

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, DECEMBER 15TH, 2005
7:30 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present:

Steve Kinsey, Chair, Marin County Board of Supervisors
Vice Chair Al Boro, City of San Rafael
Susan Adams, Marin County Board of Supervisors
Charles McGlashan, Board of Supervisors
Cynthia Murray, County Board of Supervisors
Paul Albritton, Alternate, Sausalito City Council
Barbara Thornton, Alternate, San Anselmo Town Council
Pat Eklund, Novato City Council
Alice Fredericks, Tiburon Town Council
Joan Lundstrom, Larkspur City Council
Dick Swanson, Mill Valley City Council
Lew Tremaine, Fairfax Town Council

Members Absent:

Hal Brown, Marin County Board of Supervisors
Jeanne Barr, Ross Town Council
Jerry Butler, Belvedere City Council
Melissa Gill, Corte Madera Town Council

Staff Members Present:

Dianne Steinhauser, TAM Executive Director
Craig Tackabery, Marin DPW Assistant Director
Tho Do, Marin DPW Associate Civil Engineer
Art Brook, Marin DPW Transportation Engineer
Carey Lando, Marin County Senior Planner
Jessica Woods, TAM Recording Secretary

Chair Steve Kinsey called the Transportation Authority of Marin Meeting to order at 7:41 p.m.

1. Chair Reports

Chair Kinsey reflected on the year and acknowledged the fact that an incredible amount of work has occurred by TAM, staff and consultants, which they all should be proud of. He then thanked all his colleagues on the Board for a great job.

2. Commissioner Matters not on the Agenda - None

3. Executive Director's Report

Dianne Steinhauser, Executive Director, provided TAM with an Executive Director's Report for their review that included the following:

- State SAFETEA-LU Implementation Update-NEPA Delegation
- New TAM Website is launched – www.TAM.ca.gov.
- Upcoming Webcasting of TAM meetings
- Next Board Meeting – January 26th, 2006
- Marin Delivers on Federal Funds
- Back to Basics, The Senate Plan for California Press Conference, December 1, 2005
- TAM Safe Routes to School (SR2S) Program

Commissioner Adams noted that two community meetings occurred, one to allow community input on Lincoln Avenue 101 bike/pedestrian planning. The key message was the community desired noise abatement over aesthetics, and they wanted maximum protection from noise on both the east and west walls. The other issue was making sure that they have the best possible connections on the bike/pedestrian pathway that will connect the Dominican area to the Lincoln Hill neighborhood. She added that there was a very good turnout by of community members.

Also, she along with Chair Kinsey attended the presentation at the San Rafael Community Center on the Calpark Tunnel project, which also had a very good turnout. There were great comments and questions, especially the hours the tunnel would be open, accessibility, and impacts to traffic and businesses in the Larkspur Landing community. She noted that it was the beginning of many meetings.

She further stated that the Board of Supervisors has approved looking for the rest of the funding to finally construct the Los Ranchitos Class 2 bikeway that connects the Los Ranchitos community to the top of Lincoln Hill, which will be great for pedestrians and bicyclists.

4. Commissioner Report
a. Executive Committee

Chair Kinsey had no report.

b. Marin-Sonoma Narrows Policy Advisory Group

Commissioner Murray had no report. She announced that the next meeting would be held on Wednesday, December 21st where they will discuss the East Washington interchange.

c. SMART

Vice Chair Boro reported that the SMART Real Estate Committee met in Santa Rosa to discuss the RFP for Railroad Square in downtown Santa Rosa. The Committee selected three companies, and the specifics of the RFP would be brought to the Board next Wednesday for their discussion, and hopefully acceptance.

d. Countywide Planning Ad Hoc Committee

Commissioner McGlashan reported that the Committee identified the different activities and value that such an endeavor could provide to the county. Most interesting is the idea of pooling together efforts to seek grants, write the grant requests and then coordinate funding opportunities within the county on a variety of issues. The Committee meets on the 2nd and 4th Thursday at 10:00 a.m. at the Civic Center, starting in January. In the next several meetings they will focus on prioritizing those types of activities.

