



TRANSPORTATION AUTHORITY OF MARIN CITIZENS' OVERSIGHT COMMITTEE MEETING

JULY 17, 2023
5:00 P.M.

**TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA**

This meeting will be held in-person and via Zoom webinar.

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Webinar ID: 820 4553 2119
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How to provide public comment (limited to 3 minutes or less):

Before the meeting: Email your comments to info@tam.ca.gov. Please email your comments no later than 1:00 P.M. Monday, July 17, 2023 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



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The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Call to Order (2 minutes)
2. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction (public is welcome to address the Committee, but according to the Brown Act, the Committee may not deliberate or take action on items not on the agenda)
3. Review and Approval of June 19, 2023 Meeting Minutes (Action) (5 minutes)
4. TAM Staff Report (Discussion) (20 minutes)
5. Marin Transit Annual Presentation (Discussion) (30 minutes)
6. Sea Level Rise Presentation (Information) (20 minutes)
7. Committee Member Hot Items Report (Discussion) (10 minutes)
8. Discussion of Next Meeting Date and Recommended Items for the Agenda (5 minutes)



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

June 19, 2023
5:00 PM

MEETING MINUTES

Members Present: Peter Pelham, Major Marin Employers (Chairperson)
Kevin Hagerty, League of Women Voters (Vice-Chairperson)
Charley Vogt, North Marin Planning Area
Jeffrey Olson, Central Marin Planning Area
Debbie Alley, Southern Marin Planning Area
Paul Roye, Ross Valley Planning Area
Scott Tye, West Marin Planning Area
Kate Powers, Environmental Organizations
Vince O'Brien, Bicyclist & Pedestrian Groups
Allan Bortel, Marin County Paratransit Coordinating Council
Kingston Cole, Taxpayer Groups

Alternates Present: Heather McPhail Sridharan, School Districts
Susannah Saunders, Ross Valley Planning Area

Members/Alternates Present as Public: Nancy Okada, Kay Noguchi

Staff Members Present: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming & Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator

Chairperson Peter Pelham called the June 19, 2023 Citizens' Oversight Committee (COC) meeting to order at 5:00 p.m.

Executive Director (ED) Anne Richman administered the Oath of Office to Ms. Heather McPhail Sridharan who was appointed as the Alternate to the Schools District.

1. Introductions and Welcome

Chairperson Pelham asked Grace Zhuang, Accounting and Payroll Specialist, to conduct the roll call. Ms. Zhuang did so and confirmed that a quorum was present. Ms. Zhuang stated the meeting order rules and instructions for the public to provide comments.

Chairperson Pelham announced that Members Powers and Olson were participating remotely for reasons of Just Cause allowed by Assembly Bill (AB) 2449, and Alternates Noguchi and Okada were attending the meeting remotely as members of the public.

2. Open Time for Public Expression

No public expression was received.

3. Review and Approval of May 15, 2023 Meeting Minutes (Action)

Deputy Executive Director/Chief Financial Officer (DED/CFO) Li Zhang stated that Member Vogt submitted changes to the draft minutes, which will be incorporated into the final minutes. Vice-Chairperson Hagerty moved to approve the May 15, 2023, Meeting Minutes. Member Cole seconded the motion, and the Minutes were approved with Members Olson, Vogt, and Alternate McPhail Sridharan abstaining.

4. TAM Staff Report (Information)

ED Anne Richman acknowledged the June 19 Juneteenth holiday and June as being Pride Month. ED Richman reported the great news that the California Transportation Foundation (CTF) announced the North-South Greenway Gap Closure Project, the path over Corte Madera Creek that opened in the summer of 2022, as the winner of the Active Transportation Project of the Year. She congratulated all the team members, consultants and construction workers who contributed to the success of the project.

ED Richman reported that the southbound (SB) lanes on U.S. 101 were shifted to a temporary alignment in the median on June 10, which marks the completion of Phase I of the Marin-Sonoma Narrows (MSN) Project to create a high occupancy vehicle lane (HOV) in each direction. Phase II, which will construct a permanent SB alignment on the west side, has started and Phase III will construct the permanent northbound (NB) alignment. The project is expected to be completed in 2025.

ED Richman discussed TAM's participation in Bike to Work Day on May 18 by providing an energizer station at the base of the Central Marin Ferry Connector Bridge along Corte Madera Creek path. ED Richman noted that the event marked TAM's participation for the 8th year and staff greeted hundreds of cyclists, including some of the TAM Board Members. ED Richman thanked Public Outreach Coordinator Molly Graham and Principal Transportation Planner Scott McDonald for hosting the energizer station.

ED Richman also reported that on May 25, the TAM Board presented the Crossing Guard of the Year Award to Alice Yann, who has been the crossing guard for Old Mill Elementary School in Mill Valley since 2016 and has never missed a shift. She also reported that the California Transportation Commission (CTC) approved an application submitted by the Bay Area Infrastructure Financing Authority (BAIFA) to operate a toll facility on State Route (SR) 37 between Mare Island and the junction of Highway 121 at Sears Point. ED Richman noted that toll collection would not begin until near term improvements are open for traffic; a bus service between Vallejo and Marin County is established; and a toll discount program for lower-income drivers is in place. ED Richman stated that the purpose of the tolls is to help manage congestion on the corridor and generate revenue for both near-term and long-term projects.

ED Richman reported that TAM and the Sonoma County Transportation Authority (SCTA) released a Request for Proposals (RFP) for a vendor to develop, launch and operate a bikeshare pilot program in both counties along the Sonoma-Marin Rail Transit (SMART) corridor. Proposals are due by August 14, and ED Richman noted that the process has been relaunched because the previous vendor went out of business.

ED Richman discussed three upcoming electric vehicle (EV) events: On June 27, TAM will host an EV webinar for first responders in partnership with the Central Marin Police Authority (CMPA); TAM will be supporting an electrification showcase at Marin County Fair between June 30 and July 4 in partnership with Marin County and Marin Clean Energy (MCE); and TAM will host a Clean Fleet Expo for public agency fleets at the Civic Center on September 12, which will explore EV options besides passenger vehicles and will be attended by other North Bay agencies.

ED Richman reported on three upcoming public workshops related to the Highway 101 Interchange & Approaching Roadway Study, which was stipulated in the Measure AA Sales Tax Expenditure Plan. The three workshops will focus on the interchanges selected by the TAM Board for future improvements, including SR-131 Tiburon Blvd./E. Blithedale Avenue, Manuel T. Freitas Pkwy/Civic Center Drive, and Alameda del Prado/Nave Drive. ED Richman stated that COC members are encouraged to publicize the workshops. She confirmed the workshops will be in-person.

ED Richman concluded her presentation by sharing a slide of the upcoming community events in the next month in which TAM will be participating.

In response to Member Roye, ED Richman stated that staff thoroughly assess prospective vendors for the bikeshare program. She noted that the previous vendor had been operating in other cities when they were offered the contract and the Pandemic severely impacted bike share projects.

In response to Chairperson Pelham, ED Richman stated that the bike share program will be funded from a Metropolitan Transportation Commission (MTC) grant, which was not spent on the previous vendor. She confirmed the contract will protect the funds as much as possible.

In response to Member Roye, ED Richman stated that staff from various agencies with experiences in reviewing prospective vendors will be reviewing proposals received and she confirmed the panelists have not yet been chosen.

Member Tye stated that the bike storage facility under the freeway at Manzanita has not been upgraded for 10 years and its capacity should be increased. ED Richman noted that SMART installed superior bike storage facilities at train stations, which are underutilized. ED Richman added that the storage facilities are not free.

Member Vogt commended the public outreach for the MSN project and the SR37 toll facility. He discussed the need for sufficient outreach to ensure the public understand that low-income populations will pay a lower fee. Member Vogt also commended staff and the COC subcommittee for the Annual Report, which he stated was fantastic.

Member Powers stated that the Annual Report seems to improve every year. She asked staff to confirm if the final MSN project was adapted for sea level rise projections for 2100. ED Richman stated that staff would need to research the information and she added that the higher elevation of the median has been designed to correct sight line deficiencies. ED Richman confirmed the High Occupancy Vehicle (HOV) lanes will be raised to the same level.

5. Review of Draft 2023 Measure A/AA Strategic Plan (Discussion)

6. Review of Draft 2023 Measure B Strategic Plan (Discussion)

Director of Programming & Legislation David Chan provided a combined presentation of the staff reports for both Item 5 and 6, which asked the COC to review the Draft 2023 Measure A/AA Sales Tax Strategic Plan and the Draft 2023 Measure B Strategic Plan and provide input. Any comments received from the COC will be considered for incorporation into the final Measure A/AA Strategic Plan and Measure B Strategic Plan, which will be adopted by the TAM Board at its July 27 meeting.

Mr. Chan provided background on Measure A/AA and Measure B. He stated that the Measure A ½-Cent Sales Tax was approved by Marin voters in 2004 and was due to expire in 2025. In November 2018, almost 77% of voters approved Measure AA that extended the ½-Cent Sales Tax until 2049. The Measure A/AA Expenditure Plans directed staff to develop a strategic plan.

