



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS

APRIL 27, 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  
Dennis Rodoni, Marin County Board of Supervisors  
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair  
Janelle Kellman, Sausalito City Council  
Kate Colin, San Rafael City Council  
Katie Rice, Marin County Board of Supervisors  
Kevin Carroll, Larkspur City Council  
Lisel Blash, Fairfax Town Council  
Mary Sackett, Marin County Board of Supervisors  
Nancy Kemnitzer, Belvedere City Council  
Pat Ravasio, Corte Madera Town Council  
Rachel Farac, Novato City Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors

Members Absent: Urban Carmel, Mill Valley City Council

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 oaths of office to Lisel Blash as the new alternate Commissioner representing the Town of Fairfax and Janelle Kellman as the new alternate Commissioner representing the City of Sausalito.

Chair Colbert announced that the meeting was being conducted pursuant to California Government Code Section 54953, in that Commissioner Ravasio was participating remotely from Colorado; and that in accordance with the Ralph M. Brown Act, the teleconference location had been identified in the notice and agenda for the meeting.

Chair Colbert also announced that the Board of Commissioners will take up agenda Item 7 before agenda Item 6 at tonight's meeting.

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

In honor of Administrative Professionals Day on April 26, Chair Colbert recognized Ms. Doucette, Grace Zhuang, TAM's Accounting and Payroll Specialist, and Joanne O'Hehir, TAM's Administrative Assistant, for their contributions to the agency.

Chair Colbert also announced the formation of a State Route (SR) 37 Ad Hoc Committee and assigned himself, as well as Commissioner Lucan and Commissioner Moulton-Peters to serve on the Committee.

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

*This item was taken out of order.*

### Marin Transit Report – Commissioner Rice

Commissioner Rice reported that Marin Transit (MT) continues to have the greatest percentage of ridership recovery among all Bay Area transit operators, and that ridership was at 81% of pre-COVID ridership for the month of February.

Commissioner Rice also reported that MT is concluding a test of a battery-electric small bus on loan from the manufacturer for the month of April. The low floor, wheelchair accessible bus has a 130-mile range and has been tested in paratransit service and on community shuttle routes. The vehicle will be evaluated in the coming weeks for consideration as a replacement for the shuttle fleet.

Commissioner Rice further reported that due to labor shortages, the number of missed bus trips has increased significantly over the past several months. To address the service reliability problems created in part by the labor shortage, MT is making service changes that will reduce the number of drivers needed, while minimizing service reductions. The changes will go into effect on June 11th.

Lastly, Commissioner Rice reported that on May 1, the MT Board will consider a series of recommendations designed to stabilize paratransit service required by the Americans with Disabilities Act (ADA), focus programs and services on the populations most in need, and improve rider experience. MT's Marin Access programs are a variety of programs and services for older adults and people with disabilities. In addition to paratransit, Marin Access includes a taxi subsidy program, on-demand shuttle service, community dial-a-rides, and volunteer driver programs. Ridership on these programs continues to be at less than 50% of pre-COVID levels. MT staff has been monitoring Marin Access programs and recently engaged riders and community partners on how to improve service delivery in these challenging times.

*This item was taken out of order.*

### MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported on her participation in a Metropolitan Transportation Commission (MTC) retreat to discuss current and future plans for transportation and transit, as well as housing, and that MTC and the Association of Bay Area Governments (ABAG) continue to partner on these issues. The discussion focused on current transit sustainability issues, including changes in ridership due to changes in work patterns.

Commissioner Moulton-Peters also reported on discussions surrounding a regional housing bond in 2024; and the cohesive and integrated planning efforts that continue through the MTC/ABAG joint agency to plan for and manage future transportation funding.

#### SMART Report – Commissioner Lucan

Commissioner Lucan reported that Sonoma–Marin Area Rail Transit (SMART) ridership continues to increase and reached its highest weekend ridership this past weekend; and that in conjunction with MT, Sonoma County Transit, Santa Rosa City Bus, and Petaluma Transit, SMART will be offering free youth fares during the summer months.

Commissioner Lucan also reported that SMART General Manager Eddy Cumins will be recognized for Leadership in Government at the 2023 Leaders of the North Bay Awards Luncheon on May 12.

