

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

SEPTEMBER 24, 2020  
6:00 PM

**Virtual Meeting**

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council, TAM Vice-Chair  
Beach Kuhl, Ross Town Council  
Charles Lee, Corte Madera Town Council  
Damon Connolly, Marin County Board of Supervisors  
Dan Hillmer, Larkspur City 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  
Urban Carmel, Mill Valley City Council

Members Absent: Brian Colbert, San Anselmo Town Council  
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  
Denise Merleno, Executive Assistant  
Derek McGill, Planning Manager  
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 (Action)**

Chair Arnold welcomed everyone to the meeting and asked Executive Assistant Denise Merleno to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

Chair Arnold announced that she would join the Human Resources Ad-hoc Committee to fill a vacancy that was created when the previous TAM Chair Stephanie Moulton-Peters stepped down earlier in the year.

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

None.

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

Executive Director (ED) Anne Richman reported that the combined FY2018-19 Citizens' Oversight Committee (COC) /2019 TAM Annual Report was out for distribution and that the COC is beginning to work on the FY2019-20 COC/TAM 2020 Annual Report. She provided an update on the Agency's final sales tax collection for FY2019-20 noting that \$27.48 million was received which was only \$0.02 million less than the \$27.5 million budgeted for the year and that \$2.33 million in vehicle registration fees was collected compared to \$2.40 million that was budgeted. She reported on Safe Pathways Projects that were recently completed, a recent meeting of the Marin 101/580 Direct Connector Stakeholder Working Group, results of a rider survey conducted by Marin Transit, upcoming emergency repair work on Highway (HWY) 1 south of Stinson Beach, ongoing work on the protected bike path on the Sir Francis Drake Blvd. flyover, listening forums being conducted by the Sonoma Marin Area Rail Transit (SMART), service modifications that Golden Gate Transit (GGT) is making, the Healthy Transit Plan developed by the three transit operators in the County, the public comment period open until October 22 for the California Transportation Plan 2050 (CTP 2050), and a congestion pricing study conducted by the San Francisco County Transportation Authority (SFCTA). She also reviewed the State's Senate Bill 1 (SB 1) Local Streets and Roads funding estimates by city/town and reported that five applications submitted for funding under the Active Transportation Program (ATP). She finalized her report by noting that the monthly Caltrans Report was included as an attachment to her report.

Commissioner Rodoni referred to the slide on the ATP project submissions and asked if the \$22 million cost for the San Rafael Canal Crossing Project was correct. ED Richman stated that this is what the City of San Rafael believes the cost will be but this application is for a specific phase of the project.

Chair Arnold asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, she closed this item to public comment.

**4. Commissioner Reports** (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported on the Metropolitan Transportation Commission's (MTC's) lengthy board meeting and highlighted discussions that occurred including one on the Healthy Transit Plan to be considered for adoption by all Bay Area transit operators and the Plan Bay Area (PBA) 2050 Blueprint. He reported that all of Marin's requested projects have been included in the fiscally constrained part of PBA 2050. He added that there was a lot of discussion on two greenhouse gas (GHG) emission reduction strategies including a telecommuting mandate and all-lane tolling. Commissioner Connolly stated that future discussions will include the topic of the regional growth strategy and changes that will affect Regional Housing Needs Allocation (RHNA) numbers.

b. Marin Transit Report – Commissioner Rodoni

Commissioner Rodoni reported that Marin Transit joined other Bay Area transit operators by adopting a resolution endorsing Riding Together: Bay Area Healthy Transit Plan earlier this month. He was happy to report that the first report showed that 98 percent of the riders were wearing masks properly and that 97 percent maintained the social

distancing requirements on busses. He stated that the Agency has increased the number of busses in service to reduce the number of riders being passed up due to limited rider capacity during the pandemic. He noted that, by utilizing best practices to reduce the possible transmission of the virus, Marin Transit hopes to appeal to the County Health Officer to reduce the social distancing measure from 6- to 3-feet. This would allow for a significant increase in ridership capacity.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that SMART's sales tax receipts for 2020 were higher than expected and that five listening sessions with the public have been held with more to come in both Marin and Sonoma counties. He stated that SMART received a lot of positive feedback during these sessions.

