



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

MONDAY, SEPTEMBER 13, 2021
2:00 PM

Zoom link:

<https://us02web.zoom.us/j/84928022287?pwd=d3VwM2R6d2Y5RCsrUU1mYTZQN2xWZz09>

Webinar ID: 849 2802 2287
Password: 638658

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Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

As allowed by Governor Newsom’s Executive Order N-29-20, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

How to watch the live meeting:

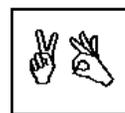
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Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 2:00 PM on the day of the meeting: +1 669 900 6833; Webinar ID: 849 2802 2287; Access Code: 638658

How to provide comment on agenda items:

- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, September 12, 2021 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.
- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov, early in the meeting.
- During the meeting (only): Ensure that you are in a quiet environment with no background noise. If participating by phone, raise your hand on Zoom by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.



Late agenda Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette at 415-226-0820 or email: jdoucette@tam.ca.gov, **no later than 5 days** before the meeting date.

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. Approval of Meeting Minutes from May 10, 2021 (Action) – **Attachment**
6. Alternative Fuels Program Update & Outreach Activities (Action) – **Attachment**
7. Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action) – **Attachment**
8. One Bay Area Grant Program (OBAG) Cycle 3 (Discussion) – **Attachment**

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
May 10, 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
David Chan, Manager of Programming and Legislation
Denise Merleno, Executive Assistant
Helga Cotter, Senior Accountant
Joanne O’Hehir, Administrative Assistant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager

Chair Lucan called the meeting to order at 2:05 p.m.

1. Chair’s Report (Discussion)

Chair Lucan welcomed everyone to the virtual meeting as allowed by Governor Newsom’s Executive Order N-29-20. Denise Merleno, TAM’s Executive Assistant, conducted a roll call, reported that there was a quorum of the Committee, and provided instructions on how members of the public may participate in the meeting.

Chair Lucan noted that May is Bike Month; that May 12, 2021 would be National Bike to School Day and May 21, 2021 would be Bike to Wherever Day.

2. Commissioner Comments (Discussion)

There were none.

3. Executive Director’s Report (Discussion)

Executive Director (ED) Anne Richman presented her report. ED Richman reported that TAM will be issuing a call for projects for approximately \$1.25 million in TFCA (Transportation Fund for Clean Air) and TDA (Transportation Development Act) Article 3 funds.

ED Richman confirmed that the Metropolitan Transportation Commission (MTC) approved \$75 million for the construction phase of the Marin Sonoma Narrows (MSN) B7 project at its Board Meeting on April 28, 2021. She reported that the California Transportation Commission (CTC) should approve \$3.5 million of Local Partnership Program (LPP) funding for the right-of-way phase of the MSN B7 project at its May 13, 2021 meeting.

Commissioner Arnold joined the meeting at 2:13 p.m.

ED Richman discussed funding applications for the San Rafael Canal Crossing, Corte Madera Central Gap Closure and Safe Routes to Schools projects, which were submitted by TAM for Congressionally Directed Spending Requests (previously known as Earmarks). She stated that the San Rafael Canal Crossing project and an application for State Route (SR) 37, which TAM supported, are moving forward to the next stage for funding consideration.

ED Richman reported on forthcoming meetings: the Golden Gate Bridge, Highway & Transportation District (GGBHTD) Board will consider a preferred alternative for the San Rafael Transit Center at its May 21, 2021 meeting; staff from MTC will present a status update on Plan Bay Area 2050 at the May 27, 2021 TAM Board Meeting; and project alternatives will be reviewed at a May 18, 2021 Marin 101-580 Stakeholder Working Group Meeting.

ED Richman concluded her report with the announcement that TAM would be participating in Bike to Wherever Day by providing giveaway bags to bike shops in Marin.

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 April 12, 2021 (Action)

Commissioner Arnold moved to approve the Minutes of April 12, 2021, which was seconded by Commissioner Rice with the following amendment:

Page 1, Item 2, Commissioner Comments:

“Commissioner Rice commented on her recent visit to Denver, Colorado and that part-time transit lanes are part of Denver’s freeway system along with toll roads and express lanes. She suggested that this might be a resource for TAM while it considers part-time transit lanes for Marin”, amended to read:

“Commissioner Rice commented on her recent visit to Denver, Colorado and that part-time transit lanes are part of Denver’s freeway system along with toll roads and express lanes. She suggested that this might be a resource for TAM while it considers part-time transit lanes for Marin *and noted that she was not expressing a personal opinion on toll roads and express lanes.*”

A roll call vote was conducted, and the motion was unanimously approved.

6. Allocate Transportation Sales Tax (Measure AA) Funds to Mill Valley for the East Blithedale Avenue Rehabilitation Project (Action)

Manager of Programming and Legislation David Chan presented this item which requested that the Committee review the request to allocate \$1,210,780 in Transportation Sales Tax (Measure AA) funds to Mill Valley to commence the construction phase for the East Blithedale Avenue Rehabilitation Project and refer it to the TAM Board for approval.

Mr. Chan discussed the funds, which he noted are set aside off the top of Measure AA to honor funding commitments to the Major Roads projects under the Measure A Expenditure Plan. Mr. Chan introduced Ahmed Aly, Project Manager from the City of Mill Valley, to provide a presentation on the project.

Mr. Aly presented an overview of the project, which included repaving the road from Sunnyside to US-101, and traffic signal upgrades. Mr. Aly noted that the City received a grant of approximately \$400,000 from TAM's Safe Pathways to School Program. He discussed the schedule for the three project phases, public outreach, construction for Phase 1, and funding. Mr. Aly discussed underfunding for Phases 2 and 3, which might require plan alterations to reduce construction costs, improvements to a multi-use trail, and a new Class IV bike lane.

In response to Commissioner Cleveland-Knowles, Mr. Aly stated that the Class IV bike lane would not be constructed along the entire length of the project in both directions because there is inadequate space. Andy Poster, City of Mill Valley Public Works Director, confirmed that the Ashford Road Class III bike lane connects to the multi-use path.

Chair Lucan opened the item to public comment.

Warren Wells, Marin County Bicycle Coalition (MCBC), thanked Mill Valley staff for considering MCBC's comments in the design process. Mr. Wells asked the City to install a solid barrier between the bike lane and road to provide more protection for bikers.

Donald Herzog provided an email comment in which he asked for the section between Camino Alto and Park Elementary School to be constructed with ADA accessibility and safe pathways on both sides of the road before funding Phase 2 of the project.

In response to Commissioner Rice, Mr. Aly stated that Phase 2 is still in the design stage; that the community will be involved in outreach discussions; and that sidewalk construction would need to be coordinated with projects relating to Marin Municipal Water District and the Sanitary District.

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

7. Allocate Transportation Sales Tax (Measure AA) Funds to San Rafael for the Third Street Rehabilitation Project (Action)

Mr. Chan presented this item which requested that the Committee review the request to allocate \$11,654,106 in Measure AA funds to San Rafael to commence the construction phase for the Third Street Rehabilitation Project and refer it to the TAM Board for approval.

Mr. Chan confirmed that funds are set aside off the top of Measure AA to honor the funding commitments to the Major Roads projects approved under Measure A and that TAM's funding commitment to this project will have been completed if the TAM Board allocates the funds. He discussed the proposed reimbursement schedule that will help TAM's cashflow.

Mr. Chan introduced Bill Guerin, Public Works Director of San Rafael, who introduced April Miller, Senior Engineer for the City of San Rafael. Ms. Miller provided a presentation on the project, including community outreach, project goals, traffic signal upgrades, road accessibility improvements, a new two-directional Class IV bike lane on Second Street and the addition of approximately 50 trees. She also discussed funding and construction, which is anticipated to begin in late summer or early fall.

Commissioner Rice and Ms. Miller discussed the two-directional bike lane. Ms. Miller confirmed that staff is still exploring options for a barrier and noted that a multi-use path would have required more space.

Chair Lucan opened the item to public comment.

Mr. Wells thanked Mr. Guerin and Ms. Miller for working with the bike community. He commended the City for considering a variety of bike and car separation facilities.

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

Chair Lucan and ED Richman discussed signage at the project site that will acknowledge funding from TAM and Measure AA.

8. Adopt Positions on 2021 State Legislative Bills (Action)

ED Richman introduced Gus Khouri with Khouri Consulting, to present this item, which asks the Committee to review a proposed letter to the California State Transportation Agency (CalSTA) Secretary David Kim and positions on eight new legislative bills, shown in Attachment A.

Mr. Khouri reported on the release of the revised FY2021-22 state budget, the approximately \$26 billion allotted to the state from the American Rescue Plan (ARP), the anticipation that there will not be a shortfall in funding for the State Transportation Improvement Program (STIP), and the Active Transportation Program (ATP). He also reported on the Climate Action Plan for Transportation Infrastructure (CAPTI), and TAM's draft letter to CalSTA.

ED Richman discussed the draft letter and the need for the agency to support the environmental elements of CAPTI while expressing the need for funding to deliver the Expenditure Plan and projects such as State Route (SR) 37.

Commissioner Arnold asked ED Richman to ensure the draft letter addresses the agency's concerns relating to major highway projects, such as SR 37.

In response to Commissioner Rice, ED Richman stated that staff would amend the draft letter to make the agency's main message more succinct; and she clarified TAM's partnership with state agencies and the need for their support. ED Richman stated that there is no consensus among Bay Area counties on CAPTI, but that Sonoma County Transportation Authority (SCTA) and TAM share similar reservations.

Mr. Khouri discussed the importance of CAPTI being sufficiently flexible to allow funding assistance for congestion and mobility projects.

Commissioner Cleveland-Knowles agreed with Commissioner Rice that the draft letter needs to clarify TAM's position, although she acknowledged the breadth of the issues encompassed by CAPTI. She discussed the need for the letter to accentuate TAM's commitment to transportation projects.

Chair Lucan and Mr. Khouri discussed capacity-increasing projects that allow more free-flowing traffic. Mr. Khouri stated that CAPTI encourages people to use modes of transportation other than single-occupancy vehicles to reduce their carbon footprint. ED Richman noted that TAM needs funding to continue making improvements where transit becomes a viable and effective alternative to single-occupancy vehicles.

Chair Lucan asked if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked Mr. Khouri to continue his presentation on the Bill Matrix.

Mr. Khouri stated that he recommends the commissioners take a position of "Support" on AB 14 and SB 4 that will provide funding to expand broadband; refrain from taking a position on AB 339, which will require translation services and in-person testimony while allowing virtual public meetings; take a position of "Support" on AB 745 that will provide vouchers for low-income drivers to purchase zero emission vehicles if their vehicles fail a smog check; continuing to take a position of "Oppose" on SB 771, which will exempt plug-in hybrid or zero-emission vehicles from the state Bradley-Burns tax, which is a main source of funding for transportation.

Commissioner Rice suggested taking a "Watch" position on AB 339 and Mr. Khouri explained how SB 4 could help the agency to meet its green-house gas (GHG) reduction goals by expanding broadband access to allow more people to work from home.

Commissioner Cleveland-Knowles and ED Richman discussed the state's reopening on June 15, 2021. ED Richman stated that the rules will need clarifying before decisions to reopen the TAM office and hold in-person public meetings are made.

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.

Chair Lucan and Commissioner Cleveland-Knowles stated that they supported changing AB 339 to a "Watch" position.

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

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

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DATE: September 13, 2021

TO: Transportation Authority of Marin
Funding, Programs and Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning

SUBJECT: Alternative Fuels Program Update & Outreach Activities (Action), Agenda Item No. 6

RECOMMENDATION

The Funding, Programs & Legislation (FPL) Executive Committee receives an update on the TAM Alternative Fuel Program and reviews and recommends to the TAM Board approval of the following items related to the outreach activities of the Alternative Fuel Program:

- a) Authorize the executive director 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, not to exceed \$4,500 per jurisdiction;
- b) Authorize the executive director to provide a \$4,500 sponsorship to Cool the Earth to conduct a National Drive Electric Week Promotional Event in Marin County.

BACKGROUND

With the passage of Measure B, the \$10 Vehicle Registration Fee (VRF) in 2010, TAM developed an Alternative Fuel Program as designated in Element 3, Reduce Congestion and Pollution, of the VRF Expenditure Plan. The Alternative Fuel Program provides funding for three main areas:

- Public Property Electric Vehicle (EV) Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

In October 2020, building on the successful implementation of previous years' programs and a February 2020 TAM Board discussion, the TAM Board approved an Alternative Fuel Program directing staff to:

- Increase the TAM match for the EV charger program from 88.25% to 100% of the total cost up to \$3,000 per charger head (calculated after all other rebates are provided).
- Develop a streamlined application process for EV charging stations partnering with MCE.
- Complete Technical assistance efforts including the development of an EV toolkit for public agencies, an e-bike study, and a review of public parking lots for potential EV charging stations.
- Enter into a funding agreement with Marin Climate & Energy Partnership (MCEP) to develop a countywide EV Readiness Plan.
- Conduct a Request for Proposals (RFP) for a multi-year outreach program.
- Develop an equity-based outreach program.
- Conduct an EV Fleet workshop.
- Conduct a call for projects/letter of interest for Innovative EV Charging/EV fleets.

Many of these items have been completed or are in progress, and some are the subject of today's recommended actions. Additional information is below.

DISCUSSION/ANALYSIS

Since the Alternative Fuels Program was adopted by the TAM Board in October 2020, staff have continued to conduct Program activities.

Staff has made significant progress in advancing public agency EV charging installations in the County, with over 300 connectors installed. This FY marked the closing out of the installation of 117 connectors at San Rafael City Schools campuses and 32 connectors at College of Marin campuses. New rebate reservations have been secured for 52 additional connectors at 8 new locations. In addition, staff has also developed a streamlined application process as a piggyback to MCE applications, where MCE rebates are applicable. This streamlined application is currently in use.

