



TRANSPORTATION AUTHORITY OF MARIN  
COMMUNITY OVERSIGHT COMMITTEE MEETING

JANUARY 21, 2025  
5:00 P.M.

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

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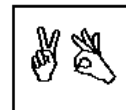
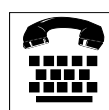
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**During the meeting:** For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is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



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 4:00 p.m.  
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## 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 Meeting Minutes from October 21, 2024 and November 18, 2024 (Action) (5 minutes)
4. TAM Staff Report (Discussion) (10 minutes)
5. US 101/I-580 Multi-modal & Local Access Improvement Project Update (Information) (30 Minutes)

### **Break – 15 minutes**

6. Update of the Measure A/AA Compliance Audit (Discussion) (5 Minutes)
7. COC Members Stipend Process (Discussion) (15 minutes)
8. Committee Member Hot Items Report (Discussion) (10 minutes)
9. Discussion of Next Meeting Date and Recommended Items for the Agenda (5 minutes)



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
COMMUNITY OVERSIGHT COMMITTEE

OCTOBER 21, 2024  
5:00 PM

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

MEETING MINUTES

Members Present: Charley Vogt, Northern Marin Planning Area  
Heather McPhail Sridharan, School Districts (Alternate)  
Kate Powers, Environmental Organizations  
Jane Gould, Marin County Paratransit Coordinating Council (Alternate)  
Jeffrey Olson, Central Marin Planning Area  
Kevin Hagerty, (Vice-Chairperson)  
Paul Roye, Ross Valley Planning Area

Alternates Present (Non-Voting): Kay Noguchi, League of Women Voters  
Nancy Okada, Environmental Organizations  
Susannah Saunders, Ross Valley Planning Area

Staff Members Present: Anne Richman, Executive Director  
Melanie Purcell, Director of Finance and Administration  
David Chan, Director of Programming and Legislation  
Dan Cherrier, Director of Project Delivery  
Derek McGill, Director of Planning  
Emily Tong, Senior Accountant  
Grace Zhuang, Accounting and Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O'Hehir, Administrative Assistant  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator

Vice-Chairperson Hagerty called the Community Oversight Committee (COC) meeting to order at 5:05 p.m.; and made a brief announcement regarding the recent passing of Alternate James Schmidt.

**1. Introductions and Welcome**

Vice-Chairperson Hagerty asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. Ms. Doucette confirmed that additional COC Members were needed for a quorum, and provided detailed information about how the public may participate.

**2. Open Time for Public Expression**

No public expression was received.

*Items 3 and 8 were taken out of order due to lack of a quorum.*

**4. TAM Staff Report**

Executive Director (ED) Anne Richman provided highlights from the TAM Staff Report, which was distributed to the Community Oversight Committee and posted on the TAM website prior to the meeting.

Member Olson commented on his recent use of public transit to travel from his home to San Francisco in less than 2 hours.

In response to Member Roye, ED Richman stated that 300 electric bikes (e-bikes) will be used in the Redwood Bikeshare Program; and that the e-bikes are monitored.

In response to Member Powers, Public Outreach Coordinator Molly Graham and Director of Project Delivery Dan Cherrier provided an overview of the November 14 Bellam Blvd. Workshop; and ED Richman stated that the San Rafael Transit Center was not included in the Mobility Hubs Study because there are significant other planning efforts occurring at that location such as Golden Gate's San Rafael Transit Center relocation project. ED Richman added that the California Department of Transportation (Caltrans) is conducting a separate mobility hub study for the San Rafael Transit Center.

In response to Alternate McPhail Sridharan, ED Richman stated that users of the Redwood Bikeshare Program must be 18 years old; that in addition to focusing on first- and last-mile connections along the SMART corridor, riders are expected to use the e-bikes in nearby downtown areas; and that staff will provide a summary of community feedback from the Bellam Blvd. and US 101/I-580 Multi-modal & Local Access Improvement Project public meetings.

In response to Alternate Okada, ED Richman and Ms. Graham provided an overview of the costs for participating in the Redwood Bikeshare Program; stated that there are discounted memberships for low-income riders; the vendor is Drop Mobility; and the environmental consultant team for the US 101/I-580 Multi-modal & Local Access Improvement Project is led by Kimley-Horn.

Alternate Saunders commented on San Anselmo's iWalk & Roll Day held on October 2.

## **5. Measure AA Expenditure Plan Review Process and Schedule (Discussion)**

Director of Programming and Legislation David Chan presented this item for discussion. Mr. Chan provided background and an overview of the Measure AA Expenditure Plan Review process; County Counsel's recommendations; proposed Expenditure Plan Review Schedule; key stakeholders; public outreach; and the proposed schedule for the Strategic Plan update.

In response to Vice-Chairperson Hagerty, Mr. Chan confirmed that a subcommittee of COC members and stakeholders will not be convened to oversee the Expenditure Plan review because it does not involve voter participation. Mr. Chan added that the process provides an opportunity to review the Expenditure Plan and recommend changes to the TAM Board.

In response to Alternate Okada, ED Richman stated that the Expenditure Plan review will consider potential policy changes; and confirmed that TAM was not involved in the newly sanctioned homeless area on Andersen Drive.

Member Powers asked how the remaining funds from Measure A will be managed when it expires on March 31, 2025. ED Richman stated that small amounts of revenue from Measure A are still trickling in for several reasons; and financial reporting will cease once that is no longer the case and when the funds have been spent. Mr. Chan confirmed that all funding obligations and allocation requests under Measure A have been fulfilled.

In response to Member Powers, ED Richman stated that data from the performance measures would not be available in time for the Board's adoption of the CTP at its December meeting; and that the Equity Working Group was formed to provide advice on the CTP process.

In response to Alternate McPhail Sridharan, ED Richman stated that staff is available to provide presentations on the CTP for interested parties. Alternate McPhail Sridharan expressed support for the inclusion of Artificial Intelligence (AI) in the Expenditure Plan, noting its potential for cost savings.

*Member Vogt joined the meeting during the Measure AA Expenditure Plan Review and Schedule discussion item.*

## **6. Countywide Transportation Plan Update (Discussion)**

Director of Planning Derek McGill provided an update on the CTP, including confirmation that the Draft CTP has been released for public comment; an overview of the CTP process; recap of the CTP workshop that preceded the July 25 Board Meeting; Draft Plan outline; strategies; implementation; and next steps.

In response to Alternate McPhail Sridharan, Mr. McGill stated that safe school travel, which gained the highest score in the survey, includes transportation methods to school besides walking and riding; and that the Technical Advisory Committee (TAC) will assess all forms of transportation to schools and funding priorities.

In response to Member Powers, Mr. McGill stated that 563 people participated in the public survey; the outreach team engaged approximately 100 people at pop-up events; addressed four focus groups; and participated in road show presentations. Mr. McGill noted that the CTP includes strategies to encourage reduction of vehicle miles traveled (VMT) and greenhouse gas emissions; and focuses on wildfire resilience and sea-level rise adaptation. Mr. McGill also added that regional transportation funding tends to be concentrated on certain areas such as Priority Development Areas (PDAs) and that the CTP helps make the link between transportation and land use.

In response to Alternate Okada, Mr. McGill confirmed that future State Route (SR) 37 transit improvements have been included in the CTP.

## **3. Review and Approval of September 16, 2024 Meeting Minutes (Action)**

Member Olson moved to approve the September 16, 2024 Meeting Minutes, which was seconded by Member Vogt. A roll call vote was conducted, and the motion passed unanimously with the following amendments:

Page 5, Item 5: "In response to Member Olson, GM Whelan confirmed that there is a plan to install a bus stop in the vicinity of the Novato Costco store"; was amended to "In response to Member Olson, GM Whelan confirmed that there is a plan to install a bus stop near the new Kaiser medical facility in Novato".

Page 4, Item 8: "...and Member Alley stated that technological advancements in batteries should reduce the need for EV charging stations", amended to "...and Alternate Saunders stated that technological advancements in batteries should reduce the need for EV charging stations."

