



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
CITIZENS' OVERSIGHT COMMITTEE

July 16, 2018

5:00 p.m.

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

**MEETING MINUTES**

Members Present: Peter Pelham, Major Marin Employers  
Joy Dahlgren, Major Marin Employers  
Paul Roye, Ross Valley Planning Area  
Bob Burton, Southern Marin Planning Area  
Scott Tye, West 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 Nancy Okada, Environmental Organization  
Kay Noguchi, League of Women Voters

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

Public Present: Mike Grant, EPAC member

Vice-Chairperson Peter Pelham called the Citizens' Oversight Committee meeting to order at 5:00 p.m.

**1. Introductions and Welcome**

No introductions were made.

**2. Review and Approval of May 21, 2018 Meeting Minutes (Action)**

Member Bob Burton made the following amendments to the May 21, 2018 minutes:

Page 2, paragraph 1 under TAM Staff Reports: "Executive Director (ED) Dianne Steinhauer expressed her appreciation of Chairperson Chernock's hard work and strong leadership on behalf of the Committee members and TAM staff, who is moving out of Marin and will not be able to serve on the COC after this meeting", amended to read:

“Executive Director (ED) Dianne Steinhauser expressed her appreciation of Chairperson Chernock’s hard work and strong leadership on behalf of the Committee members and TAM staff. She confirmed that Chairperson Chernock would be moving out of Marin and would no longer be able to serve on the COC after this meeting”;

Page 4, paragraph 2: “...Member Burton noted that the project received funds from the Flood Control Board”, amended to read: “Member Burton noted that the Miller Avenue project received funds from the Flood Control Board”;

Page 4, paragraph 4: “...Ms. Zhang also explained the various reserve mechanism that TAM...”, amended to read: “...Ms. Zhang also explained the various reserve mechanisms that TAM...”, “Member Power” amended to “Member Powers”;

Page 4, last paragraph: “...making a total of 58 crossing guards...”, amended to “...making a total of only 58 crossing guards...”

Page 5, Item 4, paragraph 3: “...MTC provide federal funds...”, amended to “...MTC provides federal funds...”;

Page 5, Item 4, paragraph 7: “Ms. Zhang discussed the professional service category, which includes expenditure on the Marin Sonoma Narrows projects for the Richmond-San Rafael approaches and a study for the Hwy 101-Hwy 580 Connector in an effort to compete for RM3 funds”, amended to “Ms. Zhang discussed the professional service category, which includes expenditure on the Marin-Sonoma Narrows project, the Richmond-San Rafael approaches, and for a study of the Hwy 101-Hwy 580 Connector in an effort to compete for RM3 funds”.

Member Scott Tye moved to approve the May 21, 2018 meeting minutes as amended. Member Burton seconded the motion with Member Joy Dahlgren and Vice-Chairperson Pelham abstaining. The minutes were approved unanimously.

### **3. Election of Chairperson and Vice-Chairperson (Action)**

Member Burton moved to elect Vice-Chairperson Pelham as the Chairperson. Member Vince O’Brien seconded the motion, which was approved unanimously.

Chairperson Pelham moved to elect Member Bob Burton as Vice-Chair. Member Tye made a motion to elect Member Paul Premo as the Vice-Chairperson. Committee members did an anonymous vote and Member Burton has a majority vote and was elected as the Vice-Chairperson.

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

Chairperson Pelham commented on the Novato Town Council voting unanimously to pass the Sales Tax Expenditure Plan, and ED Steinhauser noted that the statutory requirements of 50% of city and town councils that represent 50% of the population have been met. She explained that the TAM board members could approve a ballot measure to extend the half cent sales tax, and that there has been no indication that approval would not be granted. ED Steinhauser provided a timeline for the ballot measure.

ED Steinhauser provided an update on the Richmond-San Rafael Bridge and State Route 37. She noted that support, praise and thanks have been received for the third lane on the lower deck of the bridge, but that northbound traffic is still congested. ED Steinhauser said that the implementation of the ramp metering project, which Caltrans plans to be in construction from Spencer Avenue to Sir Francis Drake

Blvd., should improve traffic, in addition to the direct connector from Hwy 101 to 580, for which funding has been approved under Regional Measure 3 (RM3).

