



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

March 21, 2022

5:00 p.m.

Virtual Meeting

Zoom Link:

<https://us02web.zoom.us/j/85060588343?pwd=ekt6eSsvN0EzcDUrNXBJdFFlSm9qdz09>

Webinar ID: 850 6058 8343

Passcode: 032122

MEETING MINUTES

Members Present: Peter Pelham, Major Marin Employers (Chairperson)
Jeffrey Olson, Central Marin Planning Area
Vince O'Brien, Bicycle & Pedestrian Groups
Kate Powers, Environmental Organizations
Paul Roye, Ross Valley Planning Area
Debbie Alley, Southern Marin Planning Area
Allan Bortel, Marin County Paratransit Coordinating Council
Zack Macdonald, School Districts

Alternates Present: Kay Noguchi, League of Women Voters
Kingston Cole, Taxpayer Groups

Staff Members Present: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer
David Chan, Director of Programming and Legislation
Grace Zhuang, Accounting and Administration Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chairperson Peter Pelham called the Citizens' Oversight Committee (COC) meeting to order at 5:05 p.m.

1. Introductions and Welcome

Chairperson Pelham asked Grace Zhuang, Accounting and Administrative Specialist, to conduct the roll call. Ms. Zhuang did so and confirmed that a quorum was not yet present.

Ms. Zhuang stated the meeting order rules and instructions for the public to provide comments and confirmed that an additional member of the COC had joined, and a quorum was present.

2. Open Time for Public Expression

No public expression was received.

3. Review and Approval of February 22, 2022 Meeting Minutes (Action)

Member Kate Powers made the following changes to the minutes:

Page 4, Paragraph 4: “Member Kate *Powell* expressed concern that the planning process for the MSN project was long and the solar panels were installed in the past two years”, was amended to:

“Member Kate *Powers* expressed concern that *TAM had not been consulted by the County of Marin before the solar panels were approved and installed approximately 2 years ago, although plans for the MSN project had been drafted many years previously*”.

“Member *Powell* inquired if the Bellam Blvd. offramp project has been considered in the design of the 101-580 Direct Connector project, and if the SR 37 DAA studies will be used for interim projects and incorporated into the PEL study. She expressed concern that the studies might not align with the ultimate solution for the corridor.”, was amended to:

“Member *Powers* inquired if the Bellam Blvd. offramp project has been considered in the design of the 101-580 Direct Connector project. *She also inquired if the SR 37 DAA studies will be used for interim projects and incorporated into the PEL study, and she expressed concern that the interim studies might not align with the ultimate solution for the corridor, in particular the flood reduction interim project*”.

Page 6, Paragraph 1:

“..... She discussed MT’s modeling scenarios that were presented at the February 7 Board meeting; fixed route services that would need to be reduced; capital improvement projects, including the purchase of a property at 3000 Kerner Blvd., San Rafael, in July 2021, which functions as the new Paratransit facility that opened on February 1, 2022, after \$1.1 million in building improvements.”, was amended to:

Paragraph 2: “..... She discussed MT’s modeling scenarios that were presented at the February 7 Board meeting, *including scenarios which would require a reduction in fixed route services. Member Powers also reported on capital improvement projects, including the purchase of a property at 3000 Kerner Blvd., San Rafael, in July 2021, which functions as the new Paratransit facility that opened on February 1, 2022, after \$1.1 million in building improvements.*”

Li Zhang, Deputy Executive Director/Chief Financial Officer, stated that Alternate Nancy Okada had been present for part of the February 22 meeting and would be added to the Alternates Present.

Member Allan Bortel made the following changes to the minutes:

Page 4, Paragraph 6: “He also stated that the PEL Study will include the whole corridor with a goal to finding solutions with a 2100-year horizon;” was amended to:

“He also stated that the PEL Study will include the whole corridor with a goal to finding solutions with a *horizon of year 2100;*”

Member Debbie Alley moved to approve the February 22, 2022, Meeting Minutes with the changes. Member Bortel seconded the motion, and the Minutes were approved unanimously.