Page 3, Item 5: A brief overview of GM Nancy Whelan's presentation was added to the minutes.

## **8. Formation of the FY2023-24 COC/2024 TAM Annual Report Development Subcommittee and Approval of the Draft Development Schedule (Action)**

Public Outreach Coordinator Molly Graham presented the staff report, which recommends the COC form a subcommittee to guide staff with the development process of the FY2023-24 COC/2024 TAM Annual Report and adopt the development schedule. Ms. Graham noted that the report will highlight TAM's 20th Anniversary.

Member Powers moved to appoint Vice-Chairperson Hagerty and Alternate Noguchi to the FY2023-24 COC/2024 TAM Annual Report Development Subcommittee and approve the development timeline, which was seconded by Member Vogt. A roll call vote was conducted, and the motion passed unanimously.

*The Committee recessed for a dinner break and reconvened without Vice-Chairperson Hagerty. Member Powers led the meeting.*

## **7. Update on the Sea Level Rise Adaptation Planning for Marin County's Transportation System Project (Discussion)**

Associate Transportation Planner Mikaela Hiatt provided a brief overview of the project, including stakeholder engagement; environmental and equity focus groups; progress summary; focus areas; draft adaptation summaries; and next steps.

In response to Alternate Noguchi, Ms. Hiatt stated that the Manuel T. Freitas Parkway has been included in the draft adaptation summaries due to rising groundwater levels resulting from sea level rise, which may also affect the Santa Venetia neighborhood.

In response to Member Vogt, Ms. Hiatt stated that the environmental scientists from Pathways Climate Institute, the project consultants, identified rising groundwater levels as a potential threat; and that the study's primary focus is to provide solutions that would enable Marin's transportation system to function in conditions caused by sea level rise. Ms. Hiatt added that potential solutions also offer opportunities to protect other community locations.

In response to Alternate Okada, Ms. Hiatt stated that staff are engaged with Caltrans on an upcoming US-101 study, which includes improvements to the Lucky Drive interchange.

In response to Alternate Gould, Ms. Hiatt stated that staff from the Town of Tiburon and the City of Belvedere have been included in discussions on sea level rise, but the Town/City were not part of the deep dives due to the breadth of ongoing work in the area by other agencies and regional transportation assets.

In response to Member Powers, ED Richman stated that the CTP and Sea Level Rise Adaptation Study are not yet completed; and added that the reports will contain extensive data that could support projects by other agencies.

In response to Alternate McPhail Sridharan, ED Richman stated that the proposed Larkspur Ferry Service Expansion and Parking Study is under environmental analysis; and Ms. Hiatt confirmed that TAM staff have shared data from the Sea Level Rise Adaptation Study with SMART and Golden Gate Bridge, Highway and Transportation District (GGBHTD).

## **9. Committee Member Hot Items Report (Discussion)**

Member Vogt confirmed that all the TAM-sponsored electric vehicle (EV) charging stations at the College of Marin's Indian Valley Campus are in working order; and added that a parking permit is necessary to use the charging stations. Alternate Gould noted that \$4 daily parking permits may be obtained at College of Marin's Kentfield campus.

## **10. Discussion of Next Meeting Date and Recommended Items for the Agenda**

The next meeting was scheduled for November 18, 2024. The agenda items would include the annual compliance and financial audits.

*The meeting was adjourned at 7:27 p.m.*



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
COMMUNITY OVERSIGHT COMMITTEE

NOVEMBER 18, 2024  
5:00 PM

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

MEETING MINUTES

Members Present: Charley Vogt, Northern Marin Planning Area  
Debbie Alley, Southern Marin Planning Area  
Jane Gould, Marin County Paratransit Coordinating Council (Alternate)  
Kate Powers, Environmental Organizations  
Kevin Hagerty, League of Women Voters (Vice-Chairperson)  
Kingston Cole, Taxpayer Groups

Alternates Present  
(Non-Voting): Kay Noguchi, League of Women Voters

Alternates Attending  
Remotely as Public: Nancy Okada, Environmental Organizations

Staff Members Present: Anne Richman, Executive Director  
Melanie Purcell, Director of Finance and Administration  
Dan Cherrier, Director of Project Delivery  
Emily Tong, Senior Accountant  
Grace Zhuang, Accounting and Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O'Hehir, Administrative Assistant  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator

Vice-Chairperson Hagerty called the Community Oversight Committee (COC) meeting to order at 5:00 p.m.

**1. Introductions and Welcome**

Vice-Chairperson Hagerty asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. Ms. Doucette indicated that additional COC Members were needed for a quorum; and provided detailed information about how the public may participate.

**2. Open Time for Public Expression**

No public expression was received.

**3. Review and Approval of October 21, 2024 Meeting Minutes (Action)**

The action item to review and approve the October 21, 2024 meeting minutes was deferred to the next meeting due to the lack of a quorum.

#### **4. TAM Staff Report**

Executive Director (ED) Anne Richman provided highlights from the TAM Staff Report, which was distributed to the Community Oversight Committee and posted on the TAM website.

In response to Member Vogt, ED Richman explained that the Redwood Bike Share Program App provides instructions for using the electric bikes (e-bikes); that the e-bikes are not reservable; and that they are locked in place at the hubs. ED Richman also confirmed that the San Francisco Bay Conservation and Development Commission (BCDC) is anticipated to consider a request from the Metropolitan Transportation Commission (MTC) to initiate a pilot program to convert the Richmond-San Rafael Bridge bike lane into an emergency breakdown lane from Monday through Thursday.

In response to Alternate Gould, Director of Project Delivery Dan Cherrier stated that the annual cost of moving the barrier could be less than \$1 million; and that the California Department of Transportation (Caltrans) could undertake the service as part of their regular maintenance schedule.

In response to Member Powers, ED Richman confirmed that the Redwood Bikeshare Program is a two-year pilot program that will be monitored. Member Powers expressed her appreciation for the extensive outreach for the US 101/I-580 Multi-modal & Local Access Improvement Project.

In response to Member Cole, ED Richman stated that MTC has formed a committee to explore options for a regional funding program and acknowledged that some transit agencies are anticipating funding shortfalls.

In response to Alternate Okada, ED Richman confirmed that the Feasibility Study for the proposed Part Time Transit Lane (sometimes known as Bus-on-Shoulder) Project on the southbound shoulder of US 101 between Novato and San Rafael has been completed; a grant has been received from MTC to develop the program; and staff will issue a Request for Proposals (RFP) for a contractor to collaborate with TAM staff on project development.

*Due to the lack of a quorum, Items 5 and 6 became discussion items.*

#### **5. Review of the FY2023-24 TAM Annual Comprehensive Financial Report (Discussion)**

Director of Finance and Administration (DFA) Purcell and David Alvey, Partner at Maze & Associates, TAM's auditors, presented this item for discussion. DFA Purcell provided an overview of the Annual Comprehensive Financial Report (ACFR); Mr. Alvey provided an overview of the Financial and Compliance Sections of the ACFR; and confirmed that the audit is complete with a clean and unmodified opinion.

In response to Member Powers, ED Richman confirmed that the TAM Board adopted an interest policy; and DFA Purcell stated that accrued interest is reallocated to the individual funds based on their balances as a percentage of the total.

Member Vogt and Vice-Chairperson Hagerty commended Mr. Alvey and the TAM financial team for their concise report.

#### **6. Review of the Measure A/AA Compliance Audit (Discussion)**

DFA Purcell and Bin Zeng, Principal at Moss, Levy & Hartzheim LLP, TAM's compliance auditors, presented this item for discussion. DFA Purcell provided background and an overview of the compliance audit procedure that included a list of recipients for the 2024 Audit Cycle. Mr. Zeng presented the highlights of the audit for the six recipients; and he confirmed that no findings were identified for five of the recipients. DFA Purcell stated that the one finding must be corrected by the recipient.



