

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

JANUARY 25, 2018  
7:00 PM

TAM ROOM  
900 FIFTH AVENUE  
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  
Katie Rice, Marin County Board of Supervisors  
Kathrin Sears, Marin County Board of Supervisors  
Dennis Rodoni, Marin County Board of Supervisors  
Alice Fredericks, Tiburon Town Council  
Eric Lucan, Novato City Council  
Brian Colbert, San Anselmo Town Council  
Gary Phillips, San Rafael City Council  
John Reed, Fairfax Town Council  
Ray Withy, Sausalito City Council  
P. Beach Kuhl, Ross Town Council  
James Campbell, Belvedere City Council

Members Absent: Dan Hillmer, Larkspur City Council  
Diane Furst, Corte Madera Town Council

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, Deputy Executive Director  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Senior Transportation Planner

Chair Moulton-Peters called the meeting to order at 7:00 p.m.

**1. Convene in Open Session**

Chair Moulton-Peters welcomed Brian Colbert, representing San Anselmo, as the newest member of the TAM Board. Executive Director (ED) Steinhauser administered the Oath of Office.

Chair Moulton-Peters adjourned the meeting to a Closed Session.

**2. Adjourn to Closed Session**

PUBLIC EMPLOYEE PERFORMANCE EVALUATION  
Title: Executive Director  
California Government Code section 54957(b)(1)

**3. Reconvene to Open Session – Announcement from Closed Session)**

Chair Moulton-Peters called the meeting back to order with all members present as indicated. She reported that a Closed Session was held, and the performance evaluation for the Executive Director has now been completed.

Because of the number of people present to speak on Item #13, Chair Moulton-Peters suggested moving it ahead of Item #12.

Vice Chair Arnold moved to amend the agenda to move Item #13 before Item #12. Commissioner Fredericks seconded the motion, and it was unanimously approved.

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

Chair Moulton-Peters indicated she had nothing to report.

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

Commissioner Lucan announced that the City of Novato is hosting an Electric Vehicle event on Saturday, January 27th from 1:00 to 3:00, including a Tesla model 3 onsite as well as other electric vehicles.

Commissioner Rice reported that the Bay Area Air Quality Management District has a new grant program for EV charging infrastructure projects.

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

Executive Director (ED) Dianne Steinhäuser highlighted items in her written report, including information about new activity at the federal level, and TAM's tentative plans for a second Innovation Workshop on June 8<sup>th</sup> which the TAM Executive Committee will hear more about at their March meeting.

There was no public comment on the Executive Director Report.

**7. Commissioner Reports (Discussion)**

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly discussed recent news from MTC, including the unanimous decision of its members to put Regional Measure 3 (RM 3) on the June ballot. He reviewed elements of the Measure and pointed out that all nine Bay Area counties will be voting on it, with a cumulative overall approval of more than 50% needed for it to pass. He also noted that this Measure combined with Senate Bill 1 (SB1) will have a generational impact on future transportation, not just at the local level but also throughout the Bay Area. He noted that the two Measures serve

two complimentary purposes - SB1 is related to maintenance and repair of local streets and roads through the allotment of as much as \$8 million a year coming to Marin County. Regarding RM 3, he complimented the TAM Board, community members and stakeholders who participated in the process of drafting the Measure and its elements. He explained that its purpose is to provide traffic congestion relief, and he reviewed key projects that are included in RM 3 which included the I-580/Hwy 101 Direct Connector, the Marin-Sonoma Narrows Project, a new, relocated transit center in downtown San Rafael, and investments towards improving SR 37.

b. Marin Transit Report

Commissioner Rice had no report.

c. SMART

Vice Chair Arnold discussed SMART ridership, which has been high from the start of operation, consistent and still growing. She commented as well on the loyalty of the ridership, cyclists, cars added to some of the trains, as needed, work on the Larkspur extension, and SMART's commitment to safety.

## 8. Open Time for Public Expression

ED Steinhauser commented on a letter received from Cindy Winter, who could not attend this meeting, but wanted her comments on autonomous vehicles cited during open session. She indicated a copy of the letter was included on page 15 of the Supplemental packet.

An unidentified speaker asked Commissioner Connolly for clarification on the over 50% approval vote needed to approve RM 3. Commissioner Connolly confirmed it was a cumulative vote, with over 50% of the voters across all the counties.

