



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
CITIZENS' OVERSIGHT COMMITTEE

April 16, 2018

5:00 p.m.

TAM Conference Room  
900 Fifth Avenue, Suite 100  
San Rafael, CA 94901

**MEETING MINUTES**

Members Present: V-Anne Chernock, Northern Marin Planning Area  
Peter Pelham, Major Marin Employers  
Joy Dahlgren, Central Marin Planning Area  
Paul Roye, Ross Valley Planning Area  
Bob Burton, Southern Marin Planning Area  
Vince O'Brien, Bicyclists & Pedestrians Groups  
Kate Powers, Environmental Organizations  
Kevin Hagerty, League of Women Voters  
Allan Bortel, Marin County Paratransit Coordinating Council  
Paul Premo, Taxpayer Group

Alternates Present Jeffrey Olson, Central Marin Planning Area

Staff Members Present: Dianne Steinhauser, TAM Executive Director  
Li Zhang, Chief Financial Officer  
Dan Cherrier, Principal Project Delivery Manager  
Molly Graham, Public Outreach Coordinator  
Grace Zhuang, Accounting and Administration Specialist

Public Present Mary Bryan, Cool the Earth  
April Dean, Cool the Earth  
Amy Van Doren, Marin Transit Director of Policy & Legislative Programs

Chairperson V-Anne Chernock called the Citizens' Oversight Committee meeting to order at 5:00 p.m.

**1. Introductions and Welcome**

No introductions were made. A member of the public, Mary Bryan with Cool the Earth, introduced herself.

**2. Review and Approval of March 19, 2018 Meeting Minutes (Action)**

Member Bob Burton corrected the minutes on page 1, "Principle Project Delivery Manager", amended to "Principal Project Delivery Manager" on page 2, paragraph 3, "ED Steinhauser discussed the poll, noting the 63.2% support level ....", amended to "ED Steinhauser discussed the poll, noting the 73.2% support level..."; on page 2, paragraph 6, "Member Nancy Okada stated that would not..." amended to "Member Nancy Okada stated that she would not..."; ; on page 3, paragraph 1, "varies" amended to "various"; and page 5, last paragraph, "contractors' Workmen's Compensation policy", amended to "contractors' Workers' Compensation Policy".

Vice-Chairperson Peter Pelham corrected the minutes on page 3, paragraph 2, "...according to all comments received", amended to "...could be adjusted later as demands change."

Member Kate Powers corrected the minutes on page 2, last paragraph, "...and suggested another solution would be to partner with agencies, such as MCE, Marin Clean Energy, who are undertaking green building initiatives", amended to "...and suggested another solution would be to partner with agencies, such as Marin County, who are undertaking green building initiatives."

### **3. TAM Staff Report (Information)**

TAM Executive Director (ED) Dianne Steinhauser briefly reported on the following items: The third lane on the Richmond-San Rafael Bridge is scheduled to open on Friday, April 20, at 2 p.m.; on the night of Saturday, April 14, traffic was smoothly diverted to the new structure over San Antonio Creek as part of the Marin Sonoma Narrows Project; and the California Transportation Commission (CTC) will be allocating Senate Bill SB1 funds in the near future.

Vice-Chairperson Pelham commented on a sign on southbound Hwy 101 that alerts drivers to a lane change, which he said serves little purpose and has the effect of causing traffic backup. ED Steinhauser said staff would work with Caltrans to determine if the sign is necessary.

Member Burton reported that the bike path is open at TAM Junction, and he noted that every driver he observed approaching the junction to Mill Valley crossed into the bike path. ED Steinhauser said staff would investigate the problem.

Chairperson Chernock welcomed Amy Van Doren, Marin Transit Director of Policy & Legislative Programs.

