



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
April 8, 2019
2:00 p.m.

TAM CONFERENCE ROOM
900 FIFTH AVENUE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Judy Arnold, County of Marin Board of Supervisors, Committee Chair
Stephanie Moulton-Peters, Mill Valley City Council
P. Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council
Katie Rice, County of Marin Board of Supervisors

Members Absent: None

Commissioners Present: Alice Fredericks, Tiburon Town Council, TAM Vice-Chair
~~David Kunhardt, Corte Madera Town Council~~

Staff Members Present: Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Deputy Executive Director
David Chan, Manager of Programming & Legislation
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 2:05 p.m.

1. Chair's Report (Discussion)

Chair Arnold welcomed everyone to the meeting.

2. Commissioner Comments (Discussion)

Chair Moulton-Peters drew attention to an article in the Marin Independent Journal about the Executive Director's impending retirement.

Commissioner Rice discussed a possible need to provide more consideration towards infrastructure and signage needs for electric bikes in the Complete Streets programs. She noted that their use on bike paths was increasing and asked if a TAC group could study the issue.

ED Steinhauser noted that electric bike needs could be considered under TAM's Bikeshare Program. ED Steinhauser stated that she would consult her team and report back to the commissioners.

Commissioner Lucan reported on changes made by the state, which now treats class 1 electric bikes as regular bikes.

3. Executive Director's Report (Discussion)

ED Steinhauser reported on the Richmond-San Rafael Bridge's brief closure on Friday, April 8th. ED Steinhauser explained that BATA had contracted to fix the failed joints on the upper deck in February and that the contractor had left loose material, which fell on a vehicle. She confirmed that all 662 joints should be repaired by the end of June. ED Steinhauser explained that the incidents have prompted a local legislator to discuss bridge replacement and that BATA has received a request to fund a bridge replacement study.

ED Steinhauser reported that outreach for Marin Commutes, which included bus signage, has begun. ED Steinhauser provided an update on the northbound Hwy 101 ramp metering project from Spencer Avenue to Sir Francis Drake Boulevard, and she reported that Caltrans mailed flyers notifying the public of this work. She noted that a website has been created to provide more information and that a link would be provided on TAM's website.

ED Steinhauser discussed an impending presentation to the Mill Valley City Council, scheduled for May 6, where Caltrans and TAM staff will provide information on the ramp metering project. She confirmed that arrangements could be made for the presentation to be given at other cities and towns should there be interest. ED Steinhauser explained that TAM was involved with the planning but was not responsible for managing the project.

ED Steinhauser reported on two future Hwy 101 paving projects northbound from the Golden Gate Bridge to Ignacio Boulevard, and from Ignacio Boulevard to the county line. She noted that both projects were scheduled for 2027. A brief discussion occurred about potholes on Hwy 101 and ED Steinhauser stated that staff would be happy to report their location on the freeway to Caltrans for repair.

ED Steinhauser advised the commissioners that Tony Tavares, Caltrans District 4 Director, would be attending the April Board Meeting.

In response to Commissioner Rice about the possibility of replacing the Richmond-San Rafael Bridge, ED Steinhauser confirmed there has been a discussion on this but there is no assumption it must be replaced. She explained that the bridge has been retrofitted but would be anticipated to remain inoperable the day after a major earthquake, whereas the Bay Bridge and the Carquinez Bridge should be able to operate the following day. ED Steinhauser noted that a structural analysis will reveal the condition of the bridge, and that this analysis should be concluded within the next year.

4. Open Time for Public Expression

No members of the public were present.

5. Approval of Minutes from March February 11, 2019 (Action)

Commissioner Moulton-Peters moved to approve the minutes of March 11, 2019. Commissioner Rice seconded the motion, which was approved with one abstention by Commissioner Fredericks since she was not a part of this committee in March, and with an amendment showing that P. Beach Kuhl represents the Town of Ross.

6. Discussion of Major Projects that will be introduced in the Measure AA Strategic Plan (Discussion)

ED Steinhauser introduced Dan Cherrier, Deputy Executive Director, who presented the first part of this report and provided a timeline for the Strategic Plan. Mr. Cherrier explained that the Strategic Plan would be presented to the Board in May, followed by a 30-day public comment period, after which it was hoped the Board could adopt the plan at their June meeting. He further explained that staff wanted to discuss new information in the Measure AA Expenditure Plan, and Category 1, in particular which related to reducing highway and adjacent roadways.

