



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

September 27, 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
Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
David Kunhardt, Corte Madera Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Katie Rice, Marin County Board of Supervisors
P. Beach Kuhl, Ross Town Council
Susan Cleveland-Knowles, Sausalito City Council

Members Absent: Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors

Staff Members Present Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Deputy Executive Director
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager
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 asked ED Steinhauser to report on the room's sound system. ED Steinhauser noted the sound system in the County BOS Chambers had been taken offline due to a power failure and replacement parts were expected soon.

ED Steinhauser welcomed David Kunhardt and Susan Cleveland-Knowles to their first TAM meeting and administered the oath of office.

Chair Moulton-Peters reported on the Governor's Summit on Climate Change and events sponsored by TAM, including the Golden Gate Electric Vehicle Association Ride and Drive and Lead on Climate Change.

a. Commendation for V-Anne Chernock

ED Steinhauser introduced V-Anne Chernock, former chair of the TAM Citizens' Oversight Committee as well as the Chair of the ½-cent transportation sales tax renewal Expenditure Plan Advisory Committee. Chair Moulton-Peters read and presented the commendation which cited Ms. Chernock's many contributions to TAM. Ms. Chernock thanked Chair Moulton-Peters and the TAM Board.

b. Crossing Guard of the Year Presentation to Ron Laubach

Commissioner Connolly introduced Ron Laubach and presented him with the Crossing Guard of the Year Award. Kristy Treewater, Miller Creek Middle School Principal and Collette, a seventh-grader, thanked Mr. Laubach and gave him a thank-you card on behalf of the school's students. Mr. Laubach thanked TAM and All City Management Services.

2. Commissioner Matters Not on the Agenda (Discussion)

Commissioner Rice reported on "Diesel-Free by '33," a campaign by the Bay Area Air Quality Management District. She stated she is asking leaders across the county to sign a statement of purpose to adopt policies and programs addressing diesel emissions in the county and within its sphere of influence. She requested it be placed on a future agenda for TAM's consideration and support.

3. Executive Director's Report (Discussion)

ED Steinhauser reported on the Get Smart Lyft program, the Global Climate Action Summit, the North Bay Climate Action Summit, the National Drive Electric event, and the MTC Horizons initiative. She also noted a new regional transportation plan (RTP) period is beginning. She congratulated the Town of San Anselmo on new EV parking lot chargers and commended Commissioner Rice for her efforts toward the diesel-free campaign. She reported on pending legislation and on TAM community outreach and education, including opposing Proposition 6 on the November ballot. She noted that the proposition which aims to repeal the gas tax (SB1) is not polling well and she added that TAM is distributing an SB1 fact sheet to the local leadership including DPW directors. She reported on a meeting that she and Commissioner Connolly made along with representatives from other counties to San Diego to learn more about the North Coast Corridor project which is solving issues similar to the ones in the SR 37 corridor. Commissioner Colbert commented on San Anselmo's new parking lot and expressed appreciation for the matching funds received from Measure B funds. Commissioner Kunhardt commented on bus capacity at Redwood High School and asked if there were plans to expand. ED Steinhauser stated Marin Transit is aware of the increased demand and its board has authorized the purchase of two new vehicles to expand the capacity of high school service. In response to the Executive Director's mention of various events that occurred recently in Marin, Chair Moulton-Peters thanked Commissioner Lucan for representing TAM at the North Bay Climate Action Summit.

4. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported that MTC approved at their most recent meeting the repurposing of \$4.5 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds originally related to the Hwy 101 Gap Closure Project in San Rafael. He commented on the uses of the funds and the importance of being aware of this kind of opportunity, recognizing staff's good work. He spoke about the upcoming Clipper card upgrade and the complexity of fare integration, highlighting the need to make transit easier and more equitable. He also reported on the stakeholder meeting for the San Rafael Bettini Transit Center and the status of the project which includes five alternatives currently going through the scoping process with a public meeting scheduled for October 30.

b. Marin Transit Report

No report given.

c. SMART

Vice Chair Arnold reported the SMART board authorized the installation of the positive train control at Windsor. She also reported that the SMART board is holding a State of the Year event on October 17. She added SMART has received authorization and funding to conduct a feasibility study on passenger rail from Novato to Suisun City.

5. Open Time for Public Expression

Cindy Winter of Greenbrae spoke about the challenges of computing power and communication for autonomous vehicles, commenting on the importance of one standard for all automakers. She stated experimentation and research on a small scale may continue for quite some time.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of July 26, 2018
- b. TAM Consultant Procurement Manual
- c. Concurrence with MTC on Programming Federal CMAQ Funds
- d. Accept the MEF Review of Origin and Destination Employment Data and Approve the TAM Origin and Destination Study Final Report

Chair Moulton-Peters opened and closed the Consent Calendar for public comment with no speakers coming forward.

