



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
June 13, 2021
2:00 p.m.

Virtual Meeting

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council, Committee Chair
Katie Rice, County of Marin Board of Supervisors
Judy Arnold, County of Marin Board of Supervisors
Susan Cleveland-Knowles, Sausalito City Council

Members Absent: None

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

Chair Lucan called the meeting to order at 2:06 p.m.

1. Chair's Report (Discussion)

Chair Eric Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

Chair Lucan noted that the meeting was taking place virtually, as allowed by Governor Newsom's Executive Order N-29-20, and that the September 2021 Board of Commissioners meeting will also be conducted virtually.

2. Commissioner Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the Marin Commutes Fall Campaign; the All Aboard Bay Area Transit campaign; the status of the Harbor Bridge Construction in San Rafael; and the Plan Bay Area 2050 webinar hosted by the Metropolitan Transportation Commission (MTC).

ED Richman also reported on the Infrastructure for Rebuilding America (INFRA) grant application debriefing provided by the United States Department of Transportation (USDOT) to TAM and MTC staff in late August. Staff was able to confirm that the Marin Sonoma Narrows (MSN) B7 application was very competitive and was one of 26 large-project applications that were short-listed out of 157 total applications.

ED Richman further reported on upcoming grant opportunities, including the Clean California Local Grant Program, the Caltrans Planning Grants, and the Federal Emergency Management Agency (FEMA) Fiscal Year 2021 Building Resilient Infrastructure and Communities Grants (BRIC).

In response to Commissioner Arnold, ED Richman explained that the INFRA grant recipients were located across the United States, including one near Sacramento and one in Los Angeles. ED Richman also explained that due to the flexibility of the eligibility requirements, this program is extremely competitive.

4. Open Time for Public Expression

Chair Lucan asked if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

5. Approval of Meeting Minutes from May 10, 2021 (Action)

Commissioner Cleveland-Knowles moved to approve the Minutes of May 10, 2021, which was seconded by Commissioner Arnold. A roll call vote was conducted, and the motion was approved unanimously.

6. Alternative Fuels Program Update & Outreach Activities (Action)

Director of Planning Derek McGill presented this item which requested that the Committee review and recommend to the TAM Board the authorization of the ED to enter into one-time agreements with the 12 Marin jurisdictions to conduct outreach activities related to the promotion of Alternative Fuel and Electric Vehicles (AFEV), not to exceed \$4,500 per jurisdiction; and provide a \$4,500 sponsorship to Cool the Earth to conduct a National Drive Electric Week Promotional Event in Marin County.

Mr. McGill provided an update on the Alternative Fuels Program, including the electric vehicle (EV) charger and EV fleet rebate programs; TAM technical assistance/outreach; outreach response to COVID-19; the Request for Proposal (RFP) for outreach services; local jurisdiction funding agreements; upcoming program activities; and program budget, including a recommendation to enter into a 3-year contract for program outreach efforts (with two optional one-year contract extensions) not to exceed an average of \$100k per year.

In response to Commissioner Rice, Mr. McGill explained that funding for the county-wide EV readiness plan was approved by the TAM Board in 2020 and that the intent of the study is to highlight all of the requirements necessary for both public and private entities, and the general public to support EV activities, and be a comprehensive resource for local jurisdictions to advance their climate action goals.

In response to Commissioner Rice's request for clarification between the EV Readiness Plan and the EV Toolkit, Mr. McGill explained that the EV Readiness Plan is a broader level of policies and decisions that need to be in place to support electrification, while the TAM EV Toolkit provides the details to move a project forward in the project development process.

Commissioner Rice asked if the EV Readiness Plan would help local and countywide jurisdictions prioritize and identify charging infrastructure, to which Mr. McGill responded that the intent of the EV Readiness Plan is to provide that guidance.

Commissioner Rice also inquired about usage data collection and online location finders for the EV chargers installed to date.

Mr. McGill explained that the usage data collected by Main Clean Energy (MCE) is not shared with TAM; and that although many local jurisdictions list EV charges on publicly accessible applications and tracking sites, it is not currently a requirement of the rebate program.

Commissioner Rice commented that the operators of TAM-funded public accessible EV chargers should be required to list locations of those EV chargers on an online tracking site; and that data usage collection is necessary to analyze the effectiveness of different levels of charging.

Commissioner Cleveland-Knowles expressed her support of Commissioner Rice's comments and agreed that there should be a threshold requirement for public accessibility location finders. Commissioner Cleveland-Knowles also shared that the City of Sausalito's Sustainability Commission would have benefited from having more data or a list of factors/FAQs to determine the highest and best used locations for the City's EV charging stations.

Mr. McGill explained that TAM conducted an initial EV siting plan in 2011, with an update in 2018, to support electrical vehicle charging site determination. Mr. McGill further explained that some rural areas do not have the internet infrastructure to support charger location tracking.

In response to Commissioner Cleveland-Knowles' inquiry about National Drive Electric Week, Mr. McGill noted that National Drive Electric Week is scheduled to begin on Saturday, September 25th.

