



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
EXECUTIVE COMMITTEE  
Funding, Programs & Legislation  
October 12, 2020  
2:00 p.m.

Virtual Meeting

**MEETING MINUTES**

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

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Dan Cherrier, Principal Project Delivery Manager  
David Chan, Manager of Programming & Legislation  
Denise Merleno, Executive Assistant/Clerk of the Board  
Derek McGill, Planning Manager  
Helga Cotter, Senior Accountant  
Li Zhang, Deputy Executive Director/Chief Financial Officer

*Chair Arnold called the meeting to order at 2:00 p.m.*

**1. Chair's Report (Discussion)**

Chair Arnold welcomed everyone to the virtual meeting as allowed by Governor Newsom's Executive Order N-29-20, asked Denise Merleno, Executive Assistant/Clerk to the Board to conduct a roll call, and Ms. Merleno did so and reported that there was a quorum of the Committee.

**2. Commissioner Comments (Discussion)**

None.

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

Executive Director (ED) Anne Richman highlighted items in her report including: traffic monitoring work that will occur in the County through October as part of an update for TAM's Congestion Management Program (CMP), the anticipated review and acceptance of the draft FY2019-20 Comprehensive Annual Financial Report (CAFR) by the TAM Board later this month, the Sonoma Marin Area Rail Transit (SMART) Listening Forums to be held in Novato and Larkspur this month, and the extension of the federal transportation authorization - Fixing America's Surface Transportation (FAST) Act until October 1, 2021.

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

**4. Open Time for Public Expression**

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

**5. Approval of Meeting Minutes from September 14, 2020 (Action)**

Commissioner Kuhl moved to approve the Minutes of September 14, 2020, which was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion was unanimously approved.

**6. State Legislative Update (Discussion)**

ED Richman introduced Gus Khouri, TAM's Legislative Consultant, who presented this discussion item.

Mr. Khouri provided an update noting that the State Legislature adjourned from its regular session on August 31 and the Governor signed the three Senate Bills (SBs) that TAM supported: SB 288 (Wiener), SB 895 (Archuleta), and SB1291 (Committee on Transportation). He spoke briefly about the \$54 billion budget deficit and that the Governor may call a special session after the November election or in January 2021. He spoke about a number of executive orders related to climate change that could affect funding allocations and raise equity issues among the smaller counties.

Commissioner Rice asked how TAM could align itself with the goals in the executive orders to reduce greenhouse gas (GHG) emissions, in a positive way, without signaling the desire of having TAM's Measure AA Expenditure Plan micromanaged.

Mr. Khouri stated that TAM may consider some of the many different strategies that the Governor's Administration is exploring including continued telecommuting, moving freight by rail rather than truck, moving businesses to population centers, and more financial incentives for electric vehicle (EV) purchases, rather than simply reducing vehicle miles traveled.

Commissioner Rice noted that the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan calls for a review every six years to consider amendments to how revenues are allocated.

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

**7. Update on COVID-19 Impacts on the Marin Safe Routes to Schools (SR2S) Program (Discussion)**

ED Richman introduced this discussion item and reported that the program has been deeply affected by the COVID-19 health crisis. TAM Project Delivery Manager Dan Cherrier provided an update on this popular program and stated that, aside from Measure A/AA, funding had been augmented, in the past, by many one-time funding sources. This has resulted in a \$1.4 million fund balance, currently, which will help the program weather the current recession. He reviewed the program's projected \$800,000 reduction in cash flow for the current and next four years,

noting that the fund balance can cover that reduction but also the one-time funding sources that helped to build the fund balance are no longer available to replenish it. The primary cost savings in the program for this year include delaying the Street Smarts Program and cutting back on the production of route maps. Other cutbacks include a reduction in hours for some staff as well as temporary layoffs.

Looking at the funding picture in future years, Mr. Cherrier reviewed the plan to reduce expenditures in light of the increased costs and the lack of additional future funding aside from Measure AA. This translates, he said, to about a twenty-five percent reduction in the overall program cost until FY 2027/28 when funding will increase due to projected revenue growth and the expiration of off-the-top funding the Major Roads Reserve category.

Commissioner Cleveland-Knowles asked if it is common to have a large reserve, as noted, for this type of program and if a policy was enacted that would need to change once the reserve is drawn down.

Mr. Cherrier noted that the Expenditure Plan calls for a specific percentage of Measure AA revenues to be used for this program and stated that the other one-time fund sources that TAM had received over year helped to build up the fund balance.

ED Richman added that it is not uncommon for these programs to have unexpended funds at the end of the year which become a carryover that staff informally label as “reserve” funds for the program.

Commissioner Rice asked about the degree of latitude that exists to make changes to the various elements of the program.

Mr. Cherrier stated that the Measure A/AA Expenditure Plans include education and encouragement components of the program with the goal to reduce car trips to and from schools. He stated that the Street Smarts Program, which was added in 2009, is an example of changing the program while remaining within the goals as prescribed by the Expenditure Plans.

Commissioner Rice suggested that the SR2S Task Forces might be the best resource to suggest any possible program revisions.

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

## **8. Alternative Fuels Program Update (Action)**

ED Richman introduced this item noting that staff had received public comment via e-mail and forwarded it to the full Board for review. She then introduced Derek McGill, TAM’s Planning Manager, who presented this item which asked the Committee to recommend to the full Board the following actions:

- a) Approve a rebate of \$69,922 to the College of Marin for completion of 32 Electrical Vehicle (EV) connectors at the Kentfield and Indian Valley Campuses.
- b) Approve a rebate of \$175,000 to San Rafael City Schools for completion of 117 EV Connectors at various school locations in San Rafael.
- c) Authorize the executive director to enter into agreements with Marin General Services Authority (MGSA) and MCE (Marin Clean Energy) to conduct work program elements as outlined in the staff report.
- d) Approve the proposed increase to the EV Connector rebate level (\$3,000 per connector at up to 100% of the project net costs, after all other rebates accounted for).
- e) Authorize an increase in the Measure B Element 3.3 FY20-21 Budget from \$345,000 to \$488,922.

