ASSOCIATION OF BAY AREA GOVERNMENTS

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Board Room, 1st Floor

MEETING AGENDA

Date: Friday, October 9, 2026 | **Time:** 9:35 a.m.

Joint ABAG Administrative Committee with the MTC Planning Committee

Chair: Susan Adams
Vice Chair: Wanda Williams
Clerk: Brittny J. Sutherland

This meeting shall consist of simultaneous teleconference call at the following location(s):
70 W. Hedding St., East Wing, 10th Floor, Supervisor's Conference Room, San Jose, CA 95110
and
Solano County Administration Building, 675 Texas Street, 6th Floor, Conference Room 6001, Fairfield, CA 94533

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://abag.ca.gov-/meetings.

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

Attendee Link: https://bayareametro.zoom.us/j/84258745493

Phone one-tap:
+16694449171,,84258745493# US
+16699006833,,84258745493# US (San Jose)
Webinar ID: 842 5874 5493
International numbers available: https://bayareametro.zoom.us/u/kc4gKmTVC1

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

All standing committee meeting agendas may also be accessed on MTC’s website here:
https://mtc.ca.gov--/meetings-events
Detailed instructions on participating via Zoom are available at:

https://bayareametro.zoom.us/u/kdR1hznEgA
https://abag.ca.gov-/meetings-events/meetings/how-provide-public-comment-...

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting's web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.
All comments received will be submitted into the record.

Roster

Susan Adams
Chair

Wanda Williams
Vice Chair

Ken Carlson
Carroll Fife
Maureen Toms

Betty Duong
Belia Ramos

Pat Eklund
Carlos Romero

**Non-Voting Members*

Agenda

1. Call MTC Planning Committee to Order

2. MTC Planning Committee Roll Call / Confirm Quorum
Quorum: A quorum of the MTC Planning committee shall be a majority of its regular non-ex-officio voting members (5).

3. MTC Planning Committee Consent Calendar

3a. Approval of MTC Planning Committee Minutes of the September 11, 2026 Meeting 26-2119

Action: MTC Planning Committee Approval

Attachments:

- 3a_2026-09-11_MTC_Planning_Committee_Meeting_Minutes_Draft.pdf

4. Call ABAG Administrative Committee to Order

5. ABAG Administrative Committee Roll Call / Confirm Quorum
Quorum: A quorum of the ABAG Administrative committee shall be a majority of its regular non-ex-officio voting members (5).

6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

7. ABAG Administrative Committee Consent Calendar

7a. **Approval of ABAG Administrative Committee Summary Minutes of the September 11, 2026 Meeting** 26-2120

Action: ABAG Administrative Committee Approval

Attachments:

- 7a_AC_Minutes_20260911_Jt_MTC_PC_Draft.pdf

7b. **Contract with Bay Area Clean Water Agencies (BACWA) to receive $4,902,578 to implement the Clean Water Together grant, and to enter into a funding agreement not to exceed $800,000 with The Regents of the University of California** 26-2121

Action: ABAG Administrative Committee Approval

Presenter(s): Heidi Nutters

Attachments:

- 7b_26-2121_BACWA_Summary_Sheet.pdf

7c. **Amendment to the Sole Source Contract with Keyes & Fox, LLC for BayREN and 3C-REN Regulatory Support and Legal Services** 26-2122

Action: ABAG Administrative Committee Approval

Presenter(s): Jane Elias

Attachments:

- 7c_26-2122_Summary_Sheet_Sole_Source_Amendment_ABAG_Energy_Programs.pdf

8. Joint MTC Planning and ABAG Administrative Committee Consent Calendar

8a. **Flooding and Sea Level Rise Interagency MOU Annual Progress Report** 26-2123

Action: Information

Presenter(s): Josh Bradt

Attachments:

- 8a_26-2123_Summary_Sheet_SeaLevelRiseMOU_ProgressReport_FY25-26.pdf
- 8ai_26-2123_AttachmentA_SeaLevelRiseMOU_ProgressReportFY25-26.pdf
- 8aii_26-2123_Attachment_B_Interagency_Flooding_and_Sea_Level_Rise_MOU_Executed.pdf

9. Information

9a. **Plan Bay Area 2060 Kickoff** 26-2124

Overview of the long-range planning process envisioned through 2030 to update the regional vision for transportation, housing/land use, and the environment.

Action: Information

Presenter(s): Michael Meehan

Attachments:

- 9a_26-2124_Summary_Sheet_Plan_Bay_Area_2060_Kickoff.pdf
- 9ai_26-2124_Presentation_Plan_Bay_Area_2060_Kickoff.pdf
- 9aii_26-2124_Attachment_B_Plan_Bay_Area_2060_Kickoff.pdf

9b. **Bay Adapt Project and Funding Navigator** 26-2125

Introduction to the Bay Adapt Project & Funding Navigator (Navigator), a living dashboard that tracks the cost of sea level rise adaptation and empowers San Francisco Bay Area residents to explore adaptation projects, project benefits, and funding opportunities.

Action: Information

Presenter(s): Kate Lyons (MTC-ABAG), Cory Copeland (BCDC)

Attachments:

- 9b_26-2125_Bay_Adapt_Summary_Sheet.pdf
- 9bi_26-2125_Attachment_A_Presentation_SLRNavigator.pdf

10. 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.

11. Adjournment / Next Meetings:

The next meeting of the ABAG Administrative Committee will be held on Friday, November 13, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. 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 meeting body 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: 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 meeting body members, key staff and others as appropriate. Copies will be available at the meeting.

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Planning Committee

Eddie Ahn, Chair
Pat Burt, Vice Chair

Friday, September 11, 2026 | **9:40 AM** | **Board Room - 1st Floor**

Special Meeting

Joint meeting with the ABAG Administrative Committee

Roster
Eddie Ahn (Chair), Pat Burt (Vice Chair)
Candace Andersen, Marilyn Ezzy Ashcraft, Noelia Corzo
Dorene M. Giacopini*+, Alicia John-Baptiste, Matt Mahan, and Mitch Mashburn
***Non-Voting Member**
+Remote per Government Code s. 54953(c)

1. Call MTC Planning Committee to Order

Chair Ahn called the Special meeting of the MTC Planning Committee to order at 10:03 a.m.

2. MTC Planning Committee Roll Call / Confirm Quorum

Non-Voting Member present: Dorene M. Giacopini, MTC
Ex Officio Voting Members Present: Commission Chair Noack
Ad Hoc Non-Voting Member Present: Commissioner Papan

Present: 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft and Commissioner John-Baptiste
Absent: 2 - Commissioner Mahan and Commissioner Mashburn

3. MTC Planning Committee Consent Calendar

Upon the motion by Vice Chair Burt and seconded by Commissioner John-Baptiste, the Consent Calendar was approved. The motion carried by the following vote:

Aye: 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft and Commissioner John-Baptiste

Absent: 2 - Commissioner Mahan and Commissioner Mashburn

3a. 26-0801 Approval of MTC Planning Committee Minutes of the June 12, 2026 Meeting

Action: MTC Planning Committee Approval

Attachments: 3a_26-0801_2026-06-12_MTC_Planning_Committee_Meeting_Minutes_Draft.pdf

3b. 26-0904 Community-Based Transportation Planning (CBTP) Program Evaluation and Revised Guidelines

Action: Commission Approval

Presenter: Janica Mendillo

Attachments: 3b_26-0904_Summary_Sheet_CBTP.pdf

3bi-26-0904_AttachmentA_Program Evaluation 2026 Memo.pdf

3bii_26-0904_AttachmentB_CBTP_Guidelines_Change_Summary.pdf

3biii_26-0904_Attachment_C_MTC_Res_No_4793.pdf

4. Call ABAG Administrative Committee to Order

Vice Chair Williams called the Special meeting of the ABAG Administrative Committee to order at 10:06 a.m.

5. ABAG Administrative Committee Roll Call / Confirm Quorum

The ABAG Administrative Committee Clerk took the roll and confirmed a quorum.

6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

The ABAG Clerk of the Board gave the compensation announcement.

7. ABAG Administrative Committee Consent Calendar

The ABAG Administrative Committee took action on this item.

7a. 26-1046 Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 7a_26-1046_AC Minutes 20260508 Jt MTC PC Draft.pdf

7b. 26-0803 Approval of ABAG Administrative Committee Summary Minutes of the June 12, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 7b_26-0803_AC Minutes 20260612 Jt MTC PC Draft.pdf

7c. 26-0906 Annexation-Related Regional Housing Needs Allocation (RHNA) Transfers: September 2026 Update

Action: Information

Presenter: Gillian Adams

Attachments: 7c_26-0906_Summary_Sheet_Annexation-Related_RHNA_Transfers_August_2026.pdf
7ci_26-0906_AttachmentA_Merritt_Property_RHNA_Transfer_Alameda_County_Pleasanton.pdf
7cii_26-0906_AttachmentB_ABAG_Acceptance_RHNA_Transfer_Merritt_Property.pdf

7d. 26-1082 ABAG Committee Assignment Ratification

Action: Committee Approval

Presenter: Daniel Saver

Attachments: 7d_26-1082_01_Summary_Sheet_ABAG_Committee_Assignment_Ratification.pdf
7d_26-1082_02_Attachment_A_Updated_ABAG_Committee_Rosters.pdf

8. Public Comment / Other Business

9. Adjournment / Next Meetings:

The next meeting of the MTC Planning Committee will be held on Friday, October 09, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Chair Eddie Ahn adjourned the MTC Planning Committee meeting at 10:11 a.m.

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Susan Adams, Councilmember, City of Rohnert Park
Vice Chair, Wanda Williams, Supervisor, County of Solano

Friday, September 11, 2026 | **9:40 AM** | **Board Room - 1st Floor**

Special Meeting

Joint meeting with the MTC Planning Committee

Roster
Susan Adams (Chair), Wanda Williams (Vice Chair)
Ken Carlson, Betty Duong, Pat Eklund, Carroll Fife,
Belia Ramos, Carlos Romero, Maureen Toms

1. Call MTC Planning Committee to Order

MTC Planning Committee Chair Ahn called the MTC Planning Committee meeting to order.

2. MTC Planning Committee Roll Call / Confirm Quorum

3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

3a. 26-1032 Approval of MTC Planning Committee Minutes of the June 12, 2026 Meeting

Action: MTC Planning Committee Approval

Attachments: 3a_26-1032_2026-06-12_MTC_Planning_Committee_Meeting_Minutes_Draft.pdf

3b. 26-1033 Community-Based Transportation Planning (CBTP) Program Evaluation and Revised Guidelines

Action: Commission Approval

Presenter: Janica Mendillo

Attachments: 3b_26-1033_Summary_Sheet_CBTP.pdf

3bi-26-1033_AttachmentA_Program Evaluation 2026 Memo.pdf

3bii_26-1033_AttachmentB_CBTP_Guidelines_Change_Summary.pdf

3biii_26-1033_Attachment_C_MTC_Res_No_4793.pdf

4. Call ABAG Administrative Committee to Order

ABAG Administrative Committee Vice Chair Williams called the Special ABAG Administrative Committee meeting to order at about 10:06 a.m.

5. ABAG Administrative Committee Roll Call / Confirm Quorum

The following individual participated from unnoticed remote locations. Their participation did not count toward the quorum, and they did not vote on any items: Member Fife.

Present: 5 - Eklund, Ramos, Romero, Williams, and Adams

Absent: 3 - Carlson, Duong, and Fife

6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

7. ABAG Administrative Committee Consent Calendar

Upon the motion by Ramos and seconded by Romero, this was approved. The motion carried by the following vote:

Aye: 6 - Eklund, Ramos, Romero, Williams, Adams, and Toms

Absent: 3 - Carlson, Duong, and Fife

7a. 26-1045 Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 7a_26-1045_AC Minutes 20260508 Jt MTC PC Draft.pdf

7b. 26-1034 Approval of ABAG Administrative Committee Summary Minutes of the June 12, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 7b_26-1034_AC Minutes 20260612 Jt MTC PC Draft.pdf

7c. 26-1035 Annexation-Related Regional Housing Needs Allocation (RHNA) Transfers: September 2026 Update

Action: Information

Presenter: Gillian Adams

Attachments: 7c_26-1035_Summary_Sheet_Annexation-Related_RHNA_Transfers_August_2026.pdf
7ci_26-1035_AttachmentA_Merritt_Property_RHNA_Transfer_Alameda_County_Pleasanton.pdf
7cii_26-1035_AttachmentB_ABAG_Acceptance_RHNA_Transfer_Merritt_Property.pdf

7d. 26-1082 ABAG Committee Assignment Ratification

Action: Committee Approval

Presenter: Daniel Saver

Attachments: 7d_26-1082_01_Summary_Sheet_ABAG_Committee_Assignment_Ratification.pdf
7d_26-1082_02_Attachment_A_Updated_ABAG_Committee_Rosters.pdf

8. Public Comment / Other Business

9. Adjournment / Next Meeting

MTC Planning Committee Chair Ahn adjourned the MTC Planning Committee meeting.

The next meeting of the ABAG Administrative Committee is on October 9, 2026.

Association of Bay Area Governments
ABAG Administrative Committee

October 9, 2026 **Agenda Item 7b –26-2121**

Contract with Bay Area Clean Water Agencies (BACWA) to receive $4,902,578 to implement the Clean Water Together grant, and to enter into a funding agreement not to exceed $800,000 with the The Regents of the University of California

Subject:

Authorization to enter into contract to receive funds in the amount of $4,902,578 from the Bay Area Clean Water Agencies (BACWA) to implement the United States Environmental Protection Agency (U.S. EPA) funded Clean Water Together grant, and to enter into a funding agreement with The Regents of the University of California in an amount not to exceed $800,000.

