



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

FEBRUARY 23, 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  
Beach Kuhl, Ross Town Council  
Damon Connolly, Marin County Board of Supervisors  
Dan Hillmer, Larkspur City Council  
Diane Furst, Corte Madera Town Council  
Eric Lucan, Novato Town Council  
John Reed, Fairfax Town Council  
Kate Colin, Alternate, San Rafael City Council  
Katie Rice, Marin County Board of Supervisors  
Ray Withy, Sausalito City Council  
Tom McInerney, San Anselmo Town Council

Members Absent:

Dennis Rodoni, Marin County Board of Supervisors  
Gary Phillips, San Rafael City Council  
James Campbell, Belvedere City Council  
Kathrin Sears, Marin County Board of Supervisors

Staff Members Present

Dianne Steinhauser, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
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 7:05 p.m. with all members present as indicated.

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

Chair Moulton-Peters briefly discussed with the Board the proper microphone etiquette to facilitate better communication at the meeting this evening. She also noted that a request has been made for the Board to use as few acronyms as possible. She requested that staff include the list of acronyms in every Board packet as a refresher for the Commissioners. She noted as well that the Executive Director's report has a "look ahead" attachment, which will help the Board be aware of upcoming events, projects and reports.

Chair Moulton-Peters also reminded the Board of the TAM Innovation Workshop being held tomorrow, Friday, February 24 at the Embassy Suites and encouraged attendance, noting it is an opportunity to find out what technological advances are ahead and what's possible in the world of transportation that may be important for Marin County to consider. She welcomed everyone to the meeting.

**2. Commissioner Matters Not on the Agenda (Discussion)**

No comments made.

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

Executive Director (ED) Dianne Steinhauser began by thanking Caltrans for their good work with the flooding issue that occurred on Highway 37. She noted that the roadway was reopened the morning of this meeting, and she mentioned several drainage improvements that were made. She commented on her recent attendance at the California Transportation Foundation Forum in Sacramento, which included reporting on the many highways that were damaged in the recent rains and the many emergency projects, as well as the costs that Caltrans is facing from the winter weather. The CTF Forum also heard from Senator Beall and Assemblyman Frazier regarding state funding efforts. She indicated she would like to find some way to recognize Caltrans for their accomplishments particularly related to Highway 37.

ED Steinhauser also reviewed items in her written report, and she indicated copies were available on the dais, including the Innovation Workshop, pending transportation legislation at the state level, efforts by the Metropolitan Transportation Commission (MTC), to increase transportation funding- Regional Measure Three (RM3) priorities and possibilities, federal funding options, and finally, she mentioned that copies of the TAM Citizens' Oversight Committee (COC) annual report were available for any who wanted them.

a. Look Ahead Report

The report was included in the agenda packet, and reference to it was given by staff and the TAM Chair.

b. Richmond San Rafael (RSR) Bridge Third Lane & Multi-use Path Report

Staff reported work continuing on the construction of the Third Lane Eastbound, scheduled to be open to traffic in November 2017.

There was no public comment on the Executive Director Report.

**4. Commissioner Reports (Discussion)**

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported that a new chair was appointed for MTC, Jake Mackenzie, who represents Sonoma County and its cities. He noted this was good for the Transportation Authority of Marin (TAM) because the four counties (Marin, Sonoma, Napa and Solano) work together often. He also announced that the next day there will be a joint meeting of MTC's Planning Committee and the Administrative Committee of the Association of Bay Area Governments (ABAG), to continue to discuss the contract for services related to the merger of the two bodies, as well as a Memorandum of Understanding. Thirdly, he commented on the RM3 process, including input from the public, MTC, and the member jurisdictions of TAM, but also the Legislature. He agreed with ED Steinhauser that MTC is being asked to slow down the process somewhat, but they have undertaken some stakeholder meetings. Finally, he discussed his upcoming trip to Washington for the National Cities and Counties meeting and lobbying efforts at the federal level

b. Marin Transit Report

Commissioner Rice indicated she had nothing to report, as the Marin Transit meeting was set to occur next week.

c. Sonoma Marin Area Rail Transit (SMART)

Vice Chair Arnold reported that SMART has a new set of officers, which she reviewed, with Deb Fudge, Mayor of the Town of Windsor, as Chair, and Kate Sears, Marin County Supervisor – District 2, as Vice Chair. She also updated the Board on SMART's status in testing the running of the trains, testing of positive train control, the Larkspur extension and the Bettini Transit Center. Commissioner Rice asked, and Vice Chair Arnold confirmed that the tests being run measure frequency and speed similar to final settings.

