

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JUNE 22, 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
Damon Connolly, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Diane Furst, Corte Madera Town Council
Dan Hillmer, Larkspur City Council
P. Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council
Bob McCaskill, Belvedere City Council (Alternate)
Tom McInerney, San Anselmo Town Council
Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors
John Reed, Fairfax Town Council
Katie Rice, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Ray Withy, Sausalito City Council

Members Absent:

James Campbell, Belvedere City Council

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.

1. Chair's Report (Discussion)

Chair Moulton-Peters indicated she had nothing to report.

2. Commissioner Matters Not on the Agenda (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser administered the oath of office to Bob McCaskill, new alternate commissioner from the City of Belvedere.

ED Steinhauser reported on the first meeting of the TAM Sales Tax Renewal Expenditure Plan Advisory Committee (EPAC), which was held the previous day. She reviewed the discussions, including current projects funded by Measure A, activities of TAM and the role of the Committee. ED Steinhauser noted that the next meeting will be July 17, 2017, when the results of the poll relating to a possible increase/extension of the Measure A ½-cent sales tax will be reviewed, in addition to a Marin Transit presentation. She reviewed the tentative meeting schedule for this year as well, anticipating a recommendation will be made to the Board in November.

ED Steinhauser also updated the Board on Senate Bill (SB) 1, planned outreach regarding the bill and eligible projects/programs, Regional Measure (RM) 3, and the Lyft pilot program in conjunction with the start-up of SMART (Sonoma Marin Area Rail Transit) service.

a. Richmond – San Rafael Bridge Third Lane and Multi-Use Path Report

ED Steinhauser discussed the two projects, noting that the expected opening of the third lane will be delayed until December 2017 due to additional testing and care that is being taken with the changeable message signs to notify traffic when the lane is open. She noted as well that the city of Larkspur will soon be meeting to discuss and approve the agreement with TAM to make necessary improvements for the East Sir Francis Drake Blvd approach to the bridge, which they hope to advertise in early August. She indicated that the offramp at Bellam Boulevard is more complicated because of right-of-way issues but progress is ongoing with Caltrans, and construction is expected to begin in the summer of 2018.

Regarding the upper deck and the multi-use path, ED Steinhauser discussed the anticipated completion date, most likely, at the end of 2018, although she acknowledged the likelihood of delays, and she promised to provide more information as it becomes available.

b. Look Ahead Report

ED Steinhauser reviewed with the Board the quarterly Look Ahead Report. She pointed out that TAM currently has a call for projects out for TDA (Transportation Development Act) and TFCA (Transportation Fund for Clean Air) projects, with a staff recommendation to be made in early fall

There was no public comment on the Executive Director Report.

4. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

TAM Commissioner Connolly, Marin's MTC Commissioner, presented the Report. He noted that Regional Measure 3, relating to raising bridge tolls, has been a focus at MTC recently, as well as with the state legislature,

and that it is expected to go to the voters in 2018. He also reported that the project priority list TAM submitted has been fully adopted by MTC and will be part of their recommendation to the legislature. He commented on the importance of TAM aligning with other affected North Bay counties to create a united front.

Mr. Connolly also discussed a recent meeting he attended with ED Steinhauser (and Chair Moulton-Peters by phone) with Contra Costa County regarding the 101-580 interchange. He acknowledged the amount of the toll increase has not been decided and there is much work still to be done before it goes to the voters.

b. Marin Transit Report

Commissioner Rice deferred her report to the General Manager of Marin Transit who would speak later in this agenda as part of Agenda Item No. 9.

c. SMART

Commissioner Sears reported on the ongoing audit by the Federal Railroad Administration (FRA), which is the last step before SMART can begin operating as a railroad. She discussed some of the detailed questions and requirements of the audit, including an ultrasound conducted on the equipment to determine if cracks exist in the rails, and she indicated she would let the Board know the results of the audit when it is completed.

ED Steinhauser commented that TAM will have a booth at the county fair this year and plans to share information on SMART as well as TAM's programs and projects.