He stated that the Committee would provide a detailed status report in February. He then encouraged any of the cities to attend or designate a person to attend, the meetings in order to have participation. He believed they are off to a great start and indicated that senior planning staff and Board members are welcome.

Commissioner Adams stated that the Committee reviewed the old bylaws and determined they could not be used because there was a great focus on transportation and getting a sales tax passed, as well as transit issues. They would be looking at what was it that the CWPA did that helped all of us work together; see if there were other issues besides transportation; then what were they good at; where were the gaps; and what could be filled in. Also, she announced that meetings are open to the public.

Commissioner Lundstrom had volunteered to participate, but the time and date conflicts with her schedule. She would appreciate receiving all the information from the meetings.

5. **Consent Calendar**

- a. Approval of TAM Minutes of October 27 and November 17, 2005.
Recommendation: Approve.
- b. Acceptance of the Transfer of local authority from the County of Marin for Countywide Allocations of Transportation Development Act (TDA) Article 3 Funds.
Recommendation: Accept the transfer of local authority from the County of Marin for Countywide Allocation of Transportation Development Act (TDA) Article 3 Funds; and authorize the Chair to execute the authorizing Resolution 2005-15.
- c. Regional Measure 2 Project Allocation for Sir Francis Drake Boulevard Widening Construction, Amendment to Cooperative Agreement 2005-02 with the City of Larkspur, Amendment of RM2 Initial Project Report.
Recommendation: Approve the initial Project Report Update; approve Resolution No. 2005-15; and authorize the Executive Director to execute the Funding Agreement Amendment after the MTC allocation is approved.
- d. TFCA Funds for Bike/Pedestrian Safe Routes to School for the Town of Fairfax.
Recommendation: Approve proposed project 05MAR08 for the Town of Fairfax; and adopt the attached Resolution authorizing submittal of this proposal for AB 434 funds.
- e. SAFETEA-LU Safe Routes to School Program Funding Amounts.
Recommendation: Advocate for the highest level of funding for the State's Safe Routes to Schools implementation under SAFETEA-LU, and that Option 3 be adopted by the parties to the Memorandum of Understanding.
- f. Federal Transit Administration (FTA) Section 5310 Funds Overview.

Chair Kinsey asked for a motion.

Commissioner Eklund moved and Commissioner Lundstrom seconded, to adopt the Consent Calendar as presented.

The item was opened to the public.

Karen Nygren, Marin resident, talked about Item 5C and felt the Highway 101 Greenbrae Corridor improvements scope is narrow and should be wider. Also, other items such as impacts from the Bon Air Shopping Center to 101, and on through Larkspur Landing, including the turn motions in those areas should be reflected. She further stated that it had been promised that the public would have an extended analysis of alternatives taking place. Executive Director Steinhauser responded that the Initial Project Report is a brief description following MTC guidelines on some of the intended improvements in

the corridor. Later on in the agenda, the Commission will review the process for the Greenbrae Corridor. All options for improvements will be evaluated through an extensive scoping process that will kick off the environmental process and CEQA. These movements and improvements will be included and the comments are noted. The IPR itself is of a format that cannot contain every item that staff may want to be reviewed in the corridor.

Chair Kinsey had an opportunity to review the IPR and there are a number of small inconsistencies within the IPR which he would provide to staff.

The public input was closed.

Motion carried unanimously by TAM.

6. Caltrans Report

Doanh Nguyen, representing Caltrans, discussed the draft 2006 SHOPP from Caltrans, which was distributed on November 23rd. There are five projects for Marin County totaling \$4.5 M, which will be adopted by CTC in next April.

He reported is on the Central San Rafael Highway 101 HOV Gap Closure, which opened bids last Tuesday. There were five bids ranging from \$47 M to \$60 M, and the low bid was from Mitchell Engineering. The increases in bids over the engineer's estimate reflect recent market and energy conditions. Currently, they are in the process of evaluating the bids and contacting bidders as part of analysis as well as coordinating with TAM on exploring options to fund and award the contract as soon as possible.