Background:

The Clean Water Together Project is a collaboration between BACWA, the San Francisco Estuary Partnership (Estuary Partnership), and others, for a multi-pronged approach to reducing nutrient loads discharged to San Francisco Bay from publicly-owned treatment works (POTWs). This effort will address the San Francisco Bay Region Water Quality Control Board's region-wide Nutrient Watershed Permit requirements, which took effect October 1, 2024. The Watershed Permit sets forth requirements for an aggregate dry season total inorganic nitrogen (TIN) load reduction from the 40 POTWs that discharge into San Francisco Bay of forty percent, along with a 10-year compliance schedule to achieve those reductions to protect water quality in the Bay. Implementing nature-based solutions (NBS) like horizontal levees and open-water wetlands can help meet nutrient reduction targets.

The Estuary Partnership's role in the Clean Water Together collaboration focuses on resolving key technical challenges and operational uncertainties associated with NBS such as land scarcity, regulatory issues, operations and maintenance, and governance. As a subawardee to BACWA, the Estuary Partnership will partner with the University of California, Berkeley (The Regents of the University of California is the entity that will hold the subawardee contract on behalf of the University of California, Berkeley), the City of San José, the Santa Clara Valley Water District (Valley Water), and the East Bay Dischargers Authority (EBDA). The grant funding will also support the Estuary Partnership to continue its existing One Water network and Transforming

Urban Water collaborative, and to provide project management support for BACWA and the other partners.

Project Scope Overview:

High-strength nutrient research

A team at U.C. Berkeley, led by Professor David Sedlak, will conduct research and data collection on removal of nitrogen (the nutrient of concern) and other contaminants from high-strength nutrient streams generated by POTWs and reverse osmosis concentrate from a recycled water facility.

South Bay NBS feasibility assessment

In partnership with City of San José and Valley Water this project element entails conducting a comprehensive feasibility assessment of siting nature-based solutions near their facilities at the South San Francisco Bay shoreline, and practical matters for long-term management of NBS.

First Mile Project design advancement

The Estuary Partnership will partner with the East Bay Dischargers Authority (EBDA) and community partners to support ongoing community outreach for the First-mile horizontal levee at the Oro Loma Marsh in Hayward.

Strengthen institutional capacity and technology transfer

The grant funds will support the Estuary Partnership's One Water Network and Transforming Urban Water Collaborative

Project Management

The Estuary Partnership will provide project management support to BACWA including managing contracts, tracking budgets, and preparing reports to the U.S. EPA.

Issues:

None

Recommendations:

Staff recommends that the Committee authorize the Executive Director or designee to enter into contract to receive funds in the amount of $4,902,578 from the Bay Area Clean Water Agencies (BACWA) to implement the United States Environmental Protection Agency funded Clean Water Together grant, and to enter into a funding agreement with The Regents of the University of California in an amount not to exceed $800,000.

Attachments:

None.

Andrew B. Fremier

Request for Committee Approval

Summary of Proposed Contract

Work Item No.:	
Consultant:	San Francisco Estuary Partnership
Work Project Title:	Clean Water Together
Purpose of Project:	Provide technical data, and logistical, operational, and governance evaluations and examples to inform the use of nature-based solutions like horizontal levees and open-water wetlands to help reduce nutrient discharges to San Francisco Bay from publicly-owned treatment works and providing other co-benefits including adaptation to rising sea levels.
Brief Scope of Work:	As a subawardee to Bay Area Clean Water Agencies, the Estuary Partnership will partner with the University of California, Berkeley, the City of San José, the Santa Clara Valley Water District (Valley Water), and the East Bay Dischargers Authority (EBDA), to address technical uncertainties and support development of nature-based solutions (NBS) as a method to reduce nutrient mass loads discharged to San Francisco Bay from publicly-owned treatment works and adapt to sea level rise.
Project Cost Not to Exceed:	$4,902,578.00
Funding Source:	United States Environmental Protection Agency Region 9, SF Bay Program
Fiscal Impact:	Funds programmed in FY26-27, and subject to approval of FY 27-28, 28-29, 29-30 budgets.
Motion by Committee:	That the Executive Director or designee is authorized to enter into contract to receive funds in the amount of $4,902,578 from the Bay Area Clean Water Agencies (BACWA) to implement the United States Environmental Protection Agency funded Clean Water Together grant

and to enter into a funding agreement with The Regents of the University of California in an amount not to exceed $800,000, subject to approval of future budgets as specified above.

ABAG Administrative Committee:

Susan Adams, President

Approved: October 9, 2026

Association of Bay Area Governments
ABAG Administrative Committee

October 9, 2026 **Agenda Item 7c – 26-2122**

Amendment to the Sole Source Contract with Keyes & Fox, LLC for BayREN and 3C-REN Regulatory Support and Legal Services

Subject:

Authorization to amend the sole source contract with Keyes & Fox, LLC in the amount of $150,000, for a cumulative total amount not to exceed $300,000, to provide regulatory support and legal services for the Bay Area Regional Energy Network (BayREN) and Tri-County Regional Energy Network (3C-REN) through March 31, 2027.

Background:

The Bay Area Regional Energy Network (BayREN) implements a portfolio of energy efficiency programs across the region. ABAG serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities. The California Public Utilities Commission (CPUC), in Decision 12-11-015, first authorized funding for BayREN. On July 3, 2023, the CPUC issued D.23-06-055 approving BayREN's strategic business plan for eight years (2024-2031) and four-year program portfolio for 2024-2027, with an accompanying budget of approximately $157 million. Most recently, on March 16, 2026, BayREN submitted its strategic business plan for years 2028-2035 and four-year program portfolio application for 2028-2031 to the CPUC and is currently working with the CPUC's event schedule for a resolution of Application 26-03-009 sometime around mid-2027.

BayREN's regulatory support team includes Keyes & Fox, LLC, which provides regulatory support and legal services through participation and representation before the California Public Utilities Commission in various energy efficiency rulemaking proceedings. Earlier this year, after being notified that their legal services consultant was planning to take a long term sabbatical from practice, ABAG entered into a sole source contract with Keyes & Fox, LLC to provide services for both BayREN and 3C-REN. Both RENs need similar services and have therefore arranged a joint contract that splits expenses in order to reduce costs to each REN. The County of Ventura, which is the Administrator for 3C-REN, reimburses BayREN for their portion of expenses. The current sole source contract provides services through the end of 2026, and extending the contract will allow time for staff to complete the issuance and selection of a bench of qualified consultants through a Request for Qualifications process. At this time, both RENs are engaged in the regulatory process for their 2028-2035 Business Plan and Portfolio Application, as well as R.25-04-010 Energy Efficiency Regulatory Proceeding that requires regulatory support and legal services for both parties. This amendment continues with services on behalf of both BayREN and 3C-REN.

Issues:

None identified.

Recommendations:

The ABAG Administrative Committee, acting for the Executive Board, is requested to authorize the Executive Director of the Metropolitan Transportation Commission on behalf of the Association of Bay Area Governments, to enter into a sole source contract amendment with Keyes & Fox, LLC in the amount of $150,000, for a cumulative total amount not to exceed $300,000, to provide regulatory support services for the Bay Area Regional Energy Network (BayREN) and Tri-County Regional Energy Network (3C-REN) through March 31, 2027.

Attachments:

- Attachment A: Small Business Enterprise Status
- Attachment B: Request for Committee Approval Summary of Proposed Contract Amendment

Andrew B. Fremier

Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	Keyes & Fox, LLC	Prime			No	
Subcontractor	EQ Research	Subconsultant			No	
Subcontractor						

Footnote

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

Work Item No.:	1721 (NFSN 2307)
Consultant:	Keyes & Fox, LLC San Francisco, CA
Work Project Title:	Regulatory Support and Legal Services
Purpose of Project:	To provide regulatory support and legal services for BayREN and 3C-REN.
Brief Scope of Work:	Provide regulatory legal support through participation and representation before the California Public Utilities Commission.
Project Cost Not to Exceed:	$300,000
Funding Source:	Pacific Gas and Electric Company (PG&E) (ratepayer funds) as directed by the California Public Utilities Commission
Fiscal Impact:	Funds programmed in Fiscal Year (FY) 26-27 and FY 27-28 Budgets
Motion by Committee:	The ABAG Administrative Committee, acting for the ABAG Executive Board, authorizes the Executive Director of the Metropolitan Transportation Commission on behalf of the Association of Bay Area Governments, or designee, to enter into a sole source contract amendment in the amount of $150,000, with Keyes & Fox in a total contract amount not to exceed $300,000, to provide regulatory support and legal services through March 31, 2027, described above and in the ABAG Administrative Committee Summary Sheet dated October 9, 2026 and the Chief Financial Officer is directed to set aside funds for such contract amendment.

ABAG Administrative

Committee:

Susan Adams, President

Approved: October 9, 2026

Metropolitan Transportation Commission and Association of Bay Area Governments

MTC Planning Committee and ABAG Administrative Committee

October 9, 2026 **Agenda Item 8a-26-2123**

Flooding and Sea Level Rise Interagency MOU Annual Progress Report

Subject:

Annual progress report on the Flooding and Sea Level Rise Interagency MOU (signed 2024) for Fiscal Year 2025-26.

Background:

The Flooding and Sea Level Rise Interagency Memorandum of Understanding (MOU), executed in July 2024 among collaborating partner agencies, continues to strengthen coordination on climate adaptation planning, funding, technical assistance, regulatory alignment, and project delivery across the Bay Area. During its second year, this partnership helped advance implementation of SB 272 shoreline adaptation planning requirements, expand regional technical assistance resources, secure significant state and federal funding, improve project permitting coordination, and strengthen collaboration among agencies responsible for addressing flood risk and sea level rise.

MOU Partner Agencies:

Association of Bay Area Governments (ABAG) / San Francisco Estuary Partnership (SFEP)	Metropolitan Transportation Commission (MTC)
Bay Area Air District (Air District)	San Francisco Bay Conservation and Development Commission (BCDC)
California Department of Transportation-District 4 (Caltrans-D4)	San Francisco Bay Regional Water Quality Control Board (Water Board)
California State Coastal Conservancy (SCC)	

Fiscal Year (FY) 2025-26 Overview:

The Interagency MOU identified activities across **five focus areas** and assigns lead and supporting agencies to advance this work collaboratively. Notable accomplishments during FY 2025-26 are summarized below, with additional detail in Attachment A:

- BCDC, the lead agency on **planning**, reported twelve local jurisdictions formally initiated subregional shoreline adaptation planning efforts, with most receiving state grant funding. In partnership with MTC-ABAG, BCDC also developed a draft Bay Adapt Project and Funding Navigator, a tool designed to help identify, evaluate, and connect adaptation projects with funding opportunities and inform a future regional investment strategy.
- SCC, as **fund management** lead, worked with BCDC and the U.S. Army Corps of Engineers (USACE) to initiate the Shoreline Funding Pathways Project. Further, the U.S. Environmental Protection Agency (USEPA) selected SFEP for a $36M award to advance planning and projects at multiple locations.
- BCDC increased its **technical assistance** provisions to jurisdictions, while MTC, Caltrans, SCC, SFEP, and the Water Board provided direct support for local and regional planning and project development efforts at multiple locations around the San Franscico Bay.
- BCDC, Caltrans and the Water Board worked on new **regulations**, internal guidance and training, and policies to simplify, enable, and better align permitting requirements and regulations with sea level rise adaptation pathways.
- MOU partner agencies continued **collaboration** via monthly staff meetings and quarterly BCDC Bay Adapt Implementation Coordinating Group.

Goals Looking Forward:

Fiscal Year 2026-27 promises to be another ambitious year of regional agency collaboration and progress to help address the region's estimated $90+ billion adaptation funding need. BCDC will launch Bay Adapt Project and Funding Navigator Tool, while also scoping and beginning development of an accompanying Investment Strategy. SCC will continue to apply and distribute USEPA funds, as well as 2024 California Climate Bond funds. ABAG/SFEP will conduct a consultant-supported Environment and Resilience Technical Assistance Program Evaluation and Strategy, working with MOU partners and others in the region. Finally, BCDC plans to update and modernize regulations to support beneficial reuse of soil sediment and accelerate restoration and smaller projects.

Next Steps:

MTC-ABAG staff will continue to facilitate monthly cross-agency meetings among the partner agencies and will continue to lead the development of an annual MOU progress update at the conclusion of the 2026-27 fiscal year.

Recommendation:

Information

Attachments:

- Attachment A: Flooding and Sea Level Rise Interagency MOU Annual Progress Report, Fiscal Year 2025-2026
- Attachment B: Flooding and Sea Level Rise Interagency MOU, Executed July 2024

Andrew B. Fremier

Flooding and Sea Level Rise Interagency Memorandum of Understanding Annual Progress Report, Fiscal Year 2025-2026

Background:

The Flooding and Sea Level Rise Interagency Memorandum of Understanding (MOU), executed in July 2024 among collaborating partner agencies working in the Bay Area, continues to strengthen coordination on climate adaptation planning, funding, technical assistance, regulatory alignment, and project delivery across the region. During its second year, the partnership helped advance implementation of SB 272 shoreline adaptation planning requirements, expand regional technical assistance resources, secure significant state and federal funding, improve project permitting coordination, and strengthen collaboration among agencies responsible for addressing flood risk and sea level rise.