Commissioner Lucan moved to approve the Consent Calendar, which Commissioner Fredericks seconded. The motion carried unanimously.

7. Receive Safe Routes to Schools Program Update (Discussion)

ED Steinhauser introduced David Parisi, Parisi Transportation Consulting, to provide an update on the Safe Routes to Schools program. ED Steinhauser noted a call for projects for the Safe Pathways portion of Safe Routes would be open in the spring. Mr. Parisi introduced Gwen Froh, Marin County Bicycle Coalition, and Hadar Albo, Associate Consultant with Parisi. He reviewed the history, growth, and successes of the program. He discussed the work of the program's task forces. Ms. Froh talked about components of the program, the current economy's

impact of the program, the program's strengths, and possible adjustments to improve it next year. Mr. Parisi reviewed engineering improvements to remove barriers to walking and cycling and discussed the process of identifying and implementing improvements. Ms. Albo talked about the process of developing maps for recommended routes to schools. Mr. Parisi noted it is helpful not only to identify the safest routes but to identify areas that need improvements. He commented on the Streets Smarts program, also a part of the Safe Routes program, which aims to educate drivers, bikers, and pedestrians about safety issues including distracted driving and added that the program is being revamped with new messaging. Mr. Paris spoke about goals and outreach for the next year, including potential expansion of the Crossing Guard program which is managed by another firm. ED Steinhauser spoke about coordination and integration of all aspects of the program. She looked forward to the reauthorization of Measure A, known as Measure AA, and spoke about the importance of small projects that can make an immediate and significant difference locally.

Chair Moulton-Peters thanked them for the report and commented on the importance of this program. She stated this is the most cost-effective way to reduce congestion in the county and hoped the commute alternatives program would be able to accomplish some of the same things. She also noted students can get involved by developing and promoting common route maps. She appreciated the efforts on congestion near high schools and complimented Larkspur on its steps to address Redwood High. She suggested that the TAM board members take similar steps to address high schools in their individual districts. Commissioner Hillmer expressed appreciation for the efforts of Larkspur Vice Mayor Ann Morrison in her work with schools relative to the Safe Routes program.

8. Receive and Accept Independent State Route (SR) 37 Planning Studies from the Metropolitan Transportation Commission (MTC) and the Transportation Authority of Marin (TAM), and Authorize Sending Comment Letter to MTC (Action)

ED Steinhauser introduced this item which recommended that the TAM Board receive and accept staff presentations of the SR 37 MTC-prepared Final Transportation and Seal Level Rise Corridor Improvement Plan and the TAM-prepared Segment A - Sea Level Rise Corridor Improvement Study, consider progress happening in the corridor, upcoming next steps and authorize sending a comment letter to MTC outlining TAM's request for future planning to be comprehensive regarding sea-level rise, and funds needed to further the evaluation of levee management in Marin.

She briefly reviewed ongoing activity to address congestion, sea level rise, and ecological restoration along the SR 37 corridor, particularly with the approval of RM3 funds.

Nick Nguyen, Principal Project Delivery Manager, discussed a planning study commissioned by MTC in January 2017 and TAM's financial contribution towards funding the study. He summarized the study's objectives, scope, findings, and recommendations. The specific needs raised in the study included elevation of the roadway, raise the height of the levees, ecological enhancement, improved capacity, and multimodal and local access improvements. MTC has expressed a goal of getting started on a project as soon as possible.

ED Steinhauser noted that TAM had asked MTC in 2017 that any planned improvements involve the entire corridor from Marin to Vallejo. She stated that what has evolved are separate projects which are proceeding but at issue is the phasing and prioritizing of these separate projects with the funding that is available. She discussed some of the improvements that other counties are proceeding with including Solano County proposing interchange improvements near the Fairgrounds in Vallejo to accommodate land use changes in the area. She added that congestion in the corridor remains a strong mandate from the public approval from RM3. As such, a Project Study Report is being developed for a project to widen and add a reversible or shoulder-running lane in Segment B of the corridor, from Hwy 121 to Mare Island. She noted that MTC is also studying tolling that additional lane.

