



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
FUNDING, PROGRAMS & LEGISLATION  
EXECUTIVE COMMITTEE

JANUARY 9, 2023  
2:00 PM

Virtual Meeting

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Brian Colbert, San Anselmo Town Council, Committee Chair  
Katie Rice, County of Marin Board of Supervisors  
Mary Sackett, County of Marin Board of Supervisors  
Urban Carmel, Mill Valley 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 Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Li Zhang, Deputy Executive Director/Chief Financial Officer  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Nick Nguyen, Principal Project Delivery Manager  
Scott McDonald, Principal Transportation Planner

*Chair Colbert called the meeting to order at 2:01 p.m.*

Chair Colbert welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Funding, Programming and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

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

None.

**2. Commissioner Comments (Discussion)**

None.

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

Executive Director (ED) Anne Richman introduced TAM's new Associate Transportation Planner Mikaela Hiatt who will be supporting the Planning team in the areas of Sea Level Rise, Equity, and Alternative Fuels/Electric Vehicles (EVs).

ED Richman also reported on the recent flooding of State Route (SR) 37 due to the winter storms; and that Caltrans posted the final Planning and Environmental Linkages (PEL) study report for SR 37 on December 30, 2022.

Lastly, ED Richman provided an update on the One Bay Area Grant Cycle 3 (OBAG 3) and Regional Active Transportation Program (ATP) Cycle 6 recommendations, which combined, total approximately \$20 million in funding to 11 projects throughout Marin County. Approval from the Metropolitan Transportation Commission (MTC) is anticipated at the January 11 meeting of MTC's Programming & Allocations Committee and on January 25 at the full Commission meeting.

In response to Commissioner Sackett, ED Richman explained that TAM will send a comment letter supporting the recommendations to MTC staff in advance of the Programming & Allocations Committee meeting.

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

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

#### **5. Approval of Meeting Minutes from November 14, 2022 (Action)**

Commissioner Rice moved to approve the Minutes of the November 14, 2022 meeting, which was seconded by Commissioner Fredericks. A roll call vote was conducted, Commissioners Carmel, Colbert, Fredericks, and Rice voted aye; and Commissioner Sackett abstained. The motion passed with 4 ayes and 1 abstention.

#### **6. Adopt the 2023 Legislative Platform (Action)**

ED Richman introduced Legislation Consultant Gus Khouri of Khouri Consulting to present the proposed 2023 TAM Legislative Platform, which TAM staff recommends that the FP&L Executive Committee reviews and refers to the TAM Board for approval.

Mr. Khouri reported that the Legislative Platform is used to guide policy decisions and communicate TAM's goals and the County's transportation needs to the Legislature and other agencies, such as MTC and the Self-Help Counties Coalition (SHCC).

Mr. Khouri further reported on TAM's proposed 2023 Legislative Platform, highlighting goals including acquiring state funding for TAM's priority projects; addressing mobility and meeting state climate change mandates; leveraging regional partnerships; enhancing multi-modal options; seeking efficiencies; and pursuing federal opportunities.

ED Richman explained that the 2023 TAM Legislative Platform is shared with TAM's partner agencies, including Marin Transit (MT) and the County of Marin in order to align goals as much as possible.

In response to Commissioner Carmel, ED Richman explained that in general, the Legislative Platform is approved by the Board early in the calendar year, and then as more bills are introduced, the Board will discuss positions throughout the Spring and into the Summer, with a final summary upon the close of the legislative session in the Fall.

In response to Commissioner Rice, Mr. Khouri provided examples of TAM's proactive lobbying efforts including support for Senate Bill (SB) 83 and commuter benefit legislation. Commissioner Rice also commented that perhaps future efforts might include a reassessment of the current limit on the Vehicle Registration Fee (VRF); and that it is important to retain latitude within the platform.

Chair Colbert expressed support for aligning the platform with other partner agencies and commented that perhaps the platform include language that supports funding for an operation and maintenance facility for MT. Mr. Khouri explained that it may be most appropriate to include such language within the goal of enhancing multi-modal options; and Commissioner Rice commented that such language could dovetail with the electrification of fleet vehicles.

ED Richman explained that TAM and MT will be resubmitting a joint application to the Transit and Intercity Rail Capital Program (TIRCP) for Part-Time Transit Lanes (PTTL), electrification of vehicles and facility upgrades to support the aforementioned projects. ED Richman indicated that because the TIRCP is focused on projects that reduce greenhouse gas (GHG) emissions, a request for a new stand-alone facility for MT may not meet that requirement. ED Richman suggested adding language that supports funding for such a facility for MT to both the state and federal sections of the legislative platform.

Chair Colbert expressed support for adding language that supports funding for an operation and maintenance facility for MT to both the state and federal sections of the legislative platform.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none asked for a motion.

Commissioner Sackett moved to refer the proposed 2023 Legislative Platform to the TAM Board for approval, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

## **7. De-Program and Re-Program Cycle 3 Local Partnership Program Formula Funds (Action)**

Director of Legislation and Programming David Chan presented this item, which recommends that the FP&L Executive Committee reviews and recommends deprogramming \$1.756 million in Local Partnership Program (LPP) Formula funds from the Bellam Boulevard Off-Ramp Project and re-programming \$1.1 million to Larkspur's Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael's Grand Avenue Class IV Cycle Track Project in order to meet state program requirements and deadlines.