In response to Member Powers, ED Richman stated that the funding allocation for All City Management Services is designated for a multi-year contract.

In response to Member Cole, DFA Purcell stated that staff aims to correct the finding before the December 9 TAM Board Meeting; and will report back to the Committee and Board once it has been addressed.

Vice-Chairperson Hagerty opened the item for public comment.

In response to Alternate Okada, Mr. Cherrier explained that a Request for Proposals (RFP) is issued at the end of the four-year contract cycle for the Crossing Guard Program; and that All City Management Services has been identified as the most qualified firm to be awarded the contract since 2015.

In response to Alternate Gould, DFA Purcell confirmed that the contracts for the Crossing Guard Program and Safe Routes to Schools Program are separate; and Mr. Cherrier noted that, while the route maps issued by the Safe Routes to Schools team included the crossing guard locations, each contractor is solely responsible for their respective contract.

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

## **7. Alternative Fuels Program Update (Discussion)**

Associate Transportation Planner Mikaela Hiatt presented an update on the Alternative Fuels Program, which included a program overview; FY23-24 Budget and Expenditures; and upcoming highlights for FY24-25.

Member Cole asked staff to explain the discrepancy between the significantly higher number of electric vehicle (EV) charger installations for Redwood High School in comparison to the other two schools in the Tamalpais Union High School District. Ms. Hiatt stated that she would reach out to the project manager.

In response to Member Alley, Ms. Hiatt stated that TAM staff are in the early stages of considering how a vendor could install and manage EV charging stations; and are reviewing RFPs from jurisdictions outside the county that are contracting out the service, with the aim of presenting to the TAM Board a more efficient operation that could be considered for adoption within the county.

Alternate Gould commented on Level 2 and Level 3 chargers; and Ms. Hiatt commented on curbside and streetlamp charging facilities, which could potentially be included in future calls for projects.

In response to Member Powers, Ms. Hiatt stated that at least in the last couple of years, no requests for EV charger rebates for paratransit vehicles have been made by Marin Transit. Ms. Hiatt added that staff would need to determine eligibility; whether grants have been provided to partner agencies in the past; and confirmed that TAM did not have access to information on the down time of chargers; but confirmed that staff could request information from local jurisdictions or Marin Clean Energy (MCE).

## **8. Committee Member Hot Items Report (Discussion)**

None.

## **9. Discussion of Next Meeting Date and Recommended Items for the Agenda**

Committee members were asked to hold January 21, 2025 and February 18, 2025 as possible COC meeting dates. Potential agenda items would include the Draft Annual Report and project and program updates.

*The meeting was adjourned at 7:07 p.m.*

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**DATE:** January 21, 2025

**TO:** Transportation Authority of Marin Community Oversight Committee

**FROM:** Anne Richman, Executive Director  
Dan Cherrier, Director of Project Delivery

**SUBJECT:** US 101/I-580 Multi-modal & Local Access Improvement Project Update (Information),  
Agenda Item No. 5

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## **BACKGROUND**

TAM, in cooperation with California Department of Transportation (Caltrans) and the Cities of San Rafael and Larkspur, has been exploring alternatives to build a direct highway connection from Northbound (NB) US 101 to Eastbound (EB) I-580 and improve bicycle/pedestrian connections along Bellam Boulevard in San Rafael. TAM successfully advocated to have \$135 million for the Connector included in the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). The project is also included in TAM's voter approved Measure AA transportation sales tax, with 2% of the sales tax to be dedicated to the Connector project for cost escalation, public outreach and to accelerate the project (estimated to be approximately \$16.5 million). This local commitment has allowed the project to move forward while the RM3 funds were delayed due to legal challenges.

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. to further develop the alternative evaluation, develop preliminary engineering, conduct public outreach, conduct environmental studies/approval and prepare various required reports for the Connector project.

For the past five years, the TAM Project team has worked with the project Ad-hoc Committee, Executive Steering Committee (ESC), Technical Advisory Committee (TAC), Stakeholder Working Group (SWG), newly formed Community Working Group (CWG) and various community and business groups to seek feedback and refine the alternatives. A total of thirteen preliminary connector alternatives were developed which were narrowed down to nine alternatives as part of this process.

In December 2021, staff presented the nine project build alternatives and feedback received from the public outreach effort to the TAM Board. At the meeting, the TAM Board provided direction on alternatives to be dropped from further consideration, thus advancing four out of nine alternatives to study in more detail during the environmental phase. A Project Initiation Document (PID), which was a Project Study Report – Project Development Support (PSR-PDS) developed for the four alternatives, was approved by Caltrans in September 2023.

During the development of the PID, the project team updated the project name from “NB US 101 to EB I-580 Direct Connector” to the “NB US 101 to EB I-580 Multi-modal and Local Access Improvement Project” to address Caltrans requirements and to better reflect the refined goals of the project.

Also, during the PID phase, the project team initiated early traffic studies to address issues and questions expressed by the SWG and City of San Rafael regarding the traffic backup on NB US 101, Bellam I-580 EB off-ramp and along the Bellam corridor. Normally, these studies are conducted during the environmental phase.

The Project team held a scoping meeting to kick off the environmental process in October. The environmental phase is expected to take approximately three years with a target date for completion in mid-2027. Staff will aim to expedite the phase as much as possible while still meeting requirements and conducting public outreach and engagement.

## **DISCUSSION/ANALYSIS**

At the December 2021 TAM Board meeting, nine preliminary alternatives were presented with the goal to reduce the number of alternatives to study in the environmental phase. Four of the alternatives (2, 3A, Modified 3B, and 6) were approved to move forward in the environmental phase for further study.

### **Alternatives Approved for Further Study in Environmental Phase**

Following are brief descriptions of the four alternatives previously approved by the TAM Board for further study:

**Alternative 2 – Simms Street** – 45 mph design speed. This alternative exits US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Anderson Drive and generally follow the alignment of Simms Street before touching down to connect to I-580. This alternative would require the purchase of several properties along Simms Street.

**Alternatives 3A and Modified 3B – Low Speed** – 35 mph design speed. These alternatives are the lowest cost and are all in the general vicinity of the existing Bellam Interchange with slightly different lane configurations. These are considered “low speed” alternatives because the curve radius would only meet 30-35 miles per hour design speed through the connector. Purchase of a few properties behind the Marin Square shopping center would be required. Modified Alternative 3B would add a new Bellam Boulevard off-ramp bridge structure directly from EB I-580.

**Alternative 6 – Anderson – Mid-Way** – 45 mph design speed. This alternative would exit US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Jacoby Street, Anderson Drive and cross over the Golden Gate Bridge Highway & Transportation District (GGBHTD) bus yard before touching down to connect to I-580. This alternative would impact some businesses and require agreements between Caltrans and GGBHTD. The structure height would be approximately 60 feet where it crosses Anderson Drive.

### **Local Improvements and Elements Common to All Alternatives**

All of the connector alternatives are located in East San Rafael and include improvements in and around Bellam Boulevard. Common elements include:

- Bicycle and pedestrian improvements will be made along Bellam Boulevard from Anderson Drive to Kerner Boulevard;
- An auxiliary lane will be constructed along EB I-580 from the new direct connector to Sir Francis Drake Boulevard (SFD);
- The SFD EB on-ramp will be converted to a standard merge to join the auxiliary lane that continues on to the Richmond-San Rafael Bridge (RSRB);
- Current estimates include replacement of the WB SFD off-ramp from WB I-580 to allow for the auxiliary lane. Note, should a design exception be obtained, then this portion of the work will be eliminated;
- Replacement of the EB I-580 Undercrossing over Bellam Boulevard with a single span structure;
- The new Undercrossing will set back the abutments to align with the westbound (WB) Bellam Boulevard Undercrossing (replaced during the WB I-580 to NB US 101 Direct Connector construction) to allow for greater flexibility for local improvements.

