

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

MARCH 22, 2018  
7:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330  
3501 CIVIC CENTER DRIVE  
SAN RAFAEL, CALIFORNIA



**MEETING MINUTES**

Members Present:

Stephanie Moulton-Peters, Mill Valley City Council, 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  
Dennis Rodoni, Marin County Board of Supervisors  
Pat Eklund, Novato City Council (Alternate)  
Alice Fredericks, Tiburon Town Council  
Dan Hillmer, Larkspur City Council  
Diane Furst, Corte Madera Town Council  
Brian Colbert, San Anselmo Town Council  
Gary Phillips, San Rafael City Council  
John Reed, Fairfax Town Council  
Kathrin Sears, Marin County Board of Supervisors  
Ray Withy, Sausalito City Council  
P. Beach Kuhl, Ross Town Council  
James Campbell, Belvedere City Council

Members Absent:

Eric Lucan, Novato City 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. Chair's Report (Discussion)**

Chair Moulton-Peters said she had no report to give, but she noted that Commissioner Pat Eklund began a new term and an oath of office would need to be administered. She also indicated she would like to make a change in the order of the agenda.

ED Steinhauser administered the Oath of Office to Commissioner Eklund.

Because there were so many from the public wishing to speak at the meeting, Chair Moulton-Peters suggested moving Item #8, the Crossing Guard Location Recertification, ahead of the Item #6, the Consent Calendar; and she suggested moving Item #4, Commissioner Reports, to the end of the meeting.

Vice Chair Arnold moved to approve the agenda changes, and Commissioner Eklund seconded the motion. It carried unanimously.

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

There were none.

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

Executive Director (ED) Dianne Steinhauser noted that copies of the Supplemental Report were available at the dais. She discussed, as well, some items to the report: noting that Caltrans District 4 Director, Bijan Sartipi, is retiring at the end of March. She noted an Interim Director, Jim Davis, has been appointed to begin immediately after Mr. Sartipi's departure, and she indicated Mr. Sartipi will be at the April Board meeting so that TAM can congratulate and wish him well. She also reported on a discussion at the California Transportation Commission (CTC) meeting by the DMV (Department of Motor Vehicles) regarding autonomous vehicles, vehicle testing permits and reporting requirements to local jurisdictions, in response to the AV fatality this past week in Phoenix, emphasizing California's higher level of safety. She announced the expected opening of the Hwy 1 bike path along Almonte Shoreline in late April and comment letters included in the supplemental packet associated with the third lane on the Bridge and also regarding the Crossing Guard program.

### **a. Richmond-San Rafael Bridge**

ED Steinhauser also commented on the opening of the third lane eastbound on the Richmond-Bay Bridge at the end of April, a study to be done by MTC (the Metropolitan Transportation Commission) to study the possibility of joint use of the shoulder area on the westbound Richmond-Bay Bridge, and comment letters on the third lane on the bridge included in the supplemental packet.

Chair Moulton-Peters opened and closed public comment on the Executive Director's Report with no speakers coming forward.

Item #4 moved to the end of the agenda.

## **5. Open Time for Public Expression**

Cindy Winter thanked ED Steinhauser for the information she shared about autonomous vehicles. She discussed the recent accident in Arizona when an autonomous vehicle struck a pedestrian, and she questioned whether a human driver could have avoided the accident either. She added that pedestrians and cyclists should not step off the curb or enter an intersection without checking for oncoming traffic. She discussed other precautions that may be taken by pedestrians as well as those that are instituted in newer models of autonomous vehicles. In conclusion, she indicated she had statistical information on autonomous vehicles, which she would be glad to share with others.

Lawrie Mott, Cool the Earth Board Chair, commented on the amount of greenhouse gases that are generated from driving gasoline-powered vehicles and the importance of building a more adequate infrastructure for electric vehicles. She asked the Board to ensure that Measure A includes provisions for electric vehicle programs and projects, and that funds from Measures A and B allocated for electric vehicle projects are expended for that purpose only.

Lina, a student at Redwood High School, expressed concern about the lack of charging stations for electric vehicles, and the impact on the environment from gasoline-powered vehicles. She thought there should be as many (or more) charging stations as there are gas stations in Marin, and she asked the Board to consider the environmental impacts on the next generation.

