



Bay Area
Regional
Collaborative

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

Bay Area Regional Collaborative

Chair, Jesse Arreguin, Mayor, City of Berkeley
*Vice Chair, Zach Wasserman, SF Bay Conservation and
Development Commission*

Friday, September 15, 2023

10:00 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):

Scott Haggerty Heritage House, 4501 Pleasanton Ave., Pleasanton, CA 94566

STA Office, 423 Main Street (2nd Floor-Mankas Corner CR), Suisun City, CA 94585

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at:

<https://barc.ca.gov/whats-happening/meetings/live-webcast>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. 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.

Attendee Link: <https://bayareametro.zoom.us/j/83318915544>

iPhone One-tap mobile: US: +13462487799,,82642783666# or +14086380968,,82642783666#
Join by Telephone: (for higher quality, dial a number based on your current location): US: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 833 1891 5544

International numbers available: <https://bayareametro.zoom.us/j/83318915544>
SIP: 83318915544@zoomcrc.com

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

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

The BARC Governing Board may act on any item on the agenda. Agenda, roster, and webcast available at <https://barc.ca.gov>. For information, contact Clerk of the Board at (415) 778-5218.

Governing Board Members

ABAG—Jesse Arreguin, David Rabbitt, Belia Ramos, Pat Eklund

BAAQMD—David Haubert, Mark Ross, Margaret Abe-Koga

BCDC—John Gioia, Dave Pine, Zack Wasserman, Rebecca Eisen

MTC—Alfredo Pedroza, Jim Spering, Eddie Ahn, Sue Noack

1. Call to Order / Roll Call / Confirm Quorum*Quorum: A quorum of this body shall be a majority of its regular voting members (8).***2. Governing Board Member Announcements****3. Chair's Report**

- 3a. [23-1061](#) BARC Governing Board Chair's Report for September 15, 2023

Action: Information

Presenter: Chair Arreguin

4. Approval

- 4a. [23-1062](#) Approval of the BARC Governing Board Minutes of July 21, 2023

Action: Approval

Presenter: Clerk of the Board

Attachments: [Item 4.a BARC GB Minutes 20230721 Draft.pdf](#)

5. BARC Member Agency Executive Director Updates

- 5a. [23-1063](#) Association of Bay Area Governments and Metropolitan Transportation Commission

Action: Information

Presenter: Andrew Fremier

- 5b. [23-1064](#) California State Coastal Conservancy

Action: Information

Presenter: Amy Hutzell

- 5c. [23-1065](#) San Francisco Bay Conservation and Development Commission

Action: Information

Presenter: Jessica Fain

- 5d. [23-1066](#) Bay Area Air Quality Management District

Action: Information

Presenter: Dr. Phillip Fine

5e. [23-1067](#) San Francisco Bay Regional Water Quality Control Board

Action: Information

Presenter: Eileen White

6. BARC Executive Director's Update

6a. [23-1068](#) Report from BARC Executive Director

Action: Information

Presenter: Allison Brooks

Attachments: [Item 6.a BARC GB ED Report 09_15_23 FINAL.pdf](#)

7. Agency Programs and Projects on Zero Carbon Transportation and Charging Infrastructure

7a. [23-1069](#) Presentation & Discussion of Agency Programs and Projects on Zero Carbon Transportation and Charging Infrastructure

Action: Information

Presenter: Craig Bosman, MTC
James Choe, MTC
Linda Hui, BAAQMD

Attachments: [Item 7.a BARC Governing Board - ZE Transit Transition Strategy Update 9.15.p](#)
[Item 7.a BARC TE Update 2023-09-15 - Read-Only.pdf](#)
[Item 7.a Infrastructure only BARC 9.15.2023-update2 \(1\).pdf](#)

8. Presentation on 2023 Legislation

8.a [23-1186](#) 2023 Legislative Update

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [Item 8.a 2023 State Legislative Update BARC.pdf](#)
[Item 8.a Attachment A_Sen Wiener 8.21.23 Press Release on SB 532.pdf](#)
[Item 8.a Attachment B Formerly 3aiv Attachment C FY 2023-24 State Budg](#)

9. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

10. Adjournment / Next Meeting

The next meeting of the Bay Area Regional Collaborative will be on Friday, November 17, 2023 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

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

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

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

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



Legislation Details (With Text)

File #: 23-1061 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: BARC Governing Board Chair's Report for September 15, 2023

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
BARC Governing Board Chair's Report for September 15, 2023

Presenter:
Chair Arreguin

Recommended Action:
Information



Legislation Details (With Text)

File #: 23-1062 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: Approval of the BARC Governing Board Minutes of July 21, 2023

Sponsors:

Indexes:

Code sections:

Attachments: [Item 4.a BARC GB Minutes 20230721 Draft.pdf](#)

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

Subject:
Approval of the BARC Governing Board Minutes of July 21, 2023

Presenter:
Clerk of the Board

Recommended Action:
Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

Bay Area Regional Collaborative

Chair, Jesse Arreguin, Mayor, City of Berkeley
*Vice Chair, Zach Wasserman, SF Bay Conservation and
Development Commission*

Governing Board Members
ABAG—Jesse Arreguin, David Rabbitt, Belia Ramos, Pat Eklund
BAAQMD—David Haubert, Mark Ross, Margaret Abe-Koga
*BCDC—John Gioia, Dave Pine, Zack Wasserman, Rebecca
Eisen*
MTC—Alfredo Pedroza, Jim Spering, Eddie Ahn, Sue Noack

Friday, July 21, 2023

10:00 AM

Board Room - 1st Floor

Special Meeting

This meeting shall consist of a simultaneous teleconference call at the following location(s):

**Napa County Administration Building, CEO Office – 1195 Third Street, Suite 310, Napa, CA
94559**

Scott Haggerty Heritage House, 4501 Pleasanton Ave, Pleasanton, CA 94566
**Mountain View City Hall, 500 Castro Street, 3rd Floor Clerks Office Conference Room,
Mountain View, CA 94041**

STA Office, 423 Main Street (2nd Floor-Mankas Corner CR), Suisun City, CA 94585

A Zoom panelist link for meeting participants will be sent separately to Committee members. Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at: <https://barc.ca.gov/whats-happening/meetings/live-webcast>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. 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.

Attendee Link: <https://bayareametro.zoom.us/j/83635185313>

Or One tap mobile: US: +13462487799,,82642783666# or +14086380968,,82642783666#

Join by Telephone: (for higher quality, dial a number based on your current location):

US: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 836 3518 5313

International numbers available: <https://bayareametro.zoom.us/j/kborLDDAUo>

SIP: 83635185313@zoomcrc.com

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

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayaremetro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item in the subject line

The BARC Governing Board may act on any item on the agenda.
The meeting is scheduled to begin at 10:00 a.m.
Agenda, roster, and webcast available at <https://barc.ca.gov>
For information, contact Clerk of the Board at (415) 778-5218.

