



**CLIMATE ACTION PLAN (CAP) TASK FORCE
MEETING #6: TRANSPORTATION, WASTE & WATER
AGENDA**

**March 2, 2022
6:00-8:00 PM
Zoom Meeting**

Register in Advance for the Zoom Meeting:

https://us02web.zoom.us/webinar/register/WN_sUMuvikmRBC5X_Zdon2u7w

Committee Members: Debbie Alley (Chair), Al Grumet (Vice Chair), Urban Carmel (Councilmember), Greg Hildebrand (Planning Commissioner), Paul Moe (Bicycle and Pedestrian Committee member), Susan Gladwin, Karen Jaber, and Fiona Matney.

I. CALL TO ORDER

II. PUBLIC OPEN TIME: Persons wishing to address the Climate Action Plan Task Force on climate or sustainability related subject matter that is NOT on the agenda may do so at this time. The general public may also make comments on agenda items during the discussion period for the item. When addressing the Task Force, please: 1) State your name and address, 2) Address the Chair 3) Avoid repetition and 4) Limit comments to 3 minutes.

III. APPROVAL OF ACTION MINUTES (January 26, 2022 Meeting)

IV. COMMITTEE AND STAFF ANNOUNCEMENTS (items not on the agenda)

V. OLD BUSINESS: Transportation-Related Programs to include in CAP

- Review of CAP Programs (ATTACHMENT 1), based on revisions made at the January 26, 2022 meeting and staff/consultant edits
- Task Force Questions
- Public Comment
- Task Force Direction

VI. NEW BUSINESS: Waste and Water-Related Programs to include in CAP

- Presentation on existing conditions and trends (ATTACHMENT 2)
- Review of CAP Programs (ATTACHMENT 3), based on Marin Climate & Energy Partnership's CAP template
- Task Force questions
- Public Comment
- Task Force Direction

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VII. REVIEW OF NEXT STEPS

UPCOMING MEETINGS

Meeting 7: Adaptation & Resilience and Community Engagement (Date TBD)

- Presentation on existing conditions and reports on sea level rise and climate impacts and the review of adaptation, resilience, and community engagement actions.

Additional Meeting: Draft CAP, including remaining sections (Date TBD)

- Review Draft CAP and outreach planned for the community workshop

Follow-up Items:

- GHG Reduction Targets
- Vision Statement

VIII. ADJOURNMENT



MEMORANDUM

TO: Climate Action Plan (CAP) Task Force

FROM: Danielle Staude, Senior Planner

SUBJECT: Background Material for CAP Meeting 6 (March 2, 2022)

DATE: March 2, 2022

1
2 At the January 21, 2022 meeting the Climate Action Plan (CAP) Task Force discussed
3 implementing programs and actions to include in the “Transportation” section of the
4 CAP. Modifications and edits were discussed at the meeting and are included as
5 ATTACHMENT 1. The Task Force will be asked to confirm and approve the revised
6 document based on guidance received at the January meeting under “old business”.

7
8 As part of “new business”, the Task Force will begin its discussion of the next sector of
9 the CAP--waste and water. ATTACHMENT 2 contains background section and
10 ATTACHMENT 3 contains the draft programs and actions for the waste and water
11 section. At the meeting, Christine O’Rourke will present an overview based on
12 information provided in this memo and then the Task Force will discuss those programs
13 to consider as part of the CAP update. The programs contained in ATTACHMENT 3 are
14 based on the City of Larkspur’s CAP, with modifications to reflect recent changes made
15 by the State of California related to waste.

16
17 The Task Force should be prepared to review and provide guidance to staff on those
18 actions and programs that should be added to the Draft CAP; removed; and/or modified
19 based on materials provided, community input and Task Force discussion.

20
21 **Additional information related to new waste requirements:**

22 The City has recently launched this video to educate the local business community and
23 property owners of multi-family housing complexes about new state requirements. Staff
24 has also been working with the business community in preparation of the new standards.

- 25
 - Watch the video here: <https://youtu.be/gAKPRMrGnTo>
 - For more information: www.calrecycle.ca.gov/organics/slcp/

26
27
28 **Attachments:**

- 29
 1. Revised Draft Transportation CAP Programs/Actions
 - 30 2. Waste and Water Background
 - 31 3. Draft Waste and Water CAP Programs/Actions

Draft Transportation-Related Emission Reduction Programs

Low Carbon Transportation (LTC)

