

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

October 24, 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  
P. Beach Kuhl, Ross 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  
Judy Arnold, Marin County Board of Supervisors, TAM Chair  
Kate Colin, San Rafael City Council (Alternate)  
Kathrin Sears, Marin County Board of Supervisors  
Katie Rice, Marin County Board of Supervisors  
Susan Cleveland-Knowles, Sausalito City Council  
Stephanie Moulton-Peters, Mill Valley City Council

Members Absent: Gary Phillips, San Rafael City Council

Staff Members Present Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
Dan Cherrier, Principal Project Delivery Manager  
David Chan, Manager of Programming and Legislation  
Derek McGill, Planning Manager  
Grace Zhuang, Accounting and Administrative Specialist  
Helga Cotter, Senior Accountant  
Li Zhang, Deputy Executive Director/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 6:00 p.m.*

**1. Chair’s Report (Discussion)**

- a. Crossing Guard of the Year Award Presentation

Chair Arnold introduced Commissioner-Alternate Kate Colin, representing the City of San Rafael, to present the Crossing Guard of the Year Award. Commissioner Colin introduced Sonia Dorado, Sun Valley Elementary School

Community Liaison, to translate the presentation, and acknowledged Alan Stone, Crossing Guard Manager of All City Management Services, who was seated in the audience. Commissioner Colin presented the award to Miguel Aguerreberere and commended his commitment to keeping students safe. She also acknowledged Sun Valley Elementary School's contributions to the Safe Routes to Schools (SR2S) Program. Mr. Aguerreberere thanked the TAM board, Mr. Stone, and the students at Sun Valley Elementary for making it a great place to work.

## **2. Commissioner Matters Not on the Agenda (Discussion)**

Commissioner Colbert invited the commissioners and members of the community to the Netherlands Sustainable Mobility Reports at 5:30 p.m. on Monday, October 28, at the San Rafael City Council Chambers. Commissioner Colbert stated he would be presenting and moderating on the topic of sustainability, and he noted that Commissioner Connolly would also participate.

## **3. Executive Director's Report (Discussion)**

Executive Director (ED) Richman reported on TAM's outreach at community events in the past month. TAM hosted a working group meeting on topics that local jurisdiction staff has been asking about, including a change in CEQA (California Environmental Quality Act) guidelines and updates regarding Plan Bay Area 2050. The meeting was well attended by representatives of local jurisdictions and transit operators and further meetings are being scheduled. She encouraged all the cities and towns to participate.

ED Richman reported on regional topics including the movable barrier on the Richmond-San Rafael Bridge which is nearing completion and is scheduled to be open to the public around mid-November and celebrated with a ribbon-cutting ceremony. She added that sidewalk projects are also underway to improve access to the bridge. She also reported on the groundbreaking ceremony held on October 2 for the final segment of the Marin-Sonoma Narrows (MSN) Project in Sonoma County. ED Richman stated that the design for the final segment in Marin County is underway and that TAM is awaiting funding from Regional Measure 3 (RM3) and the state to complete the project.

The Metropolitan Transportation Commission (MTC) is continuing work on Plan Bay Area 2050 and has begun rolling out project performance assessment results for large scale projects included in the Plan and ED Richman noted that TAM submitted some projects of that scale. TAM staff is reviewing the results in advance of them being released to the public in mid-November. ED Richman reported on the possible creation of a Class IV bikeway on the I-580 offramp to Sir Francis Drake (SFD) Blvd. to connect SFD Boulevard East with Andersen Drive. She added that additional information will be presented at the TAM Board meeting in November. TransForm and the San Francisco Bay Area Planning and Urban Research Association (SPUR) submitted the Regional Express Transit Network Proposal to MTC for consideration that would optimize the express lane network and develop a more robust regional bus network. ED Richman stated that staff is reviewing the proposal and will bring back more information if it seems likely to move forward. She also reported on the next round of Senate Bill 1 (SB1) funding opportunities including the Local Partnership Program (LPP) and the Solutions for Congested Corridors Program (SCCP). She noted that TAM is a recipient of the LPP because of the ½-cent sales tax as well as the \$10 vehicle registration fee. Regarding the SCCP, she commented that the California transportation Commission (CTC) is proposing to adopt recommended programs in October 2020 and that TAM staff is hopeful that the MSN project will be selected as a prioritized project for these funds.