Mr. Chan stated that the Measure B Vehicle Registration Fee (VRF) Expenditure Plan was first approved by voters in November 2010 and the TAM Board adopted the Amended Measure B Expenditure Plan at the February 23, 2023 meeting, which was recommended by the COC after the extensive review process that the COC went through in 2022. The Amended Measure B Expenditure Plan also called for the development of a Measure B Strategic Plan.

Mr. Chan discussed the purpose of the Strategic Plan, which determines the amount of revenue that can be distributed to projects and programs; provides oversight on how the funds are managed; and establishes the timing of allocations, which is not specified under the Expenditure Plan. The Strategic Plan reconciles the timing of expected revenues with the schedule for when those revenues are needed to deliver projects and services; and also provides direction to the sponsor on how the funds can be used. Mr. Chan noted that the Strategic Plan does not constitute the final funding commitment; that funding commitments for projects are secured through allocation requests by designated recipients and TAM Board approval.

Mr. Chan explained that the Measure A/AA Expenditure Plans, approved by the voters, dedicate sales tax funds to transportation needs, and the Strategic Plan provides guidelines on when funding will be available; how funds can be used; and the implementation process. He confirmed the allocations must be approved by the TAM Board.

Mr. Chan stated that the Measure A/AA Strategic Plan is updated every other year; that the Measure B Strategic Plan is updated every other year if necessary because there is little fluctuation in the level of funds. Mr. Chan added that the revenue and allocation of expenditures for each of the projects and programs are updated on an annual basis to review fluctuations in revenue. He confirmed that changes to the Strategic Plans are approved by the Board after a public hearing and a 30-day public comment period.

Mr. Chan noted that the Measure A Strategic Plan has existed since 2005, and that the Measure AA Strategic Plan was adopted by the TAM Board in June 2019. The two Strategic Plans were combined in 2021 and Mr. Chan confirmed that almost all of the Measure A Strategic Plan commitments have been fulfilled with the exception of a last remaining allocation for Marin Transit under Strategy 1.4 (Transit Capital).

Mr. Chan discussed the four subcategories under Measure AA: Category 1 – Highway 101 Improvements; Category 2 – Local Infrastructure Maintenance and Improvement; Category 3 – Safer Access to Schools Program; Category 4 – Transit Operation and Capital Improvements. He stated that there are minor changes to the Draft 2023 Measure A/AA Strategic Plan because the 2021 Strategic Plan was revised substantially, and includes changes to the revenue forecast, language to allow future changes to the COC and updated project information.

Mr. Chan discussed a 2018 Measure AA revenue projection of \$872 million; a 2021 projection of a little over \$1 billion due to Marin's strong sales tax collection that benefited significantly from residents working from home during the Pandemic, which resulted in higher expenditures in Marin, and a strong housing market. Mr. Chan discussed the current economic uncertainty and noted that Marin has been less affected during past economic downturns compared to other counties due to the County's higher per capita income and relatively low unemployment levels.

Mr. Chan provided background on the recommended changes to the language related to the COC membership structure. He stated that the current structure was established in the 2004 Measure A Transportation Sales Tax Expenditure Plan, and the TAM Board authorized adjustments to the COC membership structure when necessary to reflect the needs of the community, particularly the underserved, during the review of the Measure B Expenditure Plan. He added that this direction is recognized in the Draft 2023 Measure B Strategic Plan and has been added to the Draft Measure A/AA Strategic Plan to ensure consistency.

Mr. Chan discussed the three elements and funding allocations in the Measure B Strategic Plan. Element 1 – Bicycle, Pedestrian and Safety Improvements and Pathways Maintenance receives 40% of funding; Element 2 – Transit for Seniors and People with Disabilities receives 35% of funding; and Element 3 – Reduce Congestion and Pollution receives 25%. The funding allocation for Element 3 is shared by three subcategories: the Crossing Guard Program, Commute Alternatives, and Alternative Fuels Infrastructure and Promotion.

Mr. Chan stated that the most important role of the Measure B Strategic Plan is to determine how much funding the subcategories under Element 3 receive over the next 10 years until the Expenditure Plan is reviewed. He stated that Measure B provides approximately \$2.3 million of funding annually; that the amount does not fluctuate very much but the cost of the projects and programs continue to rise; and that the proposed changes to the Draft Strategic Plan are relatively minor. The most notable change is to Element 1.1, which will receive 35% of the allocation of funds; the existing distribution by formula (50% population and 50% lane miles) can be used for bike/pedestrian safety improvement projects; the funds will be allocated every 5 years based on estimated revenues; and a reimbursement schedule will be developed based on project readiness. The towns, cities and the County have been asked to submit projects for funding from Measure B Element 1.1, which the TAM Board will review at the July 27 meeting.

Mr. Chan noted that funds for Element 1.2, which receives a 5% allocation for path maintenance, are sometimes not all used. The TAM Board has the discretion to allocate unused funds over \$250,000 for any countywide pathway planning, maintenance or construction needs. Mr. Chan stated that staff will provide a list of projects for the TAM Board to review in the future.

Mr. Chan stated that Element 2 and Element 3 have not changed. He confirmed the Amended Measure B Expenditure Plan did not allocate a fixed percentage of funding to each of the sub-elements under Element 3 to maintain flexibility. He noted that performance measures, which the COC supported, have been included in the Strategic Plan. The performance measures will be included in each funding agreement and the project sponsor is expected to provide the information at the end of the project or on an annual basis.

Mr. Chan confirmed the TAM Board will review the Draft Measure A/AA Strategic Plan and Measure B Strategic Plan at the June 22 meeting; the public comment period will be open until July 22; and public comments received, if necessary, will be incorporated into the Draft Strategic Plans for adoption by the TAM Board at the July 27 meeting after conducting the public hearing. Mr. Chan stated that the Strategic Plans will be uploaded to the TAM website; distributed to local agencies and stakeholders after adoption by the TAM Board; and allocations based on the FY2023-24 Budget and the two Strategic Plans are anticipated to start in July, in addition to the new Measure B Element 1.1 projects.

Member Vogt expressed his appreciation for maintaining the 5% reserve for the Measure A/AA projects and programs to address potential financial challenges. In response to Member Vogt, Mr. Chan confirmed that the policy to distribute the reserve funds that remained under Strategy 2 following completion of the Highway 101 Gap Closure Project did not change and were allocated to other strategies on a pro-rata share. Member Vogt asked Mr. Chan if he could confirm whether Segment 1 of the Novato Blvd. project would be funded this year. In response, Mr. Chan stated that TAM provided the final funding allocation to the City of Novato for completion of the pre-construction phase and that he would anticipate the right-of-way phase should begin next year. He added that upcoming staffing changes at the City of Novato might affect the project delivery schedule.

In response to Member Bortel, Mr. Chan stated that the funding recipients use the Strategic Plans to determine how much funding they can expect to receive for projects in their five-year Capital Improvement Programs (CIPs). Ms. Zhang added that revenue projections in the Strategic Plans are incorporated into Marin Transit's Short-Range Transit Plan.

Member Vogt discussed the importance of ensuring all school superintendents are informed of any changes to the crossing guards, in addition to DPWs, and he suggested a public hearing is conducted prior to crossing guard changes. He discussed the removal of a school crossing guard in Novato and confirmed the school will pay for the crossing guard. He noted that there are remedies if a school loses a crossing guard following the certification process. ED Richman clarified the certification process, which is performed in collaboration with DPWs.

In response to Member O'Brien, Mr. Chan clarified funding for Local Streets and Roads projects under Measure B. He stated that the funds were primarily used previously by DPWs for roadway resurfacing, and that the funds are now dedicated to bicycle/pedestrian projects, such as bike lanes, curve ramps and sidewalk repairs. Mr. Chan confirmed that funds could be used for restriping Class 2 bike lanes. He noted that this funding is mostly because there are significant other funding sources available to local jurisdictions for roadway improvements.

In response to Vice-Chairperson Hagerty, staff confirmed that the Crossing Guard Program is funded by both Measure A/AA and Measure B.

In response to Member Bortel, ED Richman stated that DPWs participate in ranking the locations that will be assigned crossing guards during the certification process. Director of Project Delivery Dan Cherrier stated that the DPWs determine the scoring process and metrics utilized for the process and make a recommendation to the TAM Board after the certification process has been completed. He confirmed school superintendents do not participate in the process to determine the placement of crossing guards, but that they are contacted when a guard is removed or placed at a crossing near the school.

Alternate McPhail Sridharan discussed her support for enabling school superintendents to participate in the process because they are most familiar with the crossings near their schools. In response to Member Vogt, ED Richman stated that staff would be happy to meet with superintendents of schools to apprise them of the process.

Member Powers suggested changes to strengthen the language related to the Guiding Principles of the Strategic Plan under Measure A.

In response to Member Powers, Ms. Zhang confirmed that Measure A reserve funds are separate from Measure AA reserve funds. She explained that the remaining reserve funds from the Highway Gap Closure Project, which was completed and financed by Measure A, must be returned to eligible projects and programs that are stipulated in the Measure A Expenditure Plan. Ms. Zhang added the funds were distributed proportionally to the eligible strategies.

