



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

APRIL 10, 2023
2:00 PM

TAM CONFERENCE ROOM, 900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

33 HUCKLEBERRY LANE
HAMPTON, NEW HAMPSHIRE

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
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Mikaela Hiatt, Associate Transportation Planner
Nick Nguyen, Principal Project Delivery Manager

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

Chair Colbert welcomed everyone to the meeting and announced that the meeting was being conducted pursuant to California Government Code Section 54953, in that he was participating remotely from New Hampshire; and that in accordance with the Ralph M. Brown Act, the teleconference location had been identified in the notice and agenda for the meeting.

Chair Colbert 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 & Commissioner Comments (Discussion)

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported that the Marin County Flood Control and Water Conservation District has begun work on the Marin City Stormwater Plan and is providing many opportunities for public participation. The first community meeting is scheduled for June 1. Additionally, a local task force has been created to assure that community interests and concerns are considered during the 18-month stormwater plan development process. Five task force meetings and three community meetings are planned over the 18-month process.

ED Richman also reported that the Marin County Department of Public Works will begin replacing the street lighting on median islands starting on April 17, along one mile of Sir Francis Drake Boulevard, between Manor Road in Kentfield and Eliseo Drive in Greenbrae as the result of feedback received from the community. Weather permitting, it will take approximately three weeks to replace the current poles with the shorter, more decorative poles and dimmer fixtures. During work hours, there may be minor traffic delays and intermittent single lane closures on Sir Francis Drake Boulevard. The "Upgrade the Drake" project was one of the Major Roads projects from the original Measure A Program. TAM contributed \$12.4 million to the project.

ED Richman further reported that the Street Smarts Banners are being reinstalled throughout the County and will stay in place through the month of May. Street Smarts is an educational program targeted at locations with identifiable accident histories. Community members are encouraged to contact their local jurisdictions to obtain yard signs.

Lastly, ED Richman reported that Pacific Gas & Electric (PG&E) recently released an electric vehicle (EV) fleet rebate for the purchase or lease of used electric vehicles. The rebate is for pre-owned battery or plug-in hybrid EVs and ranges between \$1000 to \$4000 per vehicle. Applications must be submitted within 180 days after purchase or lease.

In response to Commissioner Carmel, ED Richman noted that the rebates are approximately \$1,000-\$4,000 per vehicle and are based on several factors.

Commissioner Rice commented that the new lighting systems along Sir Francis Drake Boulevard are intended to reduce light dispersal on adjacent properties, decrease light intensity, and improve aesthetics while still maintaining the lighting uniformity levels necessary for public safety.

3. 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.

4. Approval of Meeting Minutes from March 13, 2023 (Action)

Commissioner Sackett moved to approve the March 13, 2023 meeting minutes, which was seconded by Commissioner Carmel. A roll call vote was conducted, and the motion passed unanimously.

5. Review of Recommended Crossing Guard Location Selection (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends that the FP&L Executive Committee reviews the ranked list of crossing guard locations that was reviewed and supported by the Marin Public Works Association (MPWA); the staff recommendation to fund a total of 97 crossing guards, down to Rank 97 of the list; and to develop the next recertification list in three years (for the 2026/2027 school year) to allow the return of the evaluation cycle back to its regular 4-year interval since the current cycle was delayed by a year to allow more time for post COVID travel patterns to stabilize, and refers the item to the TAM Board for approval.

Mr. Cherrier provided an overview and background for the evaluation process of the revised location list and basis of the Crossing Guard Program, including number of guards/locations, evaluation methodology and weighted scoring criteria.

Mr. Cherrier also provided an overview of factors that affect crossing guard locations, including declining school enrollment and/or closure/consolidation; completed safety improvement capital projects around schools; and changes to nearby signal timing.

Lastly, Mr. Cherrier provided information on funding levels and outlined the recommendations and next steps.

In response to Commissioner Rice, Mr. Cherrier explained that the counts were conducted from September 2022 through February 2023, excluding Mondays and days where there was a 30% or higher chance of inclement weather. Mr. Cherrier also explained that the scoring for each criterion is based on the California Manual of Uniform Traffic Control Devices (CMUTCD) and provided clarification for the vehicular and pedestrian volume scores. Mr. Cherrier also explained that the addition of a crossing guard does not always result in higher pedestrian volumes.

Commissioner Rice commented that the Crossing Guard Program was established with funding from Measure A/AA and supports the goals of Safe Routes to Schools, including increasing active transportation for school-aged children.

In response to Commissioner Rice, Mr. Cherrier explained that scatter graphs are created and used by the Safe Routes to Schools Program; and that crossing guard locations are selected for evaluation by the Department of Public Works for each local jurisdiction. Mr. Cherrier also explained that crossing guard requests submitted to TAM by school districts are forwarded to the appropriate Department of Public Works for that jurisdiction.

In response to Commissioner Rice, Mr. Cherrier explained that the recently completed capital improvements at the intersection of Laurel Grove and Sir Francis Drake Blvd. included the elimination of an uncontrolled crosswalk.

In response to Commissioner Sackett, Mr. Cherrier noted that the list will be updated to reflect the reopening of Greenwood School as North Bridge Academy. Mr. Cherrier also confirmed that the counts are tabulated using video footage from approximately 7:00 a.m. to 9:00 a.m. on weekday mornings (not including Mondays), and an approximate 2-hour window timed to each school's specific afternoon bell schedule. Mr. Cherrier explained that the criteria are scored using data collected over the past 8 months; and that high school students are not included in the data collection.