**5. Open Time for Public Expression**

No comments made.

**6. CONSENT CALENDAR (Action)**

- a. Approval of TAM Draft Meeting Minutes of January 26, 2017
- b. Reprogram PCA funds from OBAG 2
- c. Program Measure A Reserve Funds in the Measure A Strategic Plan
- d. Adopt CEQA Findings for the East Sir Francis Drake Blvd Project Approaching the Richmond-San Rafael Bridge

Vice Chair Arnold moved to approve the Consent Calendar, and Commissioner Fredericks seconded the motion.

The motion was approved with one abstention by Commissioner Kate Colin.

## 7. **Regional Measure Three (RM3) – Potential Bridge Toll Increase** (Discussion)

ED Steinhauser introduced this discussion item, beginning with a review of MTC's planned stakeholder and public meetings, outreach through the Legislature in Sacramento as well as outreach in the Bay Area. She indicated that all the counties are planning to submit candidate projects to MTC through their Congestion Management Agencies, including TAM. Staff is seeking input on potential projects, and she reminded the Board of the presentations made at its January meeting. She also introduced what was planned for this meeting and gave a preview of intended topics for March. She commented as well on the types of projects that MTC will be seeking.

### a. Direct Connector from Northbound Highway 101 to Eastbound I-580

Project Manager Nick Nguyen began the staff report with a discussion of background information, project location, daily traffic volumes, peak hour traffic volumes, justification for the Hwy 101/I580 freeway to freeway direct connector, introduction of the three preliminary concepts developed by staff, and estimated cost ranges. He noted that this is very early in the process and more study will be done over the next year with updates for the Board through the process.

ED Steinhauser briefly reviewed input received from the City of San Rafael related to the Hwy 101/I-580 Direct Connector, noting their acceptance of the hillside option due to no general impacts on businesses, and support for the low speed option essentially elevating the offramp over Bellam- due to its minor impacts on businesses and its benefits to Bellam.

Commissioner Lucan asked if staff had ranked the three project options in order of cost estimates and how much time savings the commuters would realize, which staff discussed. Mr. Nguyen indicated that Concept 2, the low speed connector, was the lowest cost estimate at \$135 million, Concept 3, the moderate speed connector, was estimated at \$184 million and Concept 1- the Hillside Connector- was the highest cost estimate at \$255 million. Regarding time savings for each concept, ED Steinhauser stated that time savings was similar for all three, with more analysis showing this in detail. Staff noted there would be benefits on both Bellam and East Francisco Blvds., along with Sir Francis Drake, since motorists would no longer need to use the Bellam exit to get to the bridge, and bypass I-580 congestion by travelling down east Francisco to the Main Street entrance onto I-580. She added that it is likely that traffic would also be reduced on Sir Francis Drake Blvd. in the Larkspur Landing Area. This reduction in congestion would benefit those riding both SMART and the Golden Gate Ferry.

Commissioner Rice discussed current freeway short-cut takers that contribute to congestion on surface streets, which, potentially, would not be a problem if there is a direct connector in place.

Commissioner Colin thanked ED Steinhauser for her summary of the discussion with San Rafael. She asked why out of eight scenarios that were originally presented, the three that were chosen were all in San Rafael. Mr. Nguyen explained that all eight were on the San Rafael side, none were from Larkspur because it was not viable to approach the bridge using a high-speed connector from that direction.

Commissioner Colin noted that San Rafael was concerned because the numbers keep changing for the different options, as well as the potential visual impacts for the middle scenario. She added that the City supports the hillside or possibly the lower speed curved option over Concept 2, the higher speed connector.

