



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

MARCH 23, 2023
6:00 PM

In-Person & Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Chance Cutrano, Fairfax Town Council
Dennis Rodoni, Marin County Board of Supervisors
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Kevin Carroll, Larkspur City Council
Mary Sackett, Marin County Board of Supervisors
Pat Ravasio, Corte Madera Town Council
Rachel Farac, Novato City Council
Urban Carmel, Mill Valley City Council

Members Absent: Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
Melissa Blaustein, Sausalito City Council
Nancy Kemnitzer, Belvedere City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 6:01 p.m.

Chair Colbert welcomed everyone to the meeting and Executive Director (ED) Anne Richman issued an oath of office to Rachel Farac as the new Commissioner representing the City of Novato.

Chair Colbert 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

Chair Colbert announced the appointment of Commissioner Sackett to the 101/580 Multi-modal and Local Access Improvement Project Ad-Hoc Committee; and the appointment of himself to the State Route (SR) 37 Policy Committee.

2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports & Commissioner Matters Not on the Agenda (Discussion)

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Rice

None.

SMART Report – Commissioner Colin on behalf of Commissioner Lucan

Commissioner Colin reported that Sonoma–Marín Area Rail Transit (SMART) ridership continues to increase and is currently 87% over the ridership level of February 2022; and year-to-date FY2022-23 ridership is up 93% versus the same period of FY2021-22.

Commissioner Colin also reported that SMART staff is exploring the development of a 3-day commuter pass in response to changes in commute patterns; and that the SMART Board continues to discuss freight operations and logistics.

Commissioner Carmel reported that the Mill Valley Town Council will vote on an electric bike (e-bike) safety ordinance at its April 3 meeting and if approved, will take effect 30 days later. Commissioner Carmel also commented on the benefits of incorporating such an ordinance on a countywide level.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Member of the public Clayton Smith commented on nationwide labor shortages.

3. Executive Director's Report (Discussion)

ED Anne Richman reported on the release of the Countywide Transportation Plan (CTP) Request for Proposal (RFP) on March 21; and provided an update on TAM's Sea Level Rise (SLR) Adaptation Planning RFP, which closed on March 7.

ED Richman also reported that TAM and Commute by Enterprise will host a webinar for Marin employers regarding vanpool program benefits on April 9; the Metropolitan Transportation Commission (MTC) launched a Richmond-San Rafael Bridge E-Bike Commute Program; and that TAM submitted an application for a Caltrans Sustainable Transportation Planning Grant for a "Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit".

ED Richman further reported on the Highway Safety Improvement Program (HSIP) Cycle 11 funding opportunity; and an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for electric vehicle (EV) chargers.

Lastly, ED Richman reported that Tóks Omishakin, Secretary of the California State Transportation Agency (CalSTA), has launched a new blog: Tóks Talks Transportation; called attention to this month's California Department of Transportation (Caltrans) report; and highlighted recent and upcoming TAM public outreach meetings.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Mr. Smith commented on the data used to measure the rate of SLR; the data collection process for the Richmond-San Rafael Bridge E-Bike Commute Program; and the electricity supply for e-bike and EV charging.

4. Open Time for Public Expression

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

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes February 23, 2023
- b. Adopt Positions on 2023 State Legislative Bills
- c. Appoint TAM Board Member Rachel Farac to the SMART Board of Directors

Based on the comments received from the Marin County Bicycle Coalition (MCBC), Chair Colbert pulled item 5b off Consent Calendar to consider separately and to provide direction to staff.

Commissioner Cutrano made a motion to approve items 5a and 5c of the Consent Calendar, which was seconded by Commissioner Fredericks. Chair Colbert opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

In regard to item 5b – Adopt Positions on 2023 State Legislative Bills – Chair Colbert asked staff to review the list of bills provided by MCBC and return to the Board with any additions to the matrix; and recommended approving the staff recommendations as presented in the staff report.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell expressed his support for Assembly Bill (AB) 251, which would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight.

Mr. Smith expressed concern that a vehicle weight based fee could adversely affect users of commercial vehicles and light duty trucks, including laborers and tradesmen.

Commissioner Sackett made a motion to adopt positions on the 2023 State Legislative bills, with the modification for staff to return to the Board with consideration of the additional bills, as directed by Chair Colbert, which was seconded by Commissioner Rodoni. A roll call vote was conducted, and the motion passed unanimously.

6. Review and Approval of the Measure A/AA and Measure B Revenue Projections and the FY2023-24 Annual Budget Development Schedule (Action)

Deputy Executive Director/Chief Financial Officer Li Zhang presented this item, which recommends the Board approves the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projections recommended for the FY2023-24 TAM Annual Budget development, and the Budget Development Schedule.

Ms. Zhang provided an overview of the FY2023-24 budget timeline and process; current geopolitical and U.S. economic conditions, including an overview of gross domestic product (GDP), and labor, consumer, business and housing market data. Ms. Zhang also provided an update on the local economy, including Measure A/AA and Measure B revenue projections.