#### Commissioner Matters Not on the Agenda

Commissioner Sackett reported that Miller Creek School District, the California Highway Patrol (CHP), the Department of Motor Vehicles (DMV) and other education partners gathered today to celebrate Robert Sorber, a Miller Creek School District bus driver who has been named California Bus Driver of the Year for Northern California. Mr. Sorber has driven for the district for 25 years and has a perfect safety record.

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.

### 3. **Executive Director's Report** (Discussion)

ED Richman reported that the North-South Greenway Gap Closure Project has been named as a finalist by the California Transportation Foundation (CTF) for an award in the Active Transportation Project category; and that the Street Smarts Banners are being reinstalled throughout the County and will stay in place through the month of May.

ED Richman also reported on the project initiation kick-off for three U.S. 101 interchanges; the release of the Safe Routes to Schools (SR2S) Request for Proposals (RFP) on April 21; Priority Development Areas (PDAs) and Priority Sites nominations; and updates to MTC's Transit Oriented Community (TOC) Policy guidelines.

ED Richman further reported on Pacific Gas & Electric's (PG&E's) electric vehicle (EV) rebate and the U.S. Department of Transportation's (USDOT's) Charging and Fueling Infrastructure (CFI) Grant Program.

Lastly, ED Richman 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, and hearing none closed this item.

### 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 March 23, 2023
- b. Review and Accept the FY2022-23 Third Quarter Financial Report
- c. Part Time Transit Lane Project Resolution of Local Support
- d. Approval of Human Resources Consultant Services Team Selections
- e. Review and Approval of TAM's Financial Audit Team Selection

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

*Item 7 was taken out of order.*

**7. Approval of Team Selection and Contract Award for Sea Level Rise Adaptation Planning for Marin County's Transportation System (Action)**

Associate Transportation Planner Mikaela Hiatt presented this item, which recommends the TAM Board authorizes the ED to enter into a professional services contract with Arup to provide Sea Level Rise (SLR) Adaptation planning for Marin County's transportation system in an amount not to exceed \$550,000.

Ms. Hiatt provided an overview of TAM's SLR Program, including previous Board direction, the RFP development process, scope of work, consultant selection and timeline, and next steps.

In response to Commissioner Moulton-Peters, Ms. Hiatt explained that this effort is focused on the effects of SLR on transportation, including the identification of vulnerable transportation assets; and that a technical advisory group will be formed.

In response to Commissioner Rice, Ms. Hiatt explained that the plan review will incorporate data, studies, programs, and projects that are currently underway to avoid duplicative efforts. Commissioner Rice commented on the importance of coordinating with Caltrans and other local jurisdictions and inquired about governance review. Ms. Hiatt explained that the study would review comparable governance structures throughout the Bay Area to determine what options are available for Marin County.

In response to Commissioner Kellman, Ms. Hiatt explained that the plan will include a query of all projects that are currently underway to assist in the determination of investments; and that a large component of public engagement will include stakeholder outreach and engagement through the technical advisory group.

In response to Commissioner Kemnitzer, Ms. Hiatt explained that the plan will identify comparable funding structures to determine what is appropriate for Marin County, which may include grant funding, Measure AA funds, and/or other sources.

In response to Commissioner Lucan, Ms. Hiatt explained that the transportation system includes many facets including infrastructure and services, and that a comprehensive outline of the transportation system can be included in the scope of work. Commissioner Lucan commented that data from current State Route (SR) 37 improvement projects may prove useful for the SLR Adaptation Planning.

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

Commissioner Fredericks moved to authorize the ED to enter into a professional services contract with Arup to provide SLR Adaptation Planning for Marin County's transportation system in an amount not to exceed \$550,000, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

*Item 6 was taken out of order.*

## **6. Review of Recommended Crossing Guard Location Selection (Action)**

Chair Colbert acknowledged that the TAM Board and staff recognize the importance of TAM's Crossing Guard Program in ensuring the safe passage of students to and from schools. Chair Colbert also acknowledged that there are a number of factors as to why a particular site may fall in rank, including safety improvements, relocating crosswalks and/or reconfiguring traffic signals; and that these improvements benefit the entire community. Chair Colbert further acknowledged that the local, voter approved funding enables us to fund and maintain 96 guards (97 due to a tie for this cycle), and that in order to be responsible to the voters, the finances and the longevity of the program, there needs to be a cut-off point on the ranked list.