David Kunhardt, a resident of Corte Madera, expressed his support for the renewal or extension of Measure A, discussing the long-term investment needed for some projects and programs, the flexibility to change the priorities as needed in the future, private parties that will be relied upon in the future, and public programs that must be relied upon as the technology moves forward. He recommended approval of the funding for EV projects and programs.

Kurt Johnson, a resident of San Anselmo, commented on his career in climatology and his attendance at the Environmental Forum of Marin that was held last week. Based on information presented at the Forum, Mr. Johnson strongly expressed his opposition to the renewal of Measure A as recommended by the TAM Expenditure Plan Advisory Committee. Instead, he encouraged greater focus on the reduction in greenhouse gases and greater funding in the expenditure plan for the cause.

Belle Cole of Organizing for Action in Marin, discussed her organization's focus on greenhouse gas reduction and encouraging Marin residents to switch to electric vehicles. She encouraged the Board to including funding for electric vehicle programming and projects as part of Measures A and B allocations.

Jenny Jedeikin, a resident of Greenbrae, indicated she was the owner of a Chevy Bolt but was disappointed on the lack of charging stations. She was confident that more people would buy electric vehicles if the infrastructure was increased and strengthened. She encouraged the Board to help Marin County be a model for the industry.

Mary Bryan, Marin resident and member of Cool the Earth, discussed her career in the energy efficiency and renewable energy field, and she urged the Board to ensure adequate dedicated funding is allocated for electric vehicle promotion and implementation. She also cited progress worldwide towards increasing electric vehicle use, and she encouraged TAM to continue its strong leadership role.

Norma F rago, Fairfax, indicated her full support for the reauthorization of Measure A, and she expressed appreciation for the Board's direction of TAM's programming. She respectfully asked that TAM consider what appears to be a missed opportunity in the expenditure plan proposal and add a line item in the budget for the electrification of transportation, including an EV coordinator and formation of an EV Working Group in Marin County to develop strategies, programs and plans to increase the needed infrastructure.

Tom Flynn, a resident of Larkspur, noted his work in the field of environmental management, and he expressed concern about the continuing effects of climate change and sea level rise. He also discussed the rising use of electric vehicles, and electric bicycles as well. He thought the progress taken in building bike paths for safer multi-modal transportation was admirable, but he urged the Board to continue moving forward including the installation of chargers which can accommodate both electric cars and bikes.

Stella Huddleston, a resident of Novato, said she encourages the use of electric bicycles for everyone and community charging stations as a top priority. She also discussed the benefits of public transportation, even while acknowledging that there are those will not use it. Given the switch to electric bus services, she was even more strongly in favor of using public transit. She commented that additional lanes have been built on Hwy 101 which

have not made a difference but added that building roads are fine as long as it goes hand in hand with increasing the amount of public transportation.

A student at the Marin School of Environmental Leadership, at Terra Linda High School, reported on a study conducted by her and her classmates of electric vehicles compared to conventional vehicles. She shared information they had learned regarding greenhouse gas emissions, the link to cancer and other illnesses, the increasing number of electric vehicles being used, and the environmental benefits. She respectfully asked the Board to ensure dedicated funding is available for research and infrastructure.

Estelle Guenot, a resident of Larkspur Landing, discussed her experience as an EV driver, but she expressed frustration at the need for more charging stations. She noted that with more charging stations, more people would be willing to drive EVs.

Carleen Cullen, founder and director of Cool the Earth, discussed their new campaign, "Drive Clean Marin", its purpose and goals, the need for more charging stations throughout Marin County, particularly in multi-unit dwellings, her desire to support EV funding without taking from another worthy cause, her volunteer work with schools and educating students about the need for clean air and greenhouse gas reduction. She also indicated she would be glad to share information from their research. She asked TAM to work with Cool the Earth to solve the environmental situation and electric vehicle infrastructure needs.

Edward Mainland, a member of Sustainable Novato, expressed agreement with previous speakers in favor of reconfiguring Measure A funding to cover EV infrastructure and make EV use more viable. He also asked TAM to ask MTC to set a target for greenhouse gas emissions reduction at 25%, either collectively or individually to support AB1745 to stop production of gasoline-powered cars by 2040, and finally, he requested that TAM find a way to avoid funding cuts for crossing guards. He expressed concern about cutting crossing guards while trying to encourage students and parents toward other modes of transportation.

Pam Reaves, San Rafael Climate Action Plan Working Group Update, stated that she believes jurisdictions are working together and cooperating more than ever and that TAM has a difficult task ahead in terms of rising sea levels but that she sees progress being made.

