



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

APRIL 27, 2017
7:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present:

Stephanie Moulton-Peters, City of Mill Valley, TAM Chair
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair
Alice Fredericks, Tiburon Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
Diane Furst, Corte Madera Town Council
Eric Lucan, Novato City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Kathrin Sears, Marin County Board of Supervisors
P. Beach Kuhl, Ross Town Council
Ray Withy, Sausalito City Council
Tom McInerney, San Anselmo Town Council

Members Absent:

Gary Phillips, San Rafael City Council
Katie Rice, Marin County Board of Supervisors

Staff Members Present

Dianne Steinhauser, Executive Director
Bill Whitney, Deputy Executive Director
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Li Zhang, Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Moulton-Peters called the meeting to order at 7:00 p.m. with all members present as indicated.

1. Chair's Report (Discussion)

Chair Moulton-Peters commented that Matt Maloney, a Principal Planner at the Metropolitan Transportation Commission just finished a draft Plan Bay Area 2040 briefing for Marin's elected officials. She noted that transportation planning is truly a multi-layered multi-agency effort, and that this meeting will include information from different levels of government. She also noted that she spoke with Senator McGuire regarding Regional Measure 3 (RM3), who indicated he was still advocating for the Measure and hopes that TAM is as well.

2. Commissioner Matters Not on the Agenda (Discussion)

Regarding TAM's strategic vision planning process and a recent transportation survey conducted as part of the plan, Commissioner Fredericks asked staff about a concern she had expressed previously, which is whether there were safeguards included with the online survey to ensure that no one could take the survey more than once. She noted that staff had assured her there were checks in place to prevent it. She asked for confirmation of that assurance. Executive Director (ED) Dianne Steinhauser explained how IP (internet protocol) addresses were retrieved and tracked to determine whether they originated from public (or shared) computers. Further, she pointed out if there were two (or more) surveys from the same computer address, they were compared to see how similar they were in content, and duplicates were discarded. She thanked Commissioner Fredericks for raising the issue originally so that necessary precautions could be taken. She also noted that these latest surveys were not the only source of information, and she indicated that several other surveys were made over recent years, all of which were included in formulating the recommendations for the TAM Draft Vision Plan to be presented to the Board in the near future.

3. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser introduced Bill Whitney, currently serving as TAM's Deputy Executive Director, and she discussed his job duties and purpose, and the rotational schedule that will be followed for the time being, as well as others who will share the position in the future.

ED Steinhauser also discussed continuing sales tax briefings that she had presented to member jurisdictions recently, including Sausalito, Corte Madera and the Marin County Board of Supervisors meeting. She reported on the purpose of the briefings which is to educate the Councils on what the current sales tax is being spent on, to seek input from local leaders regarding funding transportation issues in the future. Regarding Regional Measure 3 (RM3), she reported on proposed legislation by Senator Jim Beall on what transportation projects should be included in RM3. She concluded her report with a brief review of items listed in her written report and the many road closures and repairs that continue as a result of the winter storms.

There was no public comment on the Executive Director report.

4. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly updated the Board on good news items related to transportation, including the allocation of \$13 million of Regional Measure 2 (RM2) funds to go towards the SMART (Sonoma Marin Area Rail Transit) extension to Larkspur. He also commented on the importance of Senate Bill 1 (SB1) which would bring \$8 million to Marin for local streets and roads, as well as funding for transit and active transportation infrastructure measures; the Regional Measure 3 (RM3) proposal to go towards congestion relief and mobility through a potential increase in the bridge tolls, the first step in the merger of MTC (Metropolitan Transportation Commission) and ABAG (the Association of Bay Area Governments) - staff consolidation - which will be conducted in the coming months, highlights of the Draft Plan Bay Area 2040, and plans for a public forum on the same on May 20th at the Mill Valley Community Center.

b. Marin Transit Report

In the absence of Commissioner Rice, Chair Moulton-Peters presented the Marin Transit Report, discussing Marin Transit's list of potential projects the Agency had submitted for RM3 funding, as well as plans for an operations and maintenance facility including potential sites and funds needed.

c. Sonoma Marin Area Rail Transit (SMART)

Commissioner Sears discussed system-wide safety testing that has been ongoing since February, types of tests being run, plans for a computerized technology system providing positive train control (PTC) designed to prevent collisions and derailments, and public education needed regarding train safety for pedestrians and motor vehicles.