ED Richman explained that even though the Crossing Guard Program is one of TAM's largest programs, the resources are not unlimited; and that it requires a process to evaluate locations and make recommendations. ED Richman also explained that this cycle's 161-site list is data-driven; and that the data identifies the ranking based on multiple safety and traffic criteria to determine the sites that are most in need of crossing guards.

ED Richman further explained that deviation from the list would create a liability as the evaluation criteria is the defensible methodology and determination of crossing guard locations; and that funding locations beyond Rank 97, the voter approved level, and available funding, jeopardizes the future of the program.

ED Richman also explained that some jurisdictions and school districts have found local funding for specific locations that are beyond the capacity of the TAM program; and that these community partnerships are an important aspect of being able to extend the reach of the program beyond the 96 locations baseline set by the voters.

Lastly, ED Richman thanked all the staffs, local jurisdictions and schools, as well as the community members and the Board members for their dedication to making the program work now and into the future; and noted that public comments received prior to this meeting were sent to the Board members and posted on the TAM website.

ED Richman introduced Director of Project Delivery Dan Cherrier and Public Outreach Coordinator Molly Graham to present this item, which recommends that the Board approves the ranked list of crossing guard locations that was reviewed and supported by the Funding, Programming & Legislation (FP&L) Executive Committee and the Marin Public Works Association (MPWA); the staff recommendation to fund a total of 97 crossing guards, due to a tie score; and to develop the next recertification list in three years (for the 2026/2027 school year) to allow the return of the evaluation cycle back to its regular 4-year interval since the current cycle was delayed by a year to allow more time for post-COVID travel patterns to stabilize.

Mr. Cherrier provided an overview and background for the evaluation process of the revised location list and basis of the Crossing Guard Program, including number of guards/locations, evaluation methodology and weighted scoring criteria.

Mr. Cherrier also provided an overview of factors that affect crossing guard locations, including declining school enrollment and/or school closure/consolidation; completed safety improvement capital projects around schools; and changes to nearby signal timing.

Mr. Cherrier further provided an overview of Safe Pathways infrastructure improvements and examples of other capital safety improvements throughout the County; and highlighted the community outreach and data confirmation performed to date.

Lastly, Mr. Cherrier provided information on funding levels and outlined the recommendations and next steps.

In response to Commissioner Rodoni, Mr. Cherrier explained that the cost-estimate for each crossing guard is approximately \$20,000 per year; and that the process has so far not had a data-driven, quantifiable means to score equity.

In response to Commissioner Rice, Mr. Cherrier explained that video was collected by a single contractor starting in late September last year and that subsequent evaluation cycles will include multiple contractors in an effort to collect more videos in a shorter period of time.

Commissioner Rice expressed concern that the timing of the data collection may not accurately reflect actual conditions at some sites.

In response to Commissioner Farac, Mr. Cherrier explained that the Kentfield School District (KSD) funds the second crossing guard located at Wolfe Grade and Sir Francis Drake Blvd., and the Larkspur-Corte Madera School District (LCMSD) funds the crossing guard located at Paradise Drive and Seawolf Passage; and that the total number of school-aged pedestrians, with or without an adult, are included in the counts.

In response to Commissioner Carroll, Mr. Cherrier explained that several schools have safety patrol programs whereby older students act as crossing guards for younger students but that scheduling challenges arise when the older students must leave for classes.

In response to Commissioner Moulton-Peters, Ms. Graham explained that TAM staff has reached out to superintendents at affected school districts about the changes and is in the process of meeting with the districts. Staff will also be attending SR2S Task Forces and working with the principals' offices at affected schools to notify students/parents of the proposed changes; and leaflets will be distributed before the end of school at locations where crossing guard services will be discontinued.

Commissioner Moulton-Peters encouraged staff to distribute information about the capital safety improvements to the communities affected by the loss of guards.

