

ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE
MEETING

MONDAY, OCTOBER 10, 2022

3:30 PM

Zoom link:

<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530

Passcode: 891953

As allowed by Assembly Bill (AB) 361, 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.

How to watch the live meeting:

<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530

Passcode: 891953

Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 3:30 PM on the day of the meeting: +1 669 900 6833; Webinar ID: 830 3511 3530; Access Code: 891953

How to provide comment on agenda items:

- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, October 9, 2022 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.



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
Charles Lee

Fairfax
Chance Cutrano

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

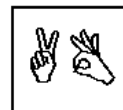
San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold



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.

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 Meeting Minutes from September 12, 2022 (Action) – **Attachment**
6. Review of the Draft TAM Equity Statement and Action Plan (Action) – **Attachment**
7. Measure AA Category 2.3 Sea Level Rise Program (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
September 12, 2022
3:30 PM

Virtual Meeting

Members Present: Alice Fredericks, Tiburon Town Council
Dan Hillmer, Larkspur City Council
Eric Lucan, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Committee Chair

Members Absent: Damon Connolly, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming & Legislation
Derek McGill, Director of Planning
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Principal Transportation Planner

Chair Moulton-Peters called the Administration, Projects & Planning (AP&P) Executive Committee Meeting to order at 3:31 p.m. She welcomed everyone to the Committee's virtual meeting and asked Jennifer Doucette, Executive Assistant/Clerk of the Board, to conduct a roll call and ensure a quorum. Ms. Doucette confirmed the quorum and described how the public could provide comment during the meeting.

1. Adopt TAM Resolution No. 2022-13 in Compliance with AB 361 (Action)

Chair Moulton-Peters stated that the adoption of TAM Resolution No. 2022-13 will allow the AP&P Executive Committee to continue meeting virtually while the emergency proclamation is in place.

Commissioner Fredericks moved to adopt TAM Resolution No. 2022-13, which Commissioner Lucan seconded. A roll call vote was conducted, and the motion passed unanimously.

2. Chair's Report (Discussion)

None

3. Commissioners Comments (Discussion)

None.

4. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the following items: the Federal Highway Administration (FHWA) awarded MTC (Metropolitan Transportation Commission) and partner agencies an Environmental Excellence Award for 2019 for the State Route (SR) 37 Resilient Corridor Program; Caltrans is inviting the public to participate in a virtual meeting for the SR 37 Planning & Environmental Linkages (PEL) Study on September 14; staff's participation in a construction site tour of the Marin Sonoma Narrows (MSN) B7 project; participation by police departments in safety campaigns during Pedestrian Safety Month in September; TAM's rollout of the new Street Smarts Program Campaign in October; September has also been declared Transit Month; service schedule changes for local transit operators; upcoming workshops hosted by Resilient Neighborhoods; and TAM's sponsorship of an electric vehicle (EV) and electric bike (e-bike) show on September 24 for National Drive Electric Week from September 23 to October 2.

ED Richman confirmed the date of the EV show and website details for the PEL Study in response to Chair Moulton-Peters.

5. Open time for public expression

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

6. Approval of the Minutes from July 11, 2022 Meeting (Action)

Commissioner Hillmer moved to approve the July 11, 2022 meeting minutes, which Chair Moulton-Peters seconded. A roll call vote was conducted, and the motion passed unanimously.

7. TAM Response to Grand Jury Report on Affordable Housing (Action)

Director of Planning Derek McGill presented the staff report, which asks that the AP&P Executive Committee reviews and refers the draft response to the Grand Jury report "Affordable Housing: Time for Collaboration in Marin" to the TAM Board for approval. Mr. McGill introduced Senior Planner Jillian Ziegler from the County of Marin.

Mr. McGill discussed the report, which proposes a new joint powers authority (JPA), or empowering an existing authority such as TAM, to coordinate and facilitate an affordable workforce housing policy in Marin County. He discussed a 2006 memo from Supervisor McGlashan that suggested a similar role could be fulfilled by TAM.

Mr. McGill discussed TAM's draft response. He confirmed that staff is not recommending the Grand Jury Report recommendations are implemented because the suggested timeframe is not feasible and TAM has inadequate staffing and funding resources. He discussed the agency's existing collaboration with other partners, including a countywide housing working group where staff from various jurisdictions coordinate on housing element needs including transportation impacts. Mr. McGill confirmed staff's willingness to continue supporting jurisdictions with planning issues that are transportation related, and he noted that the agency's ability to take on roles outside of transportation could be limited by legislation and further research would be needed.

In response to Commissioner Lucan, Mr. McGill stated that Solano Transportation Authority (STA) and the City/County Association of Governments (C/CAG) of San Mateo County provide a higher level of support for housing policy and planning. He noted that both STA and C/CAG are congestion management agencies only and do not administer a sales tax. Commissioner Lucan discussed his support for staff's recommendation.

In response to Commissioner Hillmer, Mr. McGill stated that Regional Early Action Planning (REAP) grants and other grants under Senate Bill (SB) 2 have been made available to jurisdictions that coordinate and develop affordable housing policies. Commissioner Hillmer and Mr. McGill discussed the role a regional authority might play in facilitating compliant housing elements.

Ms. Ziegler discussed the difficulty of coordinating different zoning and housing policies among jurisdictions, such as differences between or the lack of inclusionary programs, which can help attract housing grants in some jurisdictions. Ms. Ziegler confirmed that jurisdictions have been collaborating on housing policy issues, including standardizing the response to the California Department of Housing and Community Development.

In response to Chair Moulton-Peters, Ms. Ziegler discussed the housing working group, which comprises planning directors and senior staff from each jurisdiction, and she noted that they have developed Objective Design & Development Standards that have been customized and implemented by some jurisdictions. Ms. Ziegler also discussed funding that has been made available to jurisdictions to help with the development of housing elements.

In response to Commissioner Fredericks, who asked for elaboration on the benefits of a countywide JPA, Mr. McGill stated that additional state and regional funding would potentially be available for affordable housing via the countywide JPA. He confirmed jurisdictions are already coordinating funding opportunities.

