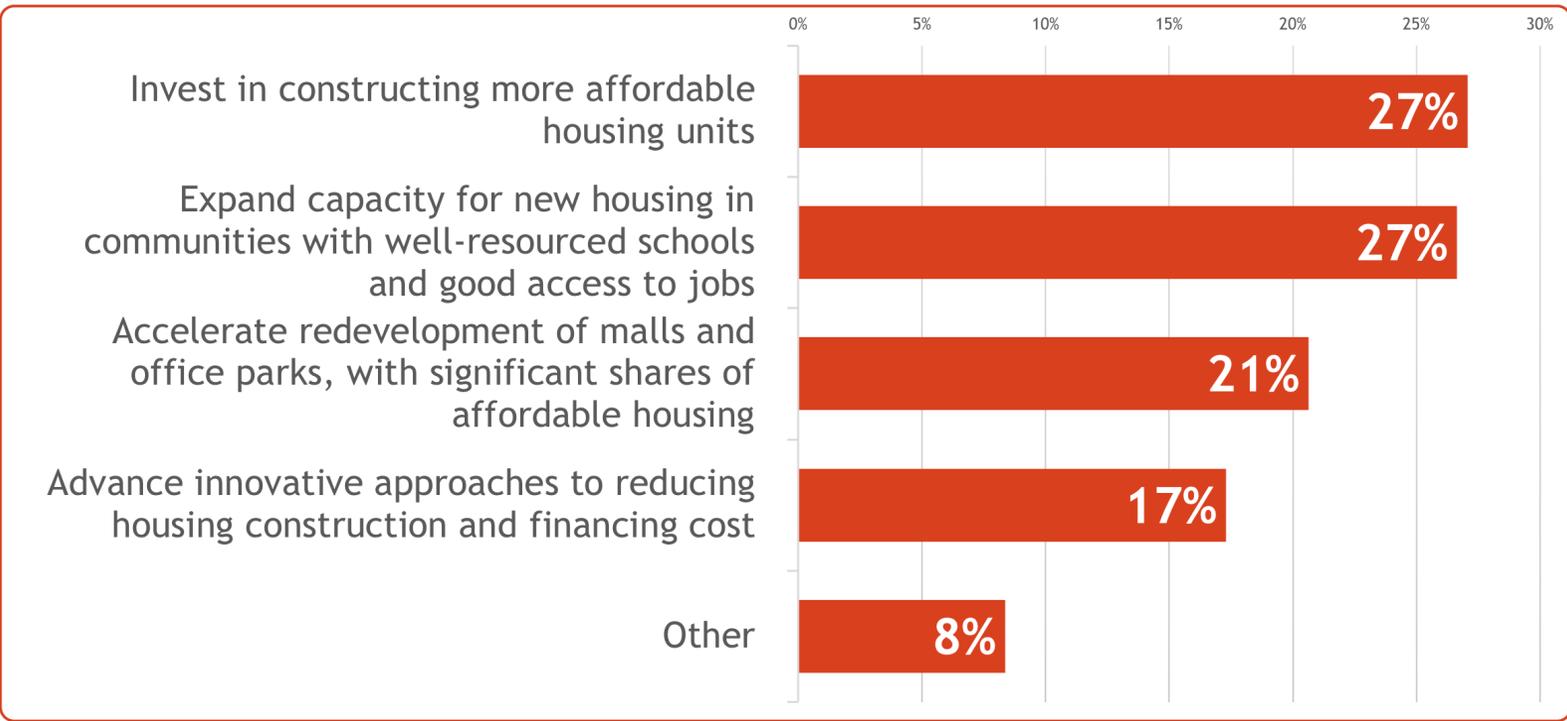
Finding from Draft Blueprint

While the Draft Blueprint quintuples the amount of permanently-affordable housing in the Bay Area, hundreds of thousands of residents still lack access to such housing.

Challenge

How can new or expanded strategies help create more permanently-affordable housing, especially in areas with well-resourced schools, amenities and transportation options?

Public Response via Online Survey, Workshops, and Town Halls



Challenge #1: Insufficient Affordable Housing



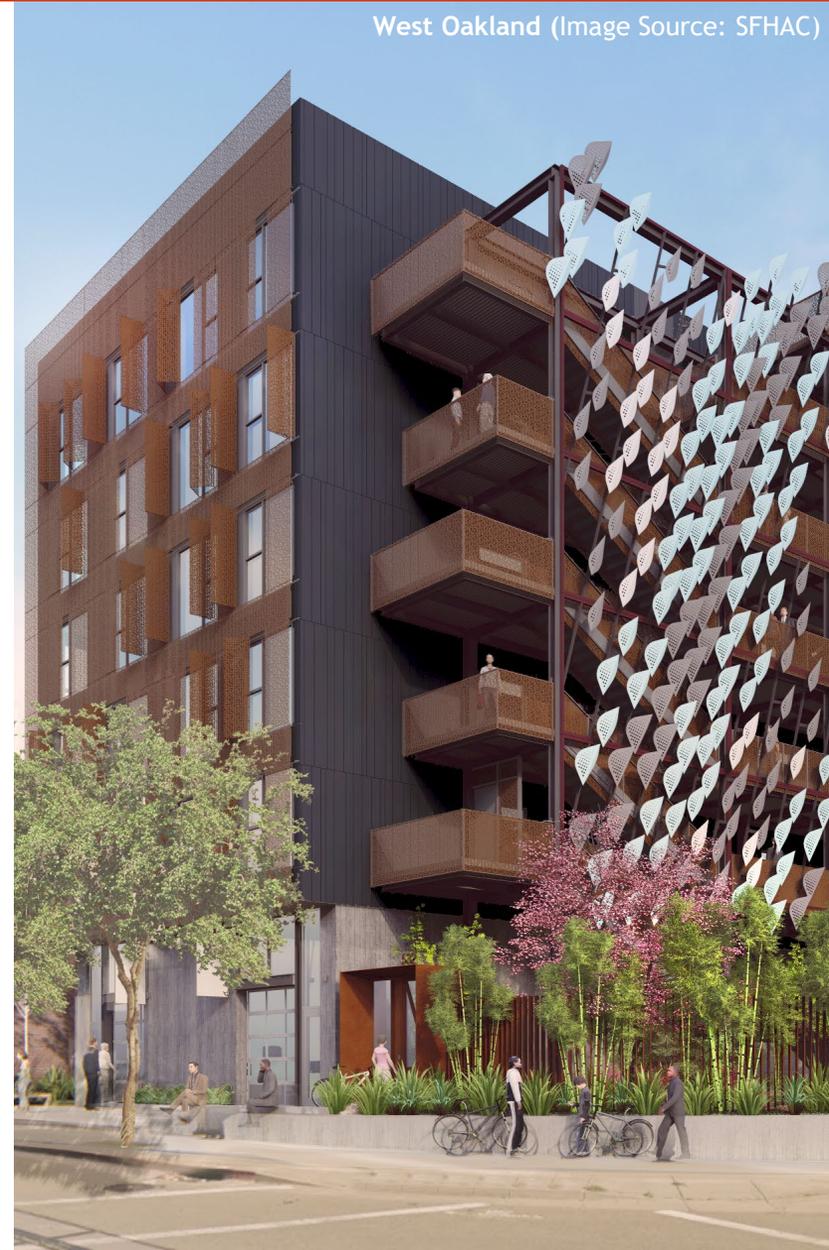
“Work to change zoning and income tax laws to have more equitable outcomes—this issue is part of the legacy of redlining; change the laws that enable this problem.”

“Lift zoning restrictions and construction regulations that slow development. You don’t need to pay for it – just lower the barrier to entry and the market will jump in.”

“Increase funding for preservation of existing affordable housing. ”

“Increase the minimum wage or introduce a living wage so that more people can afford living in the Bay Area.”

“Create a grant or funding program for communities to invest in community land trusts to ensure that permanently affordable housing is owned by the residents themselves.”



Challenge #1: Insufficient Affordable Housing



What revisions are proposed for the Final Blueprint to better tackle this challenge?

1

Expand new revenues by \$110 billion to support more affordable housing production, including for unhoused people

- Revised Strategy: “Build Adequate Affordable Housing to Ensure Homes for All”

2

Expand new revenues by \$120 billion to expand preservation strategy beyond existing deed-restricted units

- Revised Strategy: “Preserve Existing Affordable Housing”

3

Address the income side of the unaffordability equation through a \$500 per month universal basic income

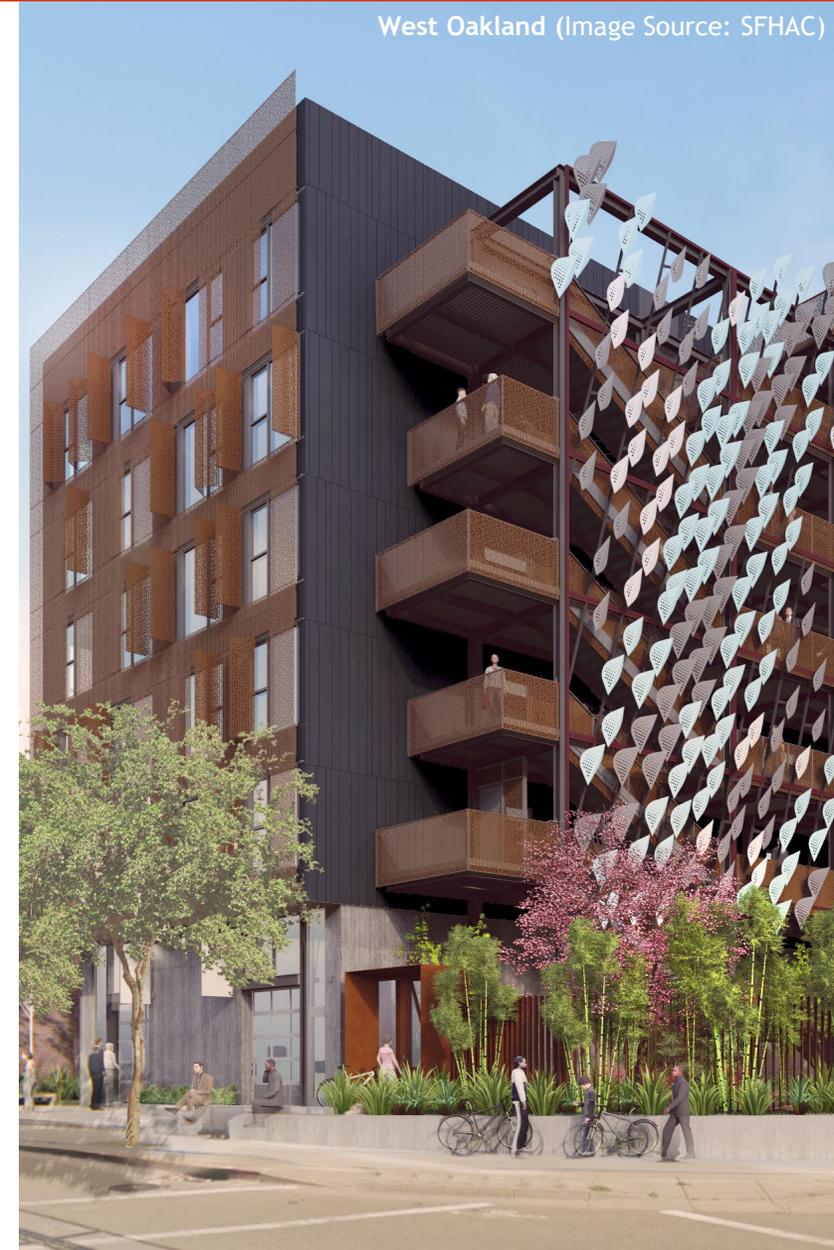
- New Strategy: “Implement a Statewide Universal Basic Income”
- Removed Strategy: “Expand Childcare Support for Low-Income Families”

4

Jumpstart development on public and community-owned land to boost construction of 100% affordable developments

- New Strategy: “Accelerate Reuse of Public and Community-Owned Land”

West Oakland (Image Source: SFHAC)



Challenge #2: Greenhouse Gas Emissions



Finding from Draft Blueprint

While outperforming Plan Bay Area 2040 by eight percentage points, the Draft Blueprint only gets us halfway to our statutory climate target.

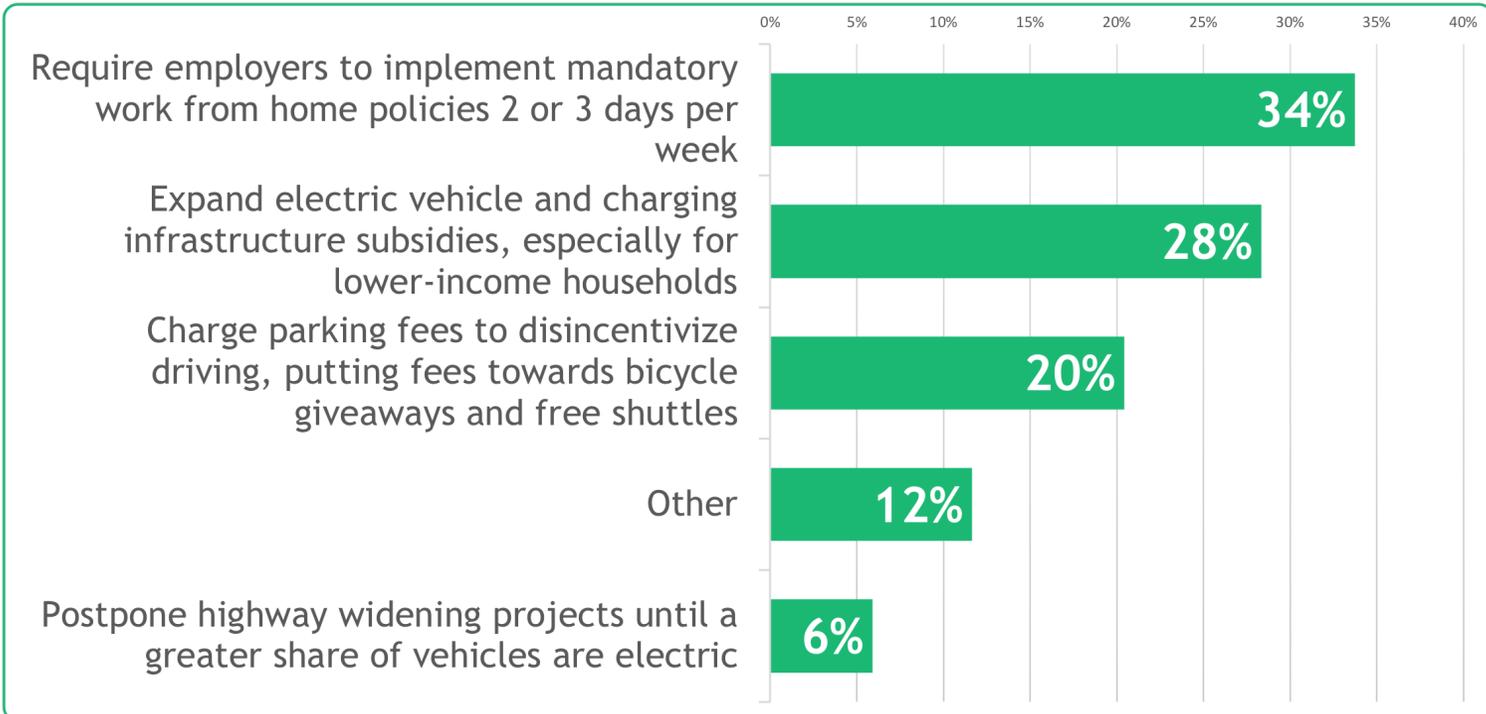
Challenge

How do we further reduce transportation-related greenhouse gas emissions to reach critical climate goals?

(Image Source: Flickr, Creative Commons)



Public Response via Online Survey, Workshops, and Town Halls



Challenge #2: Greenhouse Gas Emissions



“Electrify everything. Make sure low-income families have access to electric vehicles. All self-driving cars must be electric.”

“Increase broadband internet accessibility to help enable telecommuting.”

