



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

APRIL 26, 2018
7:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Stephanie Moulton-Peters, Mill Valley City Council, TAM Chair
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair (arrived late)
Damon Connolly, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
Alice Fredericks, Tiburon Town Council
Dan Hillmer, Larkspur City Council
Diane Furst, Corte Madera Town Council
Brian Colbert, San Anselmo Town Council
Gary Phillips, San Rafael City Council
John Reed, Fairfax Town Council
Kathrin Sears, Marin County Board of Supervisors
Ray Wityh, Sausalito City Council
P. Beach Kuhl, Ross Town Council

Members Absent: James Campbell, Belvedere City Council

Staff Members Present Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Li Zhang, Chief Financial Officer
Nick Nguyen, Deputy Executive Director
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Moulton-Peters called the meeting to order at 7:00 p.m.

1. Chair's Report (Discussion)

Chair Moulton-Peters said she had no report to give but was pleased to see everyone tonight.

2. Commissioner Matters Not on the Agenda (Discussion)

There were none.

3. **Executive Director's Report** (Discussion)

Executive Director (ED) Dianne Steinhauser stated the California Transportation Commission (CTC) staff has released its recommendations for the *Solutions for Congested Corridors* under SB1. The full list of recommendations is forthcoming but will include \$84 million for the Marin-Sonoma Narrows project. The funds will be dedicated to the HOV lane completion in Petaluma. ED Steinhauser recognized all the work that went into competing for and the award of these funds, which will help to close the gaps in the entire corridor together with the other funding being reviewed this evening.

ED Steinhauser noted that Item 6c on the Consent Calendar will amend the Administrative Code so that the Chair and Vice Chair elections will occur in January and Commissioner terms will start and end in January, similar to other local jurisdictions. If approved, this change will take effect in January 2019, so there will still be an election for the leadership of the Agency next month. She noted that several members of the Board are beginning a new term and will need to be sworn in tonight.

ED Steinhauser commented on the recent retirement of Caltrans District 4 Director, Bijan Sartipi. She expressed hope that he will be able to attend a future Board meeting so the Board can appreciate his work and assistance over the years.

4. **Commissioner Reports** (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported on last Friday's ribbon-cutting of the eastbound third lane on the Richmond-San Rafael Bridge, which is now open for evening commutes and weekends. Preliminary data indicates it is making a positive impact on commute time, and more information will be forthcoming, along with an update on the westbound lane.

b. Marin Transit Report

Chair Moulton-Peters reported that Marin Transit has added its first two electric buses to their fleet. Marin Transit currently has 28 hybrid buses using renewable diesel. She reported on the estimated carbon dioxide reduction from these efforts. Chair Moulton-Peters reported that Marin Transit Connect will pilot a shared ride shuttle service in San Rafael to improve options for commuters as well as riders with disabilities. The pilot project is scheduled to begin in June and will be evaluated in one year. Commissioner Rice acknowledged Golden Gate Transit's contribution to the electrification program as the charging infrastructure that Marin Transit will use is owned by Golden Gate and located on their property.

c. SMART

Chair Moulton-Peters noted that Commissioner Arnold is not yet present to report, but the report is in the agenda packet.

5. **Open Time for Public Expression**

Cindy Winter gave a report on price reductions and advancements in autonomous vehicle technology. She stated that as the technology is getting safer, other issues need to be addressed including human-machine interaction, traffic planning, town planning, and the potential uses of this technology. Ms. Winter commented that increased road efficiency will ease congestion in the short term, but in the long term the only solution is car sharing and a broader definition of transit.

Bob Burton urged the Commissioners to work through their elected councils to take a stand on gun control and support sensible gun control legislation with the student activists around the country.

3. Executive Director's Report (Discussion) (continued)

ED Steinhauser administered the Oath of Office to Commissioners Connolly, Rice, Hillmer, Furst, Kuhl, Withy, Campbell, and Chair Moulton-Peters.

She also noted that the supplemental packet of information that was available at the agenda table provided further data on the reduced travel time eastbound across the Richmond-San-Rafael bridge.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes from March 22, 2018
- b. Design Funding for Highway 101 Marin-Sonoma Narrows (MSN) B1-Phase 2 and A4 Contracts
- c. Amend the Administrative Code on the Date of Selecting the TAM Board Chair and Vice Chair and the Terms for the Commissioners
- d. Review and Acceptance of the FY2017-18 Third Quarter Financial Report and Proposed Budget Amendments
- e. Approve Funding Agreement Amendment with the City of Larkspur for the East Sir Francis Drake Blvd Project Approaching the Richmond-San Rafael Bridge

Commissioner Lucan moved to approve the Consent Calendar, which Commissioner Fredericks seconded. The motion carried unanimously.