**5. Open Time for Public Expression**

Chair Arnold asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, she moved on to the next item.

**6. CONSENT CALENDAR (Action)**

a. Approve TAM Board Meeting Minutes July 23, 2020

Chair Arnold asked if any member of the public wished to speak or if staff had received any public comment by e-mail and hearing none, she closed this item to public comment.

Commissioner Campbell moved to approve the Consent Calendar and was seconded by Commissioner Fredericks. A roll call vote was conducted the motion passed unanimously.

**7. State Legislative Update (Discussion)**

Gus Khouri, TAM's Legislative Consultant, provided an update on legislative activity.

Regarding the state budget, Mr. Khouri reported that the state legislature approved the budget for the upcoming year and that Governor Newsom signed it. However, a special session may be convened after the November election to address the \$54 billion deficit for FY 2020-21. He reported on a \$1.9-2.0 billion deficit in transportation revenue due to lower gas consumption and deferred vehicle registration fees.

He reported on staff's efforts to apply for \$40 million of SB 1 Solutions for Congested Corridors Program (SCCP) funds for the Marin-Sonoma Narrows Project through the California Transportation Commission (CTC), and he expressed appreciation to Chair Arnold and Commissioner Lucan for their participation in these efforts. He also reported on changes to the membership of the CTC commission. He finalized his report by discussing the Governor's Executive Order N-76-20 that would mandate all vehicles sold in California to be 100 percent electric by 2035 which, among others, which will help the state reach its GHG emission goals.

Commissioner Rice asked about the \$54 billion state budget deficit Mr. Khouri had reported on and whether it was inclusive of the \$14 billion in federal funding that had yet to be received by the state or if that number would climb to \$68 billion if the \$14 billion is not received. Mr. Khouri stated that the \$54 billion deficit did not take account the \$14 billion that was still on hold from the federal government, which would help reduce the deficit to \$40 billion.

Commissioner Rice asked and Mr. Khouri confirmed that the Governor's order on future vehicles sales required them to be zero-emission vehicles and not just electrical vehicles (EVs).

Speaking on the continued reduction of gas tax revenues, Commissioner Rice asked if a gas tax/vehicle miles traveled (VMT) hybrid model was being considered. Mr. Khouri noted that the CTC had a task force to study a road-user charge and had conducted a pilot program in which 5000 participated. What arose from that program included questions on implementation and equity in regions that do not have the same density as others. He felt the vehicle registration fee might be a better way to obtain additional revenues.

Chair Arnold expressed her appreciation for Mr. Khouri's reports.

**8. Allocate Transportation Sales Tax Interest Funds to City of Sausalito's Gate 6 Road Intersection Modifications Project (Action)**

ED Richman introduced this item which recommended that the TAM Board authorize the allocation of \$100,000 in Transportation Sales Tax Interest funds to the City of Sausalito for the Gate 6 Road Intersection Modifications Project.

David Chan, Manager of Programming and Legislation, provided the background on the collection and use of Measure A/AA interest funds as well as the projects that have benefited from the use of these funds. He reviewed the proposed improvements for Gate 6 Road Intersection Modifications Project, its funding shortfall and the funding request. He discussed the reasons for assisting the City of Sausalito with funding the Project and why the use of Measure A/AA interest funds is the best source for providing assistance. He finalized his presentation by reviewing the staff recommendation, next steps, and noting that that Sausalito's Public Works Director Kevin McGowan and Project Manager Jill Barnes were present to answer any questions.

Commissioner Cleveland-Knowles thanked TAM staff for considering the project and asked about pedestrian safety, whether those on foot will need to move into the bike lane. Project Manager Jill Barnes stated that pedestrians, particularly children and/or children on bikes on their way to schools, will be able to continue to use the sidewalk.

Chair Arnold asked if there was any public comment and hearing none, she closed this item to public comment.

Bjorn Gripenburg of the Marin County Bicycle Coalition (MCBC) expressed his appreciation to TAM and the County for their financial assistance to close the funding gap for this project.

Commissioner Sears thanked ED Richman for her efforts in moving this long-standing project along to completion and noted that the Board of Supervisors will take action to approve the County's portion of the funding contribution.