Carleen Cullen, Founder and Executive Director of Cool the Earth, discussed their goals, efforts, and accomplishments, and announced her organization would oppose a renewal of the transportation sales tax unless substantial funding was allocated for EV (electric vehicle) readiness in the county. She discussed how/what is needed to improve the EV infrastructure. She acknowledged that EVs are a relatively new technology, but given their potential benefits, she asked the Board to ensure that EV planning and buildout receive priority, as well as substantial designated revenue as part of the Measure A Expenditure Plan.

Patrick Seidler, Transportation Alternatives for Marin, expressed appreciation to the Board for all they do, and he commended SMART for its accomplishments, pointing out that in addition to its rail components, it also has pathway projects. He reviewed sections that are ready for pathways to be built (between Andersen and Second in San Rafael, the section from Santa Rosa airport to Windsor) and he asked if the pathway was included in the cap-and-trade application.

Vice Chair Arnold told Ms. Cullen that the Board of Supervisors has learned that PG&E recently awarded a grant that will support 40 charging stations in the Civic Center area.

## 9. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes November 30 and December 11, 2017

- b. Review and Acceptance of the FY2017-18 Second Quarter Financial Report and Proposed Budget Amendments
- c. North-South Greenway Gap Closure Project – MTC Funding Request & Contract Amendment, Northern Segment
- d. Bike/Ped Plan Update Contract Period Extension
- e. Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in Ross Valley
- f. Support Letter on the Marin Narrows Portion of the Marin Sonoma Narrows Project

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

**10. Review and Accept the FY2016-17 Citizens' Oversight Committee Annual Report (Action)**

ED Steinhauser introduced Chief Financial Officer Li Zhang to present the staff report, and she recognized V-Anne Chernock, President of the League of Women Voters, the chair of the Citizens' Oversight Committee.

Ms. Zhang expressed appreciation to the members of the COC for their dedication and continued good work for TAM. She briefly commented on the annual report required by the 1/2 cent transportation sales tax expenditure plan, and the vehicle registration fee program as well, and the process followed.

Ms. Chernock continued the presentation, reviewing the role of the COC, makeup and representation, official duties, consistently clean audits, and other duties as assigned/requested. She then reviewed the achievements and accomplishments in each of the categories under the 1/2-cent transportation sales tax, Measure A, – Marin Transit, Major roads projects, local streets & roads, bike paths, pedestrian pathways, Safe Routes to Schools program, and the crossing guards program. She also reviewed the services and programs under the \$10 vehicle registration fee, Measure B, – maintenance of local streets and pathways, services for seniors and disabled, and Catch-A-Ride, Lyft pilot program for SMART passengers, and installation of 23 electric vehicle charging stations. She discussed one of the main accomplishments for this year, which was the launch of the Expenditure Plan Advisory Committee, on which the full membership of the COC participated.

In response to a question from the Board, Ms. Zhang discussed the anticipated timeline and next steps in the process of finalizing this report and distributing it to the public.

Vice Chair Arnold moved to accept the FY2016-17 Citizens' Oversight Committee Annual Report. Commissioner Rice seconded the motion, which was unanimously approved.

Commissioner Rice expressed appreciation for the excellent report and for the work of the COC, led by Ms. Chernock.

There was no public comment on the item.

**11. Adopt the 2018 Legislative Platform (Action)**

ED Steinhauser introduced consultant Gus Khouri to present the report which recommended that the TAM Board adopt TAM's Draft 2018 Legislative Platform as described in the staff report.

Mr. Khouri briefly commented on the current legislative climate, what to expect in the coming year, the Governor's budget, indicating it was primarily good news. He noted there is a new Senate president pro-tem elect, Toni Atkins from San Diego and California State Transportation Agency Secretary Brian Kelly is moving to the High-Speed Rail Authority, and that his undersecretary Brian Annis will be acting Secretary for now.

Regarding the budget, Mr. Khouri reported there is a \$6 billion surplus, and the "rainy day" fund is up to \$13.5 billion. He noted the financial outlook for transportation is better than it has been in a long time, due to new legislation and funding opportunities. He noted a copy of the platform was included in the Board packet.

Mr. Khouri also discussed funding options from SB1 (Senate Bill 1), the Active Transportation Program (ATP), Safe Routes to Schools, Cap-and-Trade, Regional Measure 3 (RM3) if it passes the June ballot, ACA 5 (Assembly Constitutional Amendment), SB1 repeal efforts, and the potential repeal effect on transportation projects and programs.