LCT-C1: Zero Emission Vehicles

1. Work collaboratively on a Countywide Electric Vehicle Acceleration Plan that will result in at least 35% of passenger vehicles registered in Marin County ~~that make trips that start and/or end in Mill Valley, are to be~~ zero emission vehicles (ZEVs) by 2030, including plug-in electric vehicles (EVs) and hydrogen fuel cell electric vehicles.
2. As information is provided by the state, dDocument the number of new-vehicle registrations for passenger vehicles that are for zero emission vehicles (ZEVs), including plug-in electric vehicles (EVs) and hydrogen fuel cell electric vehicles, as a means of evaluating outreach effectiveness and in preparation of the State of California’s restriction on the sale of gas-powered automobiles by 2035.
3. ~~Work collaboratively as part of implementing~~ Incorporate the following actions in the County-wide Electric Vehicle Acceleration Plan and work to address the following actions, where feasible:
 - a) Institute and/or promote financial incentives that ~~promote-encourage~~ the use of ZEVs and discourage the use of vehicles with internal combustion engines, such as providing free parking for ZEVs.
 - ~~b) Provide wayfinding signage to public EV chargers.~~
 - e)b) Work with MCE, PG&E, Transportation Authority of Marin (TAM), and other entities to identify multi-family and workplace charging sites appropriate for available incentive programs.
 - d)c) ~~Participate in a countywide effort by MCE, PG&E, Drive Clean Bay Area, and others to provide rebates for new or used electric vehicles and/or charging stations.~~ Apply for grant funding and sSupport programs that provide for increased funding for EV needs from regional, state, and federal funding programs.
 - e)d) Pursue opportunities to expand the City’s EV charging network by identifying suitable Level 2 and Level 3 DC fast charging locations and considering innovative programs, such as installing chargers at existing streetlight and curbside locations to serve those populations that do not

Commented [C01]: Modified based on how the data is collected. Applies to all passenger vehicles registered in Marin.

Commented [DS2]: Modified—assuming the Draft is accepted by TAM and the City.

Commented [C03]: Moved to #4 below.

Commented [C04]: There is nothing in the EV Plan about creating a local rebate program. Language modified to address interest in obtaining extra funding for EV programs.

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have access and creating a battery-powered resilience hub for charging EVs during power outages.

f)e) Encourage schools to install charging stations in school parking lots.

g)f) Accommodate the installation of new electric vehicle charging stations in existing commercial parking lots and gas stations by streamlining the permit process and reducing financial barriers, where practicable.

h)g) Utilize the California Building Code (CalGreen Tiers and reach codes) to expand regulations to increase electrification for potential vehicle use. Examples include requiring: 1) the installation of electric vehicle chargers for use by employees, customers, and/or residents for new residential and commercial buildings and 2) installing electrical service and conduits for potential electric vehicle use for large commercial and residential remodels.

Adopt green building standards that facilitate the transition to EVs, micro-mobility, and reduced car dependence, and ensure new construction can meet future demand to avoid unnecessary retrofitting costs. Work with other Marin jurisdictions to develop a model reach code for multifamily and workplace EV charging that goes beyond State building code requirements.

i)h) Participate in regional efforts and grant programs to encourage widespread availability of EV charging stations.

Participate in regional and coordinated local procurement efforts, outreach activities, and planning initiatives.

j)i) Target policies to support ZEV adoption, including used vehicles, in low income and disadvantaged communities.

k)j) Participate in programs to promote EV adoption, including "Drive an EV" events and other media and outreach campaigns produced by partners such as Drive Clean Bay Area, and promote those programs through City communication channels, such as MV Connect, the City of Mill Valley website, and neighborhood social media. Seek opportunities to promote EVs at local events within Mill Valley, such as parades, festivals, and similar gatherings.

Commented [D55]: Clarify language

Commented [C06R5]: Consider revised language as written in the Draft EV Plan.

Commented [C07]: Revised language so it is in line with the EV Plan's "key actions"

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H) Collaborate countywide and with third party vendors to consider developing/identify locations for and facilitate development of proposed regional Level 3 DC fast charging hubs and ZEV car share programs.

4. Provide wayfinding signage to public EV chargers.

5. Encourage or require, as practicable, ride hailing and delivery service companies to utilize zero emission vehicles.

Commented [DS8]: #4 and 5 not part of the County wide EV study so programs are added as a separate program.

LCT-C2: Bicycling and Micromobility

1. Encourage bicycling and micromobility as an alternative to vehicular travel. Promote safe bicycling and micromobility, including e-bikes, electric scooters, and electric skateboards, through outreach channels and partner agencies.

2. Establish and maintain a system of bicycle facilities that are consistent with the City's Bicycle and Pedestrian Transportation Plan and Complete Streets policies.

3. Implement the City's Bicycle and Pedestrian Transportation Plan's recommendations to support and expand bicycling and micromobility.

a) Continue to support and promote the Bicycle Friendly Community Silver designation status and take steps to adapt toward the Gold status recommendations made by the League of American Bicyclists (LAB).¹

b) Task the Bicycle & Pedestrian Advisory Committee (BPAC) with identifying and prioritizing bicycle and micromobility projects with the greatest potential for VMT reduction, including long-term bikeway projects, short-term bikeway projects, and bicycle parking facilities.

