

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

APRIL 22, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo 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, Chair
James Campbell, Belvedere City Council
Chance Cutrano, Fairfax Town Council
Kate Colin, San Rafael City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Vice-Chair
Susan Cleveland-Knowles, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: Judy Arnold, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors

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

Chair Lucan called the meeting to order at 6:00 p.m.

Chair Lucan 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.

1. Chair's Report (Discussion)

Chair Lucan stated that he did not have a report.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported on a Letter of No Prejudice (LONP) that will be submitted to the Metropolitan Transportation Commission (MTC) at its upcoming meeting for the last segment of the Marin Sonoma Narrows (MSN) in which MTC would dedicate \$76 million in federal discretionary funds to backfill the Regional Measure 3 (RM3) funding while it is being held up in litigation. On the topic of express lanes and high-occupancy vehicles (HOV) lanes which have become a hot issue at MTC, he suggested that, while Marin is not engaging in the discussion on express lanes, the regionwide coordination of HOV lanes for hours of operation may be a topic for future consideration.

b. Marin Transit Report – Commissioner Colin

Commissioner Colin reported that Marin Transit has continued to provide free transit to the COVID-19 vaccination site at the Larkspur Ferry Terminal and recently held a workshop to discuss budgetary assumptions based on ridership and revenues in the post pandemic era. She noted that ridership is increasing as schools and businesses continue to re-open. She commented on additional safety precautions on busses including the installation of safety barriers for drivers.

c. SMART Report – Chair Lucan

Chair Lucan reported that Farhad Mansourian, SMART's General Manager, has announced his impending retirement. He announced that the agency will have a \$26.4 million that will be available between now and the end of the life of the sales tax measure and that \$5 million has been set aside for fare assistance. The remaining \$21.4 million will be applied to capital expenditures including \$13.4 million for the multi-use pathway, and a \$2.6 million set aside for matching grant requirements. He finalized his report by stating that \$2 million will be allocated for a second station in Petaluma and \$3.4 million to build a bridge in Healdsburg pending Congressional approval of an earmark which would allow the agency to continue to build northward.

4. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman highlighted recent activities and transportation news including: a survey for the Interchange Study TAM is conducting in the county which attracted 2750 respondents; an upcoming meeting of the US 101/I-580 Direct Connector Stakeholder Working Group; the Connect2Transit program featured by the Shared Use Mobility Center; the status of the MTC Safe and Seamless Mobility Quick-Strike Program; the partnership between Clipper Card and Apple Pay; a Town Hall on State Route 37, hosted by State Senators Bill Dodd and Mike McGuire held on April 15; \$4.8 million award from the federal Highway Safety Improvement Program that will come to Marin; the return of federal earmarks rebranded as Community Projects; and an update on funding that has come to the Bay Area through the Coronavirus Response and Relief Supplemental Appropriations Act of 2020.

5. Open Time for Public Expression

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

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of March 25, 2021
- b. Review and Approval of the FY2020-21 Third Quarter Financial Report
- c. Regional Measure 3 North Bay Transit Access Improvement Fund Apportionment Proposal
- d. Appointments to the Citizens' Oversight Committee
- e. Authorize Execution of Sublease and Service Agreements with Marin General Services Authority

Commissioner Hillmer moved to approve the Consent Calendar and was seconded by Commissioner Moulton-Peters.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

A roll call vote was conducted, and the motion passed unanimously.

7. San Rafael Transportation Center Relocation Update (Discussion)

ED Richman introduced Denis Mulligan, General Manager for the Golden Gate Bridge, Highway, & Transportation District (GGBHTD) and Adam Dankberg, the consultant project manager from Kimley-Horn to present this discussion item. Mr. Dankberg reviewed the process that will occur from identifying alternatives to construction of the relocated transit center; desired elements of the proposed center; elements common in all the alternatives under consideration; the configuration of the 3 alternatives selected from the original 10, the passenger experience and a summary of effects for each; a summary of key considerations; recent public outreach activities; and a schedule of activities through the end of 2021 to move the project forward.

