



Bay Area **Regional Collaborative**

Bay Area Regional Collaborative Draft Shared Work Plan



Association of
Bay Area
Governments



SAN FRANCISCO BAY
CONSERVATION & DEVELOPMENT
COMMISSION



BAY AREA AIR QUALITY
MANAGEMENT DISTRICT



Coastal Conservancy
STATE of CALIFORNIA



CALIFORNIA
Water Boards
STATE WATER RESOURCES CONTROL BOARD
REGIONAL WATER QUALITY CONTROL BOARDS



METROPOLITAN
TRANSPORTATION
COMMISSION



SAN FRANCISCO
ESTUARY
PARTNERSHIP



District 4

May 20, 2022

Acknowledgements

BARC Staff Team: Allison Brooks, Lucian Go, Alhad Dighe

ARUP Team: Kate White, Katrina Von Burg, Jack Hogan, Casie Venable, Karuna Phillips

Thank you to Executive Leadership and participation of staff from:

Association of Bay Area Governments (ABAG)
Bay Area Air Quality Management District (BAAQMD)

The San Francisco Bay Conservation & Development Commission (BCDC)

Metropolitan Transportation Commission (MTC)

San Francisco Estuary Partnership (SFEP)

California State Coastal Conservancy

San Francisco Bay Regional Water Quality Control Board (Water Board)

BARC Governing Board Members

ABAG - Association of Bay Area Governments

Jesse Arreguin, Vice Chair
David Hudson
Belia Ramos
David Rabbitt

BAAQMD - Bay Area Air Quality Management District

Teresa Barrett
John Bauters
David Haubert
Mark Ross

BCDC – Bay Conservation & Development Commission

John Gioia
Dave Pine
Brad Wagenknecht
Zack Wasserman

MTC - Metropolitan Transportation Commission

Amy R. Worth, Chair
Alfredo Pedroza
James P. Spering

Non-Voting Members

Caltrans District 4

Dina El-Tawansy, Director

San Francisco Bay Regional Water Quality Control Board

Lisa McCann, Assistant Executive Officer

State Coastal Conservancy

Amy Hutzell, Executive Officer

Table of Contents

Introduction	3
Background	4
Focus Area One: Climate Adaptation	8
Initiative 1: Regional Multi-Hazard Climate Adaptation Plan	8
Initiative 2: Regional Climate Adaptation Technical Assistance	13
Focus Area Two: Greenhouse Gas (GHG) Emissions Reduction	16
Initiative 3: Zero-Emission Transit Bus Infrastructure	16
Exploratory Area: Low-Carbon, High-Equity Neighborhoods	19
<i>Description</i>	19
<i>Context and Opportunity</i>	19
Conclusion & Next Steps	20
Recommendation	21
Appendices	22
Appendix A: BARC September 2021 Joint Resolution	23
Appendix B: Public Comment Period: Comment Letters	24

Bay Area Regional Collaborative (BARC) Shared Work Plan

May 20, 2022



Introduction

Addressing the challenge of climate change with any level of success requires an “all-hands-on-deck” approach in the San Francisco Bay Area. It requires partnership and collaboration among people and communities, among public agencies and private organizations, and across all levels of government to ensure the plans, policies, projects and investments made to mitigate and adapt to climate change are equitable, fair and meaningful. Everybody has a role to play! The keys are to map out who is best positioned to do what, and then to generate the resources needed so everyone can perform their roles and meet their responsibilities.

The Bay Area Regional Collaborative (BARC) Shared Work Plan outlines several initiatives to ***better understand and optimize the roles of specific regional agencies*** - and state agencies with Bay Area districts - in meeting the climate

emergency. Building off work in which the seven participating agencies already are engaged, the Shared Work Plan aims to foster both greater coordination and an inclusive environment in which the agencies' work can be continually informed, enriched and improved.

A full understanding of roles to be played by regional agencies must also be informed by the stakeholders who will benefit from a strong, coordinated, and focused regional role in climate adaptation and mitigation. These include cities, counties, special districts, community-based organizations, and many others who lead the charge at the local level.

Background

BARC was created through state statute ([SB 849, Torlakson, 2004](#))¹ to foster the coordination of the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the San Francisco Bay Conservation and Development Commission (BCDC) and the Metropolitan Transportation Commission (MTC) to address issues of regional significance. Joining this consortium as non-voting members (voluntarily participating, but not yet written into the legislation) are Caltrans District 4, the California State Coastal Conservancy, and the San Francisco Water Quality Control District.

