

MEETING OF THE  
 TRANSPORTATION AUTHORITY OF MARIN  
 EXECUTIVE COMMITTEE  
 Programming & Projects  
 November 13, 2017  
 2:00 p.m.

TAM CONFERENCE ROOM  
 900 FIFTH AVENUE  
 SAN RAFAEL, CALIFORNIA



### MEETING MINUTES

Members Present: Stephanie Moulton-Peters, Mill Valley City Council, TAM Chair  
 Alice Fredericks, Town of Tiburon  
 Diane Furst, Corte Madera Town Council  
 Eric Lucan, Novato City Council  
 Katie Rice, County of Marin Board of Supervisors  
 Kathrin Sears, County of Marin Board of Supervisors

Members Absent: None

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

*Chair Stephanie Moulton-Peters called the meeting to order at 2:10 p.m.*

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

Chair Moulton-Peters expressed appreciation to Executive Director (ED) Dianne Steinhauser for placing two items on the agenda that are of interest to the chair – Item #6, the Strategic Vision Plan and Item #9, Update on Systems Approach to Improving Hwy 101. She also expressed interest in Item #7, the update on the MTC Bike Share Capital Program Grant Application and Item #8 regarding potential grant funding under SB1.

#### 2. **Commissioner Comments** (Discussion)

Commissioner Furst noted that Uber has announced plans for “Uber Elevate”, a flying car that they hope to test by 2020. Commissioner Lucan noted a bumper sticker he had seen recently which read, “My other car is an autonomous vehicle and I never drive it.”

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

ED Steinhauser discussed recent steps TAM has taken recently towards becoming its own employer, including work on an HR (Human Resources) Manual and a medical benefits structure; reminding the Committee that a draft copy was presented to the Committee at the last meeting. She indicated that staff is ready to hear the Committee's comments prior to presentation to the Board at their November 30<sup>th</sup> meeting.

ED Steinhauser also updated the Committee on the progress with LGS (Local Government Services Authority) in bringing files and records to TAM, December board meeting dates, the addition of medical insurance benefits for TAM employees directly from TAM, the Draft Strategic Vision Plan timeline, progress of the Expenditure Plan Advisory Committee, recent completion of the Miller Avenue project in Mill Valley, the September start-up of the Lyft pilot program and ridership thus far, construction work on the approaches to the Richmond-San Rafael Bridge and expected completion date(s), and the near completion of the Almonte Shoreline bike path.

**4. Open Time for Public Expression**

Cindy Winters commented on continued improvements in the technology for the AV cars including artificial intelligence in cars, testing of driverless vehicles, the overall reluctance of the public to move away from personal automobiles, and the potential for using driverless cars as shuttles or cabs. She shared with the Committee copies of a Car and Driver article and a New York Times article.

**5. Approval of Minutes from October 9, 2017 (Action)**

Commissioner Furst moved to approve the minutes of October 9, 2017. Commissioner Sears seconded the motion, which was unanimously approved.

**6. Accept the Revised Draft Strategic Vision Plan (Action)**

ED Steinhauser indicated that Planning Manager Derek McGill would be presenting the staff report which asked the Committee to accept the revised draft of the Strategic Vision Plan incorporating public and agency comments and forward it to the full Board for adoption.

Mr. McGill discussed the staff's request for approval and recommendation to the full Board for action, the Response to Comments created by staff, and the Revised Draft Plan that will be distributed to the various Councils and planning managers. He reviewed the purposes of the Plan, process thus far including public outreach, input from other agencies, development of a list of future projects, and potential future needs, goals and strategies, comments received, responses, subsequent changes to the Draft Plan, and future ways the information contained in the Plan can be used for other transportation planning. He noted all comments received are addressed in the final Draft Plan.

In response to a question from Chair Moulton-Peters, Mr. McGill reviewed some of the major comments received, related to bike and pedestrian elements, and clarification of the differences between this and a countywide transportation plan in terms of purpose and goals.

Commissioner Sears commented on concerns expressed by Marin Transit and Golden Gate Transit regarding the idea of a bus lane on the shoulder, and she noted how important it would be to have a full assessment of the pluses and minuses of this concept.