Mr. Cherrier explained the importance of Measure AA in attracting funds from Regional Measure 3 RM3 for the I580/Hwy 101 connector project, albeit that those funds are not yet available. He noted that the measure allows the environmental process to begin and that an RFP has been issued for services to prepare the Project Initiation Document (PID) and the Project Approval Environmental Document (PA/ED)

In the meantime, Mr. Cherrier noted that TAM is undertaking projects that facilitate the connector, including the Bellam Boulevard project, which will create a second off-ramp lane from Hwy 101 and an additional right-hand turn only onto Bellam Boulevard. Mr. Cherrier discussed the advantages of the project, which should include eliminating traffic backup on Highway 101 and allowing the merges to work more efficiently. He confirmed the project should begin this fall.

Mr. Cherrier discussed the preferred alternative design for the connector, which would have the same exit off Hwy 101 that exists now. He explained that traffic would be split and directed over Bellam, and the current auxiliary lane from Sir Francis Drake Boulevard would likely merge into the new auxiliary lane.

Mr. Cherrier discussed the RFP process and said that he anticipated interviewing prospective consultants in the middle of June and would hope to recommend a contract for the Board to approve at their July meeting. He noted that TAM and Caltrans will have to enter into a cooperative agreement, which would include the need for Caltrans to approve the design, and that the project is anticipated to begin in 2023.

In response to Commissioner Moulton-Peters regarding typical issues in working with Caltrans, Mr. Cherrier explained some of the difficulties include the need for documents to be reviewed by multiple departments as well as changing design standards. Bill Whitney, Principal Project Delivery Manager, added that there has been a sizeable turnover of staff in the environmental department which can add to the delay. ED Steinhauser stated that TAM hoped not to be the sole funder of this stage of the project due to the need to fund local features, such as bike improvements along Bellam corridor.

Commissioner Moulton-Peters and ED Steinhauser discussed the need to deliver projects promised by Measure AA and ED Steinhauser noted that TAM issued the RFP at the same time the new measure went into effect. However, ED Steinhauser noted that the current project does not involve right-of-way issues and is a low-speed connector. Caltrans preferred a highspeed facility that would have greater impacts, both visually and in land use, and would be more costly, not to mention that the City of San Rafael would not support.

Mr. Cherrier discussed the importance of outreach for projects with major impacts, which would be a consideration during the consultant selection process. ED Steinhauser suggested the formation of an ad-hoc group of local agencies.

Commissioner Lucan commented on the amount of time lapse before projects could begin, and ED Steinhauser discussed how the process could be shortened, such as undertaking the environmental studies and design simultaneously. She noted that the third eastbound lane on the Richmond-San Rafael Bridge took 4.5 years of

planning before construction could begin and that this is the quickest she had ever seen a project completed from start to finish.

Nick Nguyen, Principal Project Delivery Manager, provided background information on the Marin Sonoma Narrows (MSN). He explained that, of the 16 segments that make up the project, only the two segments of HOV lane, B1-Phase 2, through Olompali Park and A4, through north Novato need to be constructed. Mr. Nguyen explained that Sonoma County has SB1 funding for a segment in South Petaluma Boulevard, which should be completed by the end of the year, and that the San Antonio curved realignment project should be completed within 4 months.

Mr. Nguyen discussed funding sources for the incomplete segments and noted that local funds were being used for the design phase of both segments of the HOV lane. He discussed the project costs of approximately \$135M and the need for State funding through an SB1 grant process and from RM3. Mr. Nguyen discussed the amounts TAM would use under Measure AA. He expressed a hope of completing MSN by 2023, which ED Steinhauser thought was too optimistic, and she also stated that staff would confirm any cash flow constraints at the April Board meeting.

In response to Commissioner Rice, Mr. Nguyen said that approximately 155,000 cars drive through Marin from Sonoma every day, on Highway 101, which swells to over 200,000 at San Rafael with traffic from the Richmond-San Rafael Bridge.