Mr. Khouri pointed out that the balance of the legislative platform includes items that have carried over from year to year, which he felt needed no further discussion, and he offered to answer questions from the Board regarding any or all of it.

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

Commissioner Fredericks moved to adopt the 2018 Legislative Platform, and Commissioner Connolly seconded the motion. It was unanimously approved.

Item #13 taken out of order.

**13. Letter to the Metropolitan Transportation Commission/Bay Area Toll Authority Regarding the Richmond-San Rafael Bridge (Action)**

ED Steinhauser introduced the item which recommended that the TAM Board authorize the TAM Chair to send a letter to the Metropolitan Transportation Commission/Bay Area Toll Authority to allow the shoulder area on the westbound upper deck of the Richmond-San Rafael Bridge to be considered as a shared use facility- to be operated as a barrier-protected multi-use path or a third lane for traffic during the peak periods. She discussed the background of the project, the group effort (Caltrans, MTC, TAM and BATA) involved in the changes to the Richmond-San Rafael Bridge, to add a third lane in the eastbound direction from Marin to Contra Costa during commute period, resulting in a substantial improvement to the traffic flow, as well as improvements to on- and off-ramps and surface street approaches to the bridge eastbound. She also discussed the second bridge project, which will add a barrier-protected multi-use pathway to the upper deck of the bridge going westbound, as well as substantial multi-use path improvements from Pt. Richmond to Pt. Molate, improvements to the westbound approach and the toll plaza in the same direction that will enable bikes to utilize the bridge.

ED Steinhauser reviewed additional changes that TAM is asked to support for the future to further increase the westbound capacity of the bridge, and that BATA will be considering a feasibility study of those proposed changes. She indicated that the letter before the Board tonight is in support of further pursuit of those additional changes. She also noted that TAM had received a few letters from the public regarding the proposal, and she would be glad to read any or all of them as the Board prefers.

Commissioner Rodoni asked why the anticipated opening date for the eastbound part of the project continues to be delayed. ED Steinhauser explained that the movement of the large retaining wall on the Richmond side that had to be moved back 12-15 feet to accommodate the new lane. In addition, she discussed the traffic control system that will be implemented to manage the new third lane with an electronic messaging format that needs to be added

and retrofitted to work with the older bridge materials, as well as time needed for acquisition and testing of the system.

Commissioner Lucan asked what BATA has agreed to do in connection with the feasibility study, which ED Steinhauser explained. She noted that BATA has agreed to present to their board a scope and cost of a possible study as well as risks associated with making that change.

Commissioner Connolly added that the study will be done with different scenarios in mind.

Commissioner Lucan was concerned about the wording of the proposed letter because currently it does not mention BATA has agreed to do a feasibility study. Commissioner Connolly did not think the letter needed to be that specific.

Commissioner Sears said she thought the letter needed clarification - it could be interpreted to mean the intent is to drop the bike lane and add a traffic lane instead. Commissioner Connolly pointed out that the bike lane is already part of the project, and a contract has been awarded for that part. He thought that should be sufficient.

Vice Chair Arnold pointed out that later in the letter, the language is clearer.

In response to a question from Commissioner Rice, ED Steinhauser confirmed that regardless of the other issues, BATA has agreed to studying improvements to the approaches to the bridge from the Contra Costa side with funding identified in the Regional Measure 3 legislation.

Commissioner Rice also asked for confirmation that there would be further study on how the traffic from the bridge is handled on the receiving end in Marin. ED Steinhauser confirmed that as well.

Commissioner Connolly agreed with Commissioner Sears that it might be good to specify in the letter what scenarios are being considered.

Commissioner Reed commented on the efficiencies in using bicycles, especially electric bicycles, because the commute time is consistent and reliable. He discussed the mode-shift currently underway on the Dumbarton bridge, and he noted that MTC has been looking for that with the Richmond-San Rafael bridge. He thought more than one shuttle should be used in getting commuters to the SMART station to support this mode shift. He also expressed his desire for support of alternative transit modes, including bicycles to be preserved.

Chair Moulton-Peters opened public comment on the item.