Despite a challenging federal environment in fiscal year (FY) 2025-26, the U.S. Environmental Protection Agency was able to offer a very generous funding round for water quality improvements and ecosystem restoration allowing the San Francisco Estuary Partnership, the State Coastal Conservancy, and partners to support several key projects. Unfortunately, some partners lost funding for flood management projects that had been previously awarded by the Federal Emergency Management Agency, and some U.S. Army Corps of Engineers projects were frozen.

MOU Partner Agencies:

- Association of Bay Area Governments (ABAG) / San Francisco Estuary Partnership (SFEP)
- Bay Area Air District (Air District)
- California Department of Transportation-District 4 (Caltrans-D4)
- California State Coastal Conservancy (SCC)
- Metropolitan Transportation Commission (MTC)
- San Francisco Bay Conservation and Development Commission (BCDC)
- San Francisco Bay Regional Water Quality Control Board (Water Board)

FY2025-26 Key Accomplishments and FY2026-27 Goals:

The Interagency MOU identifies activities across five focus areas and assigns lead and supporting agencies to advance this work collaboratively. This annual progress report

provides a complete summary of all Interagency MOU-related activities undertaken by the partner agencies over FY2025-26. This is followed by priority activities that MOU signatory partners plan for FY2026-27.

Category 1: Planning

A fundamental driver of this category is the creation of large-scale planning efforts that identify climate adaptation pathways leading to project level engineering and design. BCDC successfully released its Regional Shoreline Adaptation Plan (RSAP) guidelines in FY25-26. Ideally, all the San Francisco Bay shoreline will be included in these subregional adaptation planning efforts with an eventual pipeline of vetted project designs ready for funding.

- Twelve local jurisdictions formally initiated subregional shoreline adaptation planning efforts to comply with SB 272 requirements and BCDC's Regional Shoreline Adaptation Plan, with most receiving state grant funding through the Senate Bill (SB) 1 Adaptation Planning Grant Program from the Ocean Protection Council. Many other jurisdictions have received funding but have not yet formally initiated their plans.
- To assist jurisdictions, BCDC developed an implementation approach focused on timely review of local plans, provision of technical assistance to jurisdictions, and support for regional coordination.
- Building on studies that estimated regional costs for sea level rise and flooding at $96 billion, BCDC, in partnership with MTC-ABAG, are developing the draft *Bay Adapt Project and Funding Navigator.* Slated for release in fall 2026, this is a living dashboard that tracks the cost of sea level rise adaptation and empowers the San Francisco Bay Area to connect and explore adaptation projects and funding opportunities.
- BCDC added new projects and made further improvements to the Shoreline Adaptation Projects Map (SAPMAP).

FY2026-27 Goals

- Launch the Bay Adapt Project and Funding Navigator tool and conduct outreach (BCDC/MTC-ABAG).
- Scope and begin development of a Regional Sea Level Rise Funding and Investment Strategy (BCDC, SCC, and others).
- Continue to advance Subregional Shoreline Adaptation Plans through initiation, plan development, Commission approval and implementation (BCDC, SFEP, Caltrans, Water Board, SCC).

- Complete a strategic update to the Bay Adapt program and consider recommendations to improve regional governance of sea level rise adaptation (BCDC).

Category 2: Fund Management

Partner agencies continued to secure and leverage state and federal investments needed to address the region's estimated $96 billion adaptation funding need over the coming decades. However, ongoing federal funding cuts to support coastal resilience, alongside slow release of State Climate Bond funds under Proposition 4, have tempered funding availability for projects.

- A key milestone was the partnership between SCC, BCDC, and the U.S. Army Corps of Engineers (USACE) to initiate development of the Shoreline Funding Pathways Project, with SCC providing matching funds to support the effort. This project uses information from the Bay Adapt Funding and Project Navigator to identify shoreline adaptation projects and connect them to potential sources of funding.

- SCC also secured $16 million in USACE funding to support beneficial reuse of dredged sediment in wetland restoration and resilience projects and together celebrated the completion of the Reaches 1-3 levee segments as part of the South San Francisco Bay Shoreline Project, a multi-benefit project which has received over $60 million from the San Francisco Bay Restoration Authority (SFBRA). SFBRA also continues to support the multi-benefit North Richmond Living Levee Project and the SAFER Bay Planning Project to which it has contributed close to $9 million.

- Another important federal funding source is the U.S. Environmental Protection Agency (USEPA), which provides both direct and competitive grant funding to the San Francisco Estuary Partnership, nested within ABAG. SFEP and close partners have been initially selected to receive approximately $36 million from the USEPA to advance shoreline adaptation, water quality improvements, and multi-objective planning and implementation projects with local partners in Novato, North Richmond, Emeryville Crescent, and Palo Alto.

- SCC distributed USEPA funds to support implementation of the South Bay Salt Pond Restoration Project, the Regionally Advancing Living Shorelines (RALS) Project, the Bay Restoration Regulatory Integration Team (BRRIT), and beneficial reuse of dredged sediment for wetland restoration.

- Caltrans continued to engage in collaborative planning and project development with local partners along several transportation corridors, such as the Marin 101 Sea Level Rise Adaptation Study and initiating alignment alternatives with the SAFER

Bay project and the Harward-San Mateo Bridge east landing. Caltrans has started engaging in the RSAP subregional shoreline adaptation planning work like the Emeryville Crescent (led by SFEP) to ensure the adaption plans and state right-of-way are also aligned.

- MTC collaborated with many partners on USEPA grants for integrated/resilience-oriented projects for Resilient Highway 37, including for Tolay Creek Bridge Replacement for the excavation and reuse of soils and for Strip Marsh East. MTC also met with the California Natural Resources Agency, the California Department of Fish and Wildlife, and the SCC to evaluate fit for natural resource funding sources. MTC continues to evaluate tolling for financing, High Occupancy Vehicle (HOV) prioritization, and congestion management.
- SCC successfully lobbied for the release of $70 million in federal disaster funds included in the 2025 American Relief Act to address winter storm damage within the San Francisco Bay Refuge Complex, including repair of levees and berms protecting communities and highways.
- SCC awarded state climate resilience and flood management bond funds for the Bay Farm Island Near-Term Sea Level Rise Adaptation Project in Alameda and for elements of the South San Francisco Bay Shoreline Project.
- SCC, in collaboration with BCDC and NOAA, hosted a regional workshop on funding for sea level rise adaptation. The workshop aimed to: (1) build a shared understanding of funding and financing opportunities, (2) strengthen coordination around four current funding initiatives, and (3) identify opportunities for collaboration
- MTC-ABAG accomplished one of its top federal advocacy priorities for 2026 with the introduction in Congress of the Accelerating Demonstration Approaches for Protecting Transportation Assets Act (ADAPT Act) by North Bay U.S. Representatives John Garamendi and Mike Thompson. If enacted, this would provide as much as $10 billion in federal funding over five years for up to 10 grants nationally to advance large-scale demonstration projects that protect critical transportation infrastructure from rising sea levels or other natural hazards.

FY2026-27 Goals

- SCC will fund the Bay Area Council to engage regional funding stakeholders, including Save the Bay, and gauge public opinion about shoreline adaptation needs and their support of revenue measures.
- SCC will continue to apply for and distribute USEPA and other federal funds.

- SCC will continue to make climate resilience and coastal and combined flood management project awards using 2024 California Climate Bond (Prop 4) funds.

Category 3: Technical Assistance (TA)

MOU partners increased support to local jurisdictions through planning assistance, webinars, data and mapping tools, and project development support. Partner efforts are routinely shared at monthly cross-agency coordination meetings to ensure awareness for referrals and offer guidance for improvement. While many of the partners provide some degree of technical assistance, the current state of practice is largely "a la carte", presenting a challenge for TA seekers to find the appropriate provider for their needs.

- BCDC added to its RSAP Technical Assistance portfolio for jurisdictions by launching a local planning webpage, conducting a three-part webinar series, developing mapping and community engagement support tools, holding one-on-one consultations, and reviewing 20 SB 1 Planning Grants to date.
- After the Bay Area Regional Collaborative (BARC) compiled an inventory of technical assistance last year, the Bay Area Climate Adaptation Network (BayCAN) added to it and produced a public-facing online Climate Adaptation TA Library. This is a sortable and filterable table of TA offerings shown as thumbnail descriptions. BayCAN also offers one-on-one consultation with their Climate Librarians to help TA seekers more quickly and reliably find what they are looking for.
- MTC, Caltrans, SCC, SFEP, and the Water Board provided direct support on local and regional planning and implementation efforts such as Resilient 37, Highway 101 in Marin, the Regionally Advancing Living Shorelines Project, and the Emeryville Crescent RSAP, Hayward Shoreline Planning initiatives, including the First Mile Horizontal Levee, the Palo Alto Horizontal Levee and the San Francisco Waterfront Resilience Program respectively.
- SFEP convened partners as part of the *Transforming Shorelines Collaborative*, A nature-based solutions community of practice for the San Francisco Bay. SFEP hosted five Collaborative meetings spanning field visits, case studies and technical deep dives on emerging best practices.
- SCC, in partnership with San Francisco State University, the Smithsonian Environmental Research Center, and others collaborated with faculty and deans from seven community colleges around San Francisco Bay to develop a nature-based SLR adaptation curriculum.

- Finally, SFEP released an RFP for consultant assistance to evaluate ABAG's existing Environment and Resilience technical assistance programming, including seismic, wildlife, conservation planning and sea level rise adaptation planning, and develop a cohesive and coordinated strategy for the future.

FY2026-27 Goals

- ABAG/SFEP will initiate the Environment and Resilience TA Program Evaluation and Strategy. After procuring a consultant, priorities will include engagement with key partners about TA needs and identification of initial findings.
- SFEP will continue to deliver regional TA support through the Nature-Based Solutions (NBS) State of Play, a regional engagement tool on nature-based solutions as well as through the Transforming Shorelines Collaborative.

Category 4: Regulatory Alignment

The Bay Restoration Regulatory Integration Team (BRRIT), comprised of six key state and federal regulatory agencies funded by the SF Bay Restoration Authority and SCC, continued to improve permitting for multi-benefit habitat restoration projects.

- Seven projects were fully permitted, and one project completed construction: Coyote Hills Regional Park - Restoration and Public Access Project. The BRRIT also provided guidance for successful completion of bioassay studies evaluating material from the BART Silicon Valley Phase II Extension for beneficial reuse in the South Bay Salt Ponds.

- BCDC, Caltrans, and the Water Board worked on new regulations, internal guidance, and policies to simplify, enable, and/or better align permitting requirements and regulations with sea level rise adaptation pathways.

- The Water Board reviewed and approved the last three Long-Term Flood Protection Plans for 19 bayfront and oceanfront landfills and eight industrial facilities. The plans evaluate the potential and predicted impacts of climate change, specifically groundwater rise, sea level rise, and extreme climate events based on the latest state guidance and emerging science. Most landfills and industrial facilities have committed to working collaboratively with cities, neighboring properties, and other applicable permitting agencies with jurisdiction over planning and adaptation projects.

FY2026-27 Goals

- BCDC plans to adopt a Bay Plan Amendment on Beneficial Reuse of Soil Sediment and modernize its programmatic and administrative permit processes to accelerate restoration and smaller projects.

Category 5: Collaborative Decision-Making Structures

The BARC Governing Board did not convene in FY25-26, but there were strategic planning meetings with the BARC Executive Leaders' Management Team from September 2025 through January 2026. MOU partners continue to collaborate across a variety of standing meetings as well as on project- and program-specific issues.

- The monthly Cross-Agency Resilience Working Group meetings continued to be a forum for information sharing, collaboration, and incubation of technical assistance ideas and strategies amongst MOU signatories.
- The BCDC Bay Adapt Implementation Coordinating Group met quarterly, bringing a wide range of partners and collaborators to identify and help solve regional barriers to sea level rise adaptation at scale.

FY2026-27 Goals

- MTC-ABAG staff will continue to host monthly cross-agency working group meetings to proactively identify opportunities for collaboration and alignment.

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MEMORANDUM OF UNDERSTANDING

ON COORDINATION OF EFFORTS TO ADDRESS THREATS OF FLOODING AND SEA LEVEL RISE AMONG THE BAY AREA REGIONAL COLLABORATIVE AND ITS MEMBER AGENCIES: THE ASSOCIATION OF BAY AREA GOVERNMENTS, BAY AREA AIR QUALITY MANAGEMENT DISTRICT, CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 4, THE CALIFORNIA STATE COASTAL CONSERVANCY, THE METROPOLITAN TRANSPORTATION COMMISSION, THE SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION, AND THE SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD

This Memorandum of Understanding (MOU) is executed among the Association of Bay Area Governments (ABAG), also host of San Francisco Estuary Partnership (SFEP); the Bay Area Air Quality Management District (BAAQMD); the Bay Area Regional Collaborative (BARC); the California State Coastal Conservancy (The Conservancy); the California Department of Transportation District 4 (Caltrans D4); the Metropolitan Transportation Commission (MTC); the San Francisco Bay Conservation and Development Commission (BCDC); and the California Regional Water Quality Control Board, San Francisco Bay Region (SF Bay Water Board) (individually, "Agency" and collectively or together, "Agencies") to coordinate efforts to address the threats of flooding and sea level rise in the San Francisco Bay Area.