Mr. McGill provided an overview of the Alternative Fuels Program, TAM's FY 2020/21 EV Charger Rebate Program and EV Fleet Rebate Program. He noted the discussion held at the February 2020 TAM Board meeting, staff's response to the comments voiced during that meeting and that elements from those comments have been incorporated into this year's program. He reviewed activities undertaken by staff relative to outreach, installation of chargers in Marin, submission of an application to the California Electric Vehicle Infrastructure Project (CALeVIP) for state funding, and seed planning to develop a pipeline of projects. He concluded his report by providing an update on the budget and revenues projected for the coming year.

Commissioner Rice asked Mr. McGill to clarify a bullet point in his presentation, "Home/Workplace serves 80% of charging needs." Mr. McGill noted that the statistic was taken from a UC Davis report which forecasted that homes and workplace will be the most utilized places for EV charging.

Commissioner Rice asked about placing chargers in multi-family housing units. Mr. McGill noted that there is a specialized focus on charging at multi-unit dwellings and that MCE has a program which TAM hopes to align itself with to allow consideration in this area in the future.

Commissioner Lucan asked why more public agencies don't have EV fleets and wondered if TAM could have a role in increasing that number. Mr. McGill noted that this has been a long-standing challenge since many of the vehicles at public agencies are police vehicles, medium/heavy construction equipment, or vehicles that need to be able to access rugged portions of the county. He stated that TAM along with the Bay Area Air Quality Management District (BAAQMD) will be hosting a medium/heavy duty vehicle workshop in the coming year to explore what may become available in the market.

Commissioner Lucan then asked what TAM's role might be to advocate, at the State level, for better charging rates for public agencies. Mr. McGill stated that the agency has a limited role and he cited TAM's promotion of PG&E's Fleet program which installs fast chargers and then guarantees a rate for electricity for those agencies committed to converting their medium/heavy vehicles.

ED Richman added that this is a valid element for TAM consider for its advocacy platform since the Governor's order to convert to EVs has raised questions about grid capacity in the future as well as charging rates.

Commissioner Cleveland-Knowles stated that the scope and budget for TAM's program is relatively small given the goals laid out at both the local and state level, and she suggested that TAM, at some level, should consider the magnitude of work that will need to be addressed to advance the grid and infrastructure within Marin County. She asked staff to address these issues in the agency's long-term plan.

Mr. McGill replied that TAM has a limited budget for these activities and noting it could cover the cost of two DC fast chargers or one-quarter of an EV bus. He commented that what TAM could do is to align the planning and technical efforts within Marin's jurisdictions with a county-wide EV readiness plan to address planning needs that could attract outside funding as it becomes available.

Chair Arnold opened this item to public comment.

Mr. Merleno stated that staff received three comments in writing from Lawrie Mott, Sanna Thomas, and David Moller which were forwarded to the Committee members earlier in the day.

Carleen Cullen of Cool the Earth and Drive Clean Bay Area said that converting gas-powered cars to EVs is the only thing that will move the needle on reducing GHG emissions. She commented that it is difficult to plan for the change from gas to EV vehicles because the movement is changing so rapidly. Regarding charging station in multi-unit structures, she envisions that it will be similar to the gas station model whereby both residents and the public

will be able to fast charge. She cited equity issues surrounding this model noting that the users will pay a higher cost than they would if they were charging at home. She commented, as well, on battery degradation issues that could arise for those using only fast chargers and that this matter needs to be addressed on an industry-wide basis. She asked that TAM revisit funding the installation of charging stations on private property such as public housing. Regarding the public power shutdowns that have been occurring in the Bay Area, she suggested a micro-grid with storage for EV charging and Nixle alerts to remind customers to charge their cars before power is turned off. She said the primary issue to consider when implementing any action is pollution reduction and urged TAM to keep that in the forefront when considering options.

Lawrie Mott of Cool the Earth commended TAM on the update provided today as being strong and transparent. She said she hoped that the timing of these updates to the Board will return to the usual February timeslot in order to plan more effectively for the upcoming budget cycle. She urged the EV Ad-hoc Committee to receive quarterly updates from staff on the program's progress and expenditures and that the public receive a quarterly report as well. She stated that she supports using the unexpended funds from previous years to install chargers at College of Marin and San Rafael City Schools. She finalized her comments by supporting separating funds used between technical assistance and outreach.

David Moller from the Marin-Sonoma EV Squad, a citizen group focused on electrification, thanked TAM for preparing a forward-looking program for the upcoming year and the transparency of the report. He noted that his group supports staff's recommendation and suggested additional ones including requiring Board approval for projects larger than 20 connectors, streamlining the project application process, providing robust technical assistance and outreach program to develop a project pipeline to accelerate EV connections and EV fleet investments, and improving consumer awareness of the benefits of EVs while supporting equitable access to EVs and infrastructure. He also recommended re-establishing the citizens' EV working group, establishing long-term goals for buildout of the infrastructure, and more frequent updates on the program.

Commissioner Rice moved to recommend that the TAM Board adopt staff's recommendations as well as support of the public's comments regarding programmatic changes including urging staff revisit convening a technical working group that involves the public twice a year which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion was unanimously approved.

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