“Implement tolling, road tax or congestion charge, and use the funds to build transit and pedestrian-friendly streets; not just for commuting, but for everyday life.”

“Office-based companies should require employees to work from home a specified amount of time per week. Requiring 25-30% of office workers to work from home each day would greatly improve livability, air quality, congestion of the region.”

“Increase density to make mass transit more effective and efficient, which lowers the vehicle miles that cause greenhouse gases.”



(Image Source: Flickr, Creative Commons)



Challenge #2: Greenhouse Gas Emissions



What revisions are proposed for the Final Blueprint to better tackle this challenge?

1

Exponentially expand regional electric vehicle & charger subsidies by 8x with even steeper low-income discounts

- Revised Strategy: “Expand Clean Vehicle Initiatives”

2

Institute requirement for 60 percent of workers to telecommute on a given day at major office-based employers

- New Strategy: “Institute Mandatory Telecommuting Levels for Major Employers”
- New Strategy: “Invest in High-Speed Internet in Underserved Communities”

3

Expand means-based all-lane tolling to additional corridors to offset greenhouse gas increases from highway projects

- Revised Strategy: “Implement Means-Based Per-Mile Tolling on Congested Freeways”

4

Enable more growth in transit-rich, high-resource places by modifying zoning strategies

- Revised Strategy: “Allow a Greater Mix of Housing Densities & Types”
- Revised Strategy: “Allow Greater Commercial Densities”

(Image Source: Flickr, Creative Commons)



Challenge #2: Greenhouse Gas Emissions



Plan Bay Area 2040
Existing Strategies



-1%

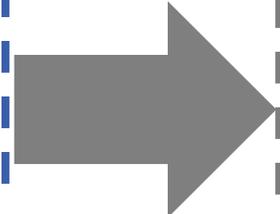
Draft Blueprint
All New Strategies

All-lane tolling,
55 mph speed

All other
strategies

-9%

Final Blueprint
*Better Align Cost of
Driving with Other MPOs*



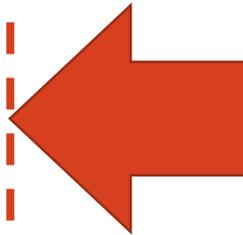
-12%

Final Blueprint
*All New Strategies
except Highways*

Telework mandate,
electrification \$

All other new
strategies

Final Blueprint
*Highway Expansion
Strategies*



-19% per-capita
Higher CARB Target for
Plan Bay Area 2050

Note: this is a sketch-level concept for closing the GHG gap. Modeling & analysis will happen this fall; CARB has final approval and could require even more conservative assumptions.

Challenge #3: Congestion & Transit Crowding



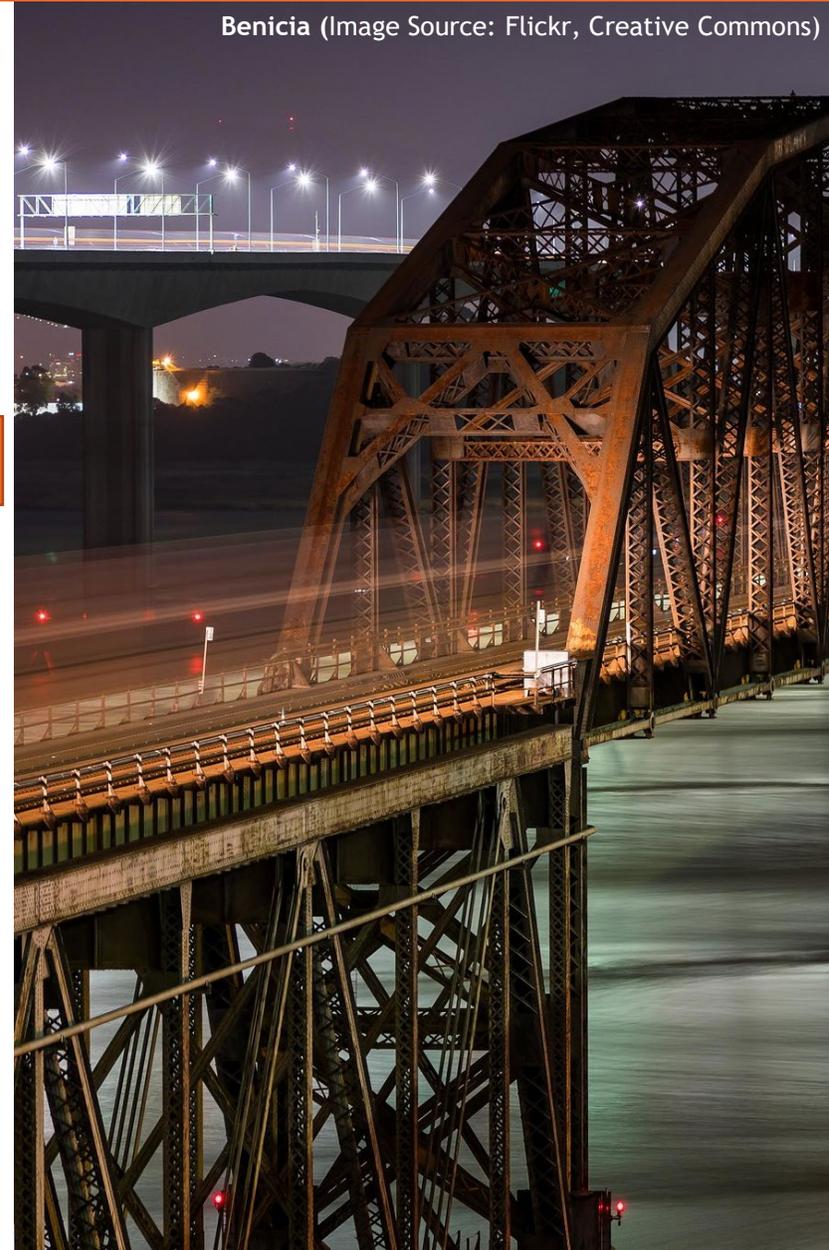
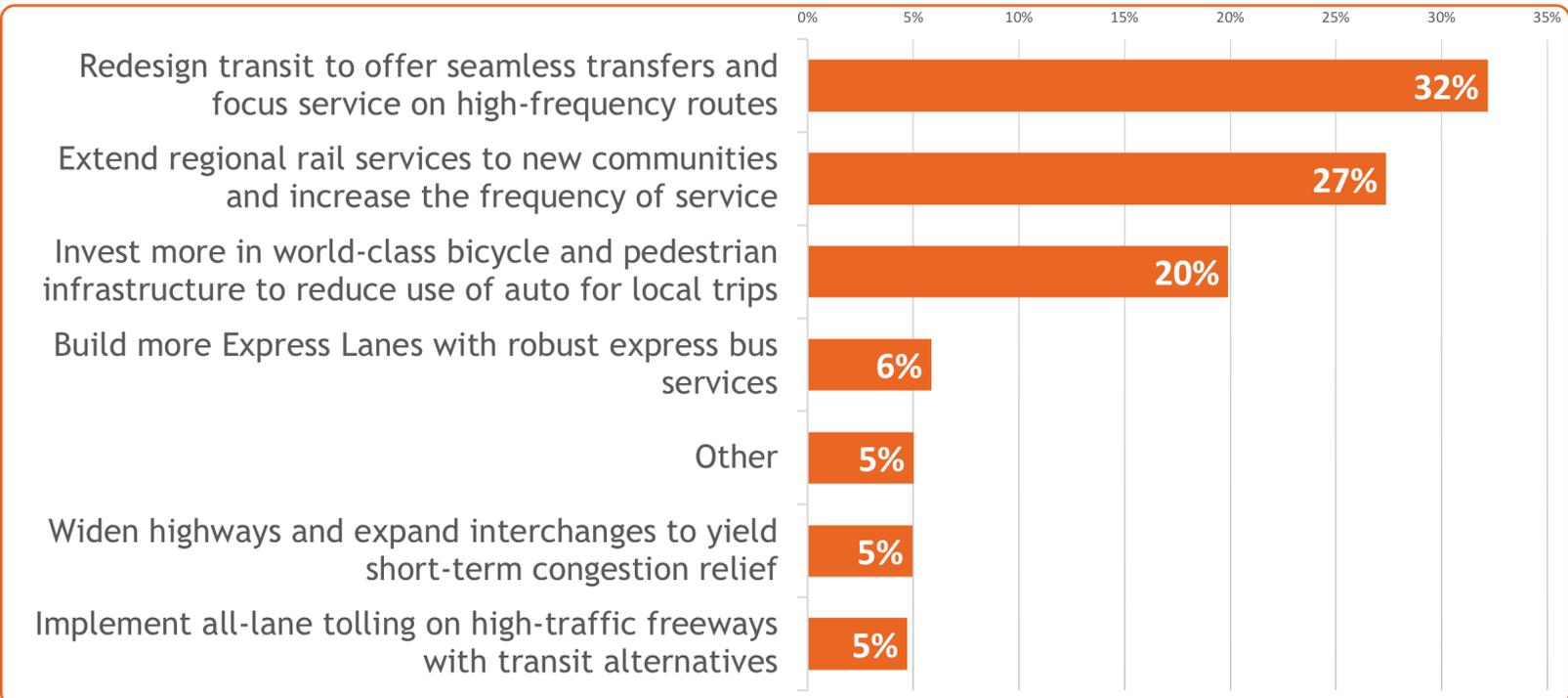
Finding from Draft Blueprint

All-lane tolling on select corridors and a New Transbay Rail Crossing address congestion & crowding on key corridors – but many suburban corridors continue to see challenges.

Challenge

How can new or expanded strategies better address traffic congestion and transit overcrowding?

Public Response via Online Survey, Workshops, and Town Halls



Benicia (Image Source: Flickr, Creative Commons)

Challenge #3: Congestion & Transit Crowding



“Express lanes for buses is a great idea. I second that. We need some bus ‘arteries’ on the freeways.”

“We need fly overs and wider highways and expanded interchanges. Improve exit routes.”

“We need to implement the ‘Seamless Bay Area’ strategy – getting a true Metropolitan Transit Authority that can control routes through the whole region.”

“Provide high frequency, clean transit in all dense areas – so people don't see a need to drive.”

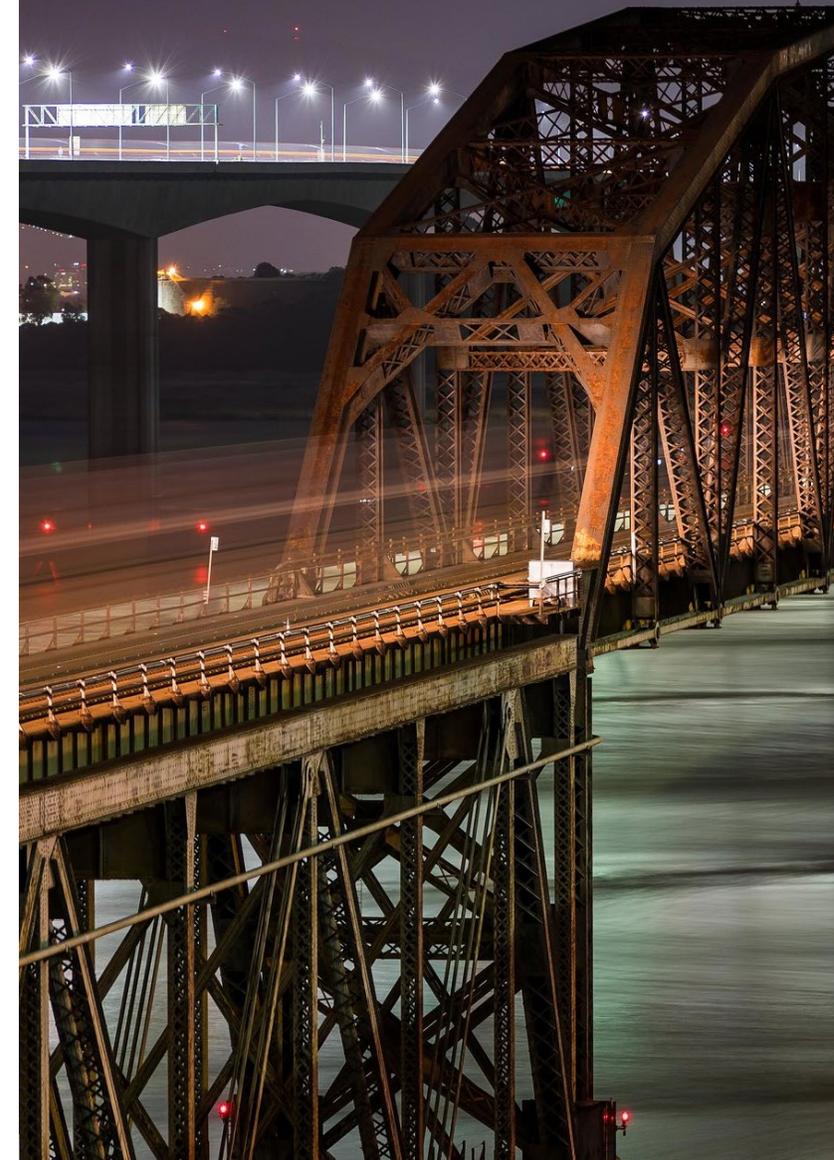
“As seen with the pandemic, bicycling has great potential even during times of distress. A good bicycle network also promotes economic growth at the local level.”

“We need regional fare coordination with one regional tariff and branding. Having two dozen agencies with differing policies, fares, schedules is nuts.”



17

Benicia (Image Source: Flickr, Creative Commons)



Challenge #3: Congestion & Transit Crowding



What revisions are proposed for the Final Blueprint to better tackle this challenge?

1

Double-down on increased funding both for expanded transit operations and new rail investments

- New Strategy: “Enhance Local Transit Frequency, Capacity, and Reliability”
- New Strategy: “Expand and Modernize the Regional Rail Network”

2

Expand seamless mobility to include an optimized network, featuring timed transfer hubs

- Revised Strategy: “Enable a Seamless Mobility Experience”

3

Weave in additional investments in biking and walking, with at least 10,000 miles of protected lanes & paths

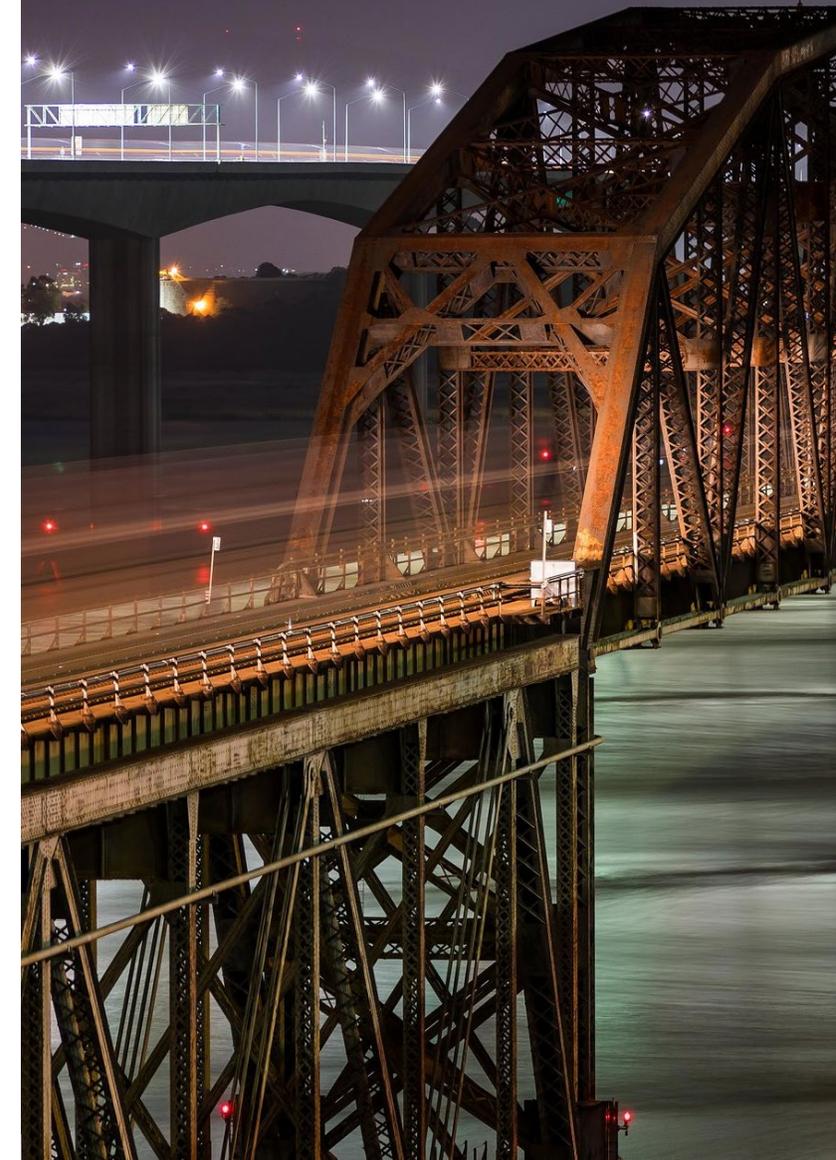
- Revised Strategy: “Build a Complete Streets Network”