Commissioner Hillmer asked if the Whistlestop Alternative would pose the least perceived change to the current operations of the area. Mr. Dankberg stated that compared to the current transit center, each of the alternatives would provide a different environment for transit riders.

Mr. Mulligan responded that all of the alternatives will be better than the current center because of the recent extension of the SMART rail through the current center but that Whistlestop alternative has one attraction that the others do not which is that passengers will not need to cross any street to transfer from one bus to another. This, he said, is what makes the Whistlestop alternative most similar to the current center's configuration.

Commissioner Rodoni left the meeting at 6:55 p.m.

Commissioner Cleveland-Knowles asked Mr. Mulligan to respond to the comment letter received from the Canal Alliance which requested additional time to allow community leaders to learn more about the project and to provide input.

Mr. Mulligan replied that they have been in communication and conducted outreach but that this is early in the process and he is looking forward to partnering with them on how best to conduct public outreach in the community once the draft environmental report is released.

Commissioner Colin said that she will be interested to see how the input from the transit riders may affect the alternatives as presented here as that will be the true test of inclusivity.

Commissioner Colbert asked which of the three options presented would create the most malleable opportunity to create a sense of place in the future.

Mr. Mulligan suggested that the Caltrans alternative provides the least sense of place compared to the other two. Mr. Dankberg stated that a sense of place connotes the feeling one gets when they are in a special or unique place and the Whistlestop alternative allows for that.

Commissioner Connolly said that he hoped that the new transit center would serve as a gateway to the city of San Rafael and added that a change is needed since the current center has created a number of safety issues for both pedestrians and vehicle traffic. He discussed his thoughts on the three alternatives and asked Mr. Dankberg to discuss how the Whistlestop alternative could be the gateway to the City as he envisions it. Mr. Dankberg reviewed features included under that alternative which could provide the gateway concept.

Commissioner Hillmer stated that he would be supportive of the Whistlestop alternative with the variant as it provides many of the gateway concepts and goals that the project would like to achieve.

Commissioner Lee asked about the anticipated life span of the new transit center. Mr. Mulligan stated that the intention is for the new center to last at least as long as the current center has which is close to 30 years.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Chair Lucan thanked Mr. Mulligan and Mr. Dankberg for their presentation and asked how the public could provide comments and ask questions about the project. Mr. Mulligan replied that there is a project link on GGBHTD's website where comments can be provided and additional information can be found.

Commissioner Hillmer stated that he felt comfortable making his earlier comments since he was the author of San Rafael's Vision Plan 25 years ago.

ED Richman stated that this is one of the larger capital projects in the County and is in a critical location which is why an update of the planning efforts was being presented to the Board.

8. Regional Measure 3 Letter of No Prejudice and Associated Actions for the Marin Sonoma Narrows Project (Action)

David Chan presented this item which recommended that the TAM Board authorizes the Executive Director to:

1. Request an RM3 LONP from MTC for the MSN Project, when appropriate;
2. Execute resolution(s) and agreement required by MTC to accept federal discretionary funds for the construction phase of the MSN Project;
3. Execute a California Transportation Commission (CTC) Baseline Agreement to accept SB1 Solutions for Congested Corridor Program (SCCP) funds for the MSN Project; and
4. Submit a request to the CTC to program Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds to the MSN Project, and Planning, Programming, and Monitor (PPM) activities, when appropriate.

Mr. Chan reviewed the background of RM3, the LONP adopted into the RM3 guidelines, previous LONPs authorized by the TAM Board, new circumstances which warrant the request of a new LONP, funding sources to back the LONP, and the staff recommendations.

Commissioner Carmel asked what the maximum financial risk to TAM would be if RM3 is not upheld. Mr. Chan stated that it would be approximately \$4.1 million under the new LONP requested today.

Commissioner Carmel asked what the effect would be if TAM lost that \$4.1 million. Mr. Chan said that those funds were specifically set aside for the MSN project per the Measure AA Expenditure Plan so no other projects would be impacted.

