ADMINISTRATION, PROJECTS & PLANNING EXECUTIVE COMMITTEE MEETING

MONDAY, NOVEMBER 9, 2020

3:30 PM

Zoom link:
https://us02web.zoom.us/j/81898075840?pwd=ckZxZnVBb1BEa2h0cUdJK01GUGRvQT09

Webinar ID: 818 9807 5840
Password: 087201

900 Fifth Avenue
Suite 100
San Rafael
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Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

In compliance with local and state shelter-in-place orders, and as allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

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How to provide comment on agenda items:

• Before the meeting: email your comments to dmerleno@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, November 8, 2020 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

• During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov During the meeting your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov early in the meeting.

• During the meeting (only): Ensure that you are in a quiet environment with no background noise. If participating by phone, raise your hand on Zoom by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.

Late agenda Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno at 415-226-0820 or email:dmerleno@tam.ca.gov, **no later than 5 days** before the meeting date.

AGENDA

1. Chair's Report (Discussion)

2. Commissioners Comments (Discussion)

3. Executive Director's Report (Discussion)

4. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)

5. Approval of Minutes from September 14, 2020 Meeting (Action) - **Attachment**

6. TAM Response to 2019-2020 Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?' (Action) - **Attachment**

7. Measure AA Category 2.3 Sea Level Rise Program (Discussion) - **Attachment**

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
September 14, 2020
3:30 PM

Virtual Meeting
https://us02web.zoom.us/j/88406211994?pwd=ZnNGVkc5QkRYMlNKOFlON1Bsd0M3QT09

Webinar: 884 0621 1994
Password: 468716

Members Present: Alice Fredericks, Tiburon Town Council, Committee Chair
Gary Phillips San Rafael City Council
Brian Colbert, San Anselmo Town Council
Kate Sears, Marin County Board of Supervisors
Damon Connolly, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
David Chan, Manager of Programming & Legislation
Denise Merleno, Executive Assistant
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer

Chair Alice Fredericks called the meeting to order at 3:30 p.m. Chair Fredericks welcomed everyone to the Committee's virtual meeting and asked Denise Merleno, the Executive Assistant, to conduct a roll call to ensure a quorum. Ms. Merleno confirmed the quorum and described how the public could provide comment during the meeting. Chair Fredericks discussed the meeting protocol.

1. Chair's Report (Discussion)

Chair Fredericks noted she did not have a report.

2. Commissioners Comments (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman discussed TAM's sales tax revenue for FY2019-20, noting that based on most recent information, the agency closed the year with $27.48 million, which was just $0.02 million less than the budgeted amount of $27.5 million. ED Richman noted that that the estimated budget for FY2020-21 is $24.75 million and that the first FY2020-21 quarterly report will be presented to the Board at the October 22, 2020 meeting.

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ED Richman also discussed the installation of a barrier that has created a two-way bike path from the off ramp of westbound I-580 to Sir Francis Drake Boulevard. She confirmed the path has opened with construction continuing to connect the path to Francisco Boulevard East.

ED Richman provided an update on the Marin 580-101 Direct Connector Project. She noted that that TAM hosted the third stakeholder working group meeting on August 25, 2020, where an overview of the Bellam Boulevard bicycle and pedestrian improvement options was provided among other topics. A further meeting will be scheduled for the fall.

ED Richman also provided an update on Connect2Transit, the partnership program among TAM, Marin Transit and Uber. She discussed recent court proceedings that have allowed car share services to continue in California and she confirmed that staff will monitor Proposition 22 on the November 2020 ballot, which could result in changes to the first/last mile service. ED Richman confirmed that TAM continues to offer a $5 discount voucher through the Connect2Transit Program.

ED Richman discussed changes adopted by Bay Area transit agencies to adapt to COVID-19, including the development of a health and safety plan called "Riding Together". ED Richman also reported that San Francisco County Transportation Authority (SCTA) is undertaking studies to determine how a fee to drive downtown could be used to help keep traffic moving and achieve goals relating to safety, clean air and equity.

Finally, ED Richman reported that the state's draft long-range transportation plan, California Transportation Plan (CTP) 2050, has been released for public comment until October 22, 2020.

4. Open time for public expression

Chair Fredericks asked Ms. Merleno if any public comment had been received and hearing that there was none, she closed this item to public comment.

5. Approval of the Minutes from July 13, 2020 Meeting (Action)

Commissioner Phillips moved to approve the Minutes of July 13, 2020, which Commissioner Sears seconded. A roll call vote was conducted and the motion passed unanimously.

6. Authorize Various Actions for the North/South Greenway Gap Closure Project (Action)

Principal Project Delivery Manager Bill Whitney presented this item, for which the committee was asked to recommend that the TAM Board authorize the ED to (1) request the California Transportation Commission (CTC) program up to $1.75M in Local Partnership Program (LPP) funding (2) request the Metropolitan Transportation Commission (MTC) to reallocate previously programed Regional Measure 2 (RM2) funds (3) execute a revised Cooperative Agreement with California Department of Transportation (Caltrans), and (4) execute a contract amendment with the consulting engineering firm Moffatt & Nichol to provide design services during construction and extend the contract term.

Mr. Whitney provided an update on the new Class 1 bike paths, including the segment between Rice and Second, which he noted is under construction by the City of San Rafael. He confirmed that staff's request concerns the Northern Segment, which will connect the path from the Larkspur Ferry Terminal to Old Redwood Highway in Larkspur. Mr. Whitney stated that the project received RM2 funding from MTC but that the lowest 3 bids were all higher than the funds available.

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Mr. Whitney discussed staff's request to reallocate $1M from RM2 and to request an allocation of up to $1.75M in SB1 LPP funds to close the shortfall. He also confirmed the request to authorize the ED to enter into a contract amendment with the consultants, Moffat & Nichol, to provide design services during construction.

Chair Fredericks asked Ms. Merleno if any public comment had been received and hearing that Bjorn Griepenburg wished to speak, she opened this item to public comment.

Mr. Griepenburg suggested that TAM could ask SMART to return the $850,000 of funding for the southern segment right-of-way to make up some of the shortfall in funding.

Commissioner Phillips moved to recommend that the TAM Board authorize the ED to (1) request the CTC program up to $1.75M in LPP funding (2) request MTC reallocate previously programed RM2 funds (3) execute a revised Cooperative Agreement with Caltrans, and (4) execute a contract amendment with the consulting engineering firm Moffatt & Nichol to provide design services during construction and extend the contract term, which Commissioner Connolly seconded. A roll call vote was conducted and the motion passed unanimously.

7. MTC's Plan Bay Area 2050 Final Blueprint (Discussion)

Planning Manager Derek McGill presented this discussion item. Mr. McGill provided a summary of MTC's Plan Bay Area 2050 Final Blueprint, the Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS). Mr. McGill stated that the RTP/SCS is required to meet California Air Resources Board's (CARB) mandated greenhouse gas emission reductions (GHG) primarily from a reduction in passenger vehicle miles travelled.

Mr. McGill discussed the aggressive target of a 19% reduction in GHG emissions and the four elements of the Plan, including transportation and housing elements, which address resiliency and equity throughout the region. Mr. McGill stated that the TAM Board adopted a list of projects in February, 2020 for inclusion in the transportation element and that TAM was notified in July that two of the projects relating to the Richmond-San Rafael Bridge and Sate Route (SR) 37 might not be included in the Plan. Mr. McGill confirmed the projects have since been included after discussions between TAM and MTC staff.

Mr. McGill noted that MTC and CARB are discussing ways to align the cost of driving with other Metropolitan Planning Organizations (MPOs) to achieve the 19% GHG reduction required by the plan. Mr. McGill stated that the MTC Commission would be meeting on September 23, 2020 to review the Blueprint, which received unanimous approval from MTC's Planning Committee.

Mr. McGill concluded his presentation with a discussion of the documents included in the packet.

Commissioner Connolly noted that the North Bay delegation of MTC raised concerns about all-lane tolling for reasons primarily based on equity. He thanked ED Richman and the TAM team for their work to include all of TAM's projects in the Plan.