In response to Chair Moulton-Peters, Mr. McGill stated that formalizing a JPA would require extensive additional research and resources to determine feasibility, and that jurisdictions, along with TAM, are already coordinating housing policies and preparing plans to meet Regional Housing Needs Allocation (RHNA) requirements. Chair Moulton-Peters stated that she did not believe a new JPA is necessary and that she supported coordination efforts on housing policy among jurisdictions.

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

Commissioner Hillmer moved to refer the draft response to the Grand Jury report “Affordable Housing: Time for Collaboration in Marin” to the TAM Board for approval, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

8. Review of the Semi-Annual Project Status Report (Action)

Director of Project Delivery Dan Cherrier presented the staff report, which asks the AP&P Executive Committee to review the Semi-Annual Project Status Report and refer it to the TAM Board for review and acceptance.

Mr. Cherrier reported on the update of seven projects. He discussed the Marin MSN B7 project and noted that the ground-breaking ceremony on the last segment of the high occupancy vehicle (HOV) lanes was held on July 21 and the work is progressing on schedule. He stated that TAM is collaborating with Marin County to repave portions of San Antonio Road and continues to work with the California Department of Transportation (Caltrans) on the B8 project to relocate PG&E utility lines along MSN.

Mr. Cherrier provided an update on SR 37. He stated that Caltrans is preparing a draft environmental document for a flood reduction project, which should be completed by the middle of 2023; TAM received \$20 million in state funding towards completing the design for Segment A in Marin County; the Sonoma Marin Area Rail Transit (SMART) issued a white paper regarding future rail service in the corridor; and the SR 37 Policy Committee has met several times to discuss the ultimate project.

Mr. Cherrier reported on the North/South Greenway Multi-Use Pathway project. He noted that the opening of the multi-use path over Corte Madera Creek completed a critical link in the path in Marin; that TAM is working with the City of Larkspur on the next segment along Old Redwood Highway and construction is expected to begin in the Spring of 2023.

Mr. Cherrier provided an update on the Highway 101 Interchange and Approaching Roadway Study. He stated that the TAM Board selected three interchange projects for Caltrans' project initiation development (PID) stage: East Blithedale Avenue/Tiburón Blvd., Manuel T. Freitas Parkway/Civic Center Drive, and Alameda del Prado/Nave Drive; and that TAM will develop the PID's after the Cooperative Agreement with Caltrans is in place.

Mr. Cherrier reported on the Northbound (NB) US 101 to Eastbound (EB) I-580 Connector project and local road access improvements. He discussed a Memorandum of Understanding (MOU) between agencies and confirmed the completion of a feasibility study with Resilient Shores for a proposed interchange. Mr. Cherrier also reported that the design phase of the Bellam Blvd. offramp improvements project is near completion; that rights-of-way still need negotiating; that the project will necessitate the removal of several trees, and that a funding shortfall remains.

Commissioner Hillmer requested that all the alternatives for the NB US 101 to EB I-580 Connector project, including the cost analyses, are included in the final report. He expressed concern that the preferred design would not reduce trips on Sir Francis Drake Blvd.

In response to Chair Moulton-Peters, Mr. Cherrier provided a brief history of the NB 101 to EB I-580 project and stated that the design phase should begin in 2027 following completion of the environmental process.

Mr. Cherrier discussed the shortfall in funding for the Bellam Blvd. Offramp Improvements project. In response to Chair Moulton-Peters, Mr. Cherrier stated that an additional lane will be constructed from NB US 101 to Bellam Blvd. to ease traffic backed up on the highway.

The final project Mr. Cherrier discussed concerned flood mitigation in the area around Marin City and the Manzanita park and ride lot. He stated that a \$10 million state grant has been provided and staff is working with Caltrans and the County to define this project. Mr. Cherrier confirmed there would be an outreach process.

Commissioner Lucan asked staff how the boards and transportation commissions for the four counties were being updated on the SR 37 projects. In response, ED Richman stated that Caltrans has provided an update to the TAM Board and could be requested to provide future updates. She added that it was likely the Policy Committee members were providing feedback to board members in other jurisdictions.

Chair Moulton-Peters thanked staff for the project report and ED Richman for supporting the Marin City flooding mitigation project. In response to Chair Moulton-Peters, ED Richman stated that staff should be able to update the TAM Board on the remaining segments of the North/South Greenway Multi-Use Pathway project at a future meeting.

Chair Moulton-Peters asked if any members of the public wished to speak.

WTB-TAM representative Matthew Hartzell stated that, in addition to flooding issues, there is also a problem with a single access route to Marin City. He urged the TAM Board to explore a pedestrian crossing or other second access route to Marin City and suggested a grant application should be submitted to the Reconnecting Communities Pilot Program (RCP) during the next cycle. Mr. Hartzell also stated that construction of the last segment of the North/South Greenway multi-use path should not be abandoned.

Warren Wells, Marin County Bicycle Coalition (MCBC), confirmed his support for a grant application to the RCP, which he noted is specifically for low-income communities. He thanked ED Richman and staff for considering the remaining segment of the North/South Greenway Multi-Use Path project.

ED Richman stated that the current cycle for grant applications to the RCP closes on October 13 and that staff is discussing an application with the County. ED Richman confirmed that staff will continue to report on the remaining work on the North/South Greenway Multi-Use Path when new information is available.

Commissioner Lucan moved to refer the Semi-Annual Project Status Report to the TAM Board for review and acceptance, which was seconded by Commissioner Hillmer. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 4:51 p.m.

DRAFT

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: October 10, 2022

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

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning

SUBJECT: Review of the Draft TAM Equity Statement and Action Plan (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects and Planning (AP&P) Executive Committee reviews and refers the Draft TAM Equity Statement and Action Plan to the TAM Board for review and acceptance.

BACKGROUND

Since its inception in 2004, TAM has focused on delivering transportation improvements for residents, workers and visitors in Marin County. This focus has been articulated in many of TAM's plans and efforts, including mission statement, expenditure plans and vision plans.