Vice Chair Arnold reported that she has been asked by MTC to discuss her views on how the change in car pool lane hours should be handled. Commissioner Connolly said he received the same request, which he thought was ambiguous. ED Steinhauser commented on past action by the TAM Board on the topic, which resulted in a resolution, noting that she didn't think a decision has been made yet nor even whether Caltrans has completed its analysis. Therefore, she would treat these calls as exploratory in nature, and she recommended the commissioners reflect the concerns expressed by TAM, and she offered to send copies of the resolution to Vice Chair Arnold and Commissioner Connolly.

5. Open Time for Public Expression

Barry Taranto, a San Francisco taxi driver, commented on the licensing and testing mandatory for taxi drivers in Marin, and he expressed concern that Lyft drivers are unable to offer the same degree of safety and security to their passengers. He discussed current conditions in San Francisco that have resulted from another rideshare program like Lyft, and he noted his income has dropped by 50%. He indicated he would never take SMART because of the cooperation agreement with Lyft. ED Steinhauser responded that staff will seek information from Lyft regarding the issues raised by Mr. Taranto. She noted that TAM's agreement specifies that Lyft bears all the liability and added that the first six months of this partnership is a pilot program.

Chair Moulton-Peters confirmed with staff that they had checked with County Counsel regarding the liability issue, and she pointed out that taxis, as well as Lyft, will be available for use at the SMART stations.

6. **CONSENT CALENDAR** (Action)

- a. Approve TAM Board Minutes of June 1, 2017
- b. Authorize San Rafael to exchange Transportation Sales Tax (Measure A) Funds from the Grand Avenue Bridge Project with One Bay Area Grant (OBAG) Funds from the Francisco Boulevard West Multi-Use Path
- c. Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin
- d. Update Revenue Projections for the Transportation Sales Tax (Measure A) Strategic Plan
- e. Allocate Transportation Sales Tax (Measure A) Funds from Strategy 3.2 and Reserve Funds for Local Road and Related Infrastructure Projects
- f. Appointments to the Citizens' Oversight Committee
- g. Contract Addendum for Crossing Guard Services
- h. Changes to Crossing Guard Program Location Scoring Methodology
- i. Contract Award Street Smarts Banner Installation
- j. TAM Strategic Vision Plan Contract Extension
- k. Authorize One-Year Contract Extension for Safe Routes to School Program
- l. Approve Funding Agreement with the City of Larkspur for the East Sir Francis Drake Blvd Project Approaching the Richmond-San Rafael Bridge
- m. Review and Acceptance of 2017 Measure A Half-cent Transportation Sales Tax Compliance Audit Selection List
- n. Resolution of Appreciation to Assemblyman Jim Frazier and Senator Jim Beall for their sponsorship of AB1 and SB1, which created substantial funds to address transportation needs in California, the Road Repair and Accountability Act of 2017

There was no public comment on the Consent Calendar.

Vice Chair Arnold moved to approve the Consent Calendar. Commissioner Fredericks seconded the motion, which was approved unanimously.

Item 7b on the Agenda preceded Item 7a.

7. b. Update on Implementation of SB1 (Discussion)

ED Steinhauser introduced Program Manager David Chan and Gus Khouri, Khouri Consulting, whom she said would be presenting the staff reports for both items.

Mr. Chan began with an overview of SB 1, the Road Repair and Accountability Act of 2017, that provides significant state funding for transportation and roadway maintenance, as well as transit and non-motorized transportation. Mr. Chan stated that an estimated \$5.24 billion annually should be provided with programs administered primarily by the California Transportation Commission (CTC). He discussed funding sources, including fuel tax increases taking effect November 2017, and fee increases taking effect January 2018. Mr. Chan reviewed funding by programs including purpose of each, guidelines and type of projects – State Highway Operation and Protection Program (SHOPP), State & Local Partnership Program (SLPP) and its competitive funding process, Active Transportation Program (ATP) providing non-motorized project funding, Local Streets and Roads (LSR) Program, Congested Corridors Program, from which TAM should benefit with the Marin Sonoma Narrows being a candidate project, Trade Corridor Enhancement Program, Transit Programs that should receive funding on an annual basis, and the State Transportation Improvement Program (STIP) for which future funding should be stabilized.