Commissioner Lucan asked what metrics are used to measure the success of an outreach services provider.

Mr. McGill explained that TAM staff is considering new metrics moving forward and that they will be incorporated into the outreach plan. Mr. McGill also commented that the current outreach program meets the plan goals.

In response to Commissioner Lucan's inquiry about outreach to students, Mr. McGill noted that there is an opportunity to reach students, especially with regard to charger installations within school districts; and that in the past, TAM has partnered with the Marin School of Environmental Leadership (MSEL) to develop strategies to engage future generations.

Chair Lucan opened the item to public comment.

Warren Wells, Marin County Bicycle Coalition (MCBC), asked if rebates for e-bikes are smaller than rebates for EVs; if TAM will be matching funds from the statewide Clean Vehicle Rebate Project (CVRP) program; and if there will be outreach specifically for e-bikes. Mr. Wells commented that cargo e-bikes can haul materials over short distances with a greater efficiency over electric cars, and that the same amount of material to produce one electric truck battery can produce one hundred e-bike batteries.

Mr. McGill explained that TAM provides rebates of up to one thousand dollars for e-bikes or any off-road zero-emission vehicle, and to date, TAM has funded approximately ten e-bikes. Mr. McGill also noted that TAM does not match the CVRP rebate but will look for opportunities to jointly promote both the TAM and CVRP rebate programs; and lastly, Mr. McGill confirmed that the outreach program will include e-bikes.

ED Richman noted that only public agencies are eligible to participate in TAM's EV and e-bike rebate program.

Chair Lucan added that some rebate programs for private consumers are administered through Clean Power agencies.

Commissioner Cleveland-Knowles thanked TAM for making a local jurisdiction grant available.

Commissioner Cleveland-Knowles made a motion to support the staff recommendation to authorize the ED to enter into one-time agreements with the 12 Marin jurisdictions not to exceed \$4,500 per jurisdiction, provide a \$4,500 sponsorship to Cool the Earth for National Drive Electric Week, and refer it to the full Board for approval, which was seconded by Commissioner Arnold. A roll call was conducted, and the motion passed unanimously.

7. Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action)

Senior Transportation Planner Scott McDonald provided an overview of the Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) funding programs; project applications; funding eligibility; and staff funding recommendations.

Chair Lucan opened the item to public comment.

Warren Wells, MCBC, thanked TAM staff and expressed support for the projects selected for funding.

Commissioner Rice made a motion to support the staff recommendation and refer it to the full Board for approval which was seconded by Commissioner Kuhl. A roll call vote was conducted, and the motion was approved unanimously.

8. One Bay Area Grant Program (OBAG) Cycle 3 (Discussion)

Director of Programming and Legislation David Chan presented an overview of the One Bay Area Grant Program (OBAG) Cycle 3, including program background; fund distribution; local policy conditioning; historical OBAG 1 and OBAG 2 funding; and informed the Committee that staff is seeking feedback from the Commissioners on policy approaches, overall programs, and any other additions.

Mr. Chan also provided information on the OBAG Cycle 3 schedule; key considerations; and funding programs under consideration, including planning and programming implementation; growth framework; climate initiatives; community-based transportation programs; healthy, safe and sustainable streets programs; conservation, open space and resilience programs; regional transit initiatives; system operations and performance; and other general considerations.

Commissioner Rice expressed support of TAM's effort to provide context for the OBAG program and collaborate with other County Transportation Agencies (CTA) to provide an understanding of the various funding streams. Commissioner Rice also commented that although Marin County has limitations on its transportation infrastructure due to its topography, an opportunity to reduce vehicle miles travelled (VMT) may be achieved by maximizing alternative modes of travel.

Commissioner Cleveland-Knowles commented that due to the breadth of the programming list, it may be advantageous for TAM staff to narrow the field of projects in order to focus the funding and increase achievement goals.

Mr. Chan noted that there is an increased number of programs included in the OBAG Cycle 3 and that TAM staff will recommend funding for programs strategically.

Chair Lucan commented that the OBAG program is federally funded and that in the past, small local jurisdictions faced challenges in identifying projects that were eligible for OBAG funding. Chair Lucan asked if similar conditions are anticipated with OBAG 3.

Mr. Chan explained that in some past cases, federal funding was provided to larger agencies that then in exchange provide non-federal funds to smaller jurisdictions, however, that was not the case with OBAG 2.

Chair Lucan opened the item to public comment.

Warren Wells, MCBC, asked for an example of allowing flexibility to shift funds between Local Streets and Roads (LSR) and bike/pedestrian categories to address county needs. Mr. Warren expressed concern that this consideration could lead to a loss of funds for bicycle and pedestrian projects, which are already limited and very competitive.

Mr. Chan explained that each county has specific needs, and that TAM staff will advocate flexibility with MTC in order to efficiently direct funds.

Chair Lucan asked if this item was scheduled to be brought to the full TAM Board of Commissioners.

ED Richman explained that this item will be brought to the Board after TAM staff receives more detailed information from MTC.

Chair Lucan asked if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

The meeting was adjourned at 3:35 p.m.