4

Make strategic investments in the region’s highway system, with emission increases offset by expanded climate strategies

- New Strategy: “Build an Integrated Regional Express Lane and Express Bus Network”
- New Strategy: “Improve Interchanges and Address Highway Bottlenecks”

Benicia (Image Source: Flickr, Creative Commons)



Challenge #3: Congestion & Transit Crowding



Spotlighting Bay Area Megaprojects Integrated into Final Blueprint Strategies

(with year-of-expenditure costs greater than \$2 billion)



South Bay

- BART to Silicon Valley Phase 2
- Diridon Station & Caltrain Grade Separations**
- Stevens Creek Rail
- Light Rail Modernization *(Diridon to North San Jose)*

San Francisco & Peninsula

- Caltrain Downtown Extension**
- Caltrain Frequency Improvements & Grade Separations**
- Muni Forward

Transbay

- New Transbay Rail Crossing
- BART Core Capacity
- Dumbarton Group Rapid Transit

East Bay

- Valley Link
- AC Transit Service Increases (Local Service & Rapid Service)

North Bay

- State Route 37 Long-Term Project (Elevation + Resilience)

**** Note:** these transportation projects would help advance California High-Speed Rail project delivery in Bay Area.

Challenge #4: Jobs-Housing Imbalance



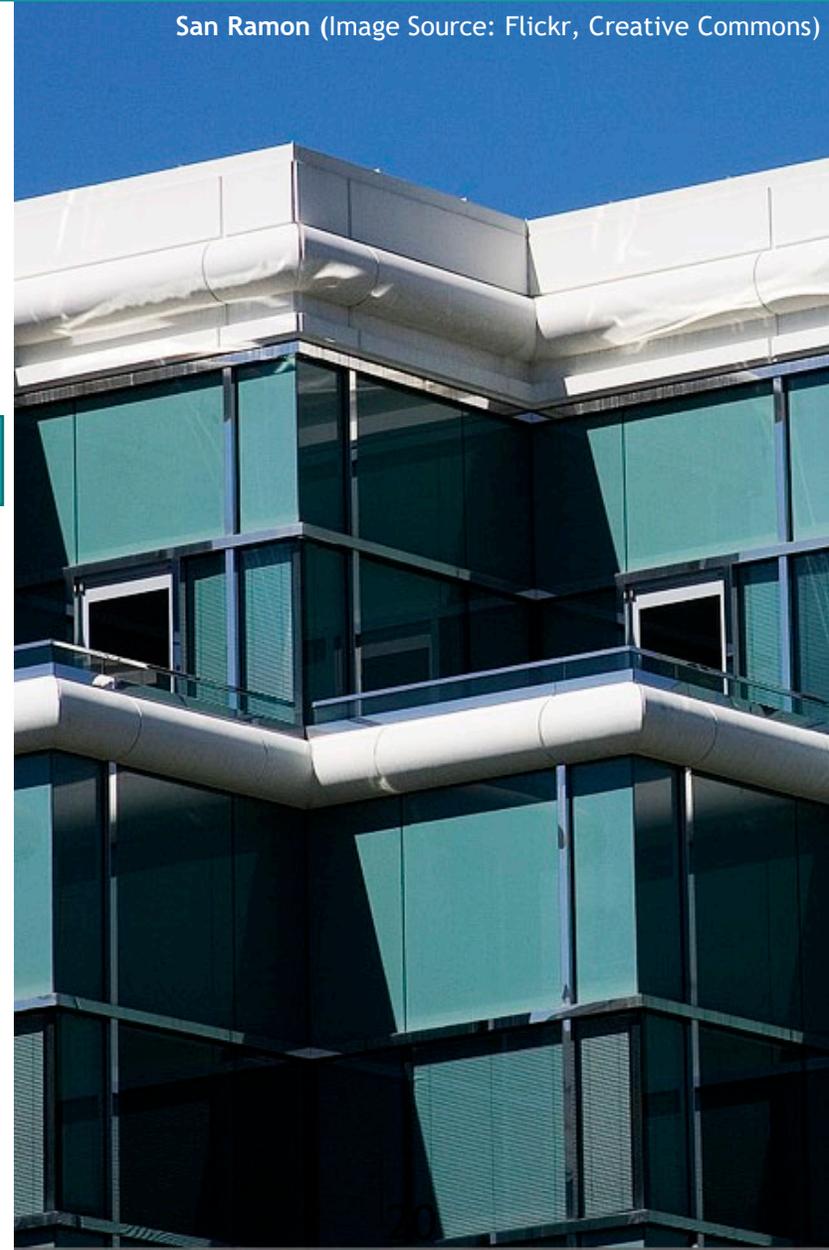
Finding from Draft Blueprint

While the jobs-housing imbalance is somewhat reduced by more housing in Silicon Valley, East Bay and North Bay communities remain housing-rich.

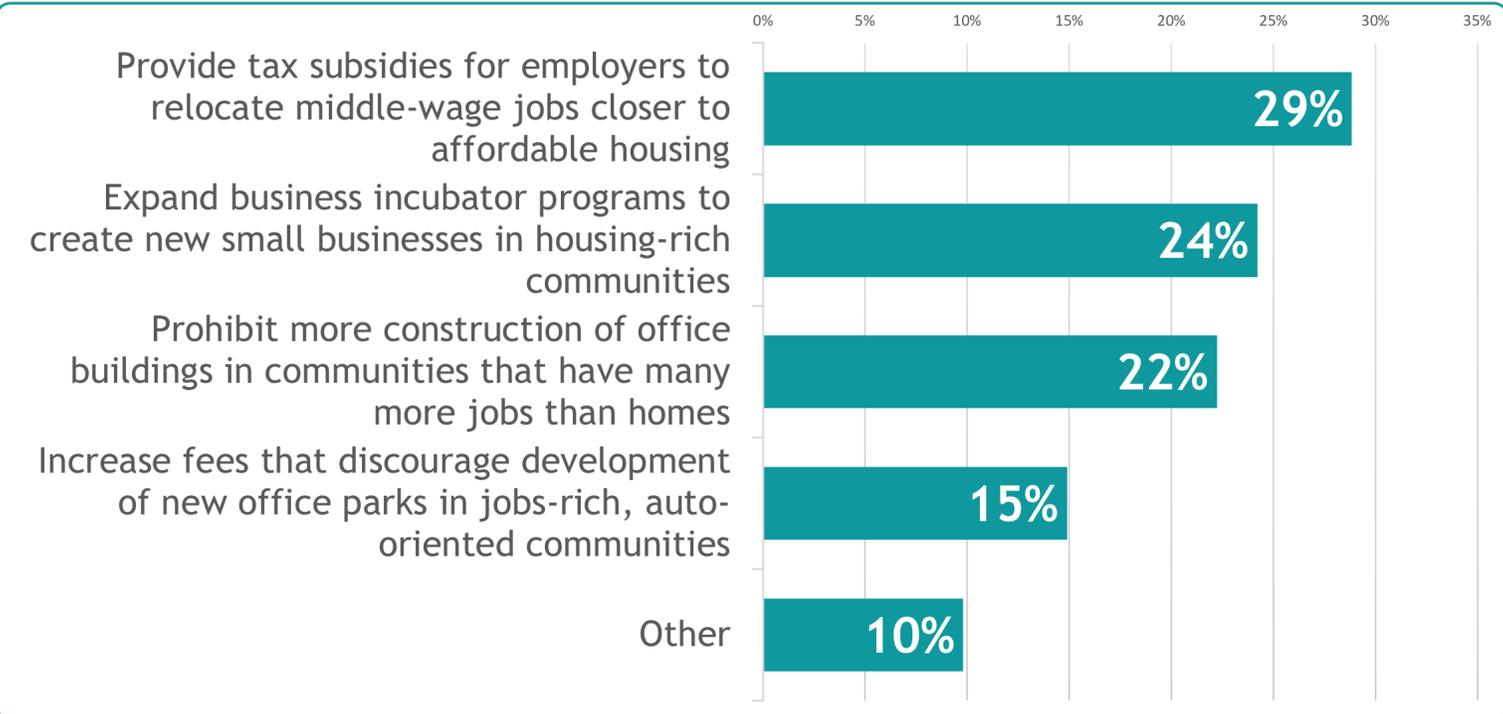
Challenge

How could more ambitious economic strategies be employed to shift jobs closer to existing housing-rich communities?

San Ramon (Image Source: Flickr, Creative Commons)



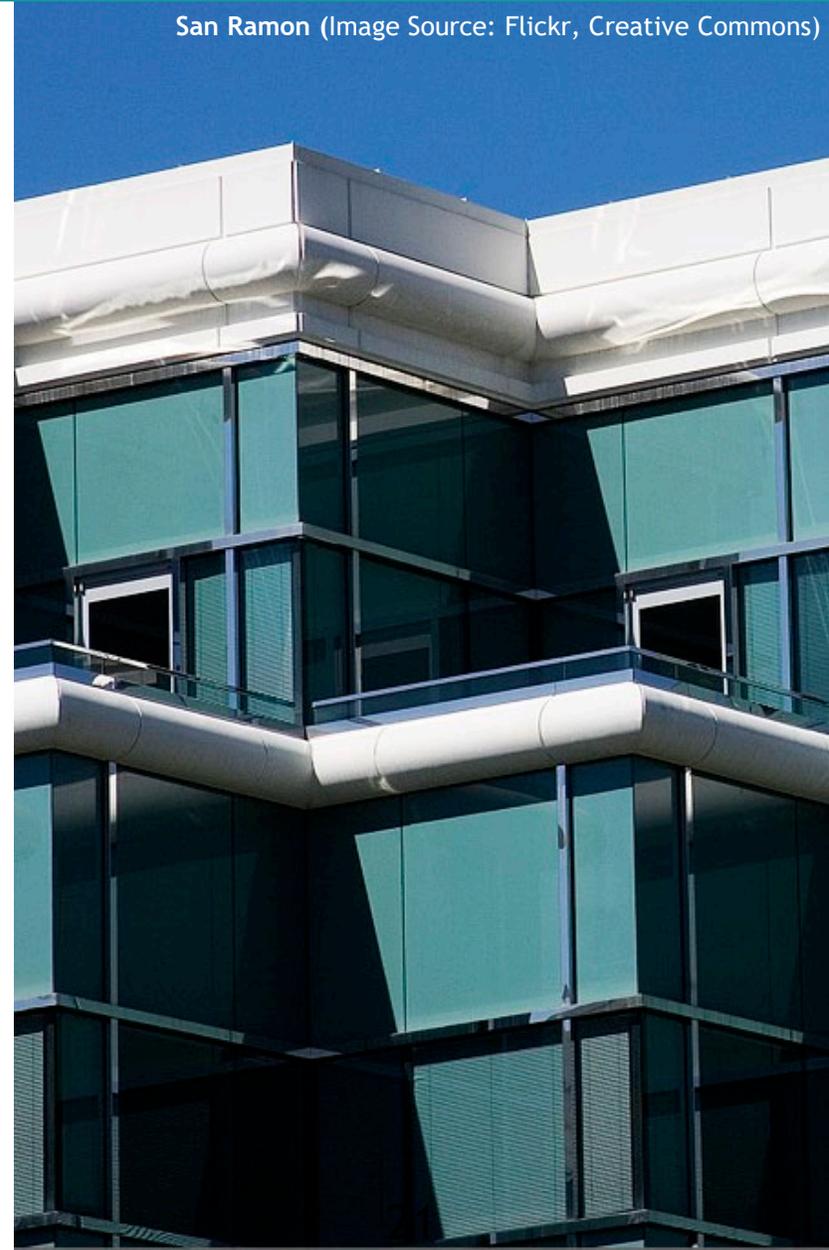
Public Response via Online Survey, Workshops, and Town Halls



Challenge #4: Jobs-Housing Imbalance



San Ramon (Image Source: Flickr, Creative Commons)



“Don’t discourage jobs, encourage construction of housing!”

“Expand on the HUBZone program that’s been implemented on a federal level with additional incentives for businesses to move to affordable housing areas.”

“More equitable pay. Access to better paying jobs. Job training for better paying jobs.”

“Businesses should be given tax incentives to distribute themselves.”

“Ensure that protection policies address industrial lands in PDAs as well as in PPAs.”



Challenge #4: Jobs-Housing Imbalance



San Ramon (Image Source: Flickr, Creative Commons)

What revisions are proposed for the Final Blueprint to better tackle this challenge?

1

Shift to an incentive-based approach to encourage jobs in housing-rich places, with funding from increased taxes

- Removed Strategies: “Assess Impact Fees on New Office Developments”
- New Strategy: “Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas”

2

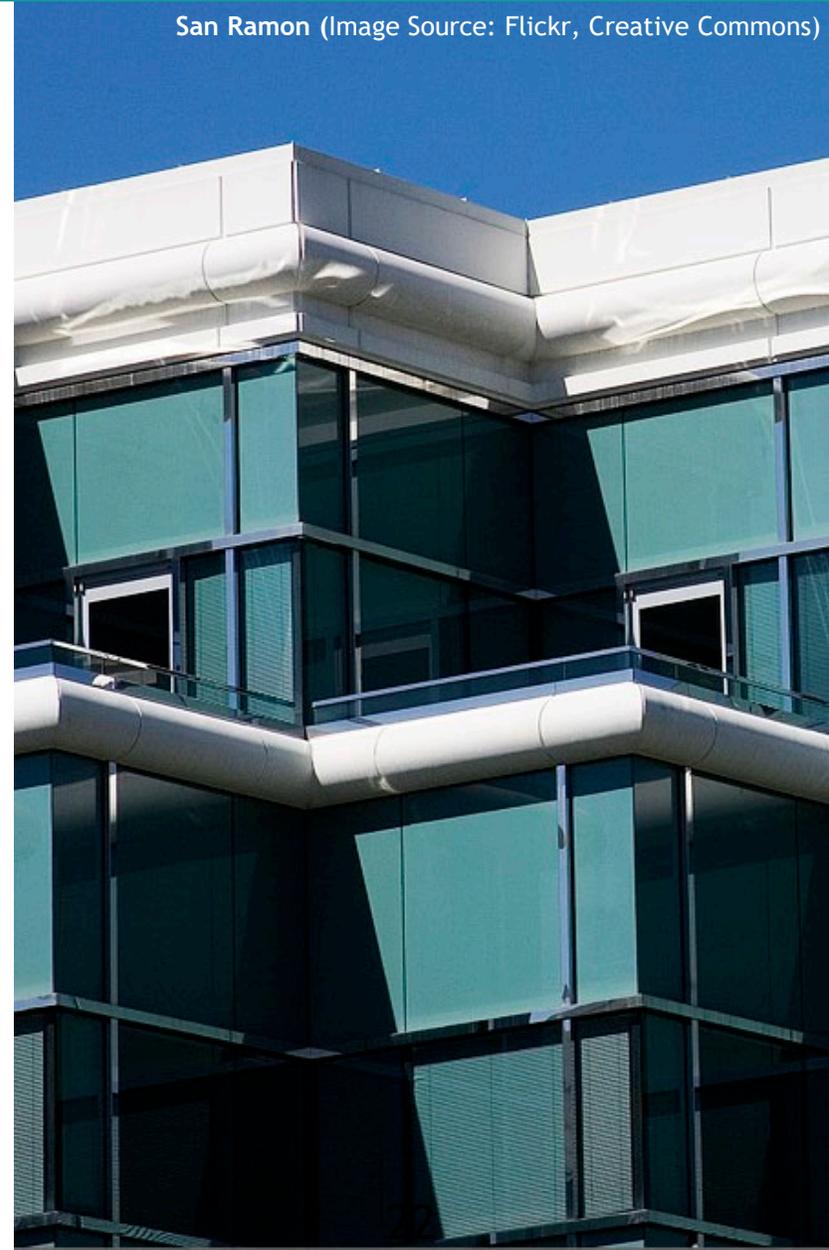
Add job training programs in areas with limited access to opportunity to address racial and economic inequities