4. Update the Capital Improvement Program to maintain and improve the system of multiuse pathways and bicycling facilities that are consistent with the City's Bicycle and Pedestrian Master Plan and Complete Streets policies.

Call Out associated with LCT Programs Below: Reduction in Vehicle Miles Traveled (VMT)

The following programs help to reduce and/or transition the amount of Vehicle Miles Traveled to cleaner sources of transportation:

- LCT-C2: Bicycling and Micromobility,
- LCT-C3: Walking,
- LCT-C4: Safe Routes to School,
- LCT-C5: Public Transit, LCT-C6 Smart Train,
- LCT-C7 Employee Trip Reduction,
- LCT-C8 Parking Requirements,
- LCT-C10 Smart Growth Development, and
- LCT-M3 City Employee Commute.

It is anticipated that the implementation of the above-referenced programs will reduce emissions by XX < Insert once GHG emissions are quantified.>.

¹ <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>

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5. Continue regional collaboration efforts to establish a bike and/or scooter share program.
6. Continue to require new and remodeled multi-family and commercial buildings to install bicycle parking facilities based on the California Building Code and reach codes.

LCT-C3: Walking

Encourage walking as an alternative to vehicular travel through outreach channels and partner agencies.

- a) Establish and maintain a system of pedestrian facilities that are consistent with the City's Bicycle and Pedestrian Master Plan and Complete Streets policies to facilitate pedestrian access throughout the City and particularly to and from transportation facilities.
- b) Task the Bicycle & Pedestrian Advisory Committee (BPAC) with identifying and prioritizing pedestrian projects with the greatest potential for VMT reduction.
- c) Update and implement the Capital Improvement Program as necessary to construct and maintain this pedestrian system.

LCT-C4: Safe Routes to School

Continue to support the Safe Routes to School Program and strive to increase bicycling, walking, carpooling, and taking public transit to school.

- a) Work with school districts, the Transportation Authority of Marin (TAM) and other organizations to promote school and student participation.
- b) Identify issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and schools, apply for Safe Routes to School grants, and execute plans to improve pedestrian and bicycle facilities.

LCT-C5: Public Transit

Support and promote public transit by taking the following actions:

- a) Work with Marin Transit and Golden Gate Transit to maximize ridership by making transit more frequent, accessible, cost-beneficial, and convenient through expansion and/or improvement of transit routes, schedules, and bus shelters.

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- b) Work with TAM, employers, and others to provide “first and last mile” programs to maximize utilization of public transit.
- c) Continue to collaborate with transit and transportation operators to develop shorter route shuttle programs, similar to Marin Transit’s stagecoach program.
- d) Encourage school districts to promote student use of public transit to reduce school traffic.
- e) Encourage transit providers, including school buses, to use renewable diesel as a transition fuel and to purchase electric buses whenever replacing existing buses.

LCT-C7: Employee Trip Reduction

Reduce vehicle miles traveled commuting to work through the following actions:

- a) Work with the Transportation Authority of Marin (TAM), the Metropolitan Transportation Commission (MTC), and the Bay Area Air Quality Management District (BAAQMD) to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, emergency ride home programs, telecommuting, transit use discounts and subsidies, showers and changing facilities, bicycle racks and lockers, and other incentives to use transportation other than single occupant vehicles.
- b) Update the City’s Trip Reduction Ordinance to reflect the most recent BAAQMD regulations.
- c) Work with MTC to identify and notify non-compliant businesses in Mill Valley and encourage their participation in providing transportation demand management programs.
- d) Work with TAM to continue to develop, implement, and promote transportation demand management programs on developing a county-wide Transportation Demand Management Program to encourage trip reduction throughout Marin County.

Commented [C09]: TAM currently has a program so language changed to address the existing program.

LCT-C9: Traffic System Management and Vehicle Idling

- a) Continue to implement signal synchronization to minimize wait times at traffic lights and to reduce congestion through increased traffic flow.

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- b) Utilize intelligent traffic management systems to improve traffic flow and guide vehicles to available parking.
- c) Encourage drivers and autonomous vehicles to limit vehicle idling through public outreach and engagement campaigns.
- d) Investigate adopting policies for public employees to minimize idling of city vehicles.

LCT-C10: Smart Growth Development

Continue to promote land use and development policies that prioritize infill housing and mixed-use development near commercial services and transit facilities, as opposed to development in peripheral areas that require use of vehicles to access transit and services.

