



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM
January 24, 2019
7:00 PM

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

MEETING MINUTES

Members Present:

Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
David Kunhardt, Corte Madera Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Stephanie Moulton-Peters, Mill Valley City Council, TAM Chair
P. Beach Kuhl, Ross Town Council
Susan Cleveland-Knowles, Sausalito City Council (Alternate)
Ray Withy, Sausalito City Council

Staff Members Present

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

Chair Moulton-Peters called the meeting to order at 7:00 p.m. and announced that the Board would be adjourning to a Closed Session and then would be reconvening for the rest of agenda items.

1. Adjourn to Closed Session

Conference with Labor Negotiator
California Government Code Section 54957.6
Agency Negotiators: Moulton-Peters, Kuhl, Fredericks, Rodoni, Withy Position of unrepresented employee: Executive Director

Reconvene to Open Session

Chair Moulton-Peters reconvened the meeting at 7:50 p.m. She reported direction was given to the Ad-Hoc Committee and TAM Counsel.

2. TAM Annual Selection of Chair and Vice Chair and Review of Ex-Officio Members (Action)

Commissioner Lucan moved to nominate Commissioner Arnold to serve as Chair, which Commissioner Hillmer seconded. The motion carried unanimously.

Commissioner Arnold moved to nominate Commissioner Fredericks to serve as Vice Chair, which Commissioner Kunhardt seconded. The motion carried unanimously.

3. Chair's Report (Discussion)

Chair Arnold thanked the board for their support and requested time on the next board meeting's agenda to thank Commissioner Moulton-Peters for her service as the Chair.

a. Appointments to the Executive Committee (Action)

Chair Arnold recommended Commissioners Colbert, Lucan, Sears, Moulton-Peters, and herself as chair for the Programming and Projects Executive Committee; and Commissioners Kuhl, Connolly, Phillips, Rice, and Vice Chair Fredericks as chair for the Finance and Policy Executive Committee. Commissioner Colbert requested an appointment to the Finance and Policy Committee instead of the Programming and Projects Committee. ED Steinhauser stated staff would review the composition to ensure the appropriate balance on each committee, and that the appointments would be on the next meeting's agenda.

4. Commissioner Matters Not on the Agenda (Discussion)

Commissioner Colbert reported on a good meeting he had with Safe Routes to Schools Programs Coordinator Wendi Kallins. He also attended a meeting on Safe Routes to Schools in the Ross Valley School District. He reported strong parent participation, excitement over new crossing guards, and discussion of congestion and traffic behavior.

5. Executive Director's Report (Discussion)

ED Steinhauser reported on the ramp metering project on which TAM was collaborating with Caltrans, expected to begin this Spring. She reported on an announced closure on the Tiburon Boulevard onramp to northbound 101 and stated that TAM staff had contacted Caltrans to request this be delayed until the agreed-upon notifications had taken place. Caltrans agreed to delay the closure and ensure notifications were made to emergency personnel and city staff. She added Caltrans plans to maintain a webpage on the timing and duration of closures and planned detours.

She reported on meetings with the Bay Area Toll Authority regarding the Richmond San Rafael Bridge upper deck bike path and where, after coming off the bridge, it joins with Francisco Boulevard East. She stated that an interim solution is being proposed to make sure both cyclists and pedestrians have a safe path exiting the bridge. She expressed appreciation to the City of San Rafael and BATA for their efforts coordinating with TAM.

ED Steinhauser noted upcoming discussions and action on the Regional Transportation Plan, Plan Bay Area 2050; TAM's state legislative platform; allocation of funds for Marin Transit Yellow School Bus program; and OPEB

liability. She noted fact sheets on TAM's projects were also included as part of the EDR and that these fact sheets will be updated semiannually.

Chair Arnold noted support for ramp metering. She commented on AB 1824, legislation on excessive muffler noise.

6. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported on the appointment of a new executive director for MTC, Therese McMillan. He commented on discussions with MTC on the westbound upper-deck lane of the Richmond-San Rafael Bridge. He also reported on the CASA Compact set of proposals on housing in the region, noting that the Bay Area delegation from Marin voted no on the proposals. While the proposals include interesting ideas, they also include some deal-breakers for Marin. He noted the main action on CASA will be at the legislative level in Sacramento. He commented on concerns related to the possibility of conditioning transportation funding on the production of housing.

b. Marin Transit Report

Commissioner Moulton-Peters reported that the Marin Transit board approved an allocation of \$600,000 in upcoming Measure AA funds for the Yellow School Bus Program. She stated more funding would have been ideal but she appreciated the Marin Transit board for responding to the needs of the community.

c. SMART

Chair Arnold announced Commissioner Phillips had been elected the new SMART board chair and turned it over to him to make the report. Commissioner Phillips reported that SMART crossed the one million rider mark. He stated the construction of the extension from San Rafael to Larkspur is going well. He thanked the TAM board for allowing him to represent TAM on the SMART board.

7. Open Time for Public Expression

Cindy Winter reviewed the new book *No One at the Wheel* by Samuel Schwartz and spoke about Mr. Schwartz's expertise on self-driving cars. She spoke about the importance of ridesharing to reduce congestion.

Dan Zaich, of the San Rafael City School District, expressed appreciation for the EV charging station rebate program. He stated SRCS is leading the charge to install charging stations at multiple school sites and it would not be possible without TAM's support.

Jean Severinghaus, a member of the Caltrans Bicycle Advisory Committee for District 4, reported on a presentation by Caltrans' Sustainability Director, Jeanie Ward-Waller, on improving treatment and funding for Complete Streets, and one on a new maintenance program for biking and walking paths along and across freeways.

Linda Jackson of the Aging Action Initiative, spoke about upcoming expos on Junior Accessory Dwelling Units (JADUs) in San Rafael on Thursday, February 7, and in Novato on Saturday, March 30. The expo will be sponsored by the Aging Action Initiative and the Commission on Aging.

- 8. CONSENT CALENDAR (Action)**
- a. Approve TAM Board Meeting Minutes of November 14, 2018
 - b. Appointments to the Citizens' Oversight Committee
 - c. Review and Acceptance of the 2018 Measure A Compliance Audit Results
 - d. Approve State Legislative Contract
 - e. Review and Acceptance of the FY2018-19 Second Quarter Financial Report

Commissioner Rice moved to approve the Consent Calendar, which Vice Chair Fredericks seconded. The motion carried unanimously.

9. Review and Acceptance of the FY2017-18 Citizens' Oversight Committee Annual Report (Action)

Chief Financial Officer Li Zhang introduced Peter Pelham, chair of the TAM Citizens' Oversight Committee (COC) who presented this report which recommended that the TAM Board review and accept the FY2017-18 Citizens' Oversight Committee Annual Report. Ms. Zhang spoke about the function and importance of the COC. She added the COC would be finalizing the final report soon and asked the board to let staff know of any questions or suggested edits. She also noted the report will be widely distributed to public agencies and libraries throughout the county.

Mr. Pelham presented the FY2017-18 Citizens' Oversight Committee Annual Report, noting it contains updates on projects funded by Measures A and B. He commented on the importance of the COC to ensure that TAM funds are being spent responsibly on voter-approved projects, and on the COC's involvement in the Expenditure Plan Advisory Committee for Measure AA. He thanked the TAM board for allowing the COC to be part of this process and for its dedication to transparent financial management for transportation improvements in Marin.

Commissioner Rice thanked Mr. Pelham for his time on the COC and on Measure AA in service to the community. Commissioner Moulton-Peters agreed.

Chair Arnold opened and seeing no speakers coming forward. closed the Item for public comment.

Commissioner Rice moved to accept the FY2017-18 Citizens' Oversight Committee Annual Report, which Commissioner Moulton-Peters seconded. The motion passed unanimously.

10. Accept the Release of the Marin Commutes Program (Action)

ED Steinhauser introduced Scott McDonald, Senior Transportation Planner, and Christy Garland, consultant, Sustainable Transportation Solutions who presented this item which recommended that the TAM Board accept the release of the Marin Commutes Program.