7. Programming Scenarios for Measure B Vehicle Registration Fee (VRF) Funds (Action)

ED Steinhauser introduced Dave Chan, Manager of Programming and Legislation who presented this item which recommended that the TAM Board receive staff presentation of the programming of carryover funds under Element 3 of the \$10 Vehicle Registration Fee program and approve final programming of carryover funds.

Mr. Chan reviewed the background of the Measure B funds, which in 2010 increased vehicle registration fees by \$10 per vehicle, generating about \$2.3 million annually for three elements: 1) local streets and maintenance, 2) transit for seniors and persons with disabilities, and 3) congestion and pollution reduction. He stated tonight's action is programming carryover funding for the next three years for Element 3 which receives 25 percent of the fee funds. He noted that Element 3 includes three sub-elements: 3.1) school safety and congestion reduction, 3.2) commute alternatives, and 3.3) alternative fuels infrastructure and promotion.

Mr. Chan stated while the three elements were included in Measure B, specific amounts and percentages for sub-elements were not established by Measure B and are budgeted annually by the Board. Unexpended funds can be reallocated at the Board's discretion, and the overall programming across all elements can be amended after ten years. He noted staff is recommending programming the next three years now to provide some stability to the programs. He added that the purchasing power of VRF funds tends to decrease over time.

Mr. Chan presented a comparison of the actual revenue for the last seven years, which has remained relatively stable. Measure B has generated between \$550,000 and \$570,000 annually for Element 3. Mr. Chan presented the funding proposal recommended tonight, which has been reviewed by the Programming and Projects Executive Committee and the Finance and Policy Executive Committee. He stated both committees recommended an increase in the allocation to Element 3.3, alternative fuel infrastructure and promotion. The P&P Executive Committee recommended funding of \$390,000 for FY 18/19 and FY 19/20, and \$345,000 for FY20/21. The F&P Executive

Committee recommended funding of \$435,000 for FY 18/19 and \$345,000 for the last two fiscal years. Both committees recommend programming all available funds before the 10-year reset period.

Mr. Chan introduced Planning Manager Derek McGill to discuss Element 3.2, the Commute Alternatives program. Mr. McGill stated this refers to a suite of programs designed to reduce usage of single occupancy vehicles by encouraging use of alternative methods such as walking, biking, public transit, carpooling, and ride sharing. The program has been awarded more than \$1 million in grants so far, including a joint bikeshare program with the Sonoma County Transportation Authority. Mr. McGill reported on specific programs including vanpools, an emergency ride home program for alternative commuters, outreach and employer support, the pilot "GETSMART17" Lyft discount program, and a carshare pilot program.

Deputy Executive Director Nick Nguyen presented an update on Element 3.3, Alternative Fuel Promotion program. He reported on the number and growth rate of electric vehicles (EVs) and the challenges to their adoption, including range, vehicle options, staff knowledge, parking policies, building codes, permits, and the overall cost. He stated that the staff recommendation will increase the program amount and the work with local partners and stakeholders to ensure success in the deployment of these funds.

Mr. Chan summarized the staff recommendation to approve the final programming of carryover funds for the next three fiscal years. He noted that the P&P Executive Committee recommended funding of \$390,000 for FY 18/19 and FY 19/20, and \$345,000 for FY20/21. The F&P Executive Committee recommended funding of \$435,000 for FY 18/19 and \$345,000 for the last two fiscal years. Both committees recommend programming all available funds before the 10-year reset period. ED Steinhauser noted staff is recommending the F&P Executive Committee proposal. She added that staff is not making a recommendation as to how to expend any savings from the alternative fuel program but that the Board may choose to review that on a year-by-year basis.

Commissioner Rice clarified that the programming between Elements 1-3 can be changed at the end of ten years, but allocations within the Elements can be changed from year to year if they are not attached to a longer-term contract. Mr. Chan stated that is correct.

Chair Moulton-Peters opened public comment on the item.

Carleen Cullen, Founder and ED of Cool the Earth (CTE), thanked TAM for its efforts to improve the infrastructure for electric transportation. She stated the market for electric vehicles is improving and it will take significant effort to get the infrastructure in place. She looked forward to working toward this goal with TAM. She strongly supported allowing unspent funds from Element 3.3 to roll over to ensure that projects are not left unfinished.

Kiki LaPorta, Sustainable Marin, stated that she signed the ballot statement in 2010 in support for Measure B and had no idea that, today, the TAM Board is being asked to use the funds to support EV infrastructure. She stated flexibility in anticipating changes in the market, culture, and technology is key in effectively reducing greenhouse gas emissions.

Norma Fragoso commented on the increasing need for EV acceleration and stated she was pleased to see this component of Measure B up and running.

Stella Huddleston, a Novato resident, stated she was pleased to hear about the use of electric buses in Marin and she was happy about the funding for EV expansion. She pointed out the need for more charging capability in multi-family complexes.