4. TAM Staff Report (Information)

Executive Director (ED) Anne Richman presented the staff report. ED Richman reported that the Women’s Transportation Seminar (WTS) would be hosting seminars and events during March in honor of Women’s History month. ED Richman also reported that TAM requested letters of interest from public agencies relating to electric vehicle (EV) charging projects, fleet conversions or other EV projects, with the goal of identifying future projects to support the transition to alternative fuels. She stated that Measure B provides rebates for EV projects and that TAM will be hosting a virtual workshop on March 29 for public agencies, who were asked to submit letters of interest by April 8. ED Richman also reported on upcoming environmental events, including TAM’s participation in a Rotary

Day of Service on April 9, which will showcase environmental initiatives and projects, Earth Day celebrations on April 22, Bike to Work Day on May 20 and ride and drive events in the County where members of the public will be able to test drive EVs and electric bikes.

ED Richman stated that construction should begin shortly on the East Blithedale Road project, which is partly funded by TAM's sales tax revenue under the Major Roads category of the Measure A/AA Expenditure Plans. ED Richman stated that residents could sign up for an e-newsletter at the City of Mill Valley's website to receive updates.

ED Richman reported that the United States Department of Transportation (USDOT) announced additional funding for transit agencies through the American Rescue Plan, and that Golden Gate Bridge, Highway & Transportation District (GGBHTD) received \$75 million, and SMART received \$7.5 million. ED Richman also reported that federal funding has been granted through community projects, formerly known as earmarks, which have benefitted two Marin projects: a \$700,000 grant was awarded to Marin County for planning and environmental work on the Sir Francis Drake Boulevard (SFDB) Gap Closure project, which will extend the bicycle and pedestrian path between Remillard Park in Larkspur and Andersen Drive in San Rafael; and \$500,000 for the Marine Mammal Center for research and rehabilitation.

ED Richman reported on an article on State Route (SR) 37 in a national engineering magazine and she stated that the TAM Board received a detailed presentation on SR 37 from the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) and the project team at the February 24 meeting.

ED Richman also reported that TAM staff gave a presentation on SR 37 to the Marin Retired Teachers Association on March 9, and that another presentation has been scheduled for the League of Women Voters on May 2.

ED Richman discussed future public meeting formats and stated that the State of Emergency has not been lifted and virtual meetings could still continue under the Brown Act. Staff is exploring different public meeting scenarios in preparation for the expiration of Assembly Bill (AB 361), which allows virtual meeting under a State of Emergency.

ED Richman stated that TAM plans to continue to hybrid meetings, which would allow board and committee members and the public the option to attend meetings in person or virtually. ED Richman noted that a quorum of members or commissioners would need to be in the county; the physical locations where the board and committee members virtually attend the meeting would need to be identified on the agenda, and that the agenda would need to be posted at the locations. Furthermore, the location would need to be open to the public and meet the requirement of the Americans with Disabilities Act (ADA) and remain open if the board or committee member opted to attend the meeting in-person after the agenda had been posted.

Member Bortel noted that the Legislature is reviewing the Brown Act requirements and he expressed a hope that the more onerous requirements would be modified for hybrid meetings.

In response to Member Powers, ED Richman stated that notice for the EV workshop was sent to over 500 contacts, including schools, special districts and emergency services, in addition to towns and cities. Member Powers expressed disappointment that Marin Transit had not received funding from the American Rescue Plan and ED Richman noted that many agencies in the Bay Area did not receive funding. Member Powers requested a link to the article on SR 37 that appeared in a national engineering magazine, which ED Richman confirmed staff would provide.