In response to Commissioner Sackett, Mr. Cherrier explained that school enrollment is not included in the scoring criteria.

In response to Commissioner Lucan, Mr. Cherrier explained that the New and Changed Condition Policy allows Public Works Directors to submit new sites for evaluation and/or existing locations to be reevaluated due to a change in condition at the site.

ED Richman explained that the Board-approved New and Changed Condition Policy provides an opportunity for sites to be reevaluated between certification cycles.

Mr. Cherrier explained that the Public Works Director for each jurisdiction has final approval for guard placement and may opt to move a guard from a location that scored above the funding cutoff to an alternate location that scored under the funding cutoff; and that the local jurisdiction accepts the liability associated with the change in guard location.

In response to Commissioner Lucan, Mr. Cherrier explained that the program allows for other agencies/entities to subsidize the cost of additional crossing guards under the contract. These entities have the option to contract through TAM or directly with the service provider.

Commissioner Lucan commented that in addition to the current outreach, significant outreach will be required at the beginning of the school year.

In response to Commissioner Colin, Mr. Cherrier confirmed that any entity, including non-governmental or private, may subsidize additional guards through an interagency agreement approved by the TAM Board if they want to be part of TAM's contract.

Commissioner Rice expressed concern about the proposed elimination of crossing guards at Sir Francis Drake Blvd. and Laurel Grove Avenue (site rank No. 101), as well as site rank Nos. 99, 102, and 103. Commissioner Rice inquired about the safety improvements made along Sir Francis Drake since the last certification and the effect they had on the change in scores for Sir Francis Drake Boulevard and Manor Road, Sir Francis Drake Blvd. and Wolfe Grade, and Sir Francis Drake and Laurel Grove Avenue. Commissioner Rice proposed reassessing site rank Nos. 99, 101, 102, and 103 in the Fall of 2023, and maintaining a crossing guard at those sites in the interim, and through December 2023, at a minimum.

Mr. Cherrier explained that in keeping with protocols it would be more appropriate to fund site rank nos. 99 through 103; and that funding additional sites beyond the baseline now may jeopardize the program's ability to fund the 96-guard baseline in the future.

Commissioner Sackett expressed concern about the proposed elimination of the crossing guard at Nova Albion Way and Montecillo Road (site rank No. 99), which has traffic from Kaiser Permanente and Terra Linda High School; and commented about the seasonality of the data collection. Commissioner Sackett proposed reassessing site rank No. 99 in the Fall of 2023 and maintaining a crossing guard there in the interim, and through December 2023, at a minimum.

ED Richman clarified that if the cut-off rank number is increased to 103, all sites between 98 and 103 need to be included for liability reasons.

In response to Commissioner Kuhl, ED Richman explained that the Measure AA ½-Cent Sales Tax and the Measure B \$10 Vehicle Registration Fee are the two primary funding sources for the Crossing Guard Program; and that front-loading the expenditures of the program now by funding past the baseline number of 96 guards will result in a funding shortfall in future recertification cycles. ED Richman also explained that if site rank Nos. 98 through 103 are included, guards added in between certification cycles through the New and Changed Condition Policy will be added to more than 103 crossing guards, thereby resulting in a potential further reduction of guards in the future in order to reset to the 96-guard baseline.

In response to Commissioner Carroll, Mr. Cherrier explained that the cost for the recertification process is approximately \$300,000 and is conducted every four years. Mr. Cherrier also explained that the data was collected on Tuesdays, Wednesdays, and Thursdays; and that on average, the Crossing Guard Program costs approximately \$2.1 million annually.

Commissioner Lucan commented that unknown variables such as new contract costs and school enrollment may reshape the direction that needs to be taken at the beginning of the school year.

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

KSD Superintendent and San Anselmo resident Raquel Rose expressed concern about the proposed elimination of the crossing guard sites in the KSD and the negative effects on the community, including potential safety issues and increased traffic congestion. Ms. Rose also expressed concern that the proposed reduction in crossing guards does not align with the SR2S Program goals, including the reduction of vehicular traffic and the promotion of active transportation to and from schools.