Mr. McDonald introduced the Marin Commutes Program, a comprehensive public engagement program to increase awareness of alternatives to single-occupancy driving, and provide incentives and tools to try other methods. The program also promotes electric vehicles as the preferred technology for trips that do require vehicle use. Mr. McDonald noted that TAM's past projects in transportation demand management have historically been promoted through partnerships with MTC's regional 511 program. However, recent scale backs at MTC have triggered the need for a resource specifically for Marin. Mr. McDonald acknowledged the Commute Alternatives and Reduction of Trips (CART) Ad-Hoc Subcommittee, the Transportation Demand Management Working Group, and the Programming and Projects Executive Committee for their work on this program.

Ms. Garland reviewed the development, navigation, and design of the website, which will serve as an information hub and outreach platform and a focal point for campaigns to help increase awareness of commute options and programs and encourage their use. She reviewed approaches to audience engagement including seasonal campaigns

and a focus on partner-specific information and programs. Ms. Garland discussed marketing of the site, the plan to evaluate its effectiveness, and the launch timeline.

Commissioner Lucan complimented the improvements that have been made to the Emergency Ride Home process as he believes making it easier to complete the form will, in turn, make it easier for employers to promote with their employees.

Commissioner Kunhardt expressed appreciation that the platform provides resources for multiple audiences. He noted that shopping malls would be a good audience for employer engagement.

Commissioner Moulton-Peters complimented the effort and creativity put into the program. She suggested a useful metric would be the number of users in each mode of public transit.

Chair Arnold opened and closed the Item for public comment with no speakers coming forward.

Commissioner Moulton-Peters moved to accept the release of the Marin Commutes Program, which Commissioner Kunhardt seconded. The motion passed unanimously.

11. Upper Deck Third Lane on Richmond-San Rafael Bridge (Action)

- a. Approve Position Letter to BATA
- b. Approve Request Letter to Caltrans
- c. Approve Reallocation of Funding for Traffic Study

ED Steinhauser introduced Dan Cherrier, Principal Project Delivery Manager, who presented this item which recommended that the TAM Board approve the following:

- 11a. Approve the Chair to send a letter to the Bay Area Toll Authority requesting coordination and cooperation regarding further operational changes to the Richmond-San Rafael Bridge,
- 11b. Approve the Chair to send the attached letter to Caltrans requesting that a load analysis be performed by Caltrans on the Richmond-San Rafael Bridge, and Caltrans participate in TAM's further traffic studies;
- 11c. Reallocate \$148,000 of funds previously allocated to the 580/101 direct Connector Project to fund project management and a traffic study of westbound traffic entering Main under a shoulder-running lane scenario on the Richmond-San Rafael Bridge.

Mr. Cherrier provided the background of the issue and explain staff's recommendations. He reviewed the different phases of the Richmond-San Rafael Bridge project and the milestones already completed, namely the opening last Spring of the Lower Deck Third lane project. He explained the 3 components of the Upper Deck project and the contracts underway. He noted property agreements and utility relocations are taking longer than anticipated on the Marin side multi-use path improvements. He explained the solution reached with BATA and San Rafael on elements of the multi-use path that allows safe navigation in Marin once leaving the Upper Deck pathway. .

ED Steinhauser reviewed other recent changes and developments since the third lane was first conceptualized, including increased traffic and employment in Marin, causing the reevaluation of a lane solely for cyclists and pedestrians. She reviewed potential structural issues on the RSRS bridge with a joint-use lane and the need for additional analysis which Caltrans is in favor of conducting. TAM staff also recommends additional traffic study and additional ongoing work with BATA to continue studying joint-use lane options. The letter to BATA expresses a wish to reconvene with the corridor partners in six months from the opening of the upper-deck bike lane to discuss usage and the disposition of the lane going forward. She finalized her comments by reiterating the staff recommendations for this item.