Governing Board Members

ABAG—Jesse Arreguin, David Rabbitt, Belia Ramos, Pat Eklund
BAAQMD—David Haubert, Mark Ross, Margaret Abe-Koga
BCDC—John Gioia, Dave Pine, Zack Wasserman, Rebecca Eisen
MTC—Alfredo Pedroza, Jim Spering, Eddie Ahn, Sue Noack

1. Call to Order / Roll Call / Confirm Quorum

Vice Chair Arreguin called the meeting to order at 10:06 a.m. Quorum was achieved at 10:08 a.m

Present: 10 - Arreguin, Pine, Ramos, Ross, Spering, Wasserman, Eisen, Ahn, Noack, and Abe-Koga

Absent: 4 - Gioia, Haubert, Pedroza, and Rabbitt

2. Governing Board Member Announcements

There were no Governing Board Member Announcements

3. Chair's Report

Chair Arreguin gave the report

3.a **23-0894** Chair’s Report for July 21, 2023

4. Consent Calendar

4.a [23-0895](#) Approving the Minutes of the March 17th Governing Board Meeting

Upon the motion by Wasserman and the second by Pine the Consent Calendar was approved. The motion passed by the following vote:

Aye: 8 - Arreguin, Pine, Ramos, Spering, Wasserman, Eisen, Ahn and Abe-Koga

Absent: 4 - Gioia, Haubert, Pedroza and Rabbitt

Abstain: 2 - Ross and Noack

4.b [23-0897](#) BARC Draft Budget Fiscal Year 2023-2024

Upon the motion by Wasserman and the second by Pine the Consent Calendar was approved. The motion passed by the following vote:

Aye: 10 - Arreguin, Pine, Ramos, Ross, Sperring, Wasserman, Eisen, Ahn, Noack and Abe-Koga

Absent: 4 - Gioia, Haubert, Pedroza and Rabbitt

5. BARC Member Agency Executive Director Updates

5.a [23-0898](#) California State Coastal Conservancy report for July 21, 2023

Amy Hutzel gave the report.

5.b [23-0899](#) San Francisco Bay Conservation and Development Commission

Larry Goldzband gave the report.

5.c [23-0900](#) Bay Area Air Quality Management District

Dr. Phillip Fine gave the report.

5.d [23-0901](#) San Francisco Bay Regional Water Quality Control Board

Eileen White gave the report.

5.e [23-0902](#) Association of Bay Area Governments and Metropolitan Transportation Commission

Andrew Fremier gave the report.

6. BARC Executive Director's Update

6.a [23-0903](#) Report from BARC's Executive Director

Allison Brooks gave the report.

7. Systems Mapping Project

This item was presented by by Josh Bradt and Allison Brooks, Matt Chadsey, Non-Linear Ventures and Shelley Jiang, AECOM Technical Services

7.a [23-0904](#) Presentation and Discussion of Systems Thinking Analyses of Climate Adaptation in SF Bay Area, Preliminary Report

Public comment was given by Warner Chabot.

8. Ounce of Prevention Study

This item was presented by Kristopher Eclarino, Michael McCormick and Christina Oraftik.

[23-0991](#)

Presentation of and Discussion of Ounce of Prevention: Advancing Equitable Climate Resilience Planning Report

9. Public Comment

There were no general public comments.

10. Meeting Adjournment

The meeting was adjourned at 12:12 p.m.



Legislation Details (With Text)

File #: 23-1063 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: Association of Bay Area Governments and Metropolitan Transportation Commission

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
Association of Bay Area Governments and Metropolitan Transportation Commission

Presenter:
Andrew Fremier

Recommended Action:
Information



Legislation Details (With Text)

File #: 23-1064 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/3/2023 **In control:** Bay Area Regional Collaborative
On agenda: 9/15/2023 **Final action:**
Title: California State Coastal Conservancy

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:

California State Coastal Conservancy

Presenter:

Amy Hutzel

Recommended Action:

Information



Legislation Details (With Text)

File #: 23-1065 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: San Francisco Bay Conservation and Development Commission

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
San Francisco Bay Conservation and Development Commission

Presenter:
Jessica Fain

Recommended Action:
Information



Legislation Details (With Text)

File #: 23-1066 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/3/2023 **In control:** Bay Area Regional Collaborative
On agenda: 9/15/2023 **Final action:**
Title: Bay Area Air Quality Management District

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:

Bay Area Air Quality Management District

Presenter:

Dr. Phillip Fine

Recommended Action:

Information



Legislation Details (With Text)

File #: 23-1067 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: San Francisco Bay Regional Water Quality Control Board

Sponsors:

Indexes:

Code sections:

Attachments:

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

Subject:
San Francisco Bay Regional Water Quality Control Board

Presenter:
Eileen White

Recommended Action:
Information



Legislation Details (With Text)

File #: 23-1068 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: Report from BARC Executive Director

Sponsors:

Indexes:

Code sections:

Attachments: [Item 6.a BARC GB ED Report 09_15_23 FINAL.pdf](#)

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

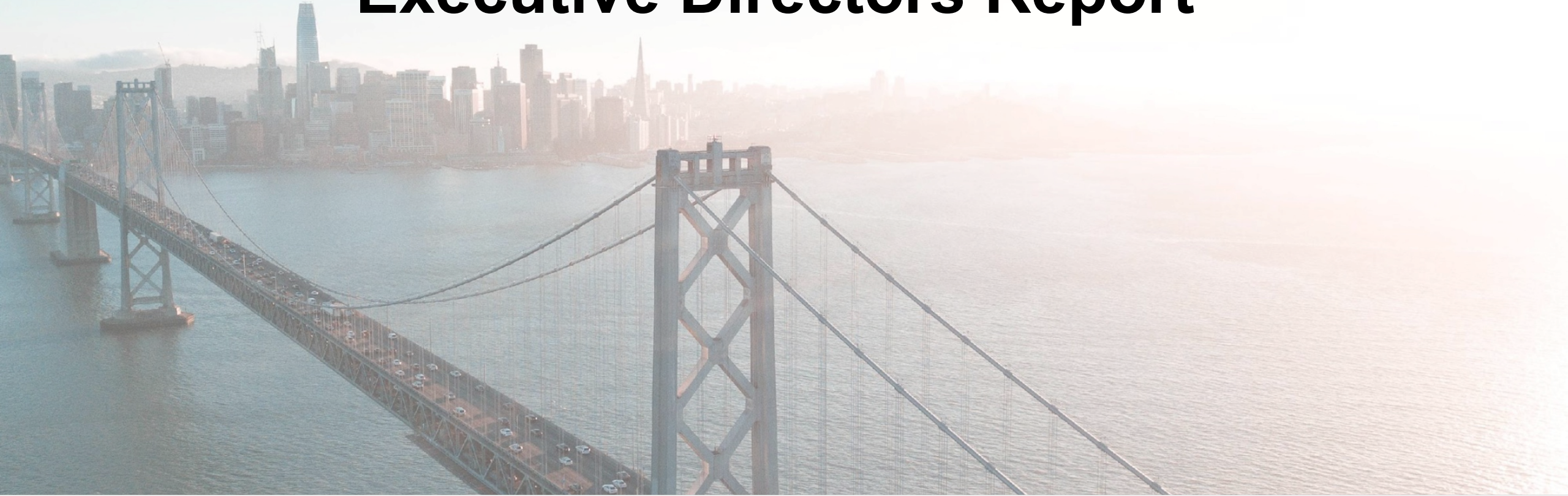
Subject:
Report from BARC Executive Director

Presenter:
Allison Brooks

Recommended Action:
Information

Bay Area Regional Collaborative

Executive Directors Report



To Discuss:

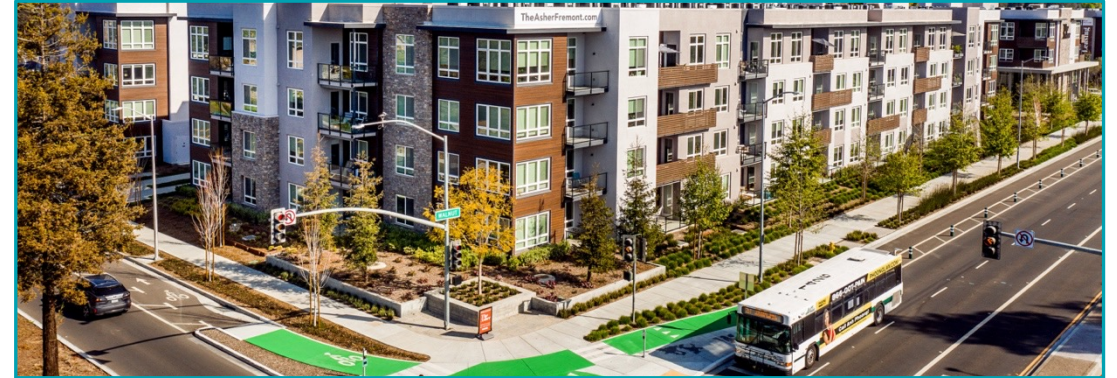
1. BARC Shared Work Plan Initiatives
2. ICARP Regional Resilience Grant Proposal
3. BARC Shared Work Plan - Progress

