



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

MAY 25, 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
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
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
Melissa Blaustein, Sausalito City Council
Nancy Kemnitzer, Belvedere City Council
Pat Ravasio, Corte Madera Town Council
Rachel Farac, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: None

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 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 Blaustein to the Alternative Fuels & Electric Vehicle (AFEV) Ad-Hoc Committee; and the appointment of Commissioner Sackett to the Commute Alternatives and Trip Reduction (CART) Ad-Hoc Committee. 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.

2. Crossing Guard of the Year (Information)

Chair Colbert announced that Alice Yan was the recipient of the 2022-2023 TAM Crossing Guard of the Year Award and welcomed her to the meeting.

Commissioner Carmel introduced Ms. Yan who has been a Crossing Guard at Old Mill School since 2016 and has not missed a shift in her last 6 years of service. Commissioner Carmel recognized Ms. Yan's dedication and the positive impact her service has had on countless students and families in the community.

Ms. Yan thanked the Commissioners for their kind words and expressed her gratitude for the recognition and award. Commissioners Carmel, Colbert, and Moulton-Peters presented Ms. Yan with the plaque for the TAM Crossing Guard of the Year.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported on recent State Senate and Assembly hearings regarding the revised Budget and its effects on funding for transit, including funding for the "fiscal cliff" gap. Discussions include reallocating funds from capital improvement projects and the prior year Budget surplus.

Commissioner Moulton-Peters also reported on Transit Oriented Affordable Housing (TOAH) funds – a revolving loan fund set up by the Metropolitan Transportation Commission (MTC) to help finance affordable housing projects. MTC approved the staff proposal to revise the program and also create a new \$5 million pilot program focused on rental assistance for seniors and disabled people.

Marin Transit Report – Commissioner Rice

Commissioner Rice reported on changes to Marin Transit's (MT's) Marin Access Programs, which are designed to stabilize ADA (Americans with Disabilities Act) paratransit service, focus on programs and services for the populations most in need, and improve the rider experience. These changes are expected to reduce costs and will be evaluated and adjusted over the coming year.

Commissioner Rice also reported that MT submitted its Zero Emission Bus Rollout Plan to the California Air Resources Board (CARB). The plan calls for all 81 buses in the fleet to be zero emission by 2040. MT currently has 6 battery electric buses in operation and lack of sufficient parking, charging, and maintenance facilities are the biggest obstacles to converting to a zero-emission fleet. An additional challenge is the range of battery electric buses. Buses used for the West Marin routes travel over 300 miles/day on hilly, remote terrain and current electric bus ranges do not meet those requirements. MT estimates that it will cost approximately \$73 million to convert the rest of the fleet, excluding the cost of necessary real property acquisition needed for the parking, charging, and maintaining of the electric buses. Marin Transit will continue to take advantage of available grants and funding opportunities to fund the transition.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that Sonoma–Marín Area Rail Transit (SMART) ridership continues to increase and in the past week, surpassed 15,000 in weekly ridership for the first time since the pandemic, and set another daily ridership record. Commissioner Lucan also reported that SMART's current fiscal year goal of 594,000 riders is on track to be met and surpassed by mid-June; and SMART has taken over the top spot for ridership recovery among all Bay Area transit operators.

Commissioner Lucan further reported that SMART Connect will launch on June 12. SMART Connect is a pilot program that will provide on-demand microtransit service for first and last-mile connections to and from the Sonoma County Airport Station.

Commissioner Matters Not on the Agenda

None.

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. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman highlighted the completion of the 2022 Annual Report, of which a hard copy has been provided to each Commissioner this evening and will also be distributed to local jurisdictions throughout the County. Ms. Richman noted that the Annual Report has also been available on the TAM website.

ED Richman reported on Bike to Work Day; the Local Road Safety Plan (LRSP); Summer electric vehicle (EV) events; the countywide EV Acceleration Strategy; and the Marin City Stormwater Plan.

ED Richman also reported on SMART's new Starlighter train operating on Friday and Saturday nights; MT service changes effective June 11; and the discontinuation of the Connect2Transit program.