WHEREAS,

A. Extreme storms, sea level rise, groundwater rise, and coastal flooding are hazards already impacting the San Francisco Bay Area, and will intensify over the coming decades. Without careful planning across jurisdictional boundaries, our responses to these hazards can make matters worse.

B. Flood management projects designed to protect individual localities (building shoreline levees, for example) may contribute to increased flooding in adjacent areas unless there is careful multi-jurisdictional coordination.

C. Some of the region's most flood-prone areas include under-resourced communities that lack the ability to plan and build specific flood risk management projects.

D. Given geographic interdependencies and the competitive nature of securing funding for multi-benefit flood management infrastructure, the current jurisdiction-by-jurisdiction approach to climate adaptation will not be sufficient to address the growing risk in our region. We need unprecedented coordination to prioritize the implementation of multi-benefit, flood risk management projects in the places that need them most, and at an accelerated pace and scale commensurate to the problem.

E. In the July 2023 *Sea Level Rise Adaptation Funding and Investment Framework,* a joint report by BCDC, MTC and ABAG, it is estimated the San Francisco Bay Area region will need at least $110 billion of new flood protection investments to adequately defend shoreline infrastructure and communities from a worst-case sea level rise and storm surge scenario by 2050.[1] Of that

[1] *The Investment Framework* assumed 4.9 feet of Total Water Level (TWL) and assumed that all assets, including low density areas and agricultural land, are protected in place. It did not consider alternative approaches that do *not* protect in place,

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amount, the report estimates that Bay Area governments can currently anticipate just over $5 billion being available through existing federal, state, regional, and local funding programs. This leaves a funding shortfall of at least $105 billion in the coming decades.

F. While this funding need is significant, not preparing for the coming flood risk will cost much more, both in damages to property (a partial estimate of assessed property values and some transportation assets is estimated to cost $230 billion) and the indirect cost of damages to the societal, environmental, and cultural assets of our region. The scale of resources needed is significant, and the Bay Area is already competing against other regions in California and other states for available funds. In this environment we will be more successful working together, systematically advocating for resources to implement the most urgent projects across the region, while coordinating our planning to identify key future projects we can accelerate through joint actions.

G. In this regard, the San Francisco Bay Area can build on its legacy of leadership in addressing regional threats.

H. In 2016, voters in the nine Bay Area counties overwhelmingly passed Measure AA, the first regionwide property tax measure of its kind. Measure AA is generating half a billion dollars for multi-benefit shoreline habitat restoration projects to help restore environmental resilience and human health in the Bay Area.

I. The *Bay Adapt Joint Platform*, a regional strategy for how to adapt faster, better, and more equitably to a rising San Francisco Bay, was completed in 2021, and is endorsed by over 55 cities, counties and agencies including the Agencies of this MOU.

J. In September 2023, Governor Newsom signed SB 272 (Laird, 2023) ensuring that local governments will plan for resilience and adaptation to rising sea levels with the targeted assistance of the State of California.

K. Recognizing there is no one agency solely responsible for managing these threats, the Agencies commit to working and learning together to protect Bay Area communities, infrastructure, and the environment from the threats posed by flooding and sea level rise.

THEREFORE, to the extent authorized by law, the Agencies commit to coordinate as follows:

I. PURPOSE

The purpose of this MOU is to align efforts, expertise, and core functions across agencies to support the delivery of priority, multi-benefit, flood risk management projects across the Bay Area. By coordinating the Agencies' respective roles and authorities, the Agencies can further the following objectives:

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which could change the cost estimate for adaptation. It relies on the 2018 Ocean Protection Council's 5% probability for 2050, which projects 1.4 feet of permanent inundation from sea level rise, combined with a 100-year storm, which is estimated to add 3.5 feet above MHW. The combined projected permanent inundation plus a 100-year storm is 4.9 feet TWL. The Framework does not yet account for the cost of damage from fluvial flooding and rising groundwater, although these costs will undoubtedly accrue in the region.

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- Accelerate the implementation of flooding and sea level rise adaptation projects to better prepare communities, businesses, infrastructure, and the environment for the expected impacts.
- Increase the Bay Area's competitiveness for state and federal funding to support needed projects.
- Establish a structure and process to support coordinated planning, project prioritization, and project delivery to address flooding and sea level rise risk and reduce interagency and interjurisdictional competition for funding.
- Seek consensus on project priorities through a strategic, data-driven, and equitable approach that takes subregional sea level rise adaptation plans into consideration.
- Support multi-jurisdictional partnerships to efficiently advance multi-benefit projects at scale.
- Help communities, cities, counties, and special districts expand planning and funding of important climate adaptation projects.
- Create a cooperative environment where agencies and jurisdictions support each other's goals and climate adaptation projects through greater clarity of responsibilities across functions.

II. PRINCIPLES OF AGREEMENT

This article outlines essential functions and activities needed to help address the threats of flooding and sea level rise, and identifies the agencies best positioned to serve as the lead on these activities. Appendix A provides an overview of each agency's mission and purview to inform the distribution of roles and responsibilities in furthering the goals of this MOU. Appendix B provides a table showing the roles and responsibilities of each agency. Appendix C offers definitions of key terms in the MOU.

1. PLANNING: PREPARING FOR FLOODING AND SEA LEVEL RISE RISKS

Through coordinated and collaborative efforts, the Agencies are focused on establishing plans, policies, and project priorities to foster an enabling environment to support the wide-scale advancement of equitable, multi-benefit climate adaptation projects.

a. As required by SB 272 (Laird 2023)[2], BCDC will establish Regional Shoreline Adaptation Plan (RSAP) Guidelines by the end of 2024 to provide standards for local governments in developing subregional sea level rise adaptation plans, while connecting them to a regional vision and strategy.

b. BCDC, MTC and ABAG will partner, with BCDC as the lead project manager, on creating a San Francisco Bay Area Funding Sea Level Rise Funding and Investment Strategy (Investment Strategy) by 2026 and every four years thereafter.

c. The Investment Strategy will be used to guide investment decisions and will be included in MTC and ABAG's Plan Bay Area (the Regional Transportation Plan/Sustainable Communities Strategy) and other regional plans, as appropriate.

d. The Investment Strategy will be informed by key stakeholders such as cities, counties, flood management agencies, non-profits, and community-based organizations through a public

[2] SB272 is codified as Public Resources Code section 30985.2(b)

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process, and through the projects that emerge from completed subregional sea level rise adaptation plans, per SB 272, and supported by BCDC's RSAP Guidelines.

e. The Investment Strategy will:
   i. Build on the analysis and recommendations from the 2023 Sea Level Rise Funding and Investment Framework (MTC/ABAG/BCDC, 2023), Adapting to Rising Tides Bay Area (MTC/ABAG/BCDC, 2020), and the Bay Adapt Joint Platform (BCDC, 2021).
   ii. Identify and categorize regionally significant projects and strategies for sea level rise adaptation with the intent of protecting communities, natural resources, and critical infrastructure as feasible.
   iii. Develop estimated project costs and estimated timelines for projects.
   iv. Analyze existing and future federal, state, regional, and local funding resources to support these projects. Analyze regionwide funding shortfalls and identify potential new revenue sources.
   v. Be based on a science and risk-based methodology to develop funding priorities; have an equity framework that elevates the resource and capacity needs of disadvantaged communities; recommend nature-based solutions; and seek a balanced approach to the region's economic, housing, and environmental needs.

f. BCDC will maintain an inventory and map of sea level rise projects and plans that can be used to support, track, and visualize the Investment Strategy.

2. Fund Management: Securing and Awarding Federal, State, and Regional Funding

The Agencies agree, to the extent authorized by law, to collaborate on efforts to seek, secure, and distribute funding to support the delivery of equitable, multi-benefit climate adaptation projects at the scale and speed needed to address flooding and sea level rise risks, including the activities outlined in this MOU.

a. The Conservancy is identified as the lead agency in developing and submitting funding proposals to federal agencies. This may involve leading joint proposals with multiple partners to secure resources from agencies such as the US Army Corps of Engineers, National Oceanic and Atmospheric Administration (NOAA), and the Federal Emergency Management Agency (FEMA) for a range of needed flooding and sea level rise adaptation projects. This does not imply the Conservancy is the only agency eligible to apply for federal funding; special districts like flood management agencies will continue to pursue funding for specific projects and/or may be better suited to apply for certain funding opportunities.

b. The Conservancy, with support from BARC, will take the lead in tracking federal, state, and local grant opportunities and other sources of funding and convene interested Agencies to determine who should be a lead applicant. Through greater coordination, collaboration, and support, the Agencies can submit more competitive funding proposals that reflect both local and regional priorities.

c. The Conservancy will manage and distribute federal grants as outlined in project proposals unless that role is designated to another Agency.

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d. SFEP, in its capacity as a collaborative program founded by the State of California and the US Environmental Protection Agency (EPA) under the Clean Water Act's National Estuary Program, will work with the Agencies to apply for grants well matched with its expertise.

e. Caltrans District 4 will consult with the Agencies to help align investment priorities and target resources where the region has identified critical needs as part of its ability to secure federal and state infrastructure resources for resilient transportation.

f. MTC, in its capacity to manage and secure federal and state funding for transportation, will consult with the Agencies to apply for funding for the delivery of resilient transportation projects.

g. MTC and ABAG, acting in their capacity as the developer and manager of regional revenue measures will consult with Agencies to help align adaptation priorities and investments as appropriate and allowable under state law.

h. The Agencies will work together to determine viability and mechanisms for putting a regional measure on the ballot to address sea level rise and flooding (*lead and structure to be determined*).

i. MTC and ABAG, with support from BARC, can support appropriate Agencies in working together to advance coordinated advocacy on state legislation.

j. BCDC's Bay Adapt Implementation Coordinating Group will serve as a key venue for coordination with a broader stakeholder group on funding and legislation.

3. Technical Assistance: Supporting Project Development & Delivery

The Agencies are uniquely situated to establish and deliver a Collaborative Regional Technical Assistance (TA) Program for communities that augments the capacity of local governments, special districts, and local organizations to advance climate adaptation policies, plans, and projects at the pace and scale necessary to address risks from flooding and sea level rise. Pending sufficient funding, like those resources deployed through California Housing and Community Development (HCD) Regional Early Action Planning Grant Program (REAP) administered by ABAG[3], this program can be scaled appropriately to allow the Agencies to organize their collective tools and resources into a cohesive program with a suite of technical services and offerings oriented to meet the needs of users at different stages of project development. The goal is to support the development and implementation of multi-benefit adaptation projects (chronicled via the Investment Strategy) that will measurably and equitably protect communities, businesses, infrastructure and the environment from flooding and sea level rise.

[3] ABAG delivers technical assistance and grant support to jurisdictions through funding provided by the California Housing and Community Development Agency (HCD) via a Regional Early Action Planning (REAP) grant. ABAG provides Local Early Action Planning (LEAP) grants to support jurisdictions completing their Housing Element Updates. The HCD grant was over $20 million and supported a team of ABAG staff and resources deployed to local jurisdictions.

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a. BARC will facilitate a staff-level Technical Assistance Working Group among the Agencies to provide ongoing coordination on technical assistance methods, priorities, and strategies. This includes identifying agencies to take the lead on (or participate in) various aspects of the TA Program, such as:
   i. Providing funding to local jurisdictions, community-based organizations, and other planning entities for adaptation planning and project development.
   ii. Working in partnership with disadvantaged communities to support capacity building, planning, and project advancement.
   iii. Helping cities, counties and other entities update land use plans, subregional plans, feasibility studies, zoning, and relevant ordinances to prepare for climate hazards.
   iv. Leading cross-agency and cross-jurisdictional project development and delivery.

b. As part of a TA Program, the Agencies identified below will lead the following core activities, and collaboratively seek additional resources and partnerships to support, expand, and deliver them:
   i. ABAG will administer and lead a Regional Technical Assistance Program which provides staffing, services and support to cities, counties, special districts, and other key partners to move from planning to project management and delivery. The scale of the program will be dependent on sufficient resources being secured.
   ii. BCDC will provide initial technical assistance to jurisdictions in completing sub-regional sea level rise adaptation plans as required by SB 272, and coordinate with State funding programs that may provide additional resources for communities.
   iii. Coastal Conservancy, Caltrans D4, MTC, and SFEP (hosted by ABAG) can offer their respective capabilities and experience in managing the design, permitting, and construction of on-the-ground projects in close partnership with local entities.

4. Regulatory Alignment: Permitting for Climate Adaptation

To facilitate the pace and scale of climate adaptation projects needed to address the risks of flooding and sea level rise, the Agencies will continue to work collaboratively with the regulated community to continually improve and accelerate the permitting process, within the scope of their respective laws and to the extent authorized, so that projects are able to move forward as expeditiously as possible while helping to achieve critical local and regional adaptation goals.

a. The Agencies will work collaboratively together and with other key regulatory agencies and regulatory coordination bodies - such as the *Bay Restoration Regulatory Integration Team (BRRIT)* and the *Dredged Material Management Office (DMMO) of the US Army Corps of Engineers* - and the regulated community to identify potential revisions to environmental regulations and other types of relevant regulations and policies to facilitate multi-benefit climate adaptation project delivery.