LCT-C11: Small Off-Road Equipment

Encourage the use of non-fossil-fuel onsite generators. Work with the County and regional and state agencies to support phasing out the purchase and/or use of fossil-fuel-powered onsite generators in the City of Mill Valley. Work collaboratively with these partners to develop [and/or utilize available](#) financial incentives and technical assistance to support income-qualified residents in making the transition to non-fossil-fuel onsite generators and other options for power backup. Develop a plan for enforcement.

Work with the County and regional and state agencies to phase out the use of all fossil-fuel-powered small off-road engines (SORE) currently regulated by [the California Air Resources Board \(CARB\)](#). Equipment includes leaf blowers, mowers, chainsaws, edgers, hedge trimmers and string trimmers, log splitters, [portable generators](#) and pressure washers.

As part of the phase out consider promoting financial incentives and technical assistance to support income-qualified residents in making the transition to non-fossil-fuel small off-road engines and develop a plan for enforcement.

LCT-M1: Zero and Low Emission City Vehicles

Purchase or lease zero-emission vehicles for the City fleet whenever feasible, and when not, the most fuel-efficient models available. Promote City adoption and procurement of zero-emission vehicles and electric vehicles charging infrastructure to the public.

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LCT-M2: Low Carbon Fuels [for City Vehicles](#)

Use low-carbon fuel such as renewable diesel as a transition fuel in the City's fleet and encourage the City's service providers and joint powers agencies to do the same, until vehicles are replaced with zero emissions vehicles.

LCT-M3: City Employee Commute

Continue to provide City employees with incentives and/or reduce barriers to use alternatives to single occupant auto commuting, such as transit use discounts and subsidies, bicycle facilities, showers and changing facilities, ridesharing services, vanpools, emergency ride home service, flexible schedules, and telecommuting when practicable.

LCT-M4: Municipal Small Off-Road Equipment

Replace portable generators, leaf blowers, and other landscape equipment with zero emission equipment.

Background Information for Waste and Water Actions

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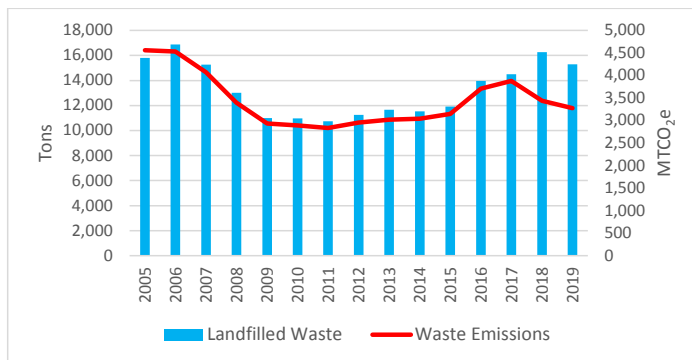
WASTE

Historic Waste Disposal and Emissions

Figure 1 shows communitywide waste disposed in the landfill and the associated emissions (based on countywide disposal data). Tonnage includes Alternative Daily Cover (ADC), which is cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging. ADC material has historically included a lot of organic material, but much of this material is now diverted and used for composting.

Waste generated by the community hit a low in 2011 but has since increased as shown in Figure 1. Landfilled waste was 3% below the 2005 level in 2019. Emissions from waste disposal decreased 28% since 2005 due to the lower organic content of landfilled waste and material used for alternative daily cover.

FIGURE 1: LANDFILLED WASTE AND EMISSIONS, 2005-2019



SB 1383

Senate Bill 1383, enacted in 2016, is a state law designed to reduce organic waste disposal 75% and increase edible food recovery 20% by 2025. An overview of the law is [here](#). Local governments were required to adopt an ordinance implementing the new law by January 1, 2022.

Starting January 1, 2022, all jurisdictions need to provide organic waste collection services to all residents and businesses and recycle these organic materials using recycling facilities such as:

- Anaerobic digestion facilities that create biofuel and electricity
- Composting facilities that make soil amendments

Local governments are also required to use the products made from this recycled organic material, such as renewable energy, compost, and mulch.

Also beginning in January 2022, food service providers, distributors and those in any industry falling under the Tier 1 category (see below) are responsible for reducing organic material disposal and donating edible food. By January 1, 2024, Tier 2 businesses will also be accountable. Those who don't comply will be subject to fines.