**Alternatives Summary Table**

<b>Alternative</b>	<b>Name</b>	<b>Design Speed (MPH)</b>	<b>*Preliminary Cost (Millions)</b>
2	Simms Street	45	\$241
3A	Low Speed A	35	\$192
Modified 3B	Low Speed B – Modified	35	\$200
6	Anderson Drive/Mid-Way	45	\$315

- Notes: 1. Estimate is in 2031 dollars – escalation to midpoint of duration of construction  
 2. Costs do not include additional Bellam operational improvements to improve traffic congestion on the Bellam corridor  
 3. Includes 35% contingency but does not include any Vehicle Miles Travelled (VMT) mitigation costs

**Traffic Studies**

During the development of the connector alternatives, along with community and agency input, there are several local challenges that came to the surface that require further evaluation as part of this project:

- Regional and local traffic backs up onto freeways (NB US 101 and EB I-580) from SFD and Bellam off-ramps.
- Constrained movements and close signal spacing along Bellam Boulevard from Anderson Drive to Kerner Boulevard.
- Additional improvements are needed on Bellam to improve pedestrian and bicycle safety and connectivity.

These challenges were presented to the TAM Board at its December 2021 meeting. The Project team determined that initiating early traffic studies in advance of the environmental phase could provide beneficial information regarding the above-mentioned challenges. The traffic studies were designed to assess the regional and local traffic back-ups on US 101 and I-580 and the congestion along Bellam, now and in the future. The project team analyzed the traffic from NB US 101 to the Richmond-San Rafael Bridge via SFD and Bellam Boulevard and how a series of local improvements on the Bellam corridor and the building of a direct connector could impact traffic and travel times. The traffic studies were done in coordination with the City of San Rafael.

Independent from the US 101/I-580 project, TAM is working to deliver a project on the I-580 EB Bellam off-ramp to add a lane and improve traffic flow at this off-ramp. This project has just started construction. This project is considered a local improvement and is included in the traffic analysis and noted as Option 2 below.

The traffic studies include an analysis of the following options:

1. No build – do nothing
2. Build I-580 EB Bellam Off Ramp Project only (separate project under construction)
3. Build I-580 EB Bellam Off Ramp Project plus additional local improvements on the Bellam corridor
4. Build a direct connector in addition to Option 3

The Project team explored operational improvements to Bellam Boulevard as a way to mitigate the back-ups on US 101 and I-580. The results indicated that not only would the operational improvements reduce the back-up, there are also noteworthy travel time benefits for both local and regional traffic with the implementation of a suite of local improvements including Options 2 and 3 noted above. Additional travel time savings are achieved by building a direct connector; however, the majority of the travel time savings are achieved through local improvements. Note that this modeling is somewhat preliminary and will be further refined during the environmental phase.

### **Alternatives to Study in Environmental Phase**

As a result of the traffic studies and significant feedback received during outreach activities, at its March 2024 meeting, the TAM Board approved the removal of Alternatives “Modified 3B” and “6” from the studies during the environmental process. The rationale for dropping these alternatives included:

1. Alternative Modified 3B – would add an additional lane and signal phase to the I-580 EB off ramp, which would exacerbate the congestion on the off ramp. In addition, Caltrans has expressed issues with design exceptions and the traffic operations of the off ramp. This option generated very little support during the outreach process.
2. Alternative 6 – would place a 60-foot high structure crossing Anderson Drive and have the associated visual impacts. Also, concern from GGBHTD regarding potential impacts to the bus facility has been noted. Furthermore, the high cost would potentially delay the construction.

In addition, the TAM Board approved adding a new Alternative consisting of improvements in and around Bellam Boulevard only. This approach has the additional advantage of being able to be completed sooner and should be able to be constructed with available funding.

Therefore, these current four alternatives have been advanced into the environmental phase of the Project:

1. No Project (required to be analyzed);
2. Alternative 2 – Simms Street, plus addition of local operational improvements on Bellam;
3. Alternative 3a (now Alternative 3) – Behind Marin Square, plus addition of local operational improvements on Bellam;
4. Alternative 7 (now Alternative 1) – New alternative to study operational improvements on Bellam corridor with no direct connector.

With this approach, TAM can move forward with evaluating the voter approved NB US 101 to EB I-580 connector and also study a local, less expensive option. This allows the public to provide further input on the project scope and select a preferred alternative as part of a transparent, rigorous environmental process.

### **Public Outreach**

TAM established a SWG for the project planning phase and brought together a group of 20 invited leaders and influencers from a diverse, representative array of community interests, including neighborhoods, businesses, environmental and community organizations, and Marin commuters. The role of the SWG was advisory to the Project team and the Ad-hoc Committee.

SWG meetings provided the Project team with an opportunity to understand community concerns and issues early on and allowed trust to build. The meetings also allowed community leaders to work with each other and the technical specialists to narrow the alternatives to be advanced to the environmental phase for further study. A total of seven SWG meetings were held between June 2020 and October 2023 with a meeting on October 11, 2023 to close out the planning phase.

A new Community Working Group (CWG) was recently formed with many new members and has met once. In addition, the TAM Project team met with many community organizations and agencies including:

- Cities/Agencies  
San Rafael City Council, City of San Rafael staff, San Rafael Bicycle & Pedestrian Advisory Committee, City of Larkspur staff, GGBHTD, Marin Transit, and the TAM Community Oversight Committee
- Community Organizations  
Canal Alliance, League of Women Voters, Multicultural Center of Marin, Federation of San Rafael Neighborhoods, East San Rafael Working Group, Resilient Shores, Marin Conservation League, Pt. San Quentin Association, Spinnaker Point & Baypoint neighbors
- Property Owners  
Central Marin Sanitation Agency and Marin Sanitary Services

### **Equity Outreach/Community Engagement**

Based on input from the SWG and the Ad-hoc Committee regarding equity and impacts to communities in and around the Canal neighborhood, the Project team, in coordination with the City of San Rafael, engaged an equity planning expert from the University of California, Berkeley, to assist with the planning and implementation of an outreach and education plan.

The engagement approach is a community-centered model to create opportunities for effective, authentic, meaningful, and sustained partnership with communities in the project area. Relative to other stakeholder groups, communities in and around the Canal neighborhood require greater support to offer informed feedback. The community engagement plan provides an opportunity to invest in incorporating community participation more strategically, being responsive to the context and the barriers to engagement.

A community-centered short-term training course took place with resident leaders from the Canal community over a series of 7 sessions in the fall of 2023 that provided two key streams of instruction:

1. Understanding the field of transportation planning and the related terms, acronyms, agencies, and processes; and
2. Applied practice using the Project as a case study to understand the alternatives within the local context, as well as the context of planning practice and history.

The objectives for the course included developing the capacity among resident leaders to provide informed recommendations and feedback, and to invest in the capacity-building and leadership among residents and resident leaders in low-income communities for the development of a sustained, long-term partnership among agencies and residents. Residents can use the knowledge gained in this community engagement course and apply the lessons learned in future projects such as climate change impact resilience, affordable housing, and community development.

The training concluded with a final meeting in October 2023 during which time the members of the community prepared and presented a PowerPoint to highlight their issues and concerns along the Bellam corridor. Staff from TAM and the City of San Rafael attended the final meeting. A follow up meeting with the resident leaders occurred in April 2024 and engagement will continue through the environmental phase.

### **Bellam Workshops**

The Project team held a series of workshops with residents near the proposed improvements to gather information and allow for an expression of ideas to improve the Bellam Corridor. Results of those meetings are mapped in the attached presentation. During this process, staff renumbered the Alternatives to reduce confusion.

### **FISCAL CONSIDERATION**

Sufficient funding will be available in Regional Measure 3 and Measure AA to complete the design for the final selected alternative. Availability of construction funding will depend on the selected preferred Alternative.

### **NEXT STEPS**

TAM staff will continue to work with the consulting team to advance the Project through the environmental phase while considering the needs of a variety of stakeholders. A project timeline is provided in Attachment A.