Greg Knell, president of San Rafael City School Board, said he was very pleased with what the Board is trying to do. He discussed current issues that San Rafael is facing from the congestion on the bridge including impacts on school schedules due to school buses parked in Richmond having to face unpredictable congested traffic westbound on the bridge, and how that congestion affects the environment, teacher shortages and other commuters. He urged the Board to allow the study to go forward.

Brett Thurber indicated he was a commuter from San Francisco to Larkspur using an electric bike. He discussed his daily commute distance and time, improved technology that is contributing to and allowing the mode shift discussed by Commissioner Reed. He made some suggestions for the letter that will encourage and inform commuters about the changes and how they can benefit from bicycling to work, even across the bridge.

Jim Elias of the Marin County Bicycle Coalition, commented on the continuing debate that pits bicycle/pedestrian needs against those of motor vehicle traffic, efforts of MCBC in joining with the San Francisco Bay Trail Project to promote multimodal commute options. He asked that TAM not reduce the hours that the bike lane will be open

without carefully considering whether the gain for vehicle traffic congestion will be worth it. He also asked that MCBC be allowed to help draft the success measurements that will be used in evaluating the pilot project.

Maureen Gaffney representing the San Francisco Bay Trail, read a letter from Bill Keene, a board member, and member of the Sonoma County Open Space District. The letter reminded those present that the bridge has been part of the Bay Trail route for over two decades, which in addition to recreation, is one mode of alternate transportation connecting commuters to other modes. Most other toll bridges are also included as part of the trail. Mr. Keene urged that the pilot including the bike/ped lanes be allowed to go forward; to take the bike lane for vehicle use doesn't make environmental sense. Ms. Gaffney added that the Trail agency has already invested significantly in easements for the Bay Trail in Sonoma County and would like to see its completion.

Daniel Meltzer, Mill Valley resident, spoke in favor of the bike/ped pathway. He was concerned about media suggestions of a threat to the pathway. He offered that in Scandinavia, such an important link for bicycles would be unquestioned. He expressed another concern that shutting down the pathway during commute hours would preclude that form of transportation for service workers inbound from Contra Costa County. He was skeptical that an extra lane would improve flow since the chokepoints were elsewhere.

Patrick Seidler, Transportation Alternatives for Marin, recalled that when MCBC originally proposed this project, he thought efforts should be focused on pathways in the county. Since then he became more aware of the Bay Trail Project. He also observed that 5 of 7 bridges have bike/ped access, and he spoke of the tremendous explosion in the sale of electric bicycles and availability of bike-share programs. In addition to supporting the pilot program, he suggested that a full-time path would promote a shift to bike options, and even suggested a path on the lower deck be considered for mornings in the east-bound direction.

Karen Wiener, co-owner of The New Wheel which specializes in electric bikes, recommended research into "bicycle super-highways in Europe" before sending the letter. She expressed that bicycle transportation is expanding worldwide and that supporting the pathway would be a forward-looking move.

Jean Severinghaus of Greenbrae expressed her opposition to the letter and urged that it not be sent, remarking that she personally knows people who will use the pathway. She also brought up the themes of electric bikes and that closing the lane during commute hours is an equity/class issue. She felt that the shuttle's limitations kept it from being an equivalent option, especially for a hypothetical teacher living in the East Bay who might use BART, bike, and SMART.

Sierra Salin commented that traffic would quickly expand to fill any newly created lanes and suggested that a "flex lane" that switches directions based on commute time might help. He expressed concern about the loss of community when we enable and accept longer commutes by single-occupancy cars.

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

ED Steinhauser shared copies, with the Board, of

- 1) an email from Matt Adams, president of Mike's Bikes with the Board and the public. She also reviewed and summarized letters and emails from the public;
- 2) Ron Jacobs predicts a large number of cyclists will use the bridge, and he asked that the pilot be allowed to continue;
- 3) Nancy Weninger expressed disagreement with the intent of the proposed letter regarding the third lane for the Richmond Bridge and asked that the Board let the pilot program do what it was intended to do,
- 4) Tim Ohe a fulltime bike commuter, said the bike lane should be open for use 24/7 and there should be a fulltime bike path on the bridge,

- 5) Ken Eichstadt urged the Board to support bike/pedestrian access, noting there is great value in providing nonmotorized transportation. He asked the Board to ensure TAM continues to support the development of this critical link in the future Bay Area;
- 6) Deb Walt thanked the Board for the upcoming letter, and she believes it would not be practical to designate the new lane for bicycle use alone because she didn't believe automobile traffic should take a back seat to bicycle traffic;
- 7) Michael Howe, member of the TAM BPAC (Bicycle/Pedestrian Advisory Committee) expressed concern about changing the hours for use of the lane, and he strongly objected to the proposed position TAM of supporting of the installation of a removable barrier system rather than the approved multiuse path on the westbound upper deck; and
- 8) Dwayne Price of Larkspur argued against any changes to the current plan, and he made recommendations regarding how the path could be put on the upper deck in a more economic manner.