ED Richman further reported on future tolling for State Route (SR) 37; and called attention to this month's California Department of Transportation (Caltrans) report, including scheduled lane closures on the Richardson Bay Bridge on May 31, June 1, and June 4 to 8.

Lastly, ED Richman reported on the release of the Notice of Funding Opportunity (NOFO) for the U.S. Department of Transportation's (USDOT's) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) and the Safe Streets and Roads for All (SS4A) grants; and highlighted recent and upcoming TAM public outreach meetings and community events.

In response to Commissioner Carmel, Commissioner Rice explained that MT tracks the ridership and expenses for both the school-year reduced fare and summer youth discount programs; and that a summary of the data collected will be available for review at a later date.

In response to Commissioner Cutrano, ED Richman explained that toll collection on SR 37 will not begin until the near-term improvements are completed, with bus service between Vallejo and Marin County and a toll discount program for lower-income drivers.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells thanked TAM for sponsoring an energizer station on Bike to Work Day; and for TAM's invitation to MCBC to participate on the Technical Advisory Committee (TAC) for the Local Road Safety Plan (LRSP) Update and moving forward with a Vision Zero declaration.

5. 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.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes April 27, 2023
- b. Review and Release the Draft TAM FY2023-24 Annual Budget for Public Comment
- c. Appointments to the TAM Citizens' Oversight Committee
- d. USDOT's Charging and Fueling Infrastructure Discretionary Grant Program
- e. Approve Additional Funding for the North/South Greenway Gap Closure Project – Northern Segment
- f. Interagency Agreements with Various School Districts for Reimbursed Crossing Guard Services

ED Richman noted that in reference to item 6b, public comments received prior to this meeting were sent to the Board members and posted on the TAM website; and that responses to all public comments will be presented to the Commissioners for consideration at the June 22 Board meeting when the budget is adopted. ED Richman also explained that the funding levels proposed for the Alternative Fuels Program are based on the expected needs of the program, including anticipated rebates, current contracts, and outreach events; and that TAM staff will return to the Board should additional funds be required.

Commissioner Cutrano made the motion to approve 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.

7. Acceptance of Safe Routes to Schools Program Evaluation Report (Action)

ED Richman introduced Parametrix Program Manager David Parisi, Deputy Program Manager Jennifer Shriber, and Program Director Gwen Froh to present this item, which recommends that the TAM Board accepts the Tri-Annual Safe Routes to Schools (SR2S) Evaluation Report.

Mr. Parisi provided an overview and background of the evaluation process, including details on participating schools.

Ms. Shriber provided details of the report, including methodology for data collection; travel mode shift summary; comparisons to other counties; factors for success; barriers to active transportation; and program effects on vehicle miles traveled (VMT).

Ms. Froh provided an overview of the Covid-19 adaptations and successes; education programs and classes; e-bike education; encouragement activities and contests; and equity.

Mr. Parisi also provided information on engineering and infrastructure projects; enforcement and safety programs; funding; and a summary of recommendations, including feedback received at the May 8 meeting of the TAM Funding, Programs and Legislation (FP&L) Executive Committee.

In response to Commissioner Carroll, Ms. Froh confirmed that approximately 12,000 out of 26,000 students participate in the SR2S program; and Mr. Parisi explained that the left-hand bike turn lane at Bon Air Road and Magnolia Avenue is approximately 5-6 feet wide (minimum requirement is 4 feet wide), and that most students utilize the Class I bike facility at this intersection. Ms. Froh also explained that although the sample size from the middle school survey was small, actual participation is robust.

Commissioner Carroll commented that the transition from elementary to middle school provides a good opportunity to reach and educate more students and caregivers; and inquired if the later start time for high school students has affected traffic congestion. Ms. Froh explained that due to the pandemic, high school students were not surveyed.

In response to Commissioner Carroll, Ms. Shriber explained that the survey results for the top five barriers to active transportation included speeding cars and dangerous intersections; and Ms. Froh explained that SR2S has partnered with MCBC in the development of an e-bike safety curriculum to be used by local jurisdictions.