Commissioner Sears moved to approve the staff recommendation, which was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion was unanimously approved.

**9. Update on COVID-19 Impacts on Crossing Guard Program (Discussion)**

ED Richman introduced this discussion, and Dan Cherrier, Principal Project Delivery Manager, along with James O'Brien of Advanced PDI provided a detailed presentation on the impacts that COVID-19 has had on the Crossing Guard Program.

Mr. O'Brien provided a summary of the Program and both the short-term and long-term impacts from the pandemic that the TAM will need to address for the Program. He highlighted that the Program is funded by Measure A/AA, Measure B with 99 guards and the guards are provided by All City Management Services (ACMS). He explained the impacts of COVID-19 are threefold: 1) potential \$1.6 million Measure AA revenues reduction over the next

5-year period; 2) short-term cost savings due to school closures; and 3) school schedule changes related to in-person school operations during the pandemic.

Mr. O'Brien reviewed 6 scenarios for reopening schools and how each scenario would impact the program financially, now, and in the future. He finalized his presentation by explaining the next steps which included working with ACMS and the Marin County Office of Education (MCOE) as schools reopen, monitoring revenue and cost impacts over the fall months, reviewing additional revenue options or cost reduction measure to maintain the current number of guards until the Program undergoes the recertification process and making any necessary adjustments in the spring for the upcoming school year.

Commissioner Colin asked if it would be difficult to bring back the guards since they have been furloughed since March.

Mr. Cherrier noted that retaining guards, under normal circumstances, has always been one of the most difficult components of this Program but that the TAM Board had previously approved a return-to-work bonus to help attract those guards back to their posts. He added that, if schools return to classroom study on a staggered basis, returning guards can be placed at schools as they open thereby allowing ACMS more time to recruit for the vacant sites.

Commissioner Lee asked if emergency funding might be available since this is pandemic-related issue and wondered, as well, if there was a way to identify less-trafficked sites so that a flashing beacon could be installed to replace the guard and keep the crossing safe should the health crisis continue. He asked if ACMS utilizes the Employment Development Department (EDD) to source possible recruits from the roster of unemployed workers. He finalized his questions by asking if workshare opportunities exist that could allow for a cost-sharing situation among schools.

Mr. Cherrier replied that a shared guard arrangement with the schools is possible and that a volunteer program was developed but is not currently being utilized due to associated insurance and overhead costs. Regarding emergency funding, Mr. Cherrier noted that most of the programs that receive funding are federalized and that the Crossing Guard Program is not eligible but that TAM could swap it if another eligible funding source surfaces.

Mr. O'Brien spoke on the issue of flashing beacons and stated that another funding source would need to be located as this type of mechanism is not an allowed use under the Measure A/AA Crossing Guard Program. Regarding using a pool of unemployed candidates through the EDD, he thought it would be a good idea to suggest this to ACMS.

Commissioner Carmel pointed out that the forecast presented represents a 20-30 percent revenue cut from the baseline and that he is hopeful the economy will not dip that much.

Chair Arnold asked if there was any public comment and hearing none, she closed this item to public comment and moved on to the next item.

#### **10. Authorize Various Actions for the North/South Greenway Gap Closure Project (Action)**

Bill Whitney, Principal Project Delivery Manager, presented this item which recommended that the TAM Board authorize the ED to (1) request CTC to program and allocate \$1.5 million in Local Partnership Program (LPP) funding (2) request MTC to re-allocate previously programmed Regional Measure 2 (RM2) funds (3) execute a revised Cooperative Agreement with the California Department of Transportation (Caltrans), and (4) execute a contract amendment with the consulting engineering firm Moffatt & Nichol to provide design services during construction and extend the contract term.

Mr. Whitney provided background on the project noting that the project had been broken into Northern and Southern Segments and he explained the parameters of each using diagrams and illustrations. He focused on the Northern

Segment noting it was broken into two projects: the Multi-use Path crossing Corte Madera Creek (Caltrans Project) and the Multi-use Path on Old Redwood Highway (in the City of Larkspur). The construction bids for the Multi-use Path Crossing Corte Madera Creek were received and the low bid exceeded funds available for the project. Staff proposed awarding the bid to the lowest bidder should additional monies be found to ensure full funding of the Project. Mr. Whitney explained the funds staff proposes to use to close the project shortfall and finalized his report by restating staff's recommendation.

