

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

AUGUST 24, 2017
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
Bob McCaskill, Belvedere City Council
Damon Connolly, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Diane Furst, Corte Madera Town Council
Eric Lucan, Novato City Hall
Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Kevin Haroff, Larkspur City Council (Alternate)
P. Beach Kuhl, Ross Town Council
Ray Withy, Sausalito City Council
Renee Goddard, Fairfax Town Council (Alternate)
Stephanie Moulton-Peters, City of Mill Valley, TAM Chair
Tom McInerney, San Anselmo Town Council

Members Absent:

Dan Hillmer, Larkspur City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair

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 7:05 p.m.

1. Convene in Open Session

2. Adjourn to Closed Session

Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation

There is significant exposure to litigation against the Agency pursuant to Government Code section 54956.9(d)(2)
Number of Cases: 1

3. Reconvene in Open Session – Announcement

The Chair Moulton-Peters reconvened the board in open session at 7:30 p.m. and reported that a Closed Session was held, with direction given to staff but nothing else to report at this time.

4. Chair's Report (Discussion)

Chair Moulton-Peters reported on her attendance at the Expenditure Plan Advisory Committee meeting on August 23rd, and she encouraged other Board members to attend future meetings when possible. She also noted that one of the Major Road projects, Miller Avenue, is progressing well; she invited others to come visit Mill Valley to check on the progress.

5. Commissioner Matters Not on the Agenda (Discussion)

There were none.

6. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser discussed the recent meeting of the California Transportation Commission and the adoption of Local Street and Roads guidelines for Senate Bill 1 in which Marin will receive approximately \$8 million dollars annually for local streets and roads projects and the deadline of October 16th for project submittals, as well as guidelines for the Active Transportation Program (ATP), noting that TAM has two projects proposed for the ATP. She also reviewed plans for a “Drive Electric” event” on September 9th at the Bon Air Shopping Center, TAM’s coordination with Marin Clean Energy regarding their activity including MCE’s consideration of incentives for consumers to buy electric vehicles and off-peak charging in the county. She reviewed the upcoming start of service by Sonoma-Marín Area Rail Transit (SMART) on August 25, 2017; an open house for the public sponsored by Caltrans to be held at the Key Center in Novato on Wednesday, September 20th regarding State Route 37; an update on the progress/status of the Expenditure Plan Advisory Committee; information on TAM’s partnership with the Lyft rideshare program in support of SMART commuters; continued progress on the development of the TAM Vision Plan; and the beginning of construction on the Almonte Shoreline, TAM Junction bike lane.

ED Steinhauser also indicated the last day for the summer intern, Edelin Reyes, who will be starting her junior year of high school soon, and she commended Ms. Reyes for her many capabilities and accomplishments and wished her well for the future.

The Executive Director finalized her report by showing a brief video on the Lyft program. She noted that TAM is partnering with Lyft in a pilot program to assist with riders' first/last mile to and from SMART.

In response to a question from Commissioner Fredericks about the Lyft program, ED Steinhauser noted that the name of the program is GETSMART17, and she referred everyone to the written Executive Director's Report for a primer on how to use the service.

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

ED Steinhauser commented on the progress on the third lane, eastbound, which was scheduled to be open on November 1 but has been delayed to December 1 at the earliest. She also briefly discussed SB 1 and RM 3 (Regional Measure 3) funding in relation to projects included, as well as potential funding sources for the completion of the Marin Sonoma Narrows project. She said that Commissioner Connolly would be providing more information in the next agenda item.

There was no public comment on the Executive Director report.

7. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly acknowledged the importance of RM 3 to the work that TAM does. He also reminded the Board that RM 3 includes a toll increase for all Bay Area state-owned bridges and that the Golden Gate Bridge is independent from the state. He noted as well that in the legislation, the bill is known as SB 595, and he discussed efforts to keep TAM's priorities intact at fair funding levels. Commissioner Rice asked about the timing of the legislation and the potential amount of the toll increase, which Commissioner Connolly reviewed. He stated that he believes the language will be drafted to ask for a toll that is "up to \$3" on a phased-in approach with MTC being the decision maker on the timing of the phasing. He added that measure would be placed on the ballot in either June or November of 2018.

b. Marin Transit Report

Commissioner Rice indicated she had nothing to report.

c. SMART

Commissioner Sears discussed the launch of SMART service and invited everyone to come enjoy the ribbon-cutting and related activities on Friday August 25th, at the SMART station in Santa Rosa's Railroad Square.