ED Richman stated that the purpose of the all-lane tolling strategy is to meet GHG targets and that MTC would be undertaking a tolling study in approximately 2 years.

In response to Commissioner Colbert, Commissioner Connolly stated that the North Bay considers equity to be important and that the North Bay does not generally support paid express lanes. He expressed a hope that tolling would result in car-pooling but noted that many North Bay drivers would be willing to pay a toll to use the tolled roadways.

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In response to Chair Fredericks, Mr. McGill stated that a means-based tolling system will continue to be discussed and he noted that corridors are proposed for tolling where there is parallel transit service, such as regional rail service including SMART or BART.

Chair Fredericks and Mr. McGill discussed how all-lane tolling in the North Bay could reduce GHGs.

Chair Fredericks asked Ms. Merleno if any public comment had been received and hearing that Cindy Winter wished to speak, she opened this item to public comment.

Ms. Winter commented on the omission of TAM's Interchange Study Project in the Final Blueprint.

The meeting was adjourned at 4:10p.m.

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DATE: November 9, 2020

TO: Transportation Authority of Marin Administration, Projects & Planning Executive Committee

FROM: Anne Richman, Executive Director
Derek McGill, Planning Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: TAM Response to 2019-2020 Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?' (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews the recommended response to the Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?', provides comments and refers it to the TAM Board for review and acceptance.

BACKGROUND

On September 11, 2020, the 2019-2020 Marin County Civil Grand Jury released its Report on 'Climate Change: How Will Marin Adapt?' A response is required by local municipalities, the County of Marin, TAM, Marin Clean Energy (MCE), Marin Municipal Water District (MMWD) and Marin General Services Authority (MGSA) in addressing the findings and recommendations in the Report. The report can be found online at this link: https://www.marincounty.org/-/media/files/departments/gj/reports-responses/2019-20/climate-change--how-will-marin-adapt.pdf?la=en

As noted in the report, Marin jurisdictions have all adopted climate action plans aimed to mitigate the impacts of climate change. As transportation is the largest sector of greenhouse gas (GHG) emissions in Marin County, TAM is a member of the Marin Climate and Energy Partnership (MCEP), and staff closely coordinate with jurisdictions in developing plans to reduce greenhouse gas emissions. Staff also serve on the Drawdown Executive Steering Committee, and on the transportation subcommittee of Drawdown to support the larger community efforts in reducing emissions. Furthermore, with many transportation assets at risk from the effects of sea level rise, TAM has supported sea level rise adaptation planning, funding and project development. TAM collaborates closely with the BayWAVE and C-SMART efforts, led by the County of Marin, and will continue to support collaborative processes to address the impacts of Climate Change.

The Grand Jury Report provides several recommendations to advance adaptation planning to protect Marin County from the impacts of climate change. Adaptation planning efforts are underway throughout the County, and the report outlines recommendations for revisions to the organizational structure of these efforts. Implementing effective adaptation planning in the county will require a broad coalition of government agencies and community partners, and we commend the Grand Jury for looking closely at the issue of climate change and adaptation planning.

DISCUSSION/ANALYSIS

TAM is required to respond to the following findings and recommendations: F1-F5, F7, R1, R4. TAM staff has conducted a thorough review of the report and provided responses to these findings and recommendations (Attachment B).

FISCAL CONSIDERATION

There are no fiscal impacts associated with the recommended response.

NEXT STEPS

Staff will incorporate comments from the AP&P Executive Committee and present the revised draft response letter to the TAM Board for review and approval at the November 19, 2020 TAM Board meeting. TAM is required to respond to the Grand Jury report within 90 days of the report's issuance (by December 11).

ATTACHMENTS:

Attachment A - TAM Chair's Draft Cover Letter to Response
Attachment B – TAM's Draft Response to the Grand Jury Report
Attachment C – Marin Climate Action Network Letter to TAM

Transportation Authority of Marin

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Belvedere
James Campbell

Corte Madera
Charles Lee

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

November 20, 2020

The Honorable Judge Andrew Sweet
Marin County Superior Court
P.O. Box 4988
San Rafael, CA 94913-4988

Ms. Lucy Dilworth, Foreperson
Marin County Civil Grand Jury
3501 Civic Center Drive, Room #275
San Rafael, CA 94903

SUBJECT: Response to Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?'

Dear Judge Sweet and Ms. Dilworth:

On November 19, 2020, the Transportation Authority of Marin (TAM) Board of Commissioners reviewed and approved TAM's response to the Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?'. Attached is TAM's response for your review and acceptance.

TAM appreciates the Grand Jury's focus on Climate Change in Marin. Please contact TAM's Executive Director, Anne Richman, at arichman@tam.ca.gov or 415-226-0820 if you have any questions about TAM's response.

Sincerely,
Judy Arnold
Chairperson, TAM Board of Commissioners

Attachment: TAM Response to Grand Jury Report

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TAM RESPONSE TO GRAND JURY REPORT

Report Title: Climate Change: How Will Marin Adapt?

Report Date: September 11, 2020

Agenda Date: November 19, 2020

Response by: Transportation Authority of Marin (TAM)

FINDINGS

F1. Climate change mitigation efforts by Marin governments have been notably effective in meeting their goals to reduce greenhouse gas emissions.

Response: Marin governments have made progress toward meeting greenhouse gas reduction goals and mitigating impacts of climate change. However, to meet ambitious state and local goals, much work remains to be done. TAM is supportive of these efforts and supports transportation greenhouse gas emission reductions through voter approved expenditure plans and programs that promote multi-modal transportation solutions including walking, biking, transit, carpooling and ride-share, and alternative fuel vehicles.

F2. Adaptation planning is essential to protect local public utility and transportation infrastructure as well as private property interests, and to enable Marin's citizens to maintain their current standards of living.

Response: TAM agrees that adaptation planning is essential for a variety of reasons as described in the Grand Jury report.

F3. With the BayWAVE and C-SMART initial vulnerability assessments completed, the county is now well-positioned to focus on adaptation planning and policies related to sea level rise.

Response: The BayWAVE and C-SMART vulnerability assessments developed by the County Community Development Agency and Department of Public Works respectively, support multi-jurisdictional collaboration related to the potential impacts of sea level rise. These efforts are still underway, and the BayWAVE Executive Steering Committee has been meeting monthly to advance the planning and policies related to sea level rise. TAM staff participates in these meetings to improve our understanding of the local transportation issues related to sea level rise. As these efforts advance, the County and local jurisdictions are better positioned to focus on these topics, however, further understanding and public input is needed to support adaptation planning.

F4. The existing adaptation efforts across the county pay insufficient attention to the other potential effects of climate change, including impacts on public health, ecosystems, and social equity.

Response: TAM agrees that the projected effects of climate change include impacts on public health, ecosystems, and social equity. The Bay Conservation and Development Commission (BCDC) Adapting to Rising Tides (ART) effort has worked to develop effective and equitable adaptation solutions that integrate adaptation planning into local and regional planning efforts. The ART program supports multiple sectors and cross jurisdictional collaboration that build local and regional capacity to address these issues. With adaptation planning efforts underway on community

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or project specific levels, there are additional opportunities to advance these topics and support inclusive planning around the complex and significant challenges related to climate change, and significant work will still need to be conducted.

F5. There are insufficient staff and financial resources devoted to climate change adaptation efforts across county government as well as in the cities, towns, and other agencies, and many of the existing efforts are highly dependent on grant funding.

Response: There is presently limited local, regional, state and federal funding available to support adaptation and sea level rise. Although these issues are being addressed at the local and county level, TAM agrees that state, regional or federal funding will be required to adapt to these challenges.

F7. Cross-jurisdictional collaboration and coordination will be required for successful adaptation efforts, but Marin lacks any overarching organizational or governance structure to facilitate this.

Response: TAM agrees that there will need to be continued coordination and collaboration across agencies and jurisdictions throughout the county, region and state. The BayWAVE effort has developed a collaborative approach and potential organizational structure for local elected officials and staff to share local efforts related to sea level rise. However, the BayWAVE effort may not be the only organizational structure to facilitate this, and local hazard mitigation plan coordination may also serve a similar role. Any organizational structure to respond to the challenge of adaptation will need to consider a range of administrative, financial and policy matters.