KSD Safe Routes to Schools Coordinator and Kentfield resident Heather McPhail Sridharan expressed concern that the data collected for the site located at Sir Francis Drake Blvd. and Laurel Grove does not accurately reflect typical bicycle and pedestrian travel patterns at that location. Ms. Sridharan also

expressed concern that equity is not included as a criterion in the scoring process and commented that the sites at Sir Francis Drake Blvd. and Bon Air Road, and Bon Air Road and South Eliseo are both located in neighborhoods with multi-family housing.

KSD parent and Greenbrae resident Annalyn Chargualaf-Peluso expressed concern about the data collected for the sites at Sir Francis Drake Blvd. and Laurel Grove, Sir Francis Drake Blvd. and Bon Air Road, and Bon Air Road and South Eliseo; the close proximity of the latter two sites to MarinHealth Medical Center (formerly Marin General Hospital); and advocated for a reassessment of the data.

Kentfield resident and parent Janine Spaulding expressed concern about the proposed elimination of the crossing guard sites in the KSD, and specifically the site located at Bon Air Road and South Eliseo. Ms. Spaulding commented that crossing guards also serve as an additional adult presence in the neighborhood.

Kentfield resident Megan Levin expressed support for the recent capital safety improvements in the KSD area and appreciation for the evaluation process, however, Ms. Levin expressed concern about the timing of the data collection. Ms. Levin commented that more residents returning to work coupled with a reduction in bus and ferry services has resulted in increased vehicular traffic since the initial data collection, which may result in inaccurate scoring at current sites. Ms. Levin also commented that seasonality and real-time vehicular speeds should be considered when evaluating sites; and advocated for adding an equity component to the scoring criteria. Lastly, Ms. Levin commented that safety concerns as a result of fewer crossing guards could adversely affect school enrollment.

KSD parent and Greenbrae resident Beth Karlsson commented on the important role of crossing guards as a safety component for students who use active transportation to and from schools. Ms. Karlsson also expressed concern about the potentially adverse effects to families living in the South Eliseo and Bon Air neighborhoods as a result of the proposed elimination of crossing guard sites at Sir Francis Drake Blvd. and Bon Air Road, and Bon Air Road and South Eliseo, and advocated for the inclusion of equity data in the scoring criteria.

KSD parent and Kentfield resident Jennifer Mariska expressed concern that the data collected for traffic and pedestrian use at Sir Francis Drake Blvd. and Laurel Grove may not accurately reflect the existing conditions and clarified that "right-on-red" turns are allowed at the intersection. Ms. Mariska also expressed concern that the proposed elimination of this crossing guard location would lead to a decrease in active transportation and a corresponding increase in vehicular traffic by parents who elect to drive to school rather than have students cross an unguarded crosswalk.

KSD parent and Kentfield resident Nicole North expressed concern that the timing of the data collection may not accurately reflect actual conditions at Sir Francis Drake Blvd. and Laurel Grove; and commented that some young children are accompanied by adults but that many older kids and bicyclists are unaccompanied. Ms. North advocated for a reassessment of the site and maintaining the crossing guard in the interim.

Kentfield resident and parent Heather Wagner commented on the invaluable service provided by the current crossing guard located at Sir Francis Drake Blvd. and Laurel Grove. Ms. Wagner also advocated for a higher weighted score at this site due to the arterial nature of Sir Francis Drake Blvd.; the inclusion of equity within the scoring criteria; and a reevaluation of the site due to possible increased traffic since the initial data was collected.

Kentfield resident and parent Sarah Cohen expressed concern that children under 4 are not counted in the data as they will come of school-age during the certification cycle; and that the proposed elimination of the crossing guard site at Sir Francis Drake Blvd. and Laurel Grove could result in less safe conditions and pose potential liability issues for the County.



KSD parent and Greenbrae resident David Riedel commented on the widespread use of electric scooters (e-scooters) and electric bikes (e-bikes) and advocated that changes in behavior with regard to e-scooters and e-bikes be taken into consideration. Mr. Riedel also advocated for retaining the crossing guards currently located at Sir Francis Drake Blvd. and Laurel Grove, Sir Francis Drake Blvd. and Bon Air Road, and Bon Air Road and South Eliseo.