3 Shared Work Plan Initiatives



Climate Adaption

1. Regional Adaptation Plan
2. Regional Technical Assistance



GHG Reduction

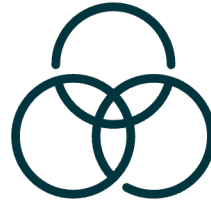
3. Zero Emission Transit Bus Infrastructure
-  Low-Carbon, High-Equity Neighborhoods

Systems Mapping Analyses and State of Technical Assistance - Project Objectives



Map the Existing System

Delineate how **BARC member agencies** and **state and federal partners** currently address climate resilience and adaptation



Identify Challenges & Opportunities

Identify **gaps, overlaps, and areas for improvement** to support regional adaptation planning and implementation



Lay the Groundwork

Consider next steps to help **advance adaptation planning and technical assistance** in the region

Baseline Distinctions: Hazards

Wildfire / Air Quality



Photo: Cal FIRE

Coastal Flooding



Photo: Port of San Francisco

Inland Flooding



Photo: Sonoma County

Drought



Photo: USGS - Rick Myrick

Extreme Heat

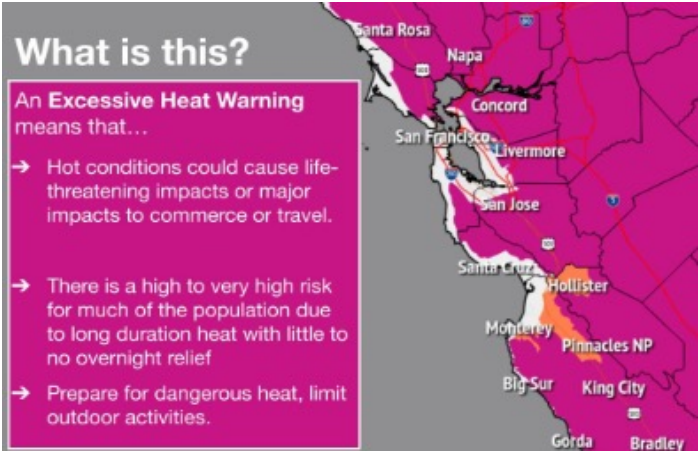


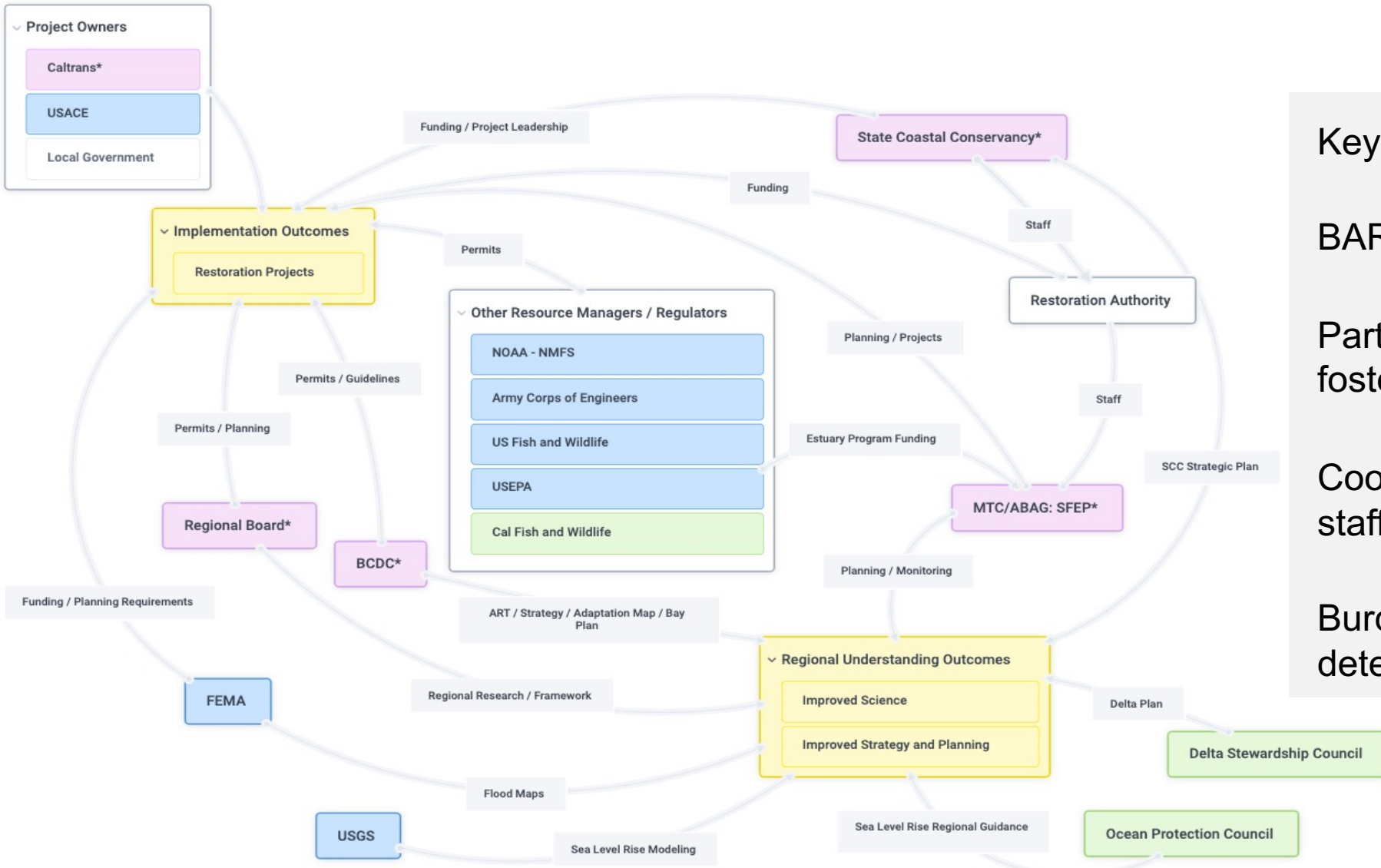
Image: National Weather Service

Water Quality



Photo: City of Palo Alto

Agencies engaged in sea level rise adaptation

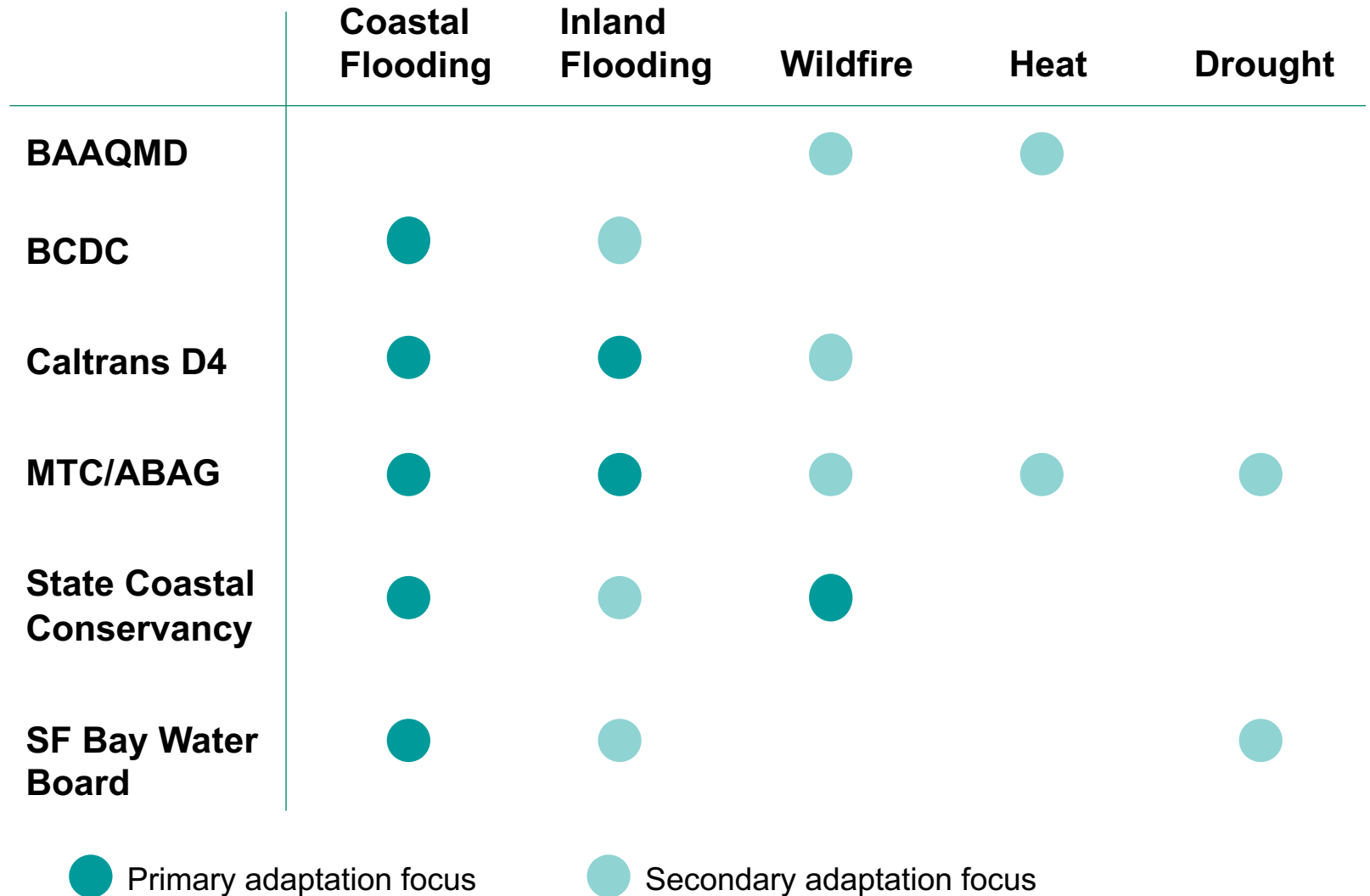


Key observations:

- BARC members are highly engaged
- Partnering builds knowledge and fosters innovation
- Coordination is expensive in time, staff, and money
- Burden on project owners to determine how to connect

Key Findings: Overall Regional Approach

Regional adaptation activity **varies greatly** by climate hazard



Initiative 2: Regional Technical Assistance

Challenge Statement: Local governments have different levels of capacity and resources available to conduct adaptation planning and develop risk management strategies — especially those at the frontlines of risk and most in need of early interventions.

Initiative 2: Regional Technical Assistance

Goal: Establish a regional-scale technical assistance program to support local governments in advancing a range of location-specific adaptation planning and project implementation actions to help manage risk and foster more equitable resilience.

Objectives

- 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.
- Outreach/Engagement/Survey to determine needs for technical assistance by local stakeholders.
- 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.

What support is needed around TA to make it more useful?

*“Relationships, relationships, relationships...
The best support comes down to building and sustaining relationships.”*

—Local agency focus group participant

How Can Climate Adaptation TA be Improved?

“Government agencies provide TA to us, but when they want guidance from CBOs, they should name what we’re providing TA as well.”