Commissioner Sears indicated she had forwarded comments to staff that were not included in the letters just summarized. She noted that Dan Meltzer and Brett Thurber were at the meeting tonight and had spoken already under Public Comment, so she would not be reading their letters into the record. She read a letter from James Thomas of Mill Valley, who commented on the long process leading to the completion of a bike/ped path on the Richmond-San Rafael bridge and he urged that it not be scrapped. He reviewed the benefits that would result if the project can be completed as designed, especially given the many commuters who are now using bicycles and e-bikes to commute.

Commissioner Sears also read comments from Matthew Wieder in Mill Valley, who urged the Board to resist any efforts to delay or scrap the planned bike path across the bridge. She also read comments from Dan Jeffers, who asked that the Board approve the planned multiuse pathway on the bridge as well as the pilot program. Finally, Commissioner Sears read from a letter published in the Marin Independent Journal recently written by Nick Javaras who called for the Board of Supervisors to recognize the needs of Marin's silent majority who do not support the proposal or the amendments. In the letter to the editor, he urged each Supervisor to make a stand independently on the issue.

Chair Moulton-Peters asked and received from the Executive Director, clarification that the Board is being asked to consider whether to send a letter to BATA in support of their studying the moveable barrier which would allow the shoulder lane to function as a multi-use path at times and used for vehicles at other times.

Chair Moulton-Peters discussed why she suggested the letter be written because of information she heard from colleagues on the Mill Valley City Council discussing what they observed during counter-commute trips on the bridge and the length of time vehicles were having to wait to cross the bridge. She acknowledged issues mentioned regarding school bus delays, commute times for those coming to work in Marin from the Contra Costa side and that some businesses have trouble hiring people from across the bridge because the commute is so bad. She indicated she was supportive of bicycle use, but she expressed a need for balance as well.

Commissioner Sears discussed the fact that bikes are not just for recreational use anymore, noting that many view their bicycles as their primary vehicle. She also commented on the growing use of electric bikes and that we're in a time of transition as some of the speakers referenced. She agreed there is a need to "share the road" with all modes of transit. She stated that she is supportive of continuing with the plan for the pilot project.

Commissioner Reed indicated he was surprised by the comment from one of the speakers about considering the use of an unused lane on the lower deck of the Richmond bridge during counter-commute hours (eastbound when the majority is westbound). He also agreed that the idea of potentially having bicycles use that lane during the hours of heaviest traffic if movable barriers could be used to protect cyclists while also delineating who should be where was something to consider. He suggested the language of the letter be changed to include different solutions.



Commissioner Rice said she didn't regard the language in the letter to MTC as having a goal of stopping the pilot project. She also commented on the need to learn more about all the factors that are contributing to the congestion, especially considering how the approaches to the bridge from the Contra Costa side. She stated she thought that there should be an openminded approach when considering how to use the bridge lanes while still allowing the study to occur. She discussed the growing use of bicycles for commuting, and she suggested the study should be broad enough to find the best outcome for all commuters while ensuring that the pilot study continue.

Commissioner Rodoni indicated he was supportive of the letter and broadening the language somewhat. He thought more data on the different aspects of the plan would be helpful.

Commissioner Lucan agreed that more study, more analysis, and more data would help, however, he was cautious about relying on anecdotal information because it is difficult to see what's happening on one level of the bridge from the other. He was concerned too that even though everyone seems to agree more study was needed, the proposed letter does not include the word "study" in it. He indicated he would encourage wordsmithing the letter and that he could not support the letter in its current format.

Commissioner Kuhl noted it is difficult to draft a letter like this one by committee, especially a committee this size. He thought the letter should be postponed until the comments and concerns mentioned this evening, can be considered and added or rejected.