Item # 6 taken out of order.

5. CONSENT CALENDAR (Action)

- a. Approval of TAM Board Minutes of March 23, 2017
- b. Review and Acceptance of FY2016-17 Third Quarter Financial Report and Proposed Budget Amendments
- c. Review and Release the Draft FY2017-18 Annual Budget for Public Comment
- d. Appointments to the Citizens' Oversight Committee
- e. Award of Program/Project Management and Oversight Services Contract

Vice Chair Arnold moved to approve the Consent Calendar, and Commissioner Sears seconded the motion. It was approved unanimously.

6. Open Time for Public Expression

David McPherson, Vice President of the Bicycle Pedestrian Advisory Committee and an advocate for Safe Routes to Schools in Corte Madera, expressed appreciation to TAM staff for planning/programming and funding allocations under the Safe Routes program. He noted that every dollar allocated enables better programming for Safe Routes and reassures parents to feel secure in allowing their children to get to school safely. He also commented on efforts to connect bicycle/pedestrian pathways in in east Corte Madera with others in west Corte Madera.

7. Adopt Positions on State Legislative Bills (Action)

ED Steinhauser introduced Consultant Gus Khouri, state legislative analyst, to present this item which recommended that the TAM Board adopts positions on two new State Legislative bills (AB 1436 and ACA 5) as shown in the staff report, and to discuss current and pending legislation. She commented on the recent success of SB 1 (Senate Bill 1) and the programs that will benefit from it, which she noted were listed on a chart in the Commissioner packet.

Mr. Khouri reviewed recent changes and successes at the state level, indicating there is reason to celebrate, perhaps for the first time in two years. He also thanked the Board for their support and encouragement of him in cooperation with other agencies in united efforts for funding and programming. He reviewed the process leading up to approval, changes/improvements from the original proposal, restoration of the State Transportation Improvement

Program (STIP) funding, creation of the Solutions for Congestive Corridor grant program with \$250 million funding statewide, and dedicated funding for commuter and inter-city rail projects. He noted that the governor has not signed SB1 yet, based partly on the legislature's recent passage of SB132, and both will go to the governor in the next few days, hopefully. He thanked the Board and staff again for reaching out to members of the delegation and answering questions for them. Regarding public works budgets, he clarified that the full effect won't be realized until FY2018-19.

The Board congratulated Mr. Khouri on the successful negotiation and his dedication to the efforts.

Mr. Khouri also updated the Board on SB 595 and his encouragement to the delegation for a state-local partnership. He explained that after the state fulfills its responsibility in managing the state highway system, the regional agencies can consider what they will be able to do with local funding. He indicated other delegation representatives spoke to Senators Levine and McGuire, and he plans to draft a letter (with the Board's approval) and will coordinate with MTC regarding its priority projects, followed by hearings with the Senate Appropriations Committee.

He further reviewed minor changes to the legislative matrix, including ACA 5 (constitutional protection measure for SB 1) and SB 1436 introduced by Assemblymember Levine to reduce the bill threshold for the Board of Supervisors for expenditures for county road projects from 4/5 to 3/5. He also noted that SB 760 has been changed to a 2-year bill.

Commissioner Lucan asked about the recommended position on AB 694, specifically why it is "no position" rather than "monitor." Mr. Khouri said it could be changed to "monitor" following more research. The Board agreed by consensus to move forward towards changing the recommendation to "monitor" the bill's progress.

ED Steinhauser clarified the recommendations on which staff is requesting approval: support for SB 595 (generic support in concept), monitoring of AB 694, monitoring of the Levine bill - SB1436, and continued monitoring of SB 760.

Vice Chair Arnold moved to approve the staff recommendation.

Commissioner Connolly asked how support in concept for SB 595 helps anyone, which Mr. Khouri clarified. He stated that if the nine Bay-Area counties provide a general letter of support to the Bill's author, it would demonstrate a consensus to the membership in the Senate Chambers. Commissioner Connolly expressed appreciation for the additional information.

Commissioner McInerney seconded the motion, and it was unanimously approved.