### **ATTACHMENT**

Attachment A – PowerPoint Presentation





# US-101/I-580 Multi-Modal and Local Access Improvement Project

Community Oversight Committee  
January 21, 2025



# Project Area



## Project Need

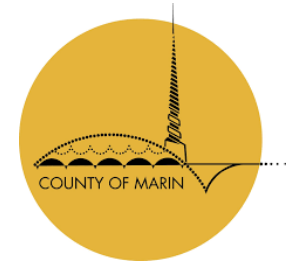
- Lack of connectivity
- Deficient traffic operations
- Limited bicycle and pedestrian facilities
- Absent transit links

## Project Purpose

- Improve regional connectivity between northbound US 101 and eastbound I-580.
- Improve traffic operations on local streets and freeway segments.
- Enhance the active transportation (bicycle and pedestrian) network and improve bicycle and pedestrian safety within the community.
- Improve transit access and travel times.
- Support economic prosperity by providing better and more reliable access to local businesses.
- Improve community cohesion by enhancing local connectivity to work, school, and businesses for disadvantaged communities near the project area.

# Project Partners

- Caltrans
- Metropolitan Transportation Commission (MTC)
- Transportation Authority Marin (TAM)
- Marin Transit
- Golden Gate Transit
- City of San Rafael
- City of Larkspur
- County of Marin
- Contra Costa Transportation Authority (CCTA)



CONTRA COSTA  
transportation  
authority

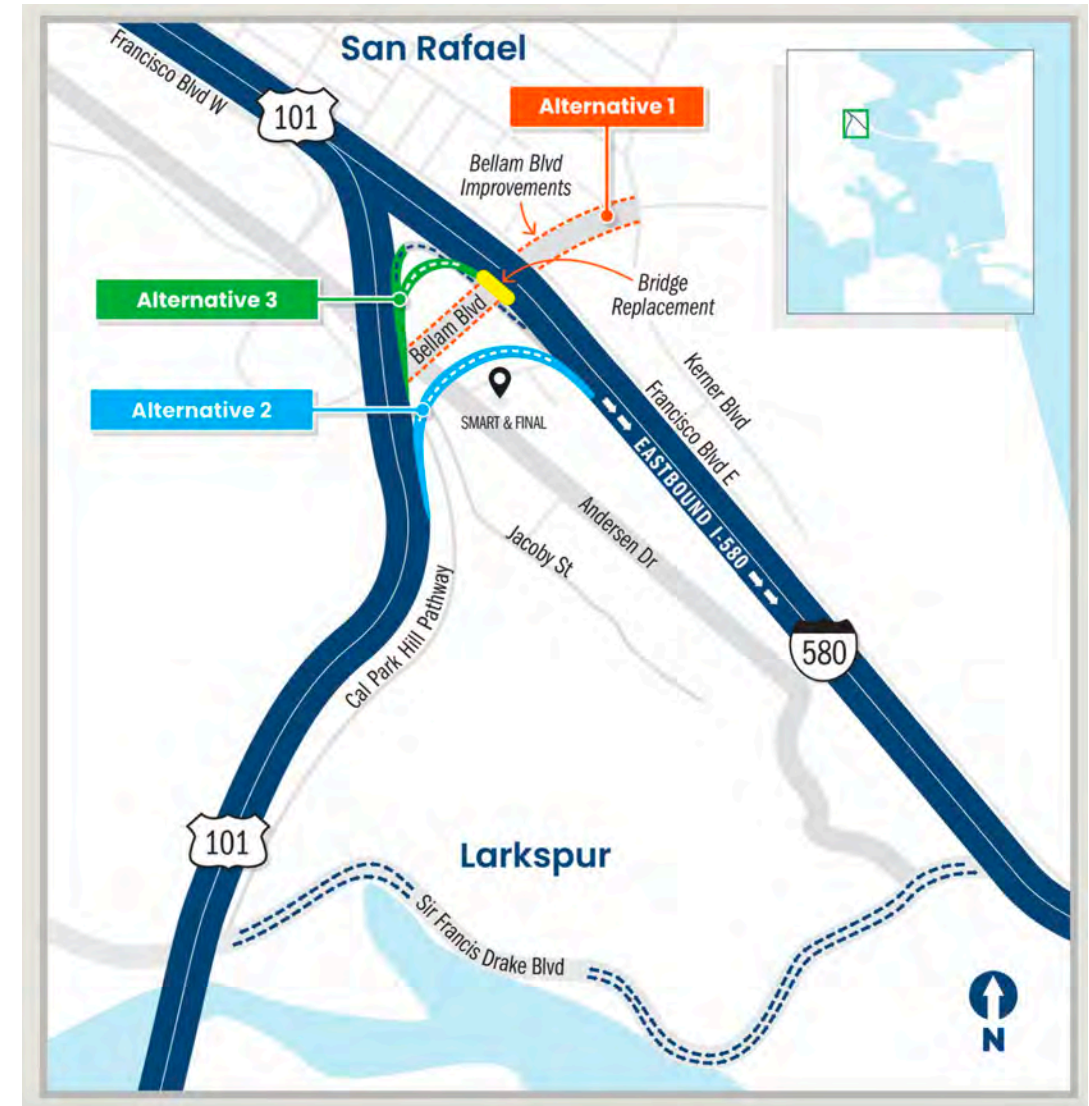
# Alternatives Previously Considered



# Project Alternatives

## 3 Build Alternatives + 1 No-Build Alternative

- **Alternative 1:** Local street improvements on Bellam Boulevard
- **Alternative 2:** Connector between US 101 and I-580 along Simms Street + all improvements in Alternative 1
- **Alternative 3:** Connector near Bellam Blvd off-ramp + all improvements in Alternative 1
- **No-Build**