ED Steinhauser added that under the SHOPP there is a category called “Bridges & Culverts”, that could provide funds to Marin. TAM is working with MTC on a study of Highway 37, together with the County Public Works Department and the Flood Control District to ultimately submit a flood management project for Highway 37 in Marin. She also discussed efforts to ensure that the guidelines for SB 1 are not too restrictive but will have flexibility with particular regard to the LSR program. In addition, ED Steinhauser briefly commented on the possibility of a referendum effort to repeal SB 1, which she believes is unlikely to succeed. Commissioner Connolly asked, and ED Steinhauser confirmed that the signatures required by June 2018 to add it to the ballot would be a percentage of all the voters in the state. ED Steinhauser also stated that although there will be annual funding for new projects, the applications submitted earlier and “shovel-ready” would have a greater likelihood of receiving funds in the earliest funding cycle.

Commissioner Lucan asked if the funding for local streets and roads would be in addition to what is already allocated and if so, could the funds currently allocated be used for other purposes. Staff acknowledged it might be possible and indicated they would seek confirmation.

Commissioner Phillips asked how the local streets and roads funding is allocated among the various entities. Mr. Chan said he thought it was by formula based on road miles and population. Commissioner Phillips questioned whether the formula should be reconsidered. He noted most of the roads in the county are about the same age, but the less densely populated areas still need to have their roads maintained. ED Steinhauser noted that the formula has been used by the State for many years and is unlikely to change.

Commissioner Rice said she thought that one of the early EPAC meetings should focus on how transportation funding has changed over time, regardless of Measure A. ED Steinhauser indicated that staff would provide an update on SB1 and RM3 at each of their meetings and noted that representatives from Public Works departments would be providing presentations on road funding issues at the next EPAC meeting.

Chair Moulton-Peters expressed appreciation to Mr. Chan for the excellent staff report and his presentation tonight.

a. State Legislative Update and Adopt Position on Senate Bill (SB) 86 (Action)

Gus. Khouri began his presentation of this item which recommended that the TAM Board adopts a position on SB 86. He provided additional information on the SB1 Local Partnership funds and the concern that has been expressed relating to allocation of those funds, specifically that only 50% will be distributed directly to sales tax counties, the remainder being competitive. Mr. Khouri discussed the Congested Corridor Program, which he explained calls for a holistic regional approach to address congestion needs. He noted that TAM has an advantage because one

of the five projects referenced in the legislation for SB1, under the Congested Corridor Program, is Marin and Sonoma's Highway 101 Carpool project - the Marin Sonoma Narrows.

Chair Moulton-Peters recalled a SMART tour when State Transportation Secretary Brian Kelly commented on SMART providing an alternative to congested HWY 101 lanes, and she commented on the need to include SMART in project discussions. ED Steinhauser noted that TAM is already closely coordinating in terms of moving a collective suite of improvements forward for the corridor.

Mr. Khouri also discussed RM 3, how it will impact bridge tolls, the types of projects it will cover, and decisions still to be made in how the funding will be assigned. In addition, he commented on cap-and-trade issues. He concluded with a summary of current legislation, such as a potential raise in tuition fees for nonresidents. He discussed a budget bill, SB86, noting he was recommending that TAM adopt a "monitor" position while concentrating on SB1.

Commissioner Rice moved to adopt a monitor position on SB86, as recommended by Mr. Khouri, and Commissioner Fredericks seconded the motion. It carried unanimously.

8. Assessment of Crossing Guard Program (Action) - Attachment

ED Steinhauser introduced Project Manager Dan Cherrier and consultant James O'Brien to present the staff report, which recommended that the TAM Board Support the recommendation from the TAM Programming and Project Executive Committee to accept the 2017 Crossing Guard Assessment Report. She commented on the purpose and goals of the program, as well as the required periodic (every 3 years) evaluation of the program through the eyes of parents, students and schools.

Mr. Cherrier indicated Mr. O'Brien would be presenting the survey results and information gleaned, indicating there would also be time for questions.