Commissioner Fredericks said she supported the general concept of a data-driven decision, as well as giving the Board enough data to make a good decision.

Commissioner Campbell agreed with comments made by Commissioner Fredericks. He noted as well that there are those who commute to Belvedere from Vacaville, which would not be possible on a bike, even an electric one; nor could someone who is toting heavy equipment for their work. He was supportive of more data-gathering and analyzing the configurations possible, hopefully to find room for an additional lane while keeping the bicycle use too.

Commissioner Withy said he agreed with much of what was said and so, did not feel the need to repeat it. He summarized his understanding of what the Board wants – to add language to the letter to make it more comprehensive and the information needed so the best outcome for all could be found. He suggested two or three Commissioners could probably clarify the language in short order or have staff do it and bring it back at the next meeting.

Commissioner Colbert expressed appreciation for the report and for the members of the public who spoke. He acknowledged the changing transportation trends and the different perceptions among the different groups. He acknowledged, as well, that many in the Ross Valley commute a long way, and he could not say whether any of them do or would consider using an electric bike. He said he wanted to see forward movement on this and cautioned against taking too long to finish and submit the letter.

Commissioner Phillips expressed appreciation to Commissioner Connolly for raising the issue with BATA. He also noted that he was very impressed with Greg Knell's rationale and concerns, many of which Commissioner Phillips shares. He expressed agreement that the letter should be edited somewhat, but he agreed taking another month would not be prudent. He was also intrigued with the idea of a bike lane on the lower deck in a counter-commute direction and thought it should be considered and studied.

Vice Chair Arnold commended Commissioner Connolly also for have the courage to raise the issue to BATA. She agreed with Mr. Knell as well, especially when considering how the traffic congestion affects the schoolchildren. She recommended the Chair appoint a subcommittee to take care of the letter, that the pilot program continue, and the additional research be done as soon as possible.

Chair Moulton-Peters agreed, and she appointed a subcommittee consisting of Commissioners Connolly, Lucan, and Phillips to draft a letter giving consideration to the comments heard at this meeting.

Commissioner Fredericks moved to authorize the subcommittee to make the necessary changes based on input at this meeting and send the letter when finished. Commissioner Campbell seconded the motion, which was unanimously approved.

## **12. TAM Crossing Guard Program 2017 Location Recertification Process Update (Discussion)**

ED Steinhauser introduced this discussion item which asked the TAM Board to receive a presentation from staff on the development of a new Ranked List of Crossing Guard locations with a final Board action expected to take place at a future Board meeting. Principal Project Delivery Manager Dan Cherrier and consultant James O'Brien participated in this presentation. The Executive Director introduced the item by noting that this is a year when a review is required under Measure A for recertification of the Crossing Guard Program. She also commented on traffic counts and how they were done, explaining counting issues that arose in 2014 when the last recertification was done, as well as reviewing changes made that has avoided these counting issues this cycle. She further discussed why the process has begun earlier than usual, to allow schools and communities to know well in advance when their location no longer qualifies for a guard based on the scoring system staff has developed and allow time for local schools or jurisdictions to consider other fund sources.

Mr. Cherrier and Mr. O'Brien conducted an overview of the program. Mr. O'Brien began with a summary of the Crossing Guard Program, the background history, funding sources for the guards, the anticipated reduction in the number of guards in the fall of this year from 82 currently to 56, the scoring criteria used for ranking sites, the preliminary rankings for 2017, the schedule for approval by the board and the next steps that will occur including notifying schools of any changes.

ED Steinhauser pointed out that when the Crossing Guard Program began, the cost per guard was much lower than it is now, which is one reason for the shortfall in revenue to retain as many guards, as well as fund sources that were temporary support for the Program. She pointed out that the schools could seek volunteers to work as crossing guards if a paid guard is not possible.

Mr. Cherrier noted that there are 90 guards in the field presently, and of those, 8 locations have positions that are funded 100 percent by the schools or the overseeing jurisdiction. If additional districts or cities agree to pay for a guard in their jurisdiction, that would help offset the lost guard positions. He was optimistic that by the time the list is finalized, staff will have reached out to the schools and the shortfall may be lessened. He also mentioned that in the original Board packet on page 135-137 the actual impacts to the various school districts, and the individual schools should there be no entity willing to pay for a guard or a volunteer guard.