Ms. Zhang explained that the Measure A/AA and Measure B Expenditure Plans allow the TAM Board the discretion to apply interest funds to any eligible Measure A or Measure AA project or program. A decision was made following approval of Measure AA to combine the interest funds into a single pool and allow the funds to be spent on any project or program under both Expenditure Plans when there is a funding shortfall. Ms. Zhang noted that interest funds are also used to maintain the Puerto Suello pathway and the new MSN pathway. She confirmed that 5% of funds from Measure AA are being reserved and that the remaining reserve funds from Measure A are released with the collection of new reserve funds under Measure AA. Ms. Zhang confirmed that the reserve funds would need to be repaid if they are used to close a funding gap in a project.

In response to Member Powers, who asked if the COC has a maximum number of seats, Ms. Zhang stated that a subcommittee is being formed to discuss adding seats on the COC and the members will make a recommendation to the full Committee and TAM Board.

Member Powers thanked TAM staff for including the metrics in the Measure B Expenditure Plan. Mr. Chan noted that performance measures were not added to the Measure AA Expenditure Plan, but that funding recipients provide a report to the COC on an annual basis and when a project is completed.

Member Powers and ED Richman discussed amending the title of Element 3 in the Draft Strategic Plan to include greenhouse gas emissions (GHGs). ED Richman noted that the title is reflected in the Expenditure Plan and suggested adding text to include GHGs. She noted that the TAM Board amended a guiding principal in the 2021 Measure A Strategic Plan to include language relating to environmental and conservation awareness, and that the same language has been used for the Measure B Draft Strategic Plan.

In response to Member Bortel, Mr. Chan confirmed the funds under Element 2 are allocated by the TAM Board to Marin Transit projects and cannot be used for projects under any other element. Ms. Zhang confirmed the Expenditure Plan would need to be revised to allow the funds to be used for anything other than Marin Transit services.

The Committee recessed for a dinner break and reconvened with all members present as indicated.

7. Review the Amendments to the COC Bylaws (Action)

Ms. Zhang presented the staff report, which asked the COC to review and accept the proposed amendments to the COC Bylaws and refer the amended COC Bylaws to the TAM Board for approval at its June 22, 2023 meeting.

Ms. Zhang stated that the primary purpose of the amendments is to add language to provide the TAM Board with the discretion to conduct a membership structure review and change, adopted as part of the Amended 2023 Measure B Expenditure Plan, to allow additional COC members to improve representation of underserved communities. She added that revisions are also recommended to allow alternates and staff to serve on non-voting subcommittees/working groups.

Ms. Zhang explained that amendments are not proposed to reflect hybrid meetings under AB 2449 due to the uncertainty of future changes to the legislation.

In response to Vice-Chairperson Hagerty, who suggested waiting until the proposed membership review subcommittee has made its recommendations before changing the bylaws, Ms. Zhang stated that staff and alternates are unable to serve on subcommittees/working groups unless the bylaws are changed. She added that the subcommittee would take approximately 6 to 9 months to make a recommendation. ED Richman clarified the TAM Board has the authority under the Amended Measure B Expenditure Plan to make changes to the COC membership.

In response to Member Powers, Ms. Zhang stated that the COC meeting agendas are posted at the Marin Civic Center in addition to being uploaded to the TAM website, and that upcoming COC meetings are announced in the TAM Traveler. Ms. Zhang clarified the language changes allowing staff and alternates to serve on non-voting subcommittees.

Member Vogt moved to accept the proposed amendments to the COC Bylaws and refer the amended COC Bylaws to the TAM Board for approval at its June 22, 2023 meeting, which was seconded by Member Cole. The motion was approved unanimously.

8. Formation of the COC Membership Structure Review Subcommittee (Action)

Ms. Zhang presented the staff report, which recommends that the COC form a non-voting subcommittee with 6 COC members/alternates and 1 TAM staff member to review and recommend potential changes to the current COC member structure to better reflect the needs and voices of the various communities,

especially the underserved ones. Ms. Zhang stated that staff and Chairperson Pelham are recommending that Members Vogt, Cole, Tye, Alternate McPhail Sridharan, and Vice-Chairperson Hagerty be part of the Subcommittee, in addition to the Chairperson and herself as the staff member.

Ms. Zhang anticipated that the subcommittee would meet every month or every two months, depending on the subcommittee members' schedules. She further anticipated needing 4 to 6 meetings to form a recommendation and added that the subcommittee would also review the possibility of developing a mentorship program to support career planning and advancement of students from disadvantaged communities.

Member Cole moved to accept the proposed formation of a non-voting subcommittee including Chairperson Pelham, Vice-Chairperson Hagerty, Members Vogt, Cole, Tye, Alternate McPhail Sridharan, and Ms. Zhang to review and recommend potential changes to the current COC member structure to better reflect the needs and voices of the various communities, especially the underserved ones. Member Vogt seconded the motion, which was passed unanimously.

9. Review the 2023 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List (Action)

Ms. Zhang presented the staff report which asked the COC to review the 2023 Measure A/AA ½-Cent Transportation Sales Tax Compliance Audit Auditee Selection List and refer it to the TAM Board for acceptance.

Ms. Zhang discussed the purpose of the compliance audit, which is to ensure project sponsors spent the funds received from TAM as specified in the agreements/contracts and the Expenditure Plans. She discussed the six project sponsors that are recommended for auditing, including Marin Transit for Measure A Strategy 1/Measure AA Category 4, Bus Transit System; HNTB for Measure A Category 1 Highways for the Highway 101 & Approaching Roadway Interchange Study; City of Mill Valley for Measure A Strategy 3.1/Measure AA Road Set Aside for the East Blithedale Rehabilitation Project; Town of Fairfax for Measure A Strategy 3.2/Measure AA Strategy 2.1 Local Street and Roads; the Town of Tiburon for a Large Capital Project (Del Mar Middle School Improvement Project), and the City of Larkspur for a Small Capital Project (South Eliseo Drive Bicycle Lane and Splitter Island Project) under Measure A Strategy 4.3 Safe Pathways to School Project.

In response to Chairperson Pelham, Ms. Zhang confirmed HNTB has completed the initial studies.

In response to Vice-Chairperson Hagerty, Ms. Zhang stated that the next audit of interest revenue usage for the City of San Rafael's Multi-Use Path Maintenance is not due until 2025. She confirmed receipt of documentation from the City of San Rafael showing that project costs are being tracked correctly. Ms. Zhang stated that geographical areas are considered when choosing projects for the audit so that the same location is not consistently chosen. She added that Marin Transit is audited annually.

In response to Member Powers, Ms. Zhang confirmed the Crossing Guard Program was audited last year. She also clarified the difference between Strategy 4.1, Safe Routes to School Program, and Strategy 4.3, Safe Pathways to School Project.

In response to Member Vogt, Ms. Zhang stated that Moss, Levy & Hartzheim will be performing the upcoming audit per the current contract. She confirmed that a COC member will be asked to serve on the interview panel when TAM seeks a new team once the current contract expires.

Vice-Chairperson Hagerty moved to approve the 2023 Measure A/AA ½-Cent Transportation Sales Tax Compliance Audit Auditee Selection List and refer it to the TAM Board for acceptance, which was seconded by Member Vogt. The motion passed unanimously.

10. Committee Member Hot Item Reports

Alternate Saunders reported that TAM Commissioner Brian Colbert attended a Climate Action Committee meeting and provided a report on TAM projects. She commented on the costs of protecting roads and bridges from the effects of sea level rise and expressed the hope that people understand the financial cost of the Climate Emergency and the need to persuade people to use other modes of transportation besides cars, or at least drive an electric vehicle.

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

The next meeting was scheduled for Monday, July 17, 2023. Potential items for review will include a report from Marin Transit and the North-South Greenway Study.

Chairperson Pelham thanked staff for the great reports and he welcomed Alternate McPhail Sridharan to the COC.

12. Adjournment

The Meeting was adjourned at 6:40 p.m.

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DATE: July 17, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Marin Transit's Annual Presentation (Discussion), Agenda Item No. 5

RECOMMENDATION

No action is needed. This is a discussion item only.

BACKGROUND

Marin Transit's General Manager, Nancy Whelan, will be presenting at the July 17, 2023 Citizens' Oversight Committee (COC) meeting to discuss Marin Transit's activities performed in FY2022-23 and planned activities for FY2023-24. Marin Transit generally provides annual updates to the COC and the TAM Board, as required by the Measure A/AA Expenditure Plan.

FISCAL IMPACTS

There are no fiscal impacts with this presentation.

NEXT STEPS

Not applicable.

