



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN

SEPTEMBER 22, 2022  
6:00 PM

**Virtual Meeting**

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Beach Kuhl, Ross Town Council  
Brian Colbert, San Anselmo Town Council, TAM Vice-Chair  
Chance Cutrano, Fairfax Town Council  
Charles Lee, Corte Madera Town Council  
Damon Connolly, Marin County Board of Supervisors  
Daniel Hillmer, Larkspur City Council  
Dennis Rodoni, Marin County Board of Supervisors  
Eric Lucan, Novato City Council  
Judy Arnold, Marin County Board of Supervisors  
Katie Rice, Marin County Board of Supervisors  
Kate Colin, San Rafael City Council  
Max Perrey, Mill Valley City Council  
Nancy Kemnitzer, Belvedere City Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Chair  
Susan Cleveland-Knowles, Sausalito City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
Dan Cherrier, Director of Project Delivery  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning  
Grace Zhuang, Accounting and Administrative Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Li Zhang, Deputy Executive Director/Chief Financial Officer  
Nick Nguyen, Principal Project Delivery Manager

*Chair Moulton-Peters called the meeting to order at 6:00 p.m.*

Chair Moulton-Peters welcomed everyone to the meeting and Executive Director (ED) Anne Richman issued an oath of office to Max Perrey as the alternate representing the City of Mill Valley. Chair Moulton-Peters asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

**1. Adopt TAM Resolution No. 2022-14 in Compliance with AB 361 (Action)**

Commissioner Lucan moved to adopt TAM Resolution No. 2022-14 for compliance with AB 361, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

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

None.

**3. Commissioner Matters Not on the Agenda (Discussion)**

None.

**4. Commissioner Reports (Discussion)**

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that Therese McMillan, Executive Director of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), will retire on January 31, 2023 and that MTC is in the process of finding a replacement.

Commissioner Connolly also reported that the MTC Planning Committee referred the Transit Oriented Community (TOC) policy to the Commission for adoption. The policy specifies certain parking, access, density, and housing policy requirements for jurisdictions with ferry and rail stations. There have been some changes to the draft policy over the last couple months, including parking requirements for rail stations and ferry terminals being subject to the policy regardless of whether they are in a Priority Development Area (PDA). With the change to the train station and ferry terminal requirements, the following jurisdictions in Marin would appear to be subject to the TOC policy: Sausalito, Tiburon, Larkspur, San Rafael, and Novato, and maybe the County depending on where the half-mile lines fall from the SMART stations.

Commissioner Connolly further reported that compliance with the policy will have implications for future One Bay Area Grant (OBAG) funding cycles and possibly other regional discretionary funds as well. Jurisdictions will be given until 2026 to comply. MTC staff will begin implementation planning after adoption of this item by the Commission. Commissioner Connolly reported that he has inquired if MTC will make resources available to help jurisdictions come into compliance, for both PDAs and non-PDAs.

Lastly, Commissioner Connolly reported that MTC is still awaiting a decision from the Supreme Court of California regarding the litigation against Regional Measure 3 (RM 3).

b. Marin Transit Report – Commissioner Colbert

Commissioner Colbert reported that Marin Transit (MT)'s ridership continues to increase steadily. Recent reports show that ridership is at 85% of pre-pandemic levels, with MT continuing to have the greatest percentage of ridership recovery among all Bay Area transit operators.

Commissioner Colbert also reported that transit worker shortages in Marin are following a national trend that started before and have been exacerbated by the pandemic. MT is currently short about 38 drivers, or 20% of the drivers needed. Due to this shortage, missed service levels are currently higher than nearly all historic levels, and primarily concentrated on supplemental school and Muir Woods shuttle routes. While these increases in missed service are of concern, it is important to note that missed service represents less than 1% of all trips. MT and its contractors are taking a variety of actions to increase the transit worker pool and adjust services to minimize impacts on transit riders.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that the Sonoma Marin Area Rail Transit (SMART) ridership levels continue to increase, including a post-Covid ridership record of 2,278 riders on one day during the week of September 12; and that average weekday boardings are 8% higher in September compared to August.

Commissioner Lucan also reported that Sonoma County received a funding grant to build a second SMART station in Petaluma.