Mr. Whitney discussed the new interchange sub-category included as part of the new Measure. Mr. Whitney discussed the 11 interchanges in Marin that are listed in the Expenditure Plan and noted that approximately \$830,000 (3%) annually over a 30-year period would be directed to this category. He discussed the proposed Year 1 Work Plan and explained that the proposal would be to study all the interchanges with the intention of addressing all users, including pedestrians. Mr. Whitney suggested that small scale projects could be identified and incorporated with upcoming projects by other agencies, while a separate plan could be developed for large scale projects. Mr. Whitney explained that the second year should provide the opportunity to draft a 3-, 5-, or 10- year plan, begin some of the formal studies and documents that would be required by Caltrans.

In response to Chair Arnold, Mr. Whitney provided examples of small-scale projects, including ramp modifications or restriping, that would improve access to transit for all users and would not require a Caltrans' study.

In response to Commissioner questions, Mr. Whitney confirmed that the funds would come from Category 1 of the Expenditure Plan that relates to reducing congestion on roads and would apply to both retrofit and new build projects.

In response to Commissioner Moulton-Peters, ED Steinhauser explained that the deficiencies will be assessed and prioritized, and that TAM could allocate funds for projects that already have other funding, such as the Bay Trail perhaps. ED Steinhauser noted that the funds ~~where~~ were never intended to fund whole projects.

Commissioner Moulton-Peters expressed an interest in how other communities have rehabilitated highway interchanges. She also noted that Assemblymember Marc Levine has sponsored legislation to build wildlife corridors over the top of freeways.

7. Adopt Positions on State Legislative Bills (Action)

David Chan, Manager of Programming & Legislation, presented the staff report which asked the committee to recommend that the full TAM Board adopt positions on State Legislative bills. Mr. Chan noted that the TAM Board adopted positions on 20 of the 22 bills presented at the March Board Meeting and requested further information on

the outstanding two bills, SB 277 and SB526. Mr. Chan stated that he would ask the Board to consider a third bill, SB 152, for which MTC requested CMA's to take a position of support

Regarding SB 277, Mr. Chan explained that the bill proposes to amend the SB 1 Local Partnership Program that rewards CMAs who have a sales tax measure. Currently, the money is split whereby half of this money goes to the State on a competitive basis and the other half goes to the counties who have a sales tax measure. He noted that TAM receives approximately \$500,000 annually from the State Local Partnership Program. The amendment would change the program so that TAM's share would be increased to 95%, approximately \$975,000 if the bill is adopted, while CTC would receive 5%.

When asked why staff placed an "opposed" recommendation to this bill, ED Steinhauser explained that TAM has a \$32 million shortfall on the Marin Sonoma Narrows project which will be ready to go to construction in the spring. She noted that the CTC has used this program, in the past, to assist closing the gap in large projects like the MSN. She added that if SB 277 is left intact without amendment, TAM stands a better chance at getting a larger monetary assist from the CTC to help the shortfall on the MSN. She noted that the larger counties are supporting this as it will benefit them, financially, and less funding for the smaller counties.

Mr. Chan reported that MTC has asked the CMAs to support SB 152, which would increase the funding for the Active Transportation Program. He reported that the existing law for the ATP requires the CTC to award 50% of available funds to projects competitively on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. SB 152 would require that 75% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 10% to projects of a transformative nature competitively awarded by CTC on a statewide basis. He explained that MTC believed the change in formula would ensure more projects compete well and would be funded in the Bay Area. However, ED Steinhauser explained that the change could be detrimental in the eyes of the CTC and that she would suggest TAM place a "monitor" on the bill.

Mr. Chan discussed SB 526, whereby MTC would need to provide data to the California Air Resources Board (CARB) showing that they are on track to meet the 2035 greenhouse emissions goals. He explained that lower priority would be given to funding transportation projects if the goals were not met. ED Steinhauser explained that TAM might not be eligible for funding projects, such as MSN, but that she would advise a "monitor" position on the bill because the overall goal would be to reduce greenhouse gases.

Commissioner Moulton-Peters requested that the bills are organized sequentially in future reports.

Commissioner Moulton-Peters moved to approve the recommendations by the Executive Director on State Legislative Bills, which was seconded by Commissioner Fredericks. The motion carried unanimously.

The meeting was adjourned at 3:10 p.m.