To reflect the needs of Equity Priority Communities (EPCs) and underserved populations, TAM manages the Community Based Transportation Plan (CBTP) process in Marin County, listening to the needs articulated by residents, working with the communities to prioritize those needs, and elevating them to a countywide discussion. This process has resulted in successful delivery of community priorities in the Canal Neighborhood, Marin City and Novato.

Additionally, TAM has long prioritized community outreach and support, resulting in successful ongoing implementation of the Safe Routes to Schools (SR2S) Program, funding for safe pathways for active transportation, and support for various senior and disabled population mobility programs through Measure AA and Measure B funding to Marin Transit.

In June 2020 and again in July 2021, TAM staff presented a discussion on the impacts of the pandemic on various transportation projects/programs and noted the social justice movements underway and the renewed focus of planning for equity. The TAM Board encouraged staff to further develop an approach to equity, and staff has been working to advance these efforts.

MTC supports these efforts with a regional Equity Analysis and Framework. Through Plan Bay Area, MTC uses data from the American Community Survey to identify census tracts that have significant concentration of underserved populations, such as households with low incomes and people of color. This regional definition uses the following factors:

- People of Color (70% threshold)
- Low-Income (less than 200% of Fed. poverty level, 28% threshold)
- Level of English Proficiency (12% threshold)
- Seniors 75 Years and Over (8% threshold)
- Zero-Vehicle Households (15% threshold)
- Single Parent Households (18% threshold)
- People with a Disability (12% threshold)
- Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color, shares or exceeds the threshold value for Low-Income, and also exceeds the threshold values for three or more variables, it is an EPC. In Marin County, this results in Marin City, the Canal Neighborhood and Southeast San Rafael, and Los Ranchitos defined as EPCs. The regional definition includes geographies that are not included in state definitions such as SB 535 and AB 1550 climate priority populations, which do not include any Marin County communities.

DISCUSSION/ANALYSIS

Building on TAM's support for equity and inclusion in the community engagement and planning process, staff has explored various ways to advance equity in TAM's internal operations, plans and programs, and community outreach and communications. An internal equity team has been developed to explore potential activities for advancing equity, and meetings with Marin County Office of Equity, Metropolitan Transportation Commission (MTC) and Marin Transit have also occurred to explore ways to partner and address this growing field.

Staff has developed the Draft TAM Equity Statement, included as Attachment A, to provide high level policy guidance, and articulate a workplan with specific commitments to continue to advance equity. Staff has shared this statement with MTC and the Marin County Office of Equity and are awaiting input, anticipated to be ready by the October TAM Board discussion. The TAM Equity Statement is intended to be reviewed on a regular basis, and inform upcoming planning activities, specifically TAM's Countywide Transportation Plan (CTP).

FISCAL CONSIDERATION

There is no fiscal impact from the acceptance of the TAM Equity Statement at this time. Based on the input received from the AP&P Committee and the TAM Board, individual items may require funding to retain consultant or expert support, and those needs are included in the adopted FY2022-23 TAM Annual Budget.

NEXT STEPS

Based on the feedback received from the AP&P and TAM Board, staff will begin to conduct activities identified in the workplan.

ATTACHMENTS

Attachment A – Draft TAM Equity Statement and Action Plan
Attachment B – Staff Presentation

Draft TAM Equity Statement and Action Plan

October 2022

As the Congestion Management Agency and Marin County's Transportation Sales Tax Authority, the Transportation Authority of Marin (TAM) recognizes the diverse needs of our communities including but not limited to, communities of color, low income, and historically marginalized populations.

TAM's mission is to advance mobility and access for all in Marin County. TAM acknowledges the responsibility to serve historically underserved populations and enable communities to access equitable opportunities and achieve positive outcomes.

TAM is committed to advancing equity, civil rights, social and environmental justice in all of our practices including policies, programs, funding, projects, and operations.

To fulfill this commitment, TAM will take the following actions:

- Assess Internal Operations –
 - Review internal operations including training, contracts, hiring and other human resource policies and operational practices.
 - Review TAM Advisory Committee representation (including the Bike and Pedestrian Advisory Committee and Citizens' Oversight Committee) to ensure committees fully reflect the local communities.
- Engage All Members of Our Communities –
 - Develop a community engagement plan that reflects input from a diverse set of residents, including populations identified above.
 - Conduct robust community engagement and capacity building through TAM projects and programs, with specific attention to regionally defined Equity Priority Communities.
- Review Investments and Plan for Implementation –
 - Conduct a baseline investment equity review to establish historical investment levels and practices.
 - Explore options to update the Community Based Transportation Plan (CBTP) development process for future CBTPs.
 - Develop a Countywide Transportation Plan (CTP) that articulates the needs of our communities and prioritizes actions that address equity.
 - Explore development of an equity working group consisting of members of the community to refine the CTP workplan and identify areas of focus.
 - Create a data driven approach to addressing equity including developing criteria and metrics to assess programs and projects and measure progress in addressing equity.
- Commit to Accountability -
 - Hold ourselves accountable by reporting regularly to the Board and to the public on progress as staff works to fulfill the commitment made here.
 - Commit to regular review and potential revisions to the Equity Statement, in conjunction with the Board and the community we serve, to ensure that it remains relevant, viable, and forward-looking.

THIS PAGE LEFT BLANK INTENTIONALLY



TAM Draft Equity Statement and Action Plan

Administration, Projects and Planning Executive Committee

Derek McGill, Director of Planning

October 10, 2022

Planning Context

TAM Mission Statement (2004)

The Transportation Authority of Marin (TAM) is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options *to all users*.

TAM Community Based Transportation Plans (CBTP) 2004-current

A collaborative planning process that involves residents in minority and low-income communities, community and faith-based organizations that serve them, local jurisdictions, and transportation agencies including transit operators. The outcome is a plan that includes locally identified transportation needs, as well as solutions to address them.