- Revised Strategy: “Expand Job Training and Incubator Programs”

3

Fund strategic infrastructure investments in Priority Production Areas to further stimulate job growth

- Revised Strategy: “Retain and Invest in Key Industrial Lands”



Challenge #5: Displacement Risk



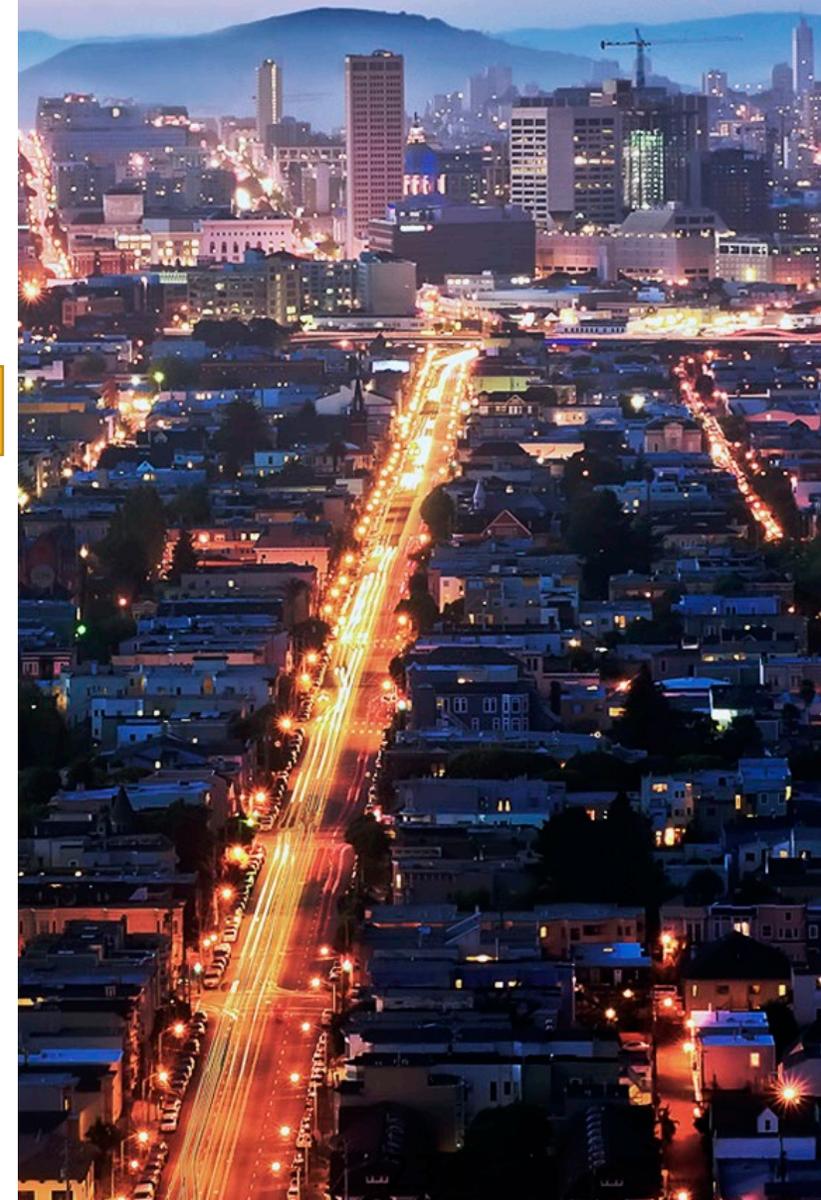
Finding from Draft Blueprint

Despite expanded renter protections and more affordable housing, the risk of displacement in most Bay Area communities continues to grow over time.

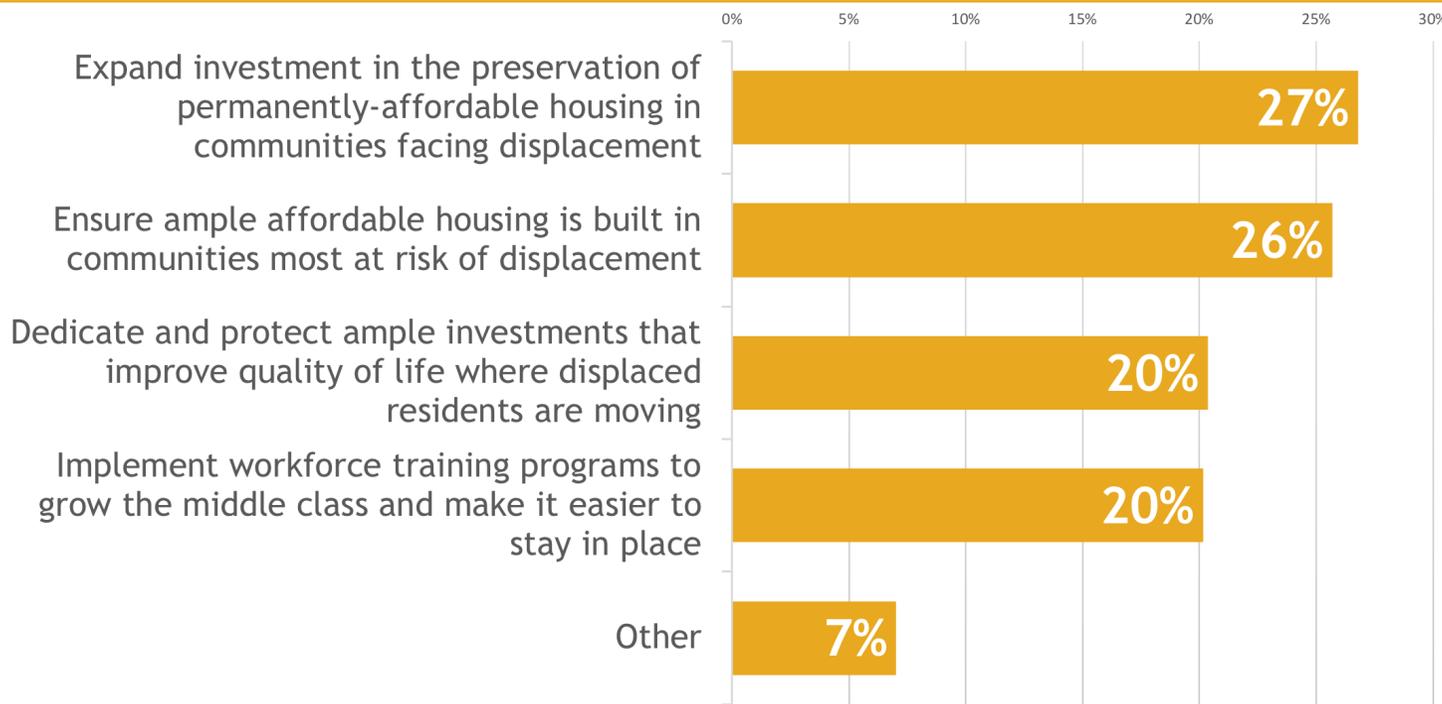
Challenge

How can new or expanded strategies help further ensure that low-income residents and communities of color are not ultimately displaced to areas with limited access to opportunity?

Mission District, SF (Image Source: Flickr, Creative Commons)



Public Response via Online Survey, Workshops, and Town Halls



Challenge #5: Displacement Risk



“Make it easier for cities to set aside new affordable housing for those who are being displaced.”

“Work to change zoning and income tax laws to have more equitable outcomes – this issue is part of the legacy of redlining; change the laws that enable this problem.”

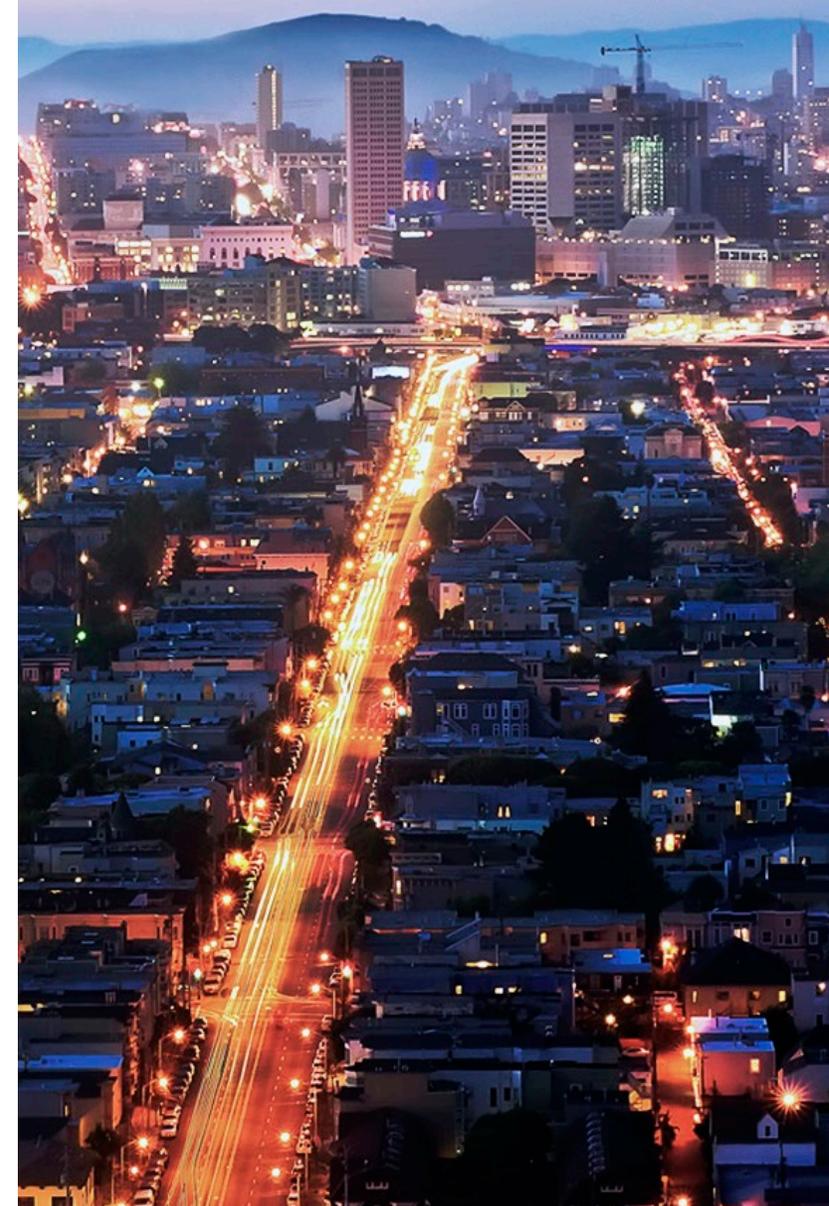
“‘Inclusionary Section 8’ instead of traditional inclusionary housing, require that a percentage of units accept Section 8 vouchers. Counties could cover gaps in rent.”

“Create a government-backed investment program that allows people in these communities to buy their homes, thus removing the ability of developers or gentrifiers to displace them.”

“Provide rent support and provide universal basic income to residents earning below a living wage threshold.”



Mission District, SF (Image Source: Flickr, Creative Commons)



Challenge #5: Displacement Risk



What revisions are proposed for the Final Blueprint to better tackle this challenge?

1

Tackle the legacy of racial exclusion through strategic programs to support pathways to economic security

- New Strategy: “Provide Targeted Mortgage, Rental, Small Business Assistance”
- New Strategy: “Accelerate Reuse of Public and Community-Owned Land”

2

Enable more households to remain in place through expanded focus on preserving affordable units

- Revised Strategy: “Preserve Existing Affordable Housing”

3

Empower communities to overcome decades of systematic disinvestment by funding locally-prioritized infrastructure

- New Strategy: “Support Community-Led Transportation Enhancements”

4

Integrate legal aid and other supportive actions to further expand upon renter protections in Draft Blueprint

- Revised Strategy: “Further Strengthen Renter Protections Beyond State Legislation”

Mission District, SF (Image Source: Flickr, Creative Commons)



Summer 2020 Engagement: Poll vs. Engagement

Similarities:

- Housing is the top concern, particularly affordable housing
- Strong support for seamless transit and Complete Streets; more limited support for all-lane tolling
- Support for EV incentives and business incubators

Differences:

- Greater support for rebuilding interchanges in polling results compared to other engagement
- Greater support for expanded job training programs in polling results compared to other engagement



Final Blueprint: 11 Themes and 35 Bold Strategies

Final Blueprint Strategies (Inputs to Modeling Process)



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space



Reduce Climate Emissions

Draft Blueprint

25

initial strategies



Resilience



Equity

Final Blueprint

35

new & expanded strategies

Refer to [Attachment I](#) for Final Blueprint strategy details.

Final Blueprint: Updates to Growth Geographies

Growth Geographies would remain largely unchanged from the Draft Blueprint, with minor updates related to PDAs approved in July 2020.