ED Richman reported on the appointment of Dina El-Tawansy as Caltrans Chief Deputy District 4 Director, the release of the US Department of Transportation National Highway Traffic Safety Administration Highway Crash Fatality Data, and a letter received from several organizations on Transformational Investments in Active Transportation, which, she noted was also included under Item 11 on this agenda. She concluded her report by highlighting agenda items 6c and 6g on the Consent Agenda, noting these two funds represent \$6.6 million in funding for approximately 30 projects throughout the county.

**4. Commissioner Reports (Discussion)**

## a. MTC Report

None given.

## b. Marin Transit Report

None given.

## c. SMART

Commissioner Lucan reported that the last SMART Board meeting included the first reading of an ordinance to extend the quarter-cent sales tax.

**5. Open Time for Public Expression**

Maureen Gaffney, San Francisco Bay Trail Project, congratulated TAM on the hiring of ED Richman. She encouraged support of the I-580 bikeway and spoke about the importance of this overpass to the Bay Trail. She thanked TAM staff for working with Caltrans and BATA on this barrier.

Bjorn Gripenburg, Marin County Bicycle Coalition (MCBC), congratulated and welcomed ED Richman. He also encouraged support of the bikeway project to provide a safe path to and from the Richmond-San Rafael Bridge. He also congratulated TAM on selecting great projects for the Transportation Development Act (TDA) and the Transportation Fund for Clean Air (TFCA) funds.

Jean Severinghaus, Caltrans Bicycle Advisory Committee, welcomed ED Richman and commented on the inclusion of so many bicycling and walking improvements. She commented on the interest and excitement she had heard from other cyclist commuters about the I-580 bikeway.

**6. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes of September 26, 2019
- b. Extension of the Information Technology Services Contract with SPTJ Consulting
- c. Adopt the Programming of FY19/20 and FY20/21 TFCA and TDA Article 3 Funds
- d. Review and Acceptance of the FY2019-20 First Quarter Financial Report
- e. Approval of CalPERS Section 115 Prefunding Agreements and Delegations of Authority Forms
- f. Acceptance of Revisions to the TAM Financial Management and Accounting Procedures
- g. Program Transportation Sales Tax (Measure AA) Funds to Fourth Cycle Safe Pathway Projects

Commissioner Kunhardt noted an error on the September 26 meeting minutes stating that he made a motion on an item because he did not attend that meeting.

Commissioner Rice stated that she did not want to pull Item 6d but wanted to make a comment. She noted that the county has been working on a wildfire measure and has received input from the climate community regarding reducing greenhouse gas emissions. She suggested that the funding and spending on electric vehicle initiatives and reports on the results of those initiatives should be given more attention and publicity, may be presented as part of Item 6d. She also commented on the Bay Area Air Quality Management District's (BAAQMD) recent grants awarded and urged TAM staff to connect with BAAQMD to help promote the grants to potential recipients in the county.

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

Agenda Item 8 was taken out of order.

#### **8. Review and Acceptance of the FY2018-19 TAM Comprehensive Annual Financial Report (Action)**

Deputy Executive Director/Chief Financial Officer Li Zhang introduced this item which recommended that the TAM Board reviews and accepts the Draft FY2018-19 TAM Comprehensive Annual Financial Report (CAFR). She noted that TAM had been awarded a Certificate of Achievement for Excellence in Financial Reporting for the fiscal year ending 2018 from the Government Finance Officers Association (GFOA) and commended staff for their work. She noted comments based on input from the Citizens' Oversight Committee (COC) would be incorporated into the final report, but these would have no impact on the findings or the integrity of the report.

Ms. Zhang introduced Nathan Edelman, Partner with Eide Bailly, to present the results of the audit. Mr. Edelman reviewed the purpose and scope of the audit and stated that TAM received a clean audit with no findings or any necessary adjustments to the financial statements.

Commissioner Lucan moved to accept the FY2018-19 TAM CAFR, which Commissioner Kunhardt seconded. The motion passed unanimously.

#### **7. State Legislation Update (Discussion)**

Gus Khouri, Khouri Consulting, presented this discussion item and reported that David Kim was selected to be the new California State Transportation Agency Secretary and that Toks Omishakin, was appointed as the new Caltrans Director. He noted that the Governor signed an executive order to leverage revenue for funding more public transportation which will assist the state in meeting its goal of reducing greenhouse gas emissions. He reported, as well, on SB1 Competitive Grant Programs noting that the MSN Project is a possible candidate.

Mr. Khouri reviewed notable bills from the matrix provided in the staff report including SB277, vetoed by the Governor, which would have provided TAM with a higher proportional share of formulaic funding from LPP and made TAM eligible to compete for additional funding on a competitive basis.