5. Structures for Collaborative Decision-Making

Each Agency has its own leadership structure; this MOU does not supersede any authorities or jurisdictions of individual agencies. For the purposes of this MOU, collaborative decision-making is defined as working together to identify and determine a course of action and activities that will help us meet our shared goals and objectives. It is vital that the Agencies develop routine,

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on-going opportunities to share information, identify and confirm roles and responsibilities, and report progress and challenges. There may be instances where a collaborative decision is made that will need to be brought back to an individual agency or agencies for approval.

The following bodies are positioned to serve as ongoing, routine venues for collaboration:

- **BARC Governing Board** serves as the venue in which the activities and priorities outlined in this MOU can be shared, vetted, and discussed.
- **BARC Executive Leaders Management Team** guides agenda of BARC Governing Board and review of coordinated work program.
- **BARC Cross-Agency Working Group** serves as venue for key staff from across the Agencies to coordinate on technical assistance, funding, and legislative priorities and activities. This is the home of the Technical Assistance Working Group.
- **BCDC's Bay Adapt Implementation Coordination Group** (ICG) is composed of an array of expert stakeholders from public, provide, nonprofit, community-based organizations, academic institutions, and others who are convened to review and provide guidance on flooding and sea level rise activities and interventions outlined in this MOU, including updates to the Investment Strategy and technical assistance services.

III. ADMINISTRATIVE PROVISIONS

A. The following procedures are proposed for any amendments or provisions made to the MOU:

   i. The BARC Governing Board will receive an annual report on progress of the MOU at its January meeting.
   ii. Provisions and amendments can be introduced annually. MOU signatories can propose recommended changes to the MOU to be voted on by the BARC Governing Board, with final approval by their respective boards and commissions as necessary.

B. Each and every provision in this MOU is subject to the laws of the State of California, the laws of the United States of America, and to the delegated authority assigned in each instance.

C. All cooperative work under the provisions of the MOU will be carried out in accordance with all applicable laws of the State of California and the United States, including anti-discrimination laws.

D. Any Agency may propose amendments to the MOU. Amendments shall become effective upon written approval by the Agencies and shall be appended hereto.

E. This MOU shall become effective upon signature by the Agencies. This MOU may be executed in one or more counterparts, each of which will be considered an original document. The effective date shall be the date of the last signature as shown below, excepting subsequent amendments and addition of counterparts.

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F. This MOU shall be in effect from the date of execution until terminated by the Agencies. If an Agency seeks to withdraw from or terminate the MOU, that Agency shall give the other Agencies at least 30 days advance written notice of withdrawal or termination.

G. This MOU is intended to facilitate cooperation among the Agencies. This MOU does not constitute a legally binding commitment by any Agency, and it does not create any rights in any third party. This MOU is not legally enforceable by any Agency or third party, and nothing in this MOU may be the basis of any challenges or appeals. This MOU does not create any legal obligation for or between any of the Agencies.

H. The Agencies enter this MOU while wishing to maintain their own separate and unique missions and mandates, and their own accountabilities. This MOU does not provide any new powers or authorities to any of the Agencies beyond those that the Agencies already possess under the law. Likewise, this MOU is not intended to limit, abrogate, delegate, or otherwise alter any of the Agencies' existing powers and authorities which it may possess under the law, but rather memorializes the Parties' intent to advance the objectives of the MOU consistent with and within the parameters of each Agency's powers and authorities under the law.

I. The Agencies acknowledge that this MOU is not an obligation or a commitment of funds. Each Agency must be responsible for its own costs associated with advancing the objectives of the MOU, while recognizing that it can be beneficial to work together to raise or distribute funds for the activities in this MOU. Nothing in this MOU shall be construed as superseding or interfering in any way with any agreements or contracts entered into between or among the Agencies, either prior to or after the signing of the MOU.

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WITNESS THE EXECUTION HEREOF the day and year first hereinabove set forth.

Association Of Bay Area Governments

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Date: 7/19/2024

Andrew B. Fremier, Metropolitan Transportation Commission Executive Director
Acting pursuant to the Contract for Services date May 30, 2017

Bay Area Air Quality Management District

By: DocuSigned by: Philip M. Fine
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Date: 7/18/2024

Dr. Philip Fine, Executive Officer

Bay Area Regional Collaborative

By: DocuSigned by: Allison Brooks
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Date: 7/19/2024

Allison Brooks, Executive Director

California Department of Transportation District 4

By: DocuSigned by: Dina El-Tawansy
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Date: 7/18/2024

Dina El-Tawansy, District 4 Director

California State Coastal Conservancy

By: DocuSigned by: Amy Hutzel
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Date: 7/16/2024

Amy Hutzel, Executive Officer

Metropolitan Transportation Commission

By: DocuSigned by: Andrew Fremier
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Date: 7/19/2024

Andrew B. Fremier, Executive Director

San Francisco Bay Conservation and Development Commission

By: DocuSigned by: Larry Goldzband
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Date: 7/18/2024

Larry Goldzband, Executive Director

San Francisco Bay Regional Water Quality Control Board

By: DocuSigned by: Eileen White
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Date: 7/15/2024

Eileen White, Executive Officer

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APPENDIX A: ORGANIZATIONAL AUTHORITIES

The signatories of this MOU bring an array of authorities, experience, resources, and capacities that when brought together through a coordinated strategy will be instrumental in helping Bay Area communities manage risks to flooding and sea level rise. Recognizing there are other federal, state, and local agencies that have significant roles to play to address these challenges, the MOU signatories will work together to optimize their respective roles to support the broader network of stakeholders involved in multi-benefit, flood risk management efforts across the Bay Area. Table 1 below outlines key roles and authorities of each of the agencies, while Appendix A provides a more detailed description of the mission, scope of activities and primary functions, and governance/board structure of each agency. This information will inform the following section which identifies agency leads for specific functional areas. Agencies are listed in alphabetical order.

- The **Association of Bay Area Governments (ABAG)** is the Council of Governments (COG) for the nine counties and 101 cities and towns of the Bay Area. ABAG is governed by an executive board and led by the ABAG President and Vice President. Member representatives are elected officials and make operating decisions, authorize expenditures, and recommend policy. As a membership body of local governments, ABAG serves as a conduit for communication among cities and counties regarding their needs and challenges on issues related to land use, housing, environmental and water resource protection, disaster resilience, and energy efficiency.
    - **San Francisco Estuary Partnership (SFEP)** is hosted by ABAG and staffed by MTC under a MOU and contract for services. SFEP was established in 1988 by the State of California and the U.S. Environmental Protection Agency under the Clean Water Act's National Estuary Program to protect and restore the San Francisco Bay-Delta Estuary. The Partnership is a collaboration of local, state, and federal agencies, non-governmental organizations, academia, and business leaders. Its work is guided by the San Francisco Estuary Blueprint, a comprehensive and collective vision for the Estuary's future that was developed and approved by SFEP's Implementation Committee and Executive Council. Its climate adaptation work focuses on promoting integrated, coordinated, multi-benefit approaches to increase the resilience of estuarine tidal habitats, tributaries, and at-risk communities. SFEP helps staff the San Francisco Bay Restoration Authority (SFBRA) discussed in more detail under the State Coastal Conservancy.
- The **Bay Area Air Quality Management District (BAAQMD)** is the first regional air pollution control agency in the country, created by the California Legislature in 1955. The Air District is tasked with regulating stationary sources of air pollution in all nine Bay Area counties. It is governed by a 24-member of board of directors composed of locally elected officials from each of the nine counties. The Board oversees policies and adopts regulations for the control of air pollution with the district. One important goal of BAAQMD is to establish the Bay Area as a leading area for emissions reductions in mobile sources, land use planning, innovative technology, and energy. Its monitoring and regulatory roles will be important when evaluating multi-benefit adaptation projects to address flooding and sea level rise.

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- The **Bay Area Regional Collaborative (BARC)**, also known as the Joint Policy Committee (JPC) was created through Senate Bill 849 (Torlakson) and signed into law on September 24, 2004, with the purpose of coordinating the major regional planning efforts of ABAG, MTC, and BAAQMD. The passage of Assembly Bill 2094 (DeSaulnier) brought BCDC on as a member of BARC. An organizational plan completed in 2015 focused the activities of the BARC Governing Board and BARC staff on addressing climate change. The BARC Governing Board is comprised of 4 appointees each from ABAG, BAAQMD, BCDC, and MTC for a total of 16 voting members. The Executive Directors of the California State Coastal Conservancy, Caltrans District 4, and the San Francisco Regional Water Quality Control Board participate in BARC Governing Board meetings and in cross-agency collaborative project work. BARC staff help facilitate cross-agency coordination, identifying opportunities for further integration across functions.

- The **California State Coastal Conservancy (The Conservancy)** is a state non-regulatory agency that leads and funds projects to protect coastal resources, increase opportunities for the public to enjoy the coast, and help communities prepare for the impacts of climate change. The Coastal Conservancy is governed by a seven-member Board of Directors appointed by the Governor and the state legislature. Six members of the Legislature, three from each house, provide legislative oversight and participate in Conservancy activities. Under its San Francisco Bay Area Program, the Conservancy may undertake projects within the entirety of the nine Bay Area counties. The Conservancy's Climate Ready Program authorizes the Conservancy to undertake projects that "*reduce greenhouse gas emissions, address extreme weather events, sea level rise, storm surge, beach and bluff erosion, salt water intrusion, flooding, and other coastal hazards that threaten coastal communities, infrastructure, and natural resources*." The Conservancy is not prohibited from supporting grey infrastructure projects but is required to prioritize projects that use natural infrastructure and provide multiple public benefits, including protection of communities, natural resources, and recreational opportunities. The Conservancy may also provide technical assistance to communities developing projects that use natural infrastructure. Other Conservancy priorities include providing support for historically excluded communities, protecting critical public infrastructure, preserving public access to the shoreline, maintaining economically viable waterfronts, and planning for nature-based post-disaster recovery and adaptation pathways to strategic relocation.

    - The **San Francisco Bay Restoration Authority (SFBRA)** is staffed by the Conservancy with additional support from MTC, including SFEP. SFBRA grants parcel tax revenues from Measure AA (2016) towards projects that protect and restore the Bay shoreline, as well as public access and flood protection elements that are part of a shoreline habitat restoration project. It is designed to deliver essential local funding to restoration projects developed by others. It does not have a regulatory role. The SFBRA is led by a regionally representative governing board comprised of seven local and regional elected officials.

- The **San Francisco Bay Conservation and Development Commission (BCDC)** is a state planning and regulatory agency with permitting authority over the San Francisco Bay, the Bay shoreline, and Suisun Marsh. BCDC's mission is to protect these areas for future generations, expand public access to the Bay and its shoreline, and to address the impacts of sea level rise. The Commission is comprised of 27 members representing the 9 Bay Area counties, 4 cities appointed by ABAG, gubernatorial and legislative appointees, and regional, state, and federal agencies. BCDC establishes

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land use and shoreline management policies for the Bay in the San Francisco Bay Plan, which provides the basis for the Commission's permitting decisions and federal consistency determinations under its Coastal Zone Management Act authority. BCDC's Adapting to Rising Tides (ART) program supports the sea level rise planning efforts of local practitioners. Its Bay Adapt Initiative developed a joint platform of priority actions to address sea level rise and is guiding the implementation of the platform. SB 272 (Laird 2023) requires local governments to submit, and BCDC to approve, subregional sea level rise resiliency plans, consistent with BCDC-developed guidelines. Sea level rise adaptation strategies and projects identified in BCDC-approved plans will be prioritized for State funding, upon appropriation by the Legislature. BCDC is currently developing a Regional Shoreline Adaptation Plan, which will fulfill the requirements of SB 272's guidelines and serve as a regional planning vision for the future of the Bay shoreline.

- **Caltrans District 4** is one of the California Department of Transportation's (Caltrans) 12 district offices based in Oakland. Caltrans' mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. District 4 covers the nine-county Bay Area, and its adaptation activities include corridor planning, transportation planning, grant management, and flood prevention and response, including repairs focused on the State Highway System (SHS). Additionally, Caltrans is charged with minimizing fire risk through vegetation control along transportation corridors. Caltrans has responsibility for the State Highway Operations and Protection Program (SHOPP) which funds the repair and preservation of the SHS, including a Climate Adaptation and Resilience Program that facilitates comprehensive and long-term resilience strategies to address flooding and sea level rise (and associated hazards) on the SHS. Caltrans is responsible for the State Climate Resilience Improvement Plan for Transportation (SCRIPT) as part of the federal program Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) funded by the Infrastructure Investment and Jobs Act (IIJA) (2021). PROTECT's purpose is "to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure."[4] This provides an important source of federal funding to Caltrans to support investments in climate resilient transportation infrastructure. Caltrans also administers the Sustainable Transportation Planning Grant Program to encourage local and regional planning that supports state goals, including identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

- The **Metropolitan Transportation Commission (MTC)** is the federally designated Metropolitan Planning Organization (MPO) with experience planning and funding complex infrastructure projects in close collaboration with the state, local jurisdictions, transit operators, and communities. There are 21 Commissioners appointed to MTC comprised mostly of elected officials representing the nine counties of the Bay Area. MTC directly distributes more than $1 billion a year to local public transit agencies, transportation authorities, and other recipients and prioritizes requests from local agencies for millions more in state and federal funds. Acting as the Bay Area Toll Authority (BATA), MTC collects approximately $700 million a year in bridge tolls on the region's seven state-owned

[4] State Climate Resilience Improvement Plan for Transportation, Draft September 2023.