In response to Commissioner Carmel, Ms. Zhang confirmed that the annual percentage increases recommended for the sales tax revenue represent nominal growth.

In response to Commissioner Rice, Ms. Zhang explained that the ability of Marin residents to work from home contributed to the increase in sales tax revenue in 2021 and 2022; however, staff still recommends taking a conservative approach with respect to revenue projections over the next 5 years.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Mr. Smith commented on the fluctuations of economic cycles and the current rate of inflation.

Commissioner Carmel expressed support for the revenue projection recommendations made by staff.

Commissioner Carroll commented on the insightful presentations provided by the Marin Economic Forum.

Commissioner Cutrano expressed support for the staff presentation and recommendations.

Chair Colbert expressed support for the staff recommendation; and clarified that Li Zhang is the Deputy Executive Director/Chief Financial Officer for TAM.

Commissioner Colin moved to approve the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 VRF revenue projection recommended for the FY2023-24 TAM Annual Budget development, and the Budget Development Schedule, which was seconded by Commissioner Carmel. A roll call vote was conducted, and the motion passed unanimously.

7. Presentation of the San Anselmo Hub Study (Discussion)

ED Richman introduced Town of San Anselmo Public Works Director Sean Condry and Assistant Public Works Director Scott Schneider, and David Parisi with Parisi Transportation to present this study, which was partially funded by TAM.

Mr. Condry provided an overview of the study's purpose and process and historical background information. Mr. Condry also provided information on weekday peak vehicle demand; vehicular traffic flows; hub signal phasing; and transit, pedestrian and bicycle conditions.

Mr. Condry provided concepts and evaluation data for traffic, transit, and active transportation improvements, including adaptive traffic signal upgrades, bicycle bypass route, modern roundabout, T-intersection with displaced left turn, and a pedestrian and bicyclist flyover.

Lastly, Mr. Condry outlined next steps, including obtaining funding for the implementation of short-term improvements and further assessment and refinement of long-term concepts.

In response to Commissioner Carmel, ED Richman explained that funding for these improvements would likely need to come from a variety of sources.

In response to Commissioner Colin, Mr. Condry explained that the Hub Study incorporated a two-year parking study to determine how parking could be reconfigured for the bicycle bypass route; and that bike boxes will also be considered at various intersections.

In response to Commissioner Cutrano, Mr. Parisi explained that all of the active transportation elements were designed to overlay with the traffic and transit improvements.

In response to Commissioner Rodoni, Mr. Parisi reported that approximately 1,600 public transit riders move through the Hub daily; and that Parisi Transportation has been working with Marin Transit (MT) and Golden Gate Transit (GGT) throughout the Study to coordinate efforts to expedite public transit through the Hub.

In response to Commissioner Rice, Mr. Parisi explained that the Study evaluated downstream effects when evaluating the improvement concepts and determined that the roundabout did not increase congestion at downstream intersections. Mr. Parisi also explained that from a traffic standpoint the improvements are meant to balance the network and manage congestion, while improving transit access and bicycle and pedestrian safety; and that the Hub has been accommodating approximately 65,000 vehicles per day for decades.

Commissioner Sackett commented that because other towns/cities are impacted by the Hub, perhaps viewing the project as more interjurisdictional could be beneficial to obtain funding.

Mr. Condry reported that there have been discussions about meeting with the City of San Rafael and the Towns of Fairfax and Ross as potential partners for this regional intersection.

In response to Commissioner Carroll, Mr. Parisi explained that more roundabouts are being built nationwide; and research shows that typically, 70-80% of people are skeptical of roundabouts during the planning phase, but that a survey of the same group one year after implementation yields a 70-80% approval rating.

Commissioner Carmel commented that the County will continue to see growth and future planning is imperative; and expressed support for the multi-modal approach of the Study and the modern roundabout concept.

Commissioner Ravasio expressed support for the modern roundabout concept; and commented that the quality of design work is imperative to a successful improvement project.

In response to Commissioner Cutrano, Mr. Condry explained that one attribute of a roundabout is its ability to accommodate changes in traffic patterns. Commissioner Cutrano also expressed support of partnering with neighboring jurisdictions to provide feedback early in the process.

Mr. Condry explained that future planning could incorporate more roundabouts and fewer traffic signals.

In response to Commissioner Kuhl, Mr. Condry explained that the Town of San Anselmo has included the Ross Valley Fire Department (RVFD) in discussions regarding the improvement concepts, and that the RVFD will be part of the process.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Mr. Hartzell expressed support for the improvement concepts, including the multi-modal network connectivity, and the future planning components, including the modern roundabout; encouraged TAM to consider funding lower cost, short-term projects; and commented on the importance of this intersection as a regional hub within the County.

Chair Colbert thanked staff from both TAM and the Town of San Anselmo for the presentation; and commented that the Study is a foundational piece to addressing the immediate and pressing needs of the problem of vehicular congestion while future-proofing multi-modal transportation concerns for present and future generations.

The meeting was adjourned at 7:42 p.m.

Approved April 27, 2023