RECOMMENDATIONS

R1. The board of supervisors, in collaboration with the municipalities and other agencies affected by climate change, should convene a multi-jurisdictional task force (referred to in this report as the Marin Climate Adaptation Task Force) charged with developing a single, comprehensive, multi-jurisdictional adaptation strategy for all of Marin.

Response: The County of Marin along with the municipalities and other agencies of the County have convened several multi-jurisdictional collaborative processes. TAM serves as a member of the Marin Climate and Energy Partnership (MCEP), attends the county BayWAVE Executive Steering Committee meetings, and serves on the Drawdown Executive Steering Committee and Transportation Subcommittee. Additionally, the County and local jurisdictions coordinate local hazard mitigation plan development for all jurisdictions. TAM would be supportive of efforts to use an existing structure, where feasible, that has staff and elected representation to provide technical resources and policy direction in development of such a strategy. If a new task force is required, TAM would offer support and technical resources as appropriate to support these efforts.

R4. Each member of the Marin Climate & Energy Partnership, should declare its support for broadening the partnership's mission and increasing its funding as necessary to enable it to support overall climate change planning efforts, including both mitigation and adaptation in cities, towns, and other member agencies throughout the county.

Response: MCEP is comprised of staff from the incorporated towns and cities in Marin county, the County of Marin, TAM, the Marin Municipal Water District (MMWD), and Marin Clean Energy (MCE). TAM provides technical support and resources to support climate change reduction from the transportation sector. MCEP has long declared its support for studying, securing funding for, and implementing adaptation planning in its mission statement:

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> "The mission of the Marin Climate & Energy Partnership (MCEP) is to create a countywide partnership that allows partner members to work collaboratively, share resources, and secure funding to: 1) discuss, study and implement overarching policies and programs, ranging from emission reduction strategies to adaptation, contained in each agency's Climate Action Plan; and 2) collect data and report on progress in meeting each partner member's individual greenhouse gas (GHG) emission targets."

However, the challenge of sea level rise and climate change adaptation requires the close coordination of local elected officials, the general public, as well as planning, public works, flood control districts and regional and state agencies. Should the County and local jurisdictions determine that MCEP is best positioned to convene all of the required representation, or if another multi-jurisdictional partnership such as BayWAVE or local hazard mitigation plan development coordination can provide the representation necessary to address adaptation planning and support development of a multi-jurisdictional strategy, TAM would continue to be supportive of these efforts with technical support and resources as appropriate. TAM also understands that administration of such an effort needs to be considered, specifically the resources and policies needed to launch and sustain such an organization or process. Since MCEP is funded by contributions from its members for specific work elements including updates to Climate Action Plans, if MCEP's scope were expanded, TAM could consider increasing its contributions within available revenues to support the administration and specific work elements required to advance adaptation planning.

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MARIN CLIMATE ACTION NETWORK

October 24, 2020

Board of Commissioners
Transportation Authority of Marin
900 Fifth Avenue
San Rafael, CA 94901

Honorable Commissioners,

The Marin Climate Action Network, or MCAN, is a group of environmental leaders from organizations across Marin that first conceived of DRAWDOWN Marin. We are pleased that DRAWDOWN Marin's Strategic Plan is being finalized this fall. We believe that the governing body of this comprehensive, countywide, public/private campaign to confront Climate Change could play a pivotal role in the reorganized and reinvigorated climate efforts recommended by the Marin Grand Jury's September 11 Report on Climate Change.

We urge you to include the following actions in your response to the Grand Jury:

1. In response to Grand Jury Finding F1, we ask that you emphasize to the Grand Jury that ongoing and enhanced support for climate 'mitigation' programs is essential for the success of climate 'adaptation.' Although TAM, the County, and other jurisdictions and agencies have set impressive goals for reducing greenhouse gas emissions, achieving those goals in the timeline necessary is a daunting task that must remain central to climate action throughout the county and region. 'Adaptation' efforts must start with 'mitigation,' that is, effective steps to reduce the causes of the worsening impacts now triggering 'adaptive' measures.

2. In response to Grand Jury Recommendation R1, we ask that you urge the Marin Board of Supervisors, in collaboration with municipalities, agencies, regional groups and state guidelines to convene a countywide Climate Resilience Task Force focused on developing a Marin Climate Resilience Plan to address all climate impacts, including flooding, sea level rise, wildfire, heat, drought, health, air quality, and additional results of warming conditions. The task force should draw upon the expertise and work of ongoing efforts like BayWAVE, C-SMART, the Multi-Jurisdictional Local Hazard Mitigation Plan, and the Marin Wildfire Prevention Authority. To assure integration of the specific concerns of TAM into this countywide process, we urge you to convey to the Board of Supervisors TAM's particular responsibilities and programs related to climate impacts, including the growing vulnerability of the county's roads and transportation to flooding from sea level rise and increasingly intense storms, to closure

from wildfires and smoke, and to worsening health risks as heat events compound the baseline air pollution from internal combustion engines. Understanding such impacts, and the potential role of TAM in reducing them, will be key to the success of the proposed Task Force.

We also ask that you urge the Board of Supervisors to complement the countywide Resilience Task Force by completing formation of DRAWDOWN Marin to provide countywide leadership to achieve the climate protection ('mitigation') goal of net zero greenhouse gas emissions and a thriving community, and to assure that government and community initiatives throughout the county take place within a comprehensive framework for reducing climate change.

As a nonprofit public/private partnership that guides and supports solutions to climate change, the DRAWDOWN Marin Board of Directors (now being formed) is designed to be broad-based and inclusive. It is comprised of community, agency and elected leaders, including members from climate-vulnerable and other underrepresented communities, businesses, Marin Climate & Energy Partnership, the Board of Supervisors, Council of Mayors & Councilmembers, key agency directors, and others. It is ideally suited to foster the countywide collaboration needed to address both climate mitigation and climate impacts.

We further request that you urge the Board of Supervisors to staff and support the Resilience Task Force within a consolidated multi-departmental and multi-disciplinary Climate and Resilience Team in the County Administrator's Office (R-2), bringing together staff expertise to implement climate mitigation and adaptation efforts, including initiation of a Flood District Feasibility Study to assess broadening the district's governance to include all jurisdictions and broadening its scope to include sea level rise, and continued support for core DRAWDOWN Marin capacities, including start-up fundraising, outreach, and administrative support.

3. In response to Grand Jury Recommendation R4, we ask that you confirm TAM's commitment to work to strengthen funding and organizational support for the Marin Climate and Energy Partnership, including MCEP's proposed role on the Board of DRAWDOWN Marin, to increase assistance to all jurisdictions and agencies in implementing coordinated Climate Action Plans and programs throughout the county, addressing both climate protection and resilience. We urge you to express the priority that TAM places on coordinated climate solutions by scheduling regular staff updates on its participation in MCEP.

To help support the broadened MCEP scope and capacity, we suggest that you endorse a centralized grant-seeking function for climate protection and resilience within the County's Climate and Resilience Team (R3), as well as consideration of pro-rata distribution to all jurisdictions and agencies of a portion of funds derived from any future measures enacted to support climate protection and resilience.

Finally, we ask that you reaffirm to the Grand Jury and to MCEP's other partners, TAM's key climate commitments, including helping to fund the rapid transition to electric vehicles by residents and businesses throughout Marin, along with support for transit, cycling, walking and the compact development that supports them.

The efficiencies gained from the recommended consolidation and coordination of climate actions throughout Marin could be especially important during these challenging times of health, economic, budgetary, equity, and climate crises. The speedy development of a local clean energy economy, green building rehabilitation, regenerative agriculture and land management, and workforce development to support adaptation strategies could be crucial to the current economic recovery.

In 2020, we have all experienced the urgency of the climate crisis firsthand, in intense heat, unhealthy air, uncertain rainfall, and 'Armageddon skies.' The Grand Jury has done a timely service in suggesting ways in which we can meet this growing crisis, coping with its impacts while continuing to reduce the pollution driving the crisis. As the Report emphasizes, we must do both together, and we will only succeed if we act together as a whole community. Building that cohesion is at the root of these recommendations and essential to meeting the existential threat now confronting us with bold, immediate, and effective action.