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toll bridges and allocates these funds for transportation improvements. Together with ABAG, MTC produces Plan Bay Area, the regional long-range plan addressing land use, transportation, and the environment in the Bay Area. MTC and ABAG are distinct boards sharing one integrated staff. MTC staff work to support ABAG Executive Board initiatives via a contract for services.

- The **San Francisco Regional Water Quality Control Board** is a regulatory agency responsible for preserving, enhancing, and restoring the quality of the San Francisco Bay Region's water resources for the protection of the environment, public health, and beneficial uses. The Regional Board is required to develop, adopt (after public hearing), and implement a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic basis of water quality regulation in the San Francisco Bay region. The Regional Board has the authority to enforce all its requirements, orders, and standards. The primary goal of enforcement is to stop on-going problems and cleanup as necessary to preserve the beneficial uses of the Bay Area's water resources.

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APPENDIX B: ORGANIZATIONAL ROLES AND RESPONSIBILITIES TABLE

	ABAG/ SFEP	BAAQMD	BARC	BCDC	Caltrans	MTC	Conser-vancy	Water Board
Planning	●	○	○	✓	●	●	○	○
Fund Management	●	○	●	○	●	●	✓	○
Technical Assistance	✓	○	●	●	●	●	●	○
Regulatory Alignment	○	●	○	●	○	○	○	●
Coordination	○	○	✓	●	○	○	○	○

SYMBOL KEY for Graphic Table above:

✓ PRIME

● RESPONSIBLE

○ INVOLVED

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APPENDIX C: DEFINITION OF KEY TERMS

The following definitions apply to this MOU.

- **Climate adaptation** (California Governor's Office of Planning and Research) is how natural and human systems adjust to a new or changing climate. This is frequently combined with the term "climate resilience" which is the capacity for entities (individual, community, organization, or natural system) to prepare for disruptions, recover from shocks and stresses, and adapt and learn from them. *Climate adaptation can include policies, programs, and on-the-ground projects that reduce projected hazard impacts.*

- **Infrastructure** (Cambridge Dictionary) is the basic systems and services, such as transportation and power supplies, that a country or organization uses in order to work effectively. *Two types of physical infrastructure for adapting to flooding and sea level rise are:*

    - **Natural and nature-based (green) infrastructure** (San Francisco Estuary Insitute, 2020) are physical landscape features that are created and evolve over time through the actions of environmental processes, or features that mimic characteristics of natural features but are created by engineering and construction (in concert with natural processes) to provide coastal protection and other ecosystem services. *An ecotone levee is an example of nature-based infrastructure.*

    - **Conventional (grey) infrastructure** (San Francisco Estuary Insitute, 2020) are physical features constructed by humans to provide coastal protection and reduce flood risk, usually with relatively hard materials such as concrete, rock, and steel, and without incorporation of biological components. *A seawall is an example of a type of grey infrastructure built to address sea level rise.*

- **Flooding** (Intergovernmental Panel on Climate Change) is the overflowing of the normal confines of a stream or other waterbody, or the accumulation of water over areas that are not normally submerged. *Flooding can be caused by sea level rise, storm surge, high tides, river flooding, heavy rainfall, and/or groundwater rise.*

- **Multi-benefits** (*also referred to a*s **Co-benefits**) (U.S. Environmental Protection Agency, 2012) are the ancillary or additional benefits of policies or projects that are implemented with a

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Bay Area Regional Collaborative. (2023). *Regional System Assessment Report.*self.

California Governor's Office of Planning and Research. (n.d.). *California Adaptation Planning Guide.* Retrieved from Governor's Office of Planning and Research: https://resilientca.org/apg/

Cambridge Dictionary. (n.d.). Cambridge Academic Content Dictionary. Cambridge, England: Cambridge University Press. Retrieved April 23, 2024, from https://dictionary.cambridge.org/us/dictionary/english/infrastructure#google_vignette

Intergovernmental Panel on Climate Change. (n.d.).

San Francisco Estuary Insitute. (2020). *San Francisco Bay Shoreline Adaptation Atlas*. Retrieved from SFEI: https://www.sfei.org/adaptationatlas

U.S. Environmental Protection Agency. (2012). State and Local Climate and Energy Program Glossary of Terms. Office of Air and Radiation/Office of Atmospheric Protection/Climate Change Division. Retrieved April 24, 2024, from https://sor.epa.gov/sor_internet/registry/termreg/searchandretrieve/glossariesandkeywordlists/search.do?details=&glossaryName=State/Local%20Climate%20and%20Energy

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primary goal, such as climate change mitigation - acknowledging that most efforts designed to reduce greenhouse gas emissions also have other, often at least equally important, benefits (e.g., energy savings, economic benefits, air quality benefits, public health benefits). *For example, a multi-benefit flood risk reduction project can also enhance ecological functions, improve water quality, and provide public access opportunities.*

- **Sea level rise** (Intergovernmental Panel on Climate Change) is the change to the height of sea level, both globally and locally due to ocean volume change (glacier and ice sheet melt, expansion under warmer temperatures); changes in ocean basin shapes, Earth's gravitational and rotational fields; and local subsidence or uplift of land.

- **Technical assistance** (Bay Area Regional Collaborative, 2023) is a set of services provided to help intended (general or targeted) audiences have the knowledge, ability, and/or capacity to achieve specific goals and outcomes related to climate adaptation. These services may include, but are not limited to assistance in raising funds, policy writing, technical guidance and tools, one-on-one support, and training.

Metropolitan Transportation Commission and Association of Bay Area Governments

MTC Planning Committee and ABAG Administrative Committee

October 9, 2026 **Agenda Item 9a-26-2124**

Plan Bay Area 2060 Kickoff

Subject:

Overview of the long-range planning process envisioned through 2030 to update the regional vision for transportation, housing/land use, and the environment.

Background:

Plan Bay Area is the long-range regional plan for the San Francisco Bay Area, integrating transportation, land use, housing, environmental, and economic considerations into a single planning framework that focuses growth near transit to support complete, connected, and affordable communities. It fulfills multiple statutory and regulatory requirements, serving as the federal Regional Transportation Plan (RTP) and the state Sustainable Communities Strategy (SCS) as required under Senate Bill (SB) 375 (Steinberg, 2008). It has been updated every four years, alternating between minor and major updates, since the adoption of the original Plan Bay Area in 2013.

The most recent iteration, Plan Bay Area 2050+, was a minor update and unanimously adopted by MTC and ABAG in March 2026. It has since secured final approvals from key regulatory partners, including Caltrans, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the California Air Resources Board (CARB).

Scoping Plan Bay Area 2060:

The scope of Plan Bay Area 2060 is being approached with an emphasis on finding balance: constrained and grounded in near-term realities, while remaining ambitious and visionary in advancing the region's shared vision for 2060. This will require meaningfully responding to the pressing issues facing the Bay Area, emerging planning trends and best practices, and core regulatory requirements, all while furthering progress toward the plan's long-term vision.

To inform the scoping process, staff solicited early feedback from MTC-ABAG committees, the MTC–ABAG Community Advisory Council, and external technical partners. Feedback ranged widely but primary areas of interest included transportation safety and accessibility, partner engagement and coordination, a balanced reform of the land use framework, fiscal realities and hard tradeoffs, leaning further into near-term actions, and grappling with the complex dynamics of housing and growth forecasts alongside increased climate hazards like

wildfire and a Regional Housing Needs Determination (RHND) expected to be even greater than the prior cycle. Further information is included in Attachment A.

At the MTC-ABAG Community Advisory Council meeting on September 4, 2026, staff presented a preview of Plan Bay Area 2060 and solicited additional feedback prior to formal kickoff. The Council's input resonates with prior scoping feedback, pointing to concerns about how the plan can be realistically implemented, funded, coordinated, and balanced across competing regional needs, while highlighting certain policy interests like e-bikes/scooters and sidewalk safety, speed limits, and sea level rise adaptation.

Four Phases of Work:

Staff propose to organize development of Plan Bay Area 2060 around four phases:

- **Foundations (2026-2027):** This phase will establish shared priorities and examine key components of past plans. Core questions to be explored include:

  - *What is our shared vision for the future of the Bay Area?*
  - *How effective are the existing strategies, or policies and investments, included in Plan Bay Area 2050+?*
  - *Where and how should we plan for growth as a region?*
- **Outlook (2026-2027):** This phase will assess emerging trends, examine uncertainties and update forecasts. Core questions include:

  - *How might future uncertainty and the choices we make affect the region's trajectory?*
  - *How much population, jobs, and housing growth does the region need to plan for?*
  - *What revenue can reasonably be anticipated for our transportation, housing and environmental needs?*
- **Blueprint (2027-2029):** This phase will update, analyze and refine the plan's core building blocks. Core questions include:

  - *How do we piece together the revised strategies, land use framework, and transportation and resilience projects into a Blueprint for the plan?*
  - *How effective is the Blueprint at making progress toward regional goals?*
- **Final Plan (2029-2030):** This phase will formalize and translate the plan into a final set of materials ready for adoption. Core questions include:

  - *How might we tell the story of the plan to Bay Area residents?*
  - *What are the potential environmental impacts of the plan and its alternatives?*
  - *What actions can MTC-ABAG advance in the following five years?*

Further information is included in Attachment A, including a simplified timeline and the primary areas of work within each phase. A more detailed timeline overview with additional milestones is included as Attachment B.

Public and Partner Engagement Approach:

Plan Bay Area 2060 will pursue an engagement approach centered on creating meaningful opportunities for all stakeholders to share perspectives and shape the region's long-range plan. This approach will prioritize depth over breadth, favoring sustained conversations over large-scale, one-time engagement efforts. New avenues will be explored for educational engagement and reaching new audiences, including gamification, short-form video, and innovative web content. Staff will work to elevate the role of community-based organizations, collaboratively designing engagement with the region's diverse communities. Engagement with technical partners and elected officials will similarly center relationship-building, showing up to existing networks and venues, delivering timely updates and coordination roadmaps, and convening at key decision points to discuss priorities and tradeoffs.

Early engagement, beginning in fall 2026, will revolve around the following questions:

- How can diverse community experiences expand our understanding of the state of the region?
- What outcomes do stakeholders prioritize for the future of the Bay Area?
- How well do our guiding principles of an Affordable, Connected, Diverse, Healthy and Vibrant region reflect current realities and aspirations?
- Where and when can stakeholders expect to shape the plan over the coming years?

Regulatory Uncertainty:

Plan Bay Area 2060 has been scoped to be flexible, given ongoing uncertainty in both state and federal regulations. New greenhouse gas targets and guidelines from CARB are anticipated in late 2028, well into the development of Plan Bay Area 2060, under the timeline established in Senate Bill 1087 (Cabaldon). Furthermore, Assembly Bill 2296 (Papan) accelerated the parallel RHNA Cycle 7 timeline by six months, which must be informed by Plan Bay Area. At the federal level, funding remains subject to change and a potential rulemaking on equity could affect plan analyses and more. Staff will continue to monitor these developments and adjust the plan's scope as necessary.

Next Steps:

The Public Participation Plan was adopted by the Commission on September 23, 2026, enabling the public kickoff of Plan Bay Area 2060 with an initial round of engagement this fall, focusing on early areas of work like revisiting the plan's Vision and Guiding Principles in the context of today's Bay Area. These topics will also be the focus of a joint MTC-ABAG workshop on October29, 2026. Later in the fall and winter, staff will

return to the MTC Planning Committee and the ABAG Administrative Committee with updates on the Foundations and Outlook phases of work.

Recommendation:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: Plan Bay Area 2060 Detailed Timeline Overview

Andrew B. Fremier

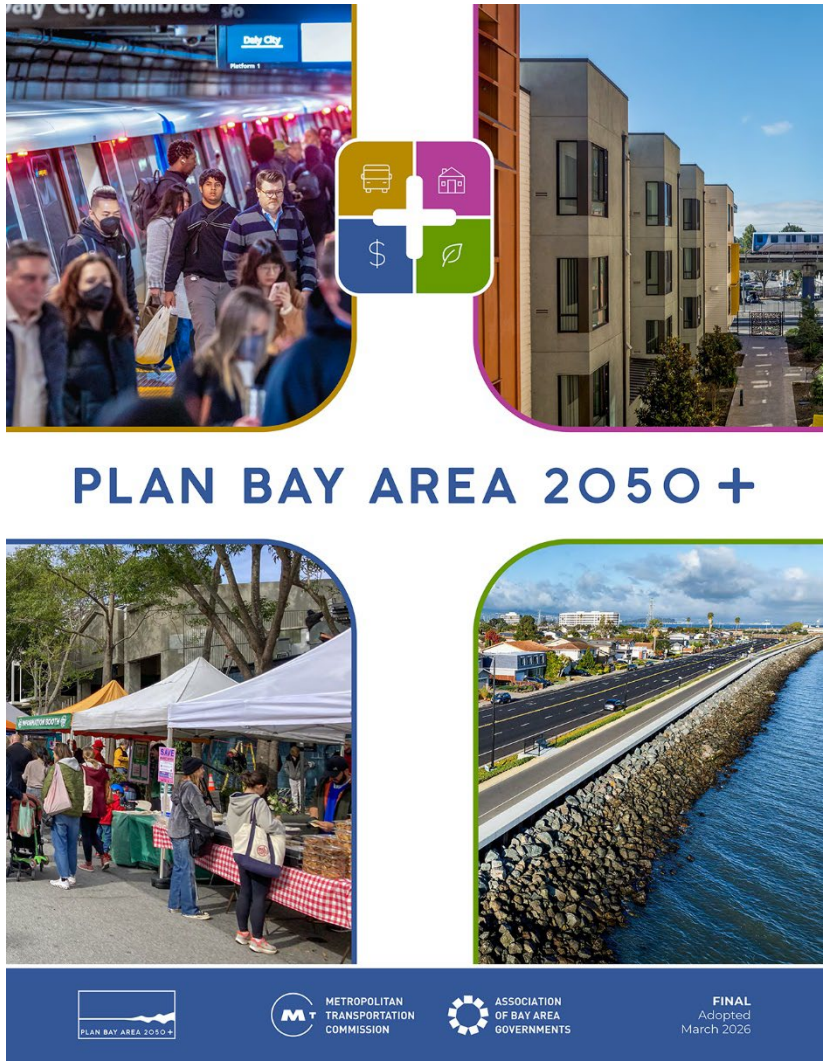
Plan Bay Area 2060 Kickoff

Joint Meeting of the MTC Planning Committee and the ABAG Administrative Committee

October 9, 2026

Photo: Karl Nielsen

Closing Out Plan Bay Area 2050+



Final approvals secured:

- ✓ **MTC-ABAG adoption** (March 2026)
- ✓ **Approved by Caltrans** (April 2026)
- ✓ **CEQA challenge window closed without lawsuits** (May 2026)
- ✓ **Approved by FHWA/FTA** (June 2026)
- ✓ **Approved by CARB** (June 2026)

Scoping Plan Bay Area 2060

Finding Balance

- ❑ **Ambitious in its vision**, while **grounded in today's realities**.
- ❑ Meaningfully respond to:
  - **Pressing issues** facing the Bay Area;
  - **Planning trends** and best practices;
  - **Core regulatory requirements**;
  - Furthering **shared vision** for 2060.