Doug Wilson, Marin Conservation League, reminded everyone that they are not a special interest group. He noted that the issues mentioned today are issues that will affect everyone in the future if not addressed.

Dale Miller, president of the Golden Gate Electric Vehicle Association, urged the Board to make electrification of transportation a priority, including transit buses and school buses. He noted the EVs are more affordable now, and can be charged at home, and he asked the Board to ensure funding for electrification of transportation is included in the new Measure A and to fully utilize the funding allocated to EV's in the Measure B program.

V-Anne Chernock, Novato, chair of the Citizens Oversight Committee and chair of the Expenditure Plan Advisory Committee, expressed support for electrification, school buses, and crossing guards, as suggested by the public speakers this evening. However, she expressed concern about how to provide additional funding for any one program as it will be necessary to decrease the funding in another and the desire for all of these programs is great. She finalized her comments by noting that the EPAC membership stands ready to assist the Board in making their decision.

Item #8 taken out of order.

**8. TAM Crossing Guard Program Location Recertification (Action)**

ED Steinhauser introduced Project Delivery Manager Dan Cherrier and Program Manager James O'Brien to present the staff report which recommended that the TAM Board:

1. Adopt the Ranked List of Crossing Guard Locations shown in Attachment A;
2. Adopt the funding level for the 2018/2019 school year;
3. Support allocating \$170,000 of Vehicle Registration Fee carryover to fund 21 locations from August to December should the Transportation Sales Tax Renewal be placed on the November 18 ballot.

Mr. Cherrier began the presentation and then introduced Mr. O'Brien who reviewed the program summary and background from 2004 to the present, the recertification process as required by the original 2004 Sales Tax Expenditure Plan. He noted the master list of 150 locations, and the methods and scoring criteria approved in June 2017, data gathering and scoring, the 2017 rankings and the 2018/19 program. He explained that the funding level was set based on estimated costs and revenue, which show the current program can fund to Rank 58, additional sites that districts or schools might fund, and the impact of the Sales Tax Renewal measure, which would allow funding to Rank 88 if approved.

Mr. Cherrier and Mr. O'Brien explained the need for short term bridge funding that may be possible to enable 21 of the 30 sites between Rank 58 and Rank 88 to keep their guards until the outcome of the Sales Tax Measure is known. He also reviewed the program fund sources for FY 2017/2018 - the transportation sales tax, vehicle registration fee, and OBAG (One Bay Area Grant) - totaling \$1,675,632.

Mr. Cherrier pointed out a typo in the Board packet noting that when referring to the number of sites that could benefit from bridge funding, it should say 21 locations, not 18.

Commissioner Rice asked how many, if any, new locations were added to the list for the 2018/19 school year. Mr. Cherrier responded that 13 locations have been added since 2014.

Vice Chair Arnold asked when the decision was made to not provide guards for high schools. Mr. Cherrier said that since the beginning of the program a school-aged child has been defined as between the ages of 5 and 13.

Commissioner Eklund thanked ED Steinhauser and Mr. Cherrier for taking time to talk with her in advance of this meeting to help her understand the issues, especially since Novato stands to lose about twelve guard locations. She asked why the criteria for evaluating sites doesn't include fatalities. Mr. Cherrier explained it is included under "other factors", and Mr. O'Brien reviewed the related statistics. Commissioner Eklund said she was surprised that those statistics aren't included as the top factors.

Commissioner Eklund commented on the success of the program as evidenced by its growth, although it is unfortunate there is not enough funding. She expressed concern noting the current ranking of Novato schools is unfortunate, and she asked what other funds might be available to pay for additional sites, beyond the bridge funding proposal. ED Steinhauser discussed funding under the Measure A renewal which the expenditure plan committee recommended be increased, flexibility to move funding to other categories within the Measure B vehicle registration fee expenditure plan, and an unused carryover pot of money within Measure B that could be assigned to crossing guards, alternative fuels or employer/employee support programs. She added that staff will be working with the TAM Board to determine how to allocate that carryover. She also pointed out that the crossing guard program is not eligible for federal or state funding.

Commissioner Hillmer asked whether the numbers shown on Attachment C to the staff report were supposed to match numbers on Attachment B. Mr. Cherrier said no, because the number of guards is greater than the number of guard locations since some locations have more than one guard.