We ask that you include our recommendations in your response to the Grand Jury. Thank you.

Sincerely,

The Marin Climate Action Network:

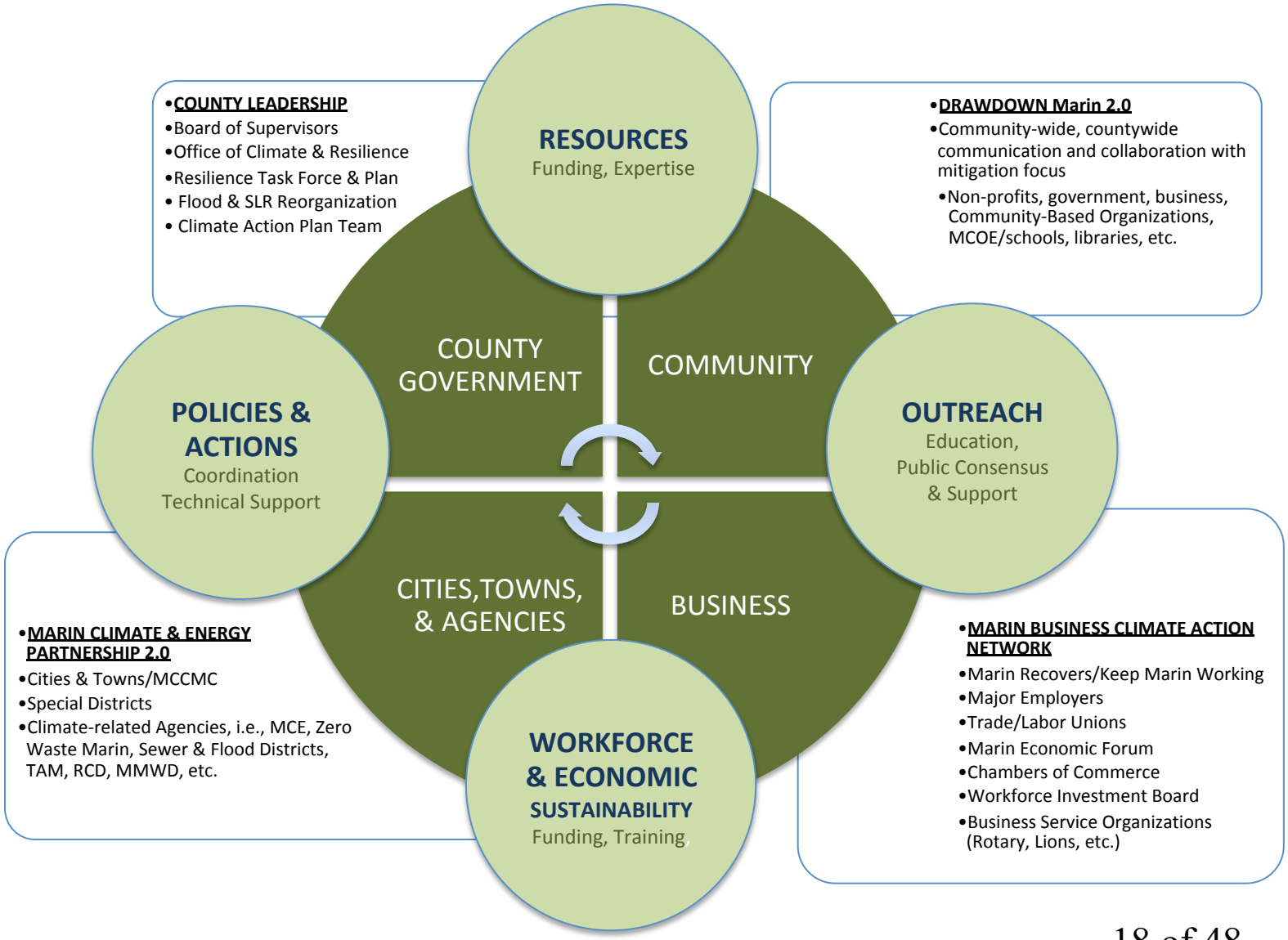
Leslie Alden	Robert Gould	Kiki LaPorta
William Carney	David Haskell	Doug Wilson
Carleen Cullen	Wendi Kallins	Chris Yalonis
Belle Cole	David Kunhardt	

Attachments:
Marin Climate Action Ecosystem
Key Recommended Responses to Marin Grand Jury

Copies:
Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Derek McGill, Planning Manager
Nick Nguyen, Principal Project Delivery Manager
Molly Graham, Public Outreach Coordinator

MCAN contact:
williamcarney@comcast.net
415.302.0110

Marin Climate Action Ecosystem



Re-Imagining Marin's Climate Action Ecosystem:

Summary of Key Recommended Responses to Grand Jury

MARIN COUNTY OFFICE OF CLIMATE & RESILIENCE (new)

CONSOLIDATE a multi-departmental & multi-disciplinary team within the County Administrator's Office, bringing together staff expertise to collaborate, integrate, and implement climate adaptation and mitigation efforts.

Climate & Resilience Officer. Staff from Community Development, Public Works, Health & Human Services, Parks & Open Space, etc.

- **Countywide Resilience Task Force and Plan**
- **Flood & SLR Feasibility Study & Reorganization**
- **Climate Action Plan & Sustainability Programs**
- **Open Space Restoration & Carbon Sequestration**
- **Land Use Planning**
- **Preparedness for Climate Impacts on Health**

MARIN CLIMATE & ENERGY PARTNERSHIP 2.0

STRENGTHEN membership, funding, and focus of this multi-jurisdictional partnership that coordinates and supports staff to analyze and implement Climate Action Plans, climate policies, and climate programs across all jurisdictions.

MCEP Executive Officer. Staff from member agencies (and others that may be added): cities, towns, special districts, climate-related agencies including MCE, TAM, MMWD, Zero Waste Marin. Continue and increase funding commitment from members, augmented by grants and other sources.

DRAWDOWN Marin 2.0

COLLABORATE countywide by finalizing formation of this non-profit public/private partnership to provide leadership and support solutions to achieve net zero greenhouse gas emissions and a thriving community, grounding government and community initiatives throughout Marin within a comprehensive framework for addressing climate change.

Executive Director. Broad-based non-profit Board composed of community, business, agency, and elected leaders.

MARIN BUSINESS CLIMATE ACTION NETWORK (new)

ENGAGE full range and resources of the business community in climate solutions through a collaborative of companies and related organizations. Create and execute economic recovery and ongoing development strategy with clean energy, electrification of transportation and buildings, and low carbon solutions. Drive workforce development with clean economy job creation and capacity building.

Group meets regularly with a rotating chair, collaborates, co-promotes, supports innovation and investment, advises policy makers on clean economy initiatives. Reports out impact metrics, sustainable business activities, programs and accomplishments.

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DATE: November 9, 2020

TO: Transportation Authority of Marin Administration, Projects & Planning Executive Committee

FROM: Anne Richman, Executive Director
Derek McGill, Planning Manager

SUBJECT: Measure AA Category 2.3 Sea Level Rise Program (Discussion), Agenda Item No. 7

RECOMMENDATION

N/A. This is a discussion item only.

BACKGROUND

The Marin County Transportation Sales Tax 2018 Expenditure Plan was approved by 76.7% of Marin voters as Measure AA in November 2018. The Measure AA Expenditure Plan defines how the 1/2-cent transportation sales tax funds essential transportation needs in Marin, including four categories of improvements:

Category 1: Reduce Congestion on Highway 101 and Adjacent Roadways
Category 2: Maintain, Improve, and Manage Marin's Local Transportation Infrastructure
Category 3: Reduces School-Related Congestion and Provide Safer Access to Schools
Category 4: Maintain and Expand Local Transit Services

Within Category 2, the Expenditure Plan sets aside 1% of the overall sales tax for Category 2.3: Develop projects to address transportation impacts from sea level rise. The expenditure plan identifies:

> "This funding would be utilized to support protecting and adapting Marin's roadways and related infrastructure to the effects of sea level rise and flooding. These funds can be used to serve as seed money to find solutions, attract matching grants and leverage private investments to meet the challenges and vulnerabilities identified in numerous planning efforts including those of Bay Wave, and CSMART. The funds can also be utilized for facilities to support alternative fuel vehicles including electric vehicles. Sea Level Rise and Resiliency funds shall be available to eligible recipients including local jurisdictions and will be distributed on a competitive basis following a Call for Projects managed by TAM."