David Haskell, a Fairfax resident, supported the allocation for the EV element and urged TAM to leverage this project toward more EV infrastructure throughout the County. He referred to a letter from the San Rafael Chamber of Commerce and commented that contrary to the inference in the letter, owning an EV is not elitist. He added that local jurisdictions should ensure that they have charging stations in place for public employees, many of whom commute to Marin from other counties.

David Schonbrunn, TRANSDEF, urged caution about investing too much in EV infrastructure. He noted that electric vehicles do not reduce congestion and he stated he does not support spending money on electric buses if that ends up reducing the number of buses available for routes. He also noted that most charging happens at home, reducing the need for outside charging stations, so he said he does not believe that EV infrastructure was the best possible investment for the goal of reducing greenhouse gas emissions.

Dale Miller, Golden Gate Electric Vehicle Association, supported funding for EV infrastructure and noted that electric vehicles - cars and busses - are less expensive to operate over their lifetime, which could lead to freeing up money for economic benefits at local businesses.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item.

Commissioner Rice thanked everyone who spoke. She stated the Board would continue to have some flexibility in making specific funding decisions, but she liked the allocations and ensuring that unspent funds are carried over within Element 3.3. She wanted to consider the possibility of spending the funds more quickly if there was a high demand for grants. She also urged staff to work closely with other stakeholders and mentioned the need for spreading the charging load throughout the day as well as nighttime.

Commissioner Sears suggested the Board consider shifting some Element 3.2 funds to 3.3, if the programs are not accomplishing significant results. Commissioner Rice indicated that that would be part of her suggestion. She also noted Marin Clean Energy (MCE) is revising its rates to encourage EV charging throughout the day.

Commissioner Sears expressed appreciation for the activists who have been working toward this important first step. She noted there was work still to be done as a community, such as getting electric vehicles into multi-family complexes and developing a market for used EVs.

Commissioner Fredericks expressed appreciation for the speakers and agreed with Mr. Schonbrunn about the need for flexibility. She stated the funded programs should be reviewed every year to evaluate if the funds should continue. With that assurance, she supported the F&P Executive Committee's recommendation of providing more funding upfront.

Commissioner Phillips noted the goal of the F&P Executive Committee's recommendation was to frontload the funding so that the infrastructure can begin to be built up as soon as possible.

Chair Moulton-Peters thanked those who have been advocating for this to TAM. She also thanked staff for being responsive and taking advantage of Measure B's flexibility to address this issue. She recognized the Clean Transportation Technology Advisory Working Group and Draw Down Marin. She committed to overseeing this closely through a Board Ad hoc subcommittee, collaborating with other agencies, and maintaining the funding from year to year.

ED Steinhauser noted that the TAM Board is being asked to approve the funding level for this program but that staff has more work to do on the detailed program which will involve all the stakeholders. She stated staff would begin research and analysis with the subcommittee and some short-term actions would be brought to the Board in the near term.

Commissioner Lucan moved to approve the F&P Executive Committee recommendation of funding \$435,000 for FY 18/19 and \$345,000 for the last two fiscal years. with the intent that unspent Element 3.3 funds will remain in that category, and Commissioner Arnold seconded the motion. The motion carried unanimously.

Commissioner Arnold volunteered to serve on the subcommittee.

8. Approve the Marin County Transportation Sales Tax Renewal Expenditure Plan (Action)

ED Steinhauser presented this item which recommended that:

- 1) the TAM Board receive a presentation about the recent outreach to cities and towns and the input received on the Draft Transportation Sales Tax Renewal Expenditure Plan proposed by the Expenditure Plan Advisory Committee (EPAC) including modifications to the EPAC proposal based on input received from cities, towns and the county; and that
- 2) the TAM Board consider these changes, review, provide comments, and approve the attached Draft Final Transportation Sales Tax Renewal Expenditure Plan; and that
- 3) the TAM Board authorize staff to seek approval from all 12 local jurisdictions on the Final Sales Tax Renewal Expenditure Plan; and that
- 4) the Board is also asked to authorize the TAM Executive Director to make minor changes to the document for readability, history or context prior to seeking approval from cities, towns, and the county; and that
- 5) the TAM Board is asked to approve a budget increase of \$35,000 for additional outreach and education.

She noted a series of comment letters are included in the supplemental packet. She introduced members of the Expenditure Plan Advisory Committee (EPAC) and thanked them for their service. She introduced Public Outreach Coordinator Molly Graham, Bonnie Nelson, formerly of Nelson\Nygaard, and Meghan Weir of Nelson\Nygaard.