There was no public comment on the item.

8. MTC Presentation on HOV Hours of Operation (Discussion)

ED Steinhauser introduced Andrew Fremier, Deputy Executive Director of MTC and the Bay Area Toll Authority, to lead the presentation. She reviewed discussions TAM staff has had with Mr. Fremier regarding how best to manage the highways in the bay area.

Mr. Fremier noted first that he is a resident of Marin County, and thus indicated his familiarity with traffic issues in the area and Highway 101 particularly. As background, he discussed causes of congestion, possible ways to manage congestion efforts to achieve consistency in the amount of traffic from day to day, new technologies to

monitor traffic, Marin 101 proposed mitigations and actions still pending, HOV degradation and failure to meet performance standards for federal HOV performance, Hwy 101 morning and afternoon congestion and potential express bus use of HOV lanes to expedite travel time, Marin HOV hours and occupancy policy history, ease of making changes, clarification on what MTC is proposing for the lanes, policy discussions on the issue since 2013, results of a regional managed lane survey regarding the hours, MTC's recommendations for Marin County HOV lanes hours of operation, expected benefits, proposed timing for implementing the changes, performance measures, monitoring and evaluation (data collection, evaluation metrics, and reporting). He also reiterated that Caltrans will be the final decision-maker for the changes.

Commissioner Furst asked if MTC has finalized their managed lane implementation plan that is referenced in the staff report, when it will be available, and how one could obtain a copy of the final report. Mr. Fremier discussed the two-year process thus far, including input from the nine county CMAs (congestion management authority), Caltrans and the CHP, data collection process, and evaluation/recommendations based on the data received for each area. He stated that he expects the report to be available by the end of summer.

Commissioner Lucan commented on the congestion chart and the representation of the emotions felt by commuters as they enter the congestion areas. He indicated he was supportive of a phased implementation process but he questioned whether the change in hours should be added incrementally rather than all at once. Mr. Fremier explained that the data consistently shows that half hour changes will not solve the problem and reduce the degradation of the lanes. He indicated the proposed incremental implementation approach will have maximum benefit for the highest volume of commuters. Commissioner Lucan commented on past, somewhat drastic changes that were made but eventually revoked due to public reaction, which is why he would prefer a more measured approach.

Vice Chair Arnold asked and Mr. Fremier confirmed that the summer months were recommended for implementation because the traffic levels are lower. She questioned whether it would be possible to use a month or two not in the summer as well. Mr. Fremier noted that there would be time for modifying the express bus hours as well. He also commented on the need to help commuters learn to form 2+ carpools which meet the standards. He urged the Boardmembers to be willing to give the study time let the process work and commuters time to see the improvement as well.

Vice Chair Arnold also asked how ramp metering might be incorporated with the HOV changes. Mr. Fremier responded that funding was given to Caltrans for implementation of ramp metering throughout the Bay Area, but they ran short of funds and decided not to implement it in Marin until more funding is found.

Vice Chair Arnold expressed appreciation for the CHP traffic enforcement of the carpool lanes over the last week. Mr. Fremier acknowledged the result but also noted that lowered staffing levels at the CHP make enforcement a low priority.

Commissioner Connolly agreed with comments made by Mr. Fremier regarding the importance of carpooling. He also discussed changes in traffic at about 3:00 in the afternoon when parents are picking up children from school and/or taking them to/from extracurricular activities, which affects 101 traffic, given that it functions as Main Street in the area. He questioned how the extended HOV lane hours will affect those commuters. Mr. Fremier pointed out that cars with children onboard function as a carpool and will receive the benefits therefrom. He reiterated that allowing 2+ carpools into the lane at earlier times which will improve traffic overall.

Commissioner Campbell asked, and Mr. Fremier confirmed that there will be data collection from the general-purpose lanes during the new carpool hours.

Commissioner Rodoni asked if real-time remote control of the HOV lanes would be possible so that traffic changes could be made directly in response to actual traffic levels. Mr. Fremier said it might be possible in the future, but

not at the current time. He commented on enforcement challenges because of difficulties in detecting the number of occupants in a vehicle.

