



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
February 8, 2021
3:30 PM

Virtual Meeting

Members Present: Stephanie Moulton-Peters, Marin County Board of Supervisors, Committee Chair
Alice Fredericks, Tiburon Town Council
Dan Hillmer, Larkspur City Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors

Members Absent: None

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

Chair Stephanie Moulton-Peters called the meeting to order at 3:30 p.m. Chair Moulton-Peters 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 Moulton-Peters stated that it was her pleasure to join and chair the Administration, Projects & Planning (AP&P) Executive Committee.

2. Commissioners Comments (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman provided an update to the Marin-Sonoma Bike Share Pilot Program, noting that TAM and the Sonoma County Transportation Authority (SCTA) awarded a contract to Gotcha Mobility for a pilot bike share program one year ago. ED Richman stated that the company has since been acquired by Bolt Mobility and that the contract will provide 300 shared e-bikes near the Sonoma-Marín Area Rail Transit (SMART) stations in the cities of Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, and Larkspur. She discussed

outreach for a survey that will solicit input on bike parking locations, technical analysis that should be completed this year, and the need for TAM and STCA to formalize partnerships with cities and towns. ED Richman noted that funding for the Bike Share Pilot Program was provided by the Metropolitan Transportation Commission (MTC).

ED Richman confirmed that TAM would not be applying for the Senate Bill 1 (SB1) Caltrans planning grants through Caltrans' grant application process this year, but that TAM will support other agencies for 4 grant applications, including grants for sea level rise planning, evacuation planning, a freeway pricing study related to Plan Bay Area, and an MTC application relating to the provision of technical assistance for local jurisdictions for Vision Zero.

ED Richman concluded her report with an announcement that the California Transportation Commission (CTC) approved a request from SMART for a \$1.45 million grant to fund a \$2.9 million freight rail investment package.

Commissioner Colbert expressed an interest in the expansion of the Marin-Sonoma Bike Share Pilot Program to other areas in Marin, which was shared by Chair Moulton-Peters, who suggested that it might be possible to include San Anselmo as a destination. In response, ED Richman noted that this is a pilot program to determine how e-bikes are used and that there could be room for expansion if the pilot is successful. She confirmed she would ascertain if the survey could be open to Ross Valley residents.

In response to Chair Moulton-Peters, Commissioner Connolly stated that he did not believe Sebastopol had been considered for inclusion in the Marin-Sonoma Bike Share Program.

4. Open time for public expression

Chair Moulton-Peters asked Ms. Merleno if any public comment had been received and hearing none, she closed this item to public comment.

5. Approval of the Minutes from November 9, 2020 Meeting (Action)

Commissioner Fredericks moved to approve the Minutes of the November 9, 2020 meeting, which Commissioner Colbert seconded. A roll call vote was conducted, and the motion passed with Chair Moulton-Peters and Commissioner Hillmer abstaining.

6. TAM Response to 2019-2020 Marin County Civil Grand Jury Report on "Roadblocks to Safer - Evacuation in Marin" (Action) – Attachment

ED Richman introduced David Chan, Manager of Programming & Legislation, who presented the staff report. Mr. Chan stated that the AP&P Executive Committee is asked to review and refer the response to the Marin County Civil Grand Jury Report on "Roadblocks to Safer Evacuation in Marin" to the TAM Board for acceptance.

Mr. Chan explained that the Grand Jury Report was issued as a response to the 2020 fire season. The Grand Jury discussed the need to institute a comprehensive countywide evacuation plan, which it understood could not be implemented by a single agency. He noted that specific responsibilities have been assigned to TAM and that Grand Jury believes the agency should consider evacuation when programming and allocating Measure AA funding to projects. Mr. Chan stated that the report includes 9 findings and 5 recommendations, of which 6 findings and 1 recommendation have been assigned to TAM.

Mr. Chan discussed the cooperation among agencies that will be necessary, including towns and cities and fire departments. He also discussed TAM's response, noting that the agency is obligated to abide by the criteria established for funding sources, but confirmed that evacuation goals could be included in project evaluations for some Measure AA, state and federal funds. He noted that TAM's response is included in the packet, which needs to be reviewed and accepted by the TAM Board and returned to the Grand Jury before the deadline of March 14, 2021.

In response to Chair Moulton-Peters, Mr. Chan stated that he would incorporate a PowerPoint presentation for clarification at the TAM Board meeting.