BARC operates under the premise that there is value in regional agencies exercising a strong role in helping to address climate change and other issues of regional significance, and that coordination among regional and state agencies will:

- Model good governance by eliminating the duplication of efforts.
- Ensure the respective policies, programs and investments of each agency are aligned as much as possible, and not working at cross purposes.
- Support the leadership, best practices and innovation advanced by local jurisdictions and other critical stakeholders, and help bring them to scale.
- Allocate resources in a fair, equitable and level-setting manner to ensure the Bay Area's low-income, frontline communities of color have the capacity to lead in local and regional problem solving.

In September 2021, the BARC Governing Board approved the **Joint Resolution to Address Climate Change (Appendix A)**. The Resolution is an urgent call for action by the BARC member agencies to work together measurably to reduce the harmful

¹ https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200320040SB849

contributors to and the impacts from climate change in the Bay Area, particularly for people and communities at the frontlines of risk.

As stated in the Resolution, the BARC member agencies will *“work together to strategically align planning and regulatory actions in order to accelerate the implementation of strategies that advance climate mitigation and adaptation goals.”*

The Draft BARC Shared Work Plan is designed as a mechanism by which the agencies will do just that, outlining three ambitious initiatives to produce measurable results within the next one to five years to equitably reduce greenhouse gas emissions and advance a strategic regional approach to adapting to climate change:

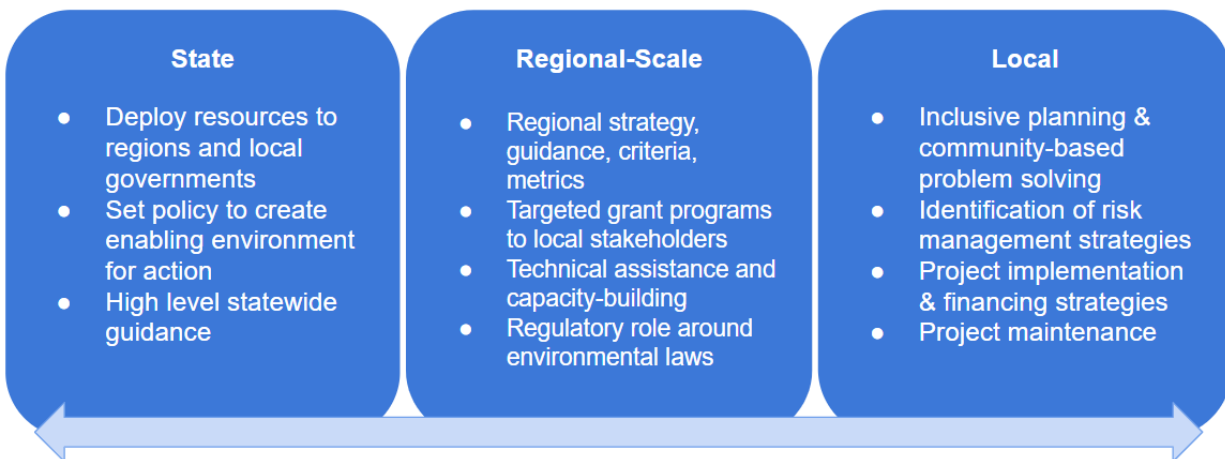
1. Regional Adaptation Plan
2. Regional Adaptation Technical Assistance
3. Zero-Emission Transit Infrastructure.

The tasks developed for each initiative will involve participation of staff from two or more member agencies, and will be shaped by engagement with partners and stakeholders outside the agencies themselves. Partnerships with stakeholder groups will be critical to fostering a productive and ongoing dialogue, and to developing effective strategy. Because the scale and types of engagement necessarily will be informed by available resources, the agencies will work together to avoid overlap of activities and efforts.

While in most cases a specific agency takes the lead role in any BARC effort, we are reminded of the mantra “No one agency or entity can solve climate change alone!”. By working together, the agencies can avoid duplication, communicate a clear and coordinated approach to problem solving, and use everybody’s time and resources most efficiently.