Commissioner McInerney expressed appreciation for the report. He asked about plans for public education prior to implementing the changes. Mr. Fremier agreed it would be necessary but couldn't say at what point it would start. He noted that a recent presentation to the Golden Gate Bridge district, there was a lot of media attention that was generally supportive.

Commissioner McInerney asked whether there might be greater congestion in the other lanes as the carpool lane time change is instituted and people adjust to one less mixed-flow lane fewer for general traffic. Mr. Fremier acknowledged it was likely as with any time a traffic pattern change, but he expressed confidence that people are wanting to use carpools or take buses to ease congestion and will quickly see some benefit.

Commissioner McInerney asked about unintended consequences, and Mr. Fremier agreed if there are any, they should show up quickly.

Vice Chair Arnold asked if there is language in SB 1 that would provide funding for ramp metering. ED Steinhauser indicated there is a \$5 million shortfall between what is needed to pay for ramp metering, and she thought it likely that funding can be found through Caltrans, or MTC/ BATA (Bay Area Toll Authority). If not, she noted there is provision for congested corridors in SB 1 that might apply in this instance. Mr. Fremier expressed MTC's support for the ramp metering project, so they will work to help identify the necessary funding.

Commissioner Reed wondered if the timing of the different express buses could make a difference, with updates given on the shortened commute times and increased occupancy rates. Mr. Fremier said he could support that.

Chair Moulton-Peters asked how passenger through-put was measured, and Mr. Fremier explained that it was manual counts by individuals as well as ridership reports from the transit agencies. He noted he was also in charge of the Clipper program, so information about its ridership level was readily available, as well as car counts. He also discussed changing traffic patterns from the urban core, which indicate that not all the traffic increase at 3:00 p.m. is from school parents.

Chair Moulton-Peters expressed support for a pilot program, perhaps co-marketed with increased public transit.

Chair Moulton-Peters opened public comment on the item.

Denis Mulligan, General Manager for the Golden Gate Bridge District, urged TAM's support of the study and the overall concept, noting that the collected data validates the proposed changes. He also commented on potential reductions to climate change and greenhouse gases and the benefit to the community from decreasing single occupancy vehicle use.

Nancy Whelan, General Manager of Marin Transit, echoed the comments made by Mr. Mulligan, especially in terms of shortened commute times for bus riders. She expressed support for anything that can provide a transit advantage for bus riders.

Vita Flores, MTC Advisory Board, commented on the practice in southern California of toll-tag users allowing others to use their tags (for a price) to drive in the HOV lanes. She expressed concern about the effect on important programs if the practice were to spread to the Bay Area.

Robert Mota, California Highway Patrol (CHP), discussed unintended consequences that might result for users of the general-purpose lanes. He stated that the commute congestion begins at the San Pedro Road exit and just past

Tiburon Blvd in the afternoon commute. He expressed concern that a change in the hours of operation for the HOV lane will cause increased congestion in the mixed flow lanes and, consequently, more of a backup. He was concerned as well about the increase in accidents from increased congestion, and he reviewed HOV statistics from the standpoint of more enforcement which yields, on average, only one violator for every 30 cars.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item.

Mr. Fremier clarified that Marin has a lower violation rate than other areas. He also noted that those who shuttle may be taking more trips than necessary (in terms of side trips they take while the child is busy) and this program should help with that also.

ED Steinhauser added that the proposal from MTC/BATA was only recently received by TAM, but she acknowledged there have been some changes, already, based on concerns raised by TAM. She was appreciative of MTC making those changes. She acknowledged there would be other opportunities for TAM to discuss the issues further.

9. Strategic Vision Plan Overview (Discussion)

ED Steinhauser introduced Planning Manager Derek McGill to present the staff report. She briefly summarized the purpose for the Plan and the process to date in its development.

Mr. McGill began the presentation with information on the background, including the 2003 Vision Plan and the need for an update, accomplishments since the 2003 Plan, an overview of the Vision development process, milestones already achieved since 2015 when the process was begun, TAM's adopted principles and framework (including the TAM Mission Statement), previous planning efforts, the current transportation setting, input from the Vision Plan outreach, and the Draft Vision Statement, Draft Vision Strategies (framed by the three E's - Economy, Equity, and Environment), revenue considerations, and input requested from the Board tonight.