ATTACHMENT

Attachment A – Marin Transit's Presentation

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Marin Transit Update

TAM CITIZENS OVERSIGHT COMMITTEE



July 17, 2023

marintransit.org
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Agenda

- 01** FY2022/23 Highlights
- 02** FY2023/24 Budget
- 03** Fixed Route Operations
- 04** Marin Access Operations
- 05** School Service
- 06** Capital Program and Grant Awards
- 07** Measure AA and Measure B Allocation Requests



FY2022/23 Highlights

FY2022/23 Highlights

- \$31.5 Grant Award for Facility
- OBAG Grant for Key Corridor Improvements
- Transit Fiscal Cliff – new state funding for transit
- Marin Transit - Strong rider retention and short-term fiscal stability
- Service Changes
 - Fixed Route change to increase reliability
 - Marin Access responding to changing conditions



Marin Transit Services FY 22/23



Local Bus Service
Operated by:



Supplemental School
Operated by:



Muir Woods Shuttle
Operated by:



On Demand (Connect)
Operated by:



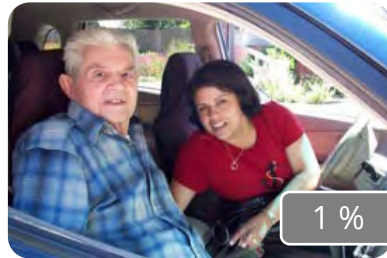
Community Shuttles
Operated by:



Local Paratransit
Operated by:



Rural Stagecoach
Operated by:

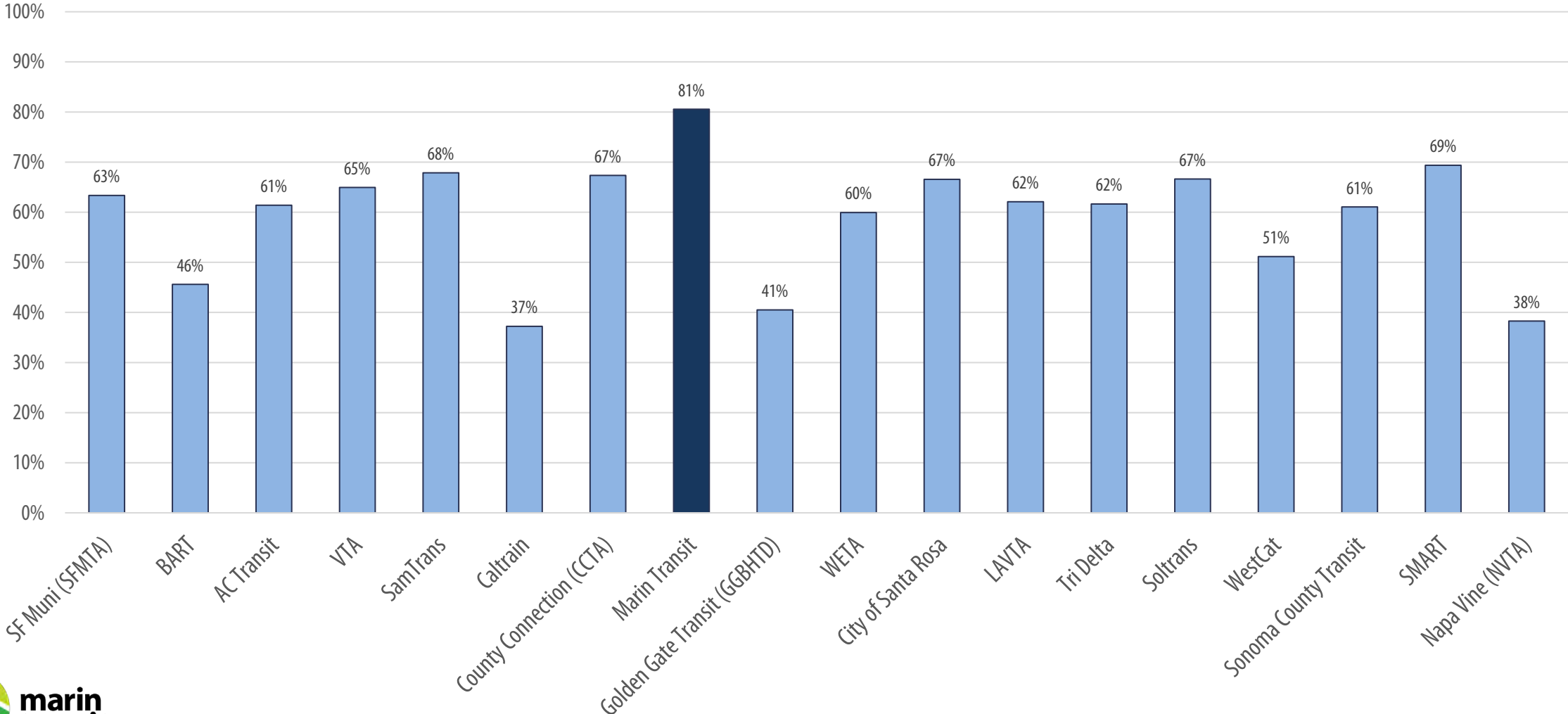


Mobility Management
In partnership with:

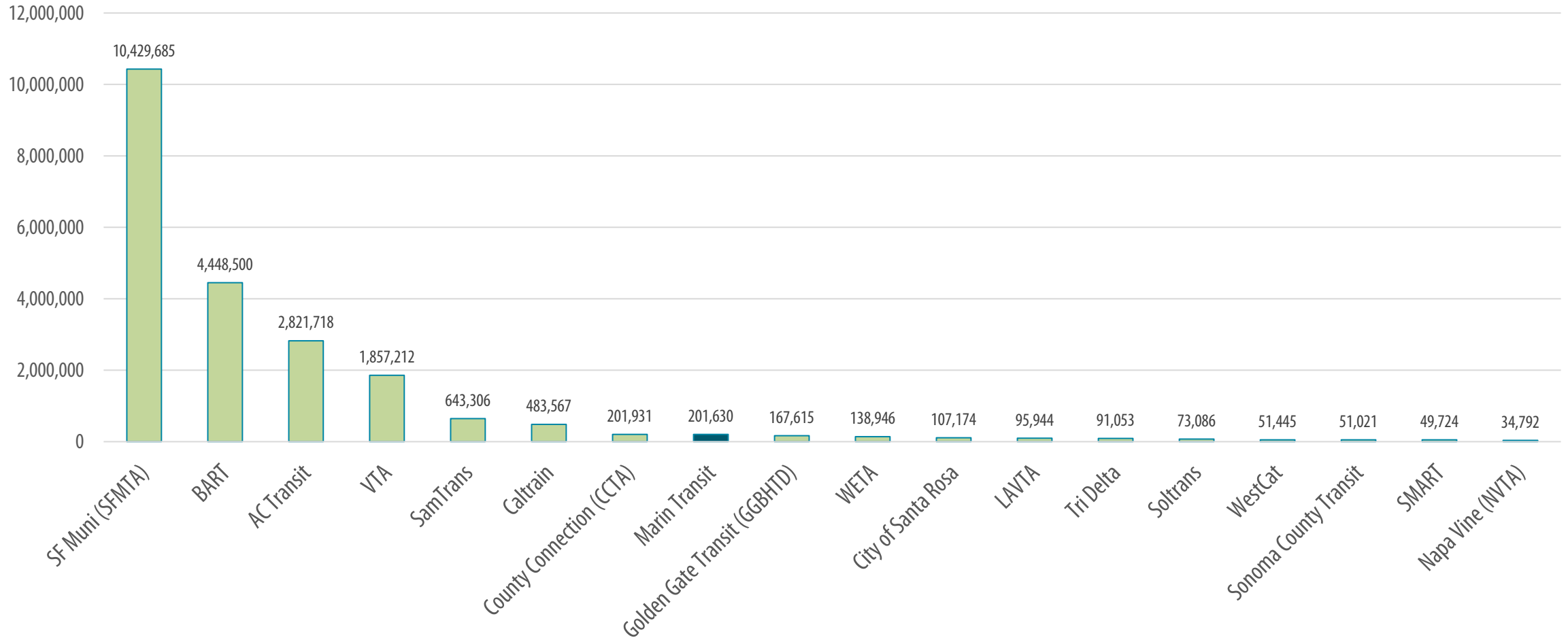


→ % of total ridership

% Pre-COVID Ridership (Feb 2020 vs Feb 2023)



Monthly Ridership (February 2023)



Source: National Transit Database Monthly Module Adjusted Data Release

Fiscal Challenges for Bay Area Transit Operators

- Pandemic and other economic conditions have negatively impacted transit agencies
- Ridership on commuter-based systems is recovering much slower than local bus systems
- Fare dependent (typically commuter focused) agencies are facing near-term fiscal cliffs
- Marin Transit financial outlook is stable for the next 5 years