Regarding Hwy 37 in Marin, known as Segment A, the issue is sea-level rise as witnessed by the levee failure and resultant highway flooding during the winter of 2017. She finalized her comments by saying that she believes it is important to include work in Segment A simultaneously with work in Segments B and C and this is the message

staff is requesting the TAM Board to support in moving forward with any master environmental document for the corridor. She stated that TAM did its own study of Segment A and she turned the presentation back to Mr. Nguyen to explain the findings

Mr. Nguyen reviewed the criteria and results of a study conducted by TAM to address sea level rise in Segment A, including three possible road projects to address this and proposed timelines. The first was a piled causeway which would elevate SR 37, in Segment A, on a structure. The second was a piled causeway/embankment, a hybrid of a causeway and a levee road. The third was to raise the Novato Creek Bridge at its current location and extend this elevation to US 101. He summarized the next steps in planning these projects. He noted that MTC is planning to develop and environmentally clear both the interim and ultimate project, concurrently, in Segment B of the corridor, while TAM would rather have a project plan that addresses the whole corridor including Segment A, specifically for the ultimate project solution. Staff's recommendation is to submit a comment letter to MTC reiterating TAM's concern with the entire corridor.

Vice Chair Arnold asked for clarification on the timeline for MTC's identified improvements and asked if a timeline to address flooding in Segment A had been identified prior to the latest one put out by MTC. Mr. Nguyen clarified it had always been at the bottom of the list and MTC expects TAM to develop, promote, and obtain funds to address the issues in its segment.

Commissioner Rodoni stated he supported the letter as recommended by staff and felt it made sense to develop a plan to address the whole corridor at once.

Commissioner Lucan asked about the unsolicited proposal submitted by United Bridge Partners. ED Steinhauser stated it had been set aside after the passage of RM3 and MTC's commitment to fund improvements in the corridor. Commissioner Lucan commented on the length of the estimated timeline and asked about the factors which determine the expected project duration. ED Steinhauser commented on the amount of time it has taken for projects of similar scope and noted that the interim congestion-relief project was proposed for the short term to address the congestion issue. She also noted the length of time these projects take is one reason why TAM wants the entire corridor to be addressed at once so that plans for each segment can move forward. Commissioner Rice expressed support of the request to send a letter to MTC. She stated she appreciated that the plan for this corridor encompasses goals other than congestion relief, but she expressed concern about the impact of sea level rise on infrastructure throughout the county and the lack of action being taken.

Commissioner Campbell echoed Commissioner Rice's comments. He commented on Belvedere's failure to certify existing levees under current standards and expressed concern that levees might not be a feasible solution.

Chair Moulton-Peters asked if TAM's study had been presented to the SR 37 Policy Committee yet. Mr. Nguyen stated a draft was presented to the SR37 Policy Committee earlier this year but that staff did not intend to return to that group with the final study. Chair Moulton-Peters stated she felt it would be useful to hear an overview of highway planning and sea level rise planning in the Bay Area. She also stated a presentation from MTC on the status of highway transportation in the Bay Area and projects in progress throughout the area would be helpful. She noted the county has done a vulnerability assessment of the infrastructure in terms of sea level rise. She stated she would be interested to see if other counties have conducted a similar study and asked if Marin could share its assessment.

Commissioner Connolly noted that the county is partnering with San Mateo County on a study.

Chair Moulton-Peters noted that the SMART rail tracks are not protected by the existing levees along the Rt 37 corridor and suggested that TAM may want to consider a partnership with SMART in this corridor.

Commissioner Kunhardt asked if there was a draft of the letter yet and asked for clarification on the wording included in the recommended action. ED Steinhauser stated the requested action would authorize staff to work with Chair Moulton-Peters, Vice Chair Arnold, and Commissioner Connolly, as the three TAM representatives on the

SR 37 Policy Committee to draft a letter that advises that any environmental clearance that covers the entire corridor should include the elements necessary to address sea-level rise in Segment A. She added that the letter will need to advocate for a share of Regional Measure 3 funds that allows TAM to proceed with an in-depth study as well as a potential environmental action in the future for a levee management and reconstruction program in Marin. Chair Moulton-Peters requested the letter be reviewed by an Executive Committee.

Commissioner Fredericks moved to approve in concept a letter requesting SR37 Policy Committee's support to fund Comprehensive Levee Study Plan of Segment A and environmentally clear the project (\$15-18 million), and plan long-term improvements as an Entire Corridor including environmental review as premised under RM3, and to delegate the approval of this letter to an Executive Committee, which Commissioner Kunhardt seconded. The motion carried unanimously.

9. Caltrans Report (Discussion)

ED Steinhauser suggested that Caltrans' recent vulnerability assessment of highways in the Bay Area be presented to the board. She reported Caltrans District 4 has a new director, Tony Tavares. She looked forward to inviting him to a future meeting. She also noted the number of projects Caltrans is conducting in Marin which will be in jeopardy if Proposition 6 passes.

Chair Moulton-Peters adjourned the meeting at 9:05 p.m.