## **5. Executive Director's Report (Discussion)**

ED Richman reported on the following: new Marin Commutes reward program launching October 1; September is Pedestrian Safety Month; the launch of the new Street Smarts program, "Eyes up, Marin"; International Walk and Roll to School Day on October 12; National Drive Electric Week; and the electric vehicle (EV) and e-bike show on September 24 at the Bon Air Shopping Center in Greenbrae.

ED Richman also reported on the progress report for the North-South Greenway and Cross-Marin Bike Way corridors; new pedestrian hybrid beacons in Tiburon and Mill Valley; the Marin-Sonoma Narrows (MSN) B7 construction site tour on August 30; the Federal Highway Administration's (FHWA's) Environmental Excellence Award presented to TAM and agency partners in recognition of the State Route (SR) 37 "Environmental Stakeholder Outreach Workshop Series"; and the SR 37 Planning and Environmental Linkages (PEL) public meeting held on September 14.

ED Richman further reported on Senate Bill (SB) 1 funding programs, including Solutions for Congested Corridors, Trade Corridors Enhancement Program, LPP Competitive Program, LPP Formulaic Program, and the Active Transportation Program (ATP) grant awards expected to be announced in October.

Lastly, ED Richman called attention to this month's Caltrans report; and recent and upcoming TAM public outreach meetings.

In response to Commissioner Cutrano, ED Richman explained that the new Street Smarts program includes messaging for pedestrians, bicyclists and motorists; and that the Marin County Bicycle Coalition (MCBC) will be launching training and educational sessions for e-bike riders.

Chair Moulton-Peters commented that Mill Valley has developed a messaging program specifically for e-bike riders.

## **6. Open Time for Public Expression**

Chair Moulton-Peters asked if any members of the public wished to speak or had sent an e-comment, and hearing none closed this item.

## **7. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes July 28, 2022
- b. Approve Contract Extension with Moss, Levy, Hartzheim, LLP for Compliance Audit Services
- c. Review and Acceptance of the Semi-Annual Project Status Report
- d. TAM Response to Grand Jury Report on Affordable Housing
- e. Approval of Extension of Interagency Agreements with Larkspur-Corte Madera and Kentfield School Districts for Crossing Guard Services

Commissioner Cutrano made the motion to approve the Consent Calendar, which was seconded by Commissioner Arnold. Chair Moulton-Peters opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

## **8. Nomination Recommendations for the One Bay Area Grant Program Cycle 3 (Action)**

Director of Programming and Legislation David Chan presented this item, which recommends that the Board adopts the nomination and contingency nomination recommendations for OBAG 3 funding, and the project conditions on PDA studies and transit coordination requirements for applicable projects selected for funding. Mr. Chan reported that this item was reviewed and referred to the TAM Board for adoption by the Funding, Programming & Legislation (FP&L) Executive Committee at its September 12 meeting.

Mr. Chan provided background for the OBAG 3 program; sponsor requirements; policies and nomination targets, including requirements relating to the PDAs; call for projects and schedule/timeline; application screening and evaluation process; staff recommendations; and next steps.

Mr. Chan also reported on the input that was provided by the Bicycle/Pedestrian Advisory Committee (BPAC) at its August 29 meeting; and highlighted project conditions for PDA studies and transit coordination, and other sponsor requirements.

Chair Moulton-Peters commented that the OBAG 3 funding is a complicated multi-layered process.

In response to Commissioner Cutrano, Mr. Chan explained that MTC has directed all County Transportation Authorities (CTAs) to nominate projects and develop a priority process; and that the contingency nomination list included the next-ranked project(s) on the list.

In response to Commissioner Lucan, ED Richman explained that the funding amounts listed for the recommended projects were the amounts requested by the project sponsors, and that the overall project cost will be more than the requested amounts due to match requirements. ED Richman also explained that there are deadlines and obligation requirements that are incorporated into the OBAG 3 program. Mr. Chan explained that funds may be programmed over a four-year period.

In response to Chair Moulton-Peters, Mr. Chan explained that the regional program is administered by MTC and that funding will be available for both regional use by MTC and county use by individual CTAs; and that Marin County will receive approximately 2.8% of the CTAs portion, or \$9.5 million. ED Richman explained that PDA studies are specific plans for the areas that have been nominated as PDAs; and that PDA planning funds allow cities and communities to determine specific development goals and plans.

