



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

April 25, 2019
6:00 PM

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

MEETING MINUTES

Members Present:

Alice Fredericks, Tiburon Town Council, TAM Vice Chair
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
David Kunhardt, Corte Madera Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Kevin Haroff, Larkspur City Council (Alternate)
P. Beach Kuhl, Ross Town Council
Ray Withy, Sausalito City Council (alternate)
Stephanie Moulton-Peters, Mill Valley City Council

Members Absent:

Dan Hillmer, Larkspur City Council
Susan Cleveland-Knowles, Sausalito City Council

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, Accounting Manager
Li Zhang, Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 6:03 p.m.

1. Chair's Report (Discussion)

Chair Arnold stated she did not have a chair's report.

2. Commissioner Matters Not on the Agenda (Discussion)

Commissioner Sears commented on the Golden Gate Bridge District meeting and the update on the building of the Chase Arena being built in San Francisco. She noted the stadium is planned to have more than 18,000 seats with 900 parking spaces and stated this is useful information for TAM to continue moving away from car-centric planning.

Commissioner Sears reported on the parking lot solar panel project at the San Rafael Marin Clean Energy office and the ribbon-cutting ceremony that took place on Earth Day.

Commissioner Moulton-Peters reported on a transportation agencies roundtable hosted by Representative Jared Huffman. The roundtable included discussion of current major projects and their funding status and Representative Huffman pledged his support at the federal level.

3. Executive Director's Report (Discussion)

ED Steinhauser welcomed Kevin Haroff as the alternate representing Larkspur and administered the oath of office.

ED Steinhauser added further comments on the roundtable with Representative Huffman. She stated he is looking for a robust understanding of project needs in Marin in preparation for possible inclusion in a federal infrastructure bill currently being discussed in Washington DC. She also reported on the appointment of David Kim as the new secretary of the California State Transportation Agency.

ED Steinhauser reported that TAM collaborated with the Contra Costa Transportation Authority and the San Francisco Transportation Authority and was awarded a federal innovative mobility grant. She reported that TAM and the other two agencies were awarded an \$8 million for the development of a "mobility as a service" platform for the Bay Area. She stated more information would be provided at upcoming TAM Board meetings.

ED Steinhauser reported on the roll-out and initial reception of the Marin Commutes website. She also gave an update on the replacement of faulty bridge joints and the opening of the bike lane on the Richmond-San Rafael Bridge in the August/September timeframe.

4. Open Time for Public Expression

Cindy Winter commented on her experience researching and providing information on autonomous vehicles to the TAM committees and board and the public. She stated she appreciated being able to provide this but that she would have to step away at this time. She suggested that as TAM begins its search for a new executive director, an awareness of potential future trends is a key qualification so that staff is able to meet this need.

5. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported on key projects dominating MTC's attention. MTC is continuing to work on the Richmond-San Rafael Bridge and plan future improvements in the area of safety and traffic flow. MTC is also moving forward on environmental design and planning for Segment B of Highway 37. Commissioner Connolly also commented on proposed housing legislation and the upcoming legislative session.

b. Marin Transit Report

Commissioner Connolly reported on Yellow School Bus Service. With the passage of Measure AA, Marin Transit will be able to provide a \$600,000 annual subsidy to five existing programs for these services which will provide approximately 4,700 school trips per school day. The funding will be provided for three years beginning with the next fiscal year.

c. SMART

Commissioner Phillips stated he attended Congressman Huffman's roundtable and thanked ED Steinhauser for representing TAM well. He noted he had provided information on SMART's accomplishments. He reported that children aged 18 and younger will travel free on SMART between Memorial Day and Labor Day as long as they are accompanied by an adult and stated SMART hopes more families will be able to use the service.

Chair Arnold added to the MTC report that Council members Alice Fredericks and Joan Cox as well as Chair Arnold are representing Marin County on an ABAG/MTC working group on housing legislation. She noted that the group has met three times to date.

Commissioner Moulton-Peters expressed appreciation for the additional funding for the Yellow School Bus Program but noted there is still more that can be done to improve the program. She suggested TAM and Marin Transit have a conversation about the future of the school bus service over the next few years to incorporate this fully into TAM's congestion management program.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of March 28, 2019
- b. Adopt Positions on State Legislative Bills
- c. Review and Acceptance of the FY2018-19 Third Quarter Financial Report
- d. Lifeline Transportation Program (LTP) Cycle 5 Funding Exchange
- e. Authorize the Executive Director to Expand Consultant Support on SR 37 Corridor Project

Chair Arnold open and closed public comment on the Consent Calendar with no speakers coming forward.