ED Steinhauser stated there is strong public support for renewing the county's transportation sales tax, and no competing measures will be on the November 2018 ballot. She stated tonight staff is requesting approval of the Draft Final Expenditure Plan. If approved tonight, the plan will be voted on by all of the city and town councils and the Board of Supervisors and will then return to TAM for approval of an ordinance to place it on the November 2018 ballot. After tonight, TAM will not be able to make changes to the plan. The deadline to provide the final plan and ballot argument to the elections registrar is August 10. The Expenditure Plan will be included in the ballot package so that voters know exactly how the funding will be spent. She noted that there is also an errata sheet included in the supplemental packet regarding the plan.

ED Steinhauser explained the rationale behind the proposed renewal of the sales tax and the process since February 2017. She stated the current measure does not expire until 2025, but the 15-year-old categories do not meet TAM's current needs. She explained the need to adjust the categories to respond to current and future needs and create a reliable stream of revenue to avoid emergencies in the long-term. There is a goal to thoroughly review the plan every 7-10 years since things are changing so rapidly in the transportation industry. By moving forward at this time, TAM can maintain and expand successful projects, prevent cuts, provide a local funding source for key projects, leverage other funding, and provide seed funding for innovative projects.

ED Steinhauser reviewed the results of the public poll conducted in January. The current level of public approval at 73.2% according to the poll, is a good sign for the measure's success.

Ms. Nelson described the composition and work of the EPAC, which through their dedication to the work at hand, achieved consensus on an expenditure plan to renew the tax that does not involve an increase in the sales tax, while recognizing that there would not be enough funds to meet every need. She stated the plan before the Board is almost identical to the plan passed by the EPAC.

ED Steinhauser summarized the responses from city and town councils. They recognized the benefit of the sales tax revenue, appreciated that the tax would not be increased, and acknowledged the tradeoffs necessary in dealing with limited funding. They expressed strong support for Safe Routes to School (SR2S) and crossing guard funding as well as support for school transportation and a desire to expand the yellow bus program. She added that many discussed the EV infrastructure funding, although there was not strong support to move funds from other categories within the Expenditure Plan among the councils. Public comments included support particularly for school programs and EV infrastructure. They emphasized sustainability, understanding of rapidly changing technology, oversight and accountability, and the place of greenhouse gas reduction in the plan's overall goals. Comments from

local partners, transit operators, and public works departments emphasized the backlog of local road repair and noted local funding is critical to attract other sources of funding.

In response to these comments, ED Steinhauser stated staff recommends increasing the allocation for the crossing guard program by 0.5% to 7% and decreasing commute alternatives/trip reduction from 1.0% to 0.5%. She noted MTC is currently offering and will continue to offer trip reduction type grants that TAM is eligible for, to meet this need, so the sales tax programming can be reduced without risking success.

ED Steinhauser noted although the plan is to review the measure every 7-10 years, amendments could occur at any time with a thorough public process. She stated the expenditure plan includes added flexibility for congestion relief, flood management strategies, and fleet vehicles. She noted that school transportation is a critically underfunded area and that even with this plan more funding is needed. She noted Marin Transit is taking steps to help address this need.

ED Steinhauser reviewed the components of the final proposed expenditure plan, comparing each category with the draft plan that went out for review. The draft plan allocated 7.5% toward the Reduce Congestion on Hwy 101/Improve Interchanges - Category 1 - whereas the final plan would allocate 7.0%. Category 2 - Maintain, Improve and Manage Local Transportation Infrastructure will maintain the 26.5% allocation as in the draft plan. Category 3 - Reduce School-Related Congestion & Provide Safer Access to Schools - allocated 11% in the draft plan will be increased to 11.5% in the final plan. Similarly, Category 4 - Maintain and Expand Local Transit Services in Marin - will maintain the same level of funding as the draft plan at 55%. Note allocations within the category will include 5% of these funds to be dedicated to provide transit services to schools to reduce congestion.

The executive director described key policy elements including a citizens' oversight committee with public meetings, an annual strategic plan review, an allocation for fund administration, and an annual reserve allocation for major roads to meet existing commitments. She stated this plan retains TAM's commitment to alternative modes, sustainability, and greenhouse gas reduction, noting that more than 75% of the measure's revenue will be allocated to alternative modes of transportation.

Staff's recommendation tonight is to approve the draft plan, authorize staff to seek approval from local jurisdictions on the plan, authorize the ED to make minor changes to the document, and approve a budget increase of \$35,000 for additional outreach and education. ED Steinhauser recognized and thanked all staff who had worked on the plan.

Chair Moulton-Peters recognized members of the Marin Public Works Association (MPWA) in attendance and thanked them for their partnership.