Commissioner Eklund raised four issues with Caltrans: 1) Caltrans installed a "no turn" on red light sign without consulting with the City Engineer and it is causing a safety concern; 2) There is safety concerns at the Bel Marin Keys bus stop and there needs to be some Caltrans attention at that intersection; 3) The Park-n-Ride lot at Alameda Del Prado is still a safety concern being too dark; and 4) There is some sound absorbing material that is applied to the freeway that is called "open grade asphalt", and there is a petition signed by several residents that live along the freeway asking for some additional noise attenuation other than a soundwall, which could be a potential SHOPP project depending on the condition of the freeway.

7. Adjustments to Marin County 2006 State Transportation Improvement Program (STIP) Nominations

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM consider the staff update on the Segment 3 bid opening provided at the meeting, and the progress being made to advance the Novato transit hub project; and make necessary adjustments to insure delivery of Segment 3, TAM's highest priority project.

Commissioner Eklund stated that MCTD would receive a letter from the City of Novato confirming that alternative locations for the transit hub will be reviewed. Also, she asked staff if some discussion would occur about the preferred alternative location with the City before the environmental document is drafted. Executive Director Steinhauser responded that the early part of the environmental process would be scoping, which is gathering all possible alternatives and screening out the ones that are unacceptable or have significant environmental impacts. She also added that this initial submittal is

coordinated with SMART activity. She further stated that this has its own purpose and need and is necessary regardless of what happens with SMART.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Eklund moved and Commissioner Swanson seconded, to approve Attachment "A" to revisions to STIP. Motion carried unanimously by TAM.

8. Marin County Transit District Status Report on Short Range Transit Plan

No Report. Amy Van Doren from MCTD was not in attendance.

9. Selection of Transportation for Livable Communities Projects (TLC)

Carey Lando, Marin County Senior Planner, summarized the staff report and recommended that TAM adopt the Local TLC Programming as recommended by staff; and that TAM Board reallocate the remaining \$41,094 into the Local HIP Program.

Executive Director Steinhauser clarified that these funds cover an actual potential three-year period. This TLC cycle is the first phase of the HIP program, and they are holding a certain amount of funding for HIP projects. She further added that this is first round TLC and in January they will talk about potential HIP candidates.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Swanson moved and Commissioner McGlashan seconded, to adopt the Local TLC Programming as recommended by staff; and that TAM reallocate the remaining \$41,094 into the Local HIP Program.

Vice Chair Boro noted that Executive Director Steinhauser had a conversation today with Andy Preston and himself about the west end revitalization project in San Rafael, and this time next year the funding and final plan will be ready, so this recommendation made sense in his view.

Motion carried unanimously by TAM.

10. Bicycle/Pedestrian Access Study Results – by the Metropolitan Transportation Commission and Caltrans District 4.

Doug Kimsey, MTC, provided TAM with the Richmond-San Rafael Bridge Bicycle and Pedestrian Access Study Results that included the following:

- Corridor Study History
- Access Study Activities
- WB AM – Current and Future Congestion
- EB PM – Current and Future Congestion
- Current and Future Bridge Demand
- WB Corridor Travel Times – 2025

- EB Corridor Travel Times –2025
- Hours of Delay – (2-hour peak)
- Corridor Delay per Vehicle (minutes) Westbound AM
- Next Steps
 - MTC to begin bike/ped access alternatives evaluation – all positive barriers separated/provide 3 traffic lanes in peak direction
 - On-deck moveable barrier (new)
 - On-deck with reversible traffic lane (new)
 - On-deck with narrower lanes ('98 Alt. #3)
 - Off-deck (based on '98 study)
 - Caltrans to begin 6-lane bridge/toll plaza expansion feasibility and cost assessment by summer 2006
 - Bridge paving to begin spring/summer 2006, completion expected early 2007.

Commissioner Adams asked if the barrier would be present only during peak traffic. Mr. Kimsey responded that one barrier option moves traffic back and fourth between the lower and upper deck. The bike/ped barrier option would be moved during off peak to provide access for bike/ped, and in the peak direction the barrier would be moved next to the railing to allow for three traffic lanes. These are very conceptual in nature and further study is needed.