Commissioner Fredericks said she thought the Draft Plan was an excellent exposition of great ideas, although she made some editing suggestions. She also suggested that the discussion of available funding on page 74 should be clearer regarding which are statewide, regionwide, and Marin specific amounts, and she noted a discrepancy between amounts cited on page 29 and page 52. She indicated she would provide a copy of her edits to staff.

Commissioner Rice stated that she was trying to reconcile the information about jobs vs. jobs per capita on page 2 of the report; she also noted that astronomical job growth would account for much of the increase in traffic. She was curious, as well, how population growth would compare. She commented on the high amount of vehicle miles traveled (VMT) (which is the third highest in the Bay Area and expected to be the highest by 2020); yet most of the traffic on Highway 101 is local traffic. After a brief explanation by staff, Chair Moulton-Peters questioned whether there should be more discussion of that in the final version of the Draft Plan.

Commissioner Sears questioned whether some of the jobs-related data could be imported into the report. ED Steinhauser commented on the constantly changing data, which she thought could be updated in the next few years.

Commissioner Rice noted that it goes back to the same question of how to reduce the number of commuters riding in their own vehicles. Commissioner Furst asked how many employees are working from home. She commented on how the nature of work has changed in recent years.

Commissioner Lucan commented on the infographics in the report and said he thought it would be good to include some of them in a one-page fact sheet which would be easily consumable by the public.

Chair Moulton-Peters asked about a sentence on page 11 regarding transportation demand management (TDM) and requested a little more information on each bullet regarding how to increase capacity. Also, regarding land use on page 23, she asked for more information regarding land use patterns as a stand-alone paragraph before jumping into the ABAG (Association of Bay Area Governments) and RHNA (Regional Housing Needs Assessment) numbers. Mr. McGill pointed out that additional wording had been added to page 18, but if she would prefer it can go on page 11. Chair Moulton-Peters also thought it would be helpful to have some 3-5-year goals included, as well as how to overcome the congestion issues.

Commissioner Sears asked that the Manzanita Park-and-Ride lot be included under climate change, because of the flooding.

Chair Moulton-Peters opened public comment on the item.

Ms. Winters commented on the bicycle/pedestrian network, and staff directed her where to find it in the draft Plan.

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

ED Steinhauser thanked the Committee for their input, and she indicated staff would update the document as needed before bringing the item to the full Board.

Commissioner Furst moved to direct to include the changes recommended changes and forward the report and Final Draft to the Board for approval. Commissioner Sears seconded the motion, which was approved unanimously.

## 7. MTC Bike Share Capital Program Grant Application Update (Discussion)

ED Steinhauser introduced Senior Planner Scott McDonald to present this discussion item regarding the potential Bike Share grant through MTC (Metropolitan Transportation Commission), with some funding from TAM as well.

Mr. McDonald discussed the joint application with the Sonoma County Transportation Authority (SCTA) for the bike share program along the SMART (Sonoma Marin Area Rail Transit) corridor, process thus far, MTC staff's intention to ask the MTC Board to approve \$826,000, estimated cost for the project, MTC's plan to manage the grant themselves, geographic area to be covered by the program, summary of the program components, SMART's role in the process and with the operations, implementation of the program, vendor selection, ridership estimates, potential funding partners, station elements, potential locations for the bikes, annual operating costs, TAM's potential share of those costs and initial commitment for up to a three year period with periodic evaluation of the program's viability, prospective program sponsors, funding from the Transportation Fund for Clean Air (TFCA), next steps in the process, and possible formation of a bike-sharing advisory group to help identify the best path moving forward.

ED Steinhauser commented on potential funding from the vehicle registration fee program, as well as potential partners identified with the Marin County Bike Share Feasibility Study. She acknowledged that utilizing 100 bicycles in this program is a lot, and the metrics need to be analyzed to determine what constitutes success, and which locations are more popular. She also commented on the agreement with MTC and what happens if the program is not successful, with MTC's intent to re-deploy the bike elsewhere in the region. She suggested that TAM staff would make recommendation to the Board once more information is known.