While the Expenditure Plan identifies the broad eligibilities for these funds, it does not identify the priorities or timing related to expenditure of these funds.

To guide discussion related to the use of these local funds, staff has been coordinating with local and regional partners, including:

- Staff participates in BayWAVE, the county's coordinated planning for Sea Level Rise on the Bay frontage. Staff also coordinates with the County's C-SMART effort related to sea level rise planning on the coastal frontage of Marin.
- Staff participates in Drawdown Marin and in the Marin Climate and Energy Partnership (MCEP) on greenhouse gas emission reduction plans and programs.
- Staff conducted outreach to regional partners, including San Francisco Bay Area Regional Collaborative (BARC) and the San Francisco Estuary Institute (SFEI), to understand the efforts of those entities and to seek feedback on potential parameter for the TAM funds.

DISCUSSION/ANALYSIS

TAM has historically supported sea level rise adaptation efforts in the County. TAM has partnered with the County of Marin on two successful Caltrans Senate Bill 1 (SB1) planning grant applications related to sea level rise adaptation, with grants awarded for State Route 37 (SR 37) in Northern Marin and on Highway 1 in Southern Marin. TAM has also supported sea level rise plans through our Community Based Transportation Plans (CBTPs), highlighting the community identified flooding concerns and priorities for residents of Marin City. Additionally, TAM has also provided funding for projects that address sea level rise and has incorporated sea level rise and flooding protections into TAM-led projects.

With the passage of Measure AA, TAM now has dedicated, on-going funds for sea level rise protection, approximately $240,000 annually based on the current revenue projection. These funds have a wide array of eligibility and potential uses and can be used to respond to the various needs identified in vulnerability assessments prepared by BayWAVE, C-SMART and Caltrans.

Some Marin communities have advanced these vulnerability assessments and embarked on adaptation plans to address vulnerable community assets and transportation facilities. Other communities have begun capital improvement projects intended to address sea level rise protections.

As the patchwork of planning and project development efforts advance, TAM Sea Level Rise program funds can serve as a resource to advance planning and project development, and to protect our transportation assets. However, the level of need around sea level rise protection greatly exceeds TAM's available resources, and resources of the local jurisdictions and difficult trade-offs are anticipated in adapting our infrastructure to respond to the threat of sea level rise.

The attached presentation outlines considerations around how to use the Measure AA Sea Level Rise program funds to support Marin's protection and adaptation efforts. Staff will be seeking initial input from the Administration, Projects & Planning Executive Committee and TAM Board in November and will continue to refine the program in coming months.

FISCAL CONSIDERATION

There is no fiscal impact from this discussion at this time. Based on the input received from the APP Committee and TAM Board, staff will return to the TAM board for further discussions and any fiscal considerations to conduct the program.

NEXT STEPS

Based on the feedback received from the APP and TAM Board, staff will continue to develop this program and will return to the TAM Board for further discussion.

Staff remains an active participant in BayWAVE, Drawdown and MCEP and will continue to support these efforts.

ATTACHMENTS

Attachment A: TAM Presentation

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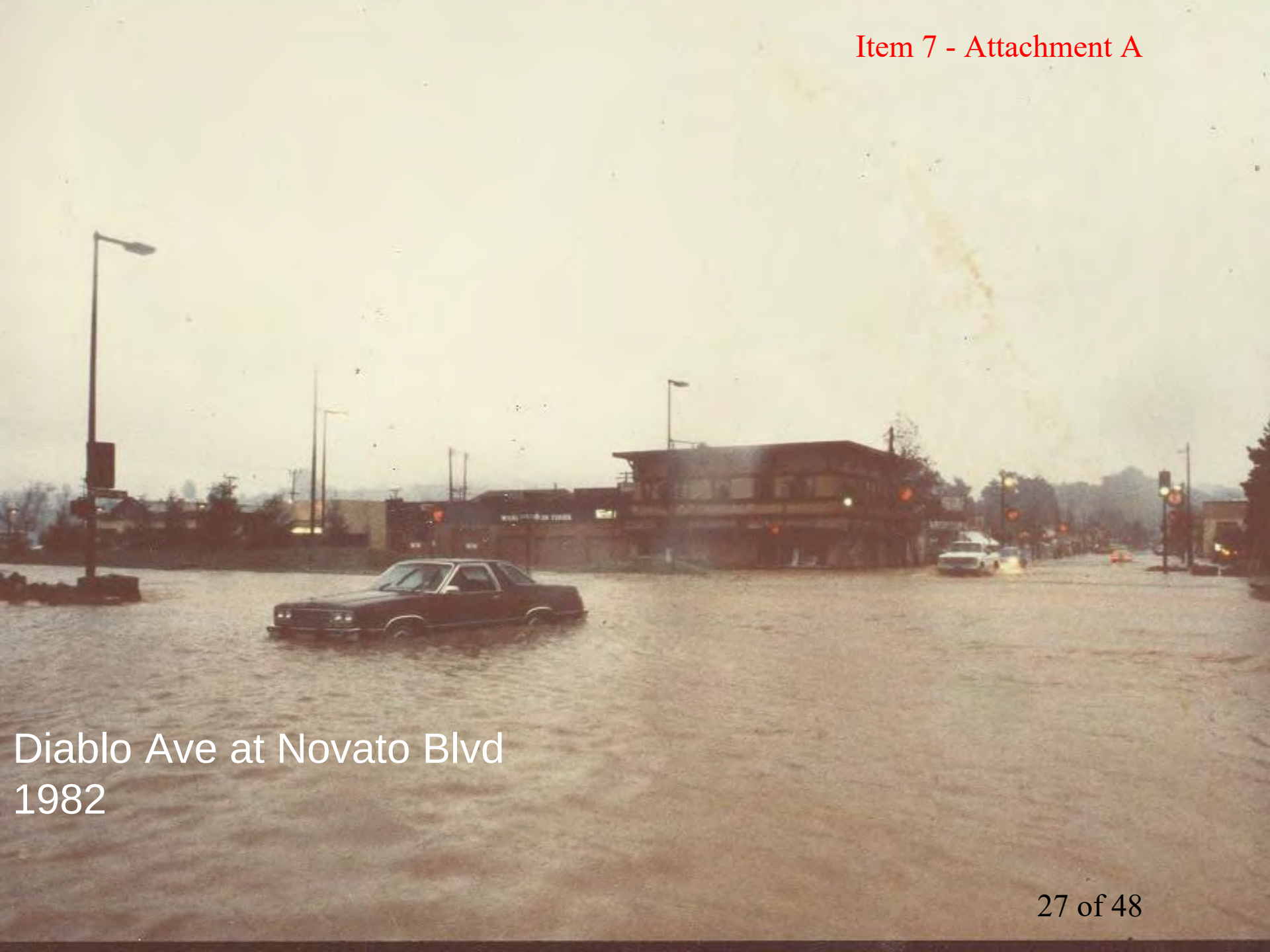
TAM Measure AA - Sea Level Rise

TAM Executive Committee Meeting

November 9, 2020

Overview

- Marin's severe vulnerability/photos
  - Recent shutdowns of SR-37, historical issues at Manzanita, Lucky Drive
- Current Efforts Underway
- Discussion of Options
- Additional Considerations