Commissioner Reed questioned whether the available area and proposed lane widths on the Westbound Sir Francis Drake Blvd. exit from the foot of the Richmond bridge would fit and still meet Caltrans standards for shoulders, etc. Mr. Nguyen stated all the scenarios provide for the replacement of that SFDrake existing structure, which will allow for more lanes than currently can fit. ED Steinhauser recalled the Nonmotorized Transportation Pilot Program review of the intersection of Andersen and Sir Francis Drake that showed significant difficulties for bicycles and

transit vehicles to travel in that area, resulting in a proposal for either grade separation or signalization of that intersection. She noted that the replacement of the structure will allow for the intersection to be updated at the same time. Commissioner Reed acknowledged it was good to include necessary work that area.

Commissioner Hillmer asked whether there was any benefit analysis in terms of benefit created and congestion relief for the three concepts. Mr. Nguyen responded that based on preliminary analysis and modeling, they generate the same benefit for each scenario.

Commissioner McInerney said it would be helpful to get a clearer explanation in the future of the concerns that San Rafael has with the second option, such as if there will be any congestion remaining in the area, what types and how many businesses will be affected, etc. Mr. Nguyen reviewed the factors that were considered in rating the different options, and he confirmed the costs for any business relocation and impact mitigation were included for each scenario.

Commissioner McInerney also asked whether added congestion was considered for the area coming up the hill on Hwy 101 from Larkspur. Mr. Nguyen confirmed that part of the scope of the study was modeling of potential traffic impacts. ED Steinhauser added that Commissioner McInerney was correct that there would be impacts, but she noted that freeway traffic flows better than city streets with signalization and other traffic controls. She reiterated that traffic studies would be done to evaluate all potential impacts.

Commissioner Hillmer questioned whether the traffic improvements will be significant enough to redirect the traffic on the connector and not tempt drivers to take surface streets instead. Mr. Nguyen confirmed there would be new signage and channelization to direct drivers correctly.

Commissioner Connolly questioned whether the completion of the northbound Hwy 101 to eastbound I-580 connector will result in Caltrans requiring the construction of a connector for westbound 580 to southbound 101. ED Steinhauser indicated while it may not be required, neither will any option pursued preclude the building of such a connector at some point in the future.

Commissioner Connolly commented on the previously proposed “flyover” that was part of the Greenbrae project and the opposition from the community and if there were any similarities between the two projects, which ED Steinhauser discussed in terms of congestion relief with appropriate mitigation of the impacts.

Commissioner Connolly discussed improvements to the Richmond-San Rafael Bridge with the added third lane on one level and the bike access on the other, as well as improving traffic approaches from surface streets to the bridge. He asked how those changes will relieve congestion and how they will interrelate with the proposed connector. ED Steinhauser commented on the great partnering relationship that TAM has with the County of Marin and the Cities of Larkspur and San Rafael and efforts to develop a system that not only addresses surface street traffic issues but the needs of the commuter as well.

Commissioner Furst also responded to Commissioner Connolly’s question about similarities with the Greenbrae project, noting that the Greenbrae interchange was never intended to increase the capacity of the freeway or relieve congestion trying to reach I-580. She discussed, as well, the concerns of Corte Madera residents regarding the need for congestion relief, particularly on surface streets, which this project addresses.

Commissioner Rice noted that although there will be some relief from the proposed interim connections currently planned and to be built soon between the freeways, there are current traffic backups on 101 which will continue to be an issue to the south of the Greenbrae area.

Commissioner Moulton-Peters noted the issues with not having a high speed 101/580 connection are felt throughout the county including southern Marin. She commented on efforts among the jurisdictions of Belvedere, Tiburon and Mill Valley to meet to see what they can do about congestion in their shared overpass area, as well as the cumulative effect of traffic backups from one area to the next.

b. Bike/Pedestrian Pathway Improvements

Senior Planner Scott McDonald presented this part of the staff report, discussing bicycle/pedestrian needs in the toll corridor, as identified from various sources, input from advocacy groups, key regional bicycle/pedestrian needs as put forth to MTC independently from Bay Trails, considerations when identifying and evaluating needs, and four specific projects to address those needs.

ED Steinhauser discussed the purpose of the temporary Transit Center in San Rafael and its role in integrating several bike/ped projects. She also noted that MTC will likely have a category for bicycle and pedestrian projects but may not be looking for specific candidates at this time.