Commissioner Hillmer specifically asked about Corte Madera schools, shown on one chart to have seven guards but on the other only six. Mr. Cherrier explained that one of the guard locations serves two schools.

Chair Moulton-Peters opened public comment on the item.

Michael Watenpaugh, resident of San Rafael and Superintendent of San Rafael School District, stated that he understood the need for budget cuts and priorities. However, he said that student safety should be the first priority and that school districts prefer to spend their budget on students and their education, rather than on crossing guards, which he acknowledged some districts fund. Mr. Watenpaugh confirmed their support for staff's recommendations and for the reauthorization of the sales tax measure.

Rick Bagley, Superintendent of the Ross Valley School District, indicated his agreement with everything Dr. Watenpaugh said. He expressed concern about the two guard locations in his district that are proposed to be cut, but he acknowledged that his support is for every location where guards are needed, agreeing that student safety is of highest priority. He shared information from the Citizens Oversight Committee Handbook from 2005, which listed the reduction of congestion in and near schools as one of TAM's four priorities. He also commented on potential pedestrian risks from the beginning stages of the latest technology, autonomous vehicles, and how crossing guards can help decrease the risk to the youngest of students.

Jim Hogeboom, Novato Unified School District Superintendent, expressed his support for the bridge funding and agreed that school safety should be the highest priority. He noted that under the proposed ranking of the crossing guard locations, Novato would lose eight of the 21 guards they currently have; he pointed out as well that the NUSD is funding four locations already. He also questioned the seemingly arbitrary ranking decision that the funding cutoff is set at 58 locations. He urged the Board to keep safety a high priority.

Angela Kriesler, Principal at Rancho Elementary School in Novato, expressed concern about the number of cuts proposed for Novato schools, especially the one proposed for her school. She commented on the Safe Routes program and how it has helped Rancho become a true neighborhood school and she commented on the subsequent increase in traffic congestion in the area. She also noted the development of happy and healthy relationships between the students and the crossing guards. She especially stressed the importance of their crossing guard to the nearby high school as well as the elementary students. She reminded the Board of a pedestrian accident in front of the school in 2015, which resulted in students, parents and the neighboring community to come together and request a crossing guard at the location, which was granted.

Emily Larson, Rancho Elementary parent, indicated she had 100 letters from Rancho Elementary students in support of crossing guards. She was very concerned at the number of proposed cuts, not just at her school but throughout the county, as well as potential safety risks to the students. She explained that Rancho especially needs a crossing guard because of the number of new, young and inexperienced drivers from the nearby high school. She was supportive of the Measure A renewal being on the ballot in the fall, but she asked the Board to direct staff to find a new, stable fund source for the crossing guard program.

Karen Martinez, a Novato resident and parent of a child who attends Rancho Elementary School, commented on the importance of crossing guards not only to the students but also to the entire community, especially senior citizens and the disabled who live in the area, and the distance to a high-level trauma center should there be a pedestrian accident.

Brad Honsberger, a Trustee for the Dixie School District, agreed with earlier speakers on the importance of the crossing guards, especially as more students are now walking and biking to school. He also agreed that the safety of all students should be the priority. He asked the Board to show their support for student safety as well.

Danielle Edelman, a parent of students at Lynwood Elementary in Novato, commented on unique safety issues due to the location of the school, very close to last-minute on-ramps to 101 and the necessity to continue placing guards in that area. She reported on the undivided attention the guard pays to the students, ensuring there is no loitering or bullying, that they stay safe and she described the relationships that the children develop with the guards. Ms. Edelman said the rankings are unacceptable if they remove the crossing guards from Lynwood and Olive, and she asked that funding be found to maintain the current level of crossing guards.

A mother and her son, who is a student at Brookside Elementary School, expressed appreciation for their crossing guard, noting traffic dangers in the area, the guard's quick responsiveness to unsafe conditions, and the bonding with students.

Heather McPhail Sridharan with her daughter, commented on her experience with the Safe Routes to Schools program and the important role it plays, as well as her service on the Kentfield School District Board of Directors. Regarding crossing guards, she noted there is no parking at schools in her area, the increased number of students walking or biking to school which is directly attributed to the crossing guard service, the difficult location of her school near two major roads with heavy traffic, and the reality that crossing guards save lives.

