

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

July 17, 2017

5:00 p.m.

TAM Conference Room
900 Fifth Avenue, Suite 100
San Rafael, CA 94901



MEETING MINUTES

Members Present: V-Anne Chernock, Northern Marin Planning Area
Peter Pelham, Major Marin Employers
Joy Dahlgren, Central Marin Planning Area
Robert Burton, Southern Marin Planning Area
Vince O'Brien, Bicyclists & Pedestrians Groups
Kate Powers, Environmental Organizations
Allan Bortel, Marin County Paratransit Coordinating Council

Alternates Present: Jeffrey Olson, Central Marin Planning Area
Jayni Allsep, Southern Marin Planning Area
Nancy Okada, Environmental Organizations
Kay Noguchi, League of Women Voters

Staff Members Present: Dianne Steinhauser, Executive Director
Li Zhang, Chief Financial Officer
Scott McDonald, Senior Transportation Planner
Nick Nguyen, Project Delivery Manger
Bill Whitney, Project Delivery Manger
Grace Zhuang, Accounting and Administration Specialist

Public: Kevin Hagerty, San Rafael
Al Dugan, Novato

Chairperson V-Anne Chernock called the Citizens' Oversight Committee meeting to order at 5:05 p.m.

1. Introductions and Welcome

Introductions were made around the room.

2. Review and Approval of May 15, 2017 Meeting Minutes (Action)

Member Joy Dahlgren moved to approve the minutes of May 15, 2017 meeting, and Vice-Chairperson Peter Pelham seconded the motion. The minutes were approved with one abstention (Member Robert Burton).

3. TAM Staff Report (Information)

Executive Director (ED) Dianne Steinhauser discussed the changes to the High Occupancy Vehicle (HOV) lane hours of operation proposed by the MTC (Metropolitan Transportation Commission) and the resolution made by the TAM Board at its April 27, 2017 meeting. She explained that the HOV

operation hour changes proposed by MTC are for the southbound HOV lane in the mornings as part of a three month pilot program from October to December. ED Steinhauser said the proposal to extend the HOV hours from 6:30 a.m. to 9 a.m. would be discussed by the Board at either the August or September meeting. She reviewed the pros and cons of the proposal, noting that regular congestion would be extended. She also listened to concerns and questions from the COC members regarding the impacts on non-HOV lane users and traffic in general, the currently most congested areas, potential increase in public transit users, potential increase in carpool users, commuters who may adjust the hours of their commute to avoid the restrictions, issues with enforcement of the hours, congestion from the merge with Highway 37, what the change in hours is supposed to accomplish, and whether single-occupied fuel-efficient cars will still qualify for use of the HOV lanes.

ED Steinhauser continued her report with information about recent legislation regarding a potential increase in bridge tolls and projects that will qualify for use of bridge toll funds, projects recommended by the TAM Board in March that could qualify for corridor capital specific projects, which include funding requested for Marin Sonoma Narrows (MSN), San Rafael Transit Center Reconstruction, 101/580 Interchange, and Highway 37. ED Steinhauser noted that planned toll increases would need 50% plus 1 approval by voters in the nine bay area counties, including Sonoma and Napa.

A. Update of LGS/CalPERS Contract Issue

ED Steinhauser discussed recent issues with CalPERS and accrual of service credit for TAM employees hired through LGS (Local Government Services), which was discovered in an annual audit of LGS conducted by CalPERS. She reviewed options offered to the employees, subsequent action taken by the TAM Board to ensure the affected employees do not lose their service credits, and the significance of the transfer of benefits needs to be completed.

At ED Steinhauser's request, Chief Financial Officer Li Zhang discussed the retirement plan for employees hired after January 2013, based on state legislation enacted at that time that reduces retirement costs, and the retirement options for those who joined TAM before that date. She said the transfer to CalPERS would maintain the same benefit levels provided to current employees.

Staff responded to questions/comments from the Committee regarding unfunded pension liability, the timeframe for action by the Board and implementation and confirmation that all employees will then be considered employees of TAM. They further reviewed TAM's past relationship with LGS, as well as confirming that TAM employee benefits are funded not only by Measure A and Measure B funding, but all the federal, state, regional and local funding sources TAM receives for various projects and programs.

4. Strategic Vision Plan Draft for Public Review (Discussion)

Scott McDonald, Senior Transportation Planner, presented the staff report, noting that the draft Strategic Vision Plan should be released for public comment next week. He also discussed the preview that the COC will receive before release of the draft, noting that the Vision Plan is an update to the 2003 vision plan document and provides a good overview of the work that has been accomplished and a comparison of what they hoped to achieve when TAM was established. Mr. McDonald discussed other components in the document, including TAM's vision of the future, topics related to transportation technology, and he indicated that comments or suggestions from the COC would be welcomed. ED Steinhauser added that the public comment period would be 60-days.

5. Electrical Vehicle Program Update (Information)

Principal Project Delivery Manager, Nick Nguyen, presented the staff report, discussing highlights of the EV (Electric Vehicle) program, the program budget recently approved by the TAM Board, components included as part of this fiscal year's program, as part of Measure B Element 3 - the reduction of

pollution and congestion in Marin. Mr. Nguyen explained the allocations of the Element 3 funding to EV charging stations and infrastructure, EV vehicles, public education, and EV rebates. He also stated that Marin holds second place among bay area counties for per capita EV ownership, at 10 EV per 1,000 residents, with Santa Clara in first place at 15 EV per 1,000 residents. He noted that TAM also tracks and promotes alternative fuels, including synthetic, renewable diesel which he discussed.

Mr. Nguyen also responded to questions/comments from the Committee, such as costs for the EV charging stations, locations of free charging stations, payment methods used for the stations if not free, the provision of funds from the EV program for two electric buses for Marin Transit, amount of carbon dioxide savings expected once Marin Transit converts to electric vehicles, consideration given to hydrogen fuel cells, Marin's sole hydrogen fuel station in Mill Valley, and concerns about the sometimes overtaxed electricity grid in the bay area.

6. Committee Member Hot Items Report (Information)

Member Burton commented on an article he wrote for *Marin Voice* about 18 months ago regarding the third lane for the San Rafael Bridge and difficulties with the merge that should be resolved before spending a great deal of money moving the retaining wall on the other end of the bridge on Richmond Parkway. Member Burton believed that the removal of the retaining wall may not even be necessary if the merge problem can be resolved. He indicated that a recent article in the *Marin Independent Journal* had predicted the finish date for the project could be delayed by several months. Member Burton noted also that he has since written a letter to the editor expressing his earlier concerns, and he encouraged other Committee members do the same.

The Committee discussed other contributing factors and changes in traffic patterns that have created the merge difficulties, including surface street traffic issues and common courtesies that seem to be lacking.

7. Discussion of Next Meeting Date and Recommended Items for the Agenda

In response to Chairperson Chernock, Ms. Zhang confirmed that COC alternates are invited to attend the Expenditure Plan Advisory Committee (EPAC) meetings, along with the members.

The next date was tentatively set for September 18, 2017.

8. Open Time for Public Input

As no members of the public wished to speak, the meeting was adjourned at 5:53 p.m.