8. Open Time for Public Expression

Chair Moulton-Peters indicated there was a letter from Cindy Winters on the dais and the information table.

9. CONSENT CALENDAR (Action)

a. Approve TAM Board Minutes of June 22 and July 10, 2017

- b. Appointments to the Citizens' Oversight Committee
- c. Award of Financial Advisory Services Contract
- d. Authorize the exchange of OBAG Cycle 2 Priority Conservation Area (PCA) Funds between Marin County and Corte Madera
- e. Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project
- f. Authorize the Executive Director to Negotiate and Execute a Contract, Not to Exceed \$700,000, with BKF Engineers to Prepare 30 Percent Design Plans for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects
- g. Appointments to the Technical Advisory Committee

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

10. Approve Updated Resolution on HOV Hours of Operation (Action)

ED Steinhauser presented the staff report, with Principal Project Delivery Manager Dan Cherrier. This item recommended that the TAM Board approve confirmation of Resolution 2017-2, attached, unanimously approved by the TAM Board June 1st, 2017, stating TAM's concerns and conditions regarding MTC's proposal to expand High Occupant Vehicle (HOV) hours of operation on Highway 101 in Marin. Authorize the updated resolution to be sent to the Metropolitan Transportation Commission (MTC).

ED Steinhauser discussed TAM's previous actions regarding the proposed change in hours of operation for the HOV (high occupancy vehicles) lanes, MTC's revised proposal now under consideration, a letter to the editor written by Vice Chair Arnold on the subject, TAM's continued concerns, and staff's recommendation in response to MTC's revised proposal. She indicated staff believes it would be best to continue to work with its partners on a more comprehensive approach, given the unique circumstances.

Commissioner Lucan asked whether the traffic study that was done which showed seven-minute delay in the 8:30-9:00 a.m. time, considered delays associated with schools that are starting their day later. Staff said it was not sure but that it probably did not, but they would make note of that for future reference.

Commissioner Rice asked when the traffic counts were done. Mr. Cherrier said the information was taken from a variety of sources, including some counts done in late May. Commissioner Rice wondered whether the counts should be redone with the start of this new fall season, in order to have the most accurate data.

Commissioner Rice asked as well how much TAM's opinion or input really matters, since TAM is not the deciding body. Although ED Steinhauser acknowledged that is true, she noted that TAM's input is important to the agencies that will make the decision. She acknowledged that Senator Mike McGuire has been a good partner in understanding TAM's concerns and representing those concerns. She added that Caltrans District 4 Director Bijan Sartipi has been open to acknowledging TAM's concerns. Commissioner Rice commented that it is unknown how the start-up of SMART service will affect traffic levels and patterns, not to mention potential effects from the healthy economy. She thought it would be prudent to consider updating the counts.

Chair Moulton-Peters asked for a review of the changes to the resolution, which staff provided.

Commissioner Goddard asked how similar the changes requested in the proposal are to our partnering agencies. Mr. Cherrier stated that Marin's hours of operation have been more narrow than other counties but that most other counties operate HOV hours in both directions, simultaneously, whereas Marin's hours correspond with commute hours. He discussed changes in TAM traffic flows compared with other jurisdictions and the impacts of the differences.

ED Steinhauser added that everyone seems to be aware of Marin's complexities and challenges, and Senator McGuire had recommended not implementing the proposed HOV changes beginning with Marin because of the unique environment. She also acknowledged that one goal needs to be to improve the traffic situation and not make it worse, which seems to be a common theme across the Bay Area.

Commissioner Sears indicated she would not support the staff recommendation. She felt that the compromise proposed by MTC was a substantial improvement, and the benefits to bus users as well as cars would allow more people to use alternative transit modes. She advocated for making the changes in the Northbound Highway 101 Corridor in Southern Marin.