EV fleet rebates have remained steady as the pace of fleet replacement in the County is relatively flat. TAM has received 5 rebate reservations for new vehicles from 3 agencies, on pace with previous years for this program element. Staff conducted a webinar with representatives from MCE, Bay Area Air Quality Management District (BAAQMD), and the state Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) to share information and seed the next wave of medium and heavy-duty fleet investments. Staff from 15 agencies attended the webinar. Staff anticipates releasing a letter of interest request for Marin Public Agencies in the coming weeks to solicit medium and heavy-duty fleet opportunities, innovative charging concepts, and other fleet vehicle opportunities such as e-bikes or mission critical fleet purchases.

In addition to these EV charging and fleet programs, staff is working with MCEP to develop a Countywide EV Readiness Plan. Work is currently underway on this plan and is expected to be finalized this fiscal year. The Countywide EV Readiness Plan will provide a framework of actions to support Climate Action Plan goals and accelerate the transition to lower emission vehicles. The plan is expected to be presented to various town committees and councils, and the TAM Board in 2022.

Finally, TAM has completed an E-bike study, public parking lot review, and an EV toolkit for local public agencies use. The EV toolkit is available in print and online format and contains resources to guide public agencies through the installation or procurement of vehicles.

Alternative Fuels Program Outreach Activities

On July 14th, TAM released an RFP to support outreach activities for the Alternative Fuels Program. The RFP requested qualified outreach firms to submit proposals that met TAM program goals identified in the October 2020 TAM Board update, including:

- Accelerate EV connector installations on public property in Marin County
- Accelerate EV fleet investments in public agency fleets
- Improve consumer awareness of the benefits of EVs while supporting equitable access to EVs and EV infrastructure

The scope of work in the RFP included developing an outreach plan, conducting outreach activities, updating marketing materials and developing an equity-based outreach program. TAM received 6 responses to the RFP from the following firms:

- We Us Them, Inc.
- Kearns & West and Cool the Earth
- Convey Inc.
- Drive Clean Bay Area (Co-leads: Acterra and Cool the Earth)
- Placeworks
- Reach Strategies

Staff has developed a selection panel with members from MTC, Contra Costa Transportation Authority (CCTA), Town of San Anselmo and TAM staff. The selection process is currently underway, and staff expect to present a recommendation to the Board for authorization to enter into contract. The contract value is expected to provide \$100,000 annually, with a not to exceed amount of \$300,000 for the initial three-year period.

In addition to the outreach efforts solicited through the formal RFP process, in late June and into July, staff received funding requests from multiple local jurisdictions to conduct public outreach efforts through a local non-profit, Cool the Earth. TAM staff recognizes that these local efforts can support local Climate Action Plan goals and TAM's Alternative Fuel Program. Working with MCEP, staff reviewed the requested funding proposals and identified specific activities that can support TAM's program. Staff then reached out to all local jurisdictions, and all 12 jurisdictions expressed interest in receiving \$4,500 each to conduct outreach in support of TAM Alternative Fuel Program goals.

These funds may be used to support national drive electric week events, or other alternative fuel program outreach needs, consistent with TAM's program and the Measure B funding policies. Staff recommends that the funds not to be made available for general consumer vehicle purchases, or to any specific vendor or contractor. Staff is also recommending that local agencies use these funds to leverage BAAQMD, MCE and other funds, and consider shared services or joint actions to maximize the value of these funds.

TAM has historically sponsored National Drive Electric Week Events in Marin County, beginning with Golden Gate Electric Vehicle Association and now with Cool the Earth. Last year, TAM sponsored on-line events due to pandemic restrictions, and staff is recommending sponsorship of \$4,500 for events this year.

FISCAL IMPACTS

Based on the revenue and expenditure information shown in **Attachment C**, revenues for this program have been assigned from Measure B Element 3.3 funding and are available to the program for use. The current budget of \$345,000 is anticipated to be sufficient to conduct the program this year.

NEXT STEPS

Staff expects to take to the Board a recommendation to authorize the Executive Director to enter into contract with a qualified outreach firm to conduct program outreach efforts for a three-year period with two optional one-year contract extensions, not to exceed an average of \$100k per year for the total contract period. Upon board approval, TAM will enter into contract and conduct program outreach activities.

Upon approval of the Board, TAM will also enter into funding agreements with local jurisdictions not to exceed \$4,500 each, providing funding for local outreach activities consistent with TAM's program. A sponsorship of \$4,500 will be provided to Cool the Earth for National Drive Electric Week.

Staff intend to return to the Board at a future meeting with the results of the Letter of Interest request from Public Agencies for Innovative EV Projects and Fleet Vehicles.

ATTACHMENTS

Attachment A: Program Revenues and Expenditures
Attachment B: Program Frequently Asked Questions
Attachment C: Staff Presentation

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Attachment A: TAM Alternative Fuels Program Budget Information*Three Year Alternative Fuel Program Revenues and Expenditures*

	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure B Element 3.3 Alt Fuels Budget	435,000	345,000	488,522*	345,000
Total Expenditures	222,196	210,627	317,361	TBD
Carryover for 3.3	212,804	134,373	27,639	
<i>Program Reserves</i>	<i>212,804</i>	<i>347,177</i>	<i>374,816</i>	<i>TBD</i>

*Initial budget of \$345,000 available for carryover.

FY 21/22 Alternative Fuel Program Budget Detail

EV Fleet Rebates	10,000
EVSE Rebates	138,000
EV Outreach Contract	100,000
Countywide EV Readiness Plan	43,000
Local Jurisdiction Funding Agreements	54,000
Program Total	345,000

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Attachment B: TAM Alternative Fuels Program Frequently Asked Questions (FAQ)**What Electric Vehicle (EV) rebates does TAM offer?**

TAM offers Marin County public agencies EV Connector and EV Fleet rebates.

Does TAM install EV connectors?

TAM works with public agency site hosts to build out the EV connector infrastructure in Marin County. Local jurisdictions or property owners such as special districts are responsible for project development and EV connector installations. TAM supports public agencies with technical assistance to identify potential locations, support site planning, rebate applications, and the whole suite of contracting and project development.

Does TAM provide Commercial or Retail EV Connectors?

TAM does not use local transportation funds on chargers at private commercial or retail properties. The EV charging market has expanded over the last few years, and significant private investment is occurring in this space in Marin County.

Does TAM provide Multi-Unit Family EV Connectors?

TAM does not use local transportation funds to provide rebates for privately-owned multi-unit family properties. Agencies like MCE and the Bay Area Air Quality Management District (BAAQMD), among others, may provide rebates for multi-unit properties, and can administer programs to existing customers.

Does TAM provide funding for EV Connectors at Community Centers?

Yes, TAM will provide funding for libraries, town halls, and other public agency properties in the County. Public agencies wanting to install EV connectors at these locations should contact TAM staff to apply for rebates.

Does TAM provide funding for Level 3 or DC Fast Chargers (DCFC)?

TAM's EV Connector Rebate program focuses on Level 2 charging. Level 3 or DCFC charger availability is growing widely due to an established private market. Additionally, Level 3 chargers are costly and would limit the capacity of TAM's program to deliver benefits to the community. Local public agencies that have plans for medium or heavy-duty fleet conversions are expected to need DCFC charging, and TAM will consider potential pilot programs for public agencies wanting to explore the next wave of technology.

Does TAM provide rebates for consumer EV purchases?

TAM currently provides funding for chargers within public properties in Marin County, including many areas accessible to the public. TAM also provides funding for public agencies to convert their fleet of vehicles. Consumers who wish to purchase an EV may be eligible to receive rebates and tax credits through other sources, and more information can be found here:

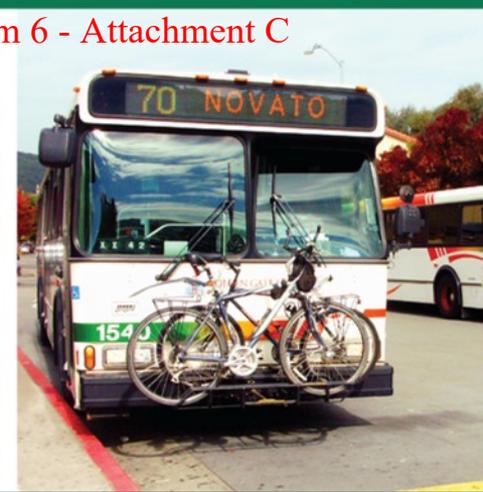
<https://evcharging.enelx.com/resources/federal-and-state-electric-vehicle-incentives>

How does TAM address equity in the Alt Fuels Program?

TAM conducts community-based transportation plans, a grassroots effort working with designated communities to identify and improve mobility options. This collaborative planning process involves residents and community-based organizations that serve them. TAM is currently retaining a contractor to establish an equity-based outreach program to support the Alt Fuels program.

What can TAM do to make the application easier for local jurisdictions?

TAM continually works to ensure our program is responsive to local agency needs while maintaining fiscally responsible requirements in using taxpayer funds. TAM's rebate applications are consistently cited by local agencies as one of the easiest rebates available. For public agencies utilizing MCE rebates, TAM and MCE have a single joint application for both agencies.



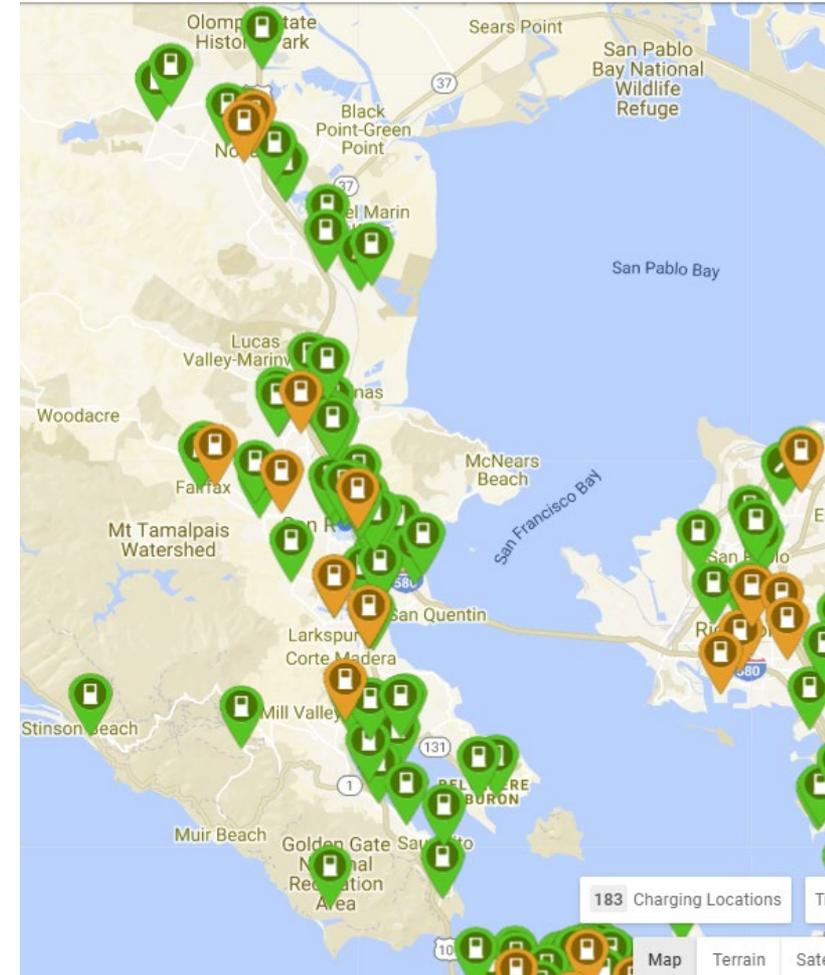
FY2021/22 Alternative Fuels Program & Outreach Activities

Funding, Programs and Legislation Executive Committee
September 13, 2021



Alternative Fuels Program Overview

- Measure B Element 3.3
- Program in place since 2011
- Works with Transit, Safe Routes, and Multimodal focus to reduce GHG emissions
- Major Updates to program in 2019, 2020
- Focuses on
 - Public Agency EV Charging Infrastructure
 - Public Agency Fleet Conversion
 - Outreach/Technical Assistance



TAM Public Agency EV Charger Rebate Program



- Public Agency
- High Grant Levels
- Priority is Level 2 Charger Installations
- *Program Details:*
 - 2-20 Heads
 - Up to \$3,000 Rebate/Head
- TAM & MCE combined = \$6,000/Connector
- Pilot Program Support