Underlying each initiative is a commitment to advancing social equity, ensuring projects contribute to improving quality of life measures in low-income, frontline communities. The BARC Shared Work Plan also has a primary focus on amplifying the clear value-added roles the regional and state agencies can play in supporting the leadership of cities, counties, special districts and community-based leaders in implementing strategies and actions on the ground. Also important is creating strong linkages to state and federal programs and investments such as the AB 32 Climate Change Scoping Plan, California Climate Adaptation Strategy and the federal Infrastructure Investment and Jobs Act (IIJA).

Roles of Public Sector at Different Scales:



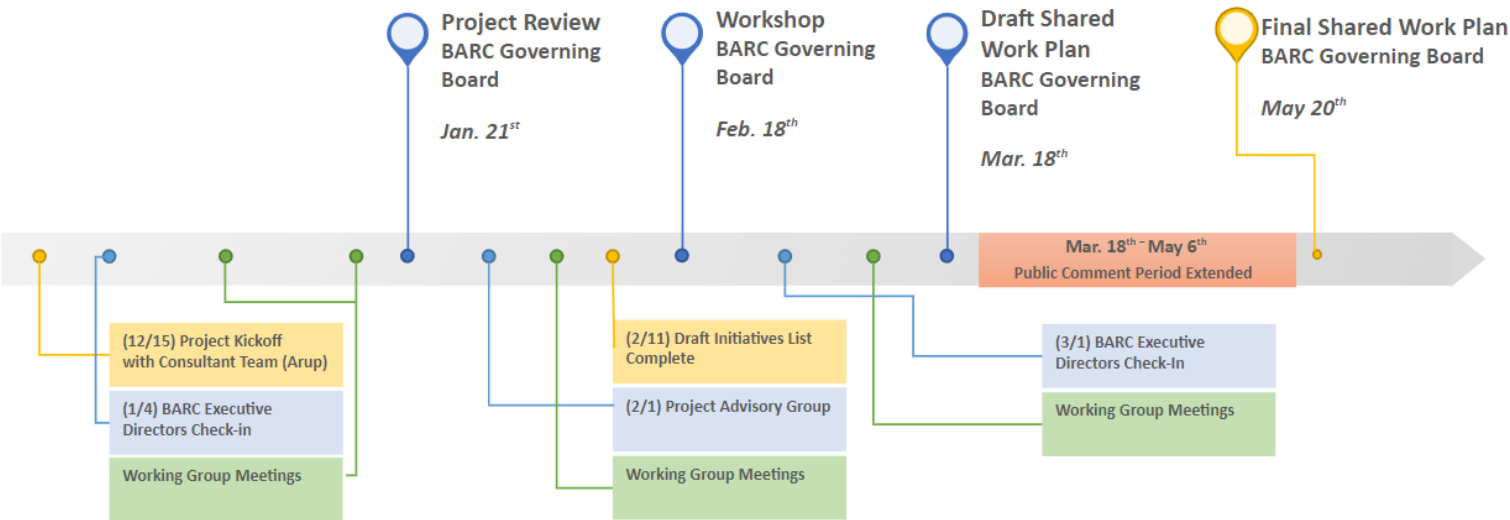
Process for Developing BARC Shared Work Plan

Development of the Initial Draft of the BARC Shared Work Plan was facilitated by BARC staff from January 2022 to May 2022, and informed by guidance from the Governing Board, executive leadership, and two Working Groups composed of staff from across the member agencies with particular subject matter expertise. The timeline was driven by opportunities to better position the Bay Area to compete for emerging state and federal funding for regional-scale adaptation and resilience planning, and for the electrification of buildings and vehicles.

From March to May 2022, the BARC Shared Work Plan was further refined through a Public Comment Period, as well as through discussions with Working Group members and agency leadership. The written comments received are included in **Appendix B**. This final draft also incorporates input provided by various agencies, groups and individuals after receiving an overview of the Work Plan from the BARC Executive Director.

The scale and breadth of each initiative will be shaped by resources provided by each participating agency, and by any additional funding that can be secured through state and federal programs over the next year. The BARC Budget for FY22-23 will be oriented toward filling gaps and enhancing work underway.

