

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

November 21, 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
David Kunhardt, Corte Madera Town Council
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Katie Rice, Marin County Board of Supervisors
Sashi McEntee, Mill Valley City Council (Alternate)
Susan Cleveland-Knowles, Sausalito City Council

Members Absent: Dan Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Kathrin Sears, Marin County Board of Supervisors
Stephanie Moulton-Peters, Mill Valley 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 6:05 p.m.

1. Chair's Report (Discussion)

Chair Arnold reported on the formation of the TAM Northbound US 101 to Eastbound I-580 Direct Connector Project Ad-hoc Committee to develop an inclusive communication and outreach strategy. She noted that the membership will include Commissioners Cleveland-Knowles, Connolly, Hillmer, Phillips, and Rodoni, and thanked them for their participation.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Richman highlighted items in her report including the opening of the SMART Extension to Larkspur and the Novato Downtown Station scheduled for early December. In conjunction with that she noted that TAM has extended its GetSMART program which provides subsidized Lyft shared services to and from the SMART stations throughout Marin. Additionally, a ribbon-cutting event is being planned for early December to celebrate the opening of a new segment of the carpool lane as part of the Marin Sonoma Narrows project. ED Richman reported as well on a group discount campaign that was launched to provide substantial discounts for buying or leasing select models of electric vehicles (EVs), staff's continued efforts to implement a bikeshare program in Marin and Sonoma counties along the SMART corridor, a State Route (SR) 37 public outreach meeting that was being hosted by Caltrans this evening. She finalized her report by commenting on the successful grand opening of the Richmond-San Rafael Bicycle and Pedestrian Path on November 16 and a meeting she had with the new Caltrans Director, Toks Omishakin.

Commissioner Rice thanked the executive director for announcing the group discount being offered to purchase EVs through Drive Clean Marin. She encouraged everyone to visit the Drive Clean Marin website to learn how to power your house via an EV during a power shutdown. Commissioner Kunhardt added that the Drive Clean Bay Area site is helpful in providing more information as well.

4. Commissioner Reports (Discussion)**a. MTC Report**

Commissioner Connolly reported that the Programming and Allocations Committee of the Metropolitan Transportation Commission (MTC) considered the prioritization principles for the Senate Bill (SB) 1 competitive funds and that he stressed the importance of continuing to prioritize the Marin Sonoma Narrows (MSN) – Marin Side - project which adds a carpool lane and bike path. Regarding Plan Bay Area (PBA), he stated that the north bay counties will need to work in partnership to include SR 37 as a high priority within the PBA's framework.

b. Marin Transit Report

Commissioner Connolly announced that the Marin Transit Board recently approved the purchase of 600 Rush Landing in Novato for parking and maintenance of their fleet. He reported, as well, on a proposed fare restructuring to streamline and simplify low-income assistance for seniors and disabled riders, and increasing paratransit fares, and reducing the monthly fixed-route transit pass cost.

c. SMART

Commissioner Lucan stated that a new schedule will go into effect in January introducing regular service every 32 minutes in the morning/afternoon peak periods.

5. Open Time for Public Expression

Cindy Winter of Larkspur spoke on the acceleration of global warming and sea-level rise as well as a predicted shortfall of EV production due to a lack of natural resources needed for lithium batteries.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of October 24, 2019
- b. Review and Approve Amendments to the COC Bylaws
- c. Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program

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

7. MTC's Plan Bay Area 2050 Update (Discussion)

Planning Manager Derek McGill presented this discussion item by reviewing the background of the plan, the current plan's framework, the Horizon Planning effort's guiding principles to address "what if" benchmark scenarios, selection of 12 of 500 submitted projects through a project performance assessment, the benefit-cost ratio of the projects, findings specific to Marin County and how MTC will incorporate the findings into a cohesive transportation investment strategy for the region.

Mr. McGill addressed a question from Commissioner McEntee about Marin Resilience Projects. He replied that there are two – one is the long-term improvements to SR 37 as well as a series of projects to protect the US 101/I-580 corridor against sea-level rise.

Mr. McGill continued his presentation by reviewing the findings and explaining the needs assessment process, both regionally and by county.

Commissioner McEntee asked if there was a measure of the Pavement Condition Index (PCI) that Marin is striving for and Mr. McGill replied that it is 67 across the network.

Commissioner Kunhardt asked if the difference between "maintain conditions" and "State of Good Repair" as shown in the PowerPoint is additive or a degree, and Mr. McGill replied that it was incremental.