Regarding the topic of housing, Mr. Khouri said he believes will be a more prevalent matter for TAM to consider in the future. He then reviewed the two housing related bills: AB 1487 and SB 330. The first, AB 1487, was signed by the Governor and established the San Francisco Bay Regional Housing Finance Authority which will enable MTC/ABAG (Association of Bay Area Governments) to finance affordable housing in the region. The second, SB 330, signed by the Governor, established the Housing Crisis Act of 2019 which aims to create fewer barriers to construct affordable housing by prohibiting a local jurisdiction from downzoning or placing a moratorium to avoid creating more affordable housing or mixed-use projects. He noted that this bill will sunset on January 1, 2025.

Commissioner Kunhardt commented on the sweeping nature of the executive order to reduce greenhouse gas emissions and asked if the executive order would affect TAM's "oppose" position on AB40 which would ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Mr. Khouri stated that while TAM supports efforts to reduce greenhouse gas emissions, transportation funding is dependent on motor fuel, so the state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted. He added that the chair of the senate budget committee has asked for more research on this issue and the bill is to be continued based on the outcome of that research.

Commissioner Sears stated that she has expressed, previously, that it is inappropriate for TAM to take an opposition stance on this bill as it represents the status quo. She added that, regardless of the end result of this bill, TAM needs to send a strong message to the California Air Resources Board (CARB) to develop a sound strategy to ensure that vehicles can be transitioned to zero-emission standards.

Chair Arnold asked and Commissioner Sears confirmed that TAM's position should be changed from one of "oppose" to "watch." There was consensus among board members.

Chair Arnold thanked Mr. Khouri for his report.

## **9. Safe Routes to Schools Update (Information)**

Principal Project Delivery Manager Dan Cherrier introduced David Parisi, Parisi Transportation Consulting (PTC). Mr. Cherrier gave a brief overview of the different components that comprise the SR2S Program, noting that PTC is heavily involved in the educational program and the Safe Pathways program.

Mr. Parisi, who is the project manager for the SR2S contractor team, introduced Wendi Kallins, SR2S Coordinator. Mr. Parisi noted that a four-year evaluation of the program would be presented to the Board in a few months which will summarize successes, opportunities, challenges, and recommendations. He added that this report is a sneak peek that summarizes survey feedback from some of the program participants. Mr. Parisi reviewed data on the schools and school districts participating and the positive countywide mode shift to green trips like walking and biking.

Ms. Kallins reported on the activities of the SR2S Task Forces in the various cities and communities in helping to identify barriers to alternative transportation and develop opportunities. She expressed appreciation to the TAM Board noting that almost, if not all, of the commissioners sitting at the dais had attended at least one task force meeting.

Mr. Parisi introduced Gwen Froh, the SR2S Programs Director and a member of MCBC, who reported on Walk and Roll Days and other activities to encourage children and teens to walk and bike to school safely including International Walk to School Day, National Bike to School Day, Green Sneaker Challenge, an Art Contest and a Bike Hero Contest.

Chair Arnold thanked Ms. Froh for her comprehensive report.

Mr. Parisi discussed the Safe Pathways portion of the SR2S Program which included participation by the local public works directors to evaluate sidewalks and roads for safety. He noted that projects have been identified to remove barriers to walking and biking, and that maps continue to be developed to show safe routes to schools. He also reported on the Street Smarts program and the plans for an update, and he gave a brief overview of the Crossing Guard program.

Commissioner Colin asked about San Rafael's involvement in the Street Smarts program. Mr. Cherrier stated San Rafael was not involved in the pilot of the program and Commissioner Colin stated she would like to revisit her city's participation in the updated program.

Commissioner Moulton-Peters commented on the design standards for bike and pedestrian paths and asked if public works departments were adopting these standards in all bike lanes improvements aside from the Safe Routes paths. Mr. Parisi stated that all public works departments are made aware of new standards as they come out, and he discussed some of the new standards. He added the public works departments in Marin are very progressive and have been staying on top of these changes.

Commissioner Moulton-Peters asked if there was education for motorists on how to interact with bike infrastructure such as bike boxes, and Mr. Parisi stated his firm could provide some examples.

Commissioner Colbert commented on the importance of engaging young people in self-powered mobility and expressed appreciation for the grassroots nature of the program.

**10. Accept the 2018 System Monitoring Report and the 2019 Congestion Management Program Report (Action)**

Planning Manager Derek McGill presented this item which recommended that the TAM Board accepts the 2018 System Monitoring Report (SMR) and the 2019 Congestion Management Program (CMP) Report for Marin County.