Timeline



Focus Area One: Climate Adaptation

- | | | |
|---|-------------------------------|---|
| 1 | Regional Adaptation Plan | Develop a Regional Multi-Hazard Adaptation Plan |
| 2 | Regional Technical Assistance | Establish a regional technical assistance program to support local governments in advancing shared approach to adaptation planning and project implementation |



Initiative 1: Regional Multi-Hazard Climate Adaptation Plan

Description: *Work with partners and stakeholders to develop a Regional Multi-Hazard Adaptation Plan that supports the deployment of effective risk management strategies and equitable, multi-benefit climate adaptation projects at the appropriate geographic scale across the San Francisco Bay Area.*

The Bay Area faces threats from a variety of hazards including sea level rise, coastal and inland flooding, extreme heat, drought, wildfire, as well as earthquakes. There has been progress in advancing climate adaptation and resilience planning to address

these hazards, with cities, counties and special districts taking the lead in helping to move concepts forward and developing new governance models. A focus on flooding and sea level rise has led to efforts like the San Francisquito Creek Joint Powers Authority mitigating flood risks for communities adjacent to the creek and the Bay in East Palo Alto and Menlo Park, and the consolidation of agencies to create the San Mateo County Flooding and Sea Level Resiliency District (One Shoreline). The four North Bay counties — Marin, Napa, Solano and Sonoma — are working together with Caltrans, MTC and environmental stewards to advance strategies to address flooding and sea level rise along the State Route 37 corridor. The South San Francisco Bay Shoreline Project is a multi-million dollar sea level rise protection project underway - many years in the making - led by Valley Water, the California State Coastal Conservancy, US Army Corps of Engineers and US Fish and Wildlife to protect the vulnerable community of Alviso in San Jose and surrounding areas.

There are other important nature-based and multi-benefit projects advancing through investments from the San Francisco Bay Restoration Authority and other granting agencies that indicate the Bay Area region is building forward momentum to address flooding and sea level rise risks. But the Bay Area needs more than just a portfolio of disparate projects.

Expanding the portfolio and making sure high quality planning and projects are occurring in the places that need them most requires a high level of coordination and resources. Additionally, understanding the geography through which different hazards and risks should be managed - and by whom - and making sure all the stakeholders are at the table to determine the best risk management strategies to employ is essential to reaching equitable regional-scale resilience.

Engaging in this collective problem-solving in vulnerable places across the region requires significant resources; access to a clearinghouse of reliable data and science; guidance on effective approaches, strategies and governance models; and people with the skills, expertise and job description to move ideas into reality on the ground. The needs listed above illustrate why the San Francisco Bay Area could benefit from a Regional Adaptation Plan - not as a top down directive telling cities and counties what to do — but, rather, as a mechanism by which our region can work together to ensure communities have access to the resources and tools necessary to implement a range of strategies to manage risk and to get these resources to the places that need them most.

Managing the development such a Plan, with extensive input from interested stakeholders, is something for which the regional agencies that comprise the BARC consortium are well suited. Ensuring that a Regional Adaptation Plan is oriented

towards delivering specific, measurable outcomes that are equitable, fair and effective in managing risk is something in which every interested stakeholder should be involved.

The BCDC-led effort to develop a Regional Shoreline Adaptation Strategy will be a core component of the Regional Adaptation Plan, helping to outline potentially similar approaches to other hazards like extreme heat, drought, flooding, and wildfires. The participating agencies will work together through this initiative to help inform BCDC's effort while at the same time conducting outreach, analysis, and research to better understand how different hazards can best be captured and approached in a Regional Adaptation Plan. An important feature of this effort will be to understand the role regional agencies play (or not) related to different hazards, as well as to understand the potential relationships between a regional multi-hazard adaptation plan and local hazard mitigation plans. Additionally, the coordination provided by BARC staff can be helpful in aligning public outreach and engagement across the participating agencies, considering overlapping issues, and addressing issues related to regional governance, funding and prioritization. The involvement of Caltrans District 4 as an active member of BARC, for example, will help local and regional priorities for vulnerable transportation infrastructure sync up with state planning requirements, state and federal funding agencies, and state infrastructure adaptation needs and vulnerability data.

Counties, cities and special districts have leading roles to play in facilitating adaptation planning and project implementation to address different hazards in their communities. Many Bay Area counties already are leading on this front, with the county being a manageable scale over which to conduct planning and project development. The regional agencies, in turn, can be helpful in lifting up the best practices being advanced by cities and counties, and to help build capacity and consistency in efforts across the region. As BCDC identified through the Bay Adapt process, there are challenges Bay Area faces in adapting to flooding and sea level rise that are likely applicable to managing other hazards. These include:

- Inconsistent content and approach in local plans and projects
- Competition for funding with no agreement on priorities
- Inconsistent progress on plans and projects
- No comprehensive understanding of adaptation needs and interventions (and their impact) along the shoreline.

