



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
November 9, 2020
3:30 PM

Virtual Meeting

<https://us02web.zoom.us/j/81898075840?pwd=ckZxZnVBb1BEa2h0cUdJK01GUGRvQT09>

Webinar: 818 9807 5840

Password: 087201

Members Present: Alice Fredericks, Tiburon Town Council, Committee Chair
Gary Phillips San Rafael City Council
Brian Colbert, San Anselmo Town Council
Kate Sears, Marin County Board of Supervisors
Damon Connolly, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Denise Merleno, Executive Assistant
David Chan, Manager of Programming & Legislation
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Scott McDonald, Senior Transportation Planner

Chair Alice Fredericks called the meeting to order at 3:30 p.m. Chair Fredericks welcomed everyone to the Committee's virtual meeting and asked Denise Merleno, TAM's Executive Assistant, to conduct a roll call to ensure a quorum. Ms. Merleno confirmed the quorum and described how the public could provide comment during the meeting.

1. Chair's Report (Discussion)

Chair Fredericks noted she did not have a report.

2. Commissioners Comments (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman provided an update on the election results relating to transportation, which included an increase in Novato's Transient Occupancy Tax, and a 9-year ¼-cent-sales tax increase for San Rafael. She also reported that Sonoma County Transportation Authority's (SCTA's) measure to renew the existing ¼-cent sales tax for 20 years passed, which provides approximately \$26 million in revenue annually, and Caltrain was

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successful in gaining its first dedicated source of funding through a 1/8-cent sales tax measure in San Francisco, San Mateo and Santa Clara Counties. The 30-year measure should raise \$100 million annually in funding. ED Richman noted that statewide Proposition 22 appeared to have passed that would allow ridesharing and food delivery services to consider drivers to be contractors rather than employees. As a result, the Conect2Transit Program, TAM's partnership program with Marin Transit and Uber, is able to continue under the current terms.

ED Richman reported on TAM's Part-Time Transit Lane Study, which analyses the feasibility of allowing buses to bypass heavy traffic on Highway 101 by using the existing shoulder between Novato and San Rafael. She stated that a survey has been released to understand how the shoulder could be utilized to better serve transit riders and that a video describing the project has been uploaded to TAM's website in English and Spanish.

ED Richman reported that staff from TAM and Marin Transit participated in a webinar series, Innovations in Mobility, which aired on October 29, 2020. The webinar featured the Connect2Transit Program and has been posted on the American Public Transportation Association's (APTA's) website. ED Richman also noted that an automatic translation feature has been added to the TAM and the Marin Commutes websites to enable translation in a wide variety of languages.

ED Richman stated that the Metropolitan Transportation Commission (MTC) will shortly release the Annual Pavement Condition Report, which documents the 3-year average Pavement Condition Index (PCI) for each jurisdiction in the Bay Area. Most Marin towns and cities are in the fair condition category.

Finally, ED Richman reported that Sonoma Marin Area Rapid Transit (SMART) has hired Heather McKillop as the new Chief Financial Officer (CFO), who was previously CFO and Assistant General Manager for Denver Regional Transportation District (RTD). She also reported that Tony Tavares, Caltrans District 4 Director, will be moving on to the position of Director of District 7 in the Los Angeles area.

4. Open time for public expression

Chair Fredericks asked Ms. Merleno if public comment had been received and hearing that there was none, she closed this item to public comment.

5. Approval of the Minutes from September 14, 2020 Meeting (Action)

Commissioner Phillips moved to approve the Minutes of September 14, 2020, which Commissioner Sears seconded. A roll call vote was conducted and the motion passed unanimously.

6. TAM Response to 2019-2020 Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?' (Action)

Senior Transportation Planner Scott McDonald presented the staff report, which asked the Administration, Projects & Planning (APP) Executive Committee to review, provide comments and refer the response to the Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?', to the TAM Board for review and acceptance.

Mr. McDonald discussed the findings and recommendations made by the 2019-20 Civil Grand Jury relating to adaptation planning in the County for climate change and the agency's required response. He stated that the response reflects climate change efforts in which TAM is engaged, including participation in the Marin Climate Energy Partnership (MCEP) and Marin Drawdown Executive Steering Committee & Transportation Subcommittee.

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Mr. McDonald discussed TAM's response and stated that staff is requesting feedback to the response and seeking authorization to refer the item to the TAM Board for acceptance at its November 19, 2020 meeting.