Chair Moulton-Peters asked for specifics about what will need to be added to the SMART stations for the bike share program, and Mr. McDonald described what could be needed, as well as types of bikes, etc. Commissioner Sears asked about the possibility of using existing bike racks already in place, and Mr. McDonald confirmed it might be possible to share them, especially in the future as the program expands.

Commissioner Sears noted there have been changes since the idea was first discussed in 2013, especially now that SMART is in service and there are many bikes brought on board. She expressed it is easier to make predictions about the level of interest in a bike share program, now that there is more data regarding ridership.

Commissioner Rice asked, and staff confirmed, that this program will not be like the one in San Francisco where they move the bikes from one location to another based on demand. Mr. McGill explained that there are a variety of program types, and varying flexibility of features. He indicated that staff will be looking at and considering which model is best for this area.

There was brief discussion between staff and the Committee regarding the features that are available and which ones might suit Marin best.

Commissioner Rice asked how the partnership with Sonoma would affect the number and placement of bicycles in Marin locations, which the group discussed. Mr. McGill stated that one vendor will be selected to build and operate the bikes but that more discussion needs to occur between the staff from both counties. He added that a memorandum of understanding might be one path to take. Staff acknowledged there are several factors still to be decided not just between Sonoma and Marin, but within the industry overall.

ED Steinhauser discussed changes from earlier ideas about the program, noting there is more of a competition for administration of these types of programs.

Commissioner Lucan asked how and for what purposes the ad hoc bike share committee would function. Mr. McGill reviewed the formation and functions of that committee, which existed in 2015. ED Steinhauser commented on the possibility of reassembling the TDM ad hoc as well, which could include input on Lyft, car share possibilities, the SMART extension to Larkspur, and transit needs around stations, enabling an overall view of first/last mile services.

Commissioner Lucan mentioned online services, and Mr. McDonald said that probably wouldn't be implemented until after the first year of the program. Mr. McGill also reminded the Committee that MTC is planning to oversee the implementation and management of the program, which means TAM would not have complete control of the process. Commissioner Lucan commented on weather factors that could affect the process.

ED Steinhauser noted that TAM may be a few steps ahead of SCTA in the planning process, because of the feasibility study that was done a few years ago and the public outreach that went with it. She finalized her comments by stating that the bi-county program would start, most likely, concurrently.

Chair Moulton-Peters discussed the types of bike share programs that she saw recently at a meeting in Washington D.C., some of which have no docking system. Mr. McDonald explained that he is aware of this technology.

There was no public comment on the item.

#### **8. List of Upcoming Grants Under SB1/Other Agencies (Discussion)**

ED Steinhauser introduced this discussion item, by indicating that two handouts for each Commissioner were at the dais.

Senior Planner Scott McDonald presented the staff report, discussing SB1, the Road Repair and Accountability Act of 2017, its 16 programs either formulaic or competitive, funding sources, and guidelines for allocation of the funds. He reviewed the components of each program, administration of each, and upcoming deadlines for applications and/or project lists. ED Steinhauser pointed out that there would be a presentation on this subject again in January.

ED Steinhauser briefly discussed how the formulaic funding will be applied toward projects based on lists developed by the local and regional agencies. She added that she anticipates receiving between \$400,000-600,000 annually. She also explained how the highest priority projects which have matching funds (Marin Sonoma Narrows, the Second to Andersen Multi-Use Path, the East Blithedale project in Mill Valley and possibly the Sir Francis Drake project) were selected for consideration by this Committee today.

Commissioner Furst mentioned she would like to see the Tamalpais Drive overcrossing ADA improvements included somewhere on the list. ED Steinhauser pointed out there is a requirement for matching funds, but she indicated that staff would look to see if there is a place that it could work.

**9. Update on Systems Approach to Improving Hwy 101 (Discussion)**

Chair Moulton-Peters asked whether there was time for this item or whether it should be postponed to another meeting. ED Steinhauser said she thought it could be done in the time remaining.

ED Steinhauser presented the staff report, discussing the Systems Approach report and map that was presented to the Board earlier this year, and she reviewed the improvements that have been done in the Highway 101 corridor in recent years. She also updated the Committee on achievements this year, and what still needs to be done, and she indicated staff would like to provide updates to the Board on a quarterly basis.

*The meeting was adjourned at 3:35 p.m.*

DRAFT