A Regional Adaptation Plan can help navigate these deficiencies and inconsistencies, identifying where more capacity and support is needed, while at the same time helping to advance good projects at the local or sub-regional level. Additionally, the Plan can

help synthesize the components of other related regional planning efforts into an overarching set of strategies, priorities, and tools. These include MTC/ABAG's Plan Bay Area 2050, adopted in October 2021, which involves strategies to adapt to sea level rise and manage risks. BCDC's Bay Adapt Joint Platform lays out a high-level action plan to protect people and the built environment from rising sea levels, with the BARC Shared Work Plan as an example of agencies taking the lead to help implement Bay Adapt actions. Furthermore, the San Francisco Estuary Partnership (SFEP) just completed its 2022 Update to the Estuary Blueprint, mapping out regional actions needed for a healthy and resilient San Francisco Estuary.

In 2022, the Bay Area has a prime opportunity to build upon work done to date and to generate the resources needed to develop the Regional Adaptation Plan through a robust and inclusive engagement process. The Governor's Office of Planning and Research (OPR) has expanded funding to the tune of \$250 million statewide over the next several years. This commitment is well suited to support the development of a Regional Multi-Hazard Adaptation Plan, as well as the technical assistance that can support local capacity building, planning and project implementation. At the federal level, the PROTECT program established by the Infrastructure, Investment and Jobs Act of 2021 provides appropriated funds (\$630 million to California) and competitive grant programs (\$1.4 billion nationally) over the next five years to advance transportation resilience planning and implementation. The IIJA creates incentives for states and MPOs to adopt a Resilience Improvement Plan (RIP) by waiving a portion of local cost shares for appropriated funds, and prioritizing competitive grant proposals that advance RIP priorities. Based on initial estimates, integration of a RIP into Plan Bay Area could result in over \$11 million in value for the region.

Goals

- Establish an engagement process by which stakeholders will work together to develop a Regional Multi-Hazard Adaptation Plan that supports strong coordination among regional agencies, counties, cities, special districts and community leaders to manage climate hazard risks and positions the region to receive state and federal funding to support shared goals and priorities.
- Outline and understand the distinct role(s) of regional agencies and those of other levels of government in managing different climate hazards such as drought, heat, wildfire, sea level rise and flooding, as well as any potential interaction with seismic vulnerability.

Participating BARC Agencies

Association of Bay Area Governments (ABAG), Bay Conservation and Development Commission (BCDC), Bay Area Air Quality Management District (BAAQMD), Caltrans

District 4, Metropolitan Transportation Commission (MTC), California State Coastal Conservancy (SCC), San Francisco Bay Regional Water Quality Control Board, San Francisco Estuary Partnership.

Key Stakeholders & Partners

cities, counties, special districts, community-based organizations, nonprofits, academic and scientific institutions, state agencies, federal agencies. Membership organizations and networks: Bay Area Climate Adaptation Network (BayCAN), Coastal Hazards Adaptation Resiliency Group (CHARG)

Year One Priorities and Tasks

- Outline landscape of powers, authorities and responsibilities among regional agencies related to multiple hazards and relationship to federal, state and local/community roles and responsibilities. (BARC supported, consultant, partners)
- Understand permitting and regulatory landscape and impact on speed at which multi-benefit climate adaptation projects can be approved and implemented, including green, gray and hybrid projects. (BARC supported, consultant, partners)
- Work to expand support for frontline community capacity building and build partnerships (various mechanisms, including BCDC grant program, partners)
- Support MTC/ABAG (or other appropriate agency) grant application to OPR for regional planning in Fall 2022
- Kick-off Regional Shoreline Adaptation Strategy (led by BCDC, multi-year efforts)
- Development of Sea Level Rise Funding and Investment Strategy (led by MTC/ABAG and BCDC)
- Early development of Resilience Improvement Plan (MTC/ABAG, Caltrans D4)
- Identify and pursue opportunities for legislative advocacy to promote climate adaptation efforts at local and regional scales, and help secure further resources for community capacity building.