Protect



Areas outside Urban Growth Boundaries (including PCAs)



Unmitigated High Hazard Areas

Prioritize



Priority Development Areas (PDAs)



Priority Production Areas (PPAs)



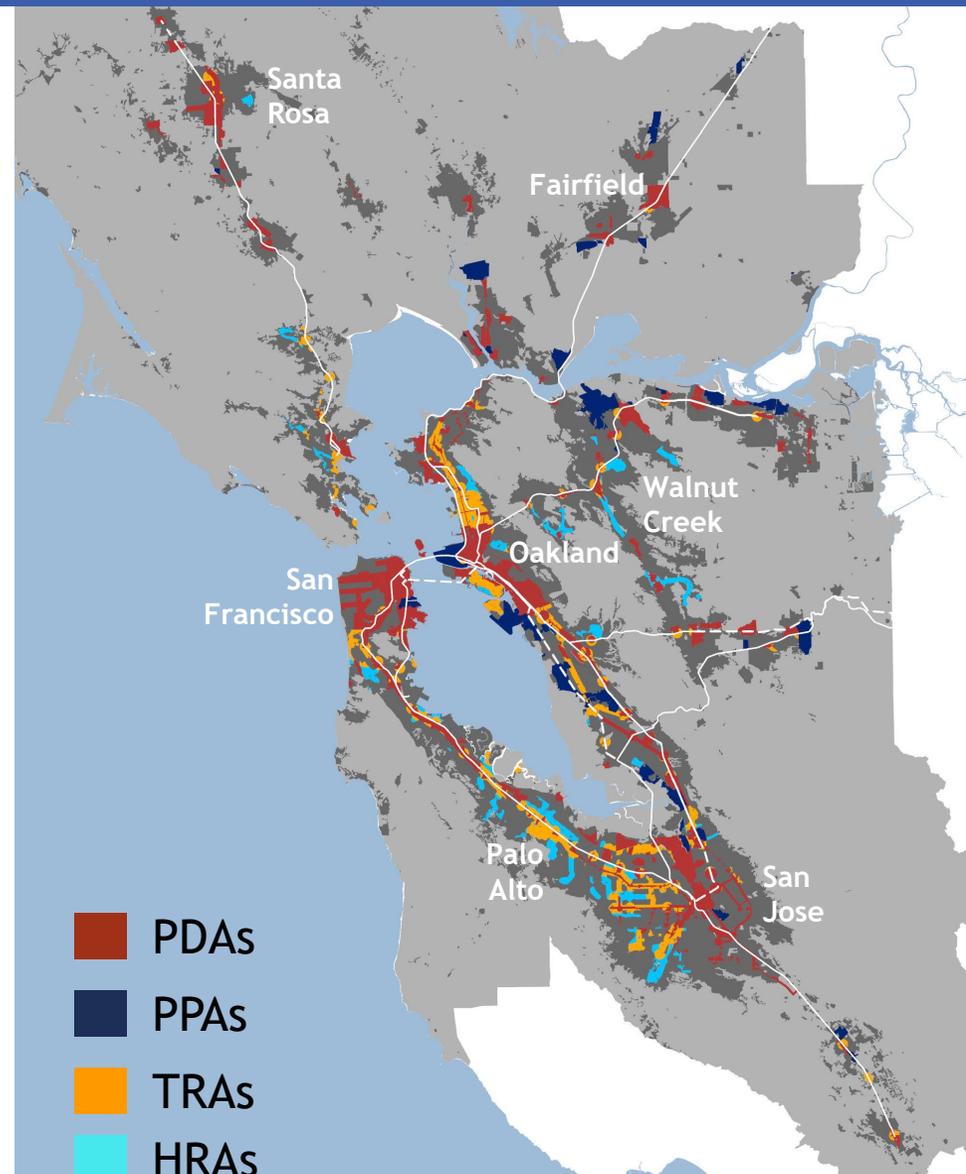
Transit-Rich Areas* (TRAs):
Frequent Regional Rail



TRAs*:
All Other



High-Resource Areas* (HRAs)



* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

Note: some High-Resource Areas are also Transit-Rich Areas

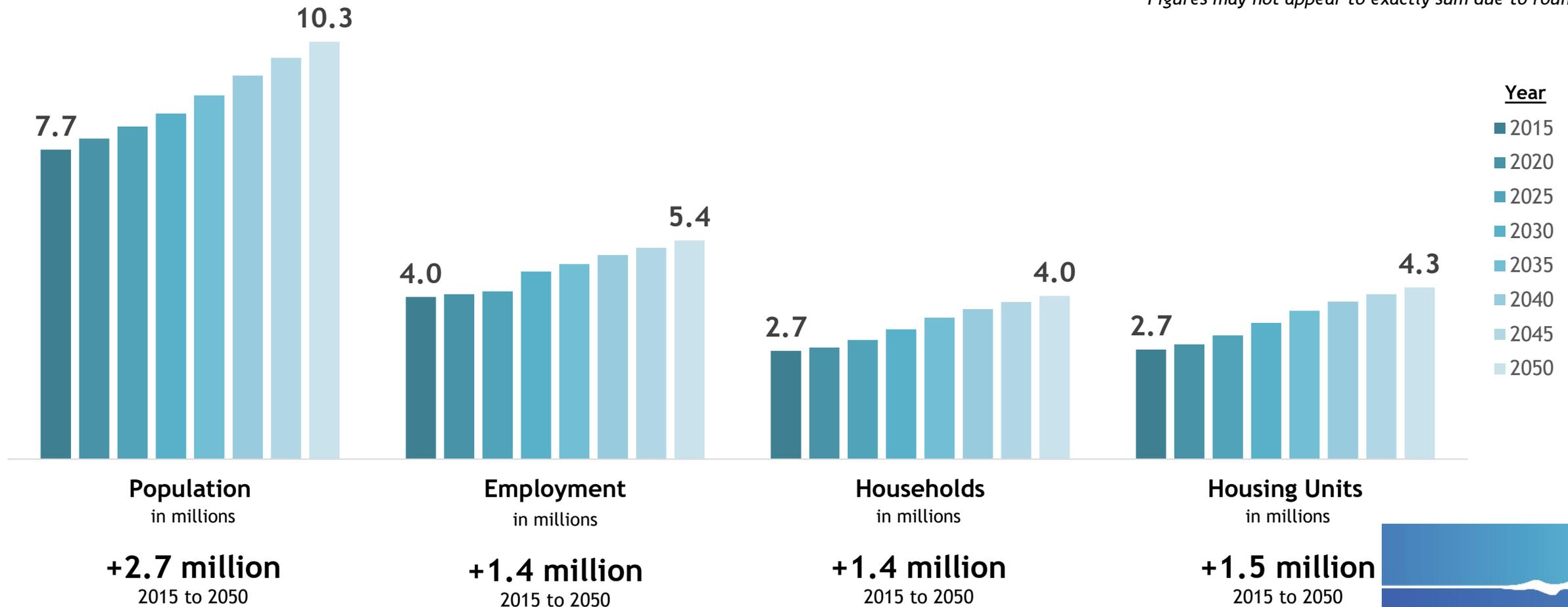
Final Blueprint: Regional Growth Forecast

In accordance with the settlement agreement with the Building Industry Association, the Final Blueprint action integrates the Regional Growth Forecast, which has been adjusted to integrate COVID-19 & 2020 recession impacts.

Population, Jobs, Households, and Housing Units

Integrating COVID-19/Recession Impacts between 2020 and 2030

Figures may not appear to exactly sum due to rounding.

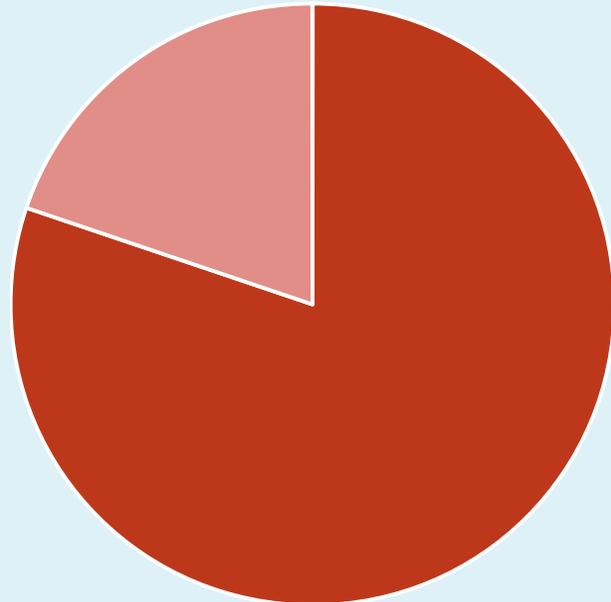


Final Blueprint: Revenues & Expenditures

Transportation Element

\$466 billion in existing funding
\$115 billion in new revenues

+\$121 billion in spending compared to Draft Blueprint

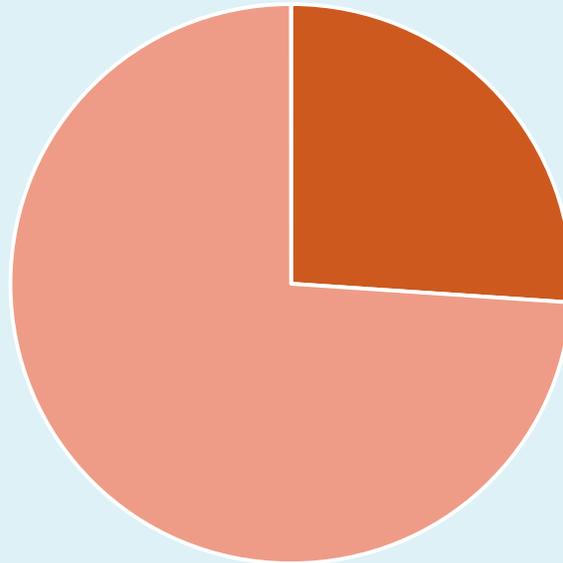


■ Existing Revenues ■ New Revenues

Housing Element

\$122 billion in existing funding
\$346 billion in new revenues

+\$297 billion in spending compared to Draft Blueprint

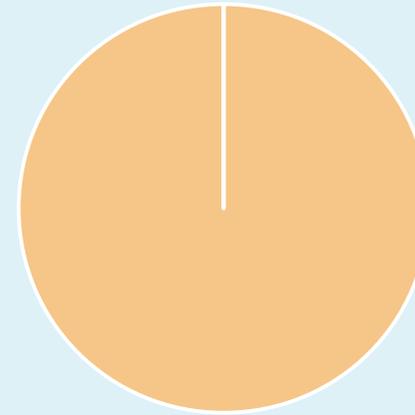


■ Existing Revenues ■ New Revenues

Economy Element

N/A in existing funding
\$234 billion in new revenues

+\$201 billion in spending compared to Draft Blueprint

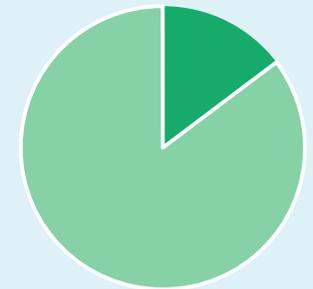


■ Existing Revenues ■ New Revenues

Environment Element

\$15 billion in existing funding
\$87 billion in new revenues

+\$49 billion in spending compared to Draft Blueprint



■ Existing Revenues ■ New Revenues

Note: \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

Note: as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

Note: as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.³⁰

What's Next: Milestones through Spring 2021



September

- Report Out on Public & Stakeholder Engagement
- Action on Final Blueprint Strategies & Growth Geographies

October

- Notice of Preparation for EIR
- Scoping Process & EIR Alternatives Development

November

- Kickoff for Implementation Plan (*focused on next 5 years*)

December

- Release of Final Blueprint
- Action on Preferred Alternative for Plan Bay Area 2050 EIR

Spring 2021

- Release of Draft Plan, Draft EIR, Draft Implementation Plan
- Final Round of Public Engagement

What's Next: Consistency with RHNA



Final Blueprint

Envisioned growth pattern at the county and sub-county levels over the next 30 years



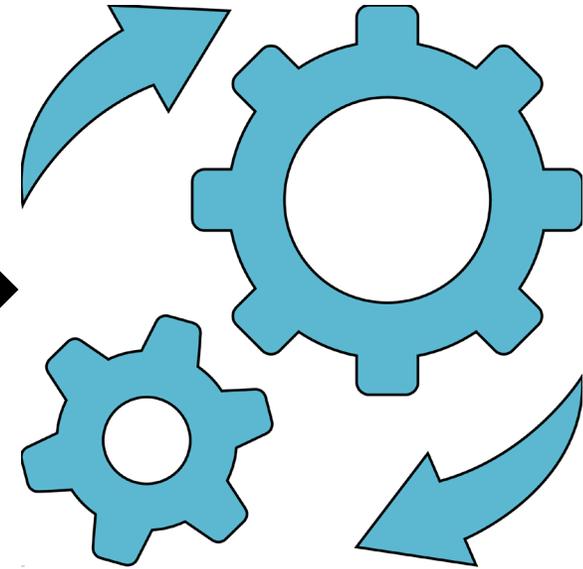
RHNA

Housing allocations at the jurisdiction level over the next eight years; nexus with Housing Elements on local level

In August, ABAG's Housing Methodology Committee recommended using 2050 Blueprint households as the baseline for the RHNA allocation methodology.

The ABAG Board will consider the proposed RHNA methodology for release in October.

What's Next: Near-Term Implementation Efforts



Final Blueprint

Timeframe: 30-year planning horizon
Focus: strategies (policies & investments) for local, regional, and state governments

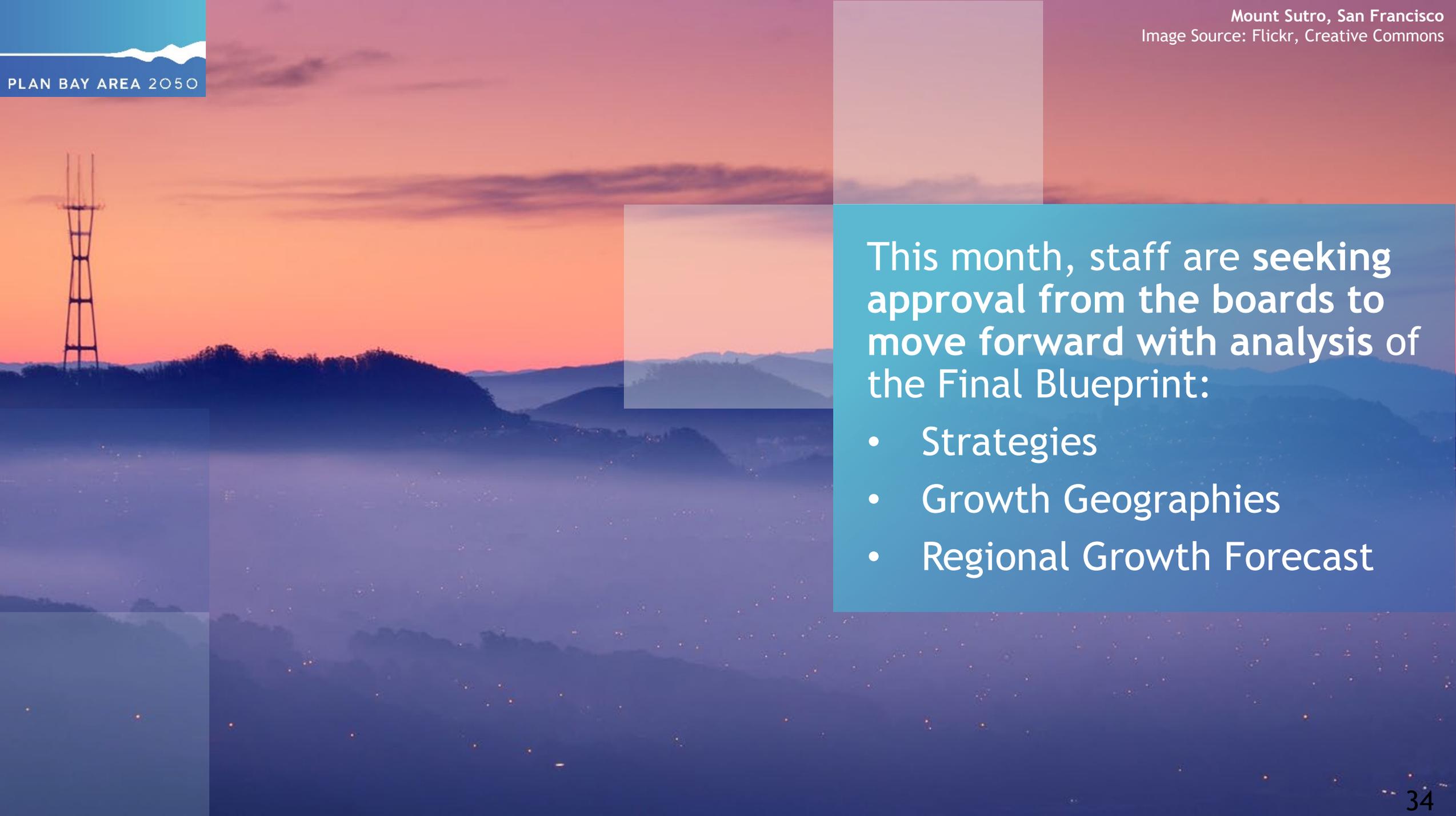
Strategies: September 2020
Outcomes: December 2020

Implementation Plan

Timeframe: 2021 through 2025
Focus: near-term actions for MTC/ABAG in partnership with other public, private, and non-profit entities



Kickoff: Fall 2020

A scenic photograph of Mount Sutro in San Francisco at sunset. The sky is a mix of orange, pink, and purple. In the foreground, the dark silhouette of the mountain's structure is visible against the bright sky. Below, the city lights of San Francisco are visible through a layer of atmospheric haze or fog, creating a bokeh effect of small lights.

This month, staff are seeking approval from the boards to move forward with analysis of the Final Blueprint:

- Strategies
- Growth Geographies
- Regional Growth Forecast

Plan Bay Area 2050: Regional Growth Forecast

The Regional Growth Forecast is an important input to Plan Bay Area 2050, the San Francisco Bay Area’s long-range plan developed by Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). The Plan Bay Area 2050 Regional Growth Forecast identifies how much the Bay Area might grow between the Plan baseline year (2015) and the Plan horizon year (2050), including population, jobs, households, and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and ethnic characteristics, and households by income level. During the Blueprint planning phase, the Regional Growth Forecast is being used to identify the total amount of growth. These figures are then integrated into the Bay Area UrbanSim 2.0 land use model; UrbanSim explores how Blueprint planning strategies might affect the local distribution of growth in households and employment.