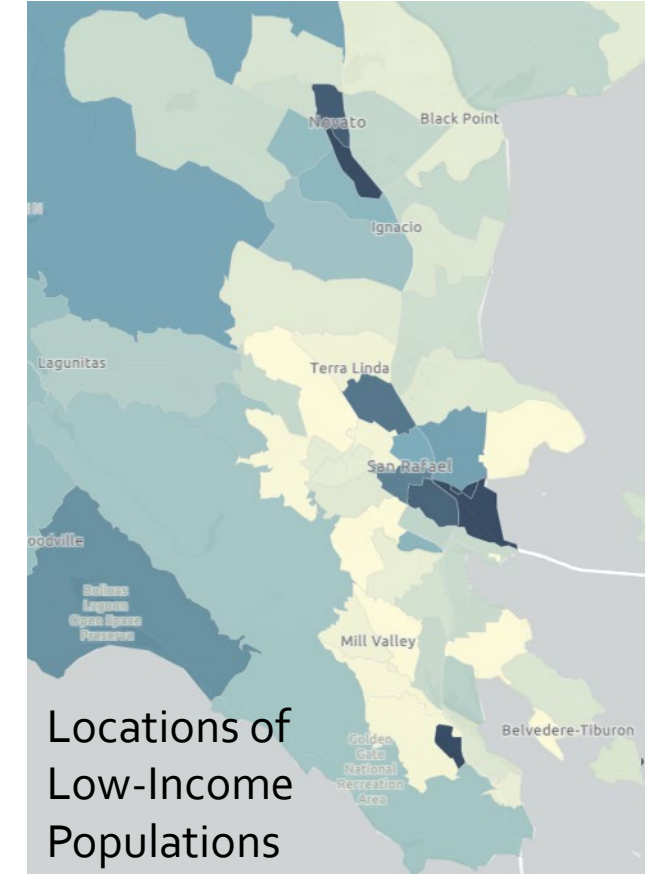
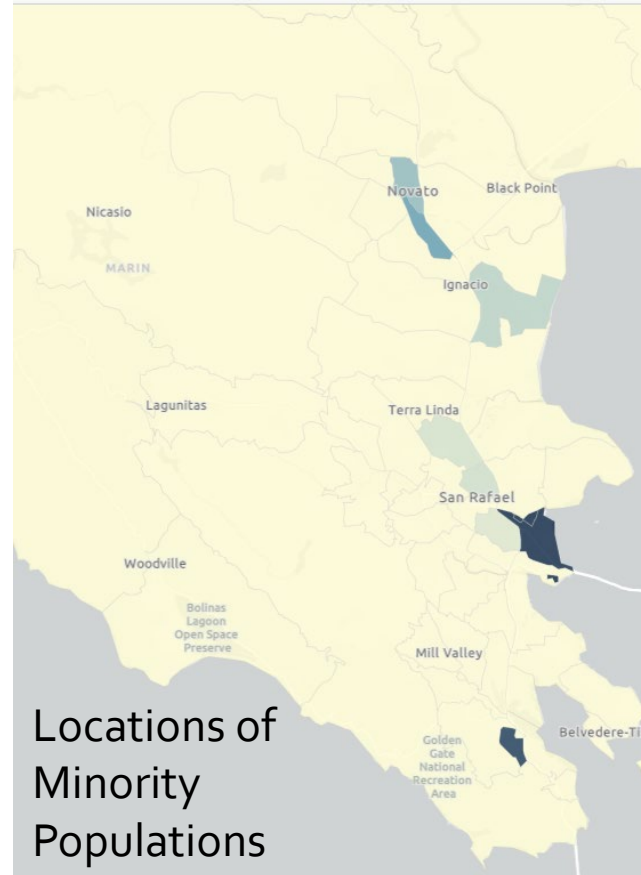
TAM Strategic Vision Plan (2017)

Vision Statement – TAM’s vision is to have an efficient and effective transportation system, one that enhances our scenic environment, provides *equity for all of our users (including our vulnerable populations)*, and grows our economy for our residents, visitors, and workforce.

Equity Goal – Maximize mobility for all people; and Objective – Enhance mobility and access for all.