Diablo Ave at Novato Blvd
1982

Highway 37
2019

Lucky Drive
1973

Almonte
2014

1982
Second St

Three Feet of Sea Level Rise

Regional Transportation

Proportion of Highway Miles

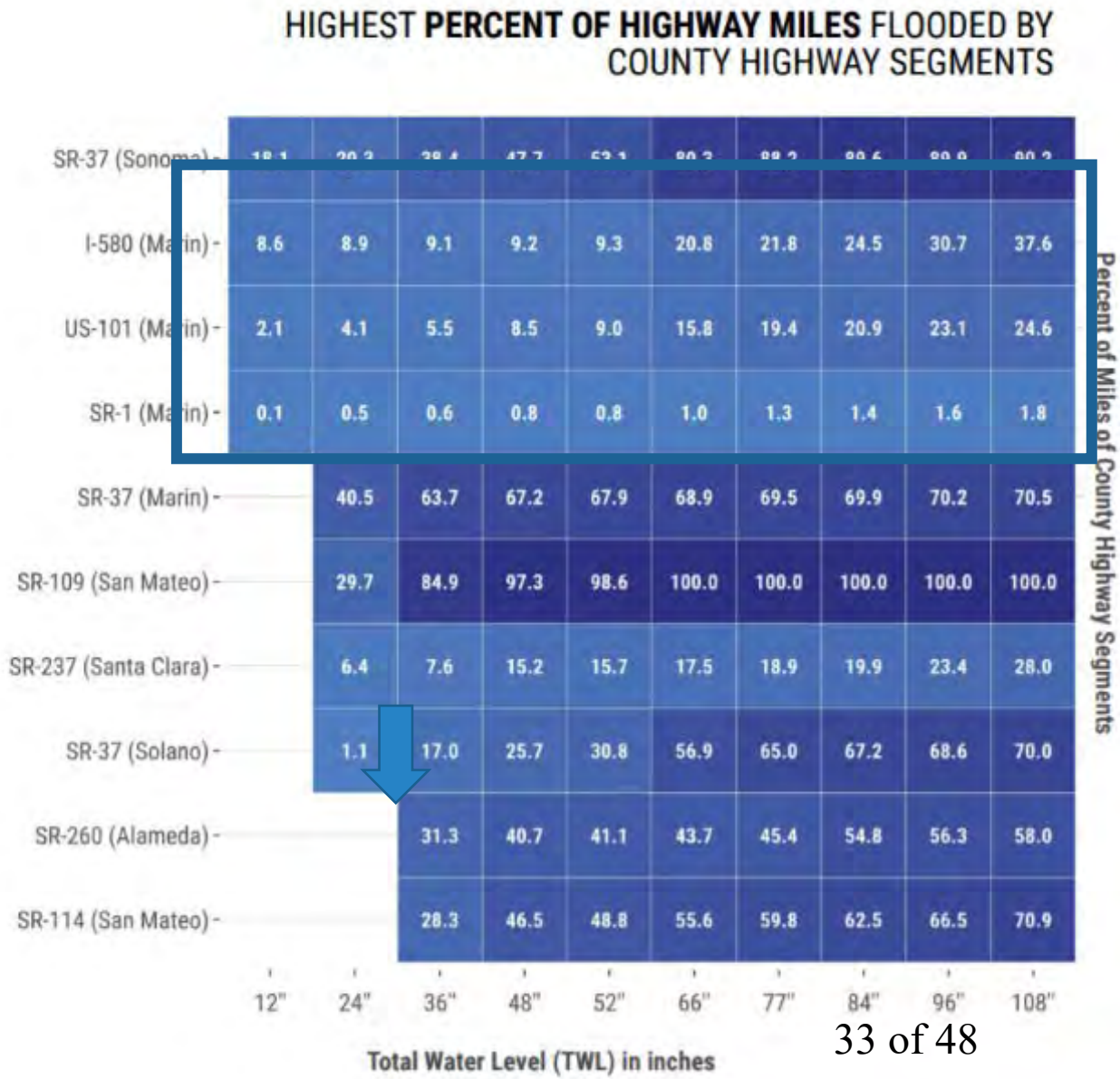


Chart source: Adapting to Rising Tides Bay Area

Visualizing Flood Prone Locations

Countywide Impacts to Hospital Access

Emergency Medical and Fire Services

ACCESS BY POPULATION*

	Hospitals	Fire Stations
Clear Route	102,000	212,000
Somewhat Compromised	128,000	16,000
Severely Compromised	23,000	10,000
No Clear Route	28,000	16,000

*Rounded to the nearest thousand. Source: US Census 2016

Social Vulnerabilities

- Income
- Citizenship
- Access to a vehicle
- Disability
- Single parent families
- Communities of color
- Limited English proficiency
- Without a high school degree
- Severe housing cost burdened
- Under 5
- 65 and over, living alone
- Renters