Mr. McGill reviewed the history, background, and key elements of the CMP. He reviewed road and bike location additions to the data collection since 2015. He explained the method of evaluating performance according to a level of service (LOS) standard and provided AM and PM data on current and historical performance of highways, key arterial roads, and High Occupancy Vehicle (HOV) lanes. He also provided data on transit ridership and bike and pedestrian counts. Mr. McGill noted that many planned improvements are underway and stated that no action is required at this time other than the acceptance of the report.

Commissioner Fredericks asked if it was possible to evaluate the transit ridership and bicycle/pedestrian numbers as a percentage of total commuters in a segment. Mr. McGill stated that staff could explore methods of doing this in later analyses. Commissioner Fredericks asked if such a metric would be useful and ED Richman stated that overall county mode share is available and could be presented at a future meeting. She added that if the data can be extrapolated in a technically sound way, it might be useful for certain purposes including route planning and evaluation for transit agencies and corridor improvement for local jurisdictions.

Commissioner Fredericks clarified that she was interested in knowing about mode shift in the number of travelers in any one mode in a given corridor compared to the number of transit riders which could present a clear picture of the mode shift.

Mr. McGill agreed to exploring this type of reporting in future reports.

Commissioner Lucan asked how the roads included in the CMP network were selected for the AM/PM peak periods, noting there was a significant road in Novato that was excluded. Mr. McGill stated the CMP network composition had not been updated since it was adopted in 1994. He noted there is data on other roads included in other reports. Commissioner Lucan asked if there was a recommended time period to update the network to include significant roads. Mr. McGill stated that many changes to the CMP requirements had been proposed through the legislature and staff was waiting for the outcome of those proposals to determine if updates would need to be made to be consistent with state law. He noted one reason for caution with adding roads is that there is no mechanism for removing roads from the network once they have been added.

Commissioner Lucan commented that the LOS rating for some of the roads seems high compared to the general perception of the roads during rush hour. Mr. McGill commented on some of the factors impacting the variance in the analysis.

Commissioner Campbell asked which segments of the planned ramp metering on Highway 101 the report referred to in expected improvements to LOS. Mr. McGill stated that the combination of all segments of the ramp metering was expected to have a significant impact on the LOS rather than just one individual segment. ED Richman noted that Caltrans expects the meters to be in place and active in late summer or early fall of 2020.

Commissioner Kunhardt noted another issue is the lack of a direct I-580 and Highway 101 connection. ED Richman noted staff was preparing an update of all projects in the I580 and Highway 101 corridors to present to the board in November.

Commissioner Kunhardt asked if roundabouts were being considered to address some of the congestion issues, and Mr. McGill stated that roundabouts are becoming more popular, noting that Caltrans has a new mandate to consider roundabout as an option for every intersection being improved. He added that a traffic analysis would have to be done for any intersection before replacing it with a roundabout.

Commissioner Rice asked when the counts were done. Mr. McGill stated they were done between October 2018 and May 2019. He noted that rainy weather and short daylight hours interfered with the counts and that all the highway counts were done during the same conditions.

Commissioner Rice asked that the data be shared with local jurisdictions to help plan improvements. She asked if there would be ramp metering on the Tamalpais Drive Onramp. ED Richman stated that she believed it would be in the first phase. Commissioner Rice agreed with Commissioner Lucan that congestion in Novato needs to be monitored, if not through the CMP, then by some other method.

Chair Arnold asked whether the raw data is stored with TAM or with the consultant. Mr. McGill stated that the consultant prepares the reports from the raw data, but TAM also has access to the data if necessary. He added that TAM staff works closely with local public works directors to ensure the most important roads are being monitored and to share the data.

Commissioner Moulton-Peters thanked Mr. McGill for the comprehensive report and the expanded data into bike and pedestrian counts. She stated she would like to see TAM play an increasing role in fostering dialogue among agencies and jurisdictions about congestion management. She noted that the SR2S Program might be having a greater impact on the AM congestion than on the PM congestion. She suggested a future discussion on how to improve HOV lanes in the county. She stated she was glad to hear there was interest in exploring roundabouts in Marin. Mr. McGill reminded everyone of the bike roundabout that is part of the Central Marin Ferry Connector and commented that it is one of the few bike roundabouts in the country.