Tier 1

Grocery stores & supermarkets with 10,000 sq. ft. or more
Food service providers
Food distributors
Wholesale food vendors

Tier 2

Restaurants with 250 seats or 5,000 sq. ft. or more
Hotels with on-site food facilities and 200 rooms or more
Health facilities with on-site food facilities and 100 beds or more
Large venues and events
Local education agencies with on-site facilities
State agencies with cafeterias with 250 seats or 5,000 sq. ft. or more

Food donors must:

- Recover the maximum amount of edible food by donating surplus rather than composting or waste disposal
- Arrange for food recovery through a contract or written agreement with a food rescue or food recovery or service such as [ExtraFood](#).
- Maintain records of donated food

Jurisdictions must:

- Establish an edible food recovery program by consulting with food recovery organizations and services to implement programs, and ensure adequate capacity exists to recover that food
- Conduct outreach & education
- Plan and implement SB 1383 and keep records
- Inspect and enforce compliance with SB 1383

Reusable Foodware Ordinance

The County of Marin has been working on a [Reusable Foodware Ordinance](#) that could be adopted by Marin jurisdictions with proactive education and enforcement by the County's Environmental Health Services Division. The County has conducted outreach to the community, businesses, and Marin jurisdictions to garner feedback on the proposed ordinance and timeline.

The draft ordinance, which builds on the County's polystyrene packaging ban, contains five key features including:

1. All takeout disposable foodware (e.g., plates, bowls, cups, trays) must be natural-fiber compostable (no bio plastics).
 - a. Takeout foodware must be certified by the Biodegradable Products Institute (BPI).
 - b. Takeout foodware accessories must be natural-fiber compostable and when only available "upon request" or at takeout station.
 - c. Aluminum is allowed.
2. Reusable foodware and utensils must be used if a customer is dining in at a restaurant.
 - a. Dine-in customers must be served on reusable foodware (e.g., plates, bowls, cups, trays) and utensils.
 - b. Natural-fiber compostable accessories can be provided upon request.
 - c. Enforcement to be phased in.
3. A \$0.25 charge for disposable cups.
 - a. Exemptions available for Cal Fresh/SNAP and WIC customers.
4. Garbage, Recycling, and Organics bins must be in front and back of house with graphic-rich signage.
 - a. Allows customers and employees to properly sort waste.
 - b. Requirement of State Laws (AB 341, AB 1826, SB 1383).
5. Natural-fiber compostable straws and other foodware accessories may be available upon request.

This ordinance will apply to all entities selling prepared food to the public, including restaurants, grocery stores and delis, bakeries, carry-out, quick services, farmers markets, food trucks, and any other business with a health permit.

The timeline for adoption is as follows:

- **The County will be taking the ordinance to the Marin Board of Supervisors on April 19, 2022 for a first hearing and an adoption vote on May 10, 2022**
 - After adoption, the County will continue to conduct outreach and education to food facility operators on the best practices for ultimately complying with the ordinance.
 - Enforcement will begin 18 months after the adoption date (November 10, 2023) allowing food facility operators time to receive educational materials and assistance, use up existing non-compliant foodware, and recover from COVID-19 impacts.
- **The County will provide enforcement for any Marin jurisdiction that adopts the ordinance regardless of how many jurisdictions adopt the ordinance.**
 - As there are staff and system costs associated with enforcing the ordinance in only some jurisdictions, there will be a one-time fee to join the County's reusable foodware enforcement program. However, if a jurisdiction adopts the ordinance within 12 months of the County's adoption date the fee will be waived resulting in no fee to the city/town.
 - The one-time enforcement program fee is in development and will be calculated based on the time and resources needed to revise County's EHS systems to include additional businesses after the initial roll out period. It will be scaled based on the number of food facility operators within the jurisdiction.

California Plastic Waste Reductions Regulation Initiative

The [California Plastic Waste Reductions Regulation Initiative](#) has qualified for the 2022 ballot. The ballot initiative would require the California Department of Resources, Recycling, and Recovery (CalRecycle), in consultation with other agencies, to adopt regulations that reduce the use of single-use plastic packaging and foodware, including:

- requiring producers to ensure that single-use plastic packaging and foodware is recyclable, reusable, refillable, or compostable by 2030;
- requiring producers to reduce or eliminate single-use plastic packaging or foodware that CalRecycle determines is unnecessary for product or food item delivery;
- requiring producers to reduce the amount of single-use plastic packaging and foodware sold in California by at least 25 percent by 2030;
- requiring producers to use recycled content and renewable materials in the production of single-use plastic packaging and foodware;
- establishing "mechanisms for convenient consumer access to recycling," including take-back programs and deposits;
- establishing and enforcing labeling standards to support the sorting of discarded single-use plastic packaging and foodware; and
- prohibiting food vendors from distributing expanded polystyrene food service containers.

The ballot initiative would also enact a fee, called the California Plastic Pollution Reduction Fee, on single-use plastic packaging and foodware. CalRecycle would determine the fee amount with a maximum amount of 1 cent per item of packaging or foodware. Beginning in 2030, the fee would be adjusted based on changes in the California Consumer Price Index.

County staff and consultant reviewed the ballot initiative and believe the Reusable Foodware Ordinance does not conflict with any of the features of the ballot measure listed. The requirements are more centered on the producers, which is more of an extended producer responsibility law and a good example of what a state can regulate but not a local jurisdiction. The only requirement on vendors is to not use Styrofoam. Many of the other pieces (again on producers not vendors) are aligned with the County's ordinance such as signage, labeling, and foodware that is compostable/reusable/recyclable.