Mr. Chan provided an overview of the SB 1 LPP, including background and prior programming action. Mr. Chan also reported on the current proposal to reprogram funds, including project consideration and funding details for the Bellam Boulevard Off-Ramp Project, Larkspur's Old Redwood Highway Multi-Use Pathway, and San Rafael's Grand Avenue Class IV Cycle Track Project.

In response to Commissioner Carmel, ED Richman explained that Larkspur's Old Redwood Highway Multi-Use Pathway project is phase two of the northern segment of the North-South Greenway Project, which continues from the Pathway over Corte Madera Creek to the Pedestrian Overcrossing (POC); and that the southern segment of the North-South Greenway Project is a separate project that is not currently funded.

In response to Commissioner Sackett, ED Richman explained that the reprogramming of funds to Larkspur's Old Redwood Highway Multi-Use Pathway would be used to complete this second and final phase of the northern segment of the North-South Greenway Project. ED Richman also explained that the southern segment of the North-South Greenway Project still needs to go through various project development phases before construction.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell welcomed the new Commissioners; and thanked ED Richman for the nomenclature clarifications in response to WTB-TAM's public comment letter. Mr. Hartzell also expressed support for the reprogramming of funds to Larkspur's Old Redwood Highway Multi-Use Pathway; and encouraged TAM to prioritize the project development funding necessary to bring the southern segment of the North-South Greenway Project to shovel-ready status.

Commissioner Rice expressed support for this item; and requested that TAM staff provide an update on the entirety of the North-South Greenway to the FP&L Executive Committee and/or the TAM Board in order to better understand the goals and priorities.

Commissioners Carmel, Fredericks and Sackett, and Chair Colbert also expressed interest in receiving an update on the entirety of the North-South Greenway in order to have a broader understanding of the local and regional goals.

Commissioner Carmel moved to refer the recommendation to deprogram \$1.756 million in LPP Formula funds from the Bellam Boulevard Off-Ramp Project and reprogram \$1.1 million to Larkspur's Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael's Grand Avenue Class IV Cycle Track Project to the TAM Board for approval, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

#### **8. Marin-Sonoma Bike Share Program Request for Proposals (Discussion)**

Principal Transportation Planner Scott McDonald presented this item for discussion, which included a program overview and background, recent activity, and next steps.

Commissioner Carmel commented on the need for electric bike (e-bike) storage; and inquired about comparable bike share programs in a suburban context. Mr. McDonald explained that e-bike parking/storage is an essential component of e-bike infrastructure and that TAM will continue to seek out funding opportunities to that effect. Mr. McDonald also explained that there was a slight decline in usage of the Bay Wheels regional system in areas such as Berkeley and Oakland during the pandemic, however, that was coupled with decreased transit ridership, as well. Mr. McDonald further explained that the Marin-Sonoma Bike Share Program will be a pilot program in which data will be collected to determine if the program is both sustainable and scalable.

Commissioner Sackett commented that potential contractors/vendors should take neighboring jurisdictions into account when submitting proposals; and expressed support for increased micro-mobility opportunities in key areas throughout the County.

Commissioner Rice commented that analysis, investment and exploration into a bike share program should be informed in part by data collected from transit riders and other potential users. Mr. McDonald explained that in reference to long-term e-bike parking, TAM can work with local agencies to determine demand; and that significant data was collected before the initial system launch with Bolt Mobility.

Chair Colbert commented that perhaps an exploration into secure e-bike parking facilities could be done in parallel with the bike share program.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that given limited resources, an increased concentration of bikes at specific locations is more beneficial than spreading resources across all cities along the Sonoma Marin Area Rail Transit (SMART) corridor and would result in a larger user base; and that the National Association of City Transportation Officials (NACTO) recommends approximately 1,000 feet between bike share stations. Mr. Wells also commented on the need for secure e-bike parking within multi-family housing and along commercial and retail corridors.

Mr. Hartzell also expressed support for a higher concentration of e-bikes across fewer bike share stations, and that the Civic Center, downtown San Rafael, and Larkspur SMART stations may be the best candidates.

Larkspur City Council Member and incoming TAM Commissioner Pat Ravasio expressed support for continued pedestrian and bicycle intermodal transportation improvement projects.

Commissioner Carmel commented that without empirical data showing that a bike share program is viable in Marin, investment should be focused on improving e-bike infrastructure for existing and future e-bike owners versus a bike share program.

Commissioner Rice commented that the grant funds could be used for its described eligibilities.

ED Richman explained that the funds were distributed by MTC to the Sonoma County Transportation Authority (SCTA) and TAM specifically for a bike share program along the SMART corridor, as part of a larger Bay Area bike share grant program.

In response to Commissioner Rice, Mr. McDonald explained that the cities located along the SMART corridor are listed in the grant agreement and the intended use is for bike share.

ED Richman reiterated that this program is intended to be a pilot program, which will be reassessed after a limited duration.

Commissioner Sackett commented that a bike share program could provide a valuable service for those who cannot afford to purchase an e-bike; and mitigates the need to bring e-bikes onto public transit vehicles.

ED Richman explained that TAM staff will provide an update to the FP&L Executive Committee and the TAM Board once the Request for Proposal (RFP) process is finalized.

*The meeting was adjourned at 3:30 p.m.*