—CBO focus group participant

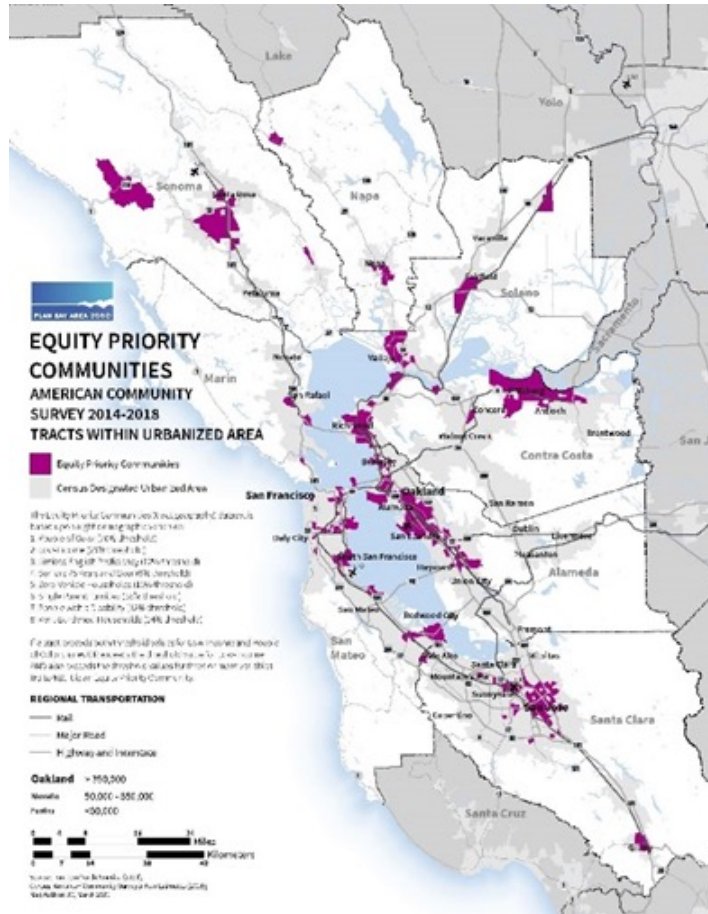
Findings/Emerging Themes

- One-on-One/high touch TA is highly valuable & in demand
- Demand for TA greater than capacity to supply TA
- Perceptions on equity differ between TA providers and CBOs
- Existing TA may be difficult to access and does not cover all hazards
- Informal relationship-building and convenings provide valuable connections

Recommendations to Increase Technical Assistance Effectiveness

- Distinguish audiences and objectives of TA to be more useful to recipients (CBOs needs differ from local government). Apply this to workshops, guidance materials, etc.
- Identify and streamline especially complex or confusing elements of grant applications, regulatory language and guidance to facilitate adaptation and support equitable processes
- Measure and monitor TA effectiveness with quantitative and qualitative framework to track cost, objective, and effectiveness of TA materials and activities

BARC Regional Technical Assistance Program Proposal



- **\$3M requested** from ICARP Regional Resilience Grant Program for 30-month Implementation project
- **Deploy interdisciplinary teams** to select Disadvantaged Communities to support community identification and advancement of specific strategies to reduce risk
- **Build community capacity** by directly resourcing CBOs in DACs to engage stakeholders *and* give & receive TA
- **Learn from and lift-up work on-the-ground** efforts to design regional TA program
- **Formalize a regional-scale program** that provides a suite of TA services to support communities in advancing project implementation

Regional Technical Assistance Proposal

PARTNERS

Bay Area Regional Collaborative

Bay Area Climate Adaptation Network

Bay Area Regional Health Inequities Initiative

Alameda County Health Care Services Agency's
Public Health Department

Greenbelt Alliance

Climate Resilient Communities

SF Estuary Institute

Save the Bay

UC Berkeley Climate Change Network

Expected Outcomes

- **Program of Verified Technical Assistance and Capacity-Building Approaches** Recommendations for how needed services and resources are best provided and the capacity needs of critical partner organizations to support work over longer-term.
- **Program design and governance of the R-TAP** Outlining roles and responsibilities of different sectoral cohorts, structure for ongoing strategic coordination and monitoring and evaluation. Specific roles for regional agencies
- **Funding strategy to resource the R-TAP network and community of practice that clearly delineates** Memorandum of understanding among regional agencies to fulfill their respective roles.