Commissioner Reed stated he appreciated the level of detail, and while he understood the reasoning behind limiting the streets included in the CMP, he would like to see how this level of granularity might be achieved for other important streets and roads to help with route planning and mode shift.

Commissioner Hillmer suggested that bike roundabouts be constructed such that it is level and lacking a raised center which could be a launch point for those who unfamiliar with it.

Commissioner Fredericks asked if expanding the CMP would mean going beyond state-mandated requirements and what the effect would be. Mr. McGill stated TAM has kept the network and the standards static over the years but has greatly expanded data-gathering capabilities in order to be more comprehensive, and he would encourage that approach for future reporting.

Chair Arnold opened and closed the Item for public comment with no speakers coming forward.

Commissioner Hillmer moved to accept the 2018 SMR and the 2019 CMP Report, which Commissioner Rice seconded. The motion passed unanimously.

**11. Update on FASTER Initiative (Discussion)**

Mr. Cherrier presented this discussion item. He stated the FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Initiative is a proposed one-cent sales tax designed to generate \$100 billion over 40 years and noted that the Initiative is evolving rapidly in response to input from stakeholders, agencies, and local jurisdictions. He referred everyone to a revised list of projects that was included in the supplemental packet, which is an update to the list found in the original agenda packet. He stated that the initiative's proponents gave a similar update to the MTC board in hopes of MTC sponsoring the initiative, and Mr. Cherrier reviewed the board members' feedback and concerns. He discussed the steps that will need to occur in order to place this on the ballot. The Initiative is now focusing on a hybrid approach of programmatic projects, major commute sheds, and transformational projects. Mr. Cherrier discussed the impact this would have on TAM's list of proposed projects. FASTER is also asking for operational costs to be included in the development of possible projects.

Commissioner Connolly discussed the new vision of the Initiative and the ideal types of projects that are being sought, particularly those that might benefit more than one county. He also discussed the issues of equity, employer contributions, and the need for legislative action.

ED Richman commented on the importance of a return-to-source concept in this initiative whereby the North Bay is included in a meaningful way in the measure. She added that since the focus of this initiative is on high-ridership rapid transit corridors, the return-to-source concept needs to be included so the entire Bay Area rather than a few facilities in certain parts of the Bay Area can benefit from the Initiative. Commissioner Connolly fully supported ED Richman's comments.

Commissioner Sears asked why a draft expenditure plan for this has not yet been issued. Mr. Cherrier stated that the proponents of the Initiative are working on the expenditure plan. ED Richman agreed with Commissioner Sears' concern and commented that it is important for the Initiative proponents to start sharing this kind of information. Commissioner Sears stated it is difficult to narrow down the list of projects based on the information given, especially with the Initiative's level of focus.

Commissioner Rice stated that transportation infrastructure at risk from sea level rise is a huge issue and will be transformational, but she was not sure it was appropriate for this measure. She also noted that real estate for transportation facilities is becoming more difficult to find and will be more important as public transit grows.

Commissioner Colin agreed that projects addressing issues like sea level rise are very different from more programmatic projects. She noted that some of the projects on the draft list are very specific and some are very broad and was unclear as to how that would affect prioritization of projects. She also commented on the importance on building the project list on community work that has already been done.

Chair Arnold asked if there was a deadline for the list. ED Richman stated that she is not aware of any published deadline, however, urgency legislation would be required in January in order to place it on the ballot for November 2020. Mr. Cherrier added that the costs also have to be added to TAM's list before giving it to the FASTER Coalition.

Commissioner Campbell asked if rough cost estimates for the projects on TAM's list could be provided to the board so that TAM could ask for an amount that is realistic given Marin's share of the population. He also commented that the best opportunities for projects will be the ones that contribute to a broader system on a regional level.

Commissioner Moulton-Peters referred to a presentation made by FASTER proponent at an event the day before and asked if the four major categories listed in that presentation are final. ED Richman stated that the categories are what the measure's proponents are focusing on now but expected they would be updated if another important category is identified. Commissioner Moulton-Peters suggested discussing this at a joint meeting with Marin Transit.



Commissioner Colbert expressed doubt that the initiative will be able to find a unifying philosophy. However, he suggested that to be truly transformational, the list should focus on meeting the transportation needs of the future in areas like electrical vehicle technology.

Commissioner Cleveland-Knowles stated she would prefer to agree on criteria and priorities for the projects and then evaluate the TAM projects based on those criteria.