5. Measure B Expenditure Plan Review Timeline and Process (Discussion)

Scott McDonald, TAM's Senior Transportation Planner, presented the staff report. Mr. McDonald expressed his appreciation for the COC members who served on the Measure B Expenditure Plan (EP) Advisory Committee (EPAC) in 2010. He stated that Senate Bill (SB) 83, passed in 2009, allowed transportation agencies to seek voter's approval for a \$10 Vehicle Registration Fee (VRF) and thanked Marin's voters for their support. Mr. McDonald stated that the VRF collects a \$10 fee from Marin residents with registered vehicles and that the fee generates approximately \$2.3 million annually, which provides funding for three elements: Element 1, maintain local streets and pathways; Element 2: improve transit for seniors and persons with disabilities; Element 3: reduce congestion and pollution. He

stated that the main purpose of the Expenditure Plan is to prioritize funding for areas that tend not to qualify for outside funds, such as state and federal funds. Mr. McDonald stated that the TAM Board is required to review the EP every 10 years; approval of any amendments would require a 45-day public comment period, and approval of the amendments would need a two-thirds majority vote. He noted that the EP should have been reviewed by April 2021, but the TAM Board authorized an extension of up to 2 years due to the pandemic, with a public hearing to commence no later than January 2023 and adoption in March 2023.

Mr. McDonald provided an overview of the EP review process and timeline, which was reviewed by the Funding, Programs & Legislation (FP&L) Executive Committee at its March 14 meeting and will be reviewed by the TAM Board at its March 24 meeting.

Mr. McDonald discussed the role of the COC in reviewing the potential changes to the EP and stated that a consultant might be hired to support the public outreach process and facilitate meetings. He noted that the Commute Alternatives & Trip Reduction (CART), Alt Fuel & Electric Vehicle (AFEV), and Safe Routes to School (SR2S) Ad Hoc Committees would provide input. Mr. McDonald stated that presentations to the COC, Executive Committees and TAM Board should be made no later than November 2022 and the formal 45-day public comment period should start at the January 2023 TAM Board meeting.

Mr. McDonald stated that SB 83 required the VRF to fund projects and programs that bear a relationship or benefit the fee payers and are consistent with the regional transportation plan. He also stated comments from members on the timeline and process will be included in the materials for the TAM Board Meeting on March 24.

Member Powers asked if members of the public with an interest in Measure B funds would be invited to join the COC meetings. Member Powers also asked if the recipients of Measure B funds would be able to attend the COC meetings and answer questions on how the funds have been and would be used for projects and programs.

Mr. McDonald stated that stakeholders would be invited to participate in the COC meetings, including representatives from the transit districts and local jurisdictions. ED Richman stated that staff consulted TAM Board Chair Stephanie Moulton-Peters and Vice-Chair Brian Colbert about the participation of stakeholders in the discussions. It was agreed that the COC represents a wide group of stakeholders and geographic areas in the County. ED Richman also noted that members of the public will be able to participate in all COC meetings and confirmed that funding recipients would be invited to public meetings to discuss their funding needs.

Member Alley asked staff if funding for bicycle racks could be considered under the program for Maintenance of Bicycle and Pedestrian Pathways; whether funding for improved bicycle signage throughout Marin County could be considered, and funding for the education of electric bikes and their use. In response, ED Richman stated that Member Alley's suggestions could be considered in future discussions, and she noted that new projects and programs would need to be analyzed for funding suitability under the EP.

In response to Chairperson Pelham, ED Richman stated that additional COC meetings would be necessary to complete the process, which she hoped the members would support. ED Richman confirmed the recordings from the meetings could be made available to members who would not be able to attend all the meetings and that a quorum would be unnecessary where action would not be taken.

In response to Alternate Kingston Cole, Chairperson Pelham confirmed he would not favor sub-committees to divide the work process. Chairperson Pelham stated that a monthly meeting schedule did not seem too onerous and that members who needed to miss a meeting could review the saved Zoom meeting.

Member Powers asked staff to provide funding information on both Measures B and AA as part of the discussions.

Chairperson Pelham thanked Mr. McDonald for his presentation.

6. Review the Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee Revenue Projections and the FY2022-23 Annual Budget Development Schedule (Discussion)

Ms. Zhang presented the staff report, which asked the COC to review and provide comments on the Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee Revenue Projections and the FY2022-23 Annual Budget Development Schedule. Ms. Zhang provided an overview of the budget development process, which began in March when staff developed the schedule and Measure A/AA and Measure B revenue projections. The Draft Budget would be presented to the COC and FP&L Executive Committee at the May meetings for input and to the TAM Board for release for public comment at its May meeting. The Board will adopt the final budget at the June 23 Board meeting pending the closure of the 30-day public comment period.