In response to Commissioner Cutrano, Ms. Froh explained that the existing SR2S education program includes bike safety classes for all types of bicycles, including e-bikes; and that SR2S provided a specific e-bike safety class to the students at White Hill Middle School at the request of the school administration. Ms. Froh also explained that student engagement in a peer-to-peer encouragement program is integral in achieving significant behavioral changes. Ms. Froh further explained that all SR2S materials are provided in both English and Spanish for all participating schools; and that SR2S has dedicated bilingual staff and services available at the request of any school.

Commissioner Lucan inquired about the methodologies necessary to encourage travel mode shift and increase Green Trips to schools. Mr. Parisi explained that in some areas such as Novato, barriers to active transportation include geographical distances to campuses, and more arterial roadways, however, SR2S is developing new strategies focused specifically on Novato and portions of San Rafael to increase both Green Trips and Active Green Trips in those areas, including a student leadership pilot program launching this Fall in Novato. Mr. Parisi also explained that SR2S is working with Novato Public Works on concept plans and grant applications for additional infrastructure opportunities. Lastly, Mr. Parisi explained that mode shift data for each school is included in the report.

Commissioner Carmel commented on the importance of the SR2S Program for reducing traffic congestion; and inquired about potential methodologies to increase Active Green Trips and make an impact in local communities, including platforms such as Ride Amigos and year-round free bus fares for students.

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 support for the SR2S program, thanked TAM staff for providing a list of safe pathways to school infrastructure projects completed to date, and commented on the importance of public outreach and education after capital safety improvements are completed. Mr. Hartzell encouraged the agency to identify factors such as increasing budget and/or prioritizing safe pathways to school infrastructure projects to achieve a higher percentage of participation.

In response to Commissioner Rice, ED Richman explained that the Measure AA ½-Cent Sales Tax Expenditure Plan (EP) includes 3.5% for SR2S, and additional funds for the Safe Pathways capital improvements category; and that TAM staff would have to research and follow up to provide data to Commissioner Rice about the difference between the annual Consumer Price Index (CPI) and the annual sales tax revenue growth. ED Richman also noted that the current SR2S allocation is approximately 0.2% higher than the original Measure A EP (3.5% vs. 3.3%); and that the budget for SR2S was increased in FY2022-23 and is scheduled to be increased again in FY2023-24.

Commissioner Rice commented on the importance of the SR2S Program and its interconnectedness with infrastructure, safe routes, crossing guards, and MT in reducing traffic congestion, and encouraged close analysis of the program during the next EP review. Commissioner Rice thanked Mr. Parisi and the SR2S staff for their mission-driven contributions and dedication to the program.

Commissioner Sackett expressed her support of the Tri-Annual SR2S Evaluation Report and the SR2S Program; and commented on the importance of a multifaceted approach to enact behavioral changes.

Commissioner Farac commented on the flexibility of the program as exemplified by the implementation of strategies used to reduce traffic congestion at Santa Venetia School.

Commissioner Moulton-Peters expressed support for the SR2S Program and commented on the ability and flexibility of staff to develop creative approaches to ever-changing conditions, including bilingual services, distracted driving education and outreach, remote drop-off areas, and partnering with other agencies to deliver services. Commissioner Moulton-Peters also commented on the possibility of seeking other state and regional funds to bolster the program in the future.

Commissioner Blaustein expressed support for the SR2S Program, including its data-driven approach to delivering services; and commented on the possibility of obtaining additional funding for SR2S through the SS4A program.

Chair Colbert thanked staff for incorporating new data points into the presentation in response to feedback received at the May 8 FP&L Executive Committee meeting; and also encouraged a close examination of the program during the next EP review, including an analysis of changes within the community. Chair Colbert also commented on the importance of the SR2S Program in reducing traffic congestion and its dovetail into the upcoming Countywide Transportation Plan (CTP).

Commissioner Sackett moved to accept the Tri-Annual SR2S Evaluation Report, which was seconded by Commissioner Moulton-Peters. A roll call vote was conducted, and the motion passed unanimously.

8. Award Contract for Countywide Transportation Plan and Community Based Transportation Plan (Action)

Chair Colbert noted that historically, Congestion Management Programs (CMPs) were created to address congestion and air pollution from vehicular traffic; and that the TAM Board opted out of the CMP in 2022 with a focus on developing a CTP.