Chair Moulton-Peters said she supports transit riders also, but she did not think enough care had been taken in planning this pilot. She also suggested that the next presentation to the Board on this subject include information about Sonoma HOV lanes because the hours are different there, and their lanes are not complete. She did acknowledge that a continuous lane across counties would be more helpful. She suggested as well that transit information be incorporated in the process also.

Commissioner Fredericks moved to approve the staff recommendation and attached resolution. Commissioner Rice seconded the motion, which was approved with one vote opposed (Commissioner Sears).

11. Receive a Presentation from Project Finance Advisory Ltd (PFAL) on Financial Opportunities to Fund State Route (SR) 37 Corridor Improvements (Discussion)

Chair Moulton-Peters noted for the record that this is the first time the Board has seen this item, and it may take some time to comprehend and digest all options available to improve this roadway.

ED Steinhauser introduced the item, discussing the background and history of the Route 37 project, members of the four-county planning group working together on the project, anticipated costs, and potential tolling to help finance the necessary work.

Principal Project Delivery Manager Nick Nguyen presented the staff report, together with Jose Luis Moscovich from PFAL who have been working on financing options. Mr. Nguyen discussed a small amount of funding for the project approved by TAM earlier this year to enable the analysis presented tonight, matching funds from MTC for a study of a plan for the whole corridor (Highway 101 to Highway 80), the next policy committee meeting scheduled for September 25, RM3 funding potential, and a letter from Solano County stating their intention to take the lead on the two-lane segment of Hwy 37 east of Sear's Point, beginning as soon as possible.

ED Steinhauser acknowledged the efforts of three of the TAM Commissioners who have been working with the policy committee, Vice Chair Arnold, Commissioner Connolly and Chair Moulton-Peters; she indicated they will continue to serve in that role through the process.

Mr. Moscovitch, representing Project Finance Advisory Ltd. (PFAL) began his PowerPoint presentation provided information on his company and their experience and qualifications before his discussion of the affordability analysis, next steps in the process, scope of work, assessment of interest for project management, feasibility envelope to determine interest in the project, rationale for the proposed funding plan, a review of the funding estimate process thus far, comparison of possible tolling concepts, 50-year toll revenue scenarios using different toll collection patterns, next steps in the process including the appropriate financing strategy to pursue, technical alternatives including environmental issues, project delivery options, affordability options, questions to consider, and anticipated timelines.

Commissioner Furst commented on the long timeline anticipated if funding is solely from federal and state funding and why other sources weren't considered. She made comparisons with the Presidio Parkway project, which Mr. Moskovitz had also worked on, and noted that it had 13 sources of funding attached to it. Mr. Moskovitz clarified that the funding was not done in a traditional fashion, with unique environmental circumstances and political support. He also expressed caution about future variables and how things could change unexpectedly.

The Board thanked the speakers for their presentation.

12. Authorize Executive Director to Review and Pursue Caltrans Planning Grant Opportunities for State Route (SR) 37 and Novato Creek Flooding Mitigation (Action)

Principal Project Delivery Manager Nick Nguyen presented the staff report which recommended that the TAM Board move to authorize the Executive Director to review and pursue Caltrans planning grant opportunities for State Route 37 and Novato Creek flooding mitigation in coordination with Marin County Public Works and approve local match funding. Mr. Nguyen discussed the previous funding allocation approved by the TAM Board for the SR 37 project to enable further studies such as the one presented by PFAL this evening, TAM's role to consider how to combat sea level rise, congestion and flooding in Marin County, and potential grant opportunities for Segment A, which is the segment in Marin, with a deadline for the planning grant submittal in October.

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

13. Caltrans Report (Discussion)

ED Steinhauser noted that Caltrans will present to the TAM Board at an upcoming meeting this fall. She discussed planned collaboration with Caltrans, the County of Marin and the Flood Control District to use SHOPP (State Highway Operation and Protection Program) funds to address flooding issues on Hwy 37. She indicated she would keep the Board informed regarding Caltrans funding and projects.

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