Ms. Zhang provided an overview of the economic conditions. She stated that the economic recovery continues and noted that California benefits from the high-tech industry and strong housing market. Ms. Zhang stated that sales tax revenues are lower in San Francisco and Santa Clara because international travel has not returned to nearly pre-pandemic level, and inflation and supply chain problems could affect GDP growth in the future. She noted that the labor market has returned to the pre-pandemic level, although the gap is larger for employees aged 55 and older and that two million employees retired earlier than expected during the pandemic.

Ms. Zhang discussed the increase in consumption that has resulted in higher sales tax revenues over the past two years, the effects of supply chain problems on businesses, labor cost increases, and the difficulty for first time buyers to enter the housing market due to the high cost. Ms. Zhang stated due to the demographic and income level in Marin, TAM's sales tax revenue has benefited from remote working and the booming house market that has increased significantly. Total revenue collection for the current year is expected to be close to \$34 million. However, Ms. Zhang noted that new vehicle purchases are slowing down, and Measure B revenue is expected to fall. She also noted that a decrease in international travel has affected major cities such as San Francisco and Los Angeles, but that Marin and other North Bay counties have benefited from an increase in domestic travel.

Ms. Zhang stated that staff is recommending the sales tax revenue projections for FY2021-22 be revised from \$27.5 million to \$34 million; and a budget level of \$34.85 million be set for FY2022-23, and a long-term growth rate of 2.5% annually for the revenue update of the Strategic Plan.

Ms. Zhang discussed revenue projections for Measure B, the \$10 VRF. She stated that the fee has decreased over the past two years as a result of the Shelter-in-Place Order and supply chain problems and noted that the fee decreased by almost 3% in 2021 compared to 2020. She also noted that the impact is relatively insignificant because the VRF does not generate a large tax base and that staff is recommending the \$2.3 million budget level for FY2021-22 be maintained for FY2022-23.

In response to Member Jeff Olson, Ms. Zhang clarified the average hourly earnings chart and she confirmed that national data was provided for house prices.

Chairperson Pelham stated that the Measure AA revenue projections seemed aggressive, and he expressed concern that inflation might cause people to spend less, which would yield lower sales tax revenues. In response, Ms. Zhang noted that the consultant recommended higher revenue projections; that inflation is currently lower in Marin County compared to other areas, and higher prices should provide higher revenues. Ms. Zhang and Chairperson Pelham discussed the consequences of revenues not meeting the projections, or surpassing the projections, on agencies that rely on sales tax, such as Marin Transit.

Alternate Cole stated that he supported the estimated income projections.

8. Committee Member Hot Items Report (Discussion)

Member Olson stated that he had discussed his concerns that the intersection on Fifth Avenue and California St. in San Rafael near Sun Valley School is unsafe for children who walk and ride bikes with Lauren Davini and Rafat Raie

of the City of San Rafael's Public Works Department. Member Olson stated that a traffic study conducted by the City concluded that the intersection did not warrant a 3-way stop but suggested the City install a safety zone for drivers going west from Fifth Avenue to California Street and repaint the existing crosswalk. Member Olson reported that Wendy Kallins from the Safe Routes to School (SR2S) team reached out to him and that he will attend a Taskforce meeting in April.

Member Olson and Chairperson Pelham discussed ways of gathering support for a 3-way stop. Member Powers stated that she is a member of the San Rafael Bicycle & Pedestrian Advisory Committee (BPAC) and that she would check and see if future improvements to the intersection have been included in the City's Master Plan. She suggested Member Olson raise his concerns at the April 6 San Rafael BPAC meeting and perhaps a discussion could be agendized for a future meeting.

7. Discussion of Next Meeting Date and Recommended Items for the Agenda

The next meeting was scheduled for Monday, May 16, 2022. Scheduled items included a detailed Measure B EP review presentation and the draft TAM FY2022-023 Annual Budget. Ms. Zhang stated that staff is planning for an in-person/hybrid meeting, which Chairperson Pelham said he would support.

The meeting was adjourned at 6:30 p.m.

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