Photo: Karl Nielsen

Early Scoping Feedback

Policy concerns

- ❑ Transportation safety and accessibility.
- ❑ Housing affordability, growth forecasts, wildfire risks and RHNA.
- ❑ Sea level rise, local plan alignment and managed retreat vs. adaptation.
- ❑ Emerging technologies like AI, automation and e-bikes.

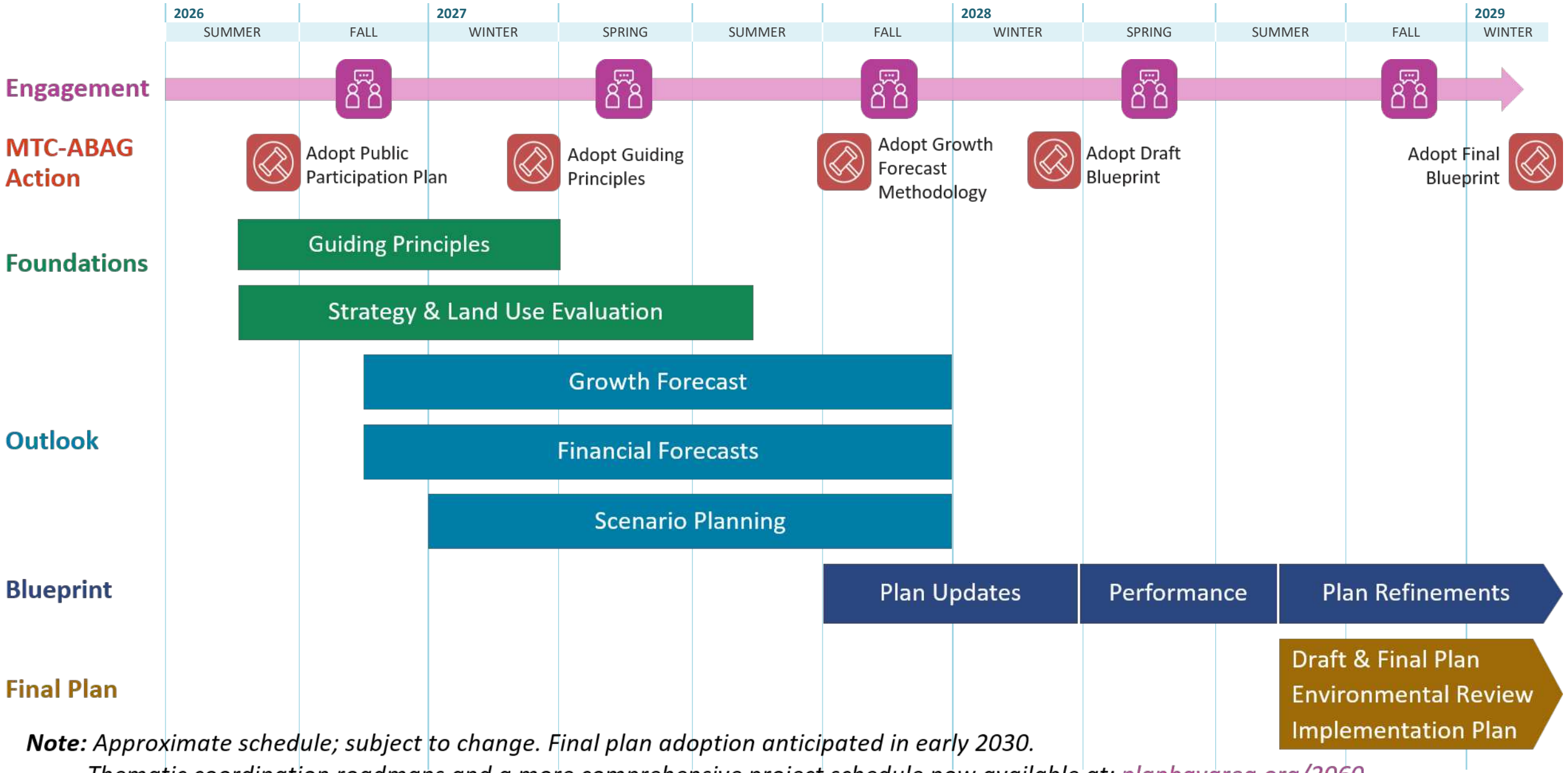
Process goals

- ❑ Deepen and sustain partner engagement and feedback coordination.
- ❑ Balance utility, clarity and consistency in a revamped land use framework.
- ❑ Revisit how projects are prioritized given increased constraints and hard tradeoffs.

Implementation

- ❑ Measure progress, taking stock of what has and has not worked in past plans.
- ❑ Lean into near-term actions with an even stronger focus on implementation.
- ❑ Consider fiscal realities and funding alternatives for implementation priorities.

Plan Timeline: Fall 2026 to Early 2029



Note: *Approximate schedule; subject to change. Final plan adoption anticipated in early 2030.*
Thematic coordination roadmaps and a more comprehensive project schedule now available at: planbayarea.org/2060

Scope Highlight: Foundations Phase

Foundations

Establish shared priorities and examine key components of past plans

2026-2027

Area of Work	Core Question
Guiding Principles	What is our shared vision for the future of the Bay Area?
Strategy Evaluation	How effective are existing Plan Bay Area 2050+ strategies?
Land Use Framework	Where and how should we plan for growth as a region?

Scope Highlight: Outlook Phase

Outlook

Assess emerging trends, examine uncertainties and update forecasts

2026-2027

Area of Work	Core Question
Scenario Planning	How might future uncertainty and the choices we make affect the region's trajectory?
Growth Forecast	How much population, jobs, and housing growth does the region need to plan for?
Financial Forecasts	What revenue can reasonably be anticipated for our transportation, housing and environmental needs?

Scope Highlight: Blueprint Phase

Blueprint

Update, analyze and refine the plan's core building blocks

2027-2029

Area of Work	Core Question
Plan Updates	**How do we piece together the revised strategies, land use framework, and projects into a Blueprint for the plan?**
Performance	**How effective is the Blueprint at making progress toward regional goals?**

Scope Highlight: Final Plan Phase

Final Plan

Formalize and translate the plan into a final set of materials ready for adoption

2029-2030

Area of Work	Core Question
Draft & Final Plan	How might we tell the story of the plan to Bay Area residents?
Environmental Review	What are the potential environmental impacts of the plan and its alternatives?
Implementation Plan	What actions can MTC-ABAG advance in the following five years?

Scope Highlight: Engagement Approach

Public Engagement

Prioritize Depth over Breadth

Explore New Avenues to Engage & Educate

Elevate Community-Based Organizations

Partner and Elected Official Engagement

Show Up at Existing Forums

Invite Timely Feedback

Convene at Key Decision Points

Scope Highlight: Fall 2026 Engagement

Key Themes:

- **The Bay Area Today:** How can diverse community experiences expand our understanding of the state of the region?
- **Regional Aspirations:** What outcomes do stakeholders prioritize for the future of the Bay Area?
- **Guiding Principles:** How well do our guiding principles of an Affordable, Connected, Diverse, Healthy and Vibrant region reflect current realities and aspirations?
- **Orientation:** Where and when can stakeholders expect to shape the plan over the coming years?

Engagement Techniques:

CBO Collaborative

Focus Groups

Regionwide Survey

Partner Webinar

Photo Credit: Karl Nielsen

Scoping Amidst Potential Regulatory Change

State policy:

- ❑ Updated **GHG targets** for 2035 and 2045 anticipated by December 2028 *(per Senate Bill 1087)*
- ❑ New **CARB guidelines** affecting plan process and requirements *(per Senate Bill 1087)*
- ❑ Accelerated timeline for parallel **RHNA Cycle 7** process *(per Assembly Bill 2296)*

Federal policy:

- ❑ Federal **funding uncertainty**
- ❑ Potential **rulemaking on equity**

Next Steps

- ❑ **October 28-29:** MTC-ABAG Joint Workshop
- ❑ **Fall/Winter:** Engagement on the plan's Vision and Guiding Principles
- ❑ **Fall/Winter:** Updates on Foundations and Outlook phases of work
- ❑ **Late Winter / Early Spring 2027:** Adoption of Guiding Principles

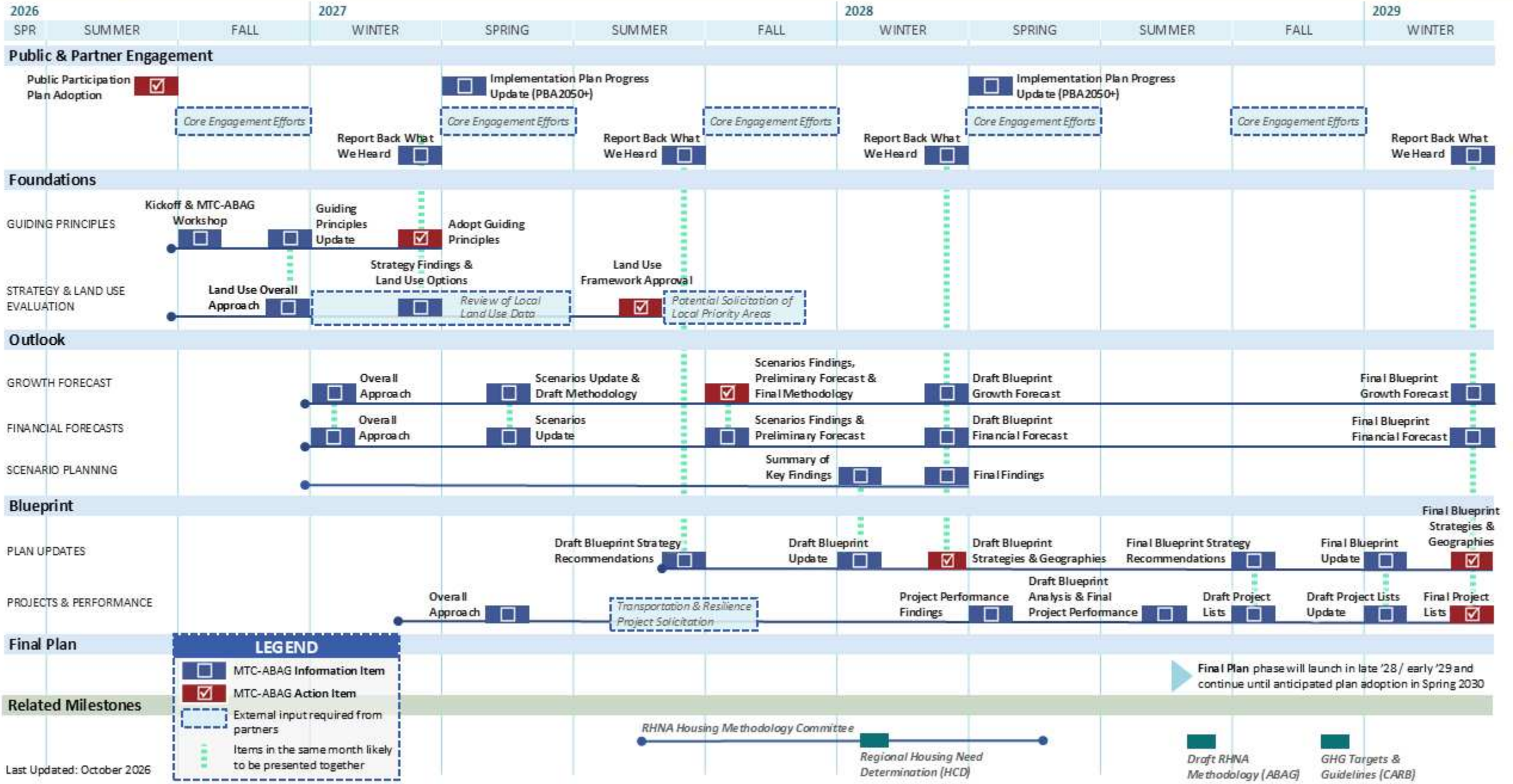
Thematic coordination roadmaps and a more comprehensive project schedule now available at: **planbayarea.org/2060**

Contact Information:

Michael Meehan, Plan Bay Area 2060 Project Manager: mmeehan@bayareametro.gov

Plan Bay Area 2060: Detailed Timeline Overview

Tentative — subject to change



Metropolitan Transportation Commission and Association of Bay Area Governments

MTC Planning Committee and ABAG Administrative Committee

October 9, 2026 **Agenda Item 9b-26-2125**

Bay Adapt Project & Funding Navigator

Subject:

Introduction to the Bay Adapt Project & Funding Navigator (Navigator), a living dashboard that tracks the cost of sea level rise adaptation and empowers San Francisco Bay Area residents to explore adaptation projects, project benefits, and funding opportunities.

