



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
July 12, 2021
3:30 PM

Virtual Meeting:

<https://us02web.zoom.us/j/85317140959?pwd=RzczNmcdW8yaVFyOVFtTjJ3aW5MZZ09>

Webinar: 853 1714 0959
Password: 264152

Members Present:	Stephanie Moulton-Peters, Marin County Board of Supervisors, Committee Chair Dan Hillmer, Larkspur City Council Brian Colbert, San Anselmo Town Council Damon Connolly, Marin County Board of Supervisors
Members Absent:	Alice Fredericks, Tiburon Town Council
Staff Members Present:	Anne Richman, Executive Director Bill Whitney, Principal Project Delivery Manager Dan Cherrier, Principal Project Delivery Manager David Chan, Director of Programming & Legislation Derek McGill, Director of Planning Helga Cotter, Senior Accountant/HR Specialist Li Zhang, Deputy Executive Director/Chief Financial Officer Nick Nguyen, Principal Project Delivery Manager Scott McDonald, Senior Transportation Planner Molly Graham, Public Outreach Coordinator

Chair Stephanie Moulton-Peters called the meeting to order at 3:35 p.m. Chair Moulton-Peters welcomed everyone to the Committee's virtual meeting and asked Helga Cotter, Senior Accountant/HR Specialist, to conduct a roll call and ensure a quorum. Ms. Cotter confirmed the quorum and described how the public could provide comment during the meeting.

1. Chair's Report (Discussion)

Chair Moulton-Peters noted that she did not have a report.

2. Commissioners Comments (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on earmarks from the State Budget that will be distributed to non-transportation projects in Marin. ED Richman stated that funding discussions in the legislature are ongoing for State Route (SR) 37 and \$20 million has been provided to Metropolitan Transportation Commission's (MTC's) Bay Area Housing Financing Authority (BAHFA).

ED Richman reported that a grant application submitted to the Infrastructure for Rebuilding America (INFRA) Grant Program for the Marin Sonoma Narrows (MSN) B7 Project was not successful, and that no projects for the Bay Area secured funding. ED Richman stated that MTC has already committed federal discretionary funds in place of Regional Measure (RM) 3 funds to enable the MSN project to move forward with construction.

ED Richman also reported on the following: the upcoming webinar hosted by TAM regarding medium and heavy duty fleet alternative fuel technology for public agencies on July 27 as part of the Alternative Fuel & Electric Vehicle (AFEV) Program; a Call for Innovative Projects by Caltrans (California Department of Transportation) in anticipation of future federal funding programs; and that MTC/ABAG (Association of Bay Area Governments) is undertaking its 4-year update of Plan Bay Area and is also changing the term “Communities of Concern” (COC) to “Equity Priority Communities” (EPC). ED Richman noted that the Canal and Marin City neighborhoods are already listed as Equity Priority Communities and that there is a proposal to add the Los Ranchitos and Northgate Mall areas in San Rafael.

ED Richman concluded her report with an update on construction projects. She stated that the Bon Air Bridge will be closed to traffic from July 12 to July 18, which is the second of three planned full-bridge closures, and that on July 7, Caltrans began a one-month repaving project on SR37 between Lakeville Highway and the Petaluma River Bridge.

Chair Moulton-Peters commended staff on the list of projects that is being considered for submittal to the Caltrans Call for Innovative Projects. Commissioner Colbert asked staff to send him the list of projects to share with the Ross Valley community.

4. Open time for public expression

Jeffrey Rhoads, representing Resilient Shore, discussed his concern that residents in Southeast San Rafael have not been participating in the Stakeholder Working Group for the Northbound (NB) US-101 to Eastbound (EB) I-580 Connector Project. Mr. Rhoads discussed the need for more outreach, his belief that the alternatives do not address both local and regional needs, and a request that Resilient Shore’s Corridor Concept is considered for the environmental process review.

5. Approval of the Minutes from May 10, 2021 Meeting (Action)

Commissioner Colbert moved to approve the Minutes of the May 10, 2021 Administration, Projects and Planning (AP&P) Executive Committee meeting, which Commissioner Connolly seconded. A roll call vote was conducted, and the motion passed unanimously.

6. Update on US 101 Part-Time Transit Lane Feasibility Study (Discussion)

Derek McGill, TAM’s Director of Planning, introduced Kimley-Horn consultant Adam Dankberg to present the findings of the US-101 Part-Time Transit Lane Feasibility Study. Mr. Dankberg discussed the objectives of the study, which include improving travel time and equity for the transit-serving population and assessing the feasibility of providing part-time transit lanes in northern Marin. He discussed the Stakeholder Working Group and public outreach process, which included an online survey that identified travel time as the primary reason that commuters do not use public transit and the need for faster commute times.