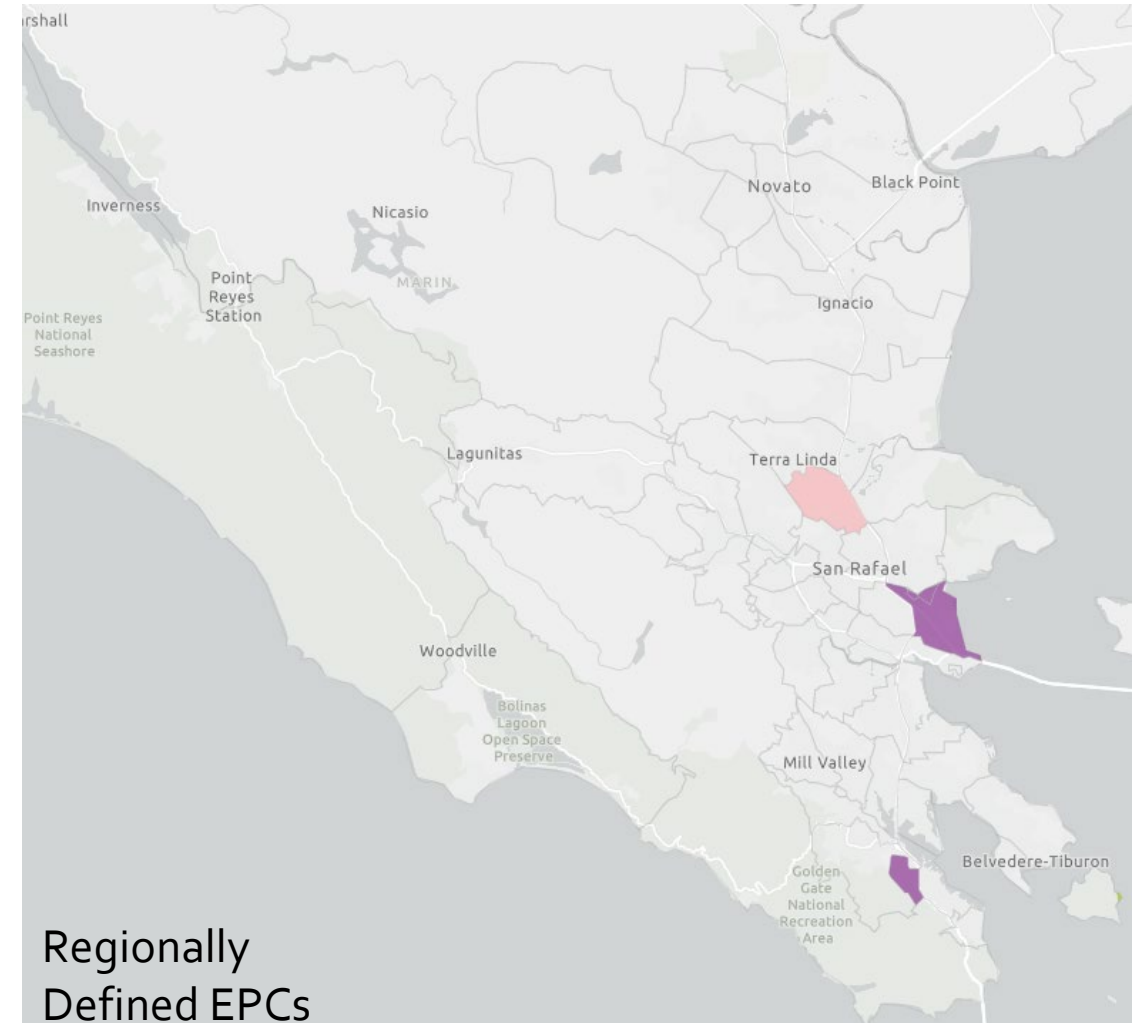
MTC Equity Priority Communities

- MTC uses data from the American Community Survey to identify communities (census tracts) that may have historically faced disadvantage and underinvestment due to their background or socioeconomic status.
- MTC measures eight variables:
 - People of Color
 - Low-Income
 - Level of English Proficiency
 - Seniors 75 Years and Over
 - Zero-Vehicle Households
 - Single Parent Families
 - People with a Disability
 - Rent-Burdened Households



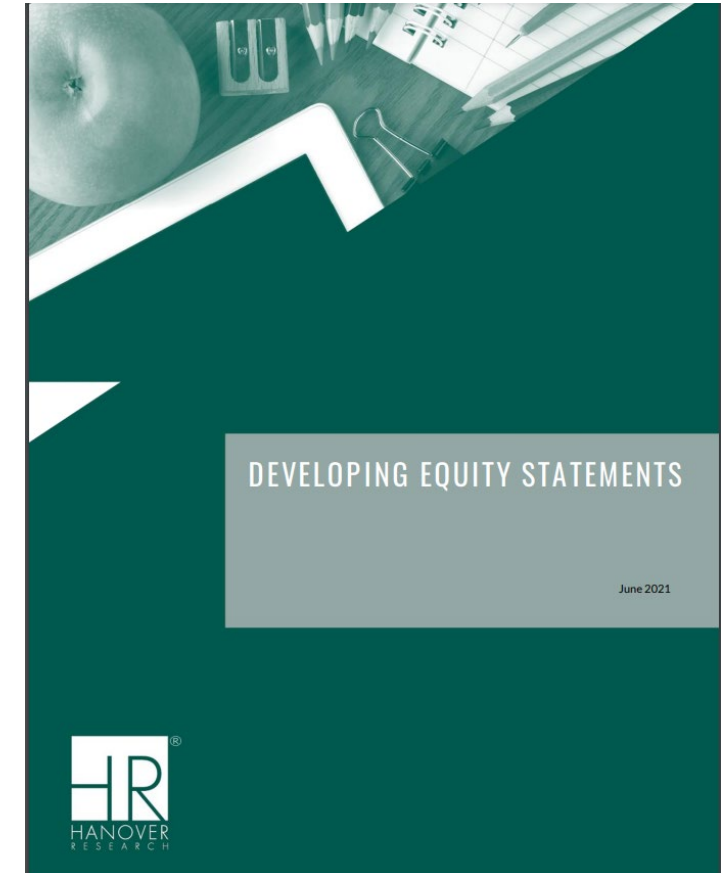
MTC Equity Priority Communities

- EPCs in Marin County include:
 - Marin City
 - Canal Neighborhood
 - Southeast San Rafael
 - Los Ranchitos (new in PBA 2050)
- Other Regional and State Definitions include:
 - BAAQMD CARE Communities
 - SB 535 Disadvantaged Community Designations
 - AB 1550 Climate Priority Populations



Development of Equity Statement

- June 2020 and July 2021 TAM Board discussions on Pandemic Impact/Recovery
- Review of Local Jurisdictions' Diversity, Equity and Inclusivity Statements
- Collected County Transportation Agency Equity Statements
- Meetings with MTC, Marin County Office of Equity, Marin Transit
- Expectation of further refining Equity Statement based on community conversations



Draft TAM Equity Statement

Define { As the Congestion Management Agency and Marin County’s Transportation Sales Tax Authority, the Transportation Authority of Marin (TAM) recognizes the diverse needs of our communities including but not limited to, communities of color, low income, and historically marginalized populations.

Acknowledge TAM’s Role { TAM’s mission is to advance mobility and access for all in Marin County. TAM acknowledges the responsibility to serve historically underserved populations and enable communities to access equitable opportunities and achieve positive outcomes.

Commitment { TAM is committed to advancing equity, civil rights, social and environmental justice in all of our practices including policies, programs, funding, projects, and operations.

Action Plan



- Carries the commitment into Action
- Grouped into four main areas:
 - Assess Internal Operations (Two Actions)
 - Engage All Members of the Community (Two Actions)
 - Review Investments and Plan for Implementation (Five Actions)
 - Commit to Accountability (Two Actions)

Assess Internal Operations

- Review internal operations including training, contracts, hiring and other human resource policies and operational practices.
- Review TAM Advisory Committee representation (including the Bike and Pedestrian Advisory Committee and Citizens' Oversight Committee) to ensure committees fully reflect the local communities.



Making the Most of Marin County Transportation Dollars

Engage All Members of the Community

- Develop a community engagement plan that reflects input from a diverse set of residents.
- Conduct robust community engagement and capacity building through TAM projects and programs, with specific attention to regionally defined EPCs.