BARC Shared Work Plan Update

Item	Objective	Status
Initiative 1 – Regional Adaptation Plan	Systems Thinking Analyses of Regional Agencies’ existing roles, responsibilities, and activities	<ul style="list-style-type: none"> Final Report being prepared, ETA 9/29/23 Develop next steps for Regional Multi-Hazard Adaptation Plan in conversation with BARC member agencies
Initiative 2 – Regional Technical Assistance	Outline types of climate adaptation technical assistance provided by BARC agencies	<ul style="list-style-type: none"> Final Report being prepared, ETA 9/29/23 Submitted Regional Technical Assistance Program proposal to ICARP, 8/29/23
Initiative 3 – Zero Emission Transit Bus Infrastructure	Support strategic resource allocation/leverage additional funding to bus operators in transition to zero-emission fleets	<ul style="list-style-type: none"> Working with MTC on consultant-led Regional Zero Emission Transit Transition Strategy Overview report on today’s agenda

Thank you!

Any Questions?

barc.ca.gov



Bay Area
Regional
Collaborative



Legislation Details (With Text)

File #: 23-1069 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/3/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: Presentation & Discussion of Agency Programs and Projects on Zero Carbon Transportation and Charging Infrastructure

Sponsors:

Indexes:

Code sections:

Attachments: [Item 7.a BARC Governing Board - ZE Transit Transition Strategy Update 9.15.pdf](#)
[Item 7.a BARC TE Update 2023-09-15 - Read-Only.pdf](#)
[Item 7.a Infrastructure only BARC 9.15.2023-update2 \(1\).pdf](#)

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

Subject:

Presentation & Discussion of Agency Programs and Projects on Zero Carbon Transportation and Charging Infrastructure

Presenter:

Craig Bosman, MTC
James Choe, MTC
Linda Hui, BAAQMD

Recommended Action:

Information

Regional Zero-Emission Transit Transition Strategy Update

Bay Area Regional Collaborative
September 15, 2023

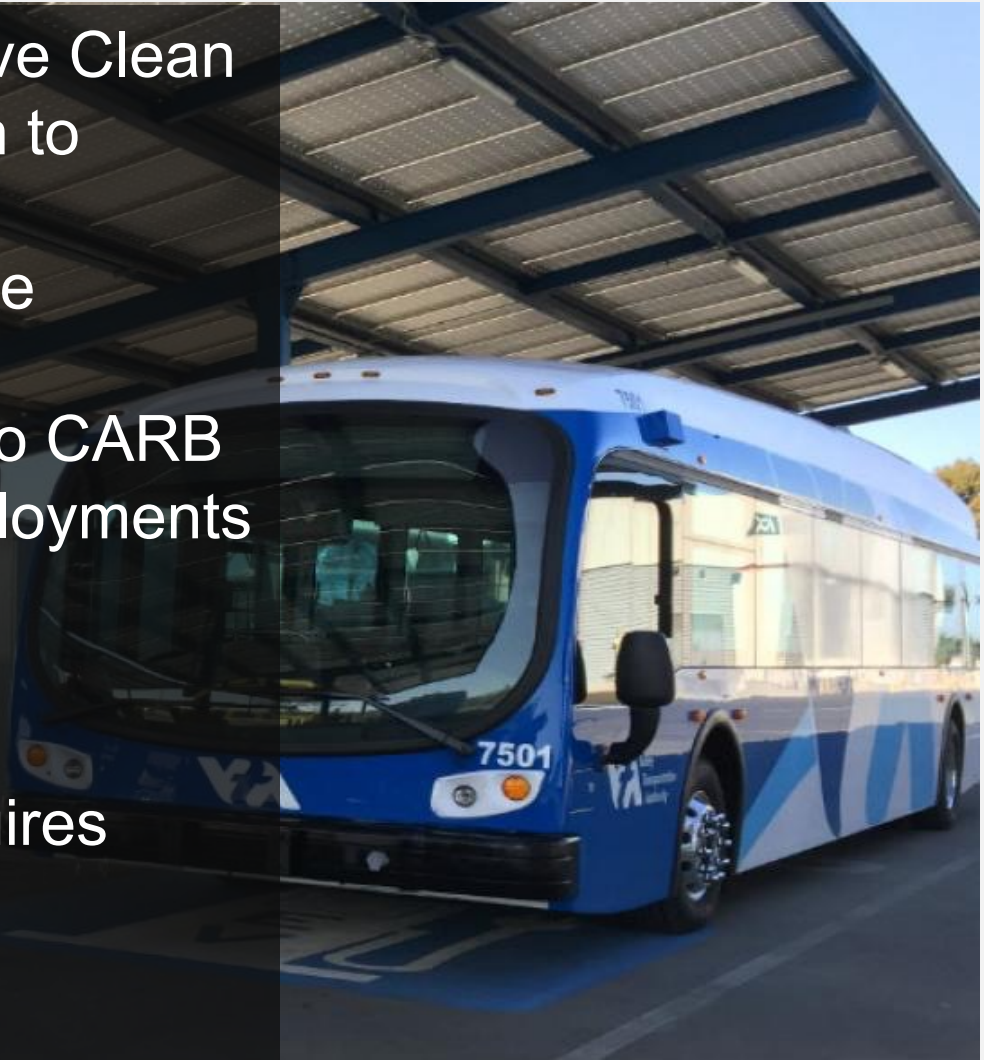


Current Zero Emission Transition Context

California Air Resources Board (CARB) Innovative Clean Transit rule requires transit agencies to transition to 100% zero-emission bus fleets by 2040

- Purchase requirements underway for large operators
- Operators have submitted Rollout Plans to CARB
- Majority of operators have initial ZEB deployments

CARB Commercial Harbor Craft Regulation requires lower-emission ferry fleets



Regional Zero-Emission Transit Transition Strategy

Strategy is underway with consultant team, in partnership with transit operators and BARC, to develop a regional zero-emission vehicles and infrastructure transition strategy, focused on identifying challenges and opportunities at the regional and local levels.



Zero Emission Transit Transition Strategy Principles

- a. Transition in **partnership** (operators, CTAs, MTC, State, Federal)
- b. **Accelerate** transition elements to focus facility investments on ZEB ready infrastructure
- c. Support a **dynamic bus system** serving local routes, key trunk corridors, and express lane network
- d. Evaluate and **manage risk** throughout transition