Commissioner Murray suggested considering a potential suicide barrier.

Vice Chair Boro expressed concern for the numbers not reflecting the traffic volume from Marin County to Contra Costa County. The number provided is larger in the evening than in the morning. Also, in the morning there is very little back up on 580 heading north through San Rafael, but at night it is tremendous. Caltrans has no plans to improve that northern flow. Mr. Kimsey responded that they did not assume a widening of westbound 580 to northbound 101, but they did look at the traffic in the PM. Northbound 101 in the PM is as congested but northbound 101 in the morning has capacity to provide for additional vehicles traveling westbound on 580 to get on northbound 101. Again, in the evening there is not the capacity on 101.

Commissioner McGlashan recommended being creative in making sure they do not squeeze the bicycle opportunity off this bridge. He is strongly in favor of these innovative ideas for a bike/ped path on the Richmond-San Rafael Bridge.

Sergeant Steve Schriver, Highway Patrol, expressed concern for traffic collisions in regard to the barriers. The biggest issue is providing an environment that will provide the utmost safety on the bridge. He understands the dependency on automobiles and looking at viable options, but they are dealing with the original concept for the bridge. Also, consideration of their ability to move traffic on a bridge, in an instance where there is a traffic collision or a disabled vehicle is important. He further stated that some type of positive barrier must be in place in between traffic and pedestrians/bicyclists to provide for their safety.

Commissioner Eklund asked Sergeant Schriver if there is an example of a win/win in terms of providing ped/bike access. Sergeant Schriver responded that the new Carquinez Bridge provides for a walkway for pedestrians and bicycles, but in this case the original design of the bridge did not factor that in and now trying to add that on could be very difficult.

Vice Chair Boro pointed out that these barrier systems are all over the country and asked staff to research other States and how they deal with this issue.

Chair Kinsey was part of the 1998 group that made the recommendations for access without the barrier and asked Mr. Kimsey if any funding sources have been identified to handle such technology as a removable barrier. Mr. Kimsey responded that it will be researched and they will explore options as they move through the study. Chair Kinsey stated that as the information is presented he sees that the value of the third lane has less to do with capacity problems on the bridge than it does with control situations on either side of the bridge in the form of the toll plaza or the 101/580 merge. Mr. Kimsey responded that there are control points as well as storage capacity issues.

Chair Kinsey pointed out that this is a portion of the Bay Trail, so they must continue to work on this issue. It is part of a regional trail solution, and they owe it to the larger region.

The item was opened to the public.

Deb Hubsmith, MCBC, expressed concern about the current study and the past studies. She explained that the bridge was opened to three lanes when first constructed. When the drought came in the 1970s there was a plan to put bicycle access on the bridge without a barrier, but the bicycle project did not move forward. They found that there was greater increased safety for motorists by having the breakdown lane and that is why the third lane was never opened. The proposed 1998 study was to provide direct access to the bridge. Caltrans participated in that study, then Caltrans and CHP rejected the results from the study and asked for another study. Caltrans commissioned review of the safety of bicyclists on freeways, which Caltrans also rejected. At that time, BCDC determined they wanted the bicycle lane to occur. She believed direct access could be provided on the Richmond-San Rafael Bridge. She stated that instead of pursuing the bike project they are looking at opening up the third lane. She is very unhappy with this process. This project is highly requested by their members.

Male audience member, Southern Marin resident, desired a bicycle/pedestrian lane to be open on the Richmond-San Rafael Bridge. He felt alternative transportation must be addressed.

Female audience member, Marin resident, indicated that she is an avid bicycle rider and welcomed the idea of having a ped/bike lane on the Richmond-San Rafael Bridge. She also recommended that the decks be maintained because debris on the shoulder is a safety hazard for bicyclists and motorists.

Lewis Lem, representing, AAA, agreed to review the traffic numbers in regard to 4-lanes versus 6-lanes on the bridge.

Commissioner Lundstrom stated that the BCDC permit required Caltrans to have shuttles for bicycles on the bridge. Mr. Kimsey responded that Regional Measure 1 provided ongoing funding sources for bus routes, and they are still providing the "on demand" taxi service that is funded by Regional Measure 2.