Commissioner Rice requested more information on specific potential uses of the funds in Category 2, Local Streets and Roads funding, and the changes from the draft plan. ED Steinhauser stated the first three bullets in Item 1 are part of the draft plan. The additions before the Board this evening included enhancements for new technologies such as smart signals, strategies to address congestion on local roads which was added based on concerns from public polling and the EPAC, and support for alternative fuel vehicles, including electric vehicles. She stated Item 3, Improvements to Address Sea Level Rise and Flooding, was mentioned in the draft plan, and attention to sea-level rise is being expanded so that funds for local roads can be used for it as well. Item 2 is Safe Pathways to Schools and has been moved over to local infrastructure as it is part of the role of local jurisdictions. She noted the categories had been expanded to be as flexible as possible.

Commissioner Sears asked how the 2.35% annual reserve for major roads is calculated. ED Steinhauser stated it is calculated in a similar manner as the annual reserve in the current plan and that it is expected that funding for this category can be addressed by increases in the measure's annual revenue over the years. Ms. Nelson clarified the major road reserve, annual reserve and the administrative allocation are taken off the top of the total revenue, and the other allocations are based on a percentage of what is left.

Commissioner Rodoni asked if the interchange improvements in Strategy 1, Item 3 are maintenance items that would be included under SB1. ED Steinhauser stated that Caltrans maintains state highways, which can include ramps but usually does not address the local roads connected to the highway. She noted that several interchanges have been on Caltrans' priority list for a long time but are still very far down on the list. She stated the hope is to use these limited funds as seed money to reach local agreement on the specific needs, handle environmental review, and then leverage outside funds to complete the improvements.

Raul Rojas, Director of Public Works for the County of Marin, confirmed that Caltrans does hold interchange improvements as eligible for state funds but ranks lowest on their list. In order to see improvements, local money must be utilized.

Commissioner Lucan asked if the \$2.35 million reserve for major roads would be funded for the life of the measure or for a limited time. ED Steinhauser stated it would be funded for a maximum of 14 years, which is estimated to address all of TAM's commitments for these projects from the original measure.

Commissioner Lucan asked how many more crossing guards would be funded in the plan than are currently funded. ED Steinhauser stated it is increasing from 58 to 96, which is more crossing guards than TAM has ever funded before.

Commissioner Furst thanked staff for building flexibility into the program for technology improvements and other changes. She noted the need for crossing guards has increased drastically and expressed appreciation for the additional funds for that and SR2S.

Commissioner Furst recommended including the Greenbrae interchange in Strategy 1, Item 3. She also noted that with the annual reserve to major roads being used to complete the projects in development, the projects lowest on the priority list that were not started would be left out. She asked, also, if there was a plan to allocate funds to compensate jurisdictions that were left out of the Major Roads category. ED Steinhauser stated that most of the roads that were not funded under the original Major Roads are included on the interchange list and noted that local streets funding had been substantially increased so it can be used for those as well.

Commissioner Fredericks questioned the prioritization for crossing guard sites, noting that some crucial sites, the Blackfield intersection in her jurisdiction, were moved lower, in eligibility, on the list for reasons such as bike to pedestrian ratio. As a result, there will remain many sites in need of a guard that may not receive it even with the increased funding to this category.

Commissioner Phillips asked for clarification about the support for EV infrastructure funding. ED Steinhauser stated that many comments from the public requested dedicated funds for EVs. However, while some of the councils were interested in EV infrastructure, they wanted to prioritize SR2S and school bus service. She stated staff did not feel this level of support warranted a change to the expenditure plan to address EVs. Commissioner Phillips thanked her for her presentation to the San Rafael City Council.

Commissioner Phillips stated the components listed under Strategy 3 totaled 14.5% instead of 11.5%. ED Steinhauser clarified 3% of what was listed for SR2S was actually allocated under Strategy 2 for major pathway projects in local communities.

Commissioner Colbert stated the board had asked for a strong commitment to crossing guards and asked if 7% would be enough money to meet this commitment. ED Steinhauser stated that based on projections through the end of the measure, staff is confident TAM will be able to support at minimum 96 guards.

Commissioner Colbert asked if there would be an opportunity to leverage other funds to increase funding for school buses. ED Steinhauser stated Marin Transit is working on strategies to address this in their Short-Range Transit Plan. She stated there is a possibility for other funds and she committed to working with Marin Transit to help meet this need.

Chair Moulton-Peters asked about the difference between electric vehicles and zero-emission vehicles as listed under Strategy 2. ED Steinhauser stated staff wanted to make the category very broad for any technologies that might be on the horizon. Commissioner Fredericks noted that hydrogen-powered cars are becoming a possibility.

Chair Moulton-Peters opened the item for public comment.

Angela and Jasper, freshmen at the Marin School of Environmental Leadership at Terra Linda High, stated they are working on a project to advocate for EVs across Marin. They stated cars account for one third of all greenhouse gas emissions and that three of the seven students in their group have asthma, demonstrating the need for better air quality. They encouraged TAM to allocate dedicated funding for EV infrastructure to improve air quality, reduce transportation costs and promote public health.