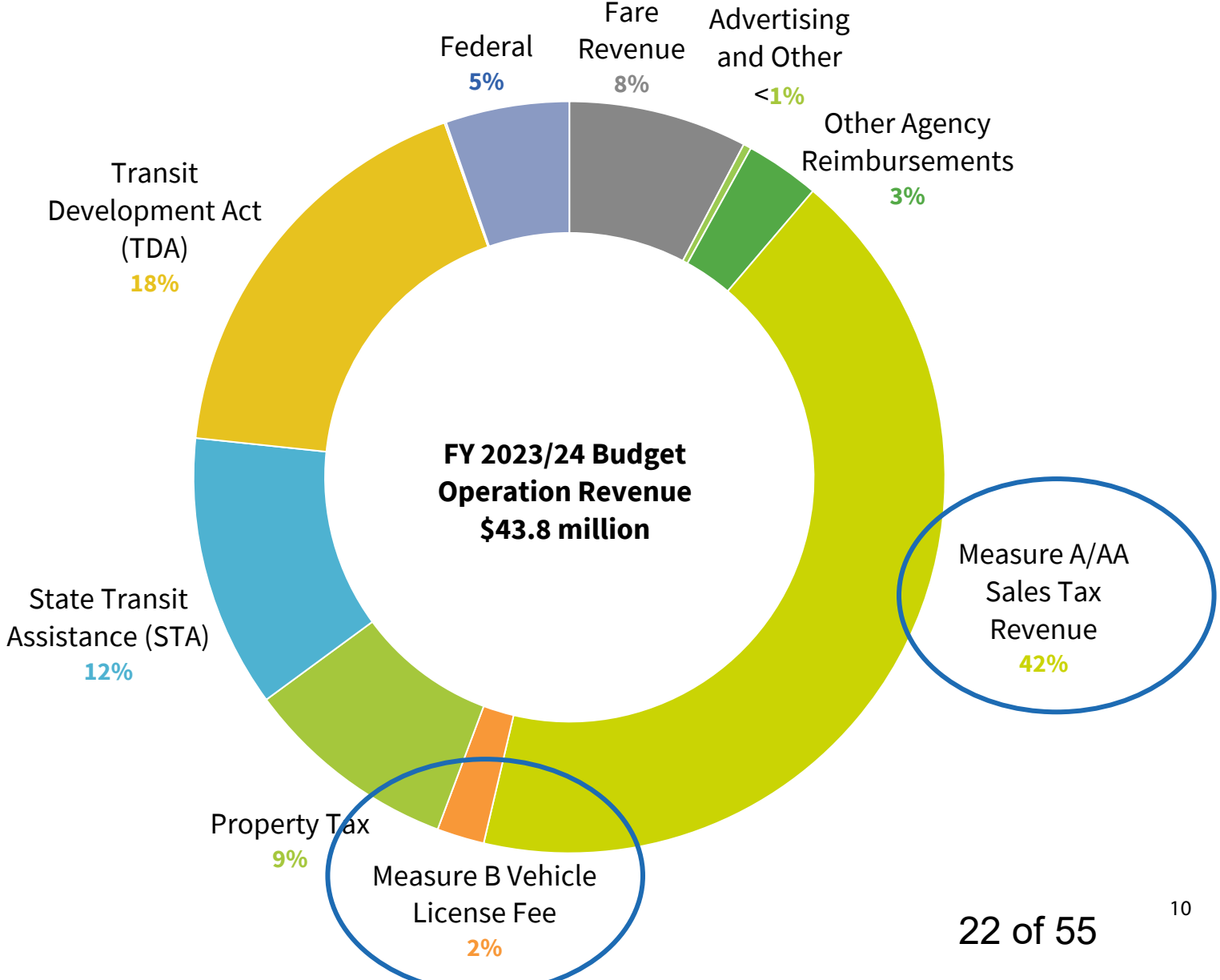
FY2023/24 Budget

Operations Revenue

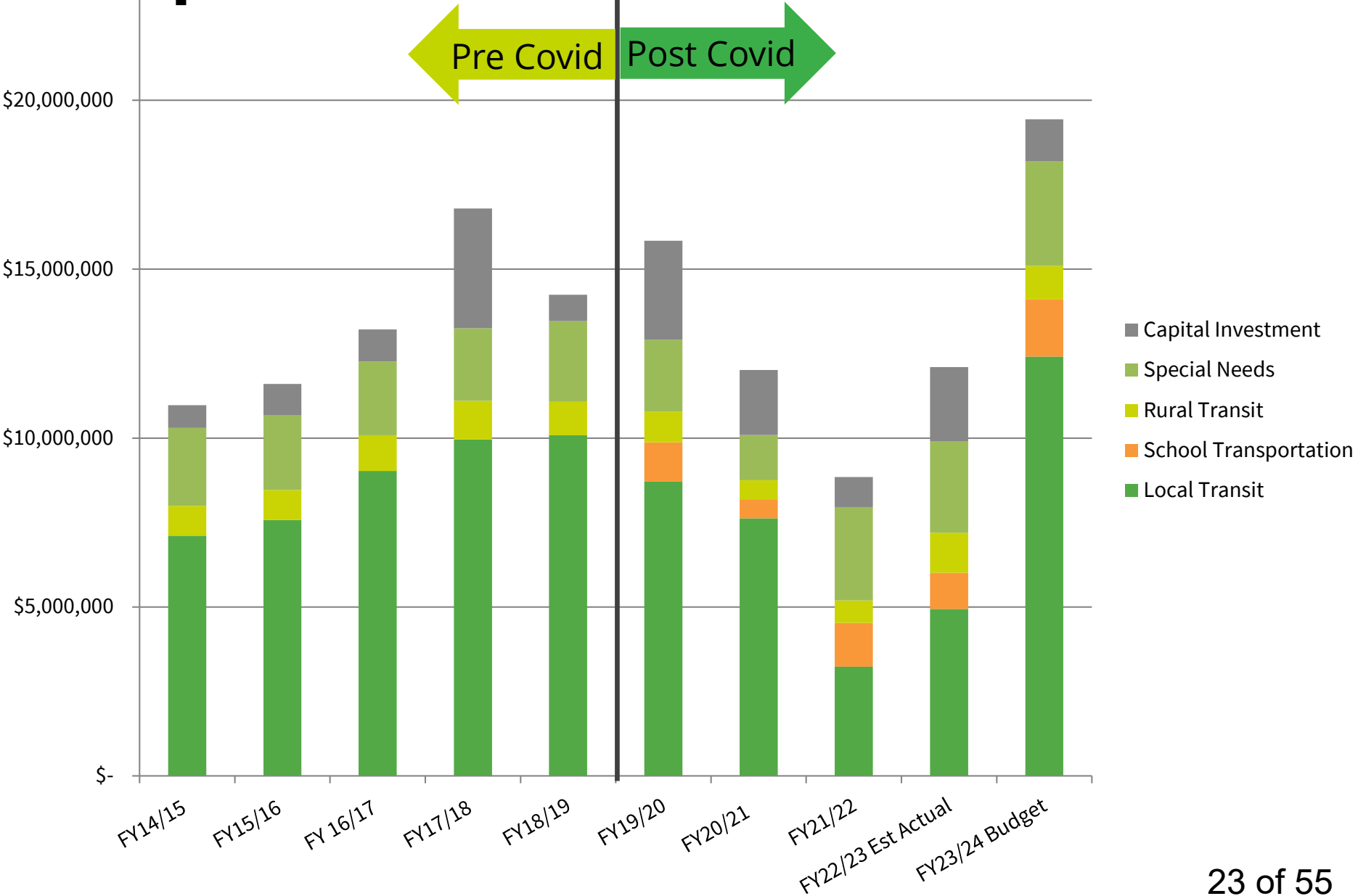
Return to a reliance on Measure AA funding for operations

Post Pandemic Revenue Fluctuations

- Drop in federal relief revenues
- Increase in Measure AA expenditures
- State revenue swings