The public input was closed.

He then thanked Doug Kimsey and Doug Johnson from MTC for attending the meeting and providing information for their review.

11. Leveraging of Measure A Funds to Attract Other Fund Sources

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM direct MTC to submit the CTC the programming of up to \$2.432 M in the TE funds to the Hwy 101 Gap

Closure project; to commit to the future programming of up to \$2.432 M, an equal amount, in Measure A funds to the county list of TE projects and TLC/HIP projects, work with MTC on utilizing up to \$3.488 M in STP funds on the Hwy 101 Gap Closure; to commit to future programming of up to \$3.488 M, an equal amount, in Measure A funds to local streets and roads rehab as part of the Measure A 2006 Strategic Plan.

Commissioner Adams expressed concern for "switching around" funds. Executive Director Steinhauser responded that later on in the agenda they would discuss the cost of the soundwall sound absorbing material in the bike path that will be used on the Gap Closure project. They are advocating consistent with the expectations of the expenditure plan, that they actively seek ways for leveraging funds. This proposal takes Measure A funds that they would have been spent on the Gap Closure project, and replaces them with federal funds, which is an administrative switch of fund sources. The money left over in the strategy per the expenditure plan goes to transit, and this would not affect that commitment whatsoever. She added that the Oversight Committee found this acceptable, that they received an opinion from County Counsel, and they talked to the TAM's auditor.

Commissioner Eklund discussed page 4 and 5 that itemized the three-year share and asked staff when the funds would come back to the cities. Executive Director Steinhauser responded that in the Strategic Plan. The goal is that the measure funds would be made available in the same relative timeframe as these funds would be made available through the federal process.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Swanson moved and Commissioner Lundstrom seconded, to direct MTC to submit the CTC the programming of up to \$2.432 M in TE funds to the Hwy 101 Gap Closure project; to commit to the future programming of up to \$2.432 M, an equal amount, in Measure A funds to the county list of TE projects and TLC/HIP projects as part of the Strategic Plan; to direct staff to enter into a funding agreement with MTC utilizing up to \$3.488 M in STP funds on the Hwy 101 Gap Closure project; to commit to future programming of up to \$3.488 M, an equal amount, in Measure A funds to local streets and roads rehab as part of the Measure A 2006 Strategic Plan. Motion carried unanimously by TAM.

12. TAM Staffing and Recruitment Plan
Item was combined with Item 13, for discussion.

13. Classification Determination and Human Resources Service Selection for Finance and Clerk positions at TAM

Dianne Steinhauser, Executive Director, provided TAM with a power point presentation of TAM Staffing and the Recruitment Plan for their consideration with the following recommendation:

- Advertise for Clerk and Financial Manager positions, with recommended salary levels; no offer to be made until Board approves benefit structure.
- Continue discussions on remaining TAM needs.
- Return in January for discussion on Benefit Options and Human Resources Management Options.

Executive Director Steinhauser then summarized the staff report and recommended that the Board consider and approve a classification level and salary range for the finance and clerk positions. TAM

must also determine the appropriate benefits package, as well as who will be providing benefits, insurance, and payroll functions.

Chair Kinsey asked staff if this would be both affordable with the anticipated revenue streams and consistent with their responsibilities under the Measure A Expenditure Plan. Executive Director Steinhauser responded in the affirmative.

Commissioner Swanson is very supportive of staff's recommendation because this will financially benefit the agency. He also felt a project management oversight position should be reviewed. He further added that the recommendation is a very sound move. Vice Chair Boro concurred and noted that the Executive Committee discussed this recommendation and believed staff is taking a very prudent approach.

Commissioner Lundstrom supported staff's recommendation because there is competition for the talent pool. She further noted that in order to receive qualified individuals they must pay appropriate wages

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Commissioner Swanson seconded, to approve the classification level and salary range for Finance Manager and Executive Assistant/Clerk to the Board; and direct staff to return in January for discussions of benefit options and human resource management options. Motion carried unanimously by TAM.