# Alternative 2 – Direct Connector over Simms St



# Alternative 3 – Direct Connector at Bellam Off-Ramp



# **Alternative 1**

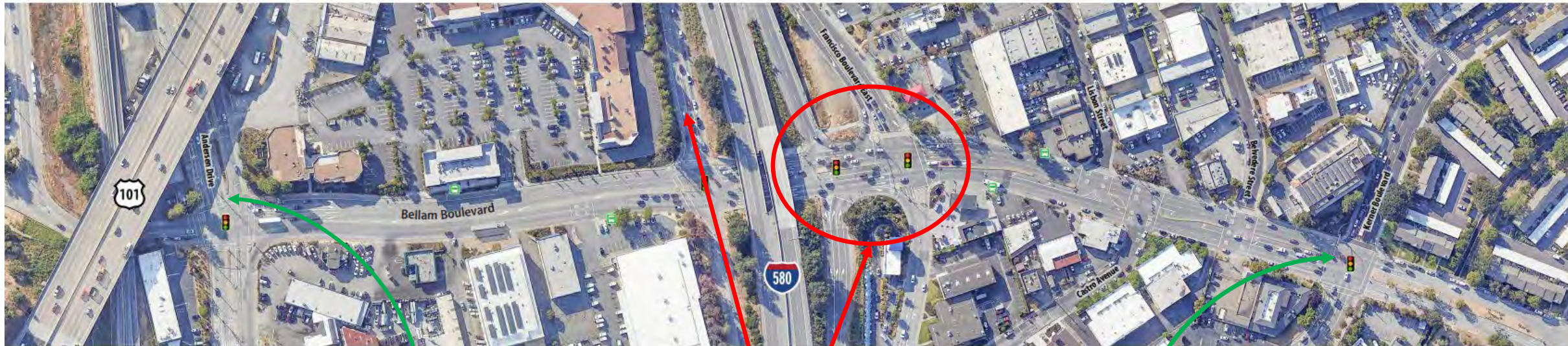
# **Bellam Corridor Improvements**



# Community Input on Bellam Boulevard

## Vehicle Traffic

### Congestion Problems



Short Merge  
& Xing Traffic

Multiple Turn  
Movements

Afternoon Commute

Single Lane  
Access to 101 S

Morning Commute

Signal Timing  
at Kerner

# Community Input on Bellam Boulevard

## Vehicle Traffic

EB 580 Off-Ramp  
Issues When It  
Backs Up

I-580 Interchange



Consider Moving  
On-Ramp

Add 2<sup>nd</sup> Left  
turn to WB 580  
On-Ramp

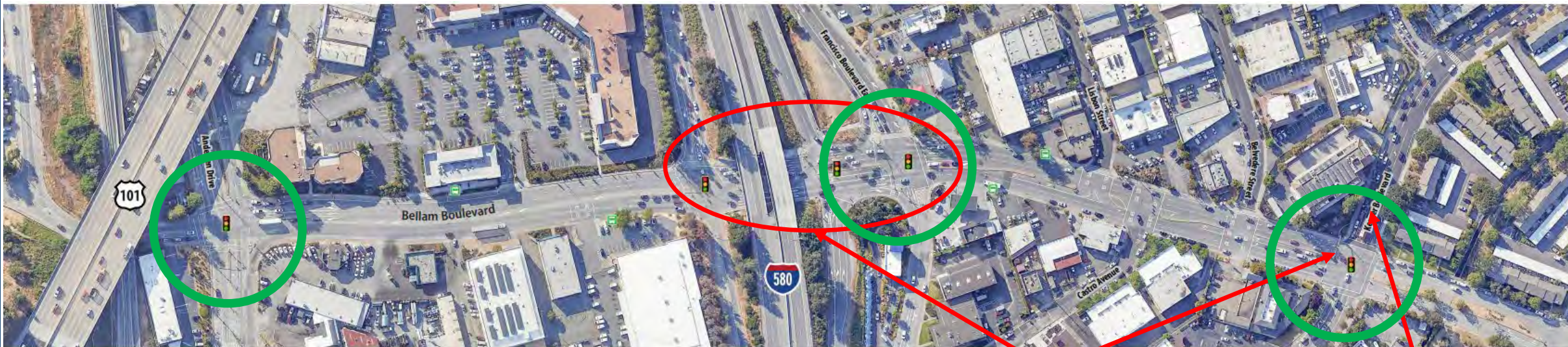
WB 580 Off-Ramp  
Traffic to  
Francisco Blvd.  
Blocks Bellam

Consider Eliminating  
On-Ramp or Left  
Turn to On-Ramp

Consider Moving/  
Eliminating Off-  
Ramp

# Community Input on Bellam Boulevard Vehicle Traffic

## Intersections, Roadway, Signals, and Turning Movements



Improve Signal  
Timing, Synchronize  
Corridor

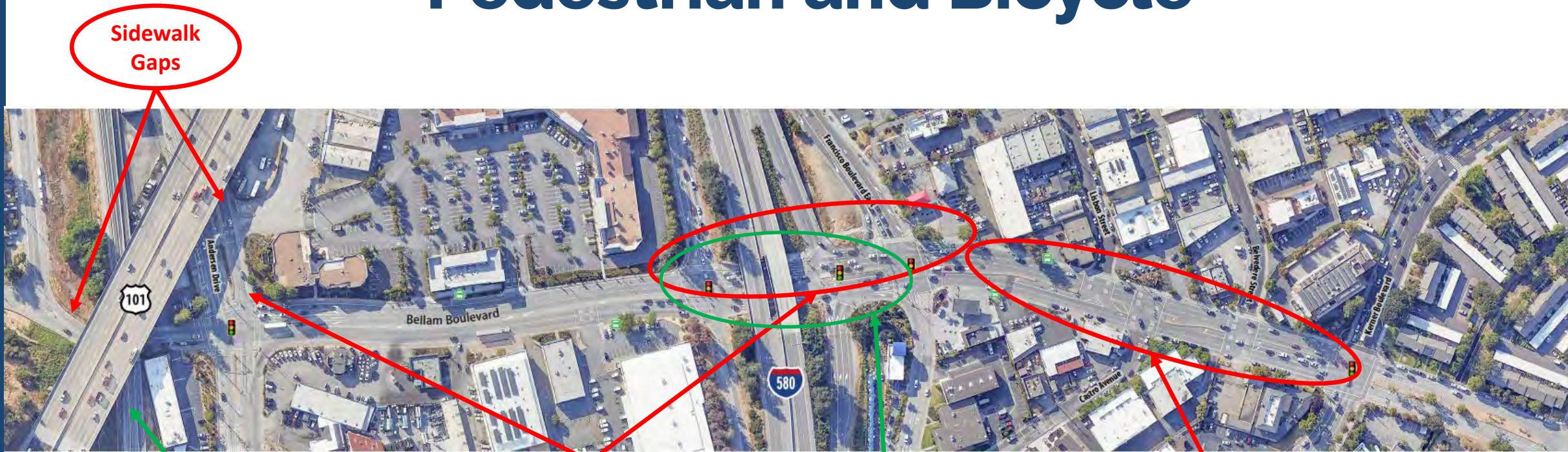
Add 2<sup>nd</sup> Right  
Turn Lane

Eliminate some left turn movements to side streets and driveways

Some support for roundabouts at Andersen, Francisco Boulevard East, and Kerner

Consider reversible lanes

# Community Input on Bellam Boulevard Pedestrian and Bicycle



Sidewalk Gaps

Connect to CalPark Path

Improve Crosswalk Safety

Improve Bike Connections and Safety

Add Crosswalks

Improve signal timing for pedestrians

Add protected bikeways through Bellam Corridor (multiple configurations suggested)

# Community Input on Bellam Boulevard

## Lighting, Landscaping, and Parking



Add trees and landscaping throughout Bellam Corridor

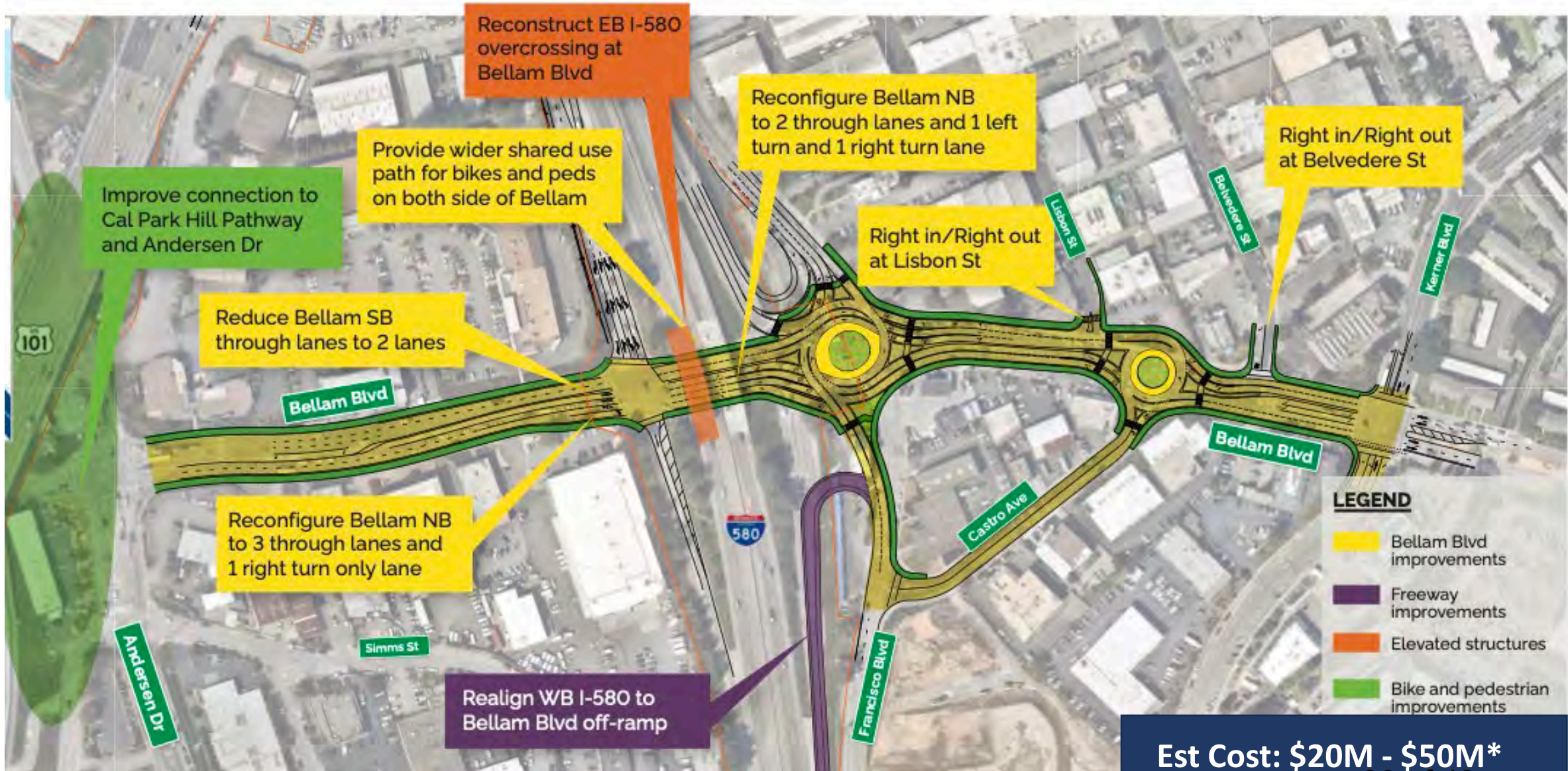
Ensure that San Rafael has the resources to maintain landscaping

