



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

THURSDAY, FEBRUARY 28, 2008  
7:00 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  
Paul Albritton, Sausalito City Council  
Judy Arnold, Marin County Board of Supervisors  
Larry Bragman, Fairfax City Council, alternate  
Peter Breen, San Anselmo City Council  
Hal Brown, Marin County Board of Supervisors  
Alexandra Cock, Corte Madera Town Council  
Damon Connolly, San Rafael City Council, alternate  
Carole Dillon-Knutson, Novato City Council  
Alice Fredericks, Tiburon Town Council  
Joan Lundstrom, Larkspur City Council  
Charles McGlashan, Marin County Board of Supervisors  
Michael Skall, Ross Town Council

Members Absent:

Susan Adams, Marin County Board of Supervisors  
Thomas Cromwell, City of Belvedere  
Stephanie Moulton-Peters, City of Mill Valley

Staff Members Present:

Dianne Steinhauser, TAM Executive Director  
David Chan, TAM Programming Manager  
Bill Gamlen, TAM Project Delivery Manager  
Eric Schatmeier, TAM Planning Manager  
Li Zhang, TAM Finance Manager  
Carey Lando, TAM Senior Transportation Planner

*Chair Kinsey called the meeting to order at 7:05 p.m.*

**1. Chair's Report (Discussion)**

Chair Kinsey summarized key points from a trip recently taken to Washington, D.C. with Commissioner McGlashan. He noted strong support from Congresswoman Woolsey regarding fairness for the Doyle Drive issue and said that they had been able to hold an

extended discussion with her on this topic. He also mentioned that his proposal to have the Marin-Sonoma Narrows Project included in transportation appropriations was favorably received.

Chair Kinsey reported that the first meeting of the SMART Working Group was held, in which members laid out the ground rules for future meetings.

Chair Kinsey mentioned that the topic of public access to the Richmond-San Rafael Bridge was discussed at the February Metropolitan Transportation Commission (MTC) Board meeting. Although it had been under consideration at Caltrans for over a decade, Caltrans has decided not to support public access to the bridge. The BATA Oversight Committee will be deciding how they want to move forward with getting the State to reconsider this.

## **2. Commissioners' Matters not on the Agenda (Discussion)**

Commissioner Albritton reported that seven hybrid buses had been secured by Marin Transit. No other commissioners reported.

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

Executive Director Steinhauser provided her report which included: the Greenbrae/Twin Cities Corridor Workshop, the Congressional 1909 Commission Report, the State budget, discussion about congestion pricing on Doyle Drive, TAM's SMART Working Group, the Freeway Performance Initiative, and the draft TAM Annual Report.

She reported that there will be a Greenbrae/Twin Cities Corridor Workshop on Saturday March 8<sup>th</sup>, consisting of a brief presentation, displays, and breakout sessions. The workshop offers an opportunity to learn more about this upcoming important project.

She summarized a report from the National Surface Transportation Policy and Revenue Study Commission under Section 1909 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Known as the "1909 Commission" report, it assesses the needs of transportation on a national level. She noted five recommendations made from this report including: 1) increasing investment in surface transportation from the current \$50 billion to \$225 billion annually; 2) accelerating the time it takes to deliver projects; 3) the feds retaining a strong role in transportation while depoliticizing investment decisions; 4) replacing the current 108 transportation programs with 10; and 5) creating a committee structure perform planning and financial funding functions. There are a number of new strategies mentioned aside from raising the federal gas tax. These strategies include congestion pricing, private investment taking over some of the infrastructure, and additional fees for freight and transit. She said that she will provide additional information in the future as more discussions take place at the federal level.

Regarding the budget, the Executive Director referenced the legislative report from Shaw/Yoder, TAM's legislative consultant, and noted that the biggest impact on transportation was \$500 million in gas taxes meant to go to local government, approved for delay, with a no-interest repayment deadline of September. She mentioned that Prop 42 is likely a "low-hanging fruit" for the budget deficit, and could be affected in the

May Revise. In a recent CTA court decision regarding recapturing spillover funds, the judge determined that only \$400 million (out of \$1.3 billion) should have gone to transportation. The Executive Director concluded that transit is not showing any significant gains in protecting those spillover funds. She mentioned that February 22, 2008 was the deadline for proposing new bills. New bills will be reviewed, with a report on it in March.