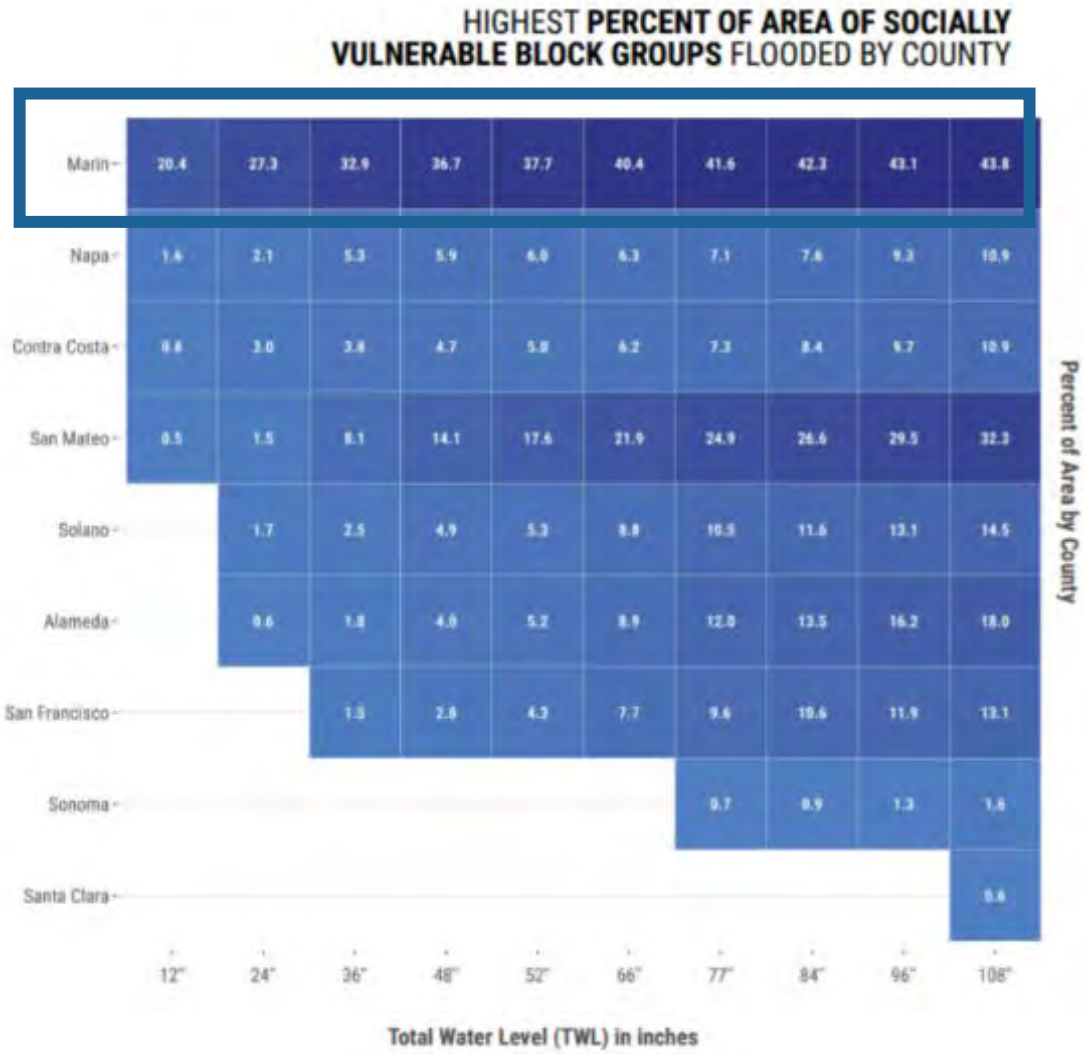


Chart source: Adapting to Rising Tides Bay Area: Vulnerable Communities

County Impacts

10 inches of sea level rise with the 100-year storm

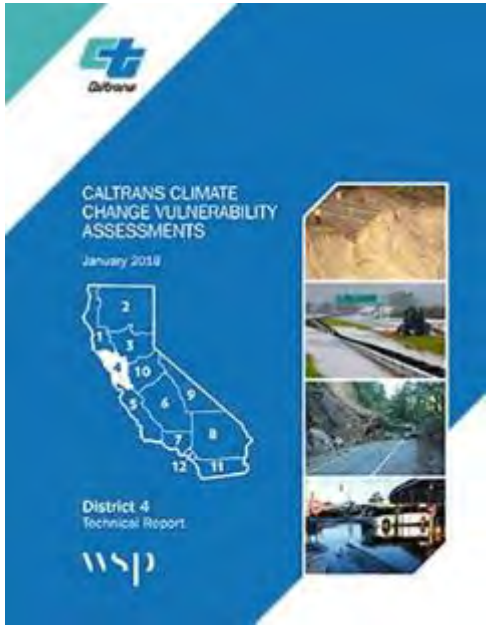
1 in 5 transit users

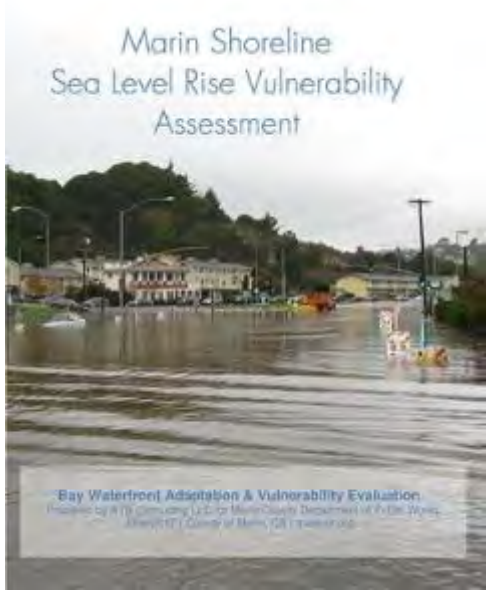
- Half of Marin Transit-used roads
- Paratransit and evacuations
- Ferry terminals
- SMART tracks
- ¼ of the Park and Rides

Manzanita: One location, multiple impacts

- 30,000 daily auto trips
- Primary route to hospitals and for fire vehicles for 8,500 people
- Stops for 5 transit routes: 2,100 riders/month
- Marin Airporter stop
- Critical corridor for the community, plus recreation, tourism, West Marin

Local and Regional Efforts



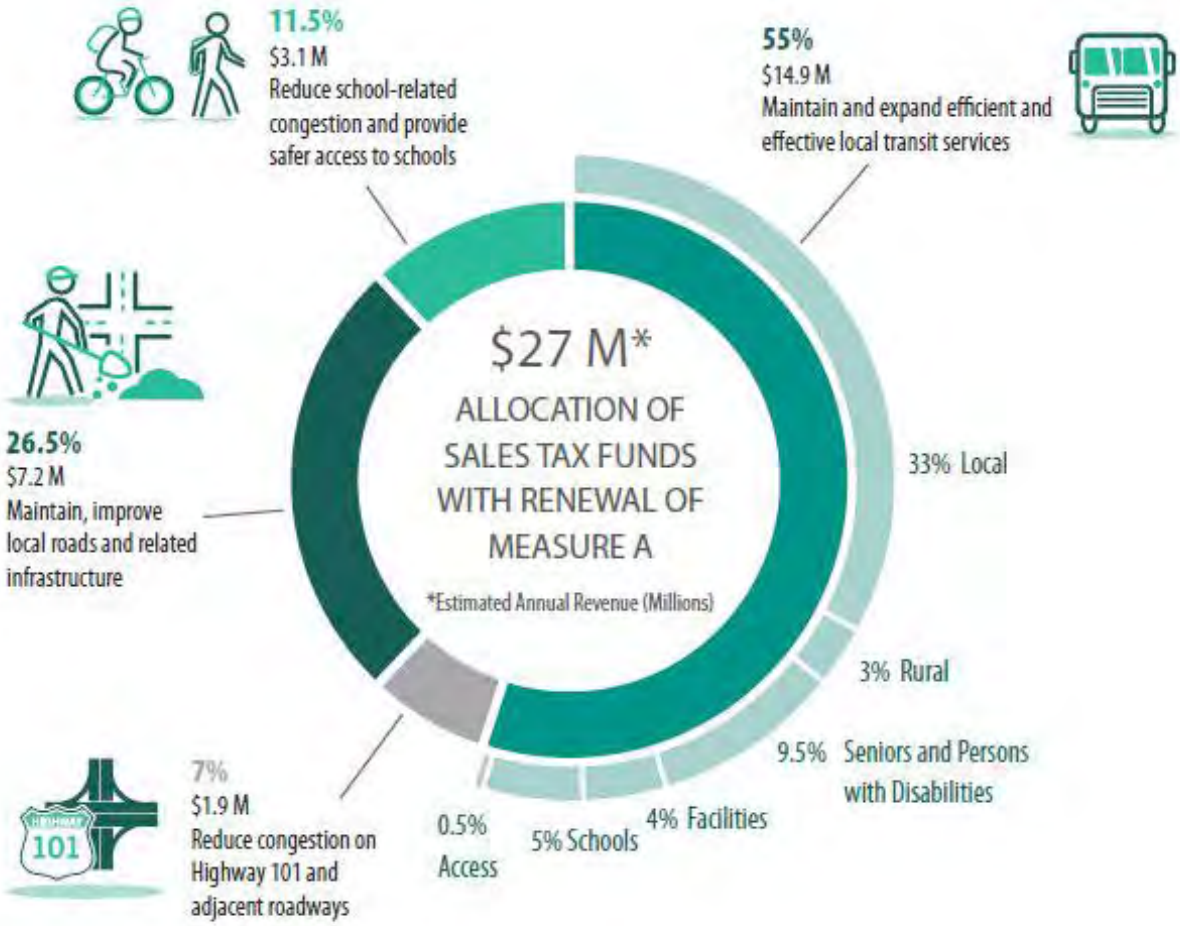


BAY ADAPT

REGIONAL STRATEGY FOR A RISING BAY

Measure AA – Sea Level Rise/Resiliency

- Funded from Local Roads Category – 1.0%
- Expenditure Plan requires Call for Projects process
- Approximately $240k/ Annually



Considerations by Project Phase

Multiple Planning Efforts Underway

Project Development Process

Vulnerability Assessments → Adaptation Planning → Concept Development → Environmental/ Design → Construction

- BayWAVE
- CSMART
- Caltrans

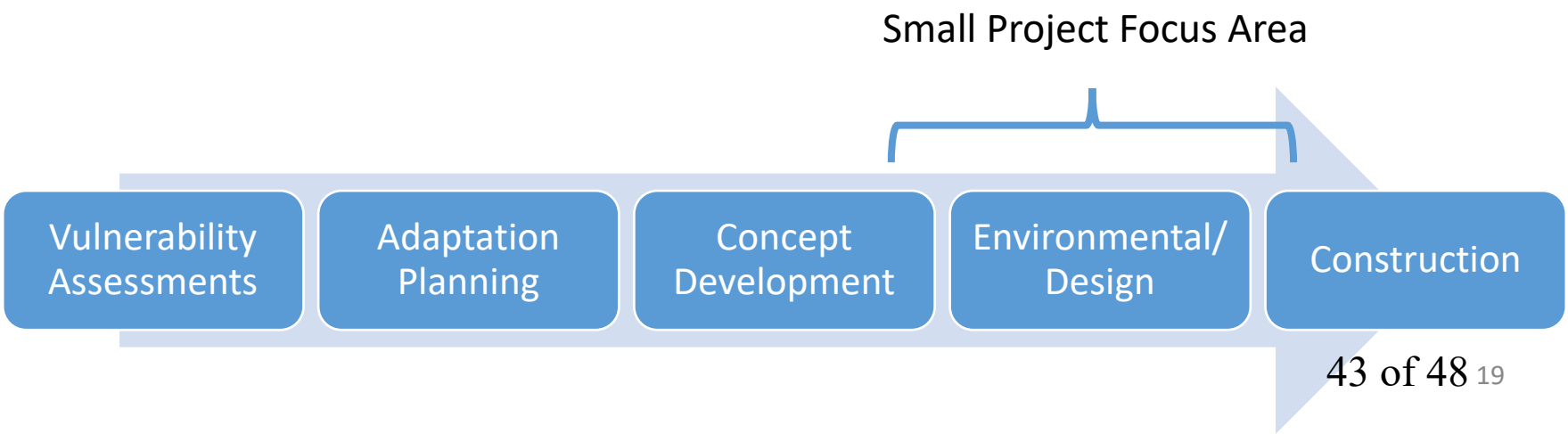
- BayWAVE Implementation
- County Adaptation Planning Guidance
- Community/ Project Resiliency Plans