Mr. Dankberg discussed the corridor study area from San Marin Drive in Novato to Mission Avenue in San Rafael, the need to improve effectiveness of transit services and to focus on the southbound morning commute that experiences the most congestion. He discussed traffic volumes and the areas of congestion at the southbound

sections of US-101 at De Long Avenue in Novato and San Pedro Road in San Rafael. Mr. Dankberg stated that part-time transit lanes would operate only when traffic speeds dropped below 35 miles per hour.

Mr. Dankberg discussed estimates for capital improvements and operating costs; and the benefits of part-time transit lanes, including an estimated increase of 6%-8% in southbound ridership and reduced greenhouse gas emissions (GHGs). He discussed the next steps in the project, including publication of a Draft Feasibility Study, more outreach and the need to further refine the operating costs.

In response to Commissioner Hillmer, Mr. Dankberg confirmed that traffic congestion along the corridor consistently occurs in the same locations at the same time of day.

Commissioner Colbert and Mr. Dankberg discussed the projected increase in ridership and Mr. Dankberg stated that industry standards based on empirical studies are used to determine potential increases in transit use.

In response to Commissioner Connolly, Mr. McGill confirmed that the team is working with MTC staff and will consider any recommendations from the Blue Ribbon Transit Recovery Task Force. He stated that the program includes future US-101 improvement projects and clarified that if funds are identified, possible state legislation should not impede the project moving forward into the design phase. ED Richman noted that some state agencies support programs that aid transit and that there is recognition among state agencies for the need to reconcile concerns. She confirmed that the Blue Ribbon Transit Recovery Task Force is considering a variety of measures to support and expand transit recovery.

In response to Chair Moulton-Peters, Mr. Dankberg confirmed that a part-time transit lane pilot program was successfully implemented in San Diego. Mr. Dankberg stated that a part-time transit lane has not been considered for northbound US-101 because the average evening commute speed does not frequently drop below 35 miles per hour. ED Richman confirmed that studies did not include US-101 lanes south of San Rafael because there is insufficient space for a part-time transit lane.

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

Commissioner Hillmer left the meeting at 4:35 p.m.

7. Highway 101 Interchange and Approaching Roadway Study – Project Status Update and Discussion of Evaluation Methodology (Discussion)

Bill Whitney, TAM's Principal Project Delivery Manager, introduced Kim Franchi of HNTB and David Parisi of Parisi Transportation Consulting to provide an update on the Highway 101 Interchange and Approaching Roadway Study. Mr. Whitney noted that staff is seeking feedback from the commissioners on the proposed evaluation methodology that will be used to assess the proposed improvements to meet the overall goals.

Mr. Franchi reminded the commissioners that they were provided a presentation on the project in September 2020, when the twelfth interchange, Alameda Del Prado/Nave Drive, was added to the study. He provided a project update and stated that the team is working with jurisdictions to develop improvements for each of the interchanges. Mr. Franchi discussed the public outreach process and the responses to an online survey. The public's main concerns were related to traffic congestion, transit access, and pedestrian safety at the interchanges, with most comments pertaining to the Sir Francis Drake Boulevard and East Blithedale interchanges.

Mr. Parisi discussed both the long-term and near-term needs of the twelve (12) interchanges. Potential near-term solutions to the various interchanges could include reallocating lane widths to add bike lanes and walkways, and a long-term solution could be the construction of new interchanges or widening of bridge structures.

Mr. Parisi discussed the five (5) goals and objectives of the project that were approved by the TAM Board last year and the evaluation criteria and performance measures proposed for each goal. The goals included the relief of traffic congestion and improving traffic flow, which could be measured by studying the level of service at intersections and accumulated vehicles hours of delay. Mr. Parisi stated that the goal to improve multi-modal access could be measured by future gap closures in the bike lane network and improved accessibility measures. Mr. Parisi also discussed the proposed scoring mechanism for each interchange based on the proposed evaluation criteria and performance measures. Mr. Franchi clarified the weighted scoring system, which he stated would measure the importance of the goals.

In response to Chair Moulton-Peters, Mr. Franchi confirmed the weighting system would assist in prioritizing interchange improvements by identifying concepts that would offer more immediate improvements at a lower cost, which might be favored over a different concept that would be beneficial but more expensive. Mr. Whitney stated that the overall scope of the study includes preparation of up to three (3) project initiation documents (PIDs) for consideration by Caltrans. ED Richman noted that the Measure AA Expenditure Plan dedicates 3% of the sales tax funding to interchange enhancements (approximately \$25 million total), which could prioritize the need for near-term and long-term projects.