Commissioner Reed commented that the goal of business leaders in the Bay Area Council is to decrease staffing costs, so they do not have to subsidize housing and commute costs. He suggested thinking of comprehensive projects like a connected network of safe and separated area-wide bicycle commute routes. He also commented on express lanes for buses to help make them faster and more attractive than cars.

Commissioner Hillmer stated that some of the projects can be eliminated based on cost and feasibility without putting time or resources into them, such as the Sonoma Marin Area Rail Transit (SMART) to Larkspur Ferry connector. He noted that some types of infrastructure to move people the last mile would be important but extending the SMART track had been investigated and it was not feasible. He also noted that the Bay Conservation and Development Commission had called out Lucky Drive and US 101 as being a key failure point in the event of sea level rise and that segment should be noted specifically to give more weight to the project.

Commissioner Fredericks stated that in all its iterations, the FASTER Initiative has been focused on better and faster public transportation options. She stated that while bike and pedestrian access is important, the initiative's broader goal is to make public transit better and more accessible.

Commissioner Kunhardt asked what the role of the yet-to-be-identified lead agency for this Initiative would be and about the implications to Plan Bay Area 2050 if MTC ended up taking on that role. Commissioner Connolly stated that it is a key issue and it is not yet resolved.

Commissioner Rodoni stated that including projects that have committed funding through other means could be confusing to the voters. He believed the most successful projects would be those that bring benefits to multiple counties.

Mr. Cherrier clarified a comment he made to Commissioner Hillmer and stated that the Lucky Drive area could be added in to the I580/US101 sea level resiliency category.

Commissioner Sears suggested changing the project name to "Sea level rise resiliency along the US 101 corridor."

Commissioner Sears suggested that electrifying the transit fleet could be combined with a network of electrical bus charging stations.

Chair Arnold suggested including the extension of SMART from Novato to Suisun City since it affects three counties and addressing the flooding vulnerability on State Route 37 (SR37).

Commissioner Lucan stated the four proposed categories could be worded more clearly. He suggested thinking of them in terms of building a faster network, connecting to the network, and making the network affordable and accessible and then placing TAM's proposed projects in those categories.

Commissioner Connolly noted MTC will be hosting a region-wide rail workshop in January 2020 which could provide the framework for one type of transit.

ED Richman summarized the project criteria given by the board as multi-benefit, demonstrated need, improved transit networking and connectivity, achievable within the means provided by FASTER, and those of major regional

significance. Chair Arnold appointed a working group to work on the list with staff including Commissioners Hillmer, Colbert, Fredericks, Rice, Lucan, and herself.

Chair Arnold opened the Item for public comment.

Mr. Gripenburg suggested that climate change and reducing greenhouse gases should be a criterion on the project list. He stated his understanding was that SMART is submitting both rail and pathway projects, but he did not see the pathway project on SMART's list in the staff report. He commented on the transformational investments in Active Transportation letter in which MCBC participated and he urged the TAM Board to add bike projects that will create a regionwide network to the project list.

Ms. Gaffney asked that the completion of the Bay Trail in Marin be included in TAM's project list and stated that current cost estimates for completion of the trail in all nine counties can be provided to TAM.

Ms. Kallins expressed concern about the speed of this process and the importance of analyzing the priorities systemically and from the perspective of the users. She suggested thinking in terms of the highest priority project that would give the average user the motivation needed to switch to public transportation.

Ms. Severinghaus spoke about the inseparability of public transportation to walking and biking and talked about other proposals that have been made to create a comprehensive transportation network. She noted, as well, the symbiosis between climate change, reducing greenhouse gas emissions and using public transit.

Cindy Winter, a resident of Larkspur, suggested that rather than replacing the Richmond-San Rafael Bridge, it could be augmented with a second bridge for rail and vehicles and the original bridge could be converted for bicycles, pedestrians, and Autonomous Vehicle (AV) shuttles.

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

## **12. TAM Response to Grand Jury Report on Wildfire Preparedness (Action)**

Mr. Cherrier presented this item which recommended that the TAM Board authorizes the Executive Director to sign and send the attached letter in response to the letter from the Grand Jury, dated September 12, 2019. He reviewed TAM's original response to the Grand Jury Report which had been approved by the TAM board in June. He discussed the Grand Jury's September 12 letter requesting additional information which is included in the draft response letter. Commissioner Rice moved to approve the TAM Response Letter to Grand Jury's Report on Wildfire Preparedness, which Commissioner Campbell seconded. The motion passed unanimously.

## **13. Caltrans Report (Discussion)**

ED Richman stated the report is in the agenda packet.

*The meeting was adjourned at 9:07 p.m.*