### **4. Measure A Sales Tax Renewal Update and Input (Discussion)**

TAM Executive Director (ED) Dianne Steinhauser reported on feedback from Town and City Council meetings regarding the sales tax reauthorization. ED Steinhauser confirmed that there is general support for extending the measure, recognition of the importance of local transportation funds, general support for not increasing the tax, and an understanding about transportation issues that are not addressed by Senate Bill 1 (SB1) and Regional Measure 3 (RM3). ED Steinhauser noted that there is recognition that traffic congestion remains a major concern, funding for local streets and roads remains important, and support for a new category in the plan for local interchange improvements. She reported strong support for matching funds for the Marin Sonoma Narrows and the Hwy 101 northbound/eastbound connector projects because they relieve traffic congestion; strong support for the Safe Routes to School and Crossing Guard programs, with a strong showing of teachers, superintendents and students at the meetings in support of crossing guards, noting that there is additional funding for the program in the sales tax renewal plan.

ED Steinhauser reported on a strong desire to expand the yellow bus program with consideration for reimbursement from sales tax funds, and general support for transit with no desire to cut or reduce transit funding to encourage people to use transit as an alternative travel mode. However, there is concern regarding underutilized routes. She reported on extensive public comment heard at the March 22 TAM Board Meeting for increasing funds for electric vehicle (EV) infrastructure although some jurisdictions recognize there may be other fund sources for electric vehicles and general recognition that little could be achieved in terms of addressing sea level rise, which concerned the representatives from the City of Belvedere.

In response to Member Burton, ED Steinhauser noted that funding available for mitigating sea level rise is inadequate.

Member Powers discussed the existence of environmental groups that would like TAM to be a leader in greenhouse gas reductions and she expressed disappointment that the Expenditure Plan Advisory Committee (EPAC) did not spend more time examining mitigation measures, such as further provisions for EV infrastructure.

Amy Van Doren, Marin Transit Director of Policy & Legislative Programs, suggested changes to the language in the draft expenditure plan, including an amendment that related to the category of funding for the Muir Woods shuttle and West Marin Stagecoach. Ms. Van Doren responded to a comment related to empty buses, noting that they have made a recommendation to their Board to reduce services that are not well utilized.

ED Steinhauser discussed proposed language changes to the draft expenditure plan relating to support for alternative fuel vehicles, including EV's. She explained that, with the exception of reducing the amount for Commute Alternative Programs by 0.5% and redirecting those funds to the Crossing Guard Program, staff is not recommending other change in percentages.

ED Steinhauser discussed funding for the Crossing Guard Program, noting that EPAC recommended 6.5% for the Crossing Guard Program that would fund 88 crossing guards. She noted that the additional 0.5% would provide funding for 96 guards.

Member Burton stated that priority should be given to public schools and that no crossing guards should be provided at intersections near private schools if there is not sufficient funding.

In response to Member Powers, Principal Project Delivery Manager Dan Cherrier confirmed TAM currently funds 80 crossing guards and an additional 8 are funded by other sources. ED Steinhauser noted that the additional 0.5% from the Commute Alternatives Programs would provide about \$135,000 annually.

#### **5. Programming Scenarios for Measure B Vehicle Registration Fee (VRF) Funds (Discussion)**

ED Steinhauser discussed the three elements under Measure B, the Vehicle Registration Fee (VRF) Expenditure Plan: 1) Maintain local streets and pathways; 2) Improve mobility for seniors & disabled; and 3) Reduce congestion and pollution, which includes the Crossing Guard Program, Commute Alternative Programs such as Emergency Ride Home, and alternative fuel programs.

ED Steinhauser stated that the VRF is fixed at \$10, and that staff is recommending to the TAM Board that carryover funds in an element stay within the same element for the next 3 years. ED Steinhauser noted that Board approval is necessary for changes to the programming of funds within the same category, but not voter approval.

In response to Member Burton, Chief Financial Officer Li Zhang said that the approximate growth of VRF funds over the past 4 years has been only 1%, while the costs for the programs increased more than revenue.

ED Steinhauser discussed the need of using VRF carryover funds for the Crossing Guard Program as a one-time bridge fund, which she confirmed had been approved by the Board. She discussed grants that might become available for some of the programs, such as bike share, which could allow, potentially, more funds to be available for other projects/programs such as EV infrastructure. ED Steinhauser said the Board is in support of an expansion of the project to fund charging stations in private parking lots which allow have public access such as shopping malls.