Chair Arnold noted that the Administration, Projects & Planning (APP) Executive Committee considered this item at the September 14<sup>th</sup> meeting and recommended this item be forwarded to the Board for approval.

Chair Arnold opened the item to public comment.

Bjorn Gripenburg of MCBC was happy to see that, given the high bids, staff had developed a recommendation that could allow this project to proceed to completion. He added that he was disappointed that funds needed to be moved away from the Southern Segment since construction of it is an important section that is needed to help complete the Greenway.

Seeing no others wishing to speak, Chair Arnold closed this item to public comment.

Commissioner Connolly moved to authorize the ED to (1) request CTC to program and allocate \$1.5 million in LPP funding (2) request MTC to re-allocate previously programmed RM2 funds (3) execute a revised Cooperative Agreement with Caltrans, and (4) execute a contract amendment with the consulting engineering firm Moffatt & Nichol to provide design services during construction and extend the contract term, and added that staff should continue to seek funding for the Southern Segment, which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion was approved unanimously.

Commissioner Carmel thanked ED Richman and Mr. Whitney for several meetings they held with Commissioner Lee, Stephanie Moulton-Peters, and him to explore ways to complete the Greenway from Sausalito to Mill Valley and over the hill to Corte Madera to connect, eventually, with this portion of the Greenway.

#### **11. MTC's Plan Bay Area 2050 Final Blueprint (Discussion)**

Derek McGill, Planning Manager, presented this discussion item and provided information on the background of PBA 2050 and that MTC approved the overall blueprint earlier in the week. He reviewed the four elements of the Blueprint: transportation strategies, housing geographies & strategies, economic geographies and strategies, and environmental strategies, all of which are intended to reduce GHG emissions. He reviewed the GHG reduction target which has been increased to 19 percent from the previous 15 percent goal and noted that most of the reduction needs to come from fewer cars on the road as well as electrification of transportation. He discussed the transportation projects and noted that all of Marin's projects were included in the Plan. Regarding the Regional Growth Framework, he discussed the two new Priority Development Areas (PDAs) both of which are in San Rafael and then he briefly touched on the 35 Strategies for the Plan. He reviewed the next steps in the Plan's process through Spring 2021. He discussed the RHNA Process and that the final RHNA adoption is expected in 2021.

Commissioner Cleveland-Knowles asked Mr. McGill to explain the all-lane tolling concept and how it is differentiated from other tolling programs. Mr. McGill replied that it is a complex topic that aims for a means-based fare for all lanes of highways that are adjacent to regional rail corridors. He noted that additional vetting needs to occur and issues need to be resolved. They differ from express lanes that use high-occupancy vehicle lanes. In this concept, tolls occur for all lanes of a facility and would be variable based on income eligibility of the user and would be implemented with a Fastrak-like device.

Commissioner Lucan, on the topic of housing, asked if there have been any fundamental changes from the process that jurisdictions went through 6 years ago. Mr. McGill suggested that commissioners check in with their local

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community development directors due to the varied landscape that the state housing laws may impact each jurisdiction. He noted that RHNA needs to affirmatively advance fair housing per state requirements.

Commissioner Sears added that she had received a briefing on this and agreed that it is best to receive a specific briefing on one's jurisdiction due to the complicated and challenging rules on the usage of properties.

Commissioner Lucan asked about transportation funding and whether Mr. McGill expected funding to be contingent on RHNA housing production. Mr. McGill noted that nothing has changed for the upcoming year.

Chair Arnold opened the item to public comment.

Cindy Winter of Greenbrae noted that the topic of cycling was absent during this presentation but that it has been cited as an important factor in reducing GHG emissions at MTC's Regional Area Working Group meetings as well as by the Governor and the new director at Caltrans.

Seeing no others wishing to speak, Chair Arnold closed this item.

*The meeting was adjourned at 8:05 p.m.*

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