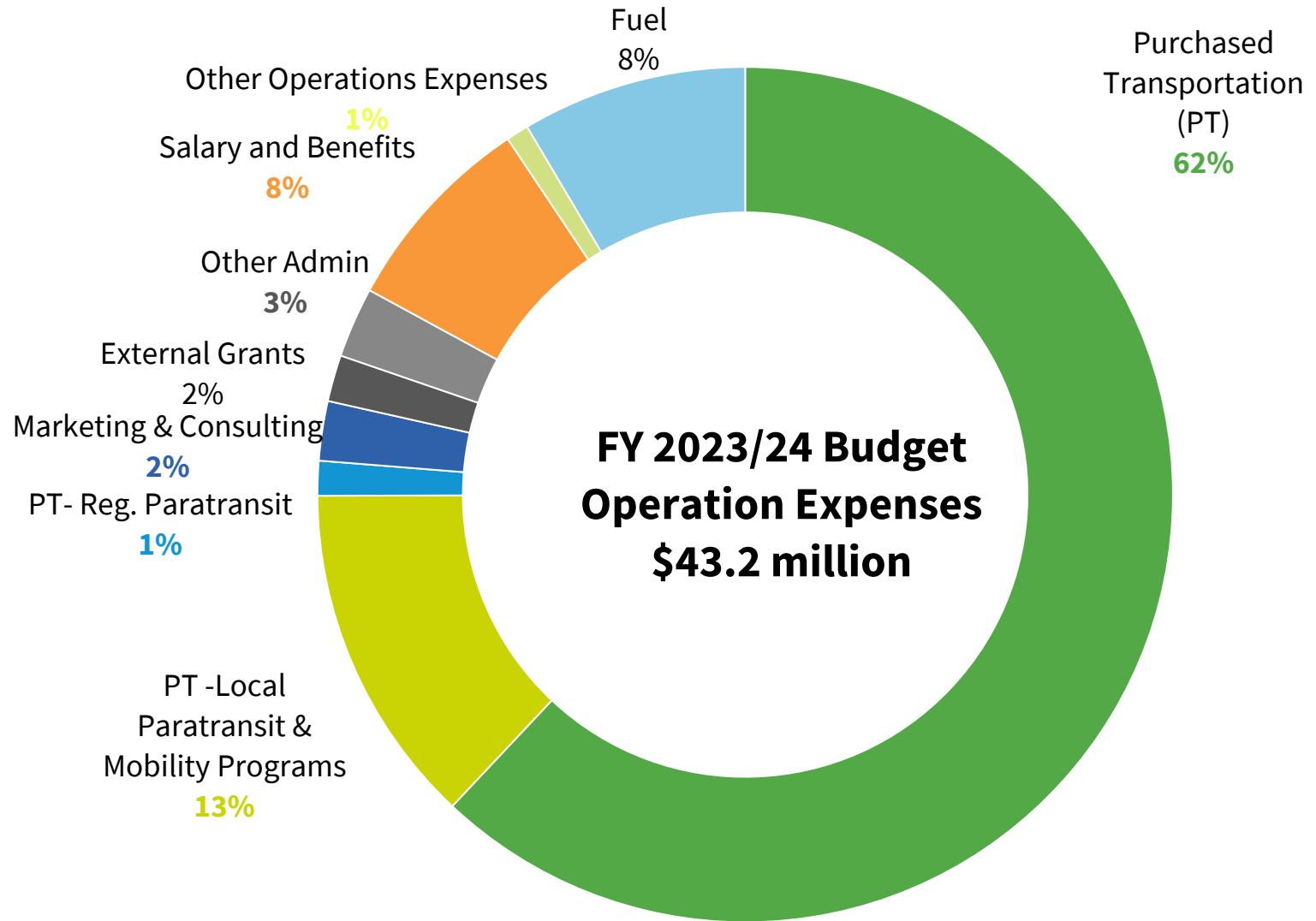


Measure A/AA Expenditures



Operations Expense

- Purchased Transportation
- Fuel
- Program Budgets
 - Administration
 - Local
 - Yellow Bus
 - Rural
 - Marin Access



Fixed Route Operations

Local Service

\$27.6 million Budget

- 64% of Operations cost
- Measure A/AA 45% of Revenues
- Similar level of service to FY22-23
- 10% increase in Purchased Transportation Costs
- 7% increase in fuel
- Operated by GGBHTD & Marin Airporter
- Service Adjustments effective June 2023

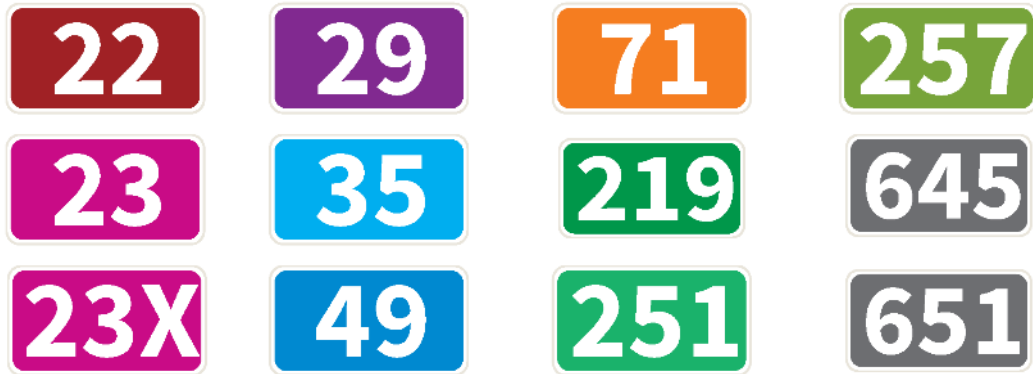


Overview of Service Changes in 2023

- Purpose is to address:
 - Decreasing reliability due to labor shortages, traffic congestion
 - Reductions in regional bus service in the County
- Includes 12 of the 24 fixed route services
- Estimated decrease of **2.1%** of all fixed route service (revenue hours)
- Estimated decrease of **7.5%** of peak vehicle pullouts (# of vehicle used)
- Changes effective **June 11, 2023**

2023 Service Changes

Effective June 11, 2023



Route	Alignment Change	Service Level Change (frequency or span of service)	Cancel	Replacement Service
22	(-)	(-)		
23	(+)	(+)		
23x			X	23
29	(+/-)	(+/-)		
35	(-)			
49	(+)			
71		(+)		
219	(-)	(-)		
251			X	49, 257
257	(+)	(+)		
645			X	35
651			X	49, 257

Rural Service

\$2.7 million Budget

- Operation by Marin Airporter
- No change to service levels
- \$300,000 in FTA Section 5311 funds
- \$984,484 in Measure A/AA
- Measure A/AA funds 38% of costs



Marin Access Operations



Marin Access Program FY 22/23



Paratransit

Door-to-door, shared ride service for ADA-eligible riders



Travel Navigators

One-stop resource for program information & eligibility



Volunteer Driver

Mileage reimbursement for seniors & people with disabilities



Travel Training

Group presentations on public transit & other mobility options



Catch-A-Ride

Discounted taxi rides for seniors & people with disabilities



Fare Assistance

Fare assistance for those that qualify via Medi-Cal or income



Marin Transit CONNECT

On-demand, general public shuttle service



Dial-A-Ride

Pre-scheduled, general public shuttle service

Marin Access Key Challenges



- Ridership has not recovered since the pandemic
- Costs are not leveling off due to reduced demand
- Labor shortages reduce service reliability
- Resources are spread across a lot of programs
- Evaluation of the Connect Pilot program showed low cost- effectiveness
- Upcoming contract changes

Marin Access - Overview of Changes

Effective July 1, 2023



- **Catch-A-Ride** – Enhance program & offer two voucher types as 12-month pilot program
 - Paper voucher (taxi)
 - Digital voucher (Uber)
- **Novato Dial-A-Ride** – Cancel and replace with enhanced Catch-A-Ride pilot program
- **Connect** – Cancel and replace with enhanced Catch-A-Ride pilot program
- **Volunteer Driver** – Increase reimbursement rate to \$0.70 / mile



Marin Access Budget

\$7.8 million Budget

Funding Sources:

Measure A/AA	41%
Measure B	12%
FTA Section 5307	14%
FTA Section 5310	4%
Property Tax	9%
GGBHTD	18%
Fare Revenue	2%



School Service

School Bus Service

Measure AA Funding:

- \$626,829 - Fixed route services to middle and high schools
- \$320,431 - Ross Valley yellow bus
- \$752,740 - Grants to other County yellow bus programs