Commissioner Lucan questioned whether the six-month period referenced is an initial assessment six months into the four-year pilot or a reduction of the four-year pilot to a six-month pilot. Commissioner Connolly stated the feeling is that four years is too long and that six months will provide the data needed for the partners to reconvene and discuss plans for the future. He added that the partners will convene after the six-month period to assess the data.

Commissioner Moulton-Peters asked what would be involved in opening that lane to vehicular use and what the time frame would be like. ED Steinhauser stated the results of the analysis are needed before that could be definitively answered.

Commissioner Reed commented on the number of unknowns and the importance of determining exactly what the traffic needs are. He commented on the high cost of this kind of mode shift and questioned if bot dots would work as well as a barrier but at a much lesser cost. He looked forward to the initial data on the usage of the path later this summer. He also expressed concern that the data would not be as useful if the lane was being used by vehicles, as well, when the goal was to encourage use by cyclists and pedestrians.

Commissioner Connolly clarified that it is not the goal to pit cyclists against single-occupancy vehicles. Rather, he wants to see additional transit and carpools as well.

Commissioner Colbert commented on the letter to BATA, agreeing that moving to a six-month pilot program is a logical period of time to have a serious conversation with the stakeholders about the structure, traffic, and challenges of the multi-use path. He felt the process should be an iterative one and TAM and the other stakeholders should take every opportunity to continue reevaluating.

Commissioner Lucan felt it was premature to ask another agency to change the length of the pilot period before the data is in place.

Commissioner Sears stated her understanding was that the request was not to change the length of the pilot period but to provide time for the data to be collected and then evaluate the pilot period going forward. She stated she would also like to consider other options such as restricting the lane to multiple-occupancy vehicles.

ED Steinhauser read two comments received online from the public, from Robert Schell suggesting a seasonal shift in the use of the lane where it would be more available to bikes in the summer but to cars in the winter, and from George Fisher urging the retention of the four-year pilot period so the public has time to change their commutes.

Chair Arnold opened the Item for public comment.

Jim Elias, Marin County Bicycle Coalition, commented on the initial goal of the multi-use pathway to provide a safer bicycle and pedestrian route across the bridge. However, he acknowledged the growing concerns about congestion and that TAM's overall goal is to design opportunities for travelers to cross the bridge more efficiently, more economically, and with less impact to the environment. He urged TAM to continue studying more creative strategies than single-occupancy vehicles including bikes, busses, shuttles and carpools. He asked that MCBC be given an opportunity to participate in the design and evaluation of success criteria for the project.

Linda Jackson, Aging Action Initiative, commented on the eastbound afternoon commute third lane and the concerns about the impact on the other lanes and the cost, but noted the great impact that it had made reducing travel time for those crossing the bridge. She thanked staff for the analysis of the issues and stated it captures the challenges that employers are facing. She commented on the increased need for home health care for aging Marin individuals and the additional stress on traffic this would cause, noting this is just one employment sector with increasing jobs. She supported the six-month pilot concept noting that a four-year period is not truly a pilot program.

Jean Severinghaus, Caltrans Bicycle Advisory Committee, felt this is a once-in-a-lifetime opportunity to encourage the use of bicycles as a mode shift on this bridge. She felt the demand for cycling access on the bridge would only

increase. She asked TAM to support the full four-year project and that future letters to BATA be transparent, noting that the letter being discussed is not. She also asked TAM to pursue a temporary barrier on the flyover to Andersen before April when the lane opens and suggested that \$148,000 be shifted to fund this need. She also commented on the possibility of the Richmond Ferry absorbing some of the vehicle traffic from the bridge.

Seeing no further speakers, Chair Arnold closed public comment on the Item.

Commissioner Lucan stated he wanted to support the letter but felt the requested pilot program length was still not clear. Commissioner Connolly stated the intention is that four years is too long and it should be evaluated in six months.