The Regional Growth Forecast Methodology was approved by the ABAG Executive Board in September 2019, and since then, staff have been working closely with technical experts to develop the nine-county forecasts over the 30-year planning horizon. The Draft Regional Growth Forecast was released in spring 2020, and subsequently revised to integrate the significant adverse effects of the coronavirus pandemic and 2020 recession on the first decade of the planning period. The Regional Growth Forecast proposed for approval is listed below in **Table 1**, with more technical information available on the Plan Bay Area 2050 Blueprint website¹.

The Regional Growth Forecast proposed for adoption was used throughout the Draft Blueprint analysis in spring 2020, and the methodology and forecast results were posted in early July as part of the official public comment period. Further strategy revisions proposed for the Final Blueprint in **Attachment I** are anticipated to affect the more localized growth pattern on the county and sub-county levels, as well as the income distribution of Bay Area households; however, staff believe the impacts of such strategies would be *de minimis* on the regional totals that are the core of the nine-county totals featured in the Regional Growth Forecast.

Staff recommends carrying this Forecast forward into the Final Blueprint phase as the approved Regional Growth Forecast for Plan Bay Area 2050. Approval of the Forecast also satisfies one of the legal settlement requirements with the Building Industry Association from the original Plan Bay Area, in advance of the Plan Bay Area 2050 Notice of Preparation (NOP) for the Environmental Impact Report (EIR) this fall.

¹ https://www.planbayarea.org/sites/default/files/pdfs_referenced/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV_0.pdf

Table 1: Regional Growth Forecast for Plan Bay Area 2050
(Integrating Impacts from COVID-19 Pandemic & 2020 Recession)

	2015	2020	2025	2030	2035	2040	2045	2050
Total Population	7,660,000	7,930,000	8,230,000	8,550,000	9,000,000	9,490,000	9,930,000	10,330,000
Total Employment	4,010,000	4,080,000	4,150,000	4,640,000	4,830,000	5,050,000	5,230,000	5,410,000
Total Households	2,680,000	2,760,000	2,950,000	3,210,000	3,500,000	3,710,000	3,890,000	4,040,000
Total Housing Units	2,710,000	2,840,000	3,060,000	3,370,000	3,670,000	3,900,000	4,080,000	4,250,000



Plan Bay Area 2050 Growth Geographies

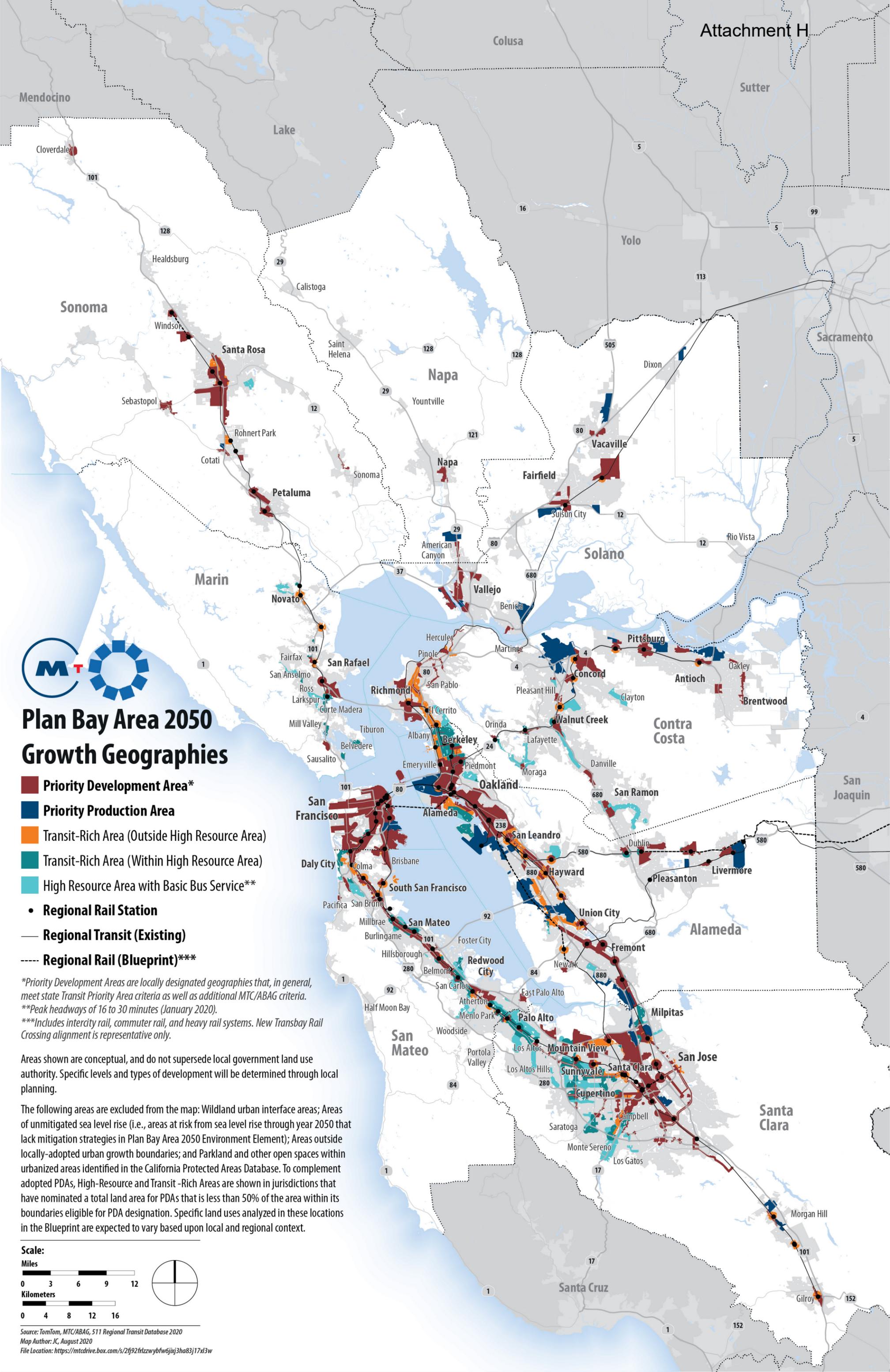
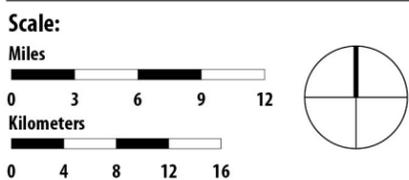
- Priority Development Area*
- Priority Production Area
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service**

- Regional Rail Station
- Regional Transit (Existing)
- - - Regional Rail (Blueprint)***

*Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.
 **Peak headways of 16 to 30 minutes (January 2020).
 ***Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.



Plan Bay Area 2050 Final Blueprint: Strategy Descriptions

To advance the Plan Bay Area 2050 Vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all, the Final Blueprint includes strategies under the four core elements of the Plan: Transportation, Housing, the Economy, and the Environment. In total, there are 35 strategies, defined as policies or bundles of investments, clustered under eleven categories:

- **Transportation:** Maintain and Operate the Existing System
- **Transportation:** Create Healthy and Safe Streets
- **Transportation:** Build a Next-Generation Transit Network
- **Housing:** Protect and Preserve Affordable Housing
- **Housing:** Spur Housing Production at All Income Levels
- **Housing:** Create Inclusive Communities
- **Economy:** Improve Economic Mobility
- **Economy:** Shift the Location of Jobs
- **Environment:** Reduce Risks from Hazards
- **Environment:** Expand Access to Parks and Open Space
- **Environment:** Reduce Climate Emissions

For each strategy, this attachment identifies the following:

- **Strategy Cost.** The lifecycle cost of this strategy, in year-of-expenditure dollars, regardless of the implementing organization (local, regional, state).
- **Strategy Objective.** The primary goal(s) of this strategy.
- **Strategy Description.** The descriptive details associated with this strategy.
- **Changes Since Draft Blueprint.** Brief description of changes to strategy scope or cost since Draft Blueprint phase, underscoring the rationale for new strategies when applicable.

Transportation: Maintain and Optimize the Existing System

Strategy T1: Restore, Operate, and Maintain the Existing System

Strategy Cost \$390 billion

Strategy Objective Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today and that transit service frequencies are returned to 2019 levels by 2035.

Strategy Description Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2019, accelerating the recovery of transit service from reduced service in effect during the COVID-19 pandemic. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible - with investments targeted at meeting the needs of transit-dependent or limited mobility passengers. In instances where the Draft Blueprint identified potential high levels of transit crowding or slowed bus speeds due to congestion, apply targeted investments like frequency boosts, transit-only lanes, or transit signal priority to alleviate crowding or delay.

Changes Since Draft Blueprint Two strategies discussed at the July 2020 Commission meeting, *Operate and Maintain the Existing System* and *Restore Transit Service to Pre-COVID Levels*, were merged into one. This acknowledges that, as the region continues its recovery from COVID-19, there is an opportunity to bring back an existing system that provides a higher quality of service to transit riders.

Transportation: Maintain and Optimize the Existing System

Strategy T2: Support Community-Led Transportation Enhancements in Communities of Concern

Strategy Cost	\$8 billion
Strategy Objective	Address historic disinvestment in minority and low-income communities through the advancement of locally-identified transportation priority projects.
Strategy Description	Build upon existing regional efforts like the Participatory Budgeting pilots in Vallejo and San Francisco and MTC/ABAG’s Community-Based Transportation Plan program by creating an expanded funding source for transportation priorities identified by historically marginalized communities. Such investments could include lighting and safety measures, improvements to transit stations and stops, and subsidies for shared mobility like bike share or car share, while advancing racial equity.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and emerged from public engagement in recent months. The proposed strategy focuses on cost-effective solutions to community transportation needs, making it more resilient to an uncertain future; the strategy also strongly supports Plan Bay Area 2050 equity goals.

Transportation: Maintain and Optimize the Existing System

Strategy T3: Enable a Seamless Mobility Experience

Strategy Cost \$3 billion

Strategy Objective Increase the viability and attractiveness of non-single-occupancy vehicle travel, including transit, shared TNC, walking, and biking, by removing the barriers to using these modes that come from having a fragmented regional network of mobility options.

Strategy Description Reduce the friction of taking multi-operator or multi-modal trips by integrating every step of the travel process, from trip planning and fare payment to schedule coordination to smoother transfers between operators at key transfer nodes. Key elements of this strategy could include a smartphone app for trip planning, payment, and real-time passenger information, a unified transportation wallet that can be used to pay for all mobility services, cross-operator schedule coordination to reduce transfer wait times at timed transfer locations, and capital improvements ranging from wayfinding signage to station upgrades to make transfers faster and simpler.

Changes Since Draft Blueprint This strategy's scope was expanded to encompass wayfinding signage, real-time passenger information and schedule coordination at timed transfer locations.

Transportation: Maintain and Optimize the Existing System

Strategy T4: Reform Regional Fare Policy

Strategy Cost \$10 billion

Fare integration component is revenue-neutral due to incentivized growth in transit trips, but means-based fare discount leads to cost listed above.

Strategy Objective Reduce the cost burden of taking transit for all riders, particularly those with low household incomes.

Strategy Description Streamline fare structures across the region's 27 transit operators and replace existing operator-specific discount fare programs with an integrated fare structure across all transit operators and a regional means-based fare discount. The regional integrated fare structure would consist of a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips, with discounts for youth, people with disabilities, and very low-income people.

Changes Since Draft Blueprint None

Transportation: Maintain and Optimize the Existing System

Strategy T5: Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

Strategy Cost	\$1 billion (<i>in costs to construct related infrastructure</i>) Generates at least \$25 billion in revenues to fund Transportation Element
Strategy Objective	Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously generating revenue to fund improvements to transportation services.
Strategy Description	Apply a per-mile charge on auto travel on congested freeway corridors where transit alternatives exist today or through major planned investments before 2035 (BART, Caltrain, SMART, Valley Link, VTA Light Rail, and Regional Express Bus), with revenues directed toward transportation investments serving the corridor. Drivers on priced corridors would pay a higher charge during the morning and evening peak periods, with discounts for off-peak travel, carpools with three or more occupants, or travelers with a qualifying disability. Toll rates would be similar to the Draft Blueprint, with 15 cents per mile for solo travel in peak periods and 5 cents per mile for travelers in discount categories above. To offset the regressive nature of road pricing, lower-income drivers would be charged a discounted per-mile rate. Bridge tolls would remain in effect, with no per-mile toll on the bridges. Express Lanes on corridors without a transit alternative would continue to operate, while Express Lanes on tolled corridors would revert to carpool lanes.
Changes Since Draft Blueprint	In order to close the greenhouse gas emissions gap - given the addition of new freeway strategies into the Final Blueprint - this strategy was expanded to additional corridors including Interstate 580 (Alameda), U.S. Route 101 (Marin and Sonoma), U.S. Route 101 (Santa Clara), State Route 237 (Santa Clara) and Interstate 80 (Solano).

Transportation: Maintain and Optimize the Existing System

Strategy T6: Improve Interchanges and Address Highway Bottlenecks

Strategy Cost	\$11 billion
Strategy Objective	Implement operational improvements and select highway widenings to improve safety and achieve short-to-medium term reductions in traffic congestion.
Strategy Description	Fund a package of projects targeted at reducing congestion, reducing collisions, and improving operational efficiency of interchanges. For projects with a widening component, complementary strategies would help to offset the adverse greenhouse gas emission effects of these projects, including pricing and speed limit reductions.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint due to performance shortcomings identified in the predecessor Horizon initiative. Through the commitment letter process, staff worked with county transportation agencies (CTAs) to modify project scopes and seek support of complementary policies to improve performance. Full details on projects included in the Final Blueprint can be found in Attachment J.

Transportation: Maintain and Optimize the Existing System

Strategy T7: Advance Other Regional Programs and Local Priorities

Strategy Cost	\$18 billion
Strategy Objective	Implement local priority projects that address community transportation needs and fund regional programs ranging from Clipper to 511.
Strategy Description	Fund the implementation of complementary programs and minor transportation investments at the regional and local levels. Examples of regional programs included within this strategy include the climate initiatives program, 511 traveler information services, and the Priority Development Area implementation program. Local initiatives include county-driven planning efforts, emissions reductions strategy, intelligent transportation systems projects, and minor local road and intersection improvement projects.
Changes Since Draft Blueprint	This strategy was included in the Draft Blueprint as it integrates a suite of smaller-scale transportation projects and programs not evaluated through the Horizon initiative. Full details on projects included in the Final Blueprint can be found in Attachment J.

Transportation: Create Healthy and Safe Streets

Strategy T8: Build a Complete Streets Network

Strategy Cost	\$13 billion
Strategy Objective	Encourage more biking and walking for all trip purposes and make biking and walking safer.
Strategy Description	Enhance streets to promote walking, biking, and other micromobility through by (1) building out a contiguous regional network of 10,000 miles of bike lanes or multi-use paths, (2) providing support to local jurisdictions to maintain and expand car-free slow streets, and (3) supporting other amenities like improved lighting, safer intersections, and secure bike parking at transit stations. This strategy would emphasize Complete Streets improvements near transit to improve access and in Communities of Concern to advance equity outcomes.
Changes Since Draft Blueprint	This strategy's funding was augmented by the addition of county budget commitments towards this strategy, expanding the total miles of new bicycle infrastructure by nearly 50 percent.

Transportation: Create Healthy and Safe Streets

Strategy T9: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds

Strategy Cost	\$4 billion
Strategy Objective	Reduce the number and severity of crashes, leading to fewer fatalities and serious injuries on all roads. On freeways, reduce emissions by capping speed limits at their most efficient, lowest GHG producing levels.
Strategy Description	Reduce speed limits to between 20 and 35 miles per hour on arterials and local streets, depending on the setting, and 55 miles per hour on freeways. Enforce lower speeds using design elements like speed bumps, lane narrowings, and intersection bulbouts on local streets and automated speed enforcement on freeways and local roads as needed, with a special emphasis on enforcement near schools, community centers, and parks. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments.
Changes Since Draft Blueprint	This strategy's funding was augmented by the addition of county budget commitments towards programmatic categories related to road diets and safety and security projects.