WATER

Historic Water Use and Emissions

Figure 2 shows historic water consumption on a per capita basis and Figure 3 shows communitywide water consumption and associated emissions between 2005 and 2019 (data is based on MMWD district-wide data). Per capita water use declined 25% since 2005. Emissions, which are based on an estimate of energy used to pump, treat, and convey water from the water source to the City limits, dropped 97% between 2005 and 2019. The additional reduction is due to the lower carbon intensity of electricity. The Marin Municipal Water District (MMWD) began purchasing MCE Deep Green electricity in mid-2017. The Sonoma County Water Agency (SCWA), which supplied approximately 24% of MMWD’s water in 2019, uses renewable and carbon-free sources for its electricity needs; a small amount of emissions comes from stationary and mobile combustion of fuels used in SCWA’s operations.

FIGURE 2: HISTORIC PER CAPITA WATER CONSUMPTION

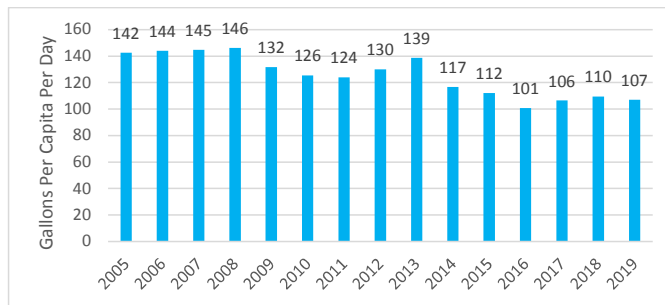
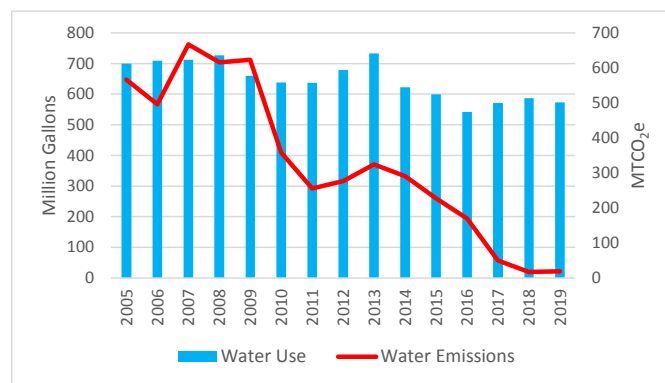


FIGURE 3: HISTORIC WATER CONSUMPTION AND EMISSIONS



Water Use Regulations

CALGreen

Indoor plumbing fixtures are regulated by CALGreen. Residential requirements include the following:

- 1.28 gallons per flush (gpf) for toilets
- 0.12 gpf for urinals
- 1.8 gallons per minute (gpm) for showerheads
- 1.2 gpm for lavatory faucets
- 1.8 gpm for kitchen faucets

All non-compliant residential fixtures must be replaced with water-conserving plumbing fixtures.

Tier 1 residential options include:

- 1.5 gpm for kitchen faucets
- Water efficient dishwashers and clothes washers
- Waterless toilets and urinals
- Hot water recirculation systems
- Graywater and recycled water for landscape use
- Rainwater catchment systems

CALGreen identifies similarly stringent water conservation standards for non-residential construction.

MMWD Regulations

The City relies on the Marin Municipal Water District (MMWD) to review landscape plans and ensure compliance with the District's water conservation requirements. MMWD recommends that all residential and business customers developing a project with landscaping or irrigation changes contact them prior to the project's design phase.

Plan review requirements apply to all new construction and rehabilitated (renovations or changes made to sites with an existing irrigation system) landscape projects requiring a building permit, plan check, or design review. This includes:

- New construction projects with an aggregate landscape area equal to or greater than 500 square feet;
- Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 1,000 square feet;
- Any (1) new construction project with an aggregate landscape area of less than 500 square feet, or any (2) rehabilitated landscape project with an aggregate landscape area of less than 1,000 square feet shall comply with the performance requirements of the ordinance or conform to the Prescriptive Compliance Option (see page 12 of the [Landscape Plan Review Packet](#)).

MMWD also has a graywater ordinance that applies to residential and non-residential construction that requires new or enlarged water service. Not all projects meet the conditions to require graywater. Some of the graywater requirements include:

Commented [CO1]: Danielle, I assume Tier 1 provides these options to meet an X% of water use standard, but I can't locate it in the code. Do you know?