Initiative 2: Regional Climate Adaptation Technical Assistance

Description: *Work with partners and stakeholders to develop a regional climate adaptation technical assistance program to support local adaptation planning and project implementation.*

Climate adaptation and resilience planning and projects will most often need to happen at the local and/or sub-regional level, with regional and state agencies best positioned to provide needed support, resources, and guidance. Across the Bay Area's nine counties and 101 municipalities, local governments have highly variable levels of capacity and resources available to conduct adaptation planning and develop risk management strategies. Additionally, a special focus must be given to historically underserved Black, Indigenous and People of Color (BIPOC) communities who are at the frontlines of risk and already are battling challenging environmental conditions in their neighborhoods.

As noted in the public comments on the initial draft of the BARC Shared Work Plan, managing risks like flooding and sea level rise raises many complications related to jurisdictional responsibilities and property ownership, and differing views on the mission and responsibilities of any one entity or organization. "These aspects are hard to grasp (especially for staff without deep experience in Bay Area

government/regulatory setting) and there is no central resource to show who is responsible for what. Could this objective be tied to some sort of a deliverable that outlines the roles played by different government entities, coalitions, and associations and the “levers” that they control.

A coordinated Regional Climate Adaptation Technical Assistance program can identify the most effective ways in which regional agencies can support cities, counties, special districts and community-based organizations in conducting actionable adaptation planning and project implementation. It can help to map out the authorities and responsibilities of different stakeholders in climate adaptation, and provide governance and decision-making models to help bring clarity to what is currently a somewhat murky area, especially in terms of bringing project implementation to scale across the region. A goal can include providing a centralized source for adaptation standards, data and guidance from across the regional agencies that is coherent and easily accessible to local governments and in publicly led planning processes.

The Regional Climate Adaptation Technical Assistance initiative will involve staff from multiple agencies working together in a coordinated manner, along with other key stakeholders, to find the most effective support and to advance high-quality adaptation planning efforts in localities across the region. These efforts would inform and be tracked through BCDC’s Regional Shoreline Adaptation Strategy and through the development of a broader, multi-hazard Adaptation Plan.

Goals

- Clarify who is in charge of different aspects of climate adaptation at different scales.
- Develop a clearinghouse or “storefront” of adaptation data, standards, and guidance (explore options for where it can live and/or intersect, including existing tools such as ABAG Technical Assistance Portal, OPR Clearinghouse)
- Develop easy-to-access technical assistance for local governments and community-based organizations. This can include grant-writing services (especially for limited-capacity jurisdictions and stakeholders), one-on-one assistance, facilitated services for specific cohorts of jurisdictions and stakeholders facing similar challenges. Identify agencies best suited to provide different types of assistance.

Participating BARC Agencies

Association of Bay Area Governments (ABAG), Bay Conservation and Development Commission (BCDC), Bay Area Air Quality Management District (BAAQMD), Caltrans District 4, Metropolitan Transportation Commission (MTC), California State Coastal

Conservancy (SCC), San Francisco Bay Regional Water Quality Control Board, San Francisco Estuary Partnership.

Key Stakeholders & Partners

Cities, counties, special districts, community-based organizations, nonprofits, academic and scientific institutions, state agencies, federal agencies. Membership organizations and networks: Bay Area Climate Adaptation Network (BayCAN), Coastal Hazards Adaptation Resiliency Group (CHARG), others.

Year One Priorities and Tasks

- Conduct analysis to capture types of technical assistance regional and state agencies are providing, identify gaps in service and support, understand lay of the land in terms of technical support needs, and who is best positioned to do what at all scales. (BARC supported, in partnership with stakeholders, tie in and align with other projects where appropriate)
- Outreach/Engagement/Survey to determine needs for technical assistance by local stakeholders (BARC supported, BCDC and MTC/ABAG, partners)
- Outline oversight responsibilities for each hazard (including funding), regulatory environment and general lay of the land; provide analysis and best practices on leadership and coordination issues related to managing risks at the appropriate scale and financing adaptation projects.

Focus Area Two: Greenhouse Gas (GHG) Emissions Reduction

1

Zero Emission
Transit Bus
Infrastructure

Accelerate Zero-Emission Transit Bus (ZEB) deployment by supporting coordinated expansion of infrastructure and modernized facilities across the region. Position the region to capture significant federal and state funds to do so.



Low-Carbon,
High-Equity
Neighborhoods

Align agency activities focused on affordable housing, building decarbonization, EV charging, trip reduction and resilience for a holistic approach to create affordable, healthy, zero-emission neighborhoods.



Initiative 3: Zero-Emission Transit Bus Infrastructure

Description: Accelerate Zero-Emission Transit Bus (ZEB) deployment by supporting coordinated expansion of reliable charging infrastructure across the Bay Area region.