KSD parent Annie expressed concern about the proposed elimination of the crossing guard sites in the KSD and highlighted that the sites located at Sir Francis Drake Blvd. and Bon Air Road, and Bon Air Road and South Eliseo include high-density multi-family housing and compromise of many English language learners and low-income students. Annie advocated for alternative funding sources to prevent the elimination of crossing guard sites.

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

Commissioner Colin suggested utilizing County-endorsed metrics to measure equity for the next certification cycle in 2026-2027.

In response to Commissioner Fredericks, Mr. Cherrier explained that the current process uses a data-driven, quantifiable and objective means to score the criteria, and that counsel has advised that adding a non-quantifiable criterion such as equity could increase the agency's liability. Mr. Cherrier also explained that scoring processes in other areas such as San Francisco, Los Angeles and Las Vegas were reviewed for comparison. Mr. Cherrier further explained that any seasonal effects would be shared by all sites.

In response to Commissioner Rodoni, Mr. Cherrier explained that if funds from the Crossing Guard Program are used to fund additional guards now, by 2030, the program will not be able to fund the baseline of 96 guards. ED Richman explained that actual revenues were factored into the projections, which also included a 2% annual increase in projected revenues, and adjustments for inflation and increased costs; and reiterated that if additional guards are funded year after year, there will be a funding shortfall by 2030.

Commissioner Ravasio expressed support for reevaluating sites in the Fall and maintaining existing guard locations in the interim. Commissioner Ravasio commented that the funds used to certify the list could be used to fund additional guards.

Commissioner Moulton-Peters expressed concern about the timing of the data collection and commented that crossing guards are not simply quantifiable fixtures but represent a flagship of safety within the communities they serve. Commissioner Moulton-Peters advocated for funding the additional sites through the upcoming year with a reevaluation in the Fall.

In response to Commissioner Lucan, Mr. Cherrier explained that the Public Works Director for any jurisdiction may request a reevaluation for a changed condition at any time.

In response to Commissioner Kemnitzer, ED Richman explained that the data collected for the site at Sir Francis Drake Blvd. and Laurel Grove was checked and verified for accuracy by TAM staff; and that there are other ways for jurisdictions to request a changed condition analysis, most notably through the Public Works Director. Commissioner Kemnitzer commented that perhaps there should be a process to address a change in usage at a site if it is significantly different from when the original data collection occurred.

In response to Commissioner Kellman, ED Richman explained that the methodology was approved by the Board in April 2022, and the counts were conducted in the Fall of 2022, after various capital improvements were completed at South Eliseo, Bon Air Road, and Sir Francis Drake Blvd.

Commissioner Kuhl advocated for a reevaluation of sites 98 through 103, and site rank No. 133, Sir Francis Drake Blvd. and Bon Air Road.

Chair Colbert expressed concern about the potential liability to the program and the agency if there is a deviation from the list; and commented on the importance of the fiduciary responsibility the agency has to the taxpayers. However, Chair Colbert expressed support for reevaluating sites 98-103 in the Fall and funding them through the end of calendar year 2023. Chair Colbert also inquired about the possibility of obtaining additional advice from counsel and reconvening on this item in May.

Commissioner Rice expressed support for taking action tonight and moved to fund 97 crossing guards, down to Rank 97 of the list for the next cycle, through 2026-27; and fund 6 crossing guards, Ranked 98 through 103 for the first half of the 2023-2024 school year (August-December 2023) whereby jurisdictions for sites 98 through 103 may opt to work with TAM staff to formally submit a changed condition request should they want the site reevaluated in the Fall 2023, which was seconded by Commissioner Kemnitzer.

A roll call vote was conducted, Commissioners Blash, Carroll, Colbert, Colin, Farac, Kellman, Kemnitzer, Kuhl, Lucan, Moulton-Peters, Ravasio, Rice, Rodoni, and Sackett voted aye; and Commissioner Fredericks voted nay. The motion passed by a 14 to 1 vote.

*The meeting was adjourned at 9:01 p.m.*

Approved May 26, 2023