Commissioner Kunhardt asked whether the concrete barrier had been purchased before ensuring the bridge could support it. ED Steinhauser clarified there is no weight issue with the path and the barrier but with the potential weight of the cars in the third lane. Commissioner Connolly noted that the price tag for this bike lane is approximately \$27 million. A contract to procure the barrier and the machine that would move it was nearing completion, and that the barrier has been made, ready to deliver along with the machines to move it. Commissioner Phillips agreed with Commissioner Connolly's comments and felt a four-year period is too long to reserve judgment. He agreed this lane is important for bicycle traffic but noted that there is an increasing need to accommodate vehicles and stated TAM has to be flexible to accommodate those that are in need of this mode of transportation.

Commissioner Lucan stated he did not necessarily want to keep the four-year pilot period but wanted to wait until the data was in to make a recommendation on whether or not to keep the original pilot period.

Commissioner Connolly moved to approve the position letter to BATA and the request letter to Caltrans, which Commissioner Kuhl seconded. The motion passed with Commissioners Lucan and Reed opposing.

Commissioner Hillmer moved to approve the reallocation of funding for a traffic study, which Commissioner Fredericks seconded. The motion passed unanimously.

12. Measure B, Vehicle Registration Fee – Element 3.3 Alternative Fuel Program FY2018/2019 Adoption (Action)

ED Steinhauser introduced Nick Nguyen, Principal Project Delivery Manager, and Derek McGill, Planning Manager to present this item which recommended that the TAM Board receive update of the current fiscal year Measure B – Element 3.3 Alternative Fuel Program and adopt Fiscal Years 2018-19/2019-20 program proposal. The FY 2018-19/2019-20 program is designed to review and refresh the successful elements, with a continued emphasis on electric vehicle (EV) adoption, new EV marketing effort and additional review of new clean transportation fuel technologies.

Mr. Nguyen presented the Alternative Fuel Program and staff's recommendation to adopt the program for the remaining of FY2018-19 and FY2019-20. He reviewed staff's efforts with stakeholders and advocates of EV in Marin who have assisted in technical discussions and developing eligibility and policy related to the program. Mr. Nguyen presented an overview of the program and past EV projects approved and completed.

Mr. McGill recognized Ian McAvoy, consultant, who has served as technical assistance lead, for his support of the program. He reviewed the program update process, including the initial program review, technical and policy input, and development of the draft program. He recognized and thanked the Clean Transportation Technology Advisory Working Group members for their participation in this program. He summarized each component of the program and its goals.

Chair Arnold opened the Item for public comment.

Carleen Cullen, Cool the Earth, thanked Commissioner Moulton-Peters for her work promoting electric vehicles as the former chair of TAM. She thanked TAM for involving the community in the development of this program and for the work done to improve EV infrastructure. She stated that CTE supports the program. She commented on the importance of improving awareness to get consumers to convert to electric vehicles to reduce the carbon footprint. Ms. Cullen provided statistics on current use of EVs in each jurisdiction.

Seeing no further speakers, Chair Arnold closed public comment on the Item.

Commissioner Kunhardt commented on the statistics of public ownership of electric vehicles, noting that Marin has a high percentage compared to other counties, but it is still in the single digits. He asked how the program will contribute to increasing that percentage. Mr. McGill stated the program focuses on public agencies to adopt EVs in public transit fleets in order to lead the way to consumer adoption. He commented on factors affecting public adoption of EVs and stated the focus was on leveraging TAM funds on assisting public agencies, although staff will continue to explore and evaluate messaging for public outreach.

Commissioner Moulton-Peters thanked staff for the work improving and expanding the program. She agreed about the importance of leveraging partnerships with public agencies and commented on the possibility of a multi-agency consumer outreach campaign.

Commissioner Lucan moved to approve the Measure B, Vehicle Registration Fee – Element 3.3 Alternative Fuel Program for FY2018/2019 and FY 2019-20 which Vice Chair Fredericks seconded. The motion passed unanimously.

13. Caltrans Report (Discussion)

ED Steinhauser referred to the written Caltrans report and noted staff plans to have the Caltrans District 4 Director visit a future meeting.

The meeting was adjourned at 9:55 p.m.