Context and Opportunity

Buses play a critical role in meeting transportation demand, reducing single-passenger trips and climate impacts, especially for people who depend and rely on public transit to get where they need to go, a large proportion being low-income residents.

Considerable state and federal funding for transportation infrastructure, including the Infrastructure, Investment and Jobs Act (IIJA), provide an unprecedented opportunity for the Bay Area to secure funding for decarbonizing our transit systems in the next year. In fiscal year 2022, \$1.47 billion in grants will be available from the Federal Transit Administration to modernize bus fleets and facilities, including \$1.1 billion (a tenfold increase) in the FTA's Low or No Emission (Low-No) Grant Program and \$372 million through the Bus and Bus Facilities Grant Program.

Furthermore, the California Air Resources Board's Innovative Clean Transit Rule requires 25% of large operators' bus purchases be zero-emission by 2023, and 100% by 2029. In total, approximately 2,500 new buses will need to be replaced in the Bay Area over the next decade, putting new demands on bus depots and utilities to support the demand. Depending on planning, coordination, and approach this could equate to more than 250 megawatts of additional grid capacity, billions in cost and increased fleet space requirements. There is a need to think ahead to help mitigate the impacts of massive conversion of buses to zero-emission so that it can be as seamless as possible.

To help facilitate the investment in zero-emission buses, MTC is leading a Bay Area Transit Zero-Emission Transition Strategy, working closely with the Bay Area Partnership Board (see [March 30, 2022 Bay Area Partnership Board Agenda Item 4a](#))². As outlined, MTC's proposed transition strategy will focus on the following elements:

- **Cost and Funding** analysis to develop an updated regional cost estimate and funding framework for programming decisions and advocacy efforts.
- **Policy Guidance & Best Practices** in technology, compatibility, and shared infrastructure/vehicles, at the regional, subregional, and/or local level
- **Facilitation of Early Coordination Efforts** to support highest-impact investment of resources
- **Analyze Submitted and Developing Rollout Plans** to identify opportunities for coordinated investments

² <https://mtc.ca.gov/meetings-events/bay-area-partnership-board-2022-03-30t200000>

- **Evaluate and Manage** Risk including areas of technology choice and performance, energy provision to facilities, cost of buses and facilities, and emergency response.

To support this effort, the BARC Shared Work Plan through its involved agencies and partners will focus on coordination among stakeholders (including equipment manufacturers and utilities) that are essential to creating a robust charging infrastructure to support the expansion of electric bus fleets and potentially other municipal vehicles. Both BAAQMD, MTC/ABAG are engaged in efforts to coordinate with the region's 27 transit agencies in the deployment of grant resources for ZEB buses and infrastructure. The BARC initiative can facilitate data sharing from ZEB pilots already underway so operators can avoid unnecessary analysis. Procurement of charging equipment on a large scale can maximize cost savings and streamline engagement with manufacturers. Identifying the appropriate point of contact for utilities across operators could streamline delivery of power infrastructure.

Goals

- All Bay Area buses are zero-emission (EV or hydrogen) by 2040
- ZEB charging infrastructure capacity increased to support new power demands
- Data sharing across operators on ZEB pilot lessons learned
- Simplified grantmaking across agencies to support shared outcomes Identify opportunities to link regional grantmaking to ZEB technologies and infrastructure standards for region's 27 transit agencies
- Help align city and transit operators' efforts to scale up ZEB
- Establish relationships between regional agencies, operators, manufacturers, and energy utilities to meet the new power demand.

Key Stakeholders

MTC/ABAG, BAAQMD, Bay Area Partnership Board (Bay Area transit agencies), cities, counties, manufacturers, utilities, community choice aggregators (CCAs).

Year One Priorities and Tasks

- Facilitate coordination between BAAQMD and MTC on grantmaking to support ZEB charging infrastructure
- Create overview and diagram the key players in this space, along with the challenges and opportunities in both near and long term.
- Explore opportunities for shared transit/municipal charging infrastructure
- Explore/analyze near-term and long-term obstacles around charging infrastructure and power grid w/ utilities, cities, counties, etc.

Exploratory Area: Low-Carbon, High-Equity Neighborhoods

Description

Align different but interrelated agency programs to develop a more holistic approach to fostering affordable, healthy, zero-emission neighborhoods. These programs include those supporting affordable housing development, building decarbonization, electric vehicle charging, active transportation, single-occupancy vehicle trip reduction, commuter benefits and climate resilience.