- Graywater systems must meet all site and waterway setback requirements.
- Soil conditions or slope of the site shall not create pooling or allow run-off of the site.
- The property needs to have the appropriate landscape plantings for graywater to be used.
- Irrigation areas must be within 50 feet and cannot be uphill from the graywater source.

Water Conservation Incentives and Programs

MMWD provides rebates and programs to reduce water use. Rebates are available to replace fixtures with high-efficiency clothes washers and to purchase cisterns and rain barrels. MMWD provides free home and landscape water-use evaluations as well as free high-efficiency showerheads and faucet aerators. A full list of MMWD’s water conservation incentives and programs is available [here](#). The City promotes these rebates and programs through [\[redacted\]](#).

Commented [CO2]: Danielle, can you elaborate?

MMWD’s 2020 Urban Water Management Plan and Water Use Restrictions

The State requires every urban water supplier that provides over 3,000 acre-feet annually or serves more than 3,000 urban water connections to prepare and submit an Urban Water Management Plan every 5 years. MMWD updated its plan in 2020. The Plan describes and quantifies historical and projected water demand and supplies over a 20-year planning horizon and describes water conservation measures implemented and planned. It also updates the Water Shortage Contingency Plan to supply shortfalls with six stages of actions.

The Plan projects water demand will be 4.9% higher in 2045 than the current 2019 demand. Based on historical water supply patterns, MMWD determined that it can meet future demands under normal, single dry year, and multiple dry year scenarios. However, there is significant uncertainty in the future due to climate change. A five-year drought would be particularly problematic in a climate change scenario. An MMWD presentation on the 2020 UWMP is available [here](#).

MMWD monitors drought conditions and implements restrictions as needed. As of December 1st, MMWD instituted mandatory restrictions to achieve a 40% reduction in waster use districtwide. Water use restrictions include prohibitions on outdoor irrigation, the refilling of a completely drained swimming pools and filling of new swimming pools, washing vehicles at home, power washing, washing driveways, topping or refilling decorative fountains, and [others](#).

Draft Waste and Water Actions

WASTE

WR-1: Commercial Organic Waste

Work with Zero Waste Marin, the City's waste hauler, and nongovernmental agencies such as ExtraFood to divert commercial organic waste from the landfill through recycling, composting, and participation in waste-to-energy and food recovery programs.

- a. Conduct outreach and education to businesses subject to State organic waste recycling mandates (AB 1826 and SB 1383) and encourage or enforce compliance with the law.
- b. Refer new and major remodel commercial and multi-family residential project proposals to the City's waste hauler for review and comment and require projects to provide adequate waste and recycling facilities and access as feasible.
- c. Encourage and facilitate commercial and multifamily property owners to require responsible use of on-site recycling facilities in lease and rental agreements and to train and regularly evaluate janitorial, landscape, and other property management services.
- d. Assess capacity of existing food recovery programs, expand existing food recovery infrastructure if needed, monitor commercial generators for compliance, and conduct education and outreach.

WR-2: Residential Organic Waste

Work with Zero Waste Marin, the City's waste hauler, and other organizations to educate and motivate residents to utilize curbside collection services and home composting for food waste.

WR-3: Construction & Demolition Debris and Self-Haul Waste

Require all loads of construction & demolition debris and self-haul waste to be processed for recovery of materials as feasible. Investigate creation of an ordinance requiring deconstruction of buildings proposed for demolition or remodeling when materials of significant historical, cultural, aesthetic, functional or reuse value can be salvaged.

WR-4: Mandatory Waste Diversion

In compliance with SB 1383, adopt an ordinance requiring mandatory subscription to and participation in waste diversion activities, including recycling and organics collection. Consider including phased implementation of the ordinance, penalties, and practical enforcement mechanisms.

WR-5: Waste Processing Infrastructure

- a. Review and revise the City's franchise agreement with its waste hauler to ensure waste reduction and diversion targets are met.
- b. Ensure organic waste collection service (including green waste, food waste, fibers, and manure) that complies with SB 1383 regulations is provided to all residents and businesses.
- c. Conduct a feasibility study and consider investing in new solid waste processing infrastructure to remove recoverable materials (recycling and organics) from the waste stream and reduce contamination.

- d. Require regular residential and commercial waste audits and waste characterization studies to identify opportunities for increased diversion and to track progress in meeting targets.

WR-6: Extended Producer Responsibility

- a. Encourage the State to regulate the production and packaging of consumer goods and take-back programs.
- b. Encourage on-demand product and food delivery services to reduce packaging waste and investigate requirements and incentives for same through ordinance and/or engagement campaigns.

WR-7: Inorganic Waste

Promote reuse, repair, and recycling of inorganic materials, and encourage reduced use of packaging and single use items through engagement campaigns.

- a. Investigate supporting a local building material reuse center.
- b. Consider adopting a Reusable Foodware Ordinance.