ED Richman stated that the risk to TAM lies in the Measure AA funds programmed to the project as well as the \$1.2 million in CRRSAA funds which MTC required be programmed to the MSN project in order to reduce the amount of federal funds needed.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Commissioner Hillmer moved to approve the staff recommendation which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

9. Authorize Contract Amendment for Professional Services for the North/South Greenway Gap Closure Project (Action)

Bill Whitney, Project Delivery Manager, presented this item which recommended that the TAM Board (1) allocate \$225,000 of Transportation Sales Tax interest funds to augment previously allocated interest and other funds for the North/South Greenway Gap Closure Project, and (2) authorize the Executive Director execute a contract amendment in the amount of \$540,000 with the engineering firm Moffatt & Nichol to provide additional design and environmental services for the project.

Mr. Whitney reviewed the current status of the bifurcated project noting that, with the bridge section of the project under construction, the focus has turned to the design, construction, and environmental clearance of the Old Redwood Highway portion of the project. He stated that the bridge section is anticipated to be opened in early 2022 and the Redwood Highway part of the project to follow after that.

Chair Lucan opened the item to public comment and hearing none, he closed the item to public comment.

Commissioner Campbell moved to approve the staff recommendation which was seconded by Commissioner Lee. A roll call vote was conducted, and the motion passed unanimously.

10. Marin-Sonoma Bike Share Program Coordination Agreement (Action)

Scott McDonald, Senior Transportation Planner, presented this item which recommended that the TAM Board authorize the Executive Director to finalize and sign the Draft Marin-Sonoma Bike Share Program Coordination Agreement.

Mr. McDonald provided an update on the program, reviewed the program goals and framework, the anticipated launch later this year, program specifics, details of the multi-agency agreement, a public survey conducted to determine hub locations, and a summary of next steps that will occur with the implementation of the program.

Commissioner Cleveland-Knowles stated that it is important that bike hubs are located in communities of concern and that bike pick up/drop off usage data is collected on an ongoing basis. She asked if this will be an element of the program. Mr. McDonald stated that one of the grants used to fund the program requires a minimum of 20 percent of the bikes be located in disadvantaged communities or communities where a Community-Based Transportation Plan is in place. He added that membership costs will be discounted appropriately for low-income users to encourage usage.

Commissioner Cleveland-Knowles then asked what consideration was given to the bike rebalancing efforts that will occur in terms of vehicle miles traveled and emissions. Mr. McDonald stated that the usage data will be used to evaluate the program and her suggestion could be factored into that evaluation.

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Vice-Chair Moulton-Peters agreed with the previous statement about emissions that would be generated in the rebalancing efforts. She suggested considering the purchase of zero-emission electric trucks for the task.

Chair Lucan wondered if there was any flexibility in the pricing model. Mr. McDonald noted that the vendor is considering a pricing model comparable to those of neighboring counties, but this discussion will occur in the coming months.

Chair Lucan stated that rather than employ trucks to rebalance the bike fleet, some companies will offer free usage or even a small account credit to riders to return bikes to certain locations in order to rebalance the system.

Commissioner Colin asked if consideration had been given to allow users to try out the program for free and/or special enrollment through a non-profit to encourage people who may not otherwise use the program due to cultural, financial, language, and/or habit barriers.

Mr. McDonald stated that there are no special rates offered as a rule but that the first year-pricing is deeply discounted for those who qualify for governmental assistance. He added that consideration is being given for additional outreach to make Canal residents, as an example, aware of the program.

Commissioner Lee asked if the vendor provides helmets for riders and hearing that they do not, he suggested incentivizing membership with a free, branded helmet.

Mr. McDonald replied that the Commissioner's suggestion had been tried out in Seattle but, in the end, proved impractical to continue. He continued by stating that he would like to promote the usage of helmet in some fashion and will seek out a way to do that.

Chair Lucan opened the item to public comment.

Jean Severinghaus asked about the length of the pilot and how frequently updates on the program would be provided during that time.

Mr. McDonald replied that it is a three-year contract and that frequent reports to the TAM Board will be provided on usage during the life of the program. He added that MTC, as the grantor, will be monitoring the usage as well.

Ms. Severinghaus suggested other methods, aside from being on governmental assistance, that could be used to determine low-income eligibility.

Commissioner Cleveland-Knowles moved to accept the staff recommendation which was seconded by Commissioner Connolly. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 7:55 p.m.