In response to Member Paul Roye, ED Steinhauser discussed staff's recommendation for the use of carryover funds, including covering the shortfall in the Crossing Guard Program. Additionally, she noted that city/town councils support the Local Streets and Roads category and are resistant to EV advocates' desire for moving funds from that category to fund EV-related projects.

In response to Member Powers, ED Steinhauser confirmed that carryovers could not be moved between the three main elements until 2020 when major changes can be made by the Board to the VRF Expenditure Plan. Member Powers discussed her concern that there might be insufficient flexibility in the plan to address emerging issues such as EV's and sea level rise. ED Steinhauser noted that approximately 75% of the measure relates to non-automotive components, while the public also want road and traffic improvements that are funded by the program.

ED Steinhauser discussed the potential of moving funds from the category related to Commute Alternative Programs and EV's to fund crossing guards once the VRF Expenditure Plan is up for its first 10-year review and amendment in 2020, in order to provide the recommended number of crossing guards at 101. She noted that the VRF continues in perpetuity.

The Committee recessed for ten minutes for a dinner break and reconvened with all members present as indicated.

Chairperson Chernock opened the public comment period.

Ms. Mary Bryan, Cool the Earth, expressed appreciation for the recommendation to allocate carryover funds to EV's, and said that EV's are an effective way of reducing greenhouse gases and addressing the climate change problems. Ms. Bryan discussed the importance of dedicating funding from the reauthorization of the sales tax to help secure matching grants.

Ms. April Dean, Cool the Earth, said that EV's are the future for transportation and she discussed EV's the importance of this type of vehicle towards reducing greenhouse gas emissions. Ms. Dean urged people to recognize that EV's are an emerging technology, not a niche market, and that TAM has the ability to be a leader in electrical transportation.

Member Burton said the electric grid is tenuous and could not support large numbers of EV's. He asked how an EV's battery could be disposed of at its end of life. In response, Ms. Bryan said that EVs could be charged during the day with renewable energy, and that battery storage is necessary in order to move to a 100% renewable grid. Ms. Bryan discussed EV batteries, which she said could be repurposed.

In response to a comment from Chairperson Chernock, Ms. Bryan said she recognized that there is a finite amount of resources and expressed regret that she had not been part of the EPAC process. ED Steinhauser noted that Cool the Earth's Chairperson has written to several TAM board members recommending a reduction to the Local Streets and Roads category and an increase in EV funds.

In response a question from to Chairperson Chernock, Ms. Bryan said the Board Members of Cool the Earth have not discussed support for a renewal of the sales tax. Chairperson Chernock said it would be helpful to know their organizations' position.

In response to a comment from Member Kevin Hagerty, Ms. Bryan said they recognize there are other funding sources, but they are suggesting a small percentage from the sales tax reauthorization and VRF be allotted to EV's to help secure matching funds and also provide coverage that other funding sources could not achieve.

In response to Member Vince O'Brien, Ms. Bryan suggested additional funding should be used for planning, rebates for chargers, and technical assistance, etc. Ms. Bryan acknowledged that private

funding will bring about improvements, but that their research shows financial aid from public agencies is also necessary to support the expected EV growth.

In response to Vice-Chair Pelham, Ms. Bryan acknowledged that homeowners would charge their own vehicles at home, but there are a substantial number of people in Marin County who do not have access to home chargers and their charging options are, therefore, limited. Furthermore, people who commute to the County need to charge their cars during the day.

Chairperson Chernock noted the use of EV's does not solve congestion problems and that a priority of the sales tax reauthorization is to reduce congestion. Ms. Bryan agreed with the need to encourage people to use alternative modes of transport, but that those who do drive should be encouraged to drive EV's.