Commissioner Fredericks stated that she did not understand why a funding agency would be expected to coordinate evacuation planning, noting that Marin Wildfire Prevention Authority (MWWA) operates programs that include planning evacuation routes. She stated that TAM has insufficient information on evacuation planning to prioritize funding.

Commission Colbert discussed his belief that TAM's role lies in providing technical support and expertise to local jurisdictions to aid in congestion relief, rather than being part of a larger evacuation planning effort.

Commissioner Hillmer commented on public interest in the process and his appreciation for staff's thoughtful approach, which should eliminate conflicts with other agencies.

In response to Chair Moulton-Peters, ED Richman discussed the progress made by MWWA, including the procurement of a system called Zonehaven, which identifies evacuation zones in the County. She noted that TAM planning staff is collaborating with MPWA and has provided technical data from the TAM Travel Model. ED Richman discussed her belief that leadership in evacuation planning is not the right role for the agency, but that evacuation consideration could be applied to some of TAM's programs and projects.

Chair Moulton-Peters asked Ms. Merleno if any public comment had been received and hearing none, she closed this item to public comment.

Chair Moulton-Peters suggested that evacuation planning could be added as a criterion for local road funding distribution in the future.

Commissioner Fredericks moved to approve and refer the response to the Marin County Civil Grand Jury Report on "Roadblocks to Safer Evacuation in Marin" to the TAM Board for acceptance. Commissioner Colbert seconded the motion, a roll call vote was conducted, and the motion passed unanimously.

7. Review and Accept the February 2021 Project Status Report (Action) - Attachment

Principal Project Delivery Manager Nick Nguyen presented the staff report, which asks the AP&P Executive Committee to review the February 2021 Project Status Report and refer it to the TAM Board for review and acceptance. Mr. Nguyen stated that he would lead staff in briefing the Committee on 7 projects and 1 program update.

Mr. Nguyen discussed the Marin Sonoma Narrows (MSN) project. He stated that TAM has completed the design for the last segment in Marin in anticipation of funding from the Solutions for Congested Corridors Program (SCCP) of SB1 and from Regional Measure 3 (RM3). Mr. Nguyen confirmed that TAM successfully obtained \$40 million of the SB1SCCP funds from the California Transportation Commission (CTC) in December 2020, and that legal action relating to RM3 is not resolved. He also reported that as part of the MSN Project, TAM is working on the relocation of PG&E utility lines from the Caltrans (California Department of Transportation) right of way.

Chair Moulton-Peters complemented Mr. Nguyen on the MSN Project report and commented on the frustration caused by RM3 funding remaining unresolved.

Mr. Nguyen provided an update on State Route (SR) 37, noting the four projects underway: An environmental study by Caltrans for the whole corridor, an interim environmental clearance study for Segment A from US-101 to Sears Point for flood mitigation and sea level rise, the project to widen the two-way highway in Segment B from Sears Point to Mare Island, and the development of design alternatives for Segment A. Mr. Nguyen reported that Caltrans is also undertaking a resurfacing project in Segment A.

Commissioner Hillmer requested the inclusion of some visual slides for all the projects discussed at the Board Meeting.

Principal Project Delivery Manager Bill Whitney provided an update on the US-101 Interchange Study. Mr. Whitney explained that the high-level safety improvement study of selected interchanges would be used for regional, state and federal grant opportunities. He summarized the process, which should result in the presentation of up to 3 selected projects for the Board's approval that could be advanced to Caltrans for funding. He stated that the results will be presented to this Committee before seeking Board approval.

Mr. Whitney discussed the goals for the Study, the need to develop evaluation criteria and performance measures, the 12 selected interchanges, and accident and transit data that will be used to project traffic volumes in 2040. He confirmed that jurisdictions and transit agencies are participating in the process.

Mr. Whitney discussed non-standard features that have been identified, including lack of Americans with Disabilities Act (ADA) facilities and inadequate shoulder widths, and noted that the Study is close to progressing to the next phase of identifying opportunities.

In response to Commissioner Colbert, Mr. Whitney confirmed that historical data will be included in the projected traffic volumes to account for the decrease in traffic volumes that have resulted from the Shelter-in-Place Order.

Chair Moulton-Peters suggested that sea level rise should be included in the Study.