Chair Moulton-Peters commented that the City of San Rafael has designated the most PDAs in the County.

Commissioner Colin commented that the City of San Rafael was the only jurisdiction in the County to nominate a PDA for OBAG 3.

Chair Moulton-Peters asked if any members of the public wished to speak or had sent an e-comment.

MCBC ED Tarrell Kullaway expressed support for the staff recommendations, including the SMART Pathway and Bridgeway Bike Lane projects.

San Rafael Community Development Director Ali Giudice expressed gratitude for the staff recommendation to provide the requested funding amounts to the PDA studies in San Rafael; and explained that the PDA studies will allow more in-depth evaluation of issues and needs in the areas, such as bicycle and pedestrian connections to transit and sea level rise.

WTB-TAM representative Matthew Hartzell expressed support of the recommendation list, including strong support for the SMART Pathway, Second and Fourth Street Intersection Improvements, and Bridgeway Bike Lane projects, as they contribute to the County's multi-modal network.

MT General Manager Nancy Whelan thanked TAM staff for the consideration of the transit projects, which can be difficult to qualify for competitive grant funding.

Commissioner Colin commented that the PDAs incorporate congestion management in conjunction with increased housing density. Commissioner Colin also expressed gratitude for staff's ranking of the Canal Area PDA Study, which reflects the City of San Rafael's Equity Statement.

Chair Moulton-Peters expressed support for the application and nomination process; and commented on the significant amount of administrative reporting that recipients of federal funding are required to perform.

Chair Moulton-Peters also expressed support for the staff recommendation and commented that lower-ranked projects may qualify for other funding sources.

Commissioner Colin made a motion to adopt the nomination and contingency nomination recommendations for OBAG 3 funding, and the project conditions on PDA studies and transit coordination requirements for applicable projects selected for funding, which was seconded by Commissioner Lee. A roll call vote was conducted, and the motion passed unanimously.

## **9. Alternative Fuels Program Update and Outreach Activities (Discussion)**

ED Richman introduced Director of Planning Derek McGill to present this item for discussion. Mr. McGill provided an overview and update of the Alternative Fuels Program, including a summary of the existing program; Element 3.3 investments to date; regional, state and federal funding updates; and current challenges and opportunities.

Mr. McGill also reported on the public agency electric vehicle (EV) project concept solicitation, including concepts submitted for EV charging and fleet conversions by local school districts, police and fire departments, sanitary and water districts, and TAM.

ED Richman reported on additional findings, including identified barriers and technical support requests.

Mr. McGill further reported on the review process to date; next steps, including partnering with local agencies to develop a Countywide EV Acceleration Plan, and identifying barriers to adoption.

Lastly, Mr. McGill provided an update on outreach efforts by TAM and other local jurisdictions, including equity research and plan tactics; and provided program budget details.

In response to Commissioner Kemnitzer, Mr. McGill explained that the pilot program does not currently have a formal application process; and that electrical street sweepers are an example of some of the concepts that were submitted by local jurisdictions. Mr. McGill also explained that charging infrastructure for items such as electrical street sweepers will need to be addressed through planning with public works directors.

Commissioner Cleveland-Knowles commented on the importance of working with public works directors through this process, including a compilation of information, data, and technical assistance that can be widely used by local jurisdictions. Commissioner Cleveland-Knowles also commented on the need for redundancy with charging infrastructure in the event of a power shortage.

Commissioner Cutrano commented that the Town of Fairfax has started transitioning its public safety fleet; expressed the need for technical assistance when planning for electrical fleet and charging infrastructure; and expressed support for a collective delivery model. Commissioner Cutrano also commented that new federal funding incentives will increase the number of EV drivers and the importance of expanding charging infrastructure for multi-family housing.

Mr. McGill explained that after the public review period for the Countywide EV Acceleration Plan closes in October 2022, the Plan will then go to local city/town councils for adoption. Staff will assess the cities/towns' activities and commitment levels to determine what level of support is needed and will report the findings to the TAM Board.

Chair Moulton-Peters expressed support for an EV charging station delivery toolkit that includes technical, design, and permitting guidance.

Mr. McGill explained that ultimately a countywide EV contractor could be responsible for delivering public agency charging stations and balancing the usage needs with the cost effectiveness of the site; and providing technical expertise to apply for air quality grant funding.