Background:

The San Francisco Bay Conservation and Development Commission (BCDC) and MTC-ABAG have progressed through a series of sea level rise planning efforts over the past five years, each building on the findings of the last. This started with MTC-ABAG's Plan Bay Area 2050 and BCDC's Bay Adapt Joint Platform (2021), both of which identified the need to better understand regional adaptation costs and to develop a strategy for funding them.

MTC-ABAG and BCDC jointly launched the Sea Level Rise Adaptation Funding and Investment Framework (SLR Framework) in 2021 and completed the effort in 2023. The SLR Framework delivered a substantive update to the regional sea level rise adaptation cost estimate from Plan Bay Area 2050. The SLR Framework estimated an approximately $110 billion need (in year of expenditure dollars) to adapt the shoreline through 2050, with more recent analyses as part of Plan Bay Area 2050+ in 2026 slightly lowering that estimate to approximately $100 billion. With only $6 billion in anticipated public revenue, a significant funding gap exists regardless. Without adaptation, the SLR Framework estimated the region's exposure in excess of $230 billion in damages to property and transportation assets. In 2024, MTC, ABAG, BCDC, and other partner agencies formalized regional sea level rise collaboration through an *Interagency Flooding and Sea Level Rise Memorandum of Understanding (MOU)*. The MOU describes that "BCDC, MTC and ABAG will partner, with BCDC as the lead project manager, on creating a San Francisco Bay Area Funding Sea Level Rise Funding and Investment Strategy (SLR Investment Strategy) by 2026 and every four years thereafter," and specifies that the SLR Investment Strategy will build on the SLR Framework and the Bay Adapt Joint Platform to

identify and categorize regionally significant projects, develop estimated costs and timelines, and analyze funding sources to close the gap.

In addition, sea level rise adaptation planning and project development are anticipated to accelerate through 2034, pursuant to SB 272 (Laird, 2023), which requires shoreline jurisdictions to develop subregional adaptation plans and submit to BCDC for approval by January 1, 2034. The bill also establishes that plans should include specific adaptation projects, and that those projects will be prioritized for state funding. The anticipated influx of subregional plans and associated projects within those plans further underscores the need for a regional dashboard and Investment Strategy.

Working with a Steering Committee of regional and local partners, BCDC, supported by MTC-ABAG staff, led development of the Navigator: a living dashboard that tracks the cost of sea level rise adaptation and allows users across the Bay Area to connect and explore adaptation projects and funding opportunities in one place. The Navigator represents a next step towards exploring the development of the regional SLR Investment Strategy called for in the 2024 MOU. Development of the Navigator has been supported through an ongoing MTC-BCDC funding agreement using OBAG funds. Over the past two fiscal years, MTC has provided BCDC over $534,000 in funding under this agreement, with most of that funding supporting the Navigator. Thanks to this funding, the Bay Area now has a working tool that puts current project and funding data directly in the hands of local and regional users.

Developing the Bay Adapt Project & Funding Navigator:

The Bay Adapt Project & Funding Navigator and corresponding technical methodology memo are available at the following link: (www.bayadapt.org/navigator).

The Navigator enables anyone to quickly and easily find, access, and understand adaptation project information. The Bay Area has collected shoreline adaptation project information in Shoreline Adaptation Project Map (SAPMap), hosted on EcoAtlas, with local agencies updating records annually since 2021. While the SAPMap served as a foundational resource for the 2023 Framework and Plan Bay Area, it does not allow user-friendly ways to support regional analysis, visualize trends, and efficiently update and communicate insights. The Navigator draws on this

same SAPMap dataset and uses automated data-processing scripts to restructure and standardize information, making it easier to filter, visualize, map, and summarize project data.

The Navigator supports several distinct regional uses:

- An applicant preparing a grant application can explore relevant funding opportunities and get a quick read on a project's eligibility.
- A funding agency can identify projects that align with its program goals using custom criteria and target outreach.
- A local jurisdiction developing a plan can review the full set of adaptation activity underway in its planning area alongside useful supporting data.
- A legislative staffer can generate customized snapshots describing a specific funding ask, rather than relying on the single regional total.

To support these uses, the Navigator brings together customized regional summaries, lists, and maps; project-level snapshots; and funding information, including pre-filtered views tied to known eligibility criteria for various potential funding sources.

Next Steps:

BCDC will continue to update the Navigator annually as SAPMap data is refreshed by local agencies and plans to introduce incremental improvements identified in the accompanying technical methodology memo (www.bayadapt.org/navigator). BCDC will lead a webinar and broader outreach effort this fall to familiarize local, regional, and state partners with the tool.

With the Navigator now available, regional stakeholders can begin using it to align around active funding opportunities — a capacity the region has lacked for past funding opportunities. Building on this foundation, BCDC and partner agencies will explore the development of a SLR Investment Strategy roadmap to build consensus on funding and financing instruments for implementation.

MTC-ABAG and BCDC will also leverage the Navigator in parallel regional efforts, including Plan Bay Area 2060, RSAP-compliant subregional plans and projects, and other planning and funding initiatives as they arise.

Recommendations:

Information

Attachments:

- Attachment A: Presentation

Andrew B. Fremier

Bay Adapt Project & Funding Navigator

A tool to unlock insights on sea level rise adaptation projects, project benefits, and funding opportunities.

MTC Planning Committee and ABAG Administrative Committee
October 9, 2026

Kate Lyons, MTC-ABAG, Resilience & Environmental Planner
Cory Copeland, BCDC, ART Data & Science Manager

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How Much Will It Cost?

Adaptation Needs

~$100 billion

Estimated cost of sea level rise (SLR) adaptation through 2050

Source: Plan Bay Area 2050+ Resilience Needs Assessment (in Year of Expenditure dollars)

Cost of Inaction

$230+ billion

Estimated value of a subset of assets at risk through 2050

Source: 2023 MTC/ABAG/BCDC SLR Funding & Investment Framework

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Regional Collaboration Led to the Navigator

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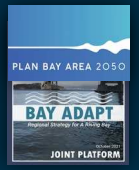
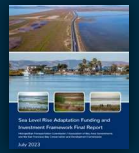


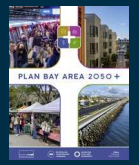
Plan Bay Area 2050 & Bay Adapt Joint Platform (2021)
Both called for a sea level rise adaptation Investment Framework and Investment Strategy.



SLR Investment Framework (2023)
Substantive update to Plan Bay Area 2050 regional sea level rise adaptation costs.

Interagency Sea Level Rise and Flooding MOU (2024)
Identified BCDC and MTC as leads on a SLR Investment Strategy.

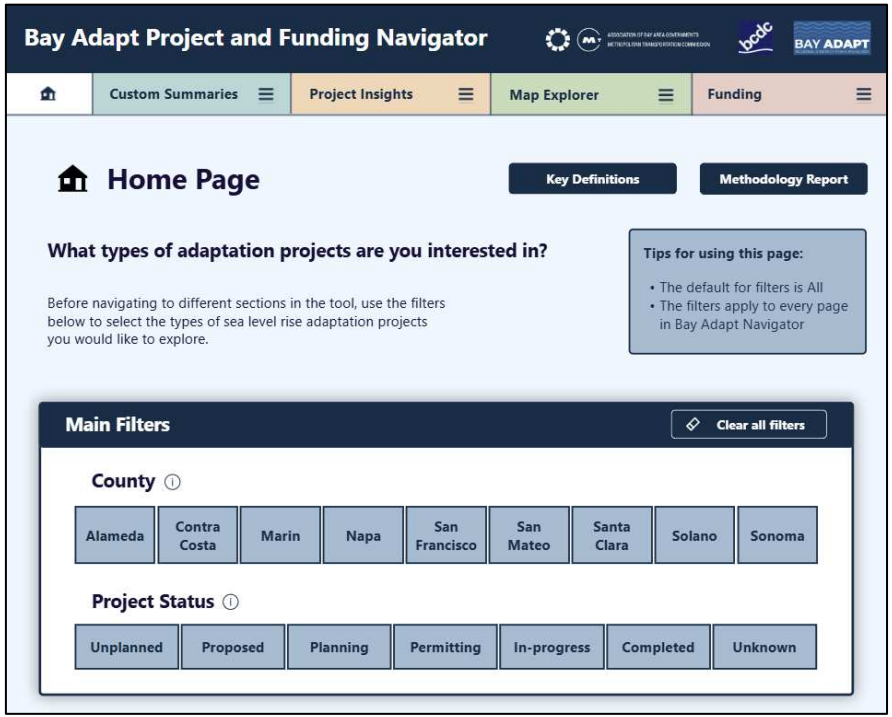
Regional Shoreline Adaptation Plan (2024)
Set guidelines for the creation of SB 272-compliant shoreline plans.



Plan Bay Area 2050+ (2025)
Leveraged SLR Investment Framework to create the Resilience Project List.

Bay Adapt Navigator: Developed by BCDC with MTC-ABAG Support

A **living dashboard** that **tracks the cost of sea level rise adaptation** and empowers the San Francisco Bay Area to **explore adaptation projects and funding opportunities.**



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Introducing the Bay Adapt Navigator

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How Can I Use the Navigator?

Grant makers and funding agencies can identify projects aligned with program goals and target outreach based on custom criteria.

Local planners can browse projects in their planning area and access useful data.

Advocates can generate customized snapshots that describe a specific funding ask rather than the full regional total.

Grant applicants can quickly view relevant funding opportunities and find other projects that could help put together a compelling grant application.

How Was the Navigator Created?

May 2025 – May 2026

Data Improvement & Tool Development

6
Steering Committee Meetings

18+
Organizations Involved

Input gathered on useful products and layouts, measuring project benefits, and more.

- Local, regional, state, federal partners
- NGOs & experts

May 2026 – Today

Tool Testing

37
Users Tested

9
User Testing Sessions

- Local, regional, state, federal partners

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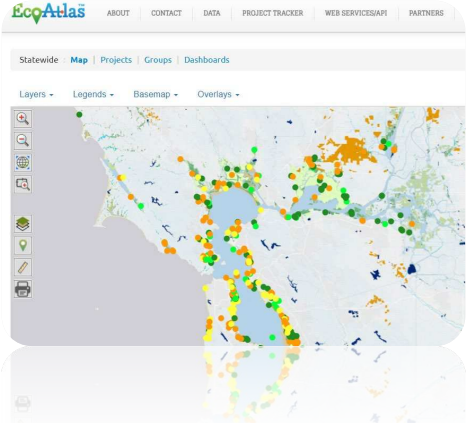
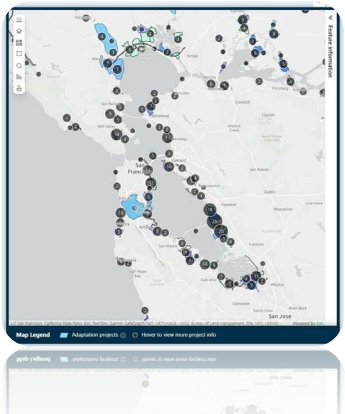
From Data Collection to Decision Making



Existing project data flows into the Navigator



1. The region already collects project data in the Shoreline Adaptation Project Map (SAPMap).

- Local agencies have updated SAPMap annually since 2021.
- The 2026 annual SAPMap update is underway through **October 30, 2026.**

2. Now, users can analyze and visualize that data in Navigator.

Data is enhanced and becomes easier to access, visualize, and analyze.

How Will the Navigator Support Regional Investment?

Align regional advocacy for active funding opportunities.

Leverage the Navigator for parallel regional efforts like Plan Bay Area 2060, RSAP-compliant plans & projects, and others.

BCDC and other partners will explore the development of a SLR Investment Strategy roadmap to build consensus on funding and financing instruments for implementation.

A Living Tool: *The project team will continue to improve the Navigator and work with regional partners to keep data up-to-date.*

Thank You!

And a special thanks to our Steering Committee!

Bay Adapt Project & Funding Navigator

Contacts:

- Cory Copeland, BCDC Project Manager: cory.copeland@bcdc.ca.gov
- Kate Lyons, MTC-ABAG Lead: klyons@bayareametro.gov

Project Website:
www.bayadapt.org/navigator

Technical Introduction Webinar:
Tuesday, October 13: 1pm-2pm
Register: https://bit.ly/navigator-webinar

SAPMap Annual Update

Contact: Todd Hallenbeck, BCDC: todd.hallenbeck@bcdc.ca.gov

Office Hours: 1st Tuesday of each month from 9:30-10:30 a.m.: https://sfbayjv.org/conservation/projects/tracking/

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