Vice Chair Arnold expressed that the Draft Plan reads very well except for Item 9, the Draft Vision Statement – *“Make it convenient, easy, and safe to travel in Marin through strong neighborhood, local and countywide connections.”* She suggested “accessible” be used instead of “strong.”

Commissioner Reed indicated the report should specify what O & M means – Operations and Maintenance.

Chair Moulton-Peters commended staff for the excellent job of putting all the planning tasks in an organized framework. She stated that although she thought the 3 E's were a workable framework for the Vision Statement, she wasn't sure they worked in the actual document and she cited, as an example, placing the entire bus service element in the Equity category. She suggested organizing the planning around transportation mode instead. Mr. McGill said staff will provide a clearer discussion of the goals in terms of transportation mode, in addition to the 3 E's.

In response to a further question from Commissioner Fredericks, Mr. McGill proposed the discussion organized by transportation mode be put in the “How Do We Get There” section of the document.

ED Steinhauser expressed that the Draft Vision Plan is a capture of history, of need, and of opportunity; not prioritization or discussion of mode.

There was no public comment on the item.

10. Program OBAG 2 Safe Routes to Schools Funds (Action)

ED Steinhauser introduced David Chan, Manager of Programming and Legislation, who presented this report which recommended that the TAM Board support the TAM Board Safe Routes to schools Ad-hoc Committee and the Programming and Project Executive Committee's programming of OBAG2 related Safe Routes to Schools funding recommendations of \$235,000 to San Anselmo for the San Anselmo Bike Spine Project, \$467,000 to the Corte Madera Paradise Drive Multi Use Path (MUP) and \$162,000 to the Crossing Guard program. Along with released reserve funding from the November 2016 TAM Board decision, this would allow for an increase of two crossing guards for the life of Measure A due to expire in FY 24/25.

Mr. Chan began the staff report, discussing the context for the funding, an overview of federal funding through OBAG 2, specific amounts allocated to Safe Routes, which were set aside until the Safe Routes to Schools ad-hoc Committee evaluated the needs of the entire Safe Routes program, and the makeup of the ad hoc committee (Chair Moulton-Peters, Commissioner Reed, and Commissioner Lucan). He then turned to Mr. McGill to continue the report with a review of the process and final recommendations.

Mr. McGill reviewed the work of the ad hoc committee, including verification of the amount set aside, the list of projects identified as eligible under Safe Routes through the OBAG process, evaluation under specific criteria, prioritization of the projects, Corte Madera's reduced estimate from \$689,000 to \$467,000 through the contribution of more of Corte Madera's local funds, and non-capital projects (Safe Routes and the Crossing Guard program). He explained that analysis of Safe Routes cash flow over time allowed TAM to withdraw that program from OBAG 2 funding and rely on local measure funding, and Programming Manager Dan Cherrier discussed issues with funding for the Crossing Guard program, and that changes made to that will ultimately allow the addition of two guards in 2018.

Mr. McGill reviewed the planning process for the Crossing Guard program, the gap in funding needed to keep the program whole, review by the Ad-hoc Committee and their recommendation reflected herein, followed by presentation and recommended approval by the two Executive Committees. ED Steinhauser discussed growth in the program over time since its inception and anticipated cuts to the program in the future due to an increase in the living wage and revenues that have not been able to keep pace with that increase. Chair Moulton-Peters commented on the need to convey to the school districts what the need is, as well as potential solutions to the projected shortfall.

Commissioner Furst expressed appreciation to all those involved in the process for recognizing the importance of the Paradise Drive project to students at all levels, as well as others who use the same route. She also thanked them for recognizing that the Crossing Guard Program needed a little boost this cycle.

There was no public comment on the item.

Commissioner Furst moved to approve the staff recommendation for allocation of the OBAG 2 funding. Commissioner Reed seconded the motion, which was unanimously approved.

11. Caltrans Report (Discussion)

Chair Moulton-Peters referred to the written Caltrans Report for its regular update.

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ED Steinhauser noted that the May 25th Board meeting has been changed to June 1st, at the usual time and in the usual location. She thanked the Board for making that accommodation.

The meeting was adjourned at 9:15 p.m.

Approved on:

DRAFT

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