



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
April 11, 2022
3:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
Eric Lucan, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Committee Chair

Staff Members Present: Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Director of Programming & Legislation
Derek McGill, Director of Planning
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 Administration, Projects & Planning (AP&P) Executive Committee meeting to order at 3:32 p.m. She welcomed everyone to the Committee's virtual meeting and asked Jennifer Doucette, Executive Assistant/Clerk of the Board, to conduct a roll call and ensure a quorum. Ms. Doucette confirmed the quorum and described how the public could provide comment during the meeting.

1. Chair's Report (Discussion)

Chair Moulton-Peters discussed a tour she organized of Marin City and the Manzanita Parking lot with Senator Mike McGuire and California Department of Transportation (Caltrans) District 4 Director, Dina El-Tawansy, Marin City and Sausalito community members, local elected officials, Caltrans District 4, Marin County Public Works staff, and TAM Principal Project Delivery Manager Nick Nguyen to discuss sea level rise and periodic flooding in the area. Caltrans, Marin County Public Works and Marin City Community Service District staff committed to work together and develop interim and long-term projects to address the sea level rise and flooding challenges. Chair Moulton-Peters stated that the Federal Emergency Management Agency (FEMA) has also provided a grant to construct a pump station in Marin City.

2. Commissioners Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Deputy Executive Director (DED)/Chief Financial Officer (CFO) Li Zhang thanked Chair Moulton-Peters for her report on the tour and then provided updates on the following items: the construction status of the North-South Greenway Project; the result of the Caltrans Planning Grant application, which staff submitted; Drive Clean Bay Area events and webinars; the Rotary Club's successful Protecting the Environmental Event on April 9, which TAM staff attended; the planned closure of a portion of East Blithedale Avenue as part of the East Marin Water District Pipeline Replacement Project; development of San Rafael's Canal Neighborhood Community Based Transportation Plan; the Sonoma-Marin Area Rail Transit's (SMART's) Strategic Plan development process and listening sessions; and the California Department of Transportation's Comment period for the Initial Study/Negative Declaration of the proposed State Route 37 (SR 37) Capital Preventive Maintenance Pavement project in Marin County.

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

4. Open time for public expression

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

5. Approval of the Minutes from February 14, 2022 Meeting (Action)

Commissioner Lucan moved to approve the Minutes of the February 14, 2022 meeting, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

6. Initiate Opting Out of the Congestion Management Program & Direction for Upcoming Planning Activities (Action)

Derek McGill, TAM's Director of Planning, presented the staff report, which asked the AP&P Executive Committee to review and recommend that the TAM Board A) initiate the Opt-Out Process of the Congestion Management Program (CMP) and work with jurisdictions to develop local resolutions to opt out as required by California Government Code Section 65088.3; B) direct staff to begin updates to the Traffic Monitoring Program (TMP) and development of a Countywide Transportation Plan (CTP) for future board consideration; and C) continue to maintain and develop TAM's Travel Demand Model for use by TAM and Public Agencies.

Mr. McGill explained that TAM was designated as the congestion management agency (CMA) for Marin County by local resolutions. He discussed legislative changes in 1997 that allow CMAs to opt out of the CMP process, which assesses the effects of local jurisdictions on the regional roadway network. Mr. McGill stated that TAM conducts the CMP every two years at a cost of approximately \$130,000, which determines if traffic delays and congestion fall below the established performance standards. If the standards are not met, jurisdictions would be required to identify capital improvement projects to mitigate the impacts and return performance levels to the established standards.

Mr. McGill discussed the disadvantages of the CMP, the need for a CMP or County Transportation Plan (CTP), and correspondence from the Metropolitan Transportation Commission (MTC) in October 2021 that encouraged agencies to opt out of CMPs because the focus on the level of service and congestion is out of alignment with state and regional priorities of vehicle miles traveled (VMT), climate change and adaptation planning.

Mr. McGill confirmed that public works directors believe there is little value in the CMP besides traffic monitoring efforts, which could be conducted outside the CMP process. Also, CEQA (California Environmental Quality Act) requires projects such as Housing Element updates to incorporate VMT data, which is not provided by CMPs. Mr. McGill confirmed that TAM's CMA designation would remain in place without a CMP; that TAM's CMA planning funding agreement with MTC would not be affected; and that TAM has the support of the Marin Public Works Association (MPWA) and planning directors for opting out of the CMP.

Mr. McGill confirmed that TAM's TMP could be improved; that planning directors have expressed a preference for a consistent approach to traffic analysis through VMT to meet CEQA standards; and that MPWA has requested assistance in guiding the County as it improves the transportation network, the continuation of the provision of traffic monitoring data, and use of TAM's TMP.

Mr. McGill discussed three options, including 1) maintaining the existing CMP process, although MTC has indicated that it might not allow CMA planning funds to be used for CMPs in the future; 2) staff's recommendation to begin the opt-out process, commit to maintaining the agency's traffic-monitoring function this fall; and 3) undertaking the CMP for an additional single cycle before opting out.

Mr. McGill discussed the opt-out option. He stated that the majority of jurisdictions that represent the majority of the county's population would need to pass a resolution supporting an opt-out of the CMP process by the end of the year, and that the TAM Board would need to provide direction on the opt-out option at the April 28 meeting. He discussed the need for minor changes to TAM resolutions and sections of the Administrative Code that relate to the CMP; the need to initiate a countywide transportation plan as an update to the Strategic Vision Plan; updates to the TMP and continuing to coordinate with MTC on the development of its CTP guidance.

In response to Vice-Chair Fredericks, Mr. McGill confirmed that funds from MTC could be used for other CMA planning activities if TAM opts out of the CMP process or if state legislation abolishes the CMP process in the future.

Chair Moulton-Peters requested a more succinct presentation at the April 28 Board Meeting. She stated that staff conducted a thorough process and that the program is outdated and funding is not at risk. Chair Moulton-Peters added that a focus on the merits of a CTP would be beneficial for the commissioners.

Mr. McGill discussed the flexibility of a CTP, which he stated should include climate change adaptation and sea level rise.

Commissioner Hillmer expressed his appreciation that staff is working with jurisdictions to try and meet their VMT reduction needs.

Commissioner Hillmer moved to recommend that the TAM Board directs staff to begin the CMP Opt-Out Process and begin updates to the TMP and development of a CTP for future board consideration, which Commissioner Lucan seconded. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 4:15 p.m.