Context and Opportunity

MTC/ABAG and BAAQMD are pursuing a number of separate, yet interrelated activities to decarbonize how Bay Area residents live and commute. These include: technical assistance and financing for building decarbonization through the Bay Area Regional Energy Network (BayREN); the Bay Area Healthy Homes Initiative (BAHHI) led by BAAQMD; affordable housing development through the newly-established Bay Area Housing Finance Authority (BAHFA); guidance on local housing elements and climate resilience through MTC/ABAG's Regional Planning Program; as well as updated CEQA guidelines and thresholds, building retrofits, and incentives for electric vehicles and trip reduction through both agencies.

Evaluated through the lens of social equity and the opportunity to foster affordable, healthy, carbon-free neighborhoods, these focus areas could potentially have more impact if integrated into a more strategic and holistic approach. For example, moving away from supporting EV single-occupancy vehicle ownership for low-income people to a strategy of supporting EV car sharing at the neighborhood or building scale. BARC will work with agency partners to explore this complex topic, learning from the three Initiatives that are kicking off this next year to determine how best to approach this topic through a future initiative. A potential idea to explore is the development of a "Local Innovation Challenge Grant Program" that would support local governments, nonprofits and community-based organizations, affordable housing developers, and others in developing creative, innovative approaches at the neighborhood or district scale. A great example to learn from and build upon is the current *Zero Emissions Neighborhood Pilot Program* led by the City of San Jose that is focused on bringing "climate action to life at the neighborhood scale in an equitable way by co-creating neighborhood-level improvement plans in partnership with residents in disadvantaged residents".

Conclusion & Next Steps

Underlying the initiatives outlined in the BARC Shared Work Plan is the mantra “*No one agency or entity can solve climate change alone*”. BARC was created through state statute as a mechanism through which regionally-oriented agencies can do the hard work of collaborating and aligning efforts to have greater impact. Nowhere in the statute does this say this is easy! Regional agencies don’t operate in a vacuum; they operate in a complex and diverse region of stakeholders operating at different scales, at different capacities, and with different roles and authorities. As evidenced in the comment letters to the initial draft of the BARC Shared Work Plan, the commitment and passion of different stakeholders in addressing the climate change emergency is palpable. There is no shortage of work to do and everyone has a role to play.

There are more resources becoming available than ever before for climate mitigation and adaptation. We need to work together to ensure this new money can deliver the greatest benefit for people and communities, the Bay Area ecology, the economy and future generations. We need to work together to ensure resources are landing in the places that need them the most, particularly the Bay Area’s frontline, BIPOC communities.

The BARC Shared Work Plan initiatives are complex, multi-layered efforts that involve multiple tasks and activities that bleed into each other. In most cases these tasks are led by specific agencies but require the active participation of other agencies and stakeholders. By working together, the agencies can avoid duplication, communicate a clear, holistic and coordinated approach to problem solving, and use everybody’s time and resources in a productive manner towards shared outcomes. Focusing on the most effective roles the regional agencies can play – whether individually or collectively – to address climate change is a key feature of the BARC Shared Work Plan.

To that point, this is an iterative process. BARC must develop a more detailed scope of work for each initiative that will include specific roles for participating agencies and stakeholder partners, and a visual representation of the interplay and relationship of different efforts and how they feed into outcomes. For next steps, BARC staff will work with participating agency staff and leadership, as well as other stakeholders where appropriate, to develop the following:

- Identification of “official” work groups for each initiative (year one)
- Detailed scope of work for each initiative that includes further clarity on goals, staff roles, relationship of existing efforts, intended outcomes for each task, budget and resource needs, identification of lead agencies where needed.
- Outline of engagement strategy for each initiative, developed in partnership with stakeholders.

BARC staff expects this work to reasonably take two to three months, given all the stakeholders involved.

Recommendation

The recommendation is that the BARC Governing Board approve the BARC Shared Work Plan with the condition that staff will bring forward further details for each initiative by the September 16, 2022, meeting. BARC staff will regularly report on progress of the initiatives at future meetings, enlisting the help of agency staff and partners in that endeavor.

Appendices

DRAFT

Appendix A: BARC September 2021 Joint Resolution

DRAFT

Appendix B: Public Comment Period: Comment Letters

DRAFT