Commissioner Furst spoke in support of the Central Marin Regional Gap Closure project, which is primarily in Corte Madera but partially in Larkspur as well. She reported that the two cities worked together to submit the project three times for Active Transportation Program (ATP) funding, at the regional level and at the state. She indicated the project scored well all three times but didn't quite make the cutoff. She asked that it be considered by TAM under RM3.

Commissioner Reed discussed a major gap in the east-west corridor just west of the Transit Center; he thought it should be considered as well. Chair Moulton-Peters asked for clarification on the area Commissioner Reed was discussing, and he confirmed it was where Second and Fourth Streets merge together in San Rafael.

Commissioner Colin reiterated the need to construct the multi-use path from Second Street to Andersen, especially with SMART coming to San Rafael and then extending to Larkspur. She was appreciative of it being included.

Chair Moulton-Peters opened public comment on the item.

Bjorn Gripenburg, Marin County Bicycle Coalition (MCBC), expressed appreciation to staff for the recognition of bicycle/pedestrian projects, expressing support for all the ones cited by staff. He indicated the multi-use path from Second to Andersen, was of the highest priority to MCBC. He also commented on the importance of major safety improvements in downtown San Rafael, an area that serves one of the most vulnerable populations in the Bay Area.

Maureen Gaffney, San Francisco Bay Trails Project, thanked staff for reaching out to them and for hearing their concerns. She noted that the projects discussed with TAM were in the context of the RM3 Toll program. She acknowledged that there were other important projects not included, but indicated she was pleased with the projects that were included.

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

c. Highway 101 / Local Road Interchange Improvements in the Vicinity of the Toll Corridor

ED Steinhauser began the presentation discussing past analysis of various interchanges and noted that Project Manager Bill Whitney would report on the proposed improvements that were proposed by the various jurisdictions along Highway 101.

Mr. Whitney discussed background information for each of the projects – Tiburon Blvd / East Blithedale Interchange, Paradise/ Tamalpais Drive Interchange, San Rafael Onramp at 2<sup>nd</sup> Street and Hetherton, Merrydale / North San Pedro Road Interchange, Manuel Freitas Parkway Interchange, and the Lucas Valley / Smith Ranch Road Interchange.

Regarding the Tamalpais Drive Interchange, Commissioner Furst expressed appreciation for the concept of an auxiliary lane coming onto the freeway and discussed how it would work. She noted that having an auxiliary lane at this location could relieve congestion for a long way after the interchange itself. She also agreed with Mr. Whitney that Caltrans has identified serious ADA deficiencies with the interchange.

Commissioner Furst further explained that Corte Madera has been approached by Skidmore, Owings, and Merrill in San Francisco offering pro bono design work for the ADA needs at the interchange. She acknowledged there will be a need for funding, however, while Caltrans has earmarked \$8 million, the project will cost more than that.

Chair Moulton-Peters asked whether the categories with multiple projects will come back to the Board before being submitted to MTC. ED Steinhauser noted there are no cost estimates for some of the projects yet, so it is difficult to say. She asked for more time for staff to discuss and decide how best to present them to MTC.

Chair Moulton-Peters asked if the same is true for the bike/ped projects, or will they be presented separately. ED Steinhauser said MTC is looking a candidate pool.

#### d. Highway 101 Related Transit Access and Efficiency-Related Capital Improvements

ED Steinhauser discussed the brief analysis and conclusions reached by the Metropolitan Transportation Commission in 2015 regarding express buses and park-and-ride lots in Marin. Specifically, MTC focused on Rowland Blvd. and Smith Ranch Road, but a number of other areas of need were not addressed, so TAM embarked on a separate analysis to forward to MTC, which was done.

Planning Manager Derek McGill reviewed the background of MTC's Managed Lanes Implementation Program (MLIP), its goals, Marin Transit's MLIP transit access improvements, three Marin projects identified by MLIP, proposed additional park-and-ride sites to address access issues, TAM's list of Revised Marin MLIP Transit Projects, a potential bus-on-shoulder project and examples from another jurisdiction similar to Marin, benefits, Caltrans' announcement of a pilot bus-on-shoulder program in 2016, and TAM's submission of a Letter of Interest in January 2017 for a Caltrans Bus on Shoulder Pilot.