Mr. O'Brien summarized the survey process, distribution (including online access), responses received, including an increase in online responses, and evaluation of the program in terms of cost-effectiveness (improved at all levels).

Commissioner Reed expressed appreciation for the report and the information presented. Mr. Cherrier directed his attention to one of the questions in the survey regarding whether the respondent is aware that Measure A pays for the program. He pointed out that 60% of the respondents were unaware Measure A funds the crossing guard program.

Commissioner Phillips indicated his support for the program. He agreed it is important to get input from parents and students; additionally, he recommended that the school superintendents and school principals should be consulted too in deciding which locations most need a crossing guard. Mr. Cherrier said both are already included in the guard location process, although the purpose in this instance was to assess how well the service is working from those who benefit directly from it.

Mr. O'Brien discussed interactions he has had with principals, teachers, school safety officers, etc. as well as contact with superintendents and principals during the certification or recertification process. He noted that they respond to issues raised by school personnel. Mr. Cherrier also reviewed the annual process for ranking the sites. He indicated this year staff will be working to ensure that the work is finished earlier to allow jurisdictions a greater period of time to change or rearrange guard locations ahead of the start of the new school year.

Chair Moulton-Peters opened and closed public comment on the item with no speakers coming forward.

Chair Moulton-Peters mentioned a comment made by Commissioner Rice at the Executive Committee meeting regarding the significance of having a guard in place in making parents and students feel safe and willing to walk or bike to school. She thanked Mr. Cherrier and Mr. O'Brien for the report and their work with the program. Chair Moulton-Peters suggested the crossing guards wear vests or jackets with the TAM logo to raise awareness.

Vice Chair Arnold moved to accept the Crossing Guard Assessment Report, and Commissioner Fredericks seconded the motion. It carried unanimously.

9. Marin Transit

- a. Marin Transit's Annual Presentation (Discussion)
- b. Allocate FY 17/18 Measure A Transportation Sales Tax Funds to Marin Transit (Action)
- c. Allocate FY 17/18 Vehicle Registration Fee (Measure B) Funds to Marin Transit (Action)

ED Steinhauser introduced this three-part item which included two recommendations. Staff recommended that the TAM Board 1) Allocate \$17,674,005 in Measure A Transportation Sales Tax (Measure A, hereinafter) funds to the Marin County Transit District (Marin Transit) from Strategy 1 of the Strategic Plan for FY 17/18 and 2) Allocate \$1,045,000 in Vehicle Registration Fee (Measure B) funds to Marin Transit for Element 2 of the Measure B Strategic Plan for FY 17/18.

Ms. Steinhauser introduced General Manager Nancy Whelan of Marin Transit to present their annual report. She acknowledged there is some overlap between the TAM Board and the Marin Transit Board, and expressed her appreciation of the information that TAM has received regarding the local transit operator and its programs and projects.

Ms. Whelan presented the Marin Transit Status Report, including an overview of progress over the years since 2004, and she noted that Measures A and B funds form the lion's share of revenue. She discussed the ways they have achieved service increases and addressed the drop in ridership, the 2017/18 Operations Budget revenue, the Measure A Expenditure Plan percentages and amounts spent for each strategy (local bus service, yellow bus service for students, rural transit service, Marin Access offering paratransit and other specialty services); capital programs for FY 17/18 and beyond, efforts to leverage the Measure A funds Marin Transit receives with grant funding, etc.; a summary of the FY 17/18 allocation request (from Measure A and Measure B).

In response to Chair Moulton-Peters, Ms. Whelan stated that the \$600,000 from SB 1 should double the total amount of state funds Marin Transit receives.

Commissioner Rice pointed out that the students pay a fee for the College of Marin bus pass program, which is thus not free.

In response to Commissioner Fredericks, Ms. Whelan said that TAM has awarded a grant for installation of charging facilities for the buses by Golden Gate Transit. She added that eventually they hope to have solar charging stations in their yard and a mostly electric fleet. Commissioner Fredericks asked about the range for the electric buses when fully charged, which Ms. Whelan indicated was about 120 miles on an overnight charge.