Review Investments and Plan for Implementation

- Conduct a baseline investment equity review to establish historical investment levels and practices.
- Explore options to update the Community Based Transportation Plan (CBTP) development process for future CBTPs.
- Develop a Countywide Transportation Plan (CTP) that articulates the needs of our communities and prioritizes actions that address equity.
 - Explore development of an equity working group consisting of members of the community to refine the CTP workplan and identify areas of focus.
 - Create a data driven approach to addressing equity including developing criteria and metrics to assess programs and projects and measure progress in addressing equity.

Accountability

- Hold ourselves accountable by reporting regularly to the Board and to the public on progress as staff works to fulfill the commitment made here.
- Commit to regular review and potential revisions to the Equity Statement, in conjunction with the Board and the community we serve, to ensure that it remains relevant, viable, and forward-looking.



Making the Most of Marin County Transportation Dollars

Next Steps

- Incorporate feedback from County and MTC, present to Board
- Once accepted by the Board, staff will begin implementation
- Equity Statement is expected to be revisited as needed
- Upcoming Activities
 - CBTP Development Approach
 - CTP Development

Questions?

Thank you!

Director of Planning
dmcgill@tam.ca.gov

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: October 10, 2022

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

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning

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 renewed ½-Cent Transportation Sales Tax Expenditure Plan was approved by 76.7% of Marin voters as Measure AA in November 2018. The Measure AA Expenditure Plan sets aside 1% of the overall sales tax for Category 2.3: Develop projects to address transportation impacts from sea level rise (SLR). The expenditure plan states:

“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.

DISCUSSION/ANALYSIS

To guide discussion related to the use of these local funds, staff presented an initial framework for input to the TAM Board at its November 19, 2020 meeting. The Board was generally interested in getting projects identified for the project development process, supporting smaller local projects and multimodal locations, supporting operational responses prior to storm events, and proof of concept projects.

To advance this direction, staff has developed a path forward (in partnership with the County Department of Public Works (DPW) and County Community Development Agency CDA) to navigate the patchwork of existing planning efforts and develop an understanding of the range of technical solutions available to address SLR impacts on our most vulnerable roadways.

Staff will present a discussion of the proposed scope of work, for additional direction and input, prior to soliciting qualified consultant support. The consultant team is expected to consist of transportation planners, watershed planners and sea level rise experts to conduct the scope of work.

FISCAL CONSIDERATION

There is no fiscal impact from this discussion at this time. Staff will conduct a competitive procurement process and return with a contract for Board approval.

NEXT STEPS

Based on the feedback received from the AP&P and the Board, staff will continue to develop the scope of work and release a Request for Qualifications/Proposals for professional services to support this program.

ATTACHMENTS

Attachment A – Staff Presentation



TAM Sea Level Rise Program Update

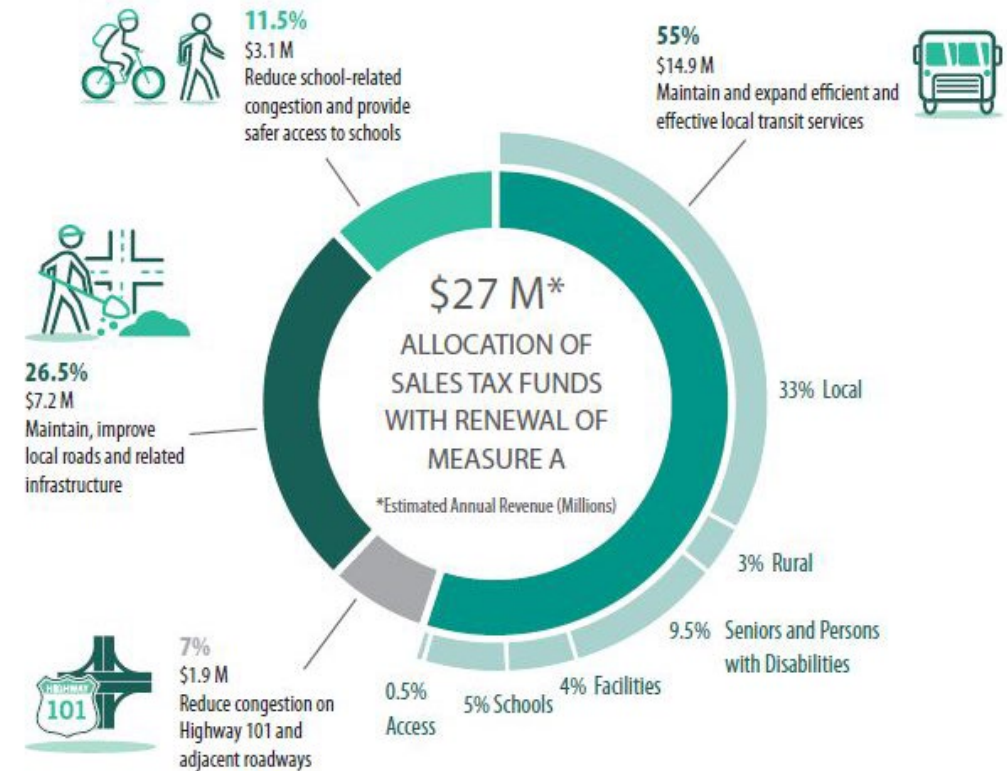
Administration, Projects and Planning Executive Committee