EV Charger Rebate Program Update

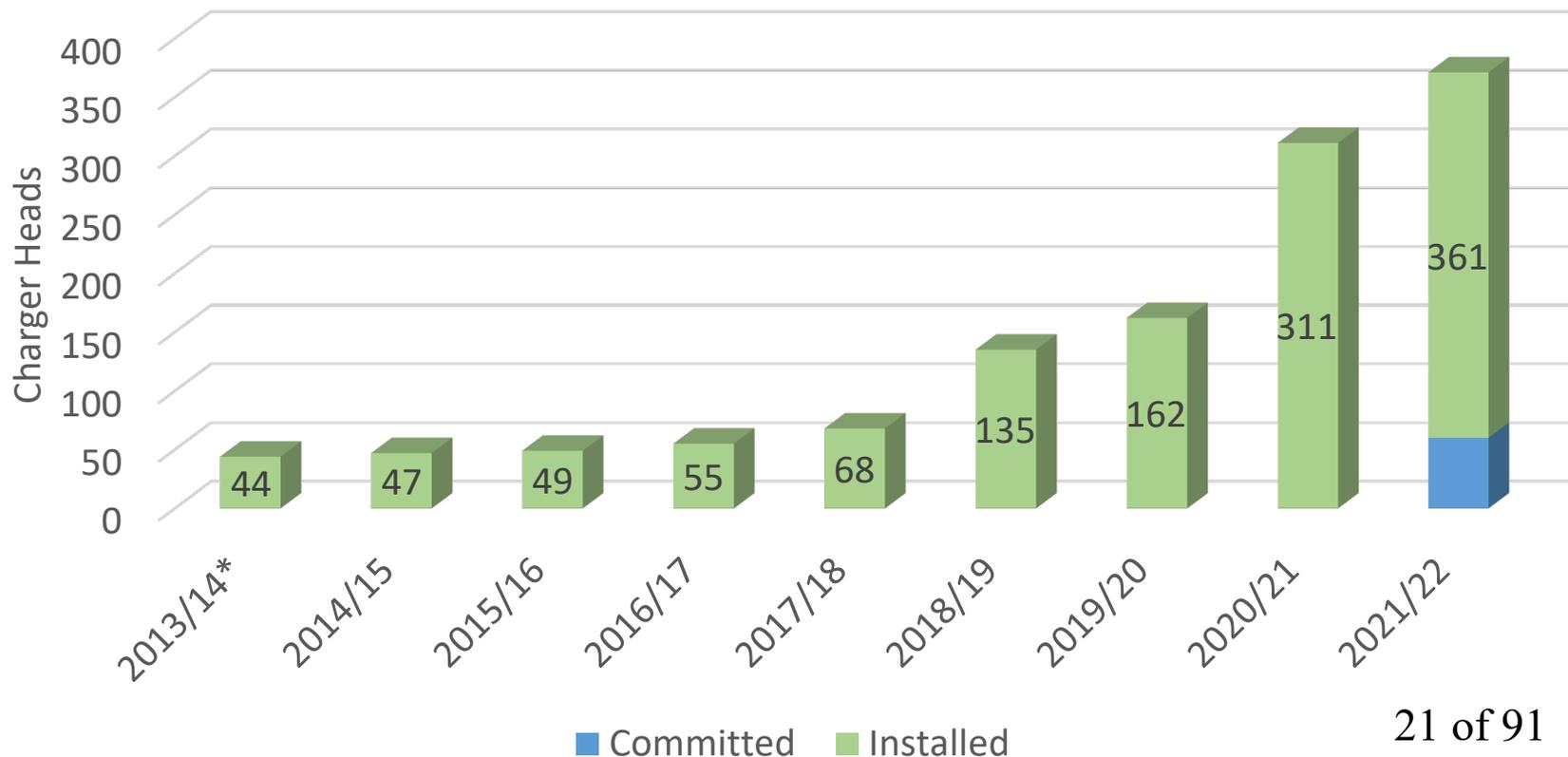
- Completed a streamlined application process for EV charging stations partnering with MCE
- New reservations underway:

Lead Agency	Location	Charger Ports Reserved
Marin County	GSA Building	13
Marin County	Point Reyes Station Playground	10
Fairfax	Parkade Parking Lot	1
Sausalito	Muni Lot 2	4
Ross	Post Office Parking Lot	4
Novato	Multiple Locations	14
Belvedere Tiburon Library Agency	Tiburon Library	4
Mill Valley	Community Center	2
	<i>Total</i>	52

EV Charger Rebate Program Update

- Over 300 charger ports now installed!

TAM EV Charger Cumulative Totals



TAM EV Fleet Rebate Program



- Public Agency Focus
- TAM provides up to \$5k/vehicle
- TAM matches CVRP Funding, up to \$10k/vehicle is available
- *Program Details:*
 - Include Vehicle Leasing
 - Include Used Vehicles
 - Include E-bikes and Other Zero Emission Vehicles
- Pilot Program Support

TAM EV Fleet Rebate Program Update

- Provided approximately 35 Vehicle Rebates to date
- TAM hosted EV Fleet Webinar
- Pace of rebate request remains steady

Lead Agency	Vehicle Type	Rebate Requested
Belvedere	BEV	1
Novato	BEV	3
Marin Transit	BEV (Passenger Vehicle)	1

TAM Technical Assistance/Outreach Update

EV toolkit, E-bike study,
Public Parking lot study

- Completed and In Use

Countywide EV
Readiness Plan

- Funding Agreement in Place and Work Underway
- Draft Scheduled for Spring 2022, Final in Summer 2022

Letter of interest for
Innovative EV
Charging/EV Fleets
procurement

- Upcoming Effort
- Target state and regional grants/rebates
- Seed Medium/Heavy duty/Mission Critical Fleets

Outreach Response to COVID-19

Covid-19 redefined approach to outreach

- Ride & drives mostly on pause
- May Madness reformatted

Shift to online/virtual engagement

- Continued Local NGO Support
- CTE Drive Clean Sponsorship

**Stay in Place.
Maintain Your Space.
Cover Your Face.**


 #StayHealthyMarin #KeepCommunity
Marinhhs.org/coronavirus

RFP for Outreach Services

- RFP to support TAM Program goals:
 - Accelerate EV connector installations on public property in Marin County
 - Accelerate EV fleet investments in public agency fleets
 - Improve consumer awareness of the benefits of EVs while supporting equitable access to EVs and EV infrastructure.
- Scope overview
 - Broad approach
 - Develop an outreach plan
 - Develop equity-based outreach program
 - Conduct outreach

RFP for Outreach Services

- Selection Panel Convened
 - TAM Staff, MTC, CCTA, Town of San Anselmo
- Proposals Received
 - We Us Them, Inc
 - Drive Clean Bay Area (Acterra/Cool the Earth)
 - Convey, Inc
 - Placeworks
 - Reach Strategies
 - Kearns & West and Cool The Earth
- Selection process underway
 - 3-year contract (with 2 one-year optional extensions) NTE average of \$100k annually.
 - Staff will bring recommendation to TAM Board

Local Jurisdictions Funding Agreements

- 7 unsolicited proposals received
 - Mix of direct funding request to TAM and through local jurisdictions
- Over \$100k in funding requested
- TAM reached out to MCEP and local jurisdictions
 - TAM support of Climate Action Plan goals
 - Consider equity
 - Leverage TAM funding
 - Promote shared services
 - Support a multi-modal focus
- Staff recommends providing/offering \$4,500 in outreach funds to each local jurisdiction (12) to support Alt Fuels Program goals, totaling \$54,000

Upcoming Program Activities

- Continue development of Countywide EV Readiness Plan
- Sponsorship for National Drive Electric Week
- Letter of Interest for Innovative Charging/EV Fleets
- Work with agencies on requested charger and fleet rebates
- Enter into Funding Agreements with local jurisdictions for outreach funds
- Complete selection process, and following Board approval, enter into contract with selected firm to refine outreach strategy and equity-based program

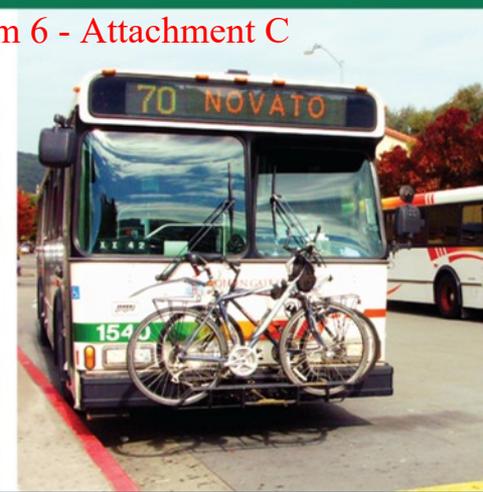
Program Budget

- Funds are available within existing budget
- Pace of rebate requests remains steady
- Letter of Interest process will identify additional needs
- Upcoming state and federal leveraging opportunities

	FY 18/19	FY 19/20	FY20/21	FY21/22
Measure B Element 3.3 Budget	435,000	345,000	488,522	345,000
Total Expenditures	222,196	210,627	317,361	TBD
Carryover for 3.3	212,804	134,373	27,639	
<i>Total Reserves</i>	<i>212,804</i>	<i>347,177</i>	<i>374,816</i>	TBD

Summary of Requested Actions

- Staff recommends approval & refer to the Board authorization for the Executive Director 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
- Staff expects to bring to the Board a recommendation to:
 - enter into 3-year contract for program outreach efforts (with two optional one-year contract extensions) not to exceed an average of \$100k per year.



Questions?

Derek McGill, TAM Director of Planning



DATE: September 13, 2021

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Scott McDonald, Senior Transportation Planner

SUBJECT: Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action), Agenda Item No. 7

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the programming priorities as recommended in Attachment C for the FY21/22 and FY22/23 Transportation for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 Funds.

BACKGROUND

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. BAAQMD has the discretion to review projects based on their ability to reduce emissions and must approve all projects submitted.

TAM receives relatively small amounts of funding from TFCA and TDA Article 3 annually and received comments from the TAM Bicycle and Pedestrian Committee (BPAC) and the Marin County Public Works Association (MPWA) in the past that it would be more effective to program the funds on a 2-year cycle. Staff took the suggestion and started the 2-year programming cycle of the two funding sources in 2019.

Staff issued a Multi-Fund Call for Projects on May 20, 2021, initially with \$728,254 in TFCA funds and \$545,000 in TDA Article 3 funds. Subsequently, TAM staff amended the funds available based on an updated July 2021 TDA Revenue Report from MTC – which increased the FY21/22 funds available to \$742,316. While the included amounts for FY21/22 are based on confirmed amounts available, the amounts included in the Call for Projects for FY22/23 are estimates based on historical trends, and allocations will be adjusted based on actual revenues. Any additional funding above and beyond the estimated FY22/23 amounts will be used to supplement funding for the highest ranked project shown in Attachment C; if for any reason revenues are reduced, the funding will be reduced from the lowest ranked project. In total, \$1,307,316 is included in the Call for Projects, based on the amounts in the following table:

	TFCA	TDA 3	FY Totals
FY21/22	\$393,254	\$349,062*	\$742,316
FY22/23	\$335,000**	\$230,000**	\$565,000
Fund Source Totals	\$728,254	\$579,062	\$1,307,316

*MTC Adjusted from \$314,803 to \$349,062 in July 2021

**Estimated amounts for FY22/23

DISCUSSION/ANALYSIS

By the application deadline of July 6, 2021, seven applications were received from seven sponsors, requesting a total of \$2.1 million, as shown below:

- Town of Corte Madera: Corte Madera Path/Echo Avenue Connector - \$175,000
- County of Marin: Lomita Drive Gap Closure Project - \$287,500 (only eligible for TDA 3)
- City of Larkspur: Doherty Drive Safe Pathways to Schools Phase II - \$500,000
- Marin County Parks: Mill Valley Sausalito Pathway Resurfacing Project - \$100,000 (only eligible for TDA 3)
- Town of Ross: Laurel Grove Safe Pathways Project Phase III - \$75,000 (only eligible for TDA 3)
- City of San Rafael: Grand Avenue Class IV Cycle Track - \$650,000
- TAM: North - South Greenway Gap Closure Project in Central Marin Northern Segment - \$315,000 (only eligible for TDA 3)

Project Evaluation

Each application was screened by TAM staff, and evaluated based on the following criteria:

- Regional Significance
- Readiness to Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity

For this cycle, TAM staff added a criterion to the application asking sponsors to identify how/whether their project supports equity. Other criteria remained largely the same as in previous cycles.

The evaluation panel recommended funding the top-ranking projects, while considering funding eligibility, and with the goal of funding projects that are shovel ready and can go to construction relatively soon. The recommendation of the panel is concurrent with the programming priorities as recommended in Attachment C of the item.

As noted in Attachment C, the North - South Greenway Project was ranked highest for its major regional significance, gap closure, other major funding commitments, and the need to close the funding gap caused due to unforeseen project complications during construction. TAM staff will return to the TAM Board with additional information about the project in an upcoming Board Meeting.

Bicycle Pedestrian Advisory Committee and Marin Public Works Association Input

The BPAC met on July 21, 2021 to review the applications and staff's funding recommendations. The meeting took place without sufficient attendance for a quorum. However, all BPAC members present unanimously supported staff's recommendation after hearing presentations from project sponsors and discussing the merits of each project.

On August 18, 2021, TAM staff circulated the recommendation shown in Attachment C to the public works directors of MPWA, requesting input regarding recommended programming. The comments provided in response demonstrated support for the recommendations.

FISCAL CONSIDERATION

The TFCA revenue is included in TAM's annual budget. Expenditures associated with the projects that will receive TFCA funds will be included in TAM's annual budget during the years the expenditures will occur. Following Board approval, TAM will enter into funding agreements with those project sponsors.

The TDA Article 3 funds have no direct fiscal impacts to TAM. Project sponsors will be entering into funding agreements with MTC and seek reimbursements from MTC directly.

NEXT STEPS

TAM staff will present the programming recommendations along with any comments provided by the FP&L Executive Committee to the full TAM Board at its September 23 meeting. Upon approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC in October.

Please note that TFCA guidelines require a recommended list of projects to be submitted to BAAQMD by November 2021. TAM has already received tentative approval from BAAQMD staff for the funds programming in FY21/22 and FY22/23. However, TAM staff must formally have BAAQMD review and approve the funding programmed for FY21/22 this year and funding programmed for FY22/23 next year since the guidelines for the program change annually. On the other hand, the TDA Article 3 funds can be programmed any time, and the funds programmed for FY21/22 can be made available immediately upon submittal to MTC while the funds programmed for FY22/23 can be approved concurrently but not allocated until FY22/23.