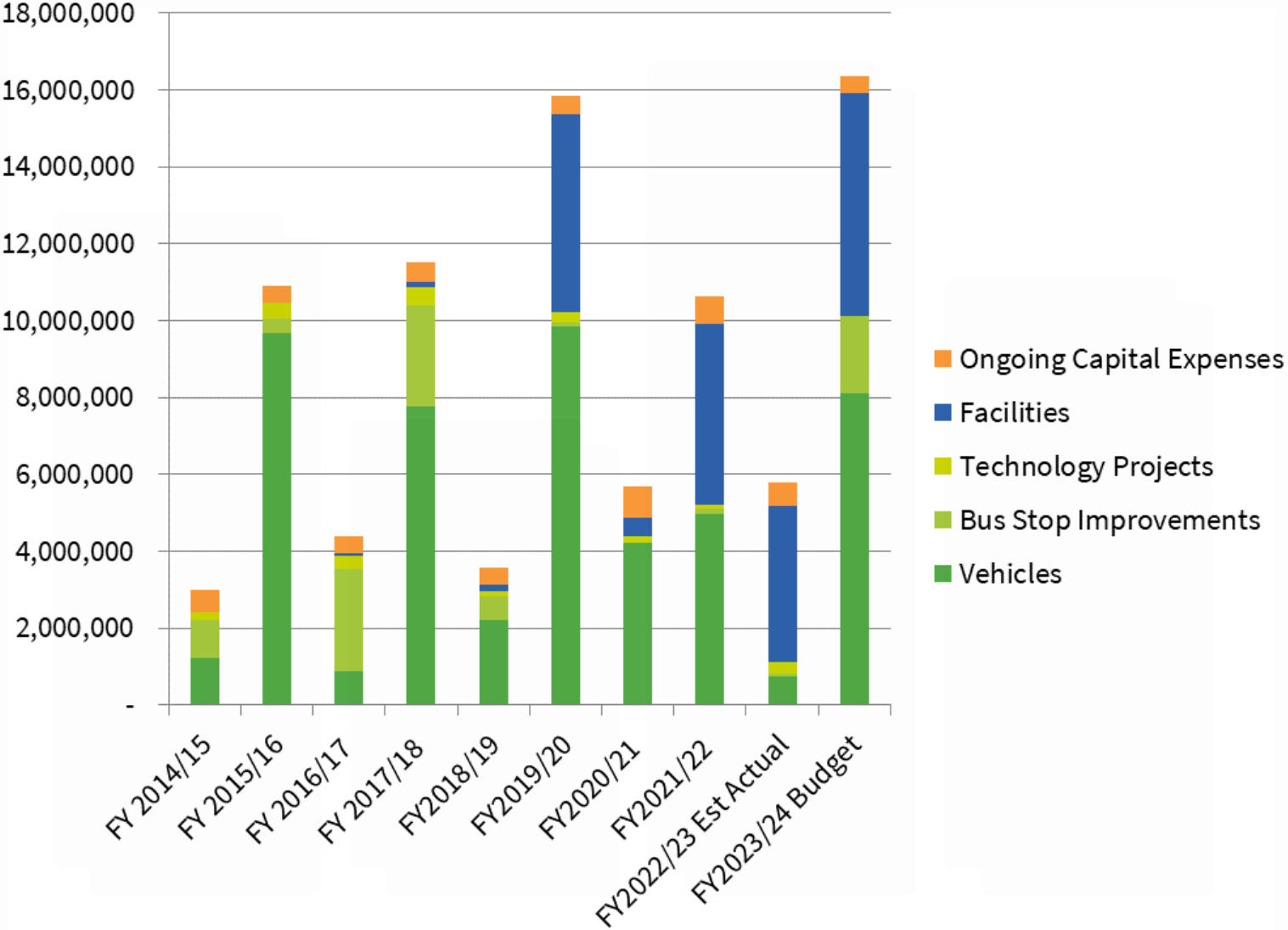


Capital Program

Capital Budget

\$16.4 million Budget

- 15% funded with Measure A/AA
- Seven 35-ft Hybrids
- 10 paratransit vehicles
- Electric Paratransit/Shuttle
- \$5.8 million for facilities
 - Yellow bus parking
 - Paratransit driver break room
 - Construction of parking, solar and improvements at 3010/3020 Kerner
- Bus stop improvements
- Corridor Improvements Project



Electric Bus Maintenance Facility and Yard

FTA Grant	\$31,535,000 (68%)
Local Match	<u>\$15,143,000</u> (32%)
Total project	\$46,678,000

Goals

- Meet fleet electrification requirements
- Increase competition for future service operation contracts
- Reduce long term risks

Needs

- Electric charging and parking for 40 larger buses
- 3 – 5 bus bay maintenance facility
- Employee parking
- 4 – 5 acre site
- Good access to US-101

A screenshot of a Facebook post by Congressman Jared Huffman. The post features a blue electric bus with "Santa Rosa CityBus" branding. Overlaid on the image is text that reads: "INFRASTRUCTURE LAW INVESTING IN AMERICA \$41.4 MILLION to invest in greener, more modern buses and facilities in Marin and Santa Rosa". At the bottom of the image is the name "JARED HUFFMAN" and his title "U.S. CONGRESSMAN SERVING CALIFORNIA'S 11TH DISTRICT". The post text above the image says: "Big news: I've helped secure over \$41 million in grants from the Bipartisan Infrastructure Law to upgrade our bus fleets in Marin and Santa Rosa! It's part of a \$1.7B nationwide investment that comes with a ton of benefits for our community and planet." The post has 17 likes and 1 comment.

Congressman Jared Huffman
1h · 🌐

Big news: I've helped secure over \$41 million in grants from the Bipartisan Infrastructure Law to upgrade our bus fleets in Marin and Santa Rosa! It's part of a \$1.7B nationwide investment that comes with a ton of benefits for our community and planet.

INFRASTRUCTURE LAW
INVESTING IN AMERICA

\$41.4 MILLION
to invest in greener, more modern buses and facilities in Marin and Santa Rosa

JARED HUFFMAN
U.S. CONGRESSMAN SERVING CALIFORNIA'S 11TH DISTRICT

👍❤️ 17 | comment

Allocation Requests

Measure A/AA Allocation Request

Measure A Strategy 1 – Local Bus Transit	FY 23/24 Requested Amount
1.1 Maintain and Expand Local Bus Transit Service	\$712,000
1.2 Maintain & Expand Rural Bus Transit System	\$57,672
1.3 Maintain & Expand Transit Services for Those with Special Needs	\$173,194
1.4 Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$115,522
Measure A Total	\$1,058,388

Measure AA Category 4 – Local Bus Transit	FY 23/24 Requested Amount
4.1 Bus Transit Service	\$13,000,000
4.2 Rural/Recreational Bus Services	\$926,812
4.3 Transit Services for Special Needs	\$2,934,903
4.4 Transit Services to Schools	\$1,700,000
4.5 Bus Transit Facilities	\$1,235,748
Measure AA Total	\$19,797,463

Total Allocation Request **\$21,750,851**



FY 2023/24 Measure B Allocation Request

Measure B	Requested Amount
1 Staffing for Mobility Management Program	\$100,000
2 Support and Enhance Paratransit (Travel Navigator Program, Operations Support and Marketing)	\$190,000
3 “Paratransit Plus” program (Catch A Ride)	\$300,000
4 Other programs to provide mobility to seniors (Volunteer Driver, Innovation Incubator & Marin Access Fare Assistance)	\$290,000
Total Allocation Request	\$895,000

Questions?

Nancy Whelan

nwhelan@marintransit.org

(415) 226-0855

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DATE: July 17, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Mikaela Hiatt, Associate Transportation Planner

SUBJECT: Sea Level Rise Presentation (Information), Agenda Item No. 6

RECOMMENDATION

This is a discussion item only.

BACKGROUND

TAM has been coordinating with partner agencies and stakeholders in Marin County and the region to advance adaptation planning for sea level rise. The Measure AA ½-Cent Transportation Sales Tax Expenditure Plan sets aside 1% of the transportation sales tax under "Category 2.3: Develop projects to address transportation impacts from sea level rise (SLR)". The expenditure plan states:

"This funding would be utilized to support protecting and adapting Marin's roadways and related infrastructure to the effects of sea level rise and flooding. These funds can be used to serve as seed money to find solutions, attract matching grants and leverage private investments to meet the challenges and vulnerabilities identified in numerous planning efforts including those of Bay Wave, and CSMART."

To advance this element of Measure AA, staff has developed a path forward in partnership with the County Department of Public Works (DPW) and County Community Development Agency (CDA), to navigate the patchwork of existing planning efforts and develop an understanding of the range of technical solutions available to address SLR impacts on our most vulnerable transportation facilities and develop conceptual alternatives and designs to address flooding on these facilities.

DISCUSSION/ANALYSIS

At the TAM Board of Commissioners meeting on April 27, 2023, the Board approved a contract with the firm Arup to help lead the Sea Level Rise Adaptation Planning for Marin County's Transportation System. The scope of work includes the following tasks:

1. Agency Coordination (Includes the development of a Technical Advisory Committee and a series of focus/stakeholder groups.)
2. Existing Plan Review
3. Identification of Vulnerable Locations
4. Identification of a Range of Adaptation Measures
5. Governance Review (Includes a review of funding opportunities and the assessment of governance systems for sea level rise.)

6. Implementation Plan Development
7. Draft and Final Report
8. Project Management

This effort is intended to build off previous adaptation planning efforts conducted in Marin County and the region to develop an implementation plan for TAM to support Marin County's Transportation System.

TAM's plan is intended to advance adaptation planning, identify potential solutions to the threats sea level rise poses to Marin communities, roadways, and critical transportation assets, and guide implementation of transportation infrastructure and TAM funding programs that are currently underway. TAM is coordinating closely with local and regional partners to develop a Technical Advisory Team to help guide the plan. The consultant team, Arup, is currently analyzing and consolidating the existing data, plans, and maps to develop an Existing Plan Review, which will be the foundation of this planning process.

Staff will present the Sea Level Rise program (including information on coordinating efforts with C-SMART and Bay Wave), the Sea Level Rise Planning Effort for Marin County's Transportation System and anticipated next steps in the process for the COC to review and provide input in future meetings.

FISCAL CONSIDERATION

There is no fiscal impact from this discussion. The total contract value for the Sea Level Rise Adaptation Planning for Marin County's Transportation System is not to exceed \$550,000, which is within the amount of available funding.

NEXT STEPS

Staff will continue to work on the Plan and coordinate closely with the technical advisory team as well as the TAM Board and Committees.