Commissioner Cleveland-Knowles suggested that the number – 67 - to bring everything up to a state of good repair seemed low and asked how that number was chosen.

Mr. McGill replied that it is easier to maintain roads that are in good condition than to let them fall below that standard, so ideally, attention may shift to raising the level of the substandard roads.

He continued his presentation by reviewing the regional growth framework update including new Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and Priority Production Areas (PPAs), noting that the County of Marin submitted two new PCAs including one in San Anselmo and one in Tiburon.

Commissioner Kunhardt asked for clarification regarding two PDAs – one in San Rafael and one in Marin City and Mr. McGill noted that they remain on the list with the one in Marin City having been amended slightly to remove the Golden Gate National Recreation Area.

Mr. McGill continued by reviewing the Transit Priority Areas (TPAs) and High Resource Areas (HRAs), an upcoming discussion within Marin's local jurisdictions on the best direction to take relative to growth.

Commissioner McEntee asked about the new law on Junior Accessible Dwelling Units (JADUs) and how they might affect the new Regional Housing Needs Allocation (RHNA) calculation. Mr. McGill stated that the process being discussed tonight is separate from the RHNA process, but will influence, at some level, how the RHNA numbers is calculated.

Commissioner McEntee asked if there was a way for jurisdictions to collaborate on housing production. Mr. McGill noted that Marin's planning directors are coordinating via a working group to discuss how to prepare for the upcoming RHNA process.

Commissioner Kunhardt asked Mr. McGill to define an HRA and why Marin has so many HRAs but no PDAs. Mr. McGill stated that it is a state-designated area that assesses the amount of government resources being allocated to it. He added that Marin County has traditionally had a large number of HRAs but a low number of PDAs which are locally elected areas intended for growth.

He finalized his presentation by stating that the upcoming discussion on growth will focus on if the region should continue to invest and increase growth within PDAs or elsewhere, upcoming milestones within the Plan Bay Area 2050 process, and the upcoming RNHA process scheduled to kick off in 2020.

Commissioner Rice asked how sea level rise factors into cost and timing and she cited capital projects that will be impacted by sea level rise but not to the same time and same degree.

Mr. McGill noted that MTC standardized the process by viewing that all resiliency projects will fix areas assumed to flood and become inoperable by 2025.

ED Richman referred the group back to the "three potential futures scenarios" mentioned earlier in the presentation and stated that when each project is modeled, there may be a different level of inundation or performance depending on the different characteristics of that future. She added that MTC is looking for projects that perform well across all three "futures."

Chair Arnold opened the item to public comment.

Cindy Winter, Larkspur, commented on a public workshop she attended and stated that transit received overwhelming support for future investment and that micromobility was also a popular concept.

Chair Arnold thanked staff for their presentation.

Commissioner Phillips joined the meeting and was seated at the dais at 7:00 p.m.

8. Update on FASTER Initiative (Action)

Project Delivery Manager Dan Cherrier and Planning Manager Derek McGill presented this item which recommended that the TAM Board further discuss and refine the Marin County FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Project List, and authorizes staff to add detail where necessary and to provide the list to the FASTER proponents, legislators, and others as appropriate.

Mr. Cherrier noted that this initiative has become SB 278 (Beall), a two-year bill, which is expected to be published sometime in January 2020.

Mr. McGill reviewed the history of TAM's efforts on this initiative, to date, and the timing of each of the projects listed in Marin's *Draft Preliminary Project List by Corridor*. He added that the list is not an endorsement of the

FASTER measure and that this body will have an opportunity to consider endorsing it once an expenditure plan has been developed. He clarified that it is important for Marin to be ready to participate if and when the measure passes, and funding becomes available. Mr. McGill finalized his comments by asking the TAM Board for its approval of the *Draft Preliminary Project List by Corridor*.

Commissioner Lucan asked to strike “core improvements” in the line item “Complete core improvements in the North-South Greenway bike ped system, Bay Trail, East West Bike/Ped Corridors, SMART MUP, and provide Bike/Ped access to transit.” Commissioner Connolly expressed his support of the change. ED Richman added that projects listed in the Regional category are those that would benefit other counties as well as Marin.

In response to Commissioner Kunhardt’s question, Mr. McGill replied that the list was developed with only the FASTER initiative in mind and no lead agency has been designated for any of the project.

Commissioner Cleveland-Knowles suggested expanding the “Protect US 101 and Manzanita Park and Ride from Sea Level” to include the associated bikeways and also asked if the concept of extending SMART to southern Marin should be added to the list.