ATTACHMENTS

- Attachment A: Project Descriptions & Images
- Attachment B: Project Application Eligibility Determination
- Attachment C: TAM Staff Ranking & Funding Recommendation

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Project Descriptions

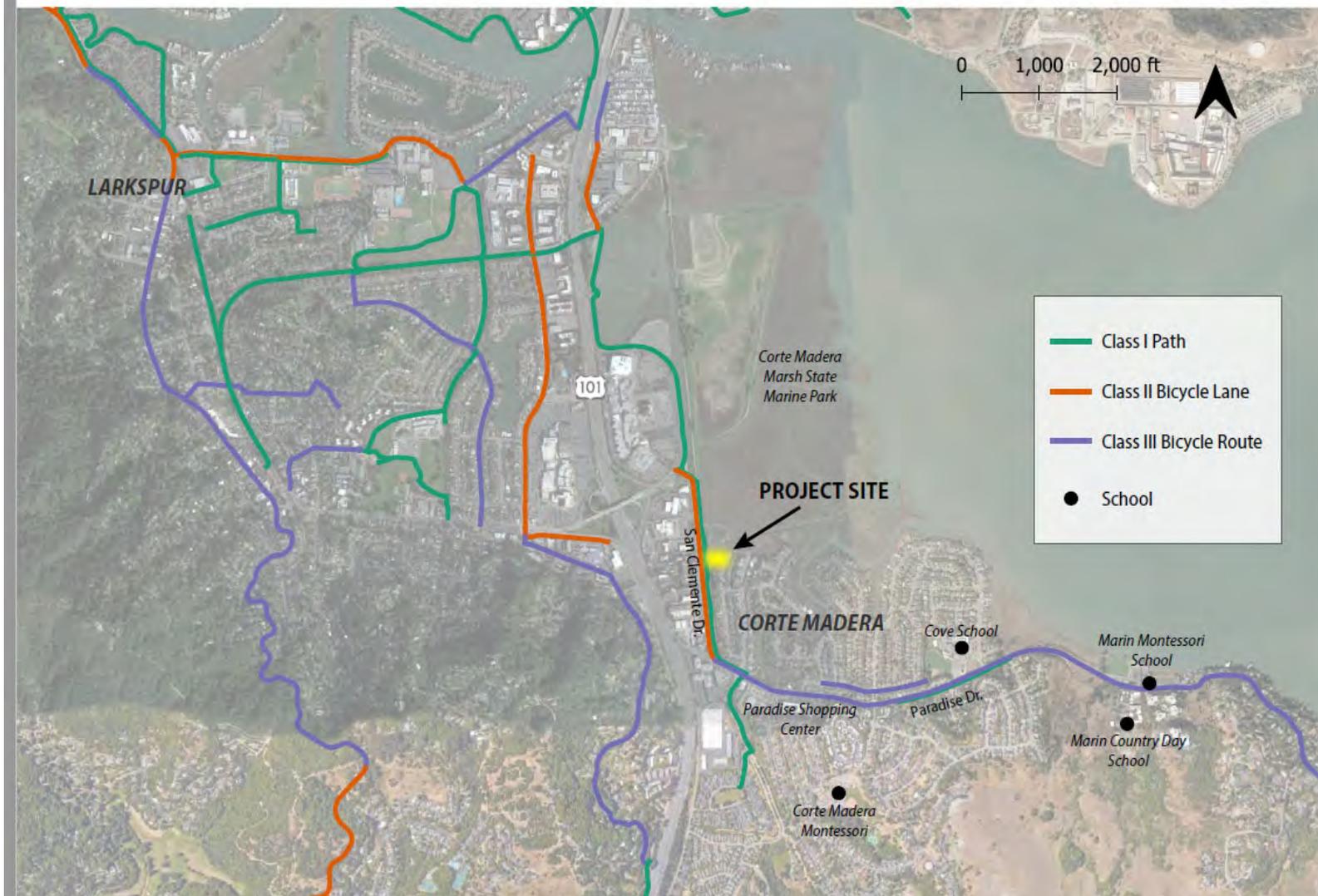
Sponsor	Project	Description
Corte Madera	Corte Madera Path/Echo Avenue Connector	The project is a multi-use path (MUP) connecting the Corte Madera Path at San Clemente Drive with Echo Avenue in Corte Madera. This part of the Bay Trail is a popular walking and cycling route for recreation, general transportation, and commuting to nearby schools. Pedestrians and cyclists currently use a worn, 5-foot-wide dirt path to reach Echo Avenue, letting them bypass one block of busy Paradise Drive on quieter roads and allowing neighborhood residents direct access to the Path. This unofficial trail is narrow and can be slippery when wet. A paved connector between San Clemente Drive and Echo Avenue would enhance user safety and comfort. The MUP would have a width of 8 feet with two-foot buffers, accommodating bi-directional traffic.
County of Marin	Lomita Drive Gap Closure Project	The project will construct an approximately 450' long sidewalk along Lomita Drive east of Shell Road. Vehicles, bicycles and pedestrians all share the roadway from Shell Road to the end of road at the Horse Hill multi-use path to Corte Madera. With pedestrians walking in the roadway which is also heavily used by cyclists, combined with the roadway's slope and sharp curve visibility is limited. The project will provide a continuous sidewalk for pedestrians between the multi-use path and the existing sidewalk that continues westward from Shell Road towards Edna Maguire School and the Mill Valley-Sausalito path.
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	This project will complete the gap in pedestrian and bicycle improvements from the Riviera Circle/Redwood High School driveway to the Doherty Drive/Lucky Drive/Redwood High School driveway in the City of Larkspur. Project proposal includes: separated, ADA-accessible and paved multi-use pathway for pedestrians and bicyclists, improved connection to the multi-use trail to the east of Redwood High School, and removal of visual barriers adjacent to the project limits that reduce available sight distance.
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	The 1.4 mile portion of 10' wide Class 1 pathway from Gate 6 to Almonte Boulevard, has not been repaved or resurfaced since 1981. This busy pathway sees on average 2,500 users per day and over 5,000 on busy days. It serves as a key non-motorized commuter link, as well as being part of the Safe Routes to Schools, Bay Trail, and North-South Greenway routes. The southern pathway is deteriorated, with extensive longitudinal and transverse cracking, depressions, and raveling. This project will address short-term maintenance issues through a micro-surfacing and crack sealing treatment, for an overall improved pathway surface.

Project Descriptions

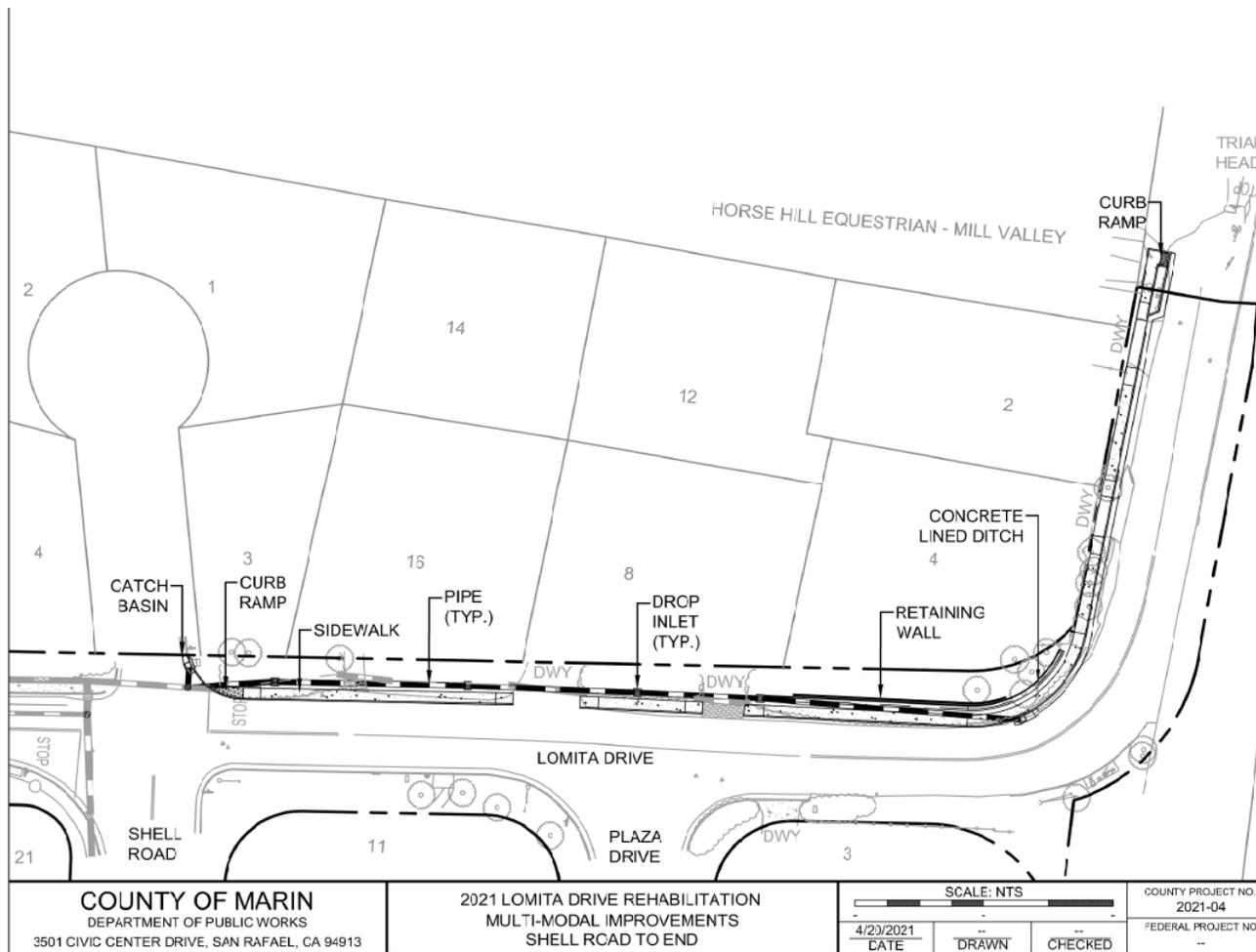
Sponsor	Project	Description
Ross	Laurel Grove Safe Pathways Project Phase III	The Laurel Grove Safe Pathways Project is an ongoing effort by Ross to provide a continuous and safe minimum 4' wide pathway for pedestrians walking to and from Ross School on Laurel Grove between Kentfield and Sir Francis Drake Boulevard. Laurel Grove is the only route available for pedestrians, bicyclists, and automobiles to get to/from the east side of Ross to Ross School/Common and downtown. Phase III of the project will continue south from the Phase II limits at Canyon Rd. toward the Ross Town Limit at Makin Grade. The project will require widening portions of Laurel Grove in Ross and may require some grading, retaining walls, and relocation of minor drainage facilities within the existing right of way to accommodate the pathway.
San Rafael	Grand Avenue Class IV Cycle Track	The proposed 600 foot long separated bikeway (Class IV) and sidewalk on Grand Avenue from Second Street to Fourth Street in San Rafael is top-ranked project in the Bicycle and Pedestrian Master Plan and a critical trail extension project on the San Francisco Bay Trail. This project would provide a safe and separated bicycle connection for residents and visitors of East San Rafael to the downtown business district and Bettini Transit Center. This project would carve out dedicated and protected space for pedestrians and bicyclists in the city's bustling downtown area alongside a multi-laned arterial street currently without any dedicated bicycle facilities and narrow sidewalks without buffers between pedestrians and moving vehicles.
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	Caltrans, in cooperation with TAM and the City of Larkspur, propose improvements to pedestrian and bicycle facilities along the northbound Highway 101 off-ramp to Sir Francis Drake Boulevard. The improvements will include the construction of a new Class I multi-use path that would connect the Central Marin Ferry Connector bridge that crosses Sir Francis Drake Boulevard with the Pedestrian Overcrossing of Highway 101 in the City of Larkspur. The project will replace the existing narrow sidewalk along the Northbound off-ramp with a wider multi-use pathway and will improve pedestrian and bicycle access along a section of Old Redwood Highway. This project will greatly enhance safety and accessibility for non-motorized travel in central Marin.

CORTE MADERA PATH/ECHO AVENUE CONNECTOR

PROJECT LOCATION



County of Marin- Lomita Drive Gap Closure Project



CITY OF LARKSPUR DOHERTY DRIVE SAFE PATHWAYS TO SCHOOL PROJECT

LEGEND

SYMBOL	DESCRIPTION
---	RIGHT OF WAY LINE
SD	STORM DRAIN LINE
○	MAN HOLE
—w—	WATER LINE
○—○	WATER BACK FLOW PREVENTER
⊗	WATER VALVE
▼	SIGN
X	DETAIL REFERENCE NUMBER
Y-Z	DETAIL REFERENCE DRAWING

ABBREVIATIONS

AB	AGGREGATE BASE	OFF	OFFSET
AC	ASPHALT CONCRETE	POC	POINT OF COMPOUND CURVE
APPROX	APPROXIMATE	PRC	POINT OF REVERSE CURVE
BC	BEGIN HORIZONTAL CURVE	PSI	POUNDS PER SQUARE INCH
BOC	BACK OF CURB	R	RADIUS
Beg	BEGIN	R&R	REMOVE AND REPLACE
BOW	BACK OF WALK	RC	RELATIVE COMPACTON
C&G	CURB AND GUTTER	RD	ROAD
CB	CATCH BASIN	Reinf	REINFORCEMENT
CONC.	CONCRETE	Ret	RETAINING
EC	END HORIZONTAL CURVE	ROW / R/W	RIGHT OF WAY
Elev	ELEVATION	RFPB	RECTANGULAR RAPID FLASHING
EP	EDGE OF PAVEMENT	BEACON	BEACON
EXIST/(E)	EXISTING	RH	RIGHT OF STATION LINE
FL	FLOW LINE	SD	STORM DRAIN
FOC	FACE OF CURB	SHI	SHOULDER
FT	FOOT/FEET	SS	SANITARY SEWER
GB	GRADE BREAK	STA	STATION
HMA	HOT MIX ASPHALT	STD	STANDARD
INV	INVERT	ST	STREET
LF	LINEAR FEET	SW	SIDEWALK
Lt	LEFT OF STATION LINE	TC	TOP OF CURB
MAX	MAXIMUM	Tot	TOTAL
MH	MANHOLE	Typ	TYPICAL
MIN	MINIMUM	Var	VARIES
NTS	NOT TO SCALE	W	WATER
OD	OUTSIDE DIAMETER	WV	WATER VALVE
		W/	WITH