WR-8: Waste from Public Containers and City Operations

- a. Embark on an educational and social marketing-based campaign to increase recycling, composting, reuse, and waste reduction within municipal operations at public facilities.
- b. Conduct periodic waste audits of City facilities to understand where opportunities for increased diversion lie and to track progress in meeting state requirements under SB1383.

WATER

WC-C1: Community Water Use

Reduce indoor and outdoor water use in residential and commercial buildings and landscaping.

- a. Work with Marin Municipal Water District (MMWD) and other organizations to promote water conservation programs and incentives.
- b. Educate residents and businesses about local and State laws requiring retrofit of non-compliant plumbing fixtures during remodeling and at resale.
- c. Ensure all projects requiring building permits, plan check, or design review use water-efficient landscaping in compliance with State and MMWD regulations.
- d. Encourage the installation of greywater and rainwater collection systems and the use of recycled water where available through ordinance or engagement campaigns.

WC-M1: Municipal Water Use

Reduce indoor and outdoor water use in municipal facilities and operations.

- a. Replace high water use plants and inefficient irrigation systems with water-efficient landscaping.
- b. Replace inefficient plumbing fixtures with high-efficiency fixtures.
- c. Use recycled water as available and practicable for parks and outdoor landscaping.



**CLIMATE ACTION PLAN TASK FORCE
MEETING #5
MEETING MINUTES**

**January 26, 2022
6:00 PM**

Task Force Members:

- Present: Urban Carmel, Greg Hildebrand, Paul Moe, Al Grumet, Fiona Matney, Susan Gladwin, Debbie Alley, and Karen Jaber
- Absent: none

Staff attending: Patrick Kelly, Director of Building & Planning, and Danielle Staude, Senior Planner

Consultant attending: Christine O'Rourke, Principal, O'Rourke & Associates

Meeting called to order at 6:02 pm by Chair Alley.

PUBLIC OPEN TIME

There were no public comments.

MEETING RECAP

It was MOVED by Task Force Member Carmel and SECONDED by Task Force Member Moe to approve the December 15, 2021, minutes. The motion was carried by an 8-0 vote with **None** abstaining.

COMMITTEE AND STAFF ANNOUNCEMENTS

Task Force Member Carmel announced that the Greg Hildebrand was reappointed to the Planning Commission and Karen Jaber was appointed to the Bicycle and Pedestrian Advisory Committee.

Task Force Member Carmel announced that a legislative ballot initiative for a statewide ban on single use plastic containers will be on the November 2nd ballot.

OLD BUSINESS: BUILDING AND ENERGY-RELATED PROGRAMS TO INCLUDE IN THE CAP

The Task Force reviewed a draft of Building and Energy-related programs and directed staff to make the following revisions to the text:

RE-C4: Renewable Energy Generation and Storage. Revise language to include promotion of the financial benefits of electrification.

RE-C6: Microgrid Study. Reference the Drawdown: Marin microgrid project and the Town's intent to leverage what was learned from the project.

EE-M2: Energy Efficiency Audits and Retrofits. Revise to identify the need to incorporate energy efficiency projects and replacement of natural gas appliances and heating systems into the City's Facilities Plan.

NEW BUSINESS: TRANSPORTATION-RELATED PROGRAMS TO INCLUDE IN THE CAP

Task Force Members Moe and Grumet presented an overview of the Transportation programs the Transportation Subcommittee drafted and are recommending to be included in the draft CAP. The Task Force provided the following direction to staff for the next draft of Transportation programs:

LCT-C1: Zero Emission Vehicles. Target 35% of passenger vehicles to be registered in Marin by 2030. Revise actions as necessary to be compatible with those in the Countywide Electric Vehicle Acceleration Plan that is currently being drafted by MCEP. Delete "require" in subsection (l).

LCT-C5: Public Transit. Delete the Yellow School Bus program in subsection (d) and instead encourage students to use public transit.

LCT-C8: Parking Requirements. Remove this action.

LCT-C9: Traffic System Management and Vehicle Idling. Remove subsection (e).

LCT-C10: Smart Growth Development. Insert "Continue to" at beginning of the sentence.

One member of the public provided comments related to the need to educate the public.

It was MOVED by Task Force Member Grumet and SECONDED by Task Force Member Hildebrand to approve the Building and Energy-Related Programs as edited. The motion was carried by an 8-0 vote with **None** abstaining.

It was MOVED by Task Force Member Grumet and SECONDED by Task Force Member Jaber to approve the Transportation-Related Programs as edited. The motion was carried by an 8-0 vote with **None** abstaining.

REVIEW OF NEXT STEPS

Senior Planner Staude said the next meeting will be devoted to a review of Waste and Water actions.

Meeting adjourned at 8:55 pm. The next Task Force meeting date was not yet determined.