ATTACHMENTS

Attachment A – Staff Presentation



Item 6 - Attachment A

TAM's Sea Level Rise Program

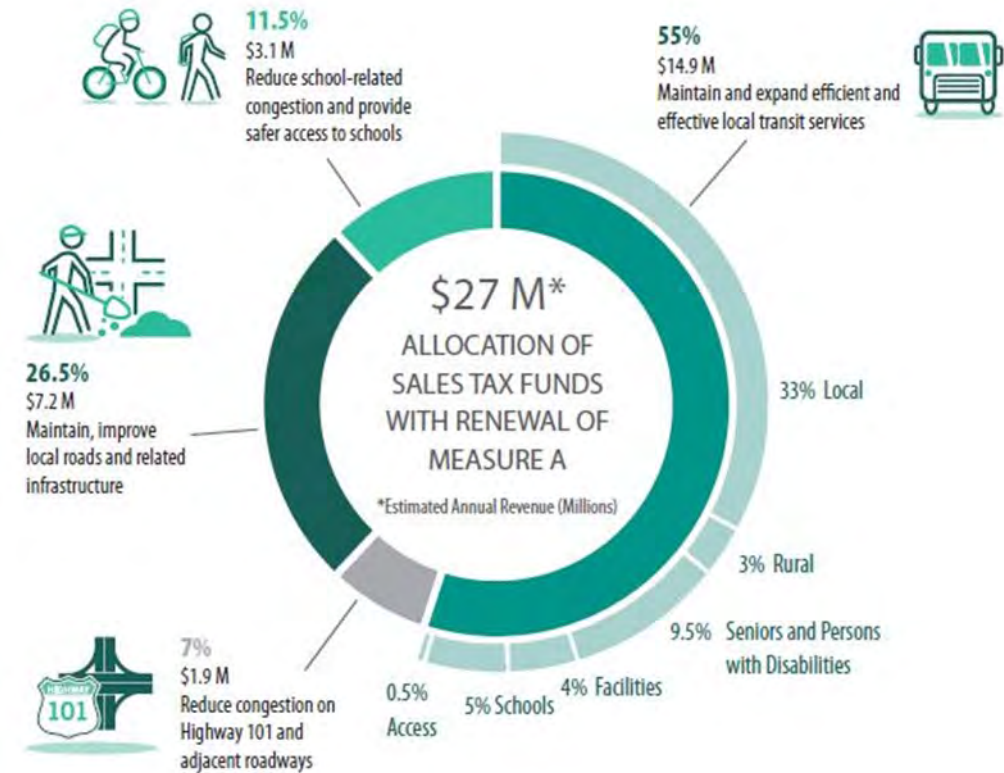
Citizens' Oversight Committee

July 17, 2023

TAM Sea Level Rise Program – Basis in Measure AA

- Measure AA Category 2.3

- 1% set aside to develop projects to address transportation impacts from sea level rise (SLR)
- Support protecting and adapting Marin’s roadways and related infrastructure to the effects of SLR and flooding
- Can be seed money for solutions, matching grants, and the leverage of private investments

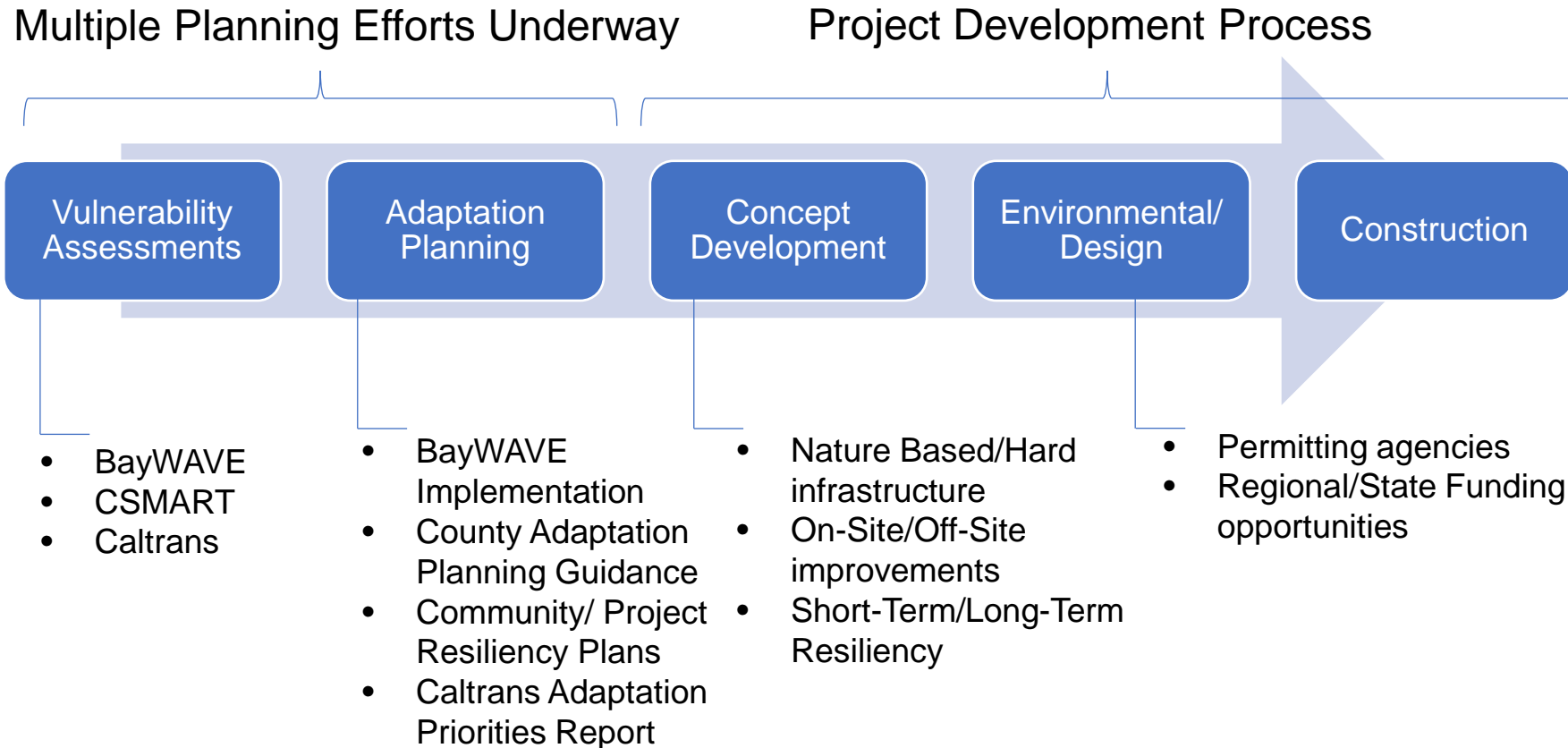


County Efforts to Date

- Efforts underway in Marin County include:
 - BayWAVE and C-SMART
 - Local Jurisdiction Plans
 - Climate Action Plans
 - Sea Level Rise Assessments
 - Bay Conservation and Development Commission (BCDC), San Francisco Estuary Institute (SFEI), other regional efforts
 - Caltrans Plans

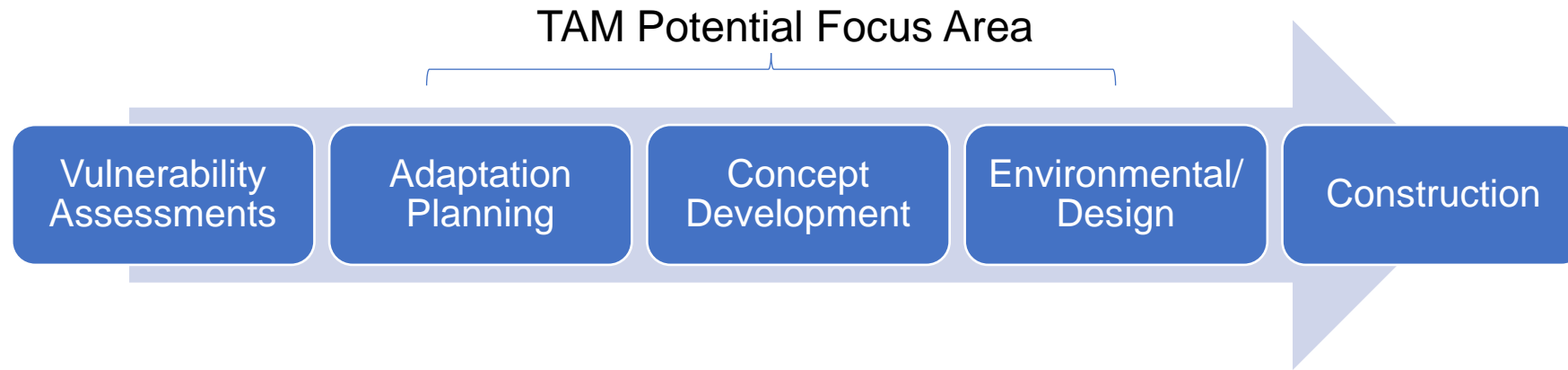


County Efforts to Date



Previous Board Direction

- Board Direction
 - Move from planning into initial conceptual design
 - Identify potential projects for project development



Scope of Work of the Plan

- Agency Coordination
- Existing Plan Review
- Identification of Vulnerable Locations
- Identification of a Range of Adaptation Measures
- Governance Review
- Implementation Plan Development
- Draft and Final Report
- Project Management



Consultant and Timeline

- Arup – lead consultant
 - WRT and Pathways Institute
- Technical Advisory Team
 - MTC
 - BCDC
 - Caltrans
 - City and County Representatives
 - MPWA Representatives
- Anticipated Timeline – 18 months
- Contract Amount – Not to exceed \$550,000



Next Steps

- Develop Existing Plan Review
- Meet with the Technical Advisory Team
- Begin development of vulnerable locations identification process
- Continue coordination with TAM Board and Committees



Questions?

Thank You!