APPLICABLE CALTRANS REVISED STDS. DATED 2018

A25A - A20D	PAVEMENT MARKINGS AND TRAFFIC LINES
A24A - A24F	PAVEMENT MARKINGS
A85A - A88D	CURB RAMP AND PASSAGEWAY DETAILS
T13 - T13	TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

APPLICABLE MARIN COUNTY STDS. DATED MAY 2008

165	- CURB, GUTTER AND SIDEWALK DETAILS
285	- CRATED DROP INLET AND TURNING STRUCTURE
330	- TRENCH DETAILS

GENERAL NOTES

- ALL WORK SHALL CONFORM TO THE CURRENTLY ADOPTED EDITIONS OF THE STANDARD PLANS AND SPECIFICATIONS, PROCEDURES MANUALS, AND ALL APPLICABLE REGULATIONS AND JURISDICTIONAL AGENCIES, UNLESS OTHERWISE NOTED.
- CONTRACTOR WILL MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES EXCEPT FOR THE PERIODS SPECIFICALLY ALLOWED BY THE ENGINEER.
- POST INFORMATION SIGNS WARNING OF POTENTIAL TRAFFIC DELAYS AT LEAST 48 HOURS PRIOR TO ANY LANE CLOSURE.
- UTILITIES SHOWN ON THE PLAN ARE IN APPROXIMATE LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY UTILITY LOCATIONS AND OVERHEAD AND UNDERGROUND CLEARANCES WITH AFFECTED UTILITIES PRIOR TO START OF WORK.
- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRIAGES, FLAGGERS, AND OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND WORKER SAFETY IN ACCORDANCE WITH CALTRANS AND CAL-OSHA SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO START OF CONSTRUCTION.
- IF ANY CULTURAL FEATURES OR ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING EXCAVATION WORK, ALL WORK WITHIN ONE HUNDRED FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST CERTIFIED BY THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY OR SOCIETY OF CALIFORNIA ARCHAEOLOGY TO RECOMMEND APPROPRIATE MITIGATION MEASURES.
- THE CONTRACTOR SHALL ADHERE TO THE CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) ISSUED BY MARIN COUNTY STORMWATER POLLUTION PREVENTION PROGRAM.
- THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR WATCHING EXISTING STREETS, SURROUNDING LANDSCAPE, AND ALL OTHER EXISTING CONDITIONS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, GRADING, STRIPING, ETC. AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS, TRAFFIC CONTROLS AND HAZARDOUS CONDITIONS.
- THE CONTRACTOR IS RESPONSIBLE TO REPAIR ANY IRRIGATION LINES OR HEADS DAMAGE DURING CONSTRUCTION AND SHALL REPAIR THE IRRIGATION SYSTEM BACK TO WORKING ORDER.
- THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND ADEQUACY OF THE DESIGN CONTAINED HEREIN.

INDEX OF SHEETS

SHEET	DRAWING	DESCRIPTION
1	T-1	TITLE SHEET
2	S-1	SURVEY CONTROL AND DEMOLITION
3	X-1	CROSS SECTIONS
4	L-1	LAYOUT PLAN
5	L-2	LAYOUT PLAN
6	L-3	LAYOUT PLAN
7	PD-1	PAVEMENT DELINEATION AND SIGNS
8	PD-2	PAVEMENT DELINEATION AND SIGNS
9	PD-3	PAVEMENT DELINEATION AND SIGNS
10	D-1	DETAILS
11	D-2	DETAILS
12	D-3	IRRIGATION DETAILS

CITY OF LARKSPUR

PUBLIC WORKS DIRECTOR _____ DATE _____

Parisi
TRANSPORTATION CONSULTING

1700 Broadway, Suite 2020
San Francisco, CA 94103
(415) 442-4000



**CITY OF LARKSPUR
DOHERTY DRIVE SAFE PATHWAYS TO SCHOOL PROJECT
TITLE SHEET**



REVISIONS		DATE	BY
1	REVISED BASED ON PHASE 1 CONSTRUCTION IN 2023	06/15/2023	NO SCALE
			15009
			T-1
			NO. 1

1 OF 12

Mill Valley-Sausalito Pathway Resurfacing Project
06 July 2021_Multifund TFCA and TDA Application



MARIN COUNTY
PARKS
PRESERVATION RECREATION

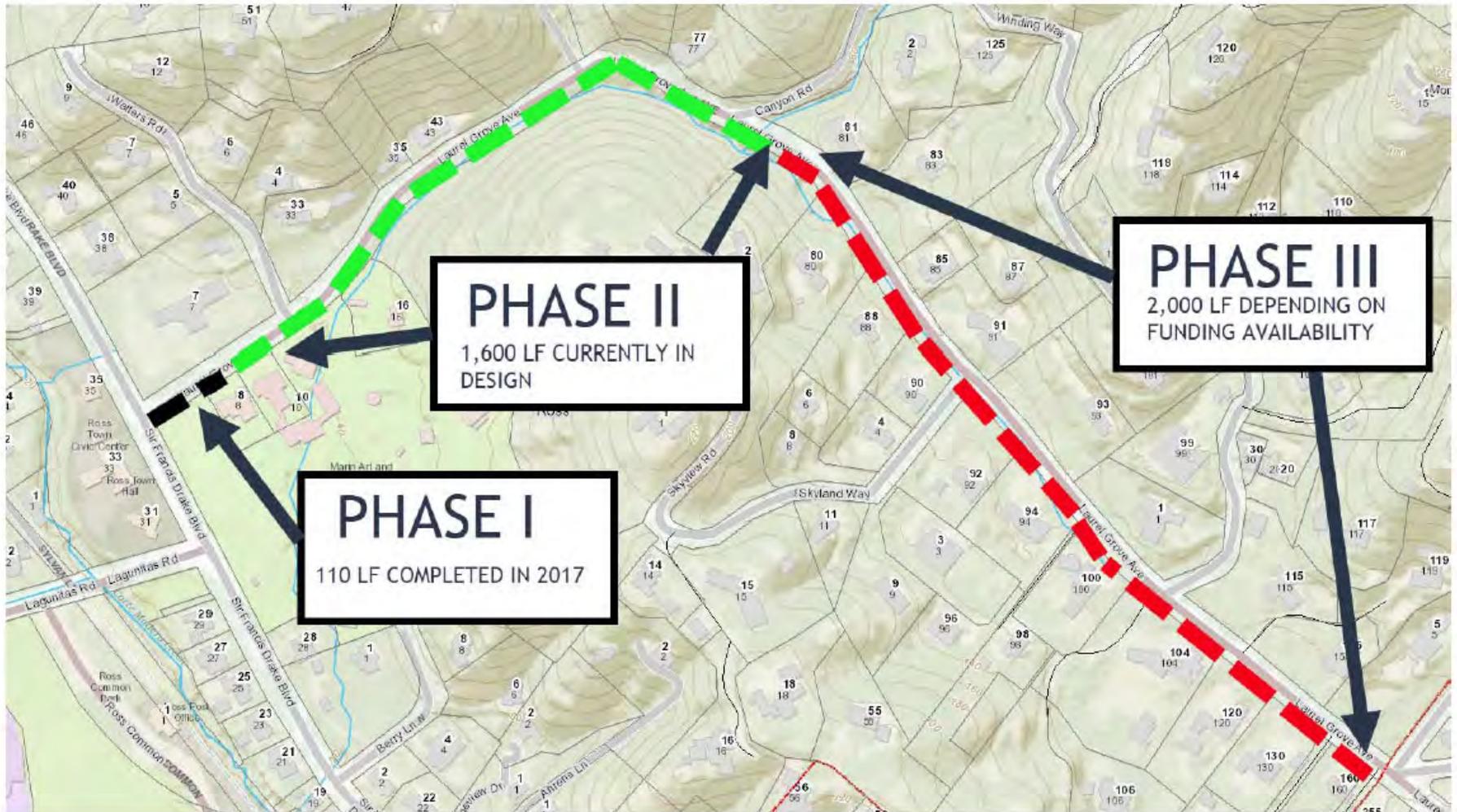
Project Scope Map

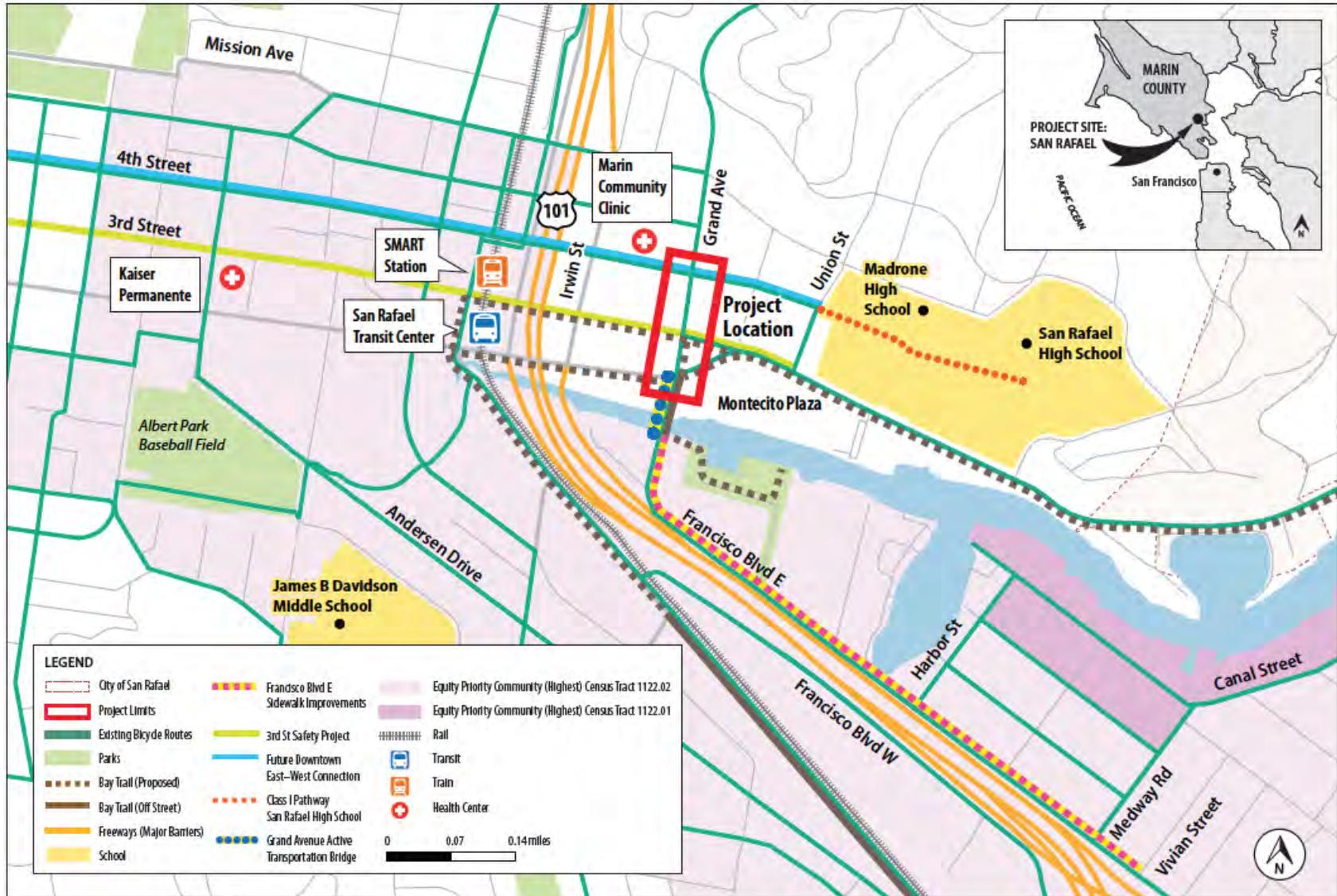
NTS

Pathway resurfacing extents

T.A.M. MULTI-FUNDS CALL FOR PROJECTS

PROJECT MAP - LAUREL GROVE SAFE PATHWAYS, ROSS, CA





Grand Avenue Class IV Cycle Track
City of San Rafael



Central Marin North-South Greenway

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TFCA & TDA 3 Funding Eligibility

Project Applications Received and Eligibility Determination					
Sponsor	Project Title	Request \$	Preliminary Fund Eligibility ¹		Comments
			TFCA ²	TDA	
Corte Madera	Corte Madera Path/Echo Avenue Connector	\$175,000	Yes	Yes	Bay Trail segment (Class 1 MUP)
County of Marin	Lomita Drive Gap Closure Project	\$287,500	No	Yes	Sidewalk Pedestrian Improvement
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	\$500,000	Yes	Yes	MUP Gap Closure
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	\$100,000	No	Yes	Resurfacing project
Ross	Laurel Grove Safe Pathways Project Phase III	\$75,000	No	Yes	Design of a Bike and Pedestrian Path
San Rafael	Grand Avenue Class IV Cycle Track	\$650,000	Yes	Yes	Class IV Cycle Track
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	\$315,000	No	Yes	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA

¹ Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

²TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

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TFCA & TDA 3 Funding Recommendations

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding		
						TFCA	TDA	Fiscal Year
Corte Madera	2	Corte Madera Path/Echo Avenue Connector	\$230,000	\$175,000	Bay Trail segment (Class 1 MUP)	\$175,000		FY21/22
County of Marin	5	Lomita Drive Gap Closure Project	\$328,000	\$287,500	Sidewalk Pedestrian Improvement	N/E	\$130,000	FY22/23
Larkspur	6	Doherty Drive Safe Pathways to Schools Phase II	\$500,000	\$500,000	MUP Gap Closure	\$218,254		FY21/22
Marin County Parks	4	Mill Valley Sausalito Pathway Resurfacing Project	\$305,000	\$100,000	Resurfacing Project	N/E	\$100,000	FY22/23
Ross	7	Laurel Grove Safe Pathways Project Phase III	\$930,000	\$75,000	Design of Bike and Pedestrian Path	N/E	\$75,000	FY21/22
San Rafael	2	Grand Avenue Class IV Cycle Track	\$1,406,000	\$650,000	Class IV Cycle Track	\$335,000		FY22/23
TAM	1	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	\$17,711,000	\$315,000	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA	N/E	\$274,062	FY21/22
Total			\$21,410,000	\$2,102,500	Recommended	\$728,254	\$579,062	
Total Available Funds ¹						\$728,254	\$579,062	
Remaining						\$0	\$0	

¹TFCA – \$728,254 (\$393,254 from FY21/22 revenue, and \$335,000 estimated from FY22/23 revenue)

TDA Article 3 – \$579,062 (\$349,062 from FY21/22 revenue and \$230,000 estimated for FY22/23) Allocations from FY22/23 will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues. Should revenues decrease, the reduction will be made to the lowest ranked project shown above.