Commissioner Kunhardt requested confirmation that moving \$150,000 from "580/101 Direct Connector Project Support" to "Project Management Oversight" for a different task in the third quarter financial report is not an indicator that the TAM Board has walked away from the Connector project. ED Steinhauser confirmed that is the case.

Commissioner Withy noted he would be abstaining from the vote on Item 6a as he was not present for the March meeting.

Commissioner Moulton-Peters moved to approve the Consent Calendar, which Commissioner Kunhardt seconded. The motion carried unanimously.

7. Caltrans Report (Discussion)

ED Steinhauser noted that Caltrans District 4 Director Tony Tavares was not able to attend today's meeting but has been invited to attend in June or July. She stated a number of Caltrans/TAM projects will move into the construction phase this year, specifically the widening of the NB 101 offramp to Sir Francis Drake Blvd. for a multi-use pathway, the North/ South Greenway Northern Segment, and the widening of the NB 101 offramp to Bellam Blvd. She also reported on projects in the design phase that she hoped would be moving forward soon, including the Marin Sonoma

Narrows. She also noted a typo in the Caltrans Report regarding work on Highway 1, correcting the words “mumble strips” to “rumble strips”.

Commissioner Lucan asked if there was an update on the protected bike path at the Sir Francis Drake/Richmond Bridge connection. ED Steinhauser stated that the Bay Area Toll Authority (BATA) is accelerating their work in the area coming off the bridge on the Marin side to provide a safe, protected pathway for pedestrians at the time the additional bridge lane is opened. Work will continue on the future permanent pathway project but that this work has been separated from the lane work on the bridge itself and will start in 2020.

Commissioner Moulton-Peters asked for an overview of how projects get added to the Caltrans list or projects reported to TAM. ED Steinhauser stated that active projects in Marin in the state’s highway system make it to the list. Commissioner Moulton-Peters mentioned a question from Marin County Public Works Director Raul Rojas about getting the Manzanita Park and Ride on the list. ED Steinhauser stated that project is in the planning phase and she would ask Caltrans about placing planning level projects on the list.

8. Accept Marin County Project List for MTC’s Horizon/Plan Bay Area 2050 (Action)

ED Steinhauser thanked everyone who attended the workshop today regarding MTC’s Plan Bay Area 2050 process. She stated she hoped to have further presentations on this from MTC in the future. She stated the objective of tonight is to develop a catch-all list, understanding that there are future efforts to refine that list.

ED Steinhauser introduced Planning Manager Derek McGill who presented this item which asked that the TAM Board accept the Marin County Project List for submittal to MTC.

Mr. McGill noted that the Cross-Marin Bikeway had been added since the April Executive Committee meeting after requests from local jurisdictions. Mr. McGill gave an overview of the Horizons effort and Plan Bay Area process and timeline. He noted that TAM’s list would undergo a revenue needs and fiscal constraint assessment and a project performance assessment through MTC, after which TAM would be asked to re-submit next Fall of 2019. Mr. McGill reviewed the process by which staff had put together the project list and the stakeholders who had been involved. He noted MTC had provided a target budget, but that revenue sources had not been assigned yet.

Commissioner Rice asked for a clarification of the categorization of non-exempt capacity increasing projects. She also noted that, for projects such as SR 37 in the roadway capacity increasing category, she was not sure if a long-term solution has been agreed upon and also cited the possibility of a public, transit-based component to the solution. Mr. McGill stated that the exempt vs. non-exempt distinction is a federally-defined distinction regarding adherence to air quality conformity requirements. MTC added to this the additional constraint that the projects should be for \$250 million or more. He noted that the ultimate project goal for SR 37, incorporating public transit solutions, was included in MTC’s transformative projects list, and the project listed here in Marin is specifically for the raising of the roadway.

Commissioner Kunhardt expressed concern that the roads accessing the Larkspur Ferry Terminal do not have enough capacity to support a larger parking garage. He wanted to ensure that the eventual project supported multi-use options and considerations such as solar panels and EV charging stations. Mr. McGill stated the Golden Gate Bridge District had requested this project and is also eligible to submit it directly to MTC, so it may end up on MTC’s list whether or not TAM decides to keep the project on the TAM list. It is up to the TAM Board to decide whether or not to include the project on the TAM list based on the limited amount of investigation and study that has been done so far. He stated staff’s goal had been to ensure every project got an equal chance to be investigated and vetted.

Commissioner Kunhardt stated he did not necessarily want to remove the project but wanted to make sure it solved multiple needs. ED Steinhauser stated MTC's process will include assessments of how all the projects fit in with potential future scenarios and its priorities for the region. She recommended waiting for that process to occur, noting that TAM will not be asked to recommend funding for any projects until later in the Fall after MTC's assessment has taken place. At that time, TAM can also suggest any other conditions or adjustments that it would like to see to move these projects forward.