- Nature Based / Hard infrastructure
- On-Site / Off-Site improvements
- Short-Term / Long-Term Resiliency

- Permitting agencies
- Unclear Regional / State Funding opportunities

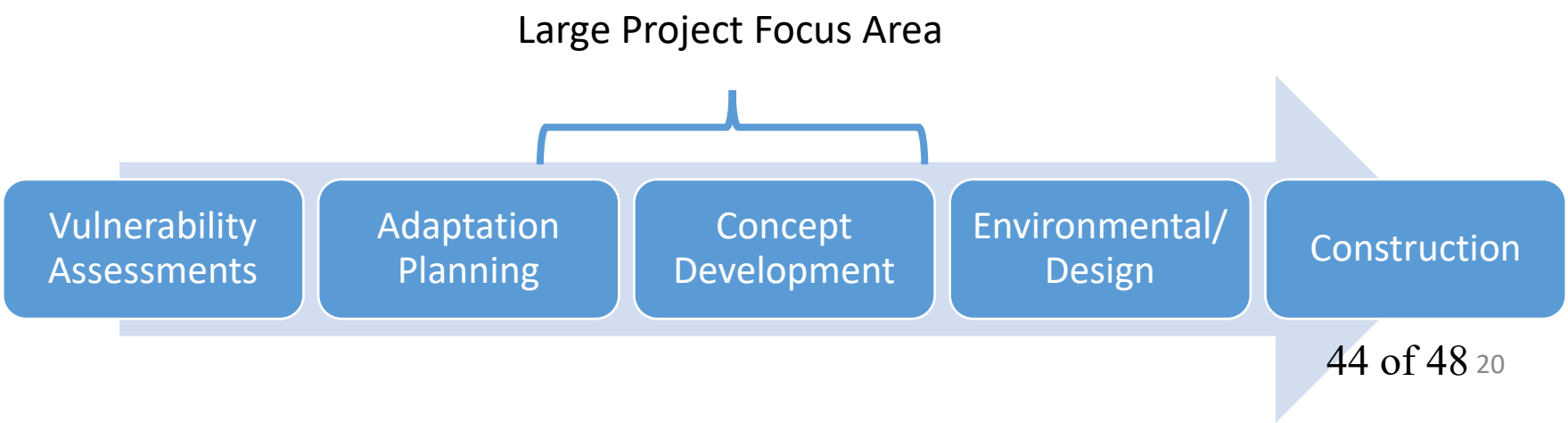
Option: Small Capital Project Approach

- Target Projects in current CIPs
  - Mostly road rehab and drainage improvements
  - Supports Near Term SLR Mitigation
  - Upcoming BayWAVE review with Local Jurisdictions



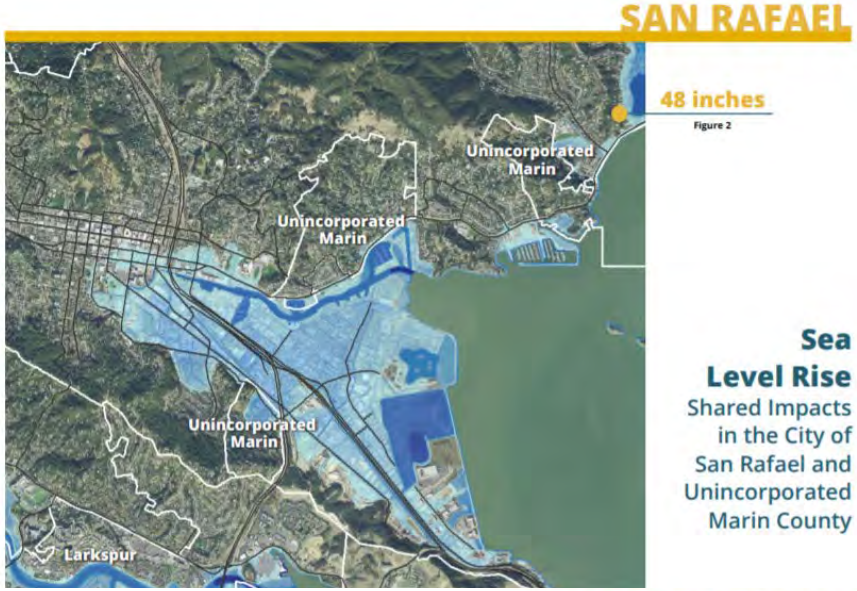
Option: Larger Capital Project Approach

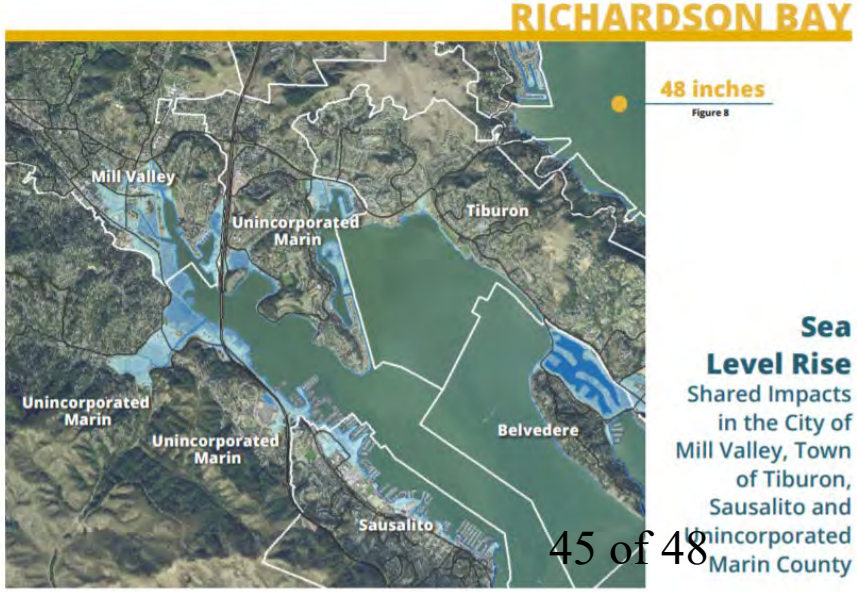
- Develop Future SLR Projects
  - Funding for vulnerabilities identified in BayWAVE/ CSMART or Caltrans Assessments
- State highway or regional transit focus
  - Support local improvements associated with regional commute needs



Additional Considerations – PBA 2050

- Plan Bay Area 2050 identifies $1.75B needed for 2’ of SLR Protection in Marin
- Two resiliency projects in Marin by 2035
  - Opportunity for regional partnership
  - No guarantee of funding
- Implementation Plan to be developed in Fall 2020 - Spring 2021





Next Steps

- BayWAVE implementation Planning Process
  - Continues into Spring/ Summer
  - Earliest decision point not until next FY
- Regional BayADAPT joint platform and ongoing process
- Staff coordination on SLR programs
- Continue accrual of local SLR funds

Questions for Discussion

- What is the right balance between community plans and transportation plans?
- Should staff consider a multi-year phased approach?
  - Seed planning efforts first, followed by project development support in future years OR
  - Advance limited funds for low-cost capital projects with short term improvements, then advance longer term planning efforts?
- What role should TAM have in addressing Sea Level Rise?
- How should TAM evaluate the program and measure Success?

Questions and Discussion

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