Commissioner Hillmer requested information from staff on how sea level rise relates to TAM's projects, and the sources of data on which decisions are made, which he discussed in relation to the goal relating to improving multi-modal access to and from US-101.

Planning Manager Derek McGill stated that an analysis of the existing conditions of the interchanges is currently underway, which will identify sea level rise impacts. Mr. Whitney confirmed that the Measure AA Expenditure Plan mandates the inclusion of sea level rise impacts as part of the design review process.

Commissioner Hillmer stated that the Bay Conservation & Development Commission (BCDC) identified 3 sections in Marin along US-101, including Lucky Drive, that would cause regional transportation to break down under sea level rise conditions. Chair Moulton-Peters suggested that an additional goal is added to the study to identify impacts of sea level rise, and Mr. McGill confirmed that the Study will include sea level rise where it fits the scope of the program.

Mr. Whitney discussed the North-South Greenway Project. He stated that construction of the multi-use path from the Central Marin Ferry Connector to Redwood Highway over Corte Madera Creek should start next week and is anticipated to take one year.

In response to Commissioner Hillmer, Mr. Whitney stated that he would provide a more detailed presentation when he addresses Larkspur City Council on March 3, 2021.

Commissioner Colbert discussed the perception by the community that the agency is not addressing connectivity from Ross Valley to the multi-use path. ED Richman confirmed that there are other projects addressing some of the connectivity issues but this report focuses on projects directly managed by TAM.

Principal Project Delivery Manager Dan Cherrier provided an update on the Northbound US-101 to Eastbound I-580 Direct Connector Project. He discussed the alternative designs, which would provide greater circulation to Bellam Blvd. and improved bicycle and pedestrian facilities. He also noted that all the alternatives include an extension to the auxiliary lane leading to the Richmond-San Rafael Bridge.

Mr. Cherrier discussed the stakeholder groups involved in the Project, including the Ad-Hoc Committee whose members include TAM commissioners, an Executive Steering Committee with staff from stakeholder groups, such as Caltrans and MTC, and a Stakeholder Working Group, consisting of approximately 20 community stakeholders, including people who work or live in the area. Mr. Cherrier stated that equity is an important part of the discussions.

Mr. Cherrier concluded his report with a timeline of the alternatives, stating that the roadway could possibly open in 2029 if a design is chosen and funded by Measure AA and RM3.

Chair Moulton-Peters asked staff to clarify the different roads and multi-use paths in presentations.

Chair Moulton-Peters asked Ms. Merleno if any public comment had been received.

Warren Wells, Policy & Planning Director for Marin County Bicycle Coalition (MCBC) asked Mr. Whitney if the bike path construction over Corte Madera Creek would disrupt cyclists. In response, Mr. Whitney stated that the contractor is required to maintain access but that there will be instances during construction when it will be necessary to close the path.

Mr. Cherrier moved on to discuss the Bellam Blvd. Project. He stated that the purpose of the Project is to move traffic from Northbound US-101 to the off-ramp by providing an additional lane. He discussed other benefits of the Project, including operational improvements across the Bellam Blvd. intersection.

Chair Moulton-Peters asked Mr. Cherrier to discuss the main highlights of the Bellam Blvd. Project, noting that both she and Commissioner Connolly had another meeting to attend.

Mr. Cherrier discussed a funding shortfall and stated that the Project should be approved in the spring of 2021 with construction expected to begin later in the year if the funding gap could be closed.

Mr. McGill provided a brief report on the part-time transit lane, noting that TAM received a grant for \$308,000 to conduct a study on the use of the shoulder along US-101 for a part-time transit lane. He stated that work has started and information has been included in the packet. Mr. McGill noted that an update on the Alternative Fuel Program was also provided including invoices that have been paid to date, which was requested by the TAM Board following a presentation at the October 22, 2020 meeting.

Chair Moulton-Peters asked Ms. Merleno if any public comment had been received and hearing none, she closed this item to public comment.

In response to Chair Moulton-Peters, ED Richman stated that staff will revise the presentation for future project status reports. ED Richman noted that this is an action item and asked the commissioners to refer the February 2021 Project Status Report to the TAM Board for review and acceptance.

Commissioner Hillmer moved to refer the February 2021 Project Status Report to the TAM Board for review and acceptance, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

Chair Moulton-Peters stated that she would suggest the item is placed on consent for the TAM Board.

The meeting was adjourned at 5:00 p.m.

Approved March 8, 2021