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DATE: September 13, 2021

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning

SUBJECT: One Bay Area Grant Program (OBAG) Cycle 3 (Discussion), Agenda Item No. 8

RECOMMENDATION

This is a discussion item only. Staff is seeking Committee feedback on the policy considerations currently under discussion for the OBAG3 program including any changes or additions.

BACKGROUND

The periodic authorization of a Federal Surface Transportation Act by Congress is the mechanism to distribute federal-aid highway funds collected from federal gas taxes to assist states in the construction, reconstruction, and improvement of highways and bridges on eligible Federal-aid highway routes. Starting in 1978, funding for public transportation became eligible under a Federal Surface Transportation Act.

Federal Surface Transportation Acts can vary in their scope and duration. Most surface transportation acts are multi-year bills, such as the current authorization – Fixing America's Surface Transportation Act, commonly known as the FAST Act. The FAST Act was originally due to expire on September 30, 2020 but was extended to September 30, 2021. A newly enacted Federal Surface Transportation Act is expected to replace the FAST Act.

The new Federal Surface Transportation Act that will replace the FAST Act is named Investing in a New Vision for the Environment and Surface Transportation in America, known as the INVEST Act. When passed, the INVEST Act would provide an estimated \$547 billion over a five-year period for highway, transit, rail, and surface transportation safety investments.

The federal transportation funds made available from these Federal Surface Transportation Acts are distributed to states by formulas and occasionally by earmarks. In California, the federal funds are distributed to Caltrans and Metropolitan Planning Organizations (MPOs) by formula as authorized by the California State Legislature. The Metropolitan Transportation Commission (MTC) is the MPO for the Bay Area. In recent years, MTC retains some of the federal transportation funds for regional programs and distributes the rest to County Transportation Agencies (CTAs) through the One Bay Area Grant (OBAG) Program.

One Bay Area Grant (OBAG) Program

MTC created the OBAG Program to distribute funds from Federal Surface Transportation Acts in 2012, known as the Moving Ahead for Progress in the 21st Century Act (MAP-21 Act).

Typically, federal highway funds from Federal Surface Transportation Acts are primarily programmed to infrastructure rehabilitation and expansion. OBAG Cycle 1 integrated the region's federal transportation program with California's climate focus through AB 32 and SB 375 requiring the development of a Sustainable Communities Strategy, by targeting funding to Priority Development Areas (PDAs), while maintaining commitments to existing transportation priorities and climate initiatives. Funding distribution to the counties was intended to encourage land-use and housing policies that support the production of housing around transit or areas that reduced dependency on single occupancy vehicles with supportive transportation investments. The formula developed through this process is based on population and on the Regional Housing Needs Allocation (RHNA) formula. OBAG Cycle 1 covered the five-year period from FY 12/13 to FY 16/17. TAM programmed funds from OBAG Cycle 1 to eligible projects in November 2012.

In November 2015, MTC adopted guidelines for funding distribution from OBAG Cycle 2 that covers the five-year period from FY 17/18 to FY 21/22. Funds from OBAG Cycle 2 came from the FAST Act, as noted above. OBAG Cycle 2 continued MTC's integration of federal surface transportation programs with the state mandated land-use and housing strategy and prioritized transportation investments on climate protection as adopted in OBAG Cycle 1. OBAG 2 also used RHNA numbers as one of the calculation factors to determine each county's share of funding. TAM programmed funds from OBAG Cycle 2 to eligible projects in September 2016.

DISCUSSION

With OBAG Cycle 2 coming to an end, MTC staff is developing policies and guidelines for OBAG Cycle 3 to distribute federal transportation funds anticipated from the INVEST Act. The funding programs and funding distribution for OBAG Cycle 3 have not been determined by MTC. When information becomes available on funding programs and funding distribution, staff will return to the TAM Board with further details. The intent of this memo is to discuss the policy considerations in the development of OBAG Cycle 3.

Development Schedule

Since early Spring of this year, MTC staff has engaged in discussions of framework and policies for OBAG Cycle 3 with the Bay Area Partnership and Executive Directors of all CTAs. MTC staff is expecting to bring an initial draft program framework to the MTC Commission for review in October 2021. The MTC Commission is scheduled to adopt the final OBAG Cycle 3 framework by December 2021. CTAs are expected to issue Calls for Projects in January 2022 and approve projects for programming by the end of 2022. Concurrently, MTC will be further defining the regional programs funded with apportioned regional funds from OBAG Cycle 3.

OBAG Cycle 3

As noted above, OBAG Cycle 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy to encourage land-use and housing policies that support the production of housing with transportation investments. OBAG Cycle 2 continued the effort started by OBAG Cycle 1 and further implemented policies that encouraged complete streets, affordable housing, and California Department of Housing and Community Development (HCD) compliant housing elements. Jurisdictions without compliant housing elements are not eligible for OBAG funding in Cycle 2.

MTC intends to continue the general policies adopted during OBAG Cycles 1 and 2 for OBAG Cycle 3, with new considerations to address contemporary concerns and priorities with transportation investments.

MTC has also engaged the Bay Area Partnership and Executive Directors of all CTAs on key considerations in the development of OBAG Cycle 3, which include the following:

- Preserve effective program features to support regional objectives
- Advance Plan Bay Area 2050 implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification

Funding programs under consideration in OBAG Cycle 3 include:

- Planning & Program Implementation
- Growth Framework
- Climate Initiatives
- Community-Based Transportation Program
- Healthy, Safe, and Sustainable Streets
- Conservation, Open Space, and Resilience
- Regional Transit Initiatives
- System Operations and Performance

While the names of these programs are not specific in what projects will be funded, they deviate noticeably in description from program categories of previous OBAG cycles, such as Local Streets and Road Rehabilitation or Highway Traffic Congestion Relief Program. MTC has been making concerted efforts to move transportation investment toward a more holistic approach that addresses climate issues through reducing vehicle miles traveled (VMT), and support of non-motorized travel. MTC is also working to address housing affordability and housing shortage issues that place the workforce further away from jobs, which generally exacerbates VMT growth.

Below is a brief discussion on each potential category with salient points and positions that staff believes are most important to TAM and Marin agencies. A more comprehensive overview can be found in Attachment A, a presentation to the July MTC Programming and Allocation Committee (PAC) by MTC staff.

Planning and Program Implementation

Funds from this category have been used for planning efforts by CTAs. MTC is looking into the option of using those funds to implement Plan Bay Area 2050 with cooperation from CTAs. MTC will address federal performance-based planning and programming requirements and support critical planning areas of safety, equity, climate, and transportation/land use related efforts.

TAM staff has typically been supportive of MTC's planning efforts and will be advocating MTC to maintain or increase this funding category to support additional planning activities and programs.

Growth Framework

This category is intended to fund designated Priority Development Area (PDA) planning and technical assistance, such as studies and pilot programs. This category could also address housing displacement and affordability in PDAs.

TAM staff is in general support of the category including the link between transportation funding prioritized for self-nominated PDAs, including the two new PDA's in San Rafael, but also believes that more support is needed from MTC to address local and regional challenges. Staff will be asking MTC to maintain the 50% PDA investment requirement for CTAs in smaller counties, instead of increasing the requirement to 70%. For a small county like Marin with fewer PDAs, a 70% requirement would be difficult to implement and may not result in quality projects in PDAs. Staff will also request that MTC include Transit Priority Areas (TPAs) and Equity Priority Communities (EPCs) for consideration, which support policies and also could offer TAM more flexibility in funding projects in non-PDA areas.

Climate Initiatives

This category could fund an expanded Commuter Benefits program, as well as clean vehicles and infrastructure and new regional Travel Demand Management (TDM) initiatives. CTAs could have the flexibility to fund local and countywide projects and programs that reduce VMT or improve air quality.

TAM staff believes that this is an important category that should be well-funded, and CTAs should be involved in the development of regional TDM projects and programs. Staff is advocating MTC to consolidate the various Calls for Projects; the piecemeal approach that was implemented in OBAG 2 was not as effective as it could have been.

Community-Based Transportation Programs (CBTPs)

Funds from this category would fund technical assistance and projects identified in CBTPs, possibly including a micro grant program to deliver small-scale, community-led projects. CTAs will be asked to lead the planning, budgeting, and implementation of CBTPs.

The CTAs are in general support for this category but believe that CBTPs should be a subset of a larger equity planning effort. This category should also be adequately funded to effectively utilize federal funding and manage community expectations on delivery of capital improvements.

Healthy, Safe, and Sustainable Streets

This category would be used to fund local safety, Safe Routes to School (SR2S), active transportation, local streets and roads (LSR), and sustainable streets projects and programs. Agencies would be required to comply with MTC's Complete Streets Policy. MTC is considering the use of regional funds to gather and compile safety data, offer technical assistance, and issue Calls for Projects for the Quick-Build and Bay Trail Programs.

CTAs support advancing Vision Zero in OBAG 3. Funding for SR2S projects should be in a block grant that offer CTAs the flexibility to fund projects suitable and effective for their counties. CTAs can serve as a repository of information with local agencies on best practices.

Conservation, Open Space, and Resilience

This category has been used in prior cycles to fund eligible projects in Priority Conservation Areas (PCAs). MTC is considering revamping the PCA framework. Resilience and sea level rise programs will be considered with the focus on protecting transportation assets.

TAM staff is advocating MTC to maintain the PCA program and the separation of the North Bay PCA program from the regional PCA program as constructed under OBAG Cycles 1 and 2. Staff is also advocating MTC to lower the existing one-for-one local match requirement that is difficult for local agencies.

Regional Transit Initiatives

This category could be used to fund some of the implementation actions recommended by the Blue Ribbon Transit Recovery Task Force, such as transit priority improvements and Bay Area Forwards, and regional transit data technology efforts.

CTAs support consideration of Blue Ribbon Transit Recovery Task Force deliverables, however, with large increases in transit formula funding in the INVEST Act, it is not clear whether OBAG needs to be an additional source for transit funds. TAM staff also supports the implementation of MTC Express Lane Strategic Plan and advancing transit priority, including express bus and bus on shoulder, high-occupancy vehicles, and TDM planning and projects.

System Operations and Performance

Funds from this category would be used to fund design alternative assessments and studies, Bay Area Forwards, and other freeway operations improvements.

CTAs are advocating MTC to support multi-county and multi-modal corridor planning, development, and implementation with regional funds that would position projects for state and federal funding.

Other Considerations

In addition to the abovementioned positions for each category, CTAs have also discussed and advocated other general concepts for OBAG 3, including but not limited to the following:

- Maintain or grow the county program of OBAG 3 from 45% to 50%
- Maintain county share calculations
- Involve CTAs in development of the regional programs
- Allow CTAs flexibility to add their own scoring criteria to allow discretion for incorporating local priorities
- Allow flexibility to shift funds between LSR and bike/pedestrian categories to address county needs
- Reasonable administration and streamlined resolution of local support and other requirements from project applicants

FISCAL IMPACTS

There are no immediate fiscal impacts on TAM from discussions on OBAG Cycle 3 at the moment. Any potential fiscal impacts from OBAG Cycle 3 on TAM will be reported to the TAM Board at later meetings when they become relevant.

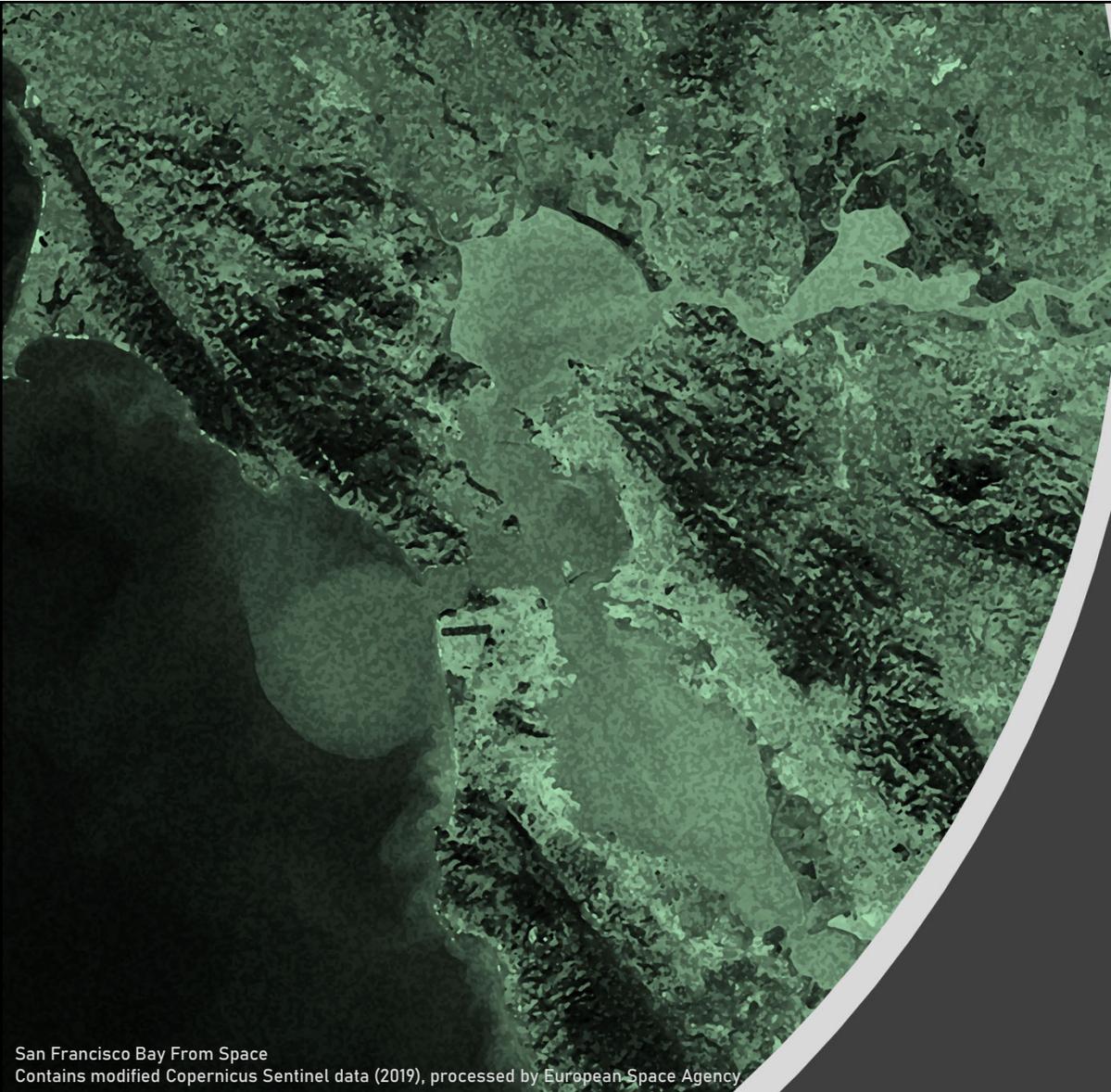
NEXT STEPS

Staff will continue to monitor discussions on OBAG Cycle 3 Guidelines and report to TAM Board on relevant developments.