Chair Colbert also noted that the CTP will incorporate existing and emerging countywide priorities, such as transit-first corridors, completion of the North-South Greenway and Cross Marin Bikeway, regional commute connections, the Hub Study, and others, as well as new priorities identified through the CTP development process.

Chair Colbert further noted that the CTP will define an implementation path that enables TAM to deliver high-quality transportation solutions; and that the TAM Board will play a critical role, including the formation of a CTP ad-hoc committee, three Board workshops commencing in Fall 2023, and regular Board updates and presentations.

Lastly, Chair Colbert commented that the beginning of the CTP process is an important step for TAM to continue shifting away from building highways and focus on a future that is resilient and electric, and also embraces transit and active transportation networks to connect the entire county.

Director of Planning Derek McGill presented this item, which recommends that the TAM Board authorizes the ED to negotiate and execute a professional services contract with Fehr and Peers for the CTP and Community Based Transportation Plan (CBTP) in an amount not to exceed \$525,000.

Mr. McGill provided background information, including previous Board discussion; a CTP development schedule; and Request for Proposals (RFP) and contract award processes.

In response to Commissioner Blaustein, Mr. McGill explained that Fehr and Peers developed CBTPs for Marin City in 2006 and 2015; and that a new CBTP was identified as an optional task in response to interest from the Marin County Community Development Agency (CDA) to update the existing plan, if requested by the local community and department of public works.

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

Mr. Wells expressed support for the development of the CTP and commented on the positive nexus between the CTP and the North-South Greenway and Cross Marin Bikeway Status Report.

Commissioner Blaustein moved to authorize the ED to negotiate and execute a professional services contract with Fehr and Peers for the CTP and CBTP in an amount not to exceed \$525,000, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

9. Presentation on the Regional Transportation Planning Process and TAM Planning Overview (Discussion)

ED Richman noted that this presentation is a component of the TAM education series, and reintroduced Mr. McGill to present this item for discussion.

Mr. McGill provided an overview of the planning process, including a historical planning timeline for Marin County; local, regional and state planning efforts; and Plan Bay Area (PBA) growth geographies. Mr. McGill also provided information on TAM's planning responsibilities, including local and regional planning and coordination; and program management activities.

In response to Commissioner Cutrano, Mr. McGill explained that under the One Bay Area Grant (OBAG) program, TAM is required to ensure that applicants' housing elements are in compliance with Housing and Community Development (HCD) mandates.

In response to Commissioner Carroll, Mr. McGill explained that Priority Development Areas (PDAs) are determined by local jurisdictions. Commissioner Carroll commented on future developments that may affect residents in areas located along East Sir Francis Drake Blvd. and the Old Redwood Highway in Larkspur and Corte Madera and inquired about obtaining PDA status. Mr. McGill noted that the City of San Rafael provides a good example of how to establish a PDA.

In response to Commissioner Carroll, ED Richman explained that TAM encourages cooperation among local jurisdiction staff when projects incorporate multiple jurisdictions; and that TAM staff is available to provide assistance and/or technical advice when appropriate. ED Richman also clarified that a PDA nomination is put forth by a local jurisdiction.

ED Richman also clarified that TAM does not enforce housing element compliance but rather verifies, in consultation with local jurisdiction staff, that certain requirements set forth by the funding agency have been met.

In response to Commissioner Rice, Mr. McGill explained that planning directors have been made aware of the new Priority Production Areas and Priority Sites categories established by MTC. Commissioner Rice commented that new housing developments for local workforces may reduce traffic congestion by eliminating commutes for workers who previously could not afford to live near their job locations.

In response to Commissioner Lucan, Mr. McGill explained that under the current planning processes, a PDA designation does not necessarily increase the amount of housing required; and that a PDA designation may increase the opportunities to receive additional federal, state and regional funding.

Commissioner Cutrano commented that some communities may need additional time to develop a PDA nomination and encouraged TAM staff to advocate for a more flexible timeline with MTC.

The meeting was adjourned at 8:28 p.m.