Commissioner Colbert commented on the weighted value of projects and stated that he would favor goals that are in line with TAM's values, such as multi-modal and transit projects. Commissioner Colbert suggested that short-term deliverable projects might be a more beneficial overall goal.

Chair Moulton-Peters stated that social equity should be added as an important criterion; that traffic congestion and safety are also important criteria, and suggested that high, medium, and low are used for the ratings scale.

Chair Moulton-Peters asked Ms. Cotter if any public comment had been received and hearing that two members of the public wished to speak, she opened this item to public comment.

Matthew Hartzell, Transportation Alternatives for Marin, suggested that if weighted value is used as a measure, it should be applied to the individual criteria and not averaged out as currently suggested.

Warren Wells, Marin County Bicycle Coalition, stated that the freeway intersections are challenging to cycle through, and he discussed his support for using a weighting system that prioritizes safety. He stated that many cyclists have been injured in the last few years and that many of the accidents have happened at Marin interchanges.

8. Review and Accept the July 2021 Project Status Report (Action)

ED Richman introduced Nick Nguyen, TAM's Principal Project Delivery Manager, to present this item, which asks the AP&P Executive Committee to review the July 2021 Project Status Report and refer it to the TAM Board for review and acceptance. Mr. Nguyen stated that he would be providing an update on eight (8) projects, and the AFEV Program.

Mr. Nguyen discussed the MSN B7 project and confirmed that funding is in place to construct the final portion of the high occupancy vehicle (HOV) lane through Marin, which would complete a 50-mile HOV corridor from the Golden Gate Bridge to Santa Rosa. Mr. Nguyen stated that federal discretionary funds were identified in place of RM3 funds, and that construction would begin in early 2022 and could be completed by the end of 2024. He stated that the B8 project to relocate PG&E utility lines from the Caltrans right of way to private property is in the design process.

Mr. Nguyen discussed four (4) active projects related to State Route (SR) 37 in Marin: technical studies by Caltrans that relate to the environmental process for Segment A from US-101 to US-121; planning and environmental processes under Caltrans for the entire 21-mile corridor; the environmental process led by MTC for Segment B

from US-121 to Mare Island to widen the highway for congestion relief; and the MTC study on Segment A using data collected by TAM and Marin County Public Works Department for Segment A1 to raise the highway in Marin to address sea level rise.

Mr. Nguyen provided an update on the North-South Greenway project, which is in the construction phase. He discussed issues related to abandoned utilities and the need to remove a staircase that would not result in loss of pathway connectivity. Mr. Nguyen stated that staff may need to discuss funding options with the TAM Board as a result of cost increases.

Mr. Nguyen confirmed that the Class IV bike lane from the Richmond-San Rafael Bridge has been opened and he reported on the NB US-101 to EB I-580 Direct Connector project, for which public outreach is ongoing. He reported on meetings of the Stakeholder Working Group, Ad-Hoc Committee and the Executive Steering Committee, which will result in reducing the number of design alternatives proceeding to the environmental study phase anticipated to occur in 2022.

Mr. Nguyen discussed the Bellam Boulevard Offramp project, which provides improvements to the signalized intersection from the NB US-101 offramp. Design approval by Caltrans is anticipated to occur in Fall 2021 and a funding shortfall will need to be addressed.

Mr. Nguyen provided an update on the AFEV Program and discussed the rebate funds that are available for EV charging stations in the following jurisdictions: City of Sausalito, 2 chargers; City of Novato, 12 chargers; Marin County, 10 chargers; Town of Ross, 4 chargers; and Fairfax, 1 charger. Mr. Nguyen also reported that the City of Belvedere has requested rebate funds for one (1) new EV and the City of Novato has requested funds for three (3) new EVs. He confirmed that TAM is hosting a fleet electrification workshop later this month and that invitations would be issued to stakeholders on July 13. Mr. Nguyen concluded his report with a discussion of a Request for Proposal (RFP) that is under development for EV outreach.

In response to Commissioner Connolly, Principal Project Delivery Manager Dan Cherrier provided additional information on the Bellam Boulevard Offramp project, including the unanticipated site problems related to bay mud that resulted in the project's redesign and cost estimate increase. Mr. Cherrier also noted that approximately \$1.5 million in project funds were redirected to the Sir Francis Drake Boulevard Bike Path Project. He confirmed that the funding shortfall should be addressed and that design approval and an encroachment permit from Caltrans are still needed.

Chair Moulton-Peters thanked Mr. Nguyen and the rest of the project delivery team for their regular updates, which she noted are helpful in tracking TAM projects.

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

The meeting was adjourned at 5:32 p.m.