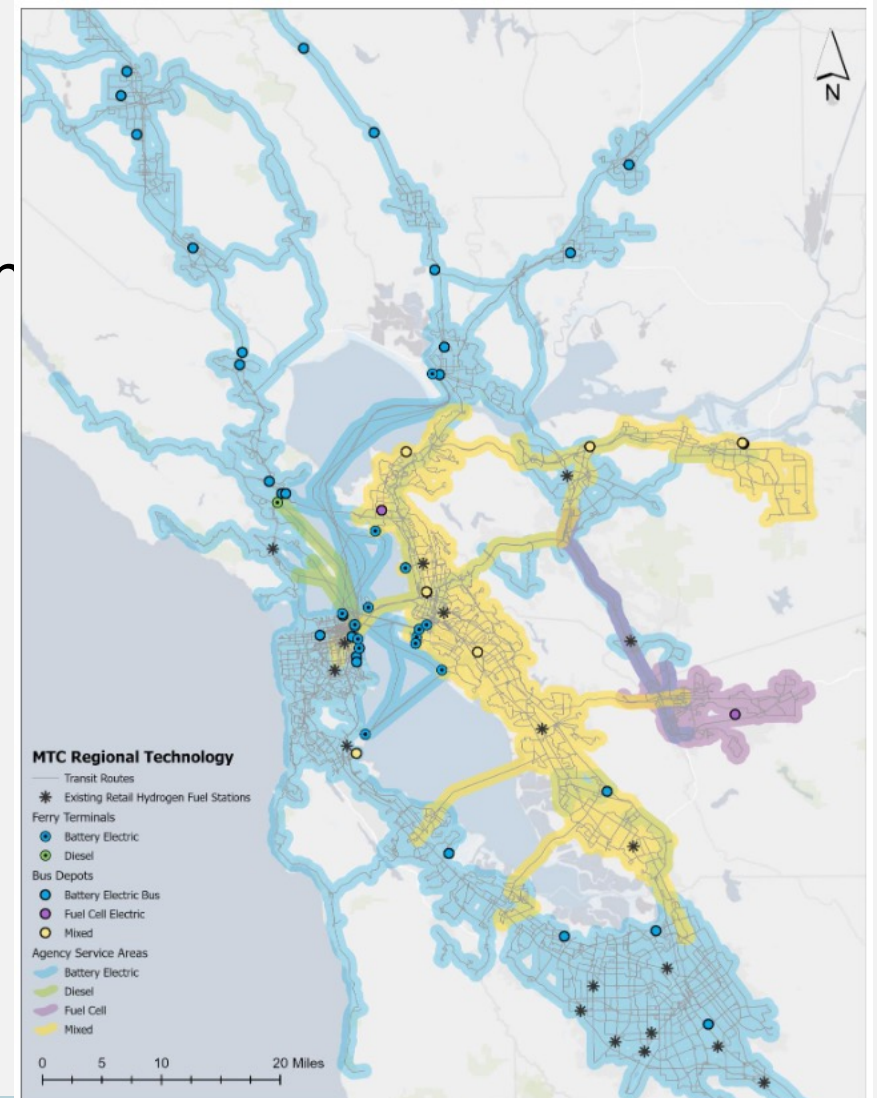
Current Status of ZEB Deployment

- Approximately 450 ZEBs currently deployed across 12 agencies – over 10% of the region's bus fleet
 - 278 electric trolleys (SFMTA)
 - 130 Battery Electric Buses
 - 40 Fuel Cell Electric Buses
- Chargers and hydrogen fueling mostly at bus depot
- Limited numbers of on-route chargers



Summarization of Current Agency Plans

- Significant numbers of both Battery Electric and Fuel Cell buses
- Some agencies are committed to one or both technologies, others still assessing future fleet mix
- Primary focus on depot-based charging and fueling, with strategic on-route charging
- Overall cost being refined, but in the high billions of dollars
 - Vehicle cost inflation
 - Complex facilities projects



Significant Identified Risks

- Schedule risk for compliance
 - Timeline of facility infrastructure upgrades delayed
 - Timeline of utility capacity upgrades delayed, or insufficient grid power on required timeframe
- Budgetary risk
 - Funding levels are insufficient at current cost projections (gap in the billions of dollars)
 - Capital and operating costs may grow beyond current projections



Collaboration Opportunities

- Workforce training
- Knowledge sharing
- Vehicle purchases
- Hydrogen procurement
- Interagency coordination for shared on-route chargers



Funding Opportunities and Challenges

- FTA formula funds (Transit Capital Priorities program) typically funds majority of replacement vehicles, but rapid cost escalation causing strain
- Vehicles are the highest cost, with significant needs also for facilities and charging/fueling infrastructure
- Recent performance in FTA discretionary bus funding was strong, with nearly 7% of national funding (\$110M)
- Will need to leverage existing state and federal transit discretionary sources, access energy and emissions-focused sources, and realize new funding opportunities to meet the gap

Ongoing/Upcoming Tasks

- Refinement of cost estimate and development of funding strategy
- Analysis of technological approaches and compatibility
- Feasibility of shared infrastructure
- Analysis of considerations related to interoperability and emergency preparedness
- Interactive map of existing and planned zero emission transit facilities, hubs, and charging/fueling locations
- Analysis of regional opportunities and challenges





2023 Transportation Electrification Initiatives



2023 Transportation Electrification Initiatives

Initiatives	Investment
TE1. Charging Infrastructure a. Regional Transportation Electrification Assistance Program (\$20M) b. Transit Station Public Charging Program (\$10M)	\$30M
TE2. Electric Bikeshare a. Bay Wheels Bikeshare E-bike Expansion (\$16M) b. Additional Bikeshare Investments (\$4M)	\$20M
TE3. Local Public Fleet Electrification a. Public Fleet Electrification Planning Assistance (\$10M)	\$10M
TE4. Transportation Electrification Planning and Program Strategy a. Local Transportation Electrification Action Planning (\$4.5M) b. Regional Program Strategy (\$0.5M)	\$5M
Total	\$65M



TE1b: Transit Station Public Charging Program

Grant Opportunity Overview

Capital grant funding for publicly accessible charging stations for electric vehicles and/or electric mobility devices (e.g., bikes, scooters, assistive mobility devices, etc.) at Bay Area transit stations.

Program Vision

- Implement Plan Bay Area 2050 strategies to achieve greenhouse gas (GHG) emission reduction target
- Support EV and e-mobility adoption by providing charging at transit stations for customers
- Expand access to charging opportunities for surrounding community members
- Attract new customers as a reliable location for charging
- Encourage more first-/last-mile trips made by clean mobility options



TE1b: Transit Station Public Charging Program

Funding

\$10 million via the federal Carbon Reduction Program (CRP)

- Minimum funding amount per project is \$250,000
- Maximum funding amount per project is \$3 million

Eligible Applicants

- Bay Area transit agencies
- Local governments, in partnership with transit agencies, if proposed project is on transit station facilities owned by a local government

Applying

- Guide and application on MTC Transportation Electrification webpage at <https://mtc.ca.gov/planning/transportation/transportation-electrification>
- Application deadline: October 18, 2023
- Award recommendations: January 2024 (tentative)



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

The Air District's Competitive Solicitation for Electric Charging Infrastructure

September 15, 2023

Linda Hui, Supervising Staff Specialist



Solicitation Goal

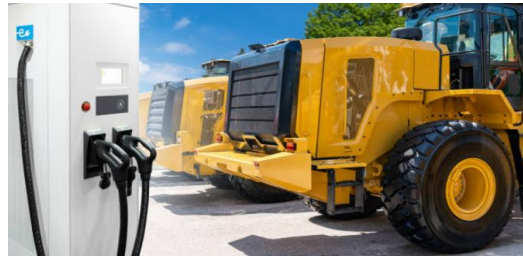


To fund permanent infrastructure installations or expansions that spur the deployment of zero-emission vehicles and equipment in the Bay Area.

Supported Equipment Categories



- The charging stations may be used to support all categories of heavy-duty equipment and vehicles.
- Examples include but are not limited to:
 - Vehicles above 14,001 GVWR
 - Mobile off-road & agricultural equipment that is ≥ 25 horsepower
 - Locomotives
 - Marine vessels/equipment



Available Funding



- A total of \$30 Million is available.
- 80% targeted for our Priority Communities.
- Goal of at least seven funded sites.
- Max award per site is \$5 million, minimum \$50,000.
- Max award to a single applicant \$15 million.
 - No cap on number of sites.
- Co-funding with other sources is allowed as long as the requirements of all programs are met.