14. Highway 101 Gap Closure Projects – Puerto Suello Hill Soundwall and Bike Path Alternatives

Connie Preston, Consultant, summarized the staff report and provided a power point presentation that included the following recommendations:

1. Approve development of and pursuit of environmental clearance for path on east side of soundwall.
2. Approve development of access at Linden Avenue
3. Approve development of phased approach at Lincoln Avenue
 - a. Phase 1: At Grade
 - b. Phase 2: Loop Structure.
4. Actively pursue sound absorption modifications for east soundwall
5. Work with City of San Rafael on southern terminus of path on Stevens Pl./Mission Ave.

16. Follow-up with public in late January:

1. Soundwall updates – types
2. Aesthetics of soundwall
3. Path "amenities" – landscaping, structure aesthetics, access details

Chair Kinsey stated that this is an incredibly constrained area and thanked the consultant for presenting the different aspects. He also acknowledged that Commissioners Boro and Adams have been working very closely with the community on these issues.

Vice Chair Boro discussed the recommendations on page 14 and suggested merging recommendations 3 and 5. He suggested stating, "*TAM will work with the City of San Rafael to evaluate*

the approaches at Lincoln. Looking at three options "at grade," the loop, and tunnel, and develop a plan on the southern terminus." He added that it is important to build this path right the first time. Also, he recommended actively pursuing sound absorption modifications on the sound wall on the west side to achieve maximum sound reduction.

Commissioner Adams supported the recommendation by Vice Chair Boro. She had questions on the Linden Avenue access. Executive Director Steinhauser responded that a pullout is not needed for passing wheelchair traffic.

Commissioner Adams recommended exploring a tunnel under Lincoln Avenue. She believed the loop is challenging. She added that the idea that makes the most sense is the more expensive bridge alternative, which did not allow for easy community access, which is very important. She further stated that more work is needed, but there are some time constraints, so she recommended that staff move forward as quickly as possible.

Commissioner Eklund asked staff if March 2006 is the deadline. She does not want to delay the Gap Closure project. Executive Director Steinhauser responded that the project is being designed to be built with the highway improvements, and staff has set a goal for March 2006.

Commissioner Eklund stated that Measure A must fund this path as well as the soundwall, and asked staff to discuss the funding source. Executive Director Steinhauser responded that when the expenditure plan was developed they envisioned a pool of funds. Also, the funding situation has several unknowns and they want to keep an eye on the STIP as a funding source for the project overall.

Commissioner Swanson excused himself from the TAM meeting at 10:13 p.m.

Chair Kinsey asked for a motion.

Vice Chair Boro moved and Commissioner Adams seconded, to approve the recommendations as outlined and as modified by Vice Chair Boro.

The item was opened to the public.

Patrick Murphy, Marin resident, stated that the community meeting should not have taken place because additional studies are needed. He pointed out that the community left the meeting without a commitment and received no answers to their questions. The community wanted to see the science of sound absorption as a productive tool. They want a commitment to a real solution to deal with this. He desired open graded asphalt on the highway; sound absorbing wall on the west wall that is coming down; and some type of material on the east wall.

John Nehmuth, SMART Planning Manager, noted that SMART reviewed the cross-section for the Linden path and SMART believed it could work for them. He explained that there is a footing to the retaining wall SMART's right-of-way, so an agreement must be in place with Caltrans. Also, the footing of the retaining wall will be within SMART's zone of influence, so the force of the train on the track could potentially have an influence on the design of the structure.

Kingston Cole, Marin resident, noted that they had an agreement with Caltrans. They spent two years and he thought they came to an agreement and commitment as Mr. Murphy indicated. The community needs help. He further believed this is an environmental catastrophe and it must be resolved.

Deb Hubsmith, MCBC, thanked staff and consultants for all their hard work on the multi-use path. They understand about the time constraints and time limit, so they are in favor of moving forward. She is very pleased that the Linden Lane access is working out. They fully support Vice Chair Boro and Commissioner Adam's comments in regard to not having a phased approach, but a plan is needed in order to not create a traffic problem, and to move forward to stay on schedule. Also, MCBC is in more favor of the straight pathway approach, but understands the design issues. She added that in the original expenditure plan that was developed for Measure A there was a plan to bond \$30 M to build the Gap Closure project, and since then STIP money has become available, and at this point they are not planning to bond. She added that there could be substantial cost savings in not doing the bond, and grade possibly return money to the other categories.