ATTACHMENTS

Attachment A – MTC PAC OBAG 3 Considerations PPT July 2021
Attachment B – PowerPoint Presentation

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One Bay Area Grant OBAG 3 Considerations

MTC Programming & Allocations Committee

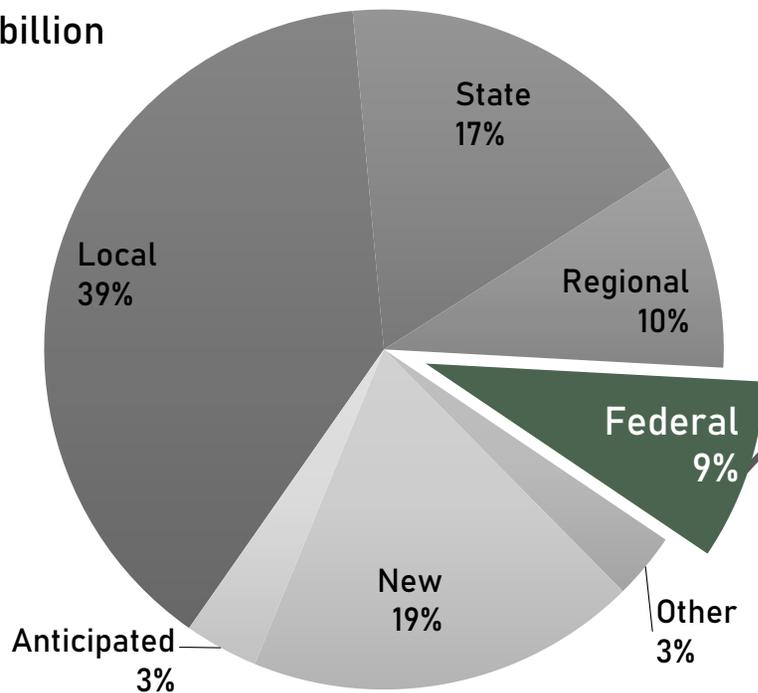
July 14, 2021

San Francisco Bay From Space
Contains modified Copernicus Sentinel data (2019), processed by European Space Agency

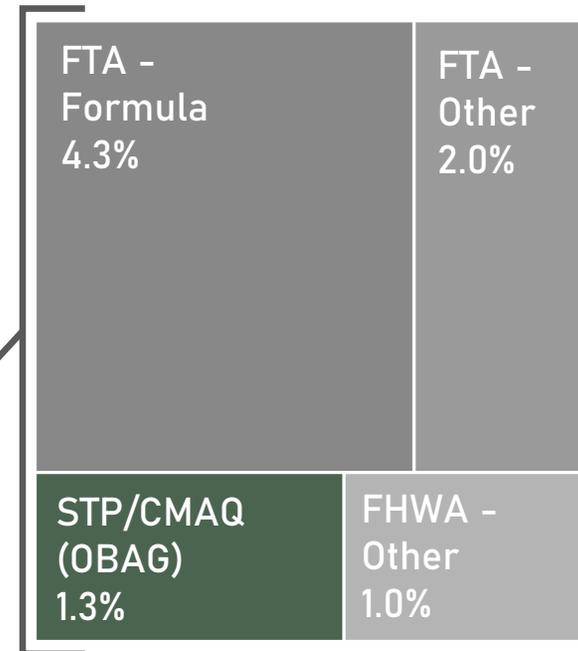
Revenue Context

Plan Bay Area 2050

PBA 2050 Revenues
\$591 billion



Federal Revenues
\$50.8 billion



STP/CMAQ (OBAG) Revenues:

- 1.3% of *Plan Bay Area 2050* transportation revenues
- 15% of federal transportation revenues over plan period

One Bay Area Grant Program Overview

- ❖ County program created in 2013 as block grant to enhance ongoing regional programs with targeted place-based investments (PDAs)
- ❖ Regional programs & county partnerships to strategically advance interconnected strategies of *Plan Bay Area*

\$820M
OBAG 1
FY2013-2017



\$870M
OBAG 2
FY2018-2022

Note: OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives programs



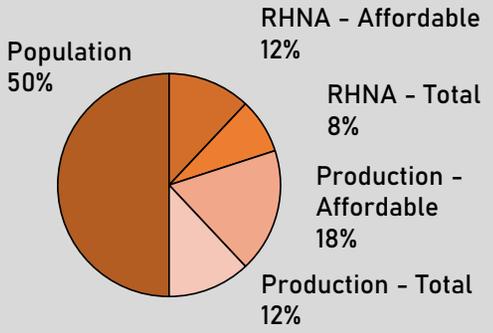
County Program Focus

OBAG 2 Program Overview

Focus Areas

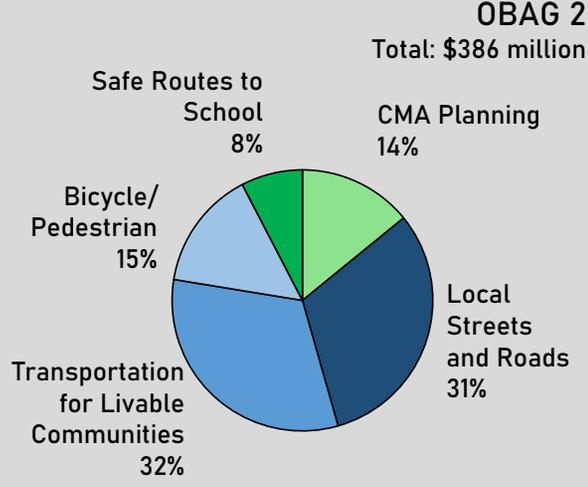
- ❖ Housing connections – county formula, scoring rubrics
- ❖ Focuses investments in PDAs
- ❖ Provides flexibility for county & local priorities
- ❖ Local policy requirements (Housing Elements, Complete Streets, etc.)
- ❖ County Program share:
OBAG 1 - 40% ➤➤ OBAG 2 - 45%

County Distribution
OBAG 2



Note: OBAG 2 county program funds were distributed between the counties based on population shares and various housing factors

Investments by Project Type
OBAG 2



Notes: Reflects OBAG 2 county program investments by project type resulting from competitive calls for projects within each county.

Regional Program Focus

OBAG 2 Program Overview

Focus Areas

- ❖ *Plan Bay Area* commitments for focused growth and emissions reductions
 - ❖ Climate Initiatives
 - ❖ PDA Planning & PCA Grants
 - ❖ Housing Initiatives
- ❖ Implementation of Plan Bay Area strategies at regional scale
 - ❖ Transit Capital Priorities
 - ❖ Bridge Forwards programs
- ❖ Regional Program share:
OBAG 1 - 60%  OBAG 2 - 55%

Regional Program	\$	OBAG 2 Share
Regional Planning Activities	\$10	1%
Pavement Management Program	\$9	1%
PDA Planning & Implementation	\$20	2%
Climate Initiatives	\$23	3%
Active Operational Management	\$177	20%
Transit Priorities	\$189	22%
Priority Conservation Area Grants	\$16	2%
Housing Initiatives	\$40	5%
Total	\$485	55%

Note: Total does not include Safe & Seamless Mobility Quick-Strike program or Regional Strategic Initiatives



OBAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification

1 Preserve effective features of the OBAG program to support regional objectives

PDA & OBAG Assessment (2020-2021)

- ❖ Continue focusing transportation investments in priority growth areas
- ❖ Local policy adoption is a notable program strength (ex. certified Housing Element)
- ❖ Need to clarify program goals to guide program development and evaluation
- ❖ Significant variation in project prioritization approaches between counties



Grant Avenue, San Francisco
Sergio Ruiz

2

Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies

Transportation	Housing	Economy	Environment
<ul style="list-style-type: none"> ❖ Maintain and Optimize the Existing Transportation System <i>T1-T7</i> ❖ Create Healthy and Safe Streets <i>T8-T9</i> ❖ Build a Next-Generation Transit Network <i>T10-T12</i> 	<ul style="list-style-type: none"> ❖ Protect and Preserve Affordable Housing <i>H1-H2</i> ❖ Spur Housing Production at All Income Levels <i>H3-H6</i> ❖ Create Inclusive Communities <i>H7-H8</i> 	<ul style="list-style-type: none"> ❖ Improve Economic Mobility <i>EC1-EC3</i> ❖ Shift the Location of Jobs <i>EC4-EC6</i> 	<ul style="list-style-type: none"> ❖ Reduce Risks from Hazards <i>EN1-EN3</i> ❖ Expand Access to Parks and Open Spaces <i>EN4-EN6</i> ❖ Reduce Climate Emissions <i>EN7-EN9</i>

3 Incorporate recent policy initiatives and adapt to new mobility landscape



4 Advance equity through program policies and program investments

MTC's Equity Platform calls for:

- ❖ Inclusion of historically under-represented people as central to the decision-making process
- ❖ Investing resources for historically-underserved, systematically marginalized groups including low-income and communities of color, at a scale to meaningfully reverse the disparities in access and mobility



Alemany Boulevard, San Francisco
Sergio Ruiz

5 Address federal planning and programming requirements



Berryessa / North San Jose Station
Noah Berger

Certification Requirements

- ❖ Improve documentation to demonstrate compliance
- ❖ Funding cannot be sub-allocated by formula, unless it is necessary to address considerations in the plan
- ❖ Project selection authority cannot be delegated
- ❖ Prioritization for CMAQ to include analysis of emissions benefits & cost-effectiveness

Performance-Based Programming

- ❖ Document alignment between federal performance factors (safety, asset management, etc.) and OBAG framework
- ❖ Incorporate performance factors in project selection process, where appropriate

Questions to Consider: Policy Priorities

- ❖ What are the policy priorities and desired outcomes for the next OBAG program?
- ❖ Which elements of the existing OBAG framework are the most effective and should continue?
- ❖ Are there project types or existing program elements that should see an increased emphasis – either through policy refinements or increased investment?
- ❖ How do we best achieve desired outcomes with a shared county/regional framework?

OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

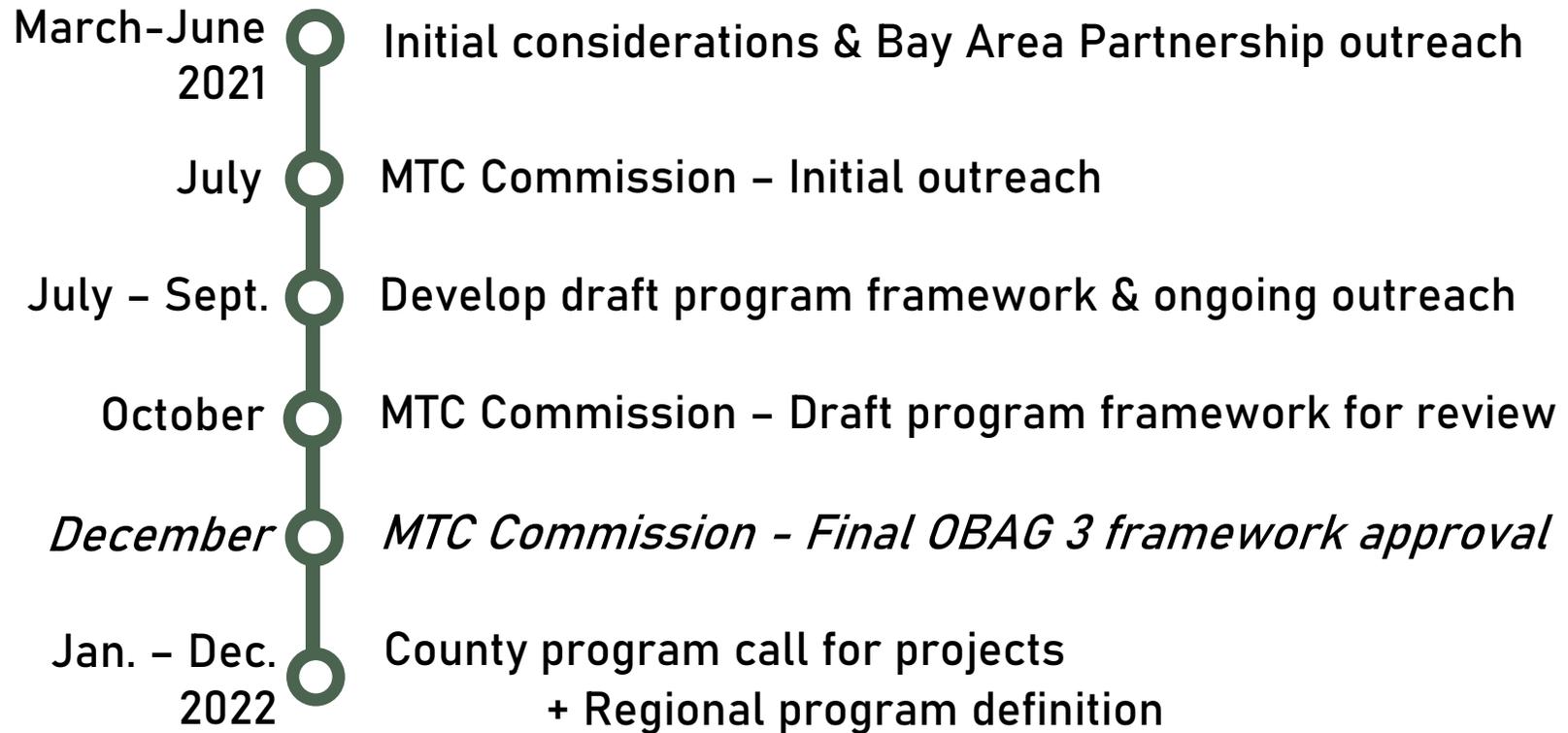
OBAG 3 Considerations

1. Preserve effective program features to support regional objectives
2. Advance *Plan Bay Area 2050* implementation
3. Incorporate recent policy initiatives and adapt to current landscape
4. Advance equity through policies and investments
5. Address federal requirements, including performance & recertification

