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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](mailto:arichman@tam.ca.gov) or 415-226-0820 if you have any questions about TAM's response.

Sincerely,

A handwritten signature in blue ink that reads 'Judy Arnold'.

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

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:

“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.