Catherine Gray, a resident of Novato, observed that it is not just parents and grandparents who support crossing guards; but neighboring communities as well because no driver wants to be responsible for hitting or killing pedestrians, especially children.

Mike Grant, speaking on behalf of Mary Jane Burke, the Marin County Superintendent of Schools, echoed the comments made by many previous speakers on the importance of the Crossing Guard program. He urged the Board to support the staff recommendation for bridge funding and doing everything possible to keep the number of guards stable and grow the program as funding allows. He also expressed support for the renewal of Measure A.

John Selvick, a Brookside School parent, stated it would be an embarrassment to cut any guards from the program. Having been a crossing guard himself in 5<sup>th</sup> grade, he pointed out that times have changed and just as student guards are not sufficient now, neither is it as easy for students to walk to/from school as it was in the past.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item. She asked ED Steinhauser to make any points of clarification needed in response to comments made by the public. ED Steinhauser asked the staff team to update the Board about three locations – Kentfield, Brookside, and Lynwood,

Mr. Cherrier explained there are three locations in Kentfield that fall below the 58<sup>th</sup> ranking level, but if the Measure A renewal passes two of them would continue. He noted that the third location is below the 88<sup>th</sup> ranking so it would be disqualified even with the Measure A extension, however, the Kentfield School District has been completely funding that location.

Regarding the Brookside school, Mr. Cherrier said there is currently a guard there ranked at 67 and would be retained if the bridge funding is approved and if the Measure A renewal is approved.

Mr. Cherrier noted that the Lynwood location is more problematic because both locations fall below the 88<sup>th</sup> ranking. He pointed out, however, that Novato Unified has made a strong commitment to funding four guard locations. Of the 12 sites that could be lost, six would be retained with the bridge funding or Measure A removal, and with the District's commitment, four would be funded by them; which sites those would be depends on the District.

Commissioner Eklund asked whether there is a way that TAM could work with the individual school districts to see how much each can cover of their currently unfunded sites, with TAM finding other funds to cover those that are left. She strongly expressed that she thought it important to fund all the locations that currently have guards.

ED Steinhauser explained that TAM has been advised by counsel and by the public works directors that crossing guards function as a traffic control device, and as such the program needs to follow reputable ranking criteria and should not jump down the list to use public funds to finance a location below the ranked scoring. Unless the school district or the city or some private funding is found, TAM must go from the top- down in assigning guards until the funds are expended, as has always been done. She would not recommend doing it any other way, and she noted that the Novato locations in question are both ranked below 100.

Chair Moulton-Peters asked how the Board should handle action on the three staff recommendations. Mr. Cherrier said they could be done together or separately.

Commissioner Rodoni asked about the total budgeted funding for this year, as compared to the amount expected to pay for the 58 positions next year. Mr. Cherrier replied that the current budgeted amount is \$1.6 million, which should be a little less next year because there will be no certification costs in the coming year. He added that the new crossing guard contract should come to the Board for approval in June.

Commissioner Rodoni asked why fewer guard locations are recommended this year but the funding is almost the same, and Mr. Cherrier explained the factors involved – growth in the number of locations, loss of OBAG funding, devaluation of the revenue generated by Measure B, and reduction in the amount in the crossing guard reserve fund. ED Steinhauser explained as well that the total guard cost per year in 2006 was about \$9,000, and now is \$16,600. Mr. Cherrier indicated that next year's will probably be \$17,300, but he also mentioned the next contract will be multi-year, which should provide greater economy of scale.

Chair Moulton-Peters said she would like to hear from every Commissioner regarding the three actions recommended in the staff report.

Vice Chair Arnold asked for confirmation that the third action will extend the locations approved to cover through #588, and Mr. Cherrier said yes.

Vice Chair Arnold said she could not support cutting the crossing guard program, but she would vote in favor of the bridge funding (Item #2 of the staff recommendations). She indicated as well that she wanted the Board to review the entire budget for the Crossing Guard program and the scoring/ranking criteria. She thought it important to prioritize the budget, prioritize community values, such as electrification, and keeping children safe. She wanted to find the money to allow all the locations to have guards. She would support Items #2 and #3, but not Item #1.