Rocky Birdsey, MCIL, stated that grade separation is important along the pathway. He recommended doing it all at once rather than a phased approach. He noted that there were several accidents at Lincoln, which is a critical intersection. He discussed the loop and expressed concern for pedestrian and bicycle interaction. Also, he wondered if a tunnel is feasible, which should be studied. He then thanked SMART for attending the meeting and indicating that Linden Lane is possible. He further echoed Mr. Murphy's comments about sound and that mitigation is needed.

Vice Chair Boro amended his recommendation as follows: *"approve development of access on Linden Lane; the access point for pedestrians and handicap will be 10 feet wide; the multi-purpose path would be 11 feet to accommodate both; that TAM and the City of San Rafael look at the terminus at both ends to decide how they will be handled; look at different alternatives proposed as far as loops and tunnel; actively pursuing soundwall modifications for the east soundwall and maximize the effect of sound absorption material on the west sound wall."*

Steve Sancster, San Rafael resident, opposed this plan because it is not consistent with Marin County's recommendation of a bike path. It is out on a freeway, which is very dangerous and not a place for children and pedestrians. He felt they are rushing into this plan, which is not a good plan for the children because they cross active rail lines. Also, at the community meeting, Caltrans did not address sound on the east wall. He recommended tabling this motion in order for a better plan to be developed to have a bikeway in the community where it belongs. He recommended taking time to build it right rather than have a pedestrian right-of-way on the freeway. He recommended that TAM consider those options and allow the community the ability to respond. He further believed they must go forward with the best plan and they must consider the future.

Commissioner Adams asked if the motion included the amended language with sound abatement materials on both sides. Vice Chair Boro responded in the affirmative.

Chair Kinsey noted that there is a recommendation to proceed on soundwall as well as alignment issues.

The item was closed to public input.

Motion carried unanimously by TAM.

15. Marin Sonoma Narrows – East Washington Interchange Funding Plan

Chair Kinsey summarized the staff report and recommended that TAM direct staff to work with SCTA to program the TCRP funds to construct the East Washington interchange project, conditioned on the

adoption of a funding and phasing plan that addressed logical phases of construction in the corridor, with a minimum of early funding in Marin County equal to the TCRP amount of \$15 M.

The item was opened to the public, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Commissioner Tremaine seconded, to direct staff to work with SCTA to program the TCRP funds to construct the East Washington interchange project, conditioned on the adoption of a funding and phasing plan that addressed logical phases of construction in the corridor, with a minimum of early funding in Marin County equal to the TCRP amount of \$15 M. Motion carried unanimously by TAM.

16. Request for Proposals for Greenbrae Corridor Preliminary Engineering and Environmental

Commissioner Lundstrom recommended continuing this item to the next meeting. TAM and staff agreed.

Chair Kinsey asked for a motion.

Commissioner Murray moved and Commissioner Lundstrom seconded, to continue Item 16 to next TAM meeting. Motion carried unanimously by TAM.

17. Committee Appointments

- a) Technical Advisory Committee (TAC)
- b) Citizens Oversight Committee (OC)

Dianne Steinhauser, Executive Director, summarized the staff report and recommended that TAM appoint Annan Paterson as alternate and Allan Bortel as member to the Oversight Committee; and continue to actively solicit nominations for the TAC and OC and fill any remaining vacancies at future meetings when applications are received from nominating organizations.

Commissioner Lundstrom moved and Commissioner Eklund seconded, to appoint Annan Paterson as alternate and Allan Bortel as member to the Oversight Committee; and continue to actively solicit nominations for the TAC and OC and fill any remaining vacancies at future meetings when applications are received from nominating organizations. Motion carried unanimously by TAM.

18. Suggestions for Future Agenda Items - None

19. Open Time for Items Not on the Agenda - None

By Order of Chair Kinsey, the TAM meeting adjourned at 10:45 p.m.