In response to Commissioner Carmel, Mr. Cherrier explained that TAM staff has been in communication with the City of Mill Valley's Department of Public Works, the Mill Valley School District and the School Principal of Park School regarding changes affecting Park School, including the implementation of signal phasing resulting in decreased vehicle conflicts at the intersection of East Blithedale Avenue and Elm Avenue.

ED Richman explained that the construction of capital improvements, including Safe Pathways projects and other safety efforts by local jurisdictions, are intended to have a positive safety impact but may also have resulted in lower scores at those particular locations.

Commissioner Carmel commented that perhaps seasonality should be considered when the data is evaluated.

Commissioner Rice commented that perhaps the data should be collected for all sites in the Spring.

Mr. Cherrier explained that one goal for the next round of evaluations will include collecting the data for all locations in the early Fall; that school districts have the opportunity to independently fund crossing guards through the Crossing Guard Program; and that locations may be reevaluated between cycles if there is a changed condition.

In response to Commissioner Sackett, Mr. Cherrier explained that the Kentfield School District funds the second crossing guard located at Wolfe Grade and Sir Francis Drake Blvd., and the Larkspur-Corte Madera School District funds the crossing guard located at Paradise Drive and Seawolf Passage. Mr. Cherrier also explained that the Corte Madera Public Works Director elected to move a crossing guard from Redwood Avenue and Pixley Avenue to Tamalpais Drive and Eastman Avenue.

Commissioner Sackett commented that perhaps Kaiser could be a funding partner for the crossing guard at Nova Albion Way and Montecillo Road.

Mr. Cherrier confirmed that changes in crossing guard locations will take place at the beginning of the 2023-2024 school year; and that outreach is on-going.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, asked if there were additional comments from the commissioners.

Commissioner Rice expressed support for retaining the option of reevaluating locations between cycles should conditions change.

Chair Colbert expressed support for the evaluation process and appreciation for the clarity of the presentation.

Commissioner Fredericks moved to refer the ranked list of crossing guard locations; the staff recommendation to fund a total of 97 crossing guards; and the development of the next recertification list in three years (for the 2026/2027 school year) to the TAM Board for approval, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

6. USDOT's Charging and Fueling Infrastructure Discretionary Grant Program (Discussion)

Associate Transportation Planner Mikaela Hiatt presented this item for discussion, which included a program overview and background, program highlights and summary, eligible project types and costs, contracting requirements, selection criteria, recent activity, potential partnership roles and next steps.

ED Richman explained that TAM staff have been in discussions with community partners to clarify roles and responsibilities; and that the Marin County Community Development Agency will be the lead applicant but will rely on partners for implementation of projects in different locations, as well as TAM for support in areas such as local funding matches, technical assistance, and/or partnering in grant applications.

In response to Commissioner Carmel, ED Richman explained that the amount of grant funding available through related State programs has yet to be determined; and that as part of the National Electric Vehicle Infrastructure (NEVI) Program, the State analyzed population and travel patterns to determine the highest and best-use corridors for EV charging infrastructure. ED Richman also explained that the corridor component of the Charging and Fueling Infrastructure (CFI) Program is focused on building out the corridors along US 101 and State Route 1, including within a mile of those corridors. Lastly, ED Richman explained that further planning will be conducted with the community, including non-profits, to determine where charging infrastructure is most needed throughout the County.

Commissioner Carmel commented that it would be useful to have baseline maps that reflect existing charging infrastructure to determine where future resources may be allocated.

ED Richman explained that the CFI Program is focused on Equity Priority Communities (EPCs).

In response to Commissioner Fredericks, ED Richman explained that there may not be enough data to determine if there are sufficient employer and commuter sites within 1-mile of the proposed corridors; and that work patterns have changed since the initial EV charger site plan study was conducted.

In response to Commissioner Sackett, Ms. Hiatt explained that grant funding may be used for EV infrastructure within multi-family housing under the acquisitions and installation provisions of the program; and ED Richman explained that it is yet to be determined if separate grant programs may be combined to cover project costs.

Ms. Hiatt explained that grant funding may be available to address the repair or replacement of existing EV infrastructure under the reconstruction provision of the program.

Commissioner Rice expressed support for the CFI Program and TAM's role as an important resource to local jurisdictions and the community, especially to identify gaps in the EV charging network; and inquired if Measure B funds may be used as a local match source.

In response to Commissioner Carmel, ED Richman explained that while Marin County currently has approximately 750 EV chargers, the State has forecasted a need for approximately 4,000 chargers in the County by 2025.

In response to Commissioner Sackett, Ms. Hiatt explained that transit agencies are eligible for CFI grant funding and that TAM staff has been in communication with both Marin Transit (MT) and Golden Gate Transit (GGT) regarding the CFI Program.

ED Richman explained that MT is currently applying for grant funding for its electric bus fleet charging facility through the federal Low & No Emissions Bus Program; and that TAM staff has been working with GGT to identify opportunities to increase the number of EV chargers in its parking facilities for use by customers/transit users.

Chair Colbert expressed support for the program and TAM's effort to reach out to stakeholders; and commented on the importance of focusing on existing conditions as well as the needs of residents of multi-family housing.

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

Founder and ED of Cool the Earth Carleen Cullen commented that Cool the Earth provides educational programs and webinars regarding new and used EV incentives. Ms. Cullen explained that she has been involved with building a coalition of agencies to prepare for the CFI Program, which will be administered in phases, including a feasibility and planning phase in which logistical details will be addressed (e.g., multi-family; ownership/maintenance of equipment). Ms. Cullen also commented on the need to coordinate funding among various federal, state and regional programs.

Commissioner Sackett thanked Commissioner Rice for taking the lead on coordinating with local agencies and community partners to prepare for the CFI Program.

The meeting was adjourned at 3:42 p.m.