Commissioner Colbert noted that he had received eighty emails in the last 48 hours from people who could not attend this meeting. He summarized where the emails were from -San Anselmo, Fairfax, Greenbrae, San Rafael and Novato; and the main points of each. He stated that half the letters were supportive of maintaining the guard at Brookside Elementary, half were supportive of maintain the guard at Manor Elementary, largely due to the traffic congestion in those areas. Some letters were written about White Hill and even Wade Thomas which has no crossing guards. He emphasized that he was advocating for all crossing guards. He thanked staff for the explanations they've given regarding the finite budget and competing needs. He thought it would be good to have a conversation with the public regarding TAM, its priorities and where the funding comes from.

Commissioner Fredericks indicated she would support approval of the ranked list of crossing guard locations, and she agreed that in the longer term, it would be good to look at the factors involved in the scoring and ranking criteria and process. For the time being, however, she thought it best to approve all three recommendations, and then find additional funding if possible.



Commissioner Rice expressed agreement with Commissioner Fredericks, and she was appreciative of the information provided by Commissioner Colbert, as well as Vice Chair Arnold. She indicated she would support all three staff recommendations. She commented on the success of the Safe Routes program, which has increased the number of students biking and walking which has contributed to the need for more guards. She noted that in renewing the Measure A funding, TAM should also look at how to increase the crossing guard budget overall.

Commissioner Rodoni said he could support #2 and #3, but he had some issues with the ranking process. He thought it would be better to keep the number of guards static, so those currently funded could continue, and that no locations will be added until there is enough funding to do so.

Commissioner Reed agreed with Commissioner Rice about the success of the Safe Routes program. He expressed support for all three recommendations, but he was appreciative of Commissioner Rodoni's idea that no already-approved locations be in danger of falling off the list. He thought it important for TAM to find the money to fund all the identified sites.

Commissioner Sears associated herself with Commissioner Fredericks' remarks and will be in support of all three recommendations.

Commissioner Connolly thanked everyone who came to the meeting to speak on the item, showing the importance of the program to the community. He acknowledged he had issues with how the ranking was done and with the final list. He indicated his support for all three recommendations, but he felt it important to continue to have conversations within the districts and schools, as well as between the Board and staff, to come to a better understanding of how to fully fund this program.

Commissioner Withy indicated he had nothing else to add, other than stating his support for all three recommendations. He thought it might be good to look at restructuring the whole program and to find a way to ensure that adequate funding is available for this popular and effective program.

Commissioner Eklund said she could support the bridge funding, but she expressed concern about the locations ranking below #88 and encouraged the Board (and staff) to look for more funding opportunities. She especially thought it important to at least fund all the locations where there are guards currently. Given the success of the program thus far, she was confident it will only continue to get better and TAM should plan for that success. She also reminded the Board that 25% of the congestion in Marin is from school traffic, so eliminating that seems like a worthy expenditure of funds. She was appreciative of staff's suggestion regarding temporary bridge funding, but she didn't think it went far enough. She indicated she could support the three recommendations, but she wanted assurance from staff that there would be more effort to secure funding for the program.

Commissioner Campbell expressed his support for all three, but he agreed TAM should recognize the importance of the program, its growth and the expected higher demand.

Commissioner Colin commented that everyone supports crossing guards, and no one will admit otherwise. She thought future scoring and ranking should include extra for sites where there is a guard already assigned. She did not think it appropriate to bounce around the list randomly because effort was put in to devising the scoring and ranking criteria, which should be honored. She also suggested that when considering the Measure A Expenditure Plan, items like the crossing guard program that cannot use state or federal funds, should be notated as such.

Commissioner Kuhl spoke about the fixed amount of funding that will be available even if Measure A is renewed, and he noted that there was an expenditure plan advisory committee that considered for six months how the crossing guard allocation would be spent. While he could understand suggestions made for the program in the future, he felt the recommendations made and the ranking/scoring done should be accepted and approved for the upcoming year. He indicated his support for all three recommendations.

Commissioner Furst clarified for the public how the Expenditure Plan, which was approved by the voters, dictates how much is spent overall and in specific budget areas. Therefore, TAM or the Board cannot arbitrarily decide to decrease or increase the amount for a particular program unless it meets the regulations of the Expenditure Plan. She expressed appreciation to staff for the extra funding they found to stretch the budget a little more. She urged the public to support the extension of Measure A which will allow the budget to be reviewed and revised. She also commented on the possibility of using volunteer crossing guards in some instances, which will allow for more guards to be used (volunteer or otherwise) overall. She expressed support for all three recommendations.