Chair Arnold commented that, while that idea has not proven infeasible, it would be a very-long term project and perhaps, not appropriate for this list.

Commissioner McEntee commented that while Automatic Vehicle (AV) shuttles may not be on a near-term timeline, she asked if other types of microtransit should be considered. Mr. McGill replied noting that the list did include consideration of microtransit options other than just AV shuttles.

Commissioner McEntee asked and Mr. McGill clarified that the last item on the list was intended for either yellow school bus service or supplemental bus service.

Commissioner Rice asked why the Lucky Drive area was not included in the US 101 Corridor Projects category for the same reason that the US 101/Manzanita Park-n-Ride was. Mr. McGill confirmed that the Lucky Drive area is covered in the overall US 101 corridor but would change the language for clarity. Commissioner Rice suggested changing the word “protect” to “adapt.” She asked if our peer counties are putting as many options on the list and also questioned if “Extend SMART from Larkspur Platform to Larkspur Golden Gate Ferry Terminal” should remain on the list. Mr. McGill explained that staff is trying to be mindful of its transit operators’ lists but that a reconciliation of line items may be needed in the future.

ED Richman added that most counties and transit districts are being as inclusive as they can in the development of their lists and that the Napa Valley Transportation Authority (NVTA) declined to approve a list as it felt it may be construed as endorsing the initiative.

Commissioner Phillips thanked staff for developing such a comprehensive list and asked if any prioritization process or ranking of projects has been considered should the initiative pass. Staff indicated that it was premature to consider such a task at this time point.

Commissioner Fredericks commented on cross-jurisdictional and cross-county projects noting that FASTER is meant to provide an efficient regional system. She added that if TAM chooses to partner with and support inter-county projects, our projects would contribute to the larger system and stand a better chance of receiving funding rather than if we choose to support stand-alone projects in Marin.

ED Richman commented that the subcommittee considered that idea. She added that she has been coordinating with other North Bay agencies to ensure that projects each has in common is on their respective list.

Cindy Winter expressed support for Commissioner Rice's suggested language of "adapt" and suggested that the pedestrian overcrossing at the Manzanita bus stop along US 101 that needs to be replaced. She clarified that her support for AV was akin to the people movers that exist in airports.

Bjorn Gripenburg, Marin County Bicycle Coalition (MCBC), expressed support for the North/South Greenway and suggested amendments to the list. The first was in accordance with Commissioner Lucan's suggestion to delete "core improvements" to read, "Complete the North/South Greenway..." line item. He requested that the Greenway be listed as a US 101 Corridor project rather than in the general category.

Commissioner Colbert expressed his support for including the North/South Greenway as a priority on the list.

Chair Arnold thanked staff for their effort in compiling the list.

Mr. McGill reiterated the staff recommendation approve the Marin County FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Project List, and authorize staff to add detail where necessary and to provide the list to the FASTER proponents, legislators, and others as appropriate.

Commissioner Fredericks moved to approve the staff recommendation which was seconded by Commissioner Lucan. The motion passed unanimously.

9. Various Actions Associated with Access Improvements for the Approaches to the Richmond-San Rafael Bridge (Action)

Project Delivery Manager Bill Whitney presented this item which recommended that the Board approves the following recommendations associated with access improvements to the Richmond-San Rafael Bridge (RSRB):

1. Re-direct previously allocated funds to a Class IV Bikeway located on the Westbound I-580/ Sir Francis Drake Blvd off-ramp in the amount of \$1.3M for construction, and
2. Authorize the ED to enter into a funding agreement with the Bay Area Toll Authority (BATA) in the amount of \$1.3M, and
3. Authorize the ED to execute a contract amendment with BKF Engineers to increase the Not to Exceed amount by \$250,000 to \$1.76M for project development services, and
4. Authorize the inclusion of a \$1.3M budget item for the Interagency Funding Agreement between TAM and BATA for the Construction of a Class IV Bikeway in the FY2019-20 Annual Budget.

Mr. Whitney reviewed the two connector routes to the bridge, improvements made to each of the routes, travel time studies conducted before and after the third lane opened, existing pedestrian and bicycle routes, and proposed bicycle access improvements to the approaches. He finalized his presentation by reiterating the staff recommendation.

ED Richman added that a large number of public comment was received in support of the bikeway which she divided into two categories: individually-crafted comments by members of the public, and a set of standardized comments crafted by MCBC which were submitted by members of the public.