Carleen Cullen, CTE, thanked ED Steinhauser for the detailed and clear report, thanked the board for their time, and recognized the numerous nonprofits who have contributed to advocating for EVs beginning with the Environmental Forum of Marin. She noted dedicated funding for EVs would have been great but stated this plan is a fantastic step forward, especially in conjunction with Measure B. She stated CTE and the other groups plan to continue to engage on this issue to keep moving forward and asked the board to do its part through TAM and in the individual jurisdictions. She commented on the importance of protecting children through reversing climate change and noted that she supports school transportation and crossing guards as well.

Norma Fragoso stated the effort to accelerate electrification of public and private transportation is one element of the multifaceted strategy needed to reach climate action goals. She noted the strategy would have to include sustainable and efficient public transit, school transportation, and affordable transit-oriented development. She stated the resources are there to avoid climate change if the community works wisely and collaboratively and asked the board to provide leadership in their communities to do the right thing. She appreciated TAM's efforts to propose practical solutions and modify the plan in response to community needs. She also agreed that regional collaborative effort will be needed and stated the community looks forward to working with TAM to implement the plan.

April Dean, a CTE board member, stated it is clear the effort to raise awareness of electric vehicles has had an impact. She stated the important thing is not the specific disposition of funds but taking collective action to address the issue of climate change. She asked the TAM board members to demonstrate leadership personally by transitioning to EVs and stated CTE is willing to help in whatever way it can.

David Haskell, a Fairfax resident, stated the world is in the middle of a transportation revolution and as the transportation authority, TAM needs to put into place a system that facilitates the abolition of fossil fuels. He stated the best way to do that right now is through electrification of vehicles. He commented on current and imminent changes in the market favoring car sharing and incentivizing autonomous vehicles and suggested the plan should be updated every five years instead of 7-10, in order to react more quickly.

Mary Bryan, a CTE board member, expressed support for EV transportation and stated she was encouraged by the public discussion and by the addition of EV to this measure and Measure B. She emphasized the need for a significant initial planning effort to create an adequate network of charging equipment. Some of the important factors include the number of parking spaces in Marin, their ownership, usage statistics, zoning, electric rates, and accommodations for renters. She stated this transition will be complex and will involve multiple stakeholders, and a comprehensive plan will ensure the effort is coordinated and effective and funds are spent responsibly.

Kate Powers, member of the Marin Conservation League (MCL), TAM Citizens' Oversight Committee (COC), and EPAC, explained the context of the emphasis on greenhouse gas reduction. She stated that TAM's current mission focusing on efficiency, effectiveness, mobility, and accessibility overlooked the goal of greenhouse gas reduction. She commented on air quality in the Bay Area and on the actions taken by the Board of Supervisors on sea level rise and coastal flooding. She also referred to comments made during the recent County Sustainability Workshop and stated TAM is uniquely positioned to help cities and the county achieve climate action goals and this is an

opportune time. The expenditure plan, through emphasizing mitigation of emissions as an overall goal, will help environmental groups ask their supporters to support the renewal of the sales tax. She stated strategies that support transition to electric vehicles will help reduce single occupant vehicles as well as reducing emissions. She asked the board to approve the plan and review it in no more than 7 years, preferably 5, given the current rapid changes in technology.

Bill Guerin, the Public Works Director for the City of San Rafael, commented on the MPWA's advocacy for local road maintenance and expressed support for the plan. He stated the plan will allow local jurisdictions flexibility to spend funds more effectively.

Dr. Richard Dow, Greenbrae resident, stated he is an owner of an EV and it is fun to drive as well as cheaper, low maintenance and it is good for the environment. He encouraged the board to support EV infrastructure and consider driving EVs. He stated this is the easiest way to reduce emissions on an individual level and commented on the health effects of poor air quality.

Sarah Loughran, a San Rafael resident, discussed the inequity in access to EVs stating that while used cars are affordable and fuel and maintenance are inexpensive, charging infrastructure is inaccessible in multi-family housing. She encouraged the board to expand charging stations in public and private lots, in homes, and on the street.

Chance Cutrano, the Sierra Club of Marin Treasurer, encouraged the board to approve the plan with the inclusion of EV spending opportunities and greenhouse gas reduction included in the goal. He stated the Sierra Club has been doing a nationwide push to promote EVs, including National Drive Electric Week. He stated he is happy with the increased awareness of EVs and the upgrades and pilot projects that have been initiated. He expressed appreciation and pride for the efforts of the community's environmental leaders. He stated he is supporting the measure and the Sierra Club of Marin will encourage its more than 7,000 members to support it as well.