Derek McGill, Director of Planning

October 10, 2022

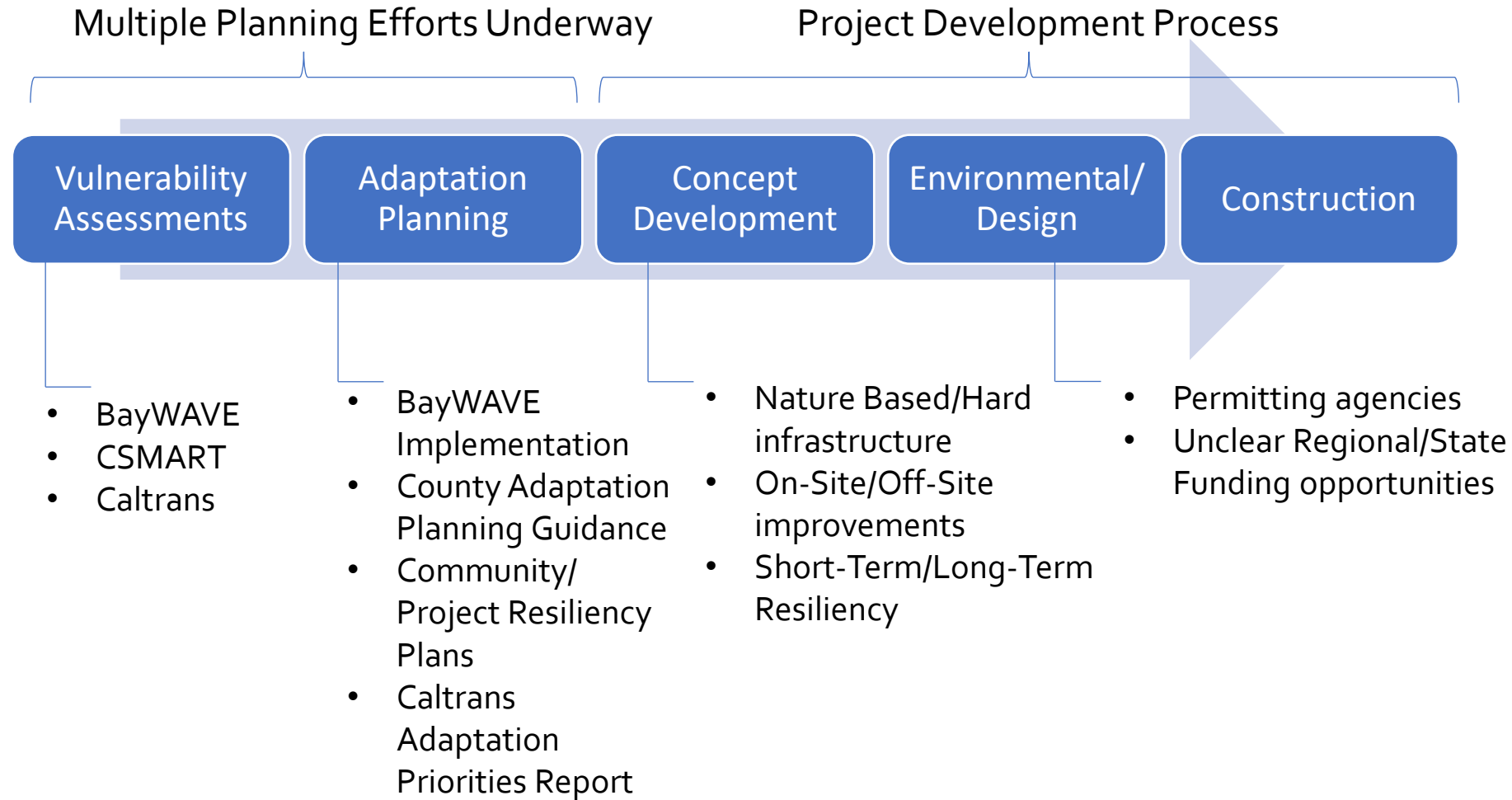
Measure AA ½-Cent Sales Tax – Sea Level Rise Program

- Funded from Local Roads Category – 1.0%
- Expenditure Plan requires Call for Projects process
- Approximately \$240,000/annually
- Initial Board input gathered – November 2020
- Ongoing coordination with BayWAVE & Community Development Agency (CDA)



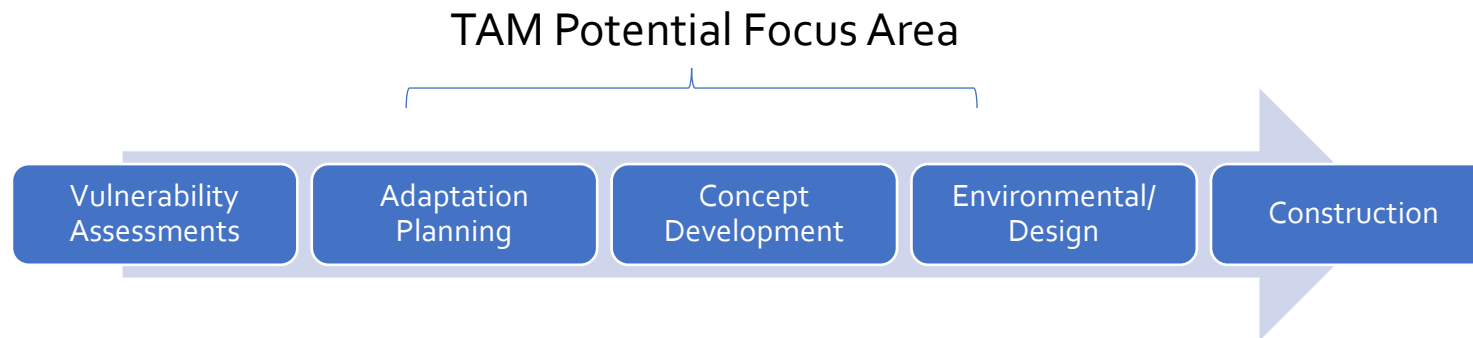
Considerations by Project Phase

- Shown at Board Discussion in November 2020



Board Direction

- Identify projects for project development
- Support for smaller projects & multimodal approach
- Consider Pilot or proof concepts projects & technology rollouts
- Support Operational Responses prior to storm events