Commissioner Hillmer said he would support the staff recommendations. He noted that he agreed with almost all the statements made regarding this program, and he expressed that the goodwill that the crossing guards bring to the communities is worth much more than what TAM pays for the service. He also noted that in his community all the children know their crossing guards even if they don't know their names.

Commissioner Colbert said he could support all three recommendations also, and he indicated his pleasure in the attention given by the Board and possible solutions.

Chair Moulton-Peters indicated her support as well, and she summarized that while concerns were expressed about the evaluation process as well as a desire for more funding, the majority of comments made by Commissioners were in support of all three staff recommendations.

Commissioner Fredericks moved to approve the three staff recommendations, and Commissioner Kuhl seconded the motion. The motion carried.

**6. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes from January 25 and February 12, 2018
- b. North-South Greenway Gap Closure Project – Reaffirm Board Action that Requests the Metropolitan Transportation Commission (MTC) Allocate Funding to SMART via TAM and other Funding Related Actions
- c. Adopt Positions on State Legislative Bills and State Ballot Proposition 69
- d. Appointments to the Technical Advisory Committee
- e. Review and Approval of the Resolution to Elect the CalPERS Health Program as TAM's Medical Benefit TAM's Records Program
- f. Review and Approval of FY2018-19 Measure A 1/2 Cent Transportation Sales Tax and Measure B \$10 Vehicle Registration Fee Revenue Estimates and Budget Development Schedule

Commissioner Eklund moved to approve the Consent Calendar, which Vice Chair Arnold seconded. The motion carried unanimously.

**7. Accept Marin Transit's 2018-2027 Short Range Transit Plan and Incorporate it into the Measure A Strategic Plan Update (Action)**

Item 7 was continued until the next Board meeting, April 26, 2018.

**9. Overview of Upcoming Innovation Workshop (Action)**

ED Steinhauser introduced Planning Manager Derek McGill, to present the staff report which recommended that the TAM Board: 1) Receive a presentation from Staff on the content of TAM Second Annual Innovations Workshop - scheduled for Friday June 8<sup>th</sup>, 2018; 2) Approve a not-to-exceed budget amount for the workshop; and 3) Comment and accept speaker listing to enable organization of the workshop to proceed.

Mr. McGill discussed staff's coordination with TAM member agencies and transit operators to understand what their plans are for the future and how innovations can be used together in furthering goals of addressing congestion, safety and environment through new and emerging technologies. He discussed the first Innovation Workshop which was held in February 2017, and the request for approval of a \$25,000 budget for a second workshop to be held in June of this year. He also gave an overview of anticipated topics, speakers and potential scheduling.

ED Steinhauser noted that the \$25,000 would be the maximum TAM would spend on the event, and that staff would seek sponsorships to reduce this cost.

There was some excitement expressed among the Board members regarding potential speakers and/or sponsors.

Commissioner Campbell asked how many attended last year's event, and Mr. McGill said about 150.

ED Steinhauser noted there have been conversations with staff from multiple agencies that have shaped the short list of what could be accomplished in Marin, and TAM staff is trying to work them all for this or future workshops.

Commissioner Colin said she attended last year and it was an amazing concept and well done. She expressed hope that the event will be recorded.

Vice Chair Arnold moved to approve plans for the 2018 Innovation Workshop, with a budget not-to-exceed \$25,000. Commissioner Colin seconded the motion, which was unanimously approved.

**10. "GETSMART17" Lyft Pilot Program Update and Whistlestop Contract Amendment (Action)**

Mr. McGill presented the staff report. He recommended that the TAM Board receive an update of the "GETSMART17" Lyft Pilot Program, authorize the Executive Director to continue the program until September 1<sup>st</sup>, 2018, and amend contract with Whistlestop for complementary ADA services at an estimated increase of \$10,000 for a new not-to-exceed cost of \$25,000.

He also noted that both Executive Committees heard this item earlier in March and were supportive. He reviewed the Lyft program to date, and interest in the program from other agencies. He also explained the proposed change to the Whistlestop contract and the additional funding needed to extend the contract.

Vice Chair Arnold asked for clarification on what Whistlestop does as part of this program, which staff explained was the ADA component of this program.

There was no public comment on the item.

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

**4. Commissioner Reports (Discussion)**

a. Metropolitan Transportation Commission (MTC) Report

None given.

b. Marin Transit Report

None given.

c. SMART

None given.

The meeting was adjourned at 9:24 p.m.

DRAFT