Commissioner Connolly asked if a signal at Andersen Drive/Sir Francis Drake Blvd. included in the plan and Mr. Whitney said that was not included in the plan. Mr. Whitney stated that the suggested route for a westbound biker would be to take Andersen Drive's class 2 bikeway to the North/South Greenway.

Commissioner Connolly asked if there is a plan to make improvements on the Francisco Blvd. East approach where the sidewalk ends. Mr. Cherrier said there was, and he explained the parameters of the interim project and the ultimate project.

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Commissioner Lucan asked for the preferred path if a bicyclist is travelling eastbound and needs to cross Sir Francis Drake to get to the bidirectional path. Mr. Whitney cautioned against crossing Sir Francis Drake due to high-speed traffic. He and Mr. Cherrier described a preferred alternate route which is considered safer.

Commissioner Kunhardt asked for cost information about the Bellam Blvd. project which Mr. Whitney provided. He noted that \$1.35 million is slated for project development while \$1.45 million is what is available for construction.

Commissioner Kunhardt asked about the delay in the widening of the bikeway along Corte Madera Creek at US 101, which Mr. Whitney described as part of the North/South Greenway project and reported that design approval by Caltrans is imminent.

Chair Arnold opened the item to public comment.

Maureen Gaffney of the San Francisco Bay Trail Project expressed her appreciation to Mr. Whitney and others for progress being made towards safe, protected access to the bridge.

Jean Severinghaus was grateful to TAM staff and Caltrans for their work on the barrier and stressed that safety is paramount along these pathways. She thanked the City of Richmond for building protected class four bikeways using K-71s and Armadillo to reach Richmond BART from the bridge.

Bjorn Gripenburg, MCBC, was supportive of the staff recommendation and thanked Ms. Severinghaus for her efforts at Caltrans on this project.

Cindy Winter of Larkspur expressed support for the staff recommendation.

Tom Jackovics, who commutes, daily, to Marin from the East Bay spoke about seeing only a handful of bicyclists cross the bridge while he waited in a long line of cars to cross.

Seeing no other speakers, Chair Arnold closed the item to public comment.

Mr. Whitney asked that the staff recommendation be contingent on the pending final approval of Caltrans which the Chair noted.

Commissioner Rice asked staff to provide a brief review of the status of the bike path pilot program. Mr. Whitney noted there are two pilot programs currently underway. One is the four-year pilot program on RSRB. The other, which is being considered under this item is the flyover from Francisco Blvd. East to Sir Francis Drake, a two-year pilot program. Criteria has been established and will be monitored monthly to ensure there is an increase in bike use but not vehicular accidents. After two years, a decision will be made to continue or remove the path.

Mr. Cherrier clarified that the four-year pilot program for the multi-use path on the upper deck of the bridge which has a set of continually monitored metrics for evaluation at a future date as to the best use of the lane. Additionally, a study is being conducted by BATA and Caltrans to better understand the load-bearing capabilities of the bridge. TAM is conducting a traffic study to collect data to evaluate a third westbound vehicle lane.

Commissioner Connolly expressed his support for the staff recommendation and added that he is proposing a potential use of the third lane, westbound, during the morning peak hours which could include vehicular traffic pending the outcome of the studies mentioned by staff. He said he looks forward to the completion of the studies and for additional dialogue at that time.

Commissioner Fredericks suggested that periodic reports of data collected in these studies would be helpful and Commissioner Connolly responded that TAM has called for a six-month report.

Commissioner Lucan moved approval of the following staff recommendation:

1. Re-direct previously allocated funds to a Class IV Bikeway located on the Westbound I-580/ Sir Francis Drake Blvd off-ramp in the amount of \$1.3M for construction, and
2. Authorize the Executive Director to enter into a funding agreement with the Bay Area Toll Authority (BATA) in the amount of \$1.3M, and
3. Authorize the Executive Director to execute a contract amendment with BKF Engineers to increase the Not to Exceed amount by \$250,000 to \$1.76M for project development services, and
4. Authorize the inclusion of a \$1.3M budget item for the Interagency Funding Agreement between TAM and BATA for the Construction of a Class IV Bikeway in the FY2019-20 Annual Budget

pending approval by Caltrans which was seconded by Commissioner Kunhardt. The motion passed unanimously.

10. Caltrans Report (Information)

Staff referred the Board to the written report included in the package and offered to address any questions.

The meeting was adjourned at 8:08 p.m.