ED Steinhauser reported on the bike path that will soon be under construction on the upper deck of the Richmond-San Rafael Bridge, which should be open in early spring of 2019. She said The Bay Area Toll Authority (BATA/MTC) is doing an evaluation of the upper deck as a joint use option for bikes and vehicles, which appears to have strong support in Marin. ED Steinhauser explained that the BATA evaluation is an analysis of how Marin would be impacted if the lane becomes a shared path.

In response to questions from Members of the committee ED Steinhauser discussed the location of the movable barrier, noting that the shoulder will provide a protected lane for cyclists and pedestrians. She confirmed that Caltrans insisted on a movable barrier to allow emergency vehicle access and other safety reasons.

In response to Chairperson Pelham, ED Steinhauser said that the statistics were not available for the projected use of the bike lane, but that the lane would be a significant part of the Bay Trail that should have substantial use.

In response to Member Kevin Hagerty, ED Steinhauser confirmed that MTC will develop a pilot program for a multi-use lane.

In response to Vice-Chairperson Burton, ED Steinhauser explained that the third lane could not become operable immediately because it would need CEQA (California Environmental Quality Act) clearance and that it could only currently operate as a bike lane under the San Francisco Bay Conservation & Development Commission (BCDC)'s permit conditions.

In response to Member Okada, ED Steinhauser confirmed that consideration will be given for allowing a combination of bus/vehicle only use of the third lane.

In response to Member Powers, ED Steinhauser confirmed that the intention of opening the third lane for eastbound traffic was to relieve traffic congestion in conjunction with ramp metering that is projected to be implemented during the fall of 2019.

In response to Vice-Chairperson Burton, ED Steinhauser explained why the Bellam Blvd. improvements will take time to complete, noting that the widening of the offramp from 1 to 2 lanes required Caltrans' approval. ED Steinhauser said that the improvements should begin in the Spring of 2019. Furthermore, she noted that traffic signals also need to be managed, which must be considered in relation to the direct connector project.

ED Steinhauser discussed three main components of the Hwy 37 project: 1) Traffic management in Vallejo; 2) Widening Hwy 37 from one to two lanes in each direction, 3) Sea level rise management in Marin. ED Steinhauser confirmed funding will be made available from RM3, although it will be insufficient to meet all the needs. She discussed options that have been put forward by a study from Resilient by Design that does not include widening Hwy 37 or raising it for protection from sea level rise. She said that SMART is seeking funding for a rail study to provide an alternative to the highway.

In response to Member Okada, ED Steinhauser said that a traffic circle might be considered for the Hwy 37/121 interchange to relieve traffic congestion.

Member Tye discussed the need for the three projects to be sequenced properly to mitigate sea level rise issues on the Marin side.

In response to Member Powers, ED Steinhauser said that there are no constraints on how the projected \$100 million from RM3 could be spent on Hwy 37 projects.

In response to Chairperson Pelham, ED Steinhauser provided an update on the Marin Sonoma Narrows project. She said the third lane will be under construction on the Sonoma side of the freeway shortly, and that construction in Marin should be underway in 2020 with funds from SB1 and RM3. ED Steinhauser reported that grading for a frontage road is currently under construction.

In response to Vice-Chairperson Burton, ED Steinhauser discussed outreach regarding the benefits of SB1 funding, noting that TAM will be providing fact sheets. Information can also be found at [www.renenca.org](http://www.renenca.org), which belongs to a combination of different agencies.

#### **5. Committee Member Hot Items Report (Information)**

Member Tye reported on his attendance at a North Bay electric bike conference. He suggested that Brett Thurber of The New Wheel bike store should be invited to address the COC, to which there was general agreement.

Member Okada led a discussion on pedestrian and traffic safety issues on 3<sup>rd</sup> Street in San Rafael relating to the Kaiser Permanente facility. There was general consensus that the problems should be addressed with the City of San Rafael and Member Hagerty suggesting they contact the City's Bicycle and Pedestrian Committee and Member Powers provided more information on the contact information.

Vice-Chairperson Burton discussed the problem with drivers who approach TAM junction in Mill Valley and then cross into the bike lane.

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

The next meeting was tentatively set for September 17, 2018. Ms. Li Zhang reported that the Northern Marin Planning Area and School Districts have vacant positions and welcome any recommendations.

#### **7. Open Time for Public Input**

As no members of the public wished to speak, the meeting was adjourned at 5:58 p.m.