Commissioner Moulton-Peters noted that Representative Huffman's roundtable had included discussion about transit connections such as the SMART connection in Larkspur. She stated it would be useful to look at how to optimize these connections from an overall perspective and asked what entity would be responsible for making that conversation happen. ED Steinhauser stated it would need to include all the transit operators and roadway owners in the area.

Chair Arnold opened the Item for public comment.

Jean Severinghaus, Greenbrae resident, stated she had participated in the Larkspur SMART Station Area Plan process and the community and consultants had brought forward a lot of good information and ideas, despite the project not coming to fruition.

Seeing no further speakers, Chair Arnold closed public comment on the Item.

Commissioner Moulton-Peters moved to accept the Marin County Project List for submittal to MTC's Horizon/Plan Bay Area 2050, which Commissioner Lucan seconded. The motion passed unanimously.

9. Accept the TAM Demand Model and Model Use Policy (Action)

ED Steinhauser introduced this item which recommended that the TAM Board accept the new TAM Demand Model and Model Use Policy. She stated she was pleased to be able to introduce TAM's first comprehensive activity-based model for the county.

Mr. McGill briefly reviewed the history of the development of the model and introduced Kevin Johnson of Fehr & Peers Transportation Consultants.

Mr. Johnson reviewed the approach behind the development of the model and the goals of modeling individual travel behavior. He discussed uses of the model, data sources, the model development process, and the results of the model calibration and validation. He noted Marin is now the only Bay Area county to have a fully operational activity-based model.

Mr. McGill reviewed the proposed model use policy and explained changes to the existing policy. He noted that San Rafael will soon be using this model in its General Plan Circulation Element Update, which is why both the model and the model use policy are being submitted for board approval today.

Commissioner Haroff expressed appreciation for the presentation and looked forward to having access to the model. He asked how the cost to local jurisdictions was determined regarding their usage of the model. Mr. McGill stated it is based on the cost of the consultant running the model. If the local jurisdiction desires to use TAM's existing consultants, the scope and budget will be prepared by Fehr & Peers and that cost will be passed on directly. If the jurisdiction chooses to use their own consultant, the cost will be identified in the contractor's estimate per that particular procurement. There is no license fee associated.

Commissioner Reed pointed out that bicycle data is omitted, acknowledging that it is difficult to model. Mr. McGill stated the model is capable of representing bicycle and pedestrian trips and assigning them to road networks, but it does not currently have the ability to reliably forecast them. The model is based primarily on economic factors. He added that rideshare and autonomous vehicle data face the same problem.

Commissioner Withy asked whether the software was run through the cloud or on internal servers. Mr. Johnson stated for now it is internal, although the goal is to have it on the cloud and decrease the run time over time. Mr. McGill stated using the cloud also depends on cost and data security.

Commissioner Sears asked about the company's energy provider and if the software is being run on renewable energy. Mr. Johnson stated he was not sure, but he would look into it.

Commissioner Phillips thanked TAM on behalf of San Rafael for making this available. He stated he looked forward to being able to report to the board on San Rafael's experience with the model.

Commissioner Moulton-Peters asked if the new use policy was standard in the industry. Mr. McGill stated it is, which is why TAM is making adjustments to the previous policy.

ED Steinhauser noted that projects receiving state funding used to be evaluated based on level of service, and are now being evaluated on vehicle miles traveled (VMT). This model is able to produce estimates of VMT and will provide an important tool to determine the degree that a given project will reduce greenhouse gas emissions. She noted this will also be able to help TAM predict the impact of investments into services such as school buses and bike and pedestrian travel.

Chair Arnold opened the Item for public comment.

Ms. Severinghaus commented that Caltrans has started using Streetlight Data for biking and walking data. She asked if this was included in the model. Mr. Johnson stated that that data source only recently became available and may be incorporated into the model later after appropriate vetting. Ms. Severinghaus asked if the data would be able to identify where most short trips take place in order to be able to add bicycle accessibility to those routes and invite more mode shift. Mr. McGill stated this is something staff had been thinking about and noted the model is capable of a lot of things, but cautioned on the cost of use and the need to consider the goals and benefits of each study. Regarding the Streetlight Data and bike/ped data, Mr. Johnson added that this data needs to be evaluated against other data collected, such as direct counts, and until that is done, he would not feel comfortable incorporating that information into the Model. Mr. McGill noted that TAM collects and keeps strong historical bike/ped data from the Agency's Congestion Management Program.

Commissioner Kunhardt moved to accept the TAM Demand Model and Model Use Policy, which Commissioner Reed seconded. The motion passed unanimously.

The meeting was adjourned at 7:28 p.m.