Funding Percentages



Project type	Maximum Percentage of Eligible Cost	
	Outside of disadvantaged community	Within disadvantaged community
Any infrastructure project	Up to 50%	Up to 60%
Any infrastructure project located at a sensitive receptor*	--	Up to 100%
Publicly accessible project	Up to 60%	Up to 70%
Projects with solar/wind power systems **	Private projects up to 65% Public projects up to 75%	Private projects up to 75% Public projects up to 85%
Infrastructure for public school buses	Up to 100%	Up to 100%
Additional incentive for projects also serving the port, railyard, or freight facility	--	+10%***

Tentative Program Schedule



<u>Dates</u>	<u>Activity</u>
Wednesday, July 19 th , 2023	Application period begins, and solicitation opens.
August 15 th , 2023	Deadline for written questions. Questions will be answered as they come in and posted online every two weeks.
Tuesday, September 12th, 2023 - Noon Pacific Time	Application period ends and solicitation closes.
January, 2024	Initial evaluation and ranking will be announced and brought to Board of Directors for approval.
January-February, 2024	Contracts will be executed, and Grantees may begin work on their projects
Within two years from the date of the Notice of Award	All work to install funded stations is completed, Grantees submit reimbursement requests, and stations to be operational and begin to collect data and report annually.
Spring 2029	Grantees that have met their required usage submit their final report.



Legislation Details (With Text)

File #: 23-1186 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 9/5/2023 **In control:** Bay Area Regional Collaborative

On agenda: 9/15/2023 **Final action:**

Title: 2023 Legislative Update

Sponsors:

Indexes:

Code sections:

Attachments: [Item 8.a 2023 State Legislative Update BARC.pdf](#)
[Item 8.a Attachment A Sen Wiener 8.21.23 Press Release on SB 532.pdf](#)
[Item 8.a Attachment B Formerly 3aiv Attachment C FY 2023-24 State Budget Update.pdf](#)

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

Subject:
2023 Legislative Update

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Information

Bay Area Regional Collaborative

September 15, 2023

Agenda Item 8.a

2023 Legislative Update

Subject:

Overview of the 2023 state legislative session.

Overview:

The 2023 state legislative session is drawing to a close, with the California legislature adjourning on September 14 (it's also the last day for the Legislature to pass bills) and an October 14 deadline for Governor Newsom to sign or veto bills. The state budget was a particularly large focus area in Sacramento this year, with MTC/ABAG heavily involved in the uphill battle of securing transit funding the face of a very tight budget. The Legislature also acted on a range of other important transportation, housing, climate and local government bills which are categorized by topic below. Staff will provide a verbal update at your meeting.

Transit Funding

MTC/ABAG's top legislative priority this year was securing funding to stave off a transit operating fiscal cliff while retaining the state's 2022 commitment of \$4 billion in transit capital resources (via the Transit and Intercity Rail Program, or TIRCP) over two years. According to the California Transit Association, the statewide operating need is roughly \$6 billion over five years; the Bay Area's share of that need is approximately \$2.5 billion. The Fiscal Year (FY) 2023-24 State Budget (AB 102) and transportation budget trailer bill (SB 125) provided \$1.1 billion over four years in flexible transit funds (the Bay Area's share is approximately \$400 million) and retaining the \$4 billion TIRCP commitment from the 2022 budget deal (the Bay Area's share is roughly \$800 million). SB 125 requires regional transportation planning agencies (RTPAs) like MTC to submit to the state reports related to the financial condition of each region's transit operators and establishes a statewide Transit Transformation Task Force modeled on AB 761 (which MTC endorsed), among other provisions. However, several efforts have extended past the July timeframe, which are bulleted here:

- SB 532 (Wiener): In late July, Senator Wiener amended SB 532 to raise tolls on the Bay Area's seven state-owned bridges by \$1.50 to help address the transit operating deficit. On August 21, Senator Wiener announced he is making SB 532 a two-year bill, with the

intent to pursue additional conversations regarding options to address the remaining transit operating shortfall with Bay Area legislators and regional stakeholders over the fall. See Attachment A for the press release.

- AB 1377 (Friedman): AB 1377 supports improved coordination between local homeless service providers and transit agencies by requiring local agencies applying for state Homeless Housing, Assistance and Prevention funding to report on how they are coordinating with transit agencies. As of the writing of this memo, the bill has passed both houses and now awaits final concurrence in the Assembly with the Senate amendments. MTC and ABAG supported this modest measure as a first step the state can take to both help transit agencies reduce the extent to which persons experiencing homelessness rely upon transit stations and transit vehicles as a form of shelter and better address the needs of people experiencing homelessness in transit public spaces.

Climate and Adaptation Funding and Legislation

By contrast, the FY 2023-24 budget did not fund climate adaptation and resilience programs anywhere close to the levels called for in the previous year's climate packages. Further, the final budget deal rescinded hundreds of millions of dollars in resilience funds appropriated in FY 2022-23, including \$125 million that had been allocated for the MTC/ABAG-supported Regional Resilience Adaptation Planning and Implementation program (Attachment B compares the final FY 2023-24 budget with prior year climate commitments). Instead, the Legislature and Administration considered passing legislation to place a general obligation bond on the 2024 statewide ballot to cover some or all the climate commitments but ultimately did not do so. A more detailed update on bond negotiations is provided in the "State Ballot Measures" section below.

On a more positive note, the legislature has advanced SB 272 (Laird) to the Assembly Floor. SB 272 would require local governments located in the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC) to develop a sea level rise plan consistent with state and regional adaptation guidelines. Projects consistent with approved plans would be prioritized for future state sea level rise resilience funding. This will

help ensure local, regional and statewide sea level rise adaptation efforts are appropriately integrated.

State Ballot Measures

With California projected to face years of tight budgets limiting annual discretionary capital outlay expenditures, the Legislature and Governor this session proposed several high-profile infrastructure bonds on the 2024 ballot. Governor Newsom's top priority was placing a roughly \$5 billion bond to provide shelter for Californians facing severe mental health and addiction challenges on the March 2024 ballot. Additional measures include several school bonds (SB 28 (Glazer) and AB 247 (Muratsuchi)), a \$10 billion housing bond (AB 1657 (Wicks)) – which MTC/ABAG support – and two roughly \$16 billion climate bonds (SB 867 (Allen) and AB 1567 (Garcia)). Notably, the climate bonds are intended to replace prior-year state General Fund commitments to climate programs that were clawed back due to this year's budget deficit. Earlier this month, Sacramento leaders struck a deal to make all except the Governor's mental health measure two-year bills, clearing the March 2024 statewide ballot for the mental health bond. The legislature's intent is to propose additional bond measures for the November ballot. Negotiations related to which measures proceed and how much might be authorized for each measure are expected to resume in 2024.

Local Revenue Measures

The Legislature has also been advancing two important bills that can help empower Bay Area voters to raise local and regional revenues for key Bay Area priorities. AB 1319 (Wicks) – MTC/ABAG's sponsored Bay Area Housing Finance Authority (BAHFA) "clean-up" bill – was approved by the Legislature on September 7 and awaits action by the Governor. The bill will make important clarifications to BAHFA's authorizing statute in advance of a planned Bay Area regional housing bond under development for the November 2024 ballot. Additionally, Assemblymember Aguiar-Curry – the new Assembly Speaker pro Tempore – is championing ACA 1 to lower the vote threshold for housing, transportation, climate resilience and other infrastructure-related local bond measures and special taxes to 55 percent from two-thirds, in line with the threshold for school bonds. The Assembly approved ACA 1 on September 7 and it must advance through the Senate to the floor by this Thursday, September 14. **Notably, ACA 1 has**

advanced further this legislative session than any previous known measure; similar bills have been proposed every two-year session for at least the last decade and have never made it even to the floor of the first house.