Kiki LaPorta of Sustainable Marin, commented on the power of the concerted efforts of advocates in the community contributing to a legacy of environmental sustainability. She thanked TAM staff and all the councils and boards that have listened to what Sustainable Marin and the other groups have to say. She noted change is constant and everyone must adapt to it and expressed support for the flexibility in the funding categories. She also suggested the funding allocations be revisited annually. She commented on recent progress in the county including MCE, the SMART train, the zero-waste goal, and Draw Down Marin, leading to this county-wide collaboration to make policy decisions through the lens of sustainability and greenhouse gas reduction.

Stella Huddleston expressed support for the expansion of EV infrastructure. She also commented on the Marin School of Environmental Leadership and noted many groups are also collaborating to create idle-free zones, encouraging drivers to turn off their cars when idling for ten seconds or more. She noted the Bay Area Resource Board is working on an education program and county ordinances.

Bob Burton, COC and EPAC member, thanked TAM staff and Ms. Nelson for supporting the committee's mission and keeping them on track. He expressed a concern about large Marin Transit buses that had few riders aboard and the perception of the large amount of funding allocated to Marin Transit. He suggested using more smaller buses given the geographical terrain in the county. He suggested that the measure be reviewed in no more than 7 years. He also noted that some of the crossing guards on the list are used in the area of private schools and believed that public schools should be funded first.

Bjorn Gripenburg of the Marin County Bicycle Coalition (MCBC), emphasized the importance of continued support for SR2S. He stated the program provides infrastructure, education, safety, and encouragement. MCBC advocates for a network of greenways that are safe, flat, direct, and accessible to all. He stated that until the network is finished, MCBC would continue to push for increased urgency in funding the final gaps. He noted that TAM, the county, and cities have done a great job delivering big projects, but the work needs more coordination. He

expressed support for maintaining flexibility in local funding to leverage outside opportunities and accelerate delivery. He encouraged the incorporation of bike lanes in major road projects and maximum funding for local streets and SR2S and stated everyone should have the option to travel car-free.

David Schonbrunn, TRANSDEF, stated that traffic has worsened to the point where he could not support the renewal of the tax. He stated the tools that previously seemed reasonable are not good enough today and do not make enough of a difference. He stated that TRANSDEF would likely oppose the measure and urged TAM to reconsider the plan. He stated TAM needs to produce an overall strategy first before attempting to develop a new expenditure plan, and that currently TAM is failing at meeting community expectations and congestion management. He commented on organizational dysfunction in Caltrans leading to delays in the Richmond Bridge project. He suggested TAM needs to expand its mission. He also predicted that Marin would have the highest per capita Vehicle Miles Traveled (VMT) increase of all the Bay Area counties and that the sales tax renewal would do nothing to change that trend. He predicted the plan would lead to increased congestion and stated the only part of the plan with the potential to reduce congestion is the commute alternatives category, which was reduced.

Sean Condry, San Anselmo Public Works and Building Director, commented on San Anselmo's recent improvements in EV infrastructure and green building codes. He stated the sales tax has made a big difference for local street maintenance and the SR2S program. He stated local road maintenance is critical and the funding level should be maintained and possibly increased.

Andrew Poster, Mill Valley Public Works Director, thanked the board and staff for their efforts and time and requested more money for local roads improvements. He stated the current funding is not enough; S.B.1 funding is endangered, and the county has a \$20 million backlog of needed road improvements. He requested TAM's help in getting those projects funded.

Scott Schneider, San Anselmo Assistant Public Works Director, thanked TAM for a recent grant to upgrade parking lot charging stations through Measure B. He also expressed support for funding more local road improvements and stated road condition is the most common complaint he gets from drivers, pedestrians, and cyclists.

Cindy Winter commented on the benefits of autonomous electric vehicles that will not have to be charged, maintained, or insured. She stated new concepts are needed for the planning of transit, roadways, and cities. She also supported funding for road surface improvements for both drivers and cyclists.

Doug Wilson, Marin Conservation League Director, supported efforts to be more flexible in funding different improvements. He encouraged TAM to work together with Draw Down Marin and MCE to develop a vision to deal with the changes and challenges ahead.

Bill Carney, Sustainable San Rafael Chair and EPAC member, stated TAM is among the leading agencies addressing climate change in Marin. He stated the impact of sea level rise will require increased funding and attention and supported the inclusion of EV improvement options and other innovations, as well as improvements to school transportation. He stated EVs are essential to meet climate change action plan goals of the local cities. He added that the outpouring of public support for EVs is the kind of public involvement that is needed to refine and improve the transportation in Marin. He urged the adoption of the plan.

V-Anne Chernock, Chair of the COC and EPAC, commended the board for listening to its constituents and refining the plan in response to public opinions. She acknowledged that no priority could be fully funded and a sales tax extension would never secure unanimous approval. She stated the EPAC and the COC support the plan and will support TAM in advancing it to a ballot measure. She urged the board to move forward, tonight, with the staff recommendation.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item.