Chair Moulton-Peters also commented that Equity Priority Communities (EPCs) located in the County have different specific needs that will require individualized community approaches.

Mr. McGill explained that the advancement of the EV infrastructure in EPCs, in coordination with a countywide plan, is integral for grant funding.

Chair Moulton-Peters also expressed support for a North Bay EV event.

Chair Moulton-Peters asked if any members of the public wished to speak or had sent an e-comment.

San Anselmo resident and MTC Public Advisory Council member Veda Florez inquired about connecting EV charging stations to future housing development; expressed the need for more public outreach; and highlighted the successful Spring EV event at the Marin County Civic Center. Ms. Florez also expressed support for continued outreach to EPCs, including the possibility of using mobile charging stations to service various areas; and commented that different types of outreach need to be performed to address equity justice issues.

Cool the Earth and Ride and Drive Clean representative Lawrie Mott expressed support for the Alternative Fuels Program and the solicitation process, including the direct communication with the public works directors. Ms. Mott also expressed support for a “turn-key” unit for EV charging to streamline the process for local jurisdictions; and expressed concern about the current state of EV charger maintenance and reliability. Lastly, Ms. Mott highlighted the EV event scheduled for Saturday, September 24 at the Bon Air Shopping Center in Greenbrae.

Commissioner Rice expressed support of gathering and sharing performance reliability data for existing EV chargers throughout the County.

Commissioner Lucan expressed support of assessing the rate structure of the existing EV chargers in conjunction with data regarding EV charger reliability.

Commissioner Perrey expressed support for the Alternative Fuels Program, including the engagement of the local jurisdiction staff, and commented that the City of Mill Valley is currently in the process of identifying various EV charging locations, including the downtown area, and the Hamilton site, which may include future development of affordable housing.

#### **10. Marin-Sonoma Bike Share Pilot Program Update (Discussion)**

ED Richman presented this discussion item, which included a program overview; contractor scope of work; and summary of program activities.

ED Richman reported that in July 2022, prior to the launch of the pilot program, the contractor, Bolt Mobility, ceased operations; and that TAM and partner agencies have initiated the contract termination process. ED Richman also reported that TAM and partner agencies are exploring options for the use of grant funding and identifying potential new vendors.

ED Richman further reported on the considerations for next steps, including revising the scope of work, awaiting industry stabilization, and/or developing an alternative program.

ED Richman introduced MTC Bike Share Coordinator Laura Krull to provide a Bay Area Bike Share update, including summaries of programs in Richmond and Fremont; and ridership trends.

Lastly, ED Richmond reported that TAM will continue to monitor the state of the industry, explore options and return to the Board at a future date for further discussion or approval of a recommendation.

Commissioner Cleveland-Knowles expressed the importance of developing e-bike infrastructure, including secure parking and storage facilities; and also expressed support of alternative programs such as e-bike “libraries” and rebates.

In response to Commissioner Lucan, ED Richman explained that the agreement with Bolt Mobility covered a 3-year pilot period with the goal to continue as a self-sustaining program thereafter. Commissioner Lucan commented that a lower-cost alternative might be considered for a short-term pilot program.

In response to Commissioner Rice, Ms. Krull explained that operators such as Lyft reported higher incidences of vandalism to bicycles in the Bay Area compared to other markets.

Commissioner Kemnitzer commented that theft and vandalism of shared e-bikes is not limited to markets within the Bay Area, and that in addition to monitoring the financial state of the industry, TAM should also assess the industry’s business model(s).

In response to Commissioner Cutrano, Ms. Krull explained that e-bike share is still a relatively new industry in the Bay Area, and that local jurisdictions applied for grant funding for the specific scope of each program. Ms. Krull also explained that scooter share programs tend to be less expensive to operate and are often connected to permit programs within each city/town.

Chair Moulton-Peters commented that models for urban and suburban bike share programs are significantly different; and expressed support for reassessing the program, including alternative options for shared mobility hubs.

Chair Moulton-Peters asked if any members of the public wished to speak or had sent an e-comment.

Ms. Kullaway commented that a large inventory of e-bikes is integral to the success of a shared bike program; and informed the Board about Shasta Living Streets, a new shared bike program opening in Redding, California in October 2022.

*The meeting was adjourned at 8:40 p.m.*

Approved October 21, 2022