



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN

FEBRUARY 24, 2022
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, TAM Vice-Chair
Chance Cutrano, Fairfax Town Council
Charles Lee, Corte Madera Town Council
Damon Connolly, Marin County Board of Supervisors
Daniel Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
James Campbell, Belvedere City Council
Judy Arnold, Marin County Board of Supervisors
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Chair
Susan Cleveland-Knowles, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting & Administrative Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
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 Moulton-Peters called the meeting to order at 6:01 p.m.

Chair Moulton-Peters welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette 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 Moulton-Peters announced changes to the Commute Alternatives and Trip Reduction (CART) and Alternative Fuels and Electric Vehicle (AFEV) Ad Hoc Committee memberships to avoid a quorum of Executive Committee members on those committees, following last month's Executive Committee changes with the new Board Chair and Vice-Chair. As such, Commissioner Kuhl will move from the AFEV Ad Hoc Committee to the CART Ad Hoc Committee; and Commissioner Hillmer will move from the CART Ad Hoc Committee to the AFEV Ad Hoc Committee. In addition, Commissioner Lee will be joining the AFEV Ad Hoc Committee to fill an existing vacancy.

2. Commissioner Matters Not on the Agenda (Discussion)

Commissioner Carmel reported that in the Spring, local Mill Valley schools will be participating in the J.E.D.I (Joyful. Excited. Devoted. Imaginative.) Challenge – a four-week contest to help reinforce the habit of walking and rolling to school.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that the Metropolitan Transportation Commission (MTC) is moving to hybrid meetings on March 31, 2022. Hybrid meetings will allow for virtual and in-person attendance, so the increased public participation achieved in virtual meetings continues. MTC commissioners who opt to join the meetings virtually will need to comply with the Ralph M. Brown Act requirements, including the noticing of the physical location from where they participate in the hybrid meetings.

Commissioner Connolly also reported that MTC adopted the 2023 Regional Active Transportation Program (ATP) Cycle 6 Guidelines – \$50 million will be available from FY2022-23 to FY2026-27. MTC staff will also provide early application assistance and screening over the next few months up to the application deadline. Applications for the Regional and Statewide ATP funds are due by June 15. The Governor proposes augmenting the ATP by \$500 million. The additional funds may increase programming capacity for Cycle 6, and potentially also fund projects that were not awarded funding from Cycle 5. Additional points will continue to be awarded to projects from jurisdictions with adopted Vision Zero or Bike and Pedestrian Safety Policies.

Commissioner Connolly further reported that the Transit & Intercity Rail Capital Program (TIRCP) Cycle 5 is funded through Senate Bill (SB) 1 and Cap and Trade Auctions, plus other state funds. There is \$500-600 million in new programming capacity statewide; with an additional \$2 billion in the FY2022-23 State Budget. Commissioner Connolly reported that Marin Transit is seeking \$10 million in the Cycle 5 TIRCP for Zero-Emission Vehicle (ZEV) buses and a bus maintenance/parking facility. TAM is seeking \$8 million in this round for the Highway 101 Part-Time Transit Lane Pilot Project to operate part-time transit lanes on the shoulder, between Novato Boulevard and Downtown San Rafael.

b. Marin Transit Report – Commissioner Colin on behalf of Vice-Chair Colbert

Commissioner Colin reported that Marin Transit's (MT's) ridership on fixed-route services has steadily increased since the onset of the pandemic, and in January, ridership was at 75% of the pre-COVID level. In January, MT staff presented an analysis of the ridership to see if usage patterns had changed since the onset of the pandemic. Staff reviewed passenger trip data for the time of day, day of week, route uses, and rider categories such as youth, adults, and seniors. Aside from an overall decline in ridership, no major changes were observed in how the system is being used compared to pre-COVID. Marin Access (paratransit) ridership has not rebounded as quickly as fixed-route ridership; however, with high vaccination rates and the re-opening of senior centers and adult day programs, ridership has been increasing. In January, Marin Access ridership was at approximately 50% of the pre-COVID level.

Commissioner Colin also reported that in preparation for next year's budget and for the next 5 years, MT staff presented MT's financial condition and projections for the future at the February board meeting. In general, MT continues to be in a strong short-term financial position. However, cost growth is creating a challenging service delivery environment. Labor shortages and fuel prices are increasing costs at a much greater rate than experienced in the past. MT is considering service planning scenarios based on forecasted costs and financial position. This is an opportunity to right-size the service and address changes in ridership demand. Incremental service changes and reductions will be initiated in the coming year to help the financial outlook. The Board will be considering the service plan and financial position over the next two months as they prepare for the FY 2023 budget.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that the Sonoma Marin Area Rail Transit (SMART) had its highest single ridership day since pre-COVID; and that fare revenue for 2021 was \$1.2 million, a \$400,000 increase over the projected revenue of \$800,000.

4. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported that on February 15, the California Department of Transportation (Caltrans) opened contractor bids for the Marin Sonoma Narrows (MSN) Project B7 construction. Five bids were received, ranging from \$79 million to \$92 million. As a “low-bid” contract, Caltrans will be evaluating the bids to make sure they meet all the requirements, then expects to award the contract to the lowest responsive bidder in approximately six weeks.

ED Richman also reported on Black History Month; the North-South Greenway Gap Closure Project; San Rafael’s Third Street Corridor Project; the Novato Boulevard Improvement Project Environmental Document; the San Anselmo Hub Study; and upcoming Electric Vehicle (EV) events in Marin.

ED Richman provided an update on the release of the 2021 EV Sales Data by the California Energy Commission (CEC); and the California State Transportation Agency’s (CalSTA’s) Infrastructure Investment and Jobs Act (IIJA) working group.

Lastly, ED Richman called attention to this month’s Caltrans report; TAM’s community outreach meetings; and reported that TAM staff is working with the County to prepare for hybrid Board meetings at the Marin Civic Center.

Chair Moulton-Peters opened the discussion to the Board members and hearing none moved to the next agenda item.

5. Open Time for Public Expression

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

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes January 27, 2022
- b. Extension of Program/Project Management and Oversight Services Contract
- c. Review of the Semi-Annual Project Status Report
- d. Approval of the Highway 101 Interchange and Approaching Roadway Study Evaluation Methodology
- e. Adopt TAM Resolution No. 2022-02 in Compliance with AB 361

Commissioner Cutrano moved to approve the Consent Calendar and was seconded by Commissioner Kuhl. Chair Moulton-Peters opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

7. Review and Approve the FY2020-21 COC/2021 TAM Annual Report (Action)

ED Richman introduced Kevin Hagerty, Vice-Chairperson of the Citizens’ Oversight Committee (COC) to present this item, which recommends that the Board review and approve the combined FY2020-21 COC/2021 TAM Annual Report and directs staff to finalize the report based on input from both the COC and the Board and make it available to the public in March 2022.

Commissioner Carmel reported that the City of Mill Valley was able to upgrade the new East Blithedale bike facility from a Class II to a Class IV bike lane, which was not reflected in the report.

Commissioner Rice expressed her support of the FY2020-21 COC/2021 TAM Annual Report.

Chair Moulton-Peters opened the item to public comment and hearing none, asked for a motion.

Commissioner Rice moved to approve the FY2020-21 COC/2021 TAM Annual Report, with the update to the Mill Valley/East Blithedale bike lane project as reported by Commissioner Carmel. The motion was seconded by Commissioner Arnold. A roll call vote was conducted, and the motion passed unanimously.

8. Receive State Route 37 Segment A, US 101 to Sears Point, Planning Activity Update Presentation
(Discussion)

ED Richman introduced Principal Project Delivery Manager Nick Nguyen, along with a team of Caltrans, MTC and T.Y. Lin staff, to present this item.

Caltrans Regional Project Manager Ricky Gao presented a video about the future of State Route (SR) 37; and an overview of the corridor, including current studies and projects.

T.Y. Lin consultant Jodi Ketelson provided an overview of the Design Alternative Assessment (DAA) from US 101 to SR 121, including embankment and causeway profile considerations, range of alternatives for evaluation, and stakeholder input.

Caltrans District 4 Coordinator Tammy Massengale provided an overview of the Planning and Environmental Linkages (PEL) Study for SR 37, including milestones and needs, purpose statement, preliminary alignments, and additional concepts to be considered.

Mr. Gao provided an overview of the flood reduction project from US 101 to SR 121, including existing roadway profiles and levees, historical flooding incidents, completed improvements, and project schedule.

MTC SR 37 Corridor Program Manager Jeanette Weisman provided an overview of the Sears Point to Mare Island Improvement Project, including the purpose and need, schedule, and project alternatives under consideration.

In response to Commissioner Cutrano, Ms. Massengale confirmed that public comments may still be submitted for the PEL Study; and Ms. Ketelson explained that restored wetlands dissipate wave action and incorporate sediment, thereby absorbing an increased amount of the flood plain.

In response to Commissioner Lucan, Ms. Massengale explained that the PEL Study is currently analyzing alignments and that the construction modes will be determined at a later stage.