Do not eliminate parking near Canal neighborhood

Improve  
Lighting

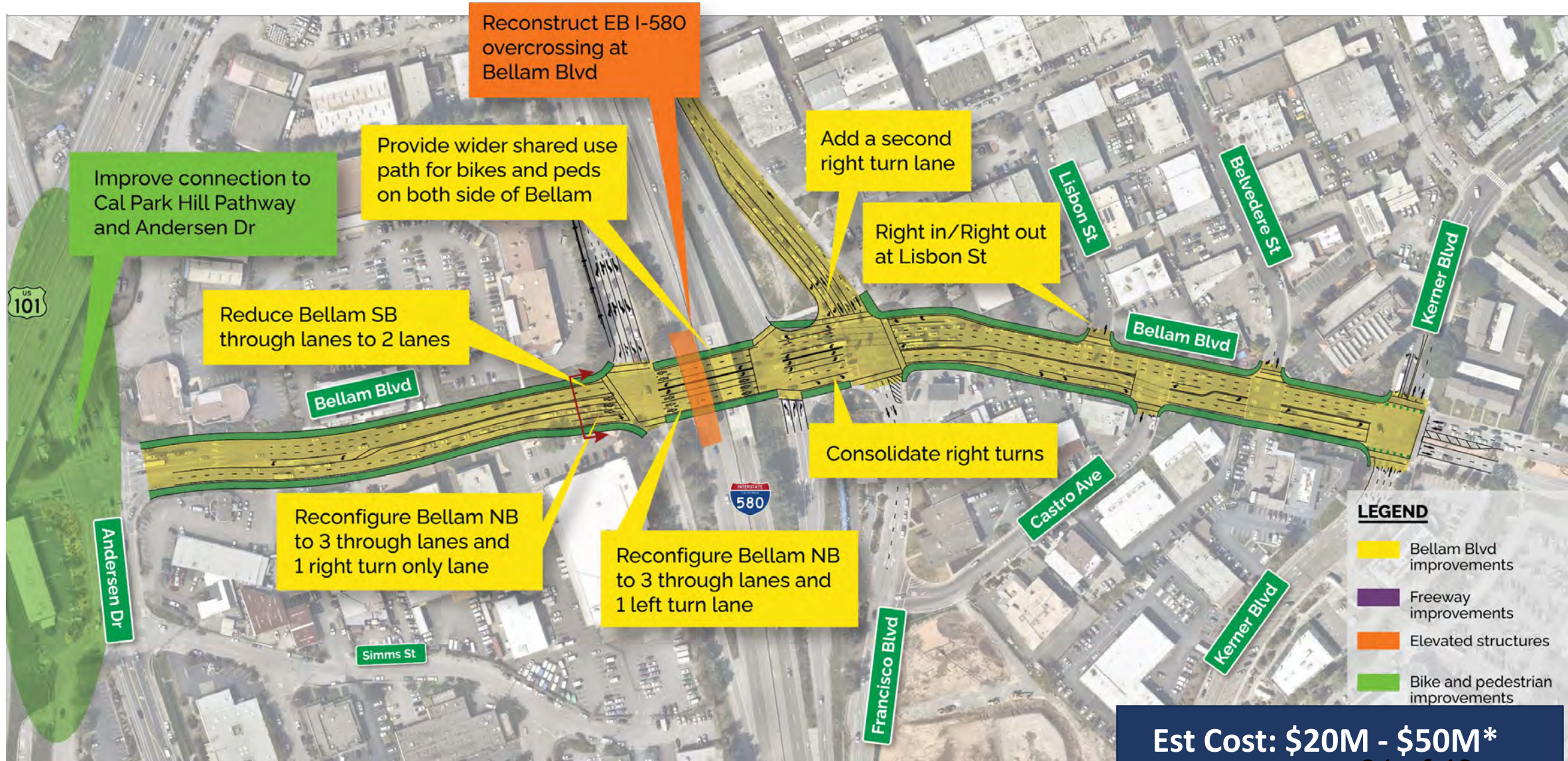
Lower Median  
Landscaping to Improve  
Sight Lines