Commissioner Sears commended the response to the Grand Jury Report and expressed her support. Commissioner Connolly stated that the response seemed consistent with the response from the County and he discussed the format used in the response with Mr. McDonald.

Commissioner Phillips commented on the use of language relating to future planning or funding, and he expressed a preference for language reflecting certainty.

Chair Fredericks asked if staff had received any public comment and hearing that none had been received, she closed this item to public comment.

Commissioner Sears moved to recommend that the Committee refer the response to the Marin County Civil Grand Jury Report on 'Climate Change: How Will Marin Adapt?', to the TAM Board for review and acceptance, which Commissioner Phillips seconded. A roll call vote was conducted and the motion passed unanimously.

7. Measure AA Category 2.3 Sea Level Rise Program (Discussion)

Planning Manager Derek McGill presented the staff report, stating that staff is seeking initial input from the APP Executive Committee and the TAM Board, and will continue to refine the program in coming months.

Mr. McGill discussed TAM's programs that focus on mitigating the effects of sea level rise and support climate change adaptation. He also discussed a sea level rise project managed by the County, Marin Bay Waterfront Adaptation Vulnerability Evaluation (BayWAVE).

Mr. McGill introduced Chris Choo, Principal Watershed Planner for Marin County Public Works Department. Ms. Choo discussed areas along the transportation corridors that experience frequent flooding with a minimum of 3 feet of water. She noted that the State is asking local jurisdictions to plan for 3.5 feet of flood water by 2050.

Ms. Choo discussed a 2017 Vulnerability Assessment and a study undertaken during the past year of impacts to locations that are particularly prone to flooding, such as Paradise Drive in Corte Madera, and the difficulty of emergency access. She stated that the County is working with transit agencies to gather data on routes and transit riders, which will be used to consider options to address flooding in areas that affect a large portion of the population, such as the Manzanita transit stop.

Mr. McGill discussed other local and regional programs that address sea level rise, noting that TAM staff is working with the City of San Rafael's Community Development Team on adaptation and sea level rise planning through the City's General Plan.

Mr. McGill explained that TAM's Measure AA ½-Cent Transportation Sales Tax Expenditure Plan has set aside 1% of the annual revenue collection for sea level rise needs, which equates to approximately \$240,000 per year. He discussed the desire to use the funds for local or regional scale projects and the advantages and disadvantages for funding each type of project. He noted that small capital projects, such as local road rehabilitation, would provide near term mitigations with small impacts, while large-scale projects would allow TAM funds to support major improvements with more significant transportation impacts. However, he noted that the process for bigger regional projects would be slower and requires significantly more funding as well.

Mr. McGill stated that staff is seeking guidance from the commissioners about the type of projects they would like to see the funds focus on and TAM's role in the process.

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Commissioner Sears and Mr. McGill discussed whether the funds should primarily be used for sea level rise adaptation/mitigation, or for transportation-related projects and Mr. McGill noted that the funding requirements are flexible. Commissioner Sears expressed her support for using the funds for small capital projects, which show visible improvements to the public.

Commissioner Colbert discussed the need to be transparent about leveraging small funds for large projects. He stated his opposition to using the funds for long-term transportation projects while the effects of the Shelter-in-Place Order on transit is unknown.

Chair Fredericks stated that the funding priorities would be clearer when projects are submitted for the Board's consideration and she asked Mr. McGill to clarify the difference between adaptation and mitigation. Mr. McGill explained that mitigation involves measures that stop greenhouse gas (GHG) emissions entering into the atmosphere, as opposed to adapting to the changes brought by climate change such as sea level rise and droughts.

Commissioner Phillips expressed his support for Commissioner Sears' comment that she would favor investment in small capital projects. He discussed the need for sea level rise problems to be solved at a national level, noting that local jurisdictions would never be able to come up with sufficient funding to address the impacts of sea level rise.

Commissioner Sears commented that no progress would be made if jurisdictions relied solely on funding at the national level and Commissioner Connolly stated that progress is being made towards sea level rise mitigation through the Federal Water Resources Development Act.

Ms. Choo stated that the intention is to understand how flooding would affect residents beyond their immediate surroundings, noting that the solutions to protecting large infrastructure are limited.

ED Richman confirmed staff's intent to begin discussions on funding sea level rise projects, noting that it is unusual for a transportation agency to have dedicated funding for this effort.

Chair Fredericks asked if staff had received any public comment and hearing that none had been received, she closed this item to public comment.

The meeting was adjourned at 4:30 p.m.