Commissioner Reed commented on the rapid pace of change currently. He stated he supported the extension and the adjustments to the expenditure plan but thought the planning horizon should be lowered. He supported a review and renewal interval of 5 years.

Chair Moulton-Peters asked if there were any further adjustments to the plan in addition to the errata given by staff.

Commissioner Sears commented on different ways to accommodate EV infrastructure in disadvantaged communities. She stated as a proponent of Draw Down Marin, she supported adding language to the plan's goal about greenhouse gas reduction. She felt that the goal was implicit but supported making it explicit: "reduce congestion, maintain and improve local transportation infrastructure, reduce greenhouse gas emissions, and provide high quality transportation options for people of all ages." She also supported the 5-year review interval.

Commissioner Furst expressed appreciation, again, for the flexibility built into the plan and stated it would enable TAM to meet changing demands. She stated if demand for EVs increases dramatically, the other spending areas should have enough flexibility to meet it. She agreed with the 5-year review interval. She suggested that the Greenbrae interchange be included in Strategy 1.

Commissioner Lucan suggested a review at years 5, 12, and 19.

Commissioner Reed said he would support a review in 5-year cycles.

Commissioner Rice agreed 7 years was too long but questioned how involved the review would be. ED Steinhauser noted that many contracts with which TAM was involved had a term of five years or longer in order to be more cost-effective. She felt a 5-year review would be fine but requested language be included to respect longer term contracts as well as future borrowing/bonding agreements.

Commissioner Reed suggested the review could be limited to fine tuning.

Commissioner Colbert felt 7 years would be acceptable in order to leverage funding over a longer period of time. He felt the annual strategic review and continued public outreach would assure flexibility and public involvement and determining changing needs over 7 years.

Commissioner Hillmer expressed support for including the Greenbrae interchange, especially considering issues that might result from the opening of the third lane on the Richmond San Rafael Bridge.

Commissioner Withy thanked ED Steinhauser for her efforts to explain the expenditure plan and its place in the broader context and engage them in the planning process. He agreed the most important feature of the plan is its flexibility. He did not feel there was a significant difference between a 5- or 7-year review interval and thought it was important to take into account the resources needed for an extensive review. He also emphasized the need to evaluate the performance and efficacy of the different strategies to ensure TAM is funding effective programs and not just ones with popular support. He noted accurate performance measures would assist TAM in communicating successes and progress to the community. He expressed support of the adjustments that had been mentioned and believed the plan was well-balanced.

Commissioner Phillips applauded the members of the community for their input, particularly the chambers of commerce and public works directors, and thanked staff for efforts to involve everyone. He stated it is remarkable to have so much support for the plan. He also believed that TAM has done well at meeting community expectations within existing limitations. He did not have a strong feeling about the review interval but felt 7 years was too long given the rapid changes in transportation technology, particularly EV. He thanked everyone in the community who contributed to the expenditure plan.

Commissioner Rodoni suggested that the review occur by the end of the seventh year which means the review process would need to begin up to a year previous.

Commissioner Rice asked what would be involved in the annual strategic review and if new innovations could be addressed. Ms. Nelson stated the performance and accomplishments of each program would be reviewed. At the longer interval review, both the current programs' efficacy as well as new needs and opportunities for new funding categories would be examined. In both cases, amendments would require a majority vote of the board and approval by a majority of the city and town councils, but not a public vote.

Chair Moulton-Peters summarized the board's discussion which included consensus about the language and percentage changes offered by staff: a review of the plan occurring between 5-7 years, and the support for greenhouse gas reduction goal.

ED Steinhauser noted that the strategic review was listed in the proposal as biennial so she wanted to make sure it was on the record that it would be changed to annual. She also mentioned the Sir Francis Drake interchange will be included in Category 1, as part of Interchange Improvements.

Commissioner Lucan moved to approve the changes to the Plan with the inclusion of the Greenbrae interchange in Category 1, a mention greenhouse gas reduction in the expenditure plan's goal and conduct a review at an interval of every 6 years or in years 6, 12, and 24, and Commissioner Hillmer seconded the motion. The motion passed unanimously.

Commissioner Fredericks moved to approve the draft final transportation sales tax renewal expenditure plan with the stated errata and amendments; authorize staff to seek approval from all 12 local jurisdictions on the final sales tax renewal expenditure plan; authorize the TAM executive director to make minor changes to the document for readability, history, or context prior to seeking approval from cities, towns, and the county; and approve a budget increase of \$35,000 for additional outreach and education, and Commissioner Hillmer seconded the motion. The motion passed unanimously.

The meeting was adjourned at 10:01 pm.