# Alternative 1 (Option A: Roundabouts)



Est Cost: \$20M - \$50M\*  
 \*In 2030 dollars

# Alternative 1 (Option B: Signalized Intersections)



Est Cost: \$20M - \$50M\*  
 \*In 2030 dollars

# Types of Bicycle/Pedestrian Improvements

Wider Sidewalks



Enhanced Crosswalks



Separated Bikeways



Bikeway Crossings



Enhanced Lighting



Landscaping & Green Treatments





# Roundabouts Simulation

# Environmental Studies to be Performed



Aesthetic/  
Visual Resources



Greenhouse Gases /  
Energy / Climate Change



Hydrology/  
Water Quality



Noise / Vibration



Wetlands / Jurisdictional Waters



Mandatory Findings of  
Significance



Air Quality



Tribal Cultural Resources



Environmental Justice



Transportation



Cultural Resources



Cumulative Impacts



Biological  
Resources



Community Impacts/  
Land Use

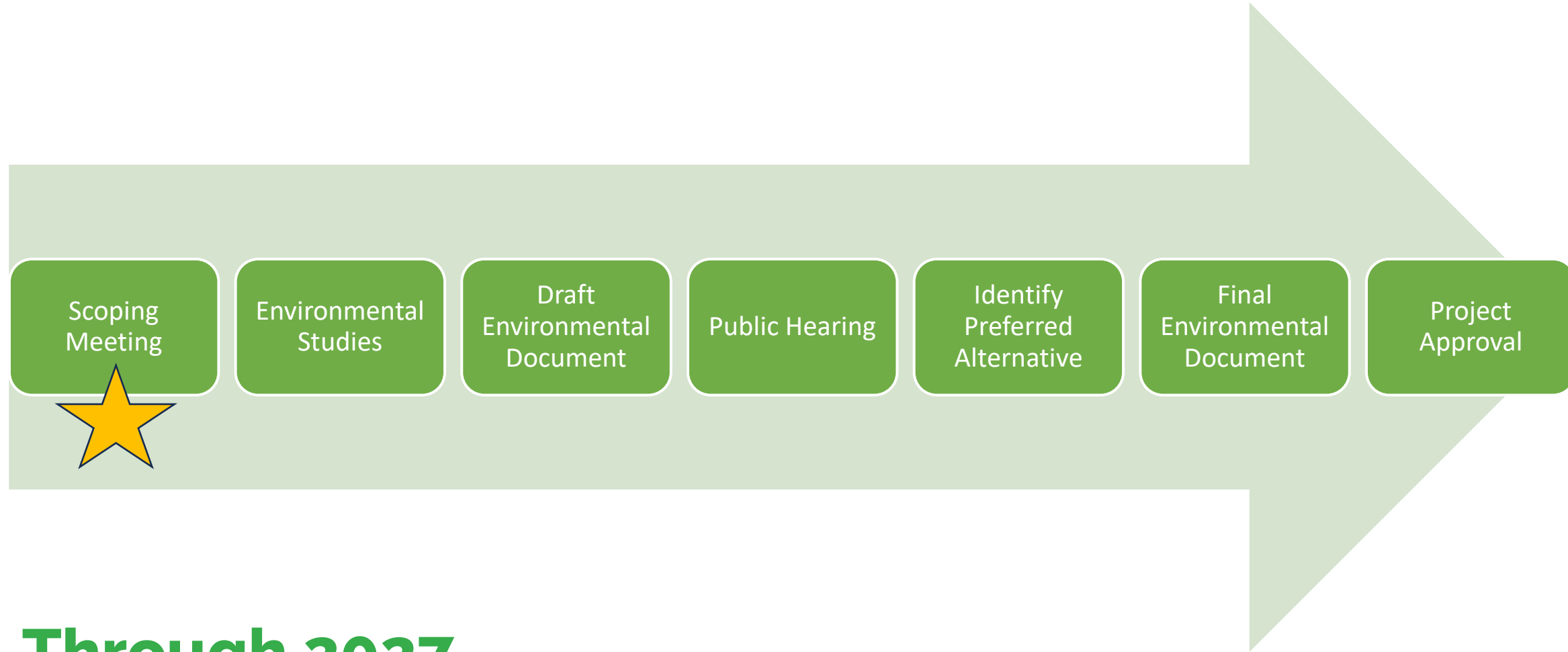


Geology /  
Paleontology



Construction-Related  
Impacts

# Next Steps in the Environmental Review Process



**Through 2027**

# Overall Project Timeline



# Next Steps

- Project Team Activities
  - Compile and consider community comments
  - Conduct traffic studies and other environmental analyses
  - Coordinate with City of San Rafael and transit agencies
  - Update Bellam Boulevard design concepts
  
- Next Opportunity for Community Input
  - Spring 2025 – Bellam Boulevard design concepts

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**DATE:** January 21, 2025

**TO:** Transportation Authority of Marin Community Oversight Committee

**FROM:** Anne Richman, Executive Director  
Melanie Purcell, Director of Finance & Administration  
Emily Tong, Senior Accountant

**SUBJECT:** Update of the Measure A/AA Compliance Audit (Discussion), Agenda Item No. 6

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## **RECOMMENDATION**

The Community Oversight Committee (COC) reviews the 2024 Measure A/AA compliance audit update.

## **BACKGROUND**

TAM has a fiduciary responsibility to the voters of Marin County to ensure that the Measure A/AA ½-Cent Transportation Sales Tax funds are spent appropriately and has diligently carried out this responsibility since the inception of Measure A in 2004. Both the Measure A and Measure AA Expenditure Plans provided TAM with the authority to audit all Measure A/AA fund recipients for their use of the sales tax proceeds.

The TAM COC received the Measure A/AA Compliance Audit results on November 18, 2024. There was one finding in Measure AA Category 3.2, in the Crossing Guard Program managed by All City Management Services (ACMS). At that time, staff committed to returning to the COC to provide an update on this finding when available.

## **DISCUSSION/ANALYSIS**

### Measure A/AA Compliance Audit Results:

The main purpose of the compliance audit is to verify that all Measure A/AA funds were spent according to the requirements of the Measure A/AA Expenditure Plans and the funding agreements/contracts. Results from the audits can also help TAM staff to continue improving the fund programming, allocation, and monitoring process. The audit procedures identified one instance of noncompliance with the Measure AA Expenditure Plan and the funding agreement between All City Management Services and TAM. This finding determined one instance of inadequate documentation related to the background check of an employee.

### Follow-up Meeting and/or Action:

ACMS followed up by researching the documentation and determined an additional instance of inadequate documentation. Subsequent background checks were conducted on both identified employees and confirmed to TAM. This completes the follow-up for this item and the FY2023-24 Measure AA Compliance Audit process.

**FISCAL IMPACTS**

None.

**NEXT STEPS**

The TAM Board will receive an update regarding the compliance audit results.

**ATTACHMENTS**

None.





**DATE:** January 21, 2025

**TO:** Transportation Authority of Marin Community Oversight Committee

**FROM:** Anne Richman, Executive Director  
Melanie Purcell, Director of Finance & Administration

**SUBJECT:** COC Members Stipend Process (Discussion), Agenda Item No. 7

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## **RECOMMENDATION**

The Community Oversight Committee (COC) reviews the COC Members stipend process.

## **BACKGROUND**

In June 2024, the TAM Board of Commissioners adopted a policy to offer an optional stipend to COC members/alternates of \$50.00 per meeting for their full attendance of each COC meeting. In addition, members can receive reimbursement for the cost of transportation to attend the meetings in person. Each member may submit the attached form to request the payment(s) from the Finance Department. Payments will be processed once a month.

## **DISCUSSION/ANALYSIS**

The attached form requests basic information from the COC member to process the \$50.00 per meeting stipend. For reimbursement of transportation costs, please include receipts for services such as Uber or Transit or the number of miles driven in a personal vehicle. Mileage payments will be made using the Internal Revenue Service mileage rate in effect at the time of the meeting.

We request that payment requests be made within six months of the meeting date and preferably within the same fiscal year, i.e., July to June. Reimbursement may be requested for any meeting after October 1, 2024.

TAM will comply with all federal and state reporting requirements and notify members if any additional information is required to comply. Based on prior schedules, it is not anticipated that any reporting will be required.

## **FISCAL CONSIDERATION**

Funds for the stipend are included in the FY2024-2025 Adopted Budget.

## **NEXT STEPS**

Members may submit a request for payment at any time to the Finance Department at [mpurcell@tam.ca.gov](mailto:mpurcell@tam.ca.gov) or [johehir@tam.ca.gov](mailto:johehir@tam.ca.gov).

## **ATTACHMENTS**

Attachment A – Community Oversight Committee Stipend Request Form

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## Community Oversight Committee Stipend Request Form

Member Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Last Four Digits of Social Security #: \_\_\_\_\_

In June 2024, the TAM Board of Commissioners adopted a policy to offer an optional stipend to COC members/alternates of \$50.00 per meeting for their full attendance of each COC meeting. In addition, members may receive reimbursement for the cost of transportation to attend the meetings in person. To request payment(s), each member may submit this form to the Finance Department. Payments will be processed once a month.

This compensation is provided within the stipulations of the Internal Revenue Code and is the sole compensation TAM provides to Committee members for TAM business. While every effort is made to comply with the Internal Revenue Code and minimize tax implications for members, it is the member's responsibility to confirm their own tax situation.

By signing below, I agree to:

1. Bear all costs associated with attending Committee meetings.
2. Follow all agency policies, including the policies for prevention and reporting of safety concerns and prohibited harassment.

Meeting Date(s): \_\_\_\_\_

Stipend Amount Requested: \$ \_\_\_\_\_ (# of meetings x \$50.00)

Transportation Reimbursement Requested\*: \$ \_\_\_\_\_

Specify Transportation Cost: \_\_\_\_\_  
(e.g., mileage, transit, etc.)

**Total Amount Requested: \$** \_\_\_\_\_

\_\_\_\_\_  
**Member Signature**

\_\_\_\_\_  
**Executive Director Signature**

Date: \_\_\_\_\_

Date: \_\_\_\_\_

NOTE: Stipend Requests are paid on the second payday of the month for all completed requests submitted prior to the 15<sup>th</sup> day of that month. The TAM Board can modify or revoke this benefit at any time. \*Additional supporting documentation may be required.