ED Steinhauser provided an overview of the proposed changes to the draft expenditure plan. She discussed the importance and success of Complete Streets and Local Streets and Roads, confirmed the language to the draft expenditure plan would be amended as requested by Marin Transit, and that they will broaden the description of some of the categories to allow the flexibility to invest in alternative fuel vehicles, including EV's.

ED Steinhauser stated that there has been a request to consider converting the five COC planning area representatives to supervisorial districts, which she said staff is not recommending for reasons she discussed. ED Steinhauser also asked if the members would consider adding more members to the COC and she requested feedback.

In response to Member Burton, Ms. Zhang noted that the current expenditure plan prohibits school employees or elected officials from serving on the COC. She reported that prior COC member, Heather McPhail Sridharan, has indicated her willingness to return as a COC member representing the School Districts seat once that restriction is removed.

Ms. Zhang also discussed the proposed removal of the requirement for COC members to submit Form 700s.

In response to Chairperson Chernock's comment that someone suggested TAM should transfer the Crossing Guards Program to the Marin County Office of Education (MCOE), ED Steinhauser confirmed that, after further discussion with TAM staff, MCOE determined they had no interest in running the program..

ED Steinhauser explained that, while the COC had recommended the expenditure plan be revised at 10-year intervals, they are hearing from councils that 7 years would be preferable. She discussed the reasons she would not recommend 5-year intervals, which related to the possible need to borrow funds for highway improvements and the funding stability Marin Transit needs for its operation.

ED Steinhauser concluded her presentation with a short discussion on the need to continue funding existing Major Road projects, including Third Street in San Rafael, with a Major Road Reserve. In response to Member Joy Dahlgren, ED Steinhauser agreed that the Major Road Reserve should be better defined. ED Steinhauser clarified the Major Roads category in response to Member Powers, noting that local jurisdictions have increased funds which they could choose to fund major road improvements.

ED Steinhauser discussed the next steps in the process, noting that she will need to return to the councils, where she hopes to gain their support for the final expenditure plan.

**6. Review of Crossing Guard Contract and Management Cost (Discussion)**

TAM Principal Project Delivery Manager Dan Cherrier presented the staff report. Mr. Cherrier discussed the cost of the program, which he noted is expensive because the guards are offered a living wage and that the 90 guards require a team of staff to manage the program. He discussed options for reducing the cost of the program, including changing the number of work hours from 4 to 3 or paying a lower hourly rate. Mr. Cherrier discussed the problems associated with these cuts, noting that other crossing guard agencies are not paying a living wage. He discussed ways that costs are being reduced, such as entering into a new multi-year contract.

In response to DS Steinhauser, Mr. Cherrier said that turnover of guards is much improved, which DS Steinhauser said is of value to the program.

In response to Member Paul Premo, Mr. Cherrier said that the cost of Muni's (San Francisco Municipal Transportation Agency's) Crossing Guard Program is lower because they do not pay a living wage and figures discussed in the press excluded the cost of managing the program. Member Premo suggested outreach is necessary to ensure the public understand why the cost of the program is high.

Member Burton discussed his support for the payment of a living wage to the crossing guards.

Member Powers and staff discussed the administrative costs, and Ms. Powers inquired about the possibility of retaining a different company who would administer the program for less. Mr. Cherrier noted that the costs rose steeply in a fairly short period of time and that a longer contract should mitigate the problem of annual rising costs.

Member Dahlgren noted that the crossing guard position attracts Marin residents who need a higher wage. Mr. Cherrier explained that Richmond residents were recruited to the program and provided with bus passes, but that, as a rule, they did not remain in these positions for the long term.

In response to Member Burton, Mr. Cherrier said they advertise the crossing guard positions all over Marin County, including Marin City.

Member Powers suggested that there might be savings in recruiting different guards for the morning and afternoon shifts, which she discussed.

**7. Committee Member Hot Items Report (Information)**

No discussion for this item.

**8. Discussion of Next Meeting Date and Recommended Items for the Agenda**

The next meeting date was tentatively set for May 21, 2018.

**9. Open Time for Public Input**

As no members of the public wished to speak, the meeting was adjourned at 7:30 p.m.