Questions to Consider: Investment Priorities

- ❖ How should new or increased revenues from complementary sources influence the investment priorities for OBAG 3?
(ARP, State surplus, etc.)
- ❖ If federal revenues increase significantly over current levels, how should additional funds be leveraged within OBAG 3?
(New programs, strategic increases)
- ❖ Note: New and ongoing regional initiatives require commitment for staffing support.

OBAG 3 Development Schedule





One Bay Area Program (OBAG) Cycle 3

Funding, Programs and Legislation
Executive Committee
September 13, 2021

Background

- Current federal transportation authorization – Fixing America's Surface Transportation Act, known as the FAST Act – expires on September 30, 2021
- New Act is named Investing in a New Vision for the Environment and Surface Transportation in America, known as the INVEST Act
 - When passed, the INVEST Act would provide an estimated \$547 billion over a five-year period for transportation investments



How are federal funds distributed?

- Funds are distributed to states by formulas and occasionally by earmarks
- In California, federal funds are distributed to Caltrans and Metropolitan Planning Organizations (MPOs) by formula as authorized by the California State Legislature
- There are 18 MPOs in California and MTC is the MPO for the Bay Area
- MTC retains some of the federal transportation funds for regional programs and distributes the rest to County Transportation Agencies (CTAs) through the One Bay Area Grant (OBAG) Program



One Bay Area Grant (OBAG) Program

- Two prior cycles of OBAG
 - Integrated the region's federal transportation program with California's climate focus through AB 32 and SB 375
 - Intended to encourage land-use and housing policies that support the production of housing around transit or areas that reduced dependency on single occupancy vehicles
 - Provided funds for County programs and Regional Programs,
 - Approx. \$175m/year total



OBAG – Local Policy Conditioning

- OBAG requires local jurisdictions to have:
 - HCD Compliant Housing Elements
 - Complete Streets Resolutions
- Local jurisdictions are encouraged to nominate PDAs to better compete for competitive funds
- PDAs are also required to have:
 - Adequate Transit Service
 - VMT Reduction Policies
 - Specific Plans Adopted



Summary of OBAG1 and OBAG2

	OBAG1	OBAG2
Fiscal Years	FY12/13-FY16/17	FY17/18-FY21/22
Federal Act	MAP-21	FAST
TAM Amount	\$10 million *	\$10 million *
Focus	PDA support	PDA support, Climate
County formula basis	RHNA, population	RHNA incl affordable, population

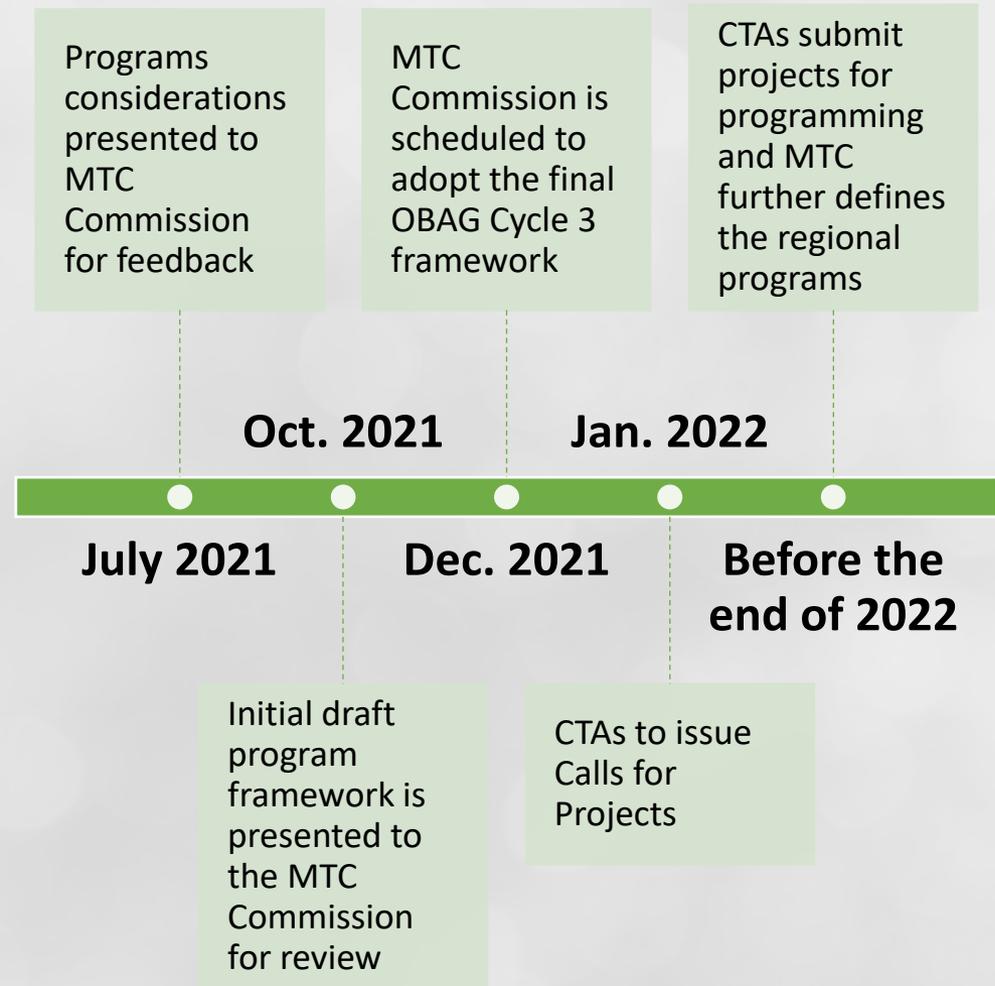
* County share based on county share distribution formula – TAM also received funds from the regional share for programs such as PCA, PDA Planning, and SR2S

OBAG Cycle 3

- MTC is developing policies and guidelines for OBAG Cycle 3 to distribute federal transportation funds anticipated from the INVEST Act

Seeking feedback today on policy approaches, overall programs, any areas to add

OBAG Cycle 3 Schedule



OBAG Cycle 3 Draft Framework

- Continue the general policies adopted during OBAG Cycles 1 and 2
- Move transportation investment away from traditional infrastructure funding toward a more holistic approach that addresses climate issues through reducing vehicle miles traveled (VMT), and support of non-motorized travel
- Address housing affordability and housing shortage issues that place the workforce further away from jobs, which generally exacerbates VMT growth

Key Considerations

Preserve	Advance	Adapt	Equity	Requirements
Preserve effective program features to support regional objectives	Advance Plan Bay Area 2050 implementation	Incorporate recent policy initiatives and adapt to current landscape	Advance equity through policies and investments	Address federal requirements, including performance & recertification

Funding Programs Under Consideration

- Planning & Program Implementation
- Growth Framework
- Climate Initiatives
- Community-Based Transportation Program
- Healthy, Safe, and Sustainable Streets
- Conservation, Open Space, and Resilience
- Regional Transit Initiatives
- System Operations and Performance



Planning & Program Implementation

Potential Program Focus

- Support CTA staffing & planning
- Conduct efforts specified in MTC's planning agreement
- Implement Plan Bay Area 2050 with cooperation from CTAs

TAM/CTA Considerations

- Advocating to maintain or increase this funding category to support staffing, planning activities and programs
- Supportive of MTC's planning efforts

Growth Framework

Potential Program Focus

- Could fund designated Priority Development Area planning and technical assistance, such as studies and pilot programs
- Could address housing displacement and affordability in PDAs

TAM/CTA Considerations

- Supportive of category including the link between transportation funding prioritized for self-nominated PDAs, including the two new PDAs in San Rafael
- Will advocate MTC to maintain the 50% PDA investment requirement for smaller counties (instead of increasing the requirement to 70%)

Climate Initiatives



Potential Program Focus

- Could fund expanded Commuter Benefits program, clean vehicles and infrastructure, and Travel Demand Management (TDM)
- Flexibility to fund projects and programs that reduce VMT or improve air quality

TAM/CTA Considerations

- Supportive of category
- Advocate to consolidate Calls for Projects to support effective delivery
- CTAs should be involved in the development of regional TDM projects and programs

Community-Based Transportation Program

Potential Program Focus

- Could fund technical assistance and projects identified in CBTPs
- Possibly include a microgrant program to deliver small-scale, community-led projects



TAM/CTA Considerations

- Supportive of category and will advocate that CBTPs should be a subset of a larger equity planning effort
- Microgrant program may not be a good fit for federal funds
- CTAs should be involved in the development of regional projects and programs

Healthy, Safe, and Sustainable Streets

Potential Program Focus

- Could fund local safety, SR2S, active transportation, LSR, and sustainable streets projects and programs
- Requirement to meet MTC's Complete Streets Policy
- MTC is considering the use of regional funds to gather and compile safety data, offer technical assistance, and issue Calls for Projects for the Quick-Build and Bay Trail Programs

TAM/CTA Considerations

- Supportive of category and advocate MTC to avoid administrative redundancy from state mandated requirements
- CTAs support advancing Vision Zero in OBAG 3
- Funding for SR2S projects should offer CTAs flexibility to fund projects suitable and effective for their counties



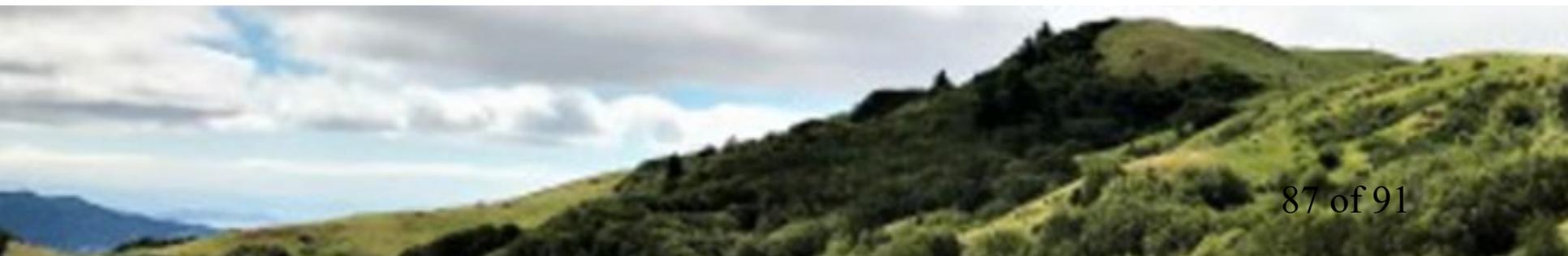
Conservation, Open Space, and Resilience

Potential Program Focus

- Prior cycles have funded projects in PCAs, but MTC is considering revamping the PCA framework
- Possibly will include resilience and sea level rise programs for protecting transportation assets

TAM/CTA Considerations

- Will advocate to maintain the PCA program and a separate North Bay program as in OBAG 1 and 2
- Will advocate to lower the existing one-for-one local match requirement
- Acknowledge importance of resilience/SLR, additional funding needed



Regional Transit Initiatives

Potential Program Focus

- Could fund implementation actions from Blue Ribbon Transit Recovery Task Force, such as transit priority improvements and Bay Area Forwards, and regional transit data technology efforts



TAM/CTA Considerations

- CTAs support Blue Ribbon Transit Recovery Task Force deliverables, not clear whether funding should come from OBAG
- Support the implementation of MTC Express Lane Strategic Plan and advancing transit priority, including express bus and bus on shoulder, high-occupancy vehicles, and TDM planning and projects

System Operations and Performance

Potential Program Focus

- Could fund design alternative assessments and studies, Bay Area Forwards, other freeway operations improvements



TAM/CTA Considerations

- Support multi-county and multi-modal corridor planning, development, and implementation with regional funds that would position projects for state and federal funding

Other General Considerations

- Grow the county program from 45% to 50%
- Maintain county share calculations
- Emphasis on partnership: involve CTAs in development of the regional programs
- Allow CTAs flexibility to incorporate local priorities
- Allow flexibility to shift funds between LSR and bike/pedestrian categories to address county needs
- Reasonable administration and streamlined requirements from project applicants



Questions