Transportation: Build a Next-Generation Transit Network

Strategy T10: Enhance Local Transit Frequency, Capacity, and Reliability

Strategy Cost	\$34 billion
Strategy Objective	Invest in projects that improve accessibility for lower-income transit riders and increase the use of transit for local trips.
Strategy Description	Improve the quality and availability of local bus and light rail service, with a focus on projects that meet the transportation needs of the region's lower-income residents. Projects nested within this strategy include capital improvements that make bus travel faster and more reliable - such as bus rapid transit and transit signal priority - as well as service increases on bus systems throughout the region, extensions of the light rail network in the South Bay to accommodate future growth in population, jobs, and transportation demand, and investments that ensure sufficient service levels in all of the region's Priority Development Areas.
Changes Since Draft Blueprint	This strategy's list of local transit projects was expanded beyond the highly limited set of projects included in the Draft Blueprint, as a result of project refinements through the commitment letter process. Example projects included in the Final Blueprint include AC Transit Rapid Network, Transit Signal Priority in Napa and San Mateo counties, Stevens Creek Rail, SJC Airport APM, VTA Light Rail Modernization and Grade Separations, and BRT infrastructure in Solano County. Full details on projects included in the Final Blueprint can be found in Attachment J.

Transportation: Build a Next-Generation Transit Network

Strategy T11: Expand and Modernize the Regional Rail Network

Strategy Cost \$78 billion

Strategy Objective Increase the attractiveness and availability of rail as an option for regional trips, reducing greenhouse gas emissions through a shift from auto to transit travel.

Strategy Description Strategically invest in a coordinated suite of projects that extend the regional rail network and increase frequencies and capacity to address peak-hour crowding. This strategy envisions a new Transbay rail crossing linking Oakland and San Francisco, with complementary rail extensions connecting Caltrain to Salesforce Transit Center, BART to Diridon Station, and the Central Valley to the Bay Area via Valley Link. Service frequency boosts on the Altamont Corridor Express, BART, and Caltrain reduce crowding and wait times for rail passengers. To add redundancy and capacity for regional transit trips, also invest in select water transit enhancements, including ferry service frequency boosts and new routes serving Treasure Island, Berkeley, Foster City, and Redwood City.

Changes Since Draft Blueprint This strategy's list of rail projects was expanded beyond the highly limited set of projects included in the Draft Blueprint, as a result of project refinements through the commitment letter process. This strategy also integrates the *Build a New Transbay Rail Crossing* strategy from the Draft Blueprint. Example projects now included in the Final Blueprint include BART to Silicon Valley Phase 2, Valley Link, Caltrain Enhanced Growth, Dumbarton Group Rapid Transit, and ACE Frequency Boost. Full details on projects included in the Final Blueprint can be found in Attachment J.

Transportation: Build a Next-Generation Transit Network

Strategy T12: Build an Integrated Regional Express Lane and Express Bus Network

Strategy Cost	\$9 billion
Strategy Objective	Increase the time-competitiveness of carpooling and express bus when compared to single-occupancy vehicle travel, incentivizing a shift toward these more sustainable modes of travel.
Strategy Description	Complete the buildout of the Express Lanes network, providing an uncongested freeway lane for buses, carpoolers, and toll-paying single- or zero-occupant vehicles. Where possible, convert existing carpool or general purpose lanes to Express Lanes. When widening is required, complementary strategies help to offset the adverse effects of these projects, including pricing and speed limit reductions. Further leverage this investment through the provision of new Regional Express Bus routes serving destinations in 6 of the 9 Bay Area counties and by boosting frequencies on existing Express Bus service from Napa VINE, AC Transit, and other operators.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint due to performance shortcomings identified in the predecessor Horizon initiative. Through the commitment letter process, staff worked with county transportation agencies (CTAs) to modify project scopes and seek support of complementary policies to improve performance. Full details on projects included in the Final Blueprint can be found in Attachment J.

Housing: Protect and Preserve Affordable Housing

Strategy H1: Further Strengthen Renter Protections Beyond State Legislation

Strategy Cost	\$2 billion
Strategy Objective	Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible.
Strategy Description	Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. Augment robust renter protection with expanded services such as legal assistance and strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements.
Changes Since Draft Blueprint	This strategy was updated to integrate expanded services to augment strengthened renter protections. These were formerly part of the <i>Fund Affordable Housing Protection, Preservation and Production</i> strategy.

Housing: Protect and Preserve Affordable Housing

Strategy H2: Preserve Existing Affordable Housing

Strategy Cost	\$237 billion ¹
Strategy Objective	Increase housing security and expand pathways to home ownership for low- and middle-income households.
Strategy Description	Acquire homes currently affordable to low-and middle-income residents for preservation as permanently deed-restricted affordable housing. Preserve all <i>existing deed-restricted units</i> that are at risk of conversion to market rate housing. Pursue tax incentives, targeted subsidies, favorable financing, and other strategies to transfer ownership of <i>units without deed-restrictions</i> (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts for preservation as permanently affordable housing.
Changes Since Draft Blueprint	This strategy was included in the Draft Blueprint as part of the <i>Fund Affordable Housing Protection, Preservation and Production</i> strategy. That strategy has been expanded into two distinct but complementary strategies - this one, which focuses on preservation of existing subsidized and unsubsidized affordable housing, and <i>Build Adequate Affordable Housing to Ensure Homes for All</i> , shown below, which focuses on production of new deed-restricted affordable housing. The protection element of the previous strategy is integrated into the <i>Strengthen Renter Protections</i> strategy.

¹ Calculated by estimating the subsidy required to preserve as permanently affordable: a) all deed-restricted housing units at risk of conversion to market rate housing, and b) enough additional existing units without deed-restrictions to overcome the current deficit in deed-restricted housing affordable to households in the lowest income quantile. Affordability is defined here as monthly housing costs that do not exceed one-third of a household’s gross monthly income. The amount of additional subsidy required is calculated as the total estimated subsidy minus a share of existing and anticipated affordable housing subsidies from federal, state, and local sources. Potential sources for new revenues are assumed to include a combination of a bonds issued by the Bay Area Housing Finance Authority, existing and potential new state and federal sources, and supportable commercial debt; opportunities for new revenues can be further explored in the Implementation Plan phase.

Housing: Spur Housing Production at All Income Levels

Strategy H3: Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies

Strategy Cost	<i>not applicable</i>
Strategy Objective	Enable increased production of a full range of housing types and tenures, prioritizing Growth Geographies in the adopted Blueprint with access to the region’s best public transit, schools, and community services.
Strategy Description	Allow a variety of housing types at a range of densities to be built in Blueprint Growth Geographies, including Priority Development Areas (PDAs) identified by local governments, High Resource Areas (HRAs) with the region’s best schools and economic opportunities, and Transit Rich Areas (TRAs) with convenient access to frequent public transportation. Furthermore, reduce project review times and parking requirements, with 100% affordable projects permitted “by-right.” Specific densities and housing types are based upon regional and local context, including local zoning, type and frequency of transit service, existing land uses, and access to jobs and other opportunities.
Changes Since Draft Blueprint	This strategy was modified to adjust the densities and housing types by Growth Geographies. Also integrate the Draft Blueprint strategy <i>Reduce Barriers to Housing Near Transit and in Areas of High Opportunity</i> , and to include further reductions in barriers to 100% affordable housing.

Housing: Spur Housing Production at All Income Levels

Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All

Strategy Cost	\$219 billion ²
Strategy Objective	Ensure low-income households, including the currently unhoused, have access to affordable, secure housing.
Strategy Description	Build enough deed-restricted affordable homes necessary to fill the existing gap in homeless housing and to meet the needs of low-income households, including those currently living in overcrowded or unstable housing. Prioritize projects that advance racial equity and greenhouse gas reduction, including those in High Resource Areas, Transit Rich Areas, and communities facing displacement risk.
Changes Since Draft Blueprint	This strategy was included in the Draft Blueprint as part of the <i>Fund Affordable Housing Protection, Preservation and Production</i> strategy. That strategy was expanded into two distinct but complementary strategies - this one, which focuses on production of new deed-restricted affordable housing, and <i>Preserve Existing Affordable Housing</i> , shown above. The protection element of the previous strategy is integrated into the <i>Strengthen Renter Protections</i> strategy. To respond to a desire for stronger action on affordable housing, this strategy adds the estimated amount of subsidy required to meet full future housing needs.

² Calculated by estimating subsidy required to meet forecasted need for new deed-restricted affordable housing resulting from growth in lowest income quantile households over the course of the Plan and to close the existing gap in homeless housing. The amount of additional subsidy required is calculated as the total estimated subsidy minus a share of existing and anticipated affordable housing subsidies from federal, state, and local sources. Potential sources for new revenues are assumed to include a combination of a bonds issued by the Bay Area Housing Finance Authority, existing and potential new state and federal sources, and supportable commercial debt; opportunities for new revenues can be further explored in the Implementation Plan phase.

Housing: Spur Housing Production at All Income Levels

Strategy H5: Integrate Affordable Housing into All Major Housing Projects

Strategy Cost	<i>not applicable</i>
Strategy Objective	To create more inclusive communities, ensure new housing projects integrate households at a variety of income levels, while allowing residential development, including Accessory Dwelling Units, to remain financially feasible.
Strategy Description	Require a baseline of 10 percent to 20 percent of new market-rate housing developments of 5 units or more to be permanently deed-restricted affordable to low-income households ³ , with the threshold determined by local real estate market strength, access to opportunity, public transit, and displacement risk. Smaller units, such as Accessory Dwelling Units (ADUs) and fourplexes, are exempted to increase feasibility.
Changes Since Draft Blueprint	Strategy name has been modified to highlight intention of advancing inclusive communities.

³ Assumes requirement is met through on-site affordable units, as opposed to payments to an “*in lieu*” affordable housing fund.

Housing: Spur Housing Production at All Income Levels

Strategy H6: Transform Aging Malls and Office Parks into Neighborhoods

Strategy Cost	<i>not applicable</i>
Strategy Objective	Reinvent 20th century malls and office parks as complete communities with mixed-income housing, local and regional services, and public spaces.
Strategy Description	Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels, local and regional services, and public spaces. Support projects within Transit-Rich and High Resource Areas that exceed deed-restricted affordable housing requirements by providing technical assistance and low-interest loans. Prioritize a handful of regional pilot projects that add 1,000+ homes and dedicate land for affordable housing and public institutions such as community colleges and university extensions.
Changes Since Draft Blueprint	None

Housing: Create Inclusive Communities

Strategy H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern

Strategy Cost	\$10 billion
Strategy Objective	Begin to redress the impact of race-based policies on communities of color by increasing housing security and opportunities to build intergenerational wealth through housing and entrepreneurship.
Strategy Description	Provide mortgage and rental assistance in Communities of Concern, prioritizing longtime previous or existing residents of communities of color that have experienced disinvestment or displacement resulting from policies such as redlining, exclusionary zoning, predatory lending, and infrastructure siting. Provide targeted grants and low-interest loans to start up and expand locally-owned businesses.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and emerged from public engagement in recent months. The proposed strategy focuses funding to reverse the effects of discriminatory policies in the 20 th century, making it highly resilient to an uncertain future and strongly supportive of equity goals.

Housing: Create Inclusive Communities

Strategy H8: Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services

Strategy Cost	<i>not applicable</i>
Strategy Objective	Accelerate the reuse of surplus public land and land owned by non-profit institutions to meet community housing and service needs, expand small business opportunities, and create community gathering spaces.
Strategy Description	Establish a regional network of land owned by public agencies, community land trusts, and other non-profit land owners and coordinate its reuse as deed-restricted mixed-income affordable housing, essential services, and public spaces. Align with the <i>Build Adequate Affordable Housing to Ensure Homes for All</i> and <i>Provide Targeted Mortgage, Rental, and Small Business Assistance</i> strategies to match sites with funding, developers, and service providers, and to ensure projects benefit communities of color and other historically disinvested communities.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and emerged from public engagement in recent months, as another means to preserve and produce more deed-restricted affordable housing. The proposed strategy is resilient with uncertain future economic conditions and works to advance equity goals of Plan Bay Area 2050.

Economy: Improve Economic Mobility

Strategy EC1: Implement a Statewide Universal Basic Income

Strategy Cost	\$205 billion <i>Note that cost is solely reflective of funding for low-income households within the Bay Area; all other households see equivalent tax increases that net out any gains from the universal basic income.</i>
Strategy Objective	To enable upward economic mobility for low-income families by improving family stability & health and increasing consumer spending.
Strategy Description	Provide an average payment of \$500 a month to all households in the Bay Area (<i>payments vary based upon household size and composition</i>), paired with tax increases for those outside the low-income tax bracket that offset any gains from this strategy. Although a small amount such as \$500 cannot make up for a lost job, it can and does help with everyday emergencies, reduce anxiety, improve family stability, health, and improve access to opportunity.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and serves as a broader replacement for the childcare strategy previously featured. A universal basic income would be resilient to uncertain future economic conditions, and the program's design would help to advance equitable outcomes in the Bay Area and beyond.

Economy: Improve Economic Mobility

Strategy EC2: Expand Job Training and Incubator Programs

Strategy Cost	\$5 billion
Strategy Objective	To prepare workers for middle-wage job opportunities and to create new small businesses in communities with more limited employment opportunities today.
Strategy Description	Fund technical assistance for establishing a new business, access to workspaces, mentorship and financing through a series of co-located business incubation and job training centers. Support training for high-growth in demand occupations in collaboration with local community colleges in disadvantaged communities, working with community colleges and other training partners. Incubators would be co-located in select Priority Production Areas in housing-rich locations to encourage job opportunities are focused in support of locational objectives as well.
Changes Since Draft Blueprint	This strategy was expanded to integrate job training components elevated through the stakeholder engagement process and in alignment with the Comprehensive Economic Development Study (CEDs).

Economy: Improve Economic Mobility

Strategy EC3: Invest in High-Speed Internet in Underserved Low-Income Communities

Strategy Cost	\$10 billion
Strategy Objective	Enable greater participation in the digital economy and improve residents' ability to telecommute and school age children's access to educational resources.
Strategy Description	Connect low-income communities with high-speed internet to broaden opportunities through (1) direct subsidies for internet access to reduce costs for low-income households to \$0 per month and/or (2) invest in public infrastructure to create additional high-speed fiber connections. This strategy is designed to be complementary to the telecommuting strategy featured in the Environment Element, while recognizing that internet connectivity benefits extend telework. Given the immediate needs during and after the COVID-19 pandemic, this strategy addresses near-term needs while supporting a more equitable long-term future.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and serves as a critical strategy to complement efforts to expand telecommuting. As the internet has become a more critical tool during these uncertain times, these investments would boost resilience to an uncertain future and focus primarily on advancing equity through improved access.

Economy: Shift the Location of Jobs

Strategy EC4: Allow Greater Commercial Densities in Growth Geographies

Strategy Cost	<i>Not applicable</i>
Strategy Objective	To enable additional office, retail, and other commercial uses in locations with the best transit access in order to reduce greenhouse gas emissions.
Strategy Description	Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit. This strategy supports focused growth near transit to support climate goals, while recognizing the need for a balanced approach that does not exacerbate the region's jobs-housing imbalance.
Changes Since Draft Blueprint	This strategy features minor updates to the upzoning approach to encourage more job growth in low-VMT areas without adversely impacting jobs-housing balance.