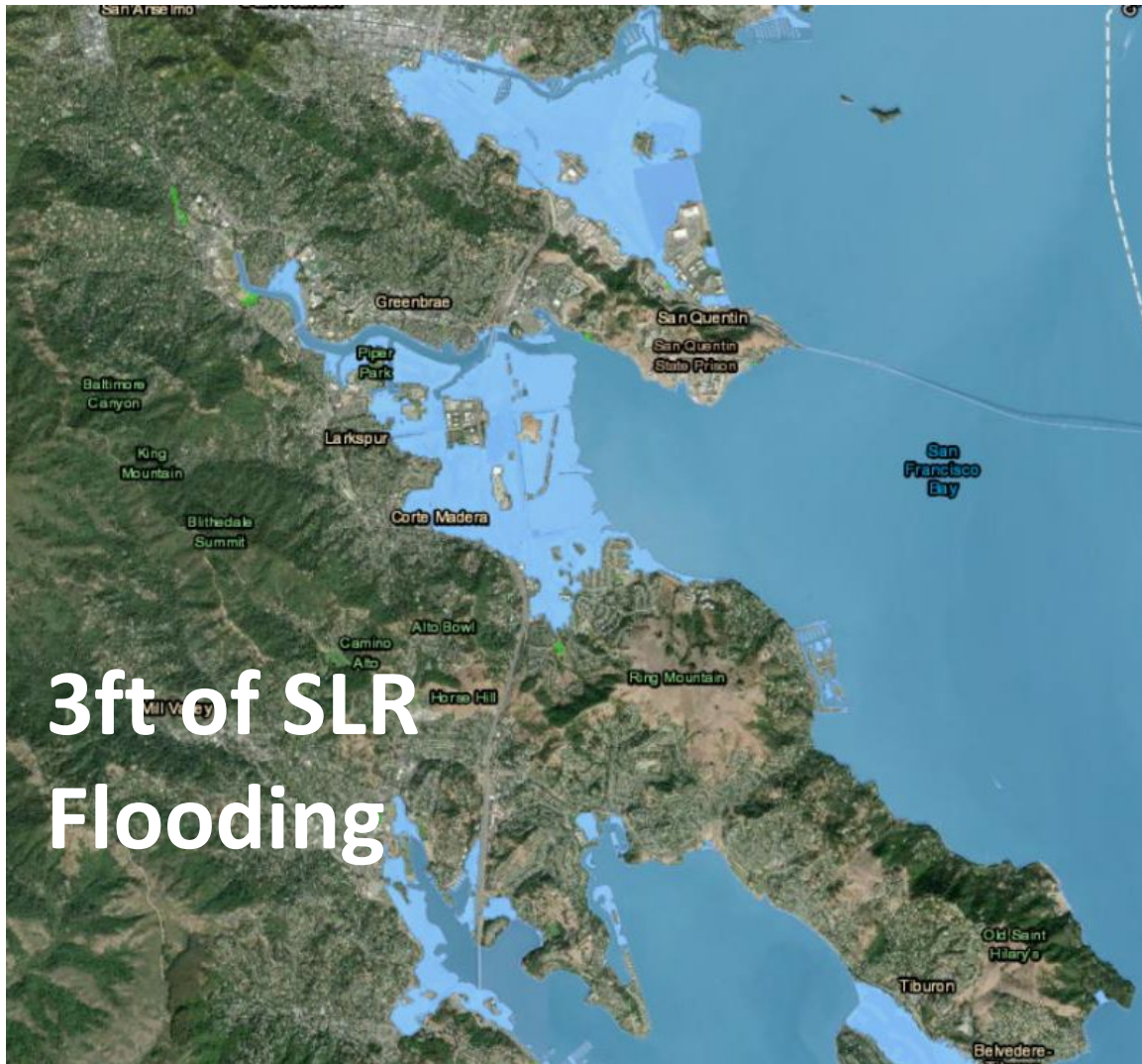


Outstanding Questions

- For identified vulnerable locations, what protections to transportation assets (highway, arterial, bike/ped, transit) are being considered within existing projects or studies? What gaps remain?
- What protections can be considered?
- What protections are of benefit at multiple flooding scenarios?
- What locations would benefit from off-site protection?
- What stakeholders might need to be engaged?



Proposed Path Forward (Goals and Outcomes)



Goal: Develop a technical, data driven approach to understanding a range of potential solutions to Sea Level Rise (SLR) and flooding at known vulnerable locations in the County.

Outcome: Develop a countywide understanding of the benefits, challenges and issues with addressing SLR at individual locations.

Draft Scope of Work

Conduct an Existing Plan Review

- Review plans already completed or underway relevant to SLR preparations
- Summarize any near-term and long-term solutions (nature based or infrastructure)
- Inventory adjacent critical assets under various SLR scenarios and what is protected or vulnerable
- Inventory potential stakeholders and co-benefits in the vicinity of the project
- Utilize existing data sets such as BayWAVE GIS datasets or other county or regional sources of information

Identify Vulnerable Locations at multiple SLR Scenarios, such as:

- Lucky Drive
- US 101/580 Interchange and Vicinity
- Manzanita Park and Ride & Donahue ramps to Marin City
- Various locations on Highway 1
- Transit assets, including SMART rail and local and regional bus maintenance facilities or assets
- Bike/ped paths
- Equity Priority Communities
- Major Roadways

Draft Scope of Work (cont.)

Identify Range of Adaptation Measures Across Multiple SLR Scenarios, such as:

- Retreat, Accommodate and Protect
- Nature based or Infrastructure solutions
- On-site or off-site mitigation/protection
- Where partnership or co-benefits exist

Conduct Governance Review

- Review potential changes to governance, project delivery
- Considerations of revenue sources



Draft Scope of Work (cont.)

Create an Implementation Plan

- Develop guidance for project sponsors, and Measure AA Program Expenditures
- Include approaches to addressing SLR:
 - Understanding of near-term versus long-term tradeoffs at each vulnerable location
- May include opportunities for minimum design standard recommendations, and coordination across jurisdictions to ensure consistent protections on transportation corridors and assets.
- Identify key actions or activities for ongoing monitoring and implementation.



Photo by Mitchell Sam Rossi

Next Steps

- TAM to release an RFQ/P
 - Seeking team of qualified transportation and adaptation experts
 - Contract award by Summer 2023
 - Work underway late Summer 2023
- Ongoing coordination with local jurisdictions

Questions?

Thank you!

Derek McGill, Director of Planning
dmcgill@tam.ca.gov