Ms. Whelan discussed future projects, including bus stop improvements and a new maintenance and operations facility. She discussed other funding opportunities using Measure A funds as a match, and four projects funded by Measure B, including programs for seniors.

Commissioner Rice thanked Ms. Whelan for the excellent report and commented on the array of services provided by Marin Transit.

In response to questions from Commissioner McInerney, Ms. Whelan commented on the anticipated increase in demand for paratransit services, especially given the elderly population, as well other services like Lyft, and she noted that people with disabilities usually use the fixed route services.

Commissioner Rice moved to approve the allocation of FY 17/18 Measure A Transportation sales Tax funds to Marin Transit. Commissioner Connolly seconded the motion:

Chair Moulton-Peters opened public comment on the item.

Barry Taranto noted that fixed route ridership could be increased if people knew when the next bus was coming. He discussed difficulty in accessing real-time bus route information and tracking the locations of the vehicles. Ms. Whelan indicated Marin Transit was making progress towards being able to implement the necessary support systems.

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

The motion for approval carried unanimously.

Commissioner Rice also moved to approve the allocation of FY 17/18 Vehicle Registration Fee (Measure B) funds to Marin Transit. Commissioner Fredericks seconded the motion, which was unanimously approved.

10. Commute Alternatives Program Update (Action)

ED Steinhauser noted that Planning Manager Derek McGill and Senior Transportation Planner Scott McDonald would be presenting the staff report, as part of the annual budget cycle.

Mr. McDonald reviewed the purpose and goals of the transportation demand management (TDM) program, which promotes transportation alternatives to driving alone relating to employer/employees, accomplishments from the past year - Lyft pilot and bikeshare programs that relate to moving passengers to and from SMART stations, carshare expansion, emergency ride home that relates to workers who use public transportation, vanpools, technology exploration including discussions with App providers that could support green commute programs, and the phase-out of regional 511.

Mr. McGill continued the presentation with an overview of the plans for FY 17/18 relating to TDM – a new localized outreach program that will effect greenhouse gas reductions, details of the localized outreach brand development to encourage options besides single car users, such as the “GoBerkeley” program, core program elements and changes for the next year, including improvements in public outreach, and proposed changes to the budget for 17/18. Mr. McGill asked the commissioners to take an action by accepting next year’s program of activities.

Commissioner Reed expressed appreciation for the proposed changes, noting the TDM program is critical to the overall success of TAM. He thought that greater outreach and coordination of the TDM elements will show the community how they can partner with TAM to accomplish its goals.

Commissioner Connolly asked what the strategy would be for development of the TAM website, which Mr. McGill discussed.

Commissioner Rice asked how the programs will be implemented, including the complexities involved and staffing needs, and Mr. McGill explained it would be a combination of staffing types, including contractor support, as well as different kinds of outreach and old and new strategies. ED Steinhauser discussed the TDM “toolkits” that are used when a new employer wants to participate, and she noted that each combination of strategies is unique to the employer.

Commissioner Rice questioned whether a request for proposal might generate new ideas and approaches to the issues. Mr. McGill acknowledged that there was a vagueness to some of his answers because they would like to see if prospective consultants could offer their own creative ideas. He also noted that staff is still looking for incentives and variety for implementation.

Chair Moulton-Peters opened public comment on the item.

Mr. Taranto commented on a meeting in San Francisco regarding a pilot program, called “Scoot”, which he thought might be suitable to provide transportation to and from the SMART train.

Commissioner Fredericks moved to approve the staff recommendation, and Commissioner Reed seconded the motion. It was unanimously approved.

11. **Caltrans Report** (Discussion)

ED Steinhauser pointed out that the Executive Director’s Report referenced the funds that Caltrans is investing in emergency storm repairs in Marin, and the effect on roads as well as the recreational activities that are vital to the county. She also noted that the ramp metering project on 101 is active again and is expected to begin construction in 2018. She indicated that a Caltrans representative will be making a presentation this fall to the commissioners.

The meeting was adjourned at 9:05 p.m.