Commissioner Lucan asked about the bus-on-shoulder concept and how constraints on the highway will affect Marin's ability to implement such a program. Mr. McGill commented that the buses could use some areas of shoulder north of North San Pedro road on Highway 101 where shoulders exist. ED Steinhauser was optimistic based on Caltrans' consideration of the concept. She pointed out that the highway in Marin south of San Rafael does not have shoulders to utilize. For the northern section, however, the possibility is there, and ED Steinhauser commented that ridership could increase as a result of implementing this program.

ED Steinhauser concluded the presentations by noting there would be contrast-and-compare information presented at the March meeting with a staff goal of Board action on groups of priorities for RM3 inclusion.

**8. Adopt Next Steps and Timeline for Engaging in Sales Tax Renewal Effort (Action)**

ED Steinhauser presented the staff report and recommended that the TAM Board consider possible next steps and a timeline for a sales tax renewal process. She reviewed discussions that have begun on the topic, the current plan for public outreach/education, specifically presentations being made to local cities and towns, and the need for TAM to determine next steps in the process, which will help the local jurisdictions know what to expect. She noted the presentation made to the Executive Committee and changes made as a result, decision points in the process whereupon the TAM Board can decide not to go any further, whether to form an expenditure committee, and opportunities for local councils and the BOS to have input all along the way.

Commissioner Fredericks expressed hope that by the time TAM has to make the final decision, there will be a better understanding of federal and state funding that may be available for local jurisdictions. ED Steinhauser said she thought it would be possible by June for regional and state funding, but federal funding is trickier.

Commissioner Fredericks moved to approve the next steps and timeline for Engaging in Sales Tax Renewal Effort. Commissioner Arnold seconded the motion. It was unanimously approved.

**9. Consider Approval of Polling Effort to Capture Transportation Needs and Priorities (Action)**

ED Steinhauser presented the staff report recommending that the TAM Board authorize a baseline poll regarding transportation needs and priorities to be conducted in the April-May timeframe, of approximately 700 likely voters, at a cost not to exceed \$45,000. Funds are available for this effort. She discussed the timing of the poll, its purpose, numbers to be polled, anticipated costs, a court case in 1999 that tested and confirmed it is acceptable to test revenue scenarios in the polling if they realistically present the positives and the negatives associated, and the basis for the cost estimates (that are consistent with similar efforts in the past).

In response to a question from Chair Moulton-Peters, ED Steinhauser noted there will be an Ad hoc group comprised of TAM Commissioners that will directly review the poll questions and will be managing the poll. Chair Moulton-Peters reviewed the six Commissioners that are serving on the Ad hoc group which includes Commissioners Connolly, Fredericks, Lucan, Phillips, Rice, and the TAM Chair Moulton-Peters.

Vice Chair Arnold discussed a question that arose at the Executive Committee meeting regarding the timing of the poll, which she explained noting that a baseline poll is needed prior to education and outreach which would lead up to a second poll later testing revenue scenarios. She also recalled a comment made regarding the importance of considering what negative issues might come up during the campaign.

Commissioner Reed commented on the possible numbers of people who will be polled, and he expressed concern that the additional responses (such as online) be tracked to avoid the potential skewing of the results. ED Steinhauser indicated the polling consultant would be aware of normalizing for any skews.

Commissioner Colin was appreciative of the Ad hoc's role and the poll respondents' willingness to participate.

Commissioner Rice acknowledged there is a self-selection process in terms of who responds to the poll, but that is why the earlier surveys, etc., were necessary and helpful.

Commissioner Fredericks moved to approve the staff recommendation. Commissioner Lucan seconded the motion, which was unanimously approved.

**10. Caltrans Report (Discussion)**

ED Steinhauser noted that current stormy weather conditions have impacted Caltrans' workload, and she commended them again for their quick response to Highway 37's needs. She acknowledged there are many more areas in Marin that need attention. She also noted staff is hoping to have a Caltrans representative present at an upcoming meeting.

Chair Moulton-Peters opened public comment on the item.

Jean Severinghaus reported that Caltrans District 4 just went live on-line with a survey of where individuals would like to be able to cross Highway 101 on a bicycle. She asked the Commissioners to share the url link with their constituents.

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

The meeting was adjourned at 9:05 pm.

Approved March 23, 2017