In response to Commissioner Lee, Ms. Massengale explained that SMART is represented in both the Stakeholder Working Group and the Design Technical Working Group; and that there is a wide variety of stakeholders from the environmental community involved in the PEL Study, including but not limited to, the Sonoma Land Trust and the San Francisco Estuary Institute.

In response to Commissioner Rice, Mr. Gao explained that an analysis of vehicle miles traveled (VMT) will be incorporated into the study and next steps for the Resilient 37 Project. Ms. Massengale explained that a goal of the project is to promote transit by incorporating transportation connection hubs on either side of SR 37.

In response to Commissioner Cleveland-Knowles, Ms. Weisman explained that a transit implementation element is included in the Sears Point to Mare Island Improvement Project to develop bus transit in the corridor following completion of the Solano Transportation Authority's (STA) transit implementation plan. Ms. Massengale noted that the team would take into consideration moving the Purpose and Need Statement to the beginning of the presentation, and that the economic feasibility component of the project will be incorporated into the PEL report.

In response to Commissioner Rodoni, Mr. Nguyen explained that construction would be implemented in phases in order to minimize the impact to the current path of travel; and that the PEL Study is evaluating potential uses of the current highway if it is no longer used for vehicular traffic in the future.

Caltrans Chief of Public Affairs Bart Ney explained that prior to construction, Caltrans will coordinate and implement a public outreach strategy to minimize travel disruptions.

Chair Moulton-Peters asked if any members of the public wished to speak or had sent in an e-comment.

Member of the Public Jean Severinghaus expressed her support of the project and inquired about congestion pricing as a tool to improve traffic delays in the evening. Mr. Gao explained that the Sears Point to Mare Island Improvement Project is studying the effects of tolling as an incentive to decrease peak travel time and ease traffic congestion. Mr. Gao further explained that discounted tolling would be available for low-income commuters. Mr. Nguyen explained that many of the current studies analyze origin-destination travel patterns and traffic models, which will be incorporated by Caltrans and MTC for SR 37.

9. Authorization of Transportation Demand Management & Public Outreach Contract (Action)

ED Richman introduced Senior Transportation Planner Scott McDonald to present this item, which recommends that the Board authorize the ED to enter into contract with Convey, Inc. for a three-year contract (with options for two additional one-year contract extensions), with total contract authority not to exceed \$891,000 (approximately \$297,000 annually).

Mr. McDonald provided an overview of the Transportation Demand Management (TDM) Program, including the Request for Proposal (RFP) process for the TDM Management and Public Outreach contract, recommendation as a result of the RFP; and upcoming program activity highlights.

In response to Commissioner Colin, Mr. McDonald explained that translation services are included in the contract. Mr. McDonald also explained that incentives will be incorporated into the Ride Amigos platform.

In response to Commissioner Cutrano, Mr. McDonald explained that references were checked for the contractor and subcontractors.

Chair Moulton-Peters asked if any members of the public wished to speak or had sent in an e-comment.

In response to Marin County Bicycle Coalition (MCBC) ED Tarrell Kullaway, Mr. McDonald explained that the application currently has approximately 600 users and he expects that number to increase in the future.

Commissioner Fredericks moved to authorize the ED to enter into contract with Convey, Inc. for a three-year contract (with options for two additional one-year contract extensions), with total contract authority not to exceed \$891,000 (approximately \$297,000 annually), which was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion passed unanimously.

10. Infrastructure Investment and Jobs Act (Discussion)

ED Richman introduced Director of Programming and Legislation David Chan to present this item for discussion.

Mr. Chan provided background information on the IJJA, as well as an overview of various aspects including surface transportation programs; transportation funding; competitive programs; California's share of formula funding; formula funding in the Bay Area; tracking information; and Notices of Funding Opportunity (NOFO).

Mr. Chan reported that TAM staff will inform local jurisdictions and transit agencies of published NOFOs and continue to be a resource to partners for disseminating program information and providing support letters where applicable. The TAM Board will be informed of any applications submitted from Marin of which TAM staff is aware, including applications from local jurisdictions and transit agencies.

In response to Commissioner Carmel, ED Richman explained that Caltrans and the State of California are in the process of establishing guidelines for the distribution of federal funds.

In response to Commissioner Moulton-Peters, ED Richman explained that some funds, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program are being sought by local agencies in Spring 2022. For the One Bay Area Grant (OBAG) program, county agencies will have a call for projects in Summer 2022. Staff will provide updates at future Board meetings.

The meeting was adjourned at 8:42 p.m.

Approved March 24, 2022