Commissioner Phillips commented on a call he received from a Superintendent in his jurisdiction and his concern about a school location with no guard, noting they proceeded to hire a guard. He thought it necessary to include the school districts in the process and their comments be given serious consideration. Commissioner Phillips pointed out that San Rafael is a good-sized city, bigger than Novato, and he was curious why Novato has more guards than San Rafael.

Mr. Cherrier explained that the number of guards in Novato includes some for which the City covers the costs. He also reviewed the criteria for the different locations, confirming that ranking includes many more factors than location alone.

Commissioner Rice asked, and staff confirmed that more of the children in San Rafael are bussed than in Mill Valley, for example, which affects the counts as well. ED Steinhauser explained the evaluation process is very thorough and is done throughout the county; she noted as well that the data and analysis is well documented and can be reviewed by anyone who wants to do so.

Commissioner Lucan asked how the renewal of Measure A could affect the Crossing Guard program. Also, since the school year starts in August, but the election isn't until November, he asked how a potential change to the funding would be handled after the fact. ED Steinhauser clarified that the Expenditure Plan Advisory Committee recommended increasing the funding in all three aspects of the Safe Routes Program, including the Crossing Guard Program. She added that if the renewal measure moves forward and passes, it would take effect in January, and the TAM should consider funding all current guards through Location #86 in anticipation of the Measure being renewed. Staff would bring this discussion back.

Commissioner Rodoni expressed concern because West Marin has lost both of its crossing guards based on the ranking process. ED Steinhauser invited him to meet with her and other staff to see what can be done.

Commissioner Colbert asked for clarification on the methodology and how many sites were evaluated. Mr. O'Brien said data was collected from 124 of the 156 sites. Mr. Colbert asked, and Mr. O'Brien confirmed that even if the scoring for highest sites fell, they would not fall far enough to drop off, and vice versa.

There was no public comment on the item. ED Steinhauser reviewed the next steps in the process including outreach to the schools and towns.

#### **14. Senate Bill (SB) 1 Caltrans Planning Grant Applications (Action)**

ED Steinhauser introduced the item which recommended that TAM staff develop two applications as described in the staff report and submit them to the FY 18/19 Caltrans Transportation Planning Grant Program.

Planning Manager Derek McGill presented the staff report, discussing Grant 1- system planning specifically with improvements involving Highway 101, identifying projects such as bus on shoulder and coordinating with other agencies to better understand benefits, and potential costs.

Project Delivery Manager Nick Nguyen continued the report discussing Grant 2- the study of the Highway 1 and 101 area regarding flooding. Mr. Nguyen reviewed progress of the Marin portion of Rte. 37- Segment A in the SR 37 Corridor Planning and Studies and the recommendation to use the remainder of the local match funds from the original grant to provide matching funds to the County to study southern Marin where Highways 1 and 101 are having flooding issues.

Commissioner Sears expressed appreciation for the change, especially since the flooding has been such a problem, especially considering impacts of sea level rise.

Vice Chair Arnold asked whether the current study by MTC on Highway 37 is the same as what TAM would've done. Mr. Nguyen indicated it is different from what TAM hopes to accomplish, which is why TAM is proceeding separately for a study of Segment A.

Chair Moulton-Peters asked for clarification about the system planning approach to the Bus on Shoulders concept in areas of southern Marin where no highway shoulder is available, which Mr. McGill explained. Mr. McGill stated that the use of auxiliary lanes as well as expansion of park-n-ride lots would be studied.

Commissioner Sears moved to approve the SB1 Caltrans Planning Grant Application. Commissioner Arnold seconded the motion, which carried unanimously.

Chair Moulton-Peters opened public comment on the item.

Patrick Seidler, Transportation Alternatives for Marin, commended the Board for the work they do. He commented on two freeway ramps in Novato of substandard design – the Ignacio offramp from 101, and the other by Burger King that goes towards Pacheco Valley, and he questioned whether a planning grant could be used to finish the North-South bikeway.

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

**15. Caltrans Report (Discussion)**

ED Steinhauser noted that the written report was included in the Board packet. She noted that with SB 1, there will be more investment in maintenance, rehab, drainage, and pavement. She also indicated staff is hoping to have Caltrans come to a meeting in the future and discuss their plans with SB 1.

The meeting was adjourned at 10:15 p.m.

DRAFT