Additional Housing Bills

Senator Wiener’s SB 423 to extend the multifamily housing construction California Environmental Quality Act (CEQA) streamlining provisions of his original bill, SB 35 (2017) continues to move forward, having been approved by the Assembly on September 7 and sent back to the Senate for concurrence. The bill strengthens labor provisions to require “skilled and trained” workforce requirements in high-rise projects (projects over 85 feet) utilizing SB 35 streamlining. Recent amendments address some of the opposition’s concerns by sunseting the statute in 2036, limiting its applicability in the coastal zone and clarifying when the skilled and trained workforce requirements apply. The latter amendment removed the opposition of the State Building and Construction Trades Council.

SB 406, authored by Senator Dave Cortese, would similarly streamline housing production by clarifying that local decisions to award funding to housing developments are not subject to independent and duplicative CEQA determinations. The bill, which the Governor signed on September 1, extends to local jurisdictions an existing law that exempts State financial assistance – but not the projects themselves – from CEQA. SB 4 (Wiener) would make it easier for faith-based organizations and colleges to build housing on their land by creating a streamlined approval process and baseline development standards for affordable housing on properties owned by religious institutions and nonprofit colleges.

AB 1085 (Maienschein) would provide federal funding, through Medi-Cal, to cover 90 percent of the cost of services that assist people in maintaining their housing. This funding could fill a critical gap for services that make supportive housing effective at ending and preventing homelessness among people living with severe disabilities. MTC/ABAG are supporting this measure, which as of the writing of this memo, is on the Senate Appropriations suspense file. As of the writing of this memo, the bill is on the Senate floor.

Lastly, legislation to create a statewide affordable housing preservation program for which BAHFA would be an eligible administrator, SB 225 (Caballero), is in the Assembly

Appropriations Committee and has become a two-year bill. MTC/ABAG support the measure and Assemblymember Wicks' housing bond (AB 1657) proposes up to \$1.5 billion to fund it.

Attachments:

- Attachment A: Press release from the Office of Senator Scott Wiener on decision to defer SB 532 to 2024.
- Attachment B: Climate & Adaptation Funding in FY 2023-24 State Budget (copy of Attachment C of Agenda Item 3a from the July 14, 2023 Joint MTC ABAG Legislation Committee).



FOR IMMEDIATE RELEASE

August 21, 2023

Contact: Erik Mebust, erik.mebust@sen.ca.gov, (607) 544-4435

Senator Wiener and Assemblymember Wilson Announce Next Steps for Bay Area Transit Funding Proposal

SACRAMENTO – Senator Scott Wiener (D-San Francisco) and Assemblymember Lori Wilson (D-Suisun City) announced a pause on SB 532, Senator Wiener’s legislation to enact a temporary \$1.50 increase to the toll on Bay Area bridges to fund public transportation and avoid service cuts. Instead of continuing through the legislative process this year, Senator Wiener and Assemblymember Wilson will convene a working group of Bay Area legislators over the fall to determine what transit funding proposals to pursue in the next legislative session to place Bay Area transit agencies on a more secure fiscal footing and avoid service cuts. Proposals that this working group will consider may include allocations from the state budget, temporary bridge toll increases, a regional transit funding measure, and other ideas.

Coming out of the pandemic, Bay Area public transportation agencies are recovering ridership and fare revenue, but not quickly enough to make up for the end of federal emergency relief. As a result, if nothing is done, transit systems will have no choice but to cut service. Transit service cuts would be devastating to the Bay Area’s economic recovery, sustainability, and quality of life. After months of advocacy from a diverse coalition of business groups, labor organizations, transit advocates, and environmentalists, this year’s state budget included \$400 million in new operational funding for Bay Area public transportation - an important step that still falls far short of the estimated \$2.5 billion Bay Area transit operational shortfall over the next 5 years. To help fill the gap, Senator Wiener introduced SB 532 - The Safe, Clean, and Reliable Bay Area Public Transportation Emergency Act - to help transit agencies avert near-term financial shortfalls and service cuts, which are expected to begin near the end of 2024 if nothing is done.

Since the introduction of SB 532, it has become apparent that there is significant support for the bill among the Bay Area legislative delegation but also significant opposition. Given this division among Bay Area legislators, Senator Wiener and Assemblymember Wilson have determined that the best course is to pause the process and engage in dialogue over the fall, so

that when the Legislature reconvenes in January, the Bay Area delegation has agreed upon goals and strategies.

“Public transportation is part of the Bay Area’s lifeblood and essential to our region’s future. We have a responsibility to do everything in our power to avoid debilitating service cuts, which would hamper our economic recovery and deeply harm the many Bay Area residents who rely on transit to get to work, school, the doctor, and other critical needs,” **said Senator Wiener**. “When the state budget process failed to yield enough funding to cover the funding shortfalls brought on by the pandemic, I introduced SB 532 as an eleventh hour effort to fill the rest of the need. While there was not enough time to reach a consensus on how to solve this looming problem, we made substantial progress on a solution. I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation.”

“Increasing tolls can be a significant burden to Bay Area commuters who are already dealing with high cost of living, inflation, and other expenses. From an equity perspective, tolls can have substantial repercussions especially for those where public transit is not a viable option.” **said Assemblymember Wilson**. “Californians deserve consistent and reliable public transportation. We need to invest in our public transit agencies in a thorough and comprehensive manner. We need to ensure there is accountability and verifiable data collection so that our proposed solutions are evidence-based and defensible to those being asked to bear the burden of this investment. I look forward to facilitating these discussions along with Senator Wiener in the Fall with interested members of the Bay Area Caucus.”

Read more about the transit fiscal cliff here:

- [Unpacking the State’s Transit Budget: A Huge Victory, But an Unfinished Fight](#) - by SPUR
- [California’s \\$3.1 Billion Transit Bailout Forces Trade-Offs](#) - by Bloomberg’s Eliyahu Kamisher, Nadia Lopez, and Skylar Woodhouse
- EDITORIAL: [Gavin Newsom can’t just let California’s public transit systems collapse](#) - by the SF Chronicle Editorial Board
- [Why California public transit is at a pivotal moment](#) - by CalMatters’s Sameea Kamal

Climate & Adaptation Funding in Fiscal Year (FY) 2023-24 State Budget

Program/Purpose	FY 2023-24 commitment made in previous year budgets	Final FY 2023-24 Budget
Seismic retrofits for apartment buildings	\$250 million	\$235 million will be appropriated in January 2024 if revenues exceed projections
Local and Regional Resilience Adaptation Planning and Implementation	\$105 million	\$5 million AND Claws back \$125 million from FY 2022-23 appropriation
Extreme Heat and Community Resilience Grant Program	\$75 million	\$50 million AND Claws back \$25 million from FY 2022-23 appropriation
State Coastal Conservancy (SCC) coastal and ocean protection & restoration, including for the SCC Climate Ready program	\$247 million (\$150 million from FY 2021-22 commitments and \$97 million from FY 2022-23 commitments)	\$598 million for sea level rise adaptation and coastal resilience needs (Climate Ready program is not specified) AND Reappropriates \$332.5 million in FY 2022-23 SCC funds for “urgent” sea level rise adaptation and coastal resilience needs* AND Claws back \$176 million from FY 2022-23 and FY 2021-22 appropriations

Program/Purpose, cont.	FY 2023-24 commitment made in previous year budgets, cont.	Final FY 2023-24 Budget, cont.
Transformative Climate Communities	\$140 million	\$0 AND Claws back \$65 million of FY 2022-23 appropriation
San Francisco Bay Conservation and Development Commission	\$0	\$1.9 million
Strategic Growth Council Regional Climate Collaborative	\$0	\$10 million

*Reappropriated funds include \$40 million from the FY 2022-23 budget for the Climate Ready program, of which \$30 million was reserved for San Francisco Bay Area Conservancy.