Economy: Shift the Location of Jobs

Strategy EC5: Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit

Strategy Cost	\$10 billion
Strategy Objective	To encourage development of new office buildings in housing-rich, transit-oriented locations.
Strategy Description	Provide a subsidy from new tax revenues that encourages employers to locate in housing-rich areas near existing transit, (e.g. Concord or San Leandro). Subsidies would be used to incentivize development at existing regional rail stations to improve jobs housing balance and reverse commuting and support new transit where auto trips tend to be shorter, and there are many more homes than jobs.
Changes Since Draft Blueprint	This incentive-based strategy replaces two fee-based strategies from the Draft Blueprint that achieved only limited gains in shifting the location of jobs. The expanded strategy, which relies on a broader tax increase rather than new development fees, is more responsive to public and stakeholder feedback about a “carrot”-based approach.

Economy: Shift the Location of Jobs

Strategy EC6: Retain and Invest in Key Industrial Lands

Strategy Cost	\$4 billion
Strategy Objective	To support and grow production, advanced manufacturing, distribution, and related businesses and middle-wage jobs located on industrial lands.
Strategy Description	Implement local land use policies to retain key industrial lands identified as Priority Production Areas. This would include preservation of industrial zoning and an assumed increase in development capacity to enable new development to “pencil out” in these zones, without competition from residential and other commercial uses. It would also provide limited annual funding for high-growth PPAs for non-transportation infrastructure improvements including fiber, broadband, and building improvements.
Changes Since Draft Blueprint	This strategy was augmented with select infrastructure improvements in Priority Production Areas, in particular to assist PPAs that did not see significant employment growth in the Draft Blueprint.

Environment: Reduce Risks from Hazards

Strategy EN1: Adapt to Sea Level Rise

Strategy Cost \$19 billion

Strategy Objective Ensure that the region proactively addresses inundation risks to communities and regional systems as sea levels rise over the coming decades.

Strategy Description Address adaptation needs in locations that are permanently inundated with less than two feet of sea level rise providing protection from king tides and storms. Protect shoreline communities, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Using anticipated (\$3 billion) and new revenues (\$16 billion), the strategy would fund a suite of protective strategies (e.g. ecotone levees, traditional levees, sea walls), marsh restoration and adaptation, the elevation of critical infrastructure and support some lower density communities with managed retreat. The strategy prioritizes nature-based actions and resources in Communities of Concern as well as areas of high impacts and low costs. The adaptation actions are intended to balance multiple goals of flood protection, habitat restoration, and public access - protecting existing and future communities while also dedicating sufficient funds to support the 100,000 acre marsh restoration goal for the region.

Changes Since Draft Blueprint This strategy has been augmented with funding to support strategic retreat in a small number of communities where sea level rise protections are not financially feasible.

Environment: Reduce Risks from Hazards

Strategy EN2: Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)

Strategy Cost \$15 billion

Strategy Objective Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and fire while also reducing the water, energy, and carbon footprint of our least efficient, older buildings.

Strategy Description Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy would prioritize assistance to Communities of Concern, multi-family structures, as well as for residential dwellings built before current codes. Seismic improvements would focus action in 385,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist. 125,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits. 650,000 units would be boosted by energy efficiency and electrification subsidies and 175,000 units would undergo water efficiency and in-building, safer plumbing measures. The combined strategies reduce risk, improve affordability through lower utility and insurance bills, and reduce building-sector related emissions and water use.

Changes Since Draft Blueprint None

Environment: Reduce Risks from Hazards

Strategy EN3: Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings

Strategy Cost	\$18 billion
Strategy Objective	Reduce the carbon footprint and enable full decarbonization of buildings that support essential services, community resources, and government operations.
Strategy Description	Support electrification and resilient power system upgrades in all public and commercial buildings. To reach longer-term greenhouse gas emissions goals communities need to eliminate natural gas. As building components reach the end of their useful life funds can be used to transition to electric building systems. Subsidies would make up the difference in cost for higher efficiency electric building systems, and full costs of enabling components like panel upgrades and necessary building modifications. As these investments are made, backup energy systems like microgrids and solar-plus-storage solutions can be paired to ensure buildings remain open during acute events or power shut off events. Focusing action on these buildings in the near term will help advance action in community facilities and help local governments adopt broader resilient, sustainable, and equitable energy policy.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and serves as a critical strategy to complement efforts to reduce emissions from the transportation sector. This strategy would work to advance equity by focusing investments in under-resourced communities first, creating long-term job opportunities in the green economy. These crucial investments would enable complementary improvements in transportation charging, as well as backup energy systems that would increase resilience to a wide range of natural disasters occurring at greater frequency in recent years.

Environment: Expand Access to Parks and Open Space

Strategy EN4: Maintain Urban Growth Boundaries

Strategy Cost	<i>Not applicable</i>
Strategy Objective	To direct all new growth within the region’s existing urban footprint or growth boundaries in order to prevent the conversion of agricultural and open space lands to higher greenhouse gas emitting uses.
Strategy Description	Using 2020 urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. These measures include urban growth boundaries, urban service areas, environmental corridors, slope & density restrictions, stream conservation areas, and riparian buffers. This strategy would support regional resilience by limiting new growth in unincorporated areas in the wildland-urban interface and other high-risk areas.
Changes Since Draft Blueprint	None.

Environment: Expand Access to Parks and Open Space

Strategy EN5: Protect and Manage High-Value Conservation Lands

Strategy Cost \$15 billion

Strategy Objective To enhance regional resilience and quality of life through the conservation and management of priority agricultural and open space lands that support local food systems, biodiversity and natural resources, fire or flood protection, recreation opportunities, water supply, carbon sequestration and other ecosystem services.

Strategy Description Provide strategic matching funds to help conserve and manage high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas, wildland-urban interface lands, and other areas at high risk of wildfires, floods, or other natural hazards. Conserving the region's biodiversity and agricultural abundance requires planning and investment to support natural and working land protection, acquisition, and management. Management actions would prioritize protection of public health and safety, enhancement of environmental and recreational benefits, and sequestration of carbon to promote community and watershed resilience. This strategy would support regional goals for agriculture, open space, and public access, which include a vision of 2.2 million acres of preserved open space, enhanced wildfire, flood, and drought resilience, and a thriving agricultural economy. Bayland conservation, restoration and adaptation is included within the *Adapt to Sea Level Rise* strategy.

Changes Since Draft Blueprint This strategy's title was updated to prioritize land management with an emphasis on fire resilience, with additional costs integrated as well.

Environment: Expand Access to Parks and Open Space

Strategy EN6: Modernize and Expand Parks, Trails, and Recreation Facilities

Strategy Cost	\$30 billion
Strategy Objective	To support the ability of all Bay Area residents to easily access a variety of parks, trails, and recreation opportunities.
Strategy Description	Strategically plan and invest in quality parks, trails, and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. Recognizing how the COVID-19 pandemic has highlighted the importance of easy access to parks and open space, as well as the disparities within the Bay Area, this strategy would fund enhancements to regional and local parks, development and maintenance of parks and recreation facilities, acquisition of new open space, and construction of cross-jurisdictional trails and greenways with an emphasis on expanding recreation opportunities in Communities of Concern and other underserved areas.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and was added based upon public feedback this summer. This strategy would work to advance equity by focusing on improvements that address park-related disparities in the Bay Area. Such investments are resilient to wide range of potential futures for the Bay Area.

Environment: Reduce Climate Emissions

Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers

Strategy Cost	<i>not applicable</i>
Strategy Objective	Reduce greenhouse gas emissions, traffic congestion, and transit overcrowding by increasing the number of Bay Area workers that work from home one or more days per week.
Strategy Description	Build upon the significant shift to work from home during COVID-19 and mandate that large employers have at least 60 percent of their employees telecommute on any given workday. This requirement would be limited to large office-based employers whose workforce can work remotely. telecommuting target of 60 percent on a typical weekday. This could enable an increase from the projected telecommute share of 14 percent in the Draft Blueprint to up to as high as 25 percent in the Final Blueprint, recognizing that half of the workforce has a job that must be completed in-person (<i>not eligible for telecommuting</i>). The policy would require the employer to meet this target each workday. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and was added based upon public feedback this summer. Given the changes in travel patterns during the coronavirus pandemic, there was strong support for bolder policies on this front in the Final Blueprint, including a mandate for office-based employers. To ensure this strategy achieves equity goals, a complementary strategy to expand internet access in underserved communities was added to the Economy Element as well.

Environment: Reduce Climate Emissions

Strategy EN8: Expand Clean Vehicle Initiatives

Strategy Cost \$4 billion

Strategy Objective To mitigate transportation-related greenhouse gas emissions by supporting the adoption of clean vehicles and expansion of charging/fueling infrastructure.

Strategy Description Expand investments in programs that support the adoption and use of clean vehicles, which include more fuel-efficient vehicles and electric vehicles (EVs), through purchase incentives and deployment of charging and fueling infrastructure, in partnership with the Air District and the State. These investments would expand existing strategies in MTC's Climate Initiatives Program, which include investing in a Vehicle Buyback & Electric Vehicle Incentive Program, a Regional Electric Vehicle Charger Network, and a Clean Vehicle Feebate Program, as well as new requirements for the electrification of Transportation Network Company (TNC) and autonomous vehicles (AVs). The Vehicle Buyback & Electric Vehicle Incentive Program would be expanded to subsidize at least 350,000 new electric vehicles, with a priority for income-qualifying buyers. The Regional EV Charger program subsidizes over 50,000 public EV chargers to expand charging opportunities for plug-in hybrid electric vehicles (PHEVs). The Clean Vehicle Feebate Program would establish fees on a higher emission vehicle purchases to provide rebates for cleaner vehicles.

Changes Since Draft Blueprint Funding for this strategy was expanded eightfold, with additional equity elements integrated to make this strategy beneficial for a broader array of Bay Area residents.

Environment: Reduce Climate Emissions

Strategy EN9: Expand Transportation Demand Management Initiatives

Strategy Cost

\$1 billion

Generates parking revenues that can help fund Transportation Element *(amount to be determined during Final Blueprint analysis)*

Strategy Objective

To mitigate transportation-related greenhouse gas emissions by reducing the demand for single-occupancy passenger vehicle trips and increasing access to shared ride, micromobility, and other transportation options

Strategy Description

Expand investments in transportation demand management (TDM) programs through MTC's Climate Initiatives Program to reduce greenhouse gas emissions for other transportation sectors. This includes a wide range of programs that discourage single-occupancy vehicle (SOV) trips and support use of other travel modes. The Bay Area Commuter Benefits Program requires large employers to offer their employees benefits that encourage non-solo driving to work. Vanpool programs help organize and subsidize shared commute trips that reduce the number of vehicles on the road. Some local jurisdictions establish trip caps, which limit the number of vehicle trips to and from specific employment areas. Bikeshare services enable users to take short-distance trips to destinations or transit by bike instead of by car. Targeted transportation alternatives programs are community-based outreach programs to provide residents and workers personalized information on transportation alternatives to driving alone. Carshare services offer an alternative to personal vehicle ownership; carshare users drive fewer miles than vehicle owners and have access to vehicles that are more fuel efficient than average vehicles. A regional parking fee program helps manage driving demand by increasing the cost of parking at more destinations.

Changes Since Draft Blueprint

Parking element to this strategy was added for the Final Blueprint phase.

Fred Castro

From: Lisa Tarnow <LTarnow@cityofpleasantonca.gov>
Sent: Tuesday, September 15, 2020 1:26 PM
To: Arreguin, Jesse L.; Fred Castro
Subject: Letter dated September 14, 2020 to Executive Board Chair Jesse Arreguin from the Tri-Valley Cities
Attachments: Letter to ABAG Executive Board Chair Jesse Arreguin_ 9-14-20_final.pdf

External Email

Dear Mayor Arreguin and Mr. Castro,

Please find the attached letter dated September 14, 2020, which is being sent at the request of the Tri-Valley cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon.

Regards,

Lisa Tarnow

Executive Assistant, City Manager's Office

Direct: 925-931-5003 | Office: 925-931-5002

ltarnow@cityofpleasantonca.gov

City of Pleasanton | P.O. Box 520 | 123 Main St., Pleasanton, CA 94566



Tri-Valley Cities

DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

September 14, 2020

Mayor Jesse Arreguín, President
Association of Bay Area Governments, Executive Board
375 Beale Street, Suite 700
San Francisco, CA 94105-2066

Dear Board President Arreguín:

On behalf of the Tri-Valley cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon, we are writing to express our concern about the methodology options that will be considered by the Housing Methodology Committee on September 18.

The Tri-Valley Cities (TVC) appreciate the urgency of the statewide housing crisis and the responsibility of local jurisdictions to address this important issue. Each of our five cities has taken significant steps over recent years to facilitate the construction of both market-rate and affordable housing – evidenced by the construction of more than 10,300 new housing units since the start of the last Housing Element cycle – these efforts have made the Tri-Valley one of the fastest-growing regions in the Bay Area and the State. Through dedicated affordable housing projects, application of inclusionary ordinances, and policies to encourage ADUs, we have also made progress towards fulfilling our affordable housing needs, although, as has been experienced by most cities, the lack of funding for lower-income housing continues to present a significant challenge.

We very much appreciate the efforts and dedication of the HMC in addressing the significant challenges presented by the upcoming 6th Cycle RHNA process. Although we commend the HMC's prior decision to utilize the Plan Bay Area 2050 Households Baseline in the methodology, we would urge reconsideration of the currently proposed methodologies and factors, in order to more appropriately balance the RHNA Statutory Objectives identified in State Law including equity and fair housing goals, as well as those related to efficient growth patterns and GHG reductions.

Methodology options 5A and 6A that will be under consideration by the HMC on September 18, have significant flaws. In particular, both place a disproportionate emphasis on factors that allocate RHNA to high opportunity areas, without consideration of the negative consequences of the resultant land use patterns. The following points reflect our specific concerns regarding the proposed methodology options:

- The options do not adequately address factors related to transit and jobs proximity, and fail to take into account the lack of high-quality transit within the Tri-Valley, and distance from the major employment centers of the South Bay, Oakland, and San Francisco. The methodologies allocate growth in a manner that will promote auto dependency and longer commute times, exacerbate GHG impacts, and run counter to the goals and objectives well-formulated and strongly articulated in the recently released Plan Bay Area Blueprint. This is also counter to RHNA Statutory Objective 2: Promoting infill



Tri-Valley Cities

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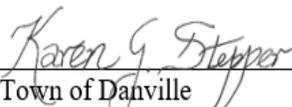
development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns.

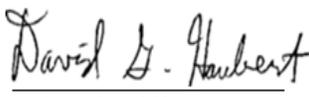
- The options push significant housing allocations into the outer ring of Bay Area suburbs, including the Tri-Valley, exacerbating the jobs/housing imbalance, and compelling long commutes to distant jobs centers. Even in our relatively jobs-rich Tri-Valley cities, data shows that many of our residents, today, commute significant distances to work. This comes at a significant cost: not just in negative environmental consequences, but as time spent away from families, and a further strain on household finances, particularly for lower-income households.
- Our smaller cities have limited land area and sites that are candidates for re-zoning. Significant RHNA allocations may have the unintended consequence of causing speculative increases in land values, and create pressure to develop agricultural and open space lands, areas subject to natural hazards, and other sensitive resources.

Given these concerns, we would urge the Executive Board to reject the current options 5A and 6A, and consider methodology options that emphasize factors and factor weightings that 1) focus housing allocations in areas most proximate to the highest concentrations of jobs, and particularly where jobs growth has outpaced recent housing production (e.g jobs proximity factors); 2) provide realistic allocations that take account of geographic and other constraints to housing development (e.g. urbanized land area factors); and 3) provide residents with access to viable transit and transportation options that do not add to regional congestion, commute times, and household transportation costs (e.g. transit proximity factors).

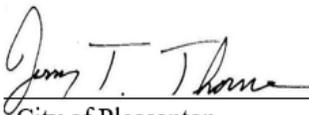
Thank you for your consideration of these important concerns.

Respectfully,


Town of Danville
Mayor Karen Stepper


City of Dublin
Mayor David Haubert


City of Livermore
Mayor John Marchand


City of Pleasanton
Mayor Jerry Thorne


City of San Ramon
Mayor Bill Clarkson





ABAG

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1306 **Version:** 1 **Name:**

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On agenda: 9/17/2020 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Sponsors:

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Date	Ver.	Action By	Action	Result
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Open Session