On the regional front, TAM participated in several meetings recently on Doyle Drive's toll, hosted at the San Francisco Mayor's office. During the last meeting, the Golden Gate Bridge Highway and Transportation District agreed to adopt a resolution of intent to congestion price Doyle Drive. This should secure the \$159 million federal grant. The next issue will be Doyle Drive funding. This team has agreed to convene regularly through July to determine what to fund as well as how to fund the remaining activity on Doyle Drive.

The Executive Director said that TAM's SMART Working Group held its first meeting to discuss roles and responsibilities as well as clarify that the group is to act "as bibliographers" in capturing information. The Executive Director's monthly report to the TAM Board will include monthly updates on the working group's activities.

The Metropolitan Transportation Commission (MTC) is considering dedicating funds toward management of the freeway system, addressing recurring (chronic) congestion and congestion caused by incidents. Potential for this within the jurisdictions of Marin is being investigated. The Executive Director advised the Board to stay tuned for more information, as it will be relevant for many years.

The Executive Director said that staff will be presenting a draft of the TAM Annual Report in March/April and noted that it will have both a narrative as well as bulleted summary formatting.

In response to a commissioner's question, the Executive Director clarified that the team meeting regarding Doyle Drive is composed of staff from the Bridge District, TAM, MTC, San Francisco's TA, MUNI, and the Mayor's office.

In response to a commissioner's question, the Executive Director clarified that tolling will take place at the toll plaza. The exit to 19<sup>th</sup> Avenue is considered part of Doyle Drive and will be tolled. People traveling from the Richmond District to Marina Blvd. will be tolled. San Francisco may contribute an in-kind donation if the toll is collected only at the Golden Gate Bridge. Another possibility is that cameras will charge a toll to everyone.

A member of the public, Mr. Mike Arnold, urged that SMART present the rail service's financial plan to the public for feedback. Chair Kinsey clarified that the job of the working group is to identify the pertinent information, not to gather information from the public. Chair Kinsey added that the public has its opportunity to comment during public comment sessions. He also clarified that SMART is an independent entity and therefore not bound by the working group's recommendation to release their information at a public meeting.

#### **4. Commissioner Reports (Discussion)**

##### **a) Executive Committee – Chair Kinsey**

Chair Kinsey referenced the Executive Committee Meeting Minutes and summarized the significant items that were discussed at that meeting.

##### **b) Marin-Sonoma Narrows Policy Advisory Group**

The MSN Policy Advisory Group met in February and reached consensus on Interchange Option 12b, the Landfill Interchange, as the preferred option in the draft EIR/EIS which is currently projected for completion in July 2008. The group will continue to meet as an advisory board at least once more and possibly longer after the EIR/EIS is released.

Don Wilhelm, a member of the public, urged that the public be involved in the design of Segment B as it progresses, and commended the policy advisory group for their selection of the Access Option 12B.

Doug Wilson, Chair of the Sierra Club of Marin County, urged the group to “stand up for Marin County.” Wilson commented that while 12B is the best option, it is still not ideal. He urged that it be scaled back as much as possible to save trees and the mountainside and not sacrifice the environment to traffic efficiency. He said the advisory group should “give Caltrans some resistance” and keep the process transparent.

##### **c) SMART (Sonoma Marin Area Rail Transit) – Commissioner Boro**

Commissioner McGlashan reported that a SMART meeting was held last week. Railroad Square is on the table again, and 13 of 18 white papers have been released by SMART staff, as reported by Chris Coursey. These white papers will be sent along with a summary, FAQs and financial plans to all county leaders to clarify the project this time. The first cut of the financial plan will be presented to the SMART Board at the meeting in April.

Community members commented that the public should receive information on the SMART project when TAM receives it so that they have the same opportunity to review it. Another member of the public expressed concern that an environmental group’s concern with financial information is a “subterfuge” aimed at stalling the project.

#### **5. Consent Calendar (Action) - Attachments**

- a) Approval of Minutes from November 29, 2007 and January 24, 2008 Meeting
- b) Allocation of \$30,000 in Measure A Funds for Swapped Housing Incentive Program (HIP) Funds to the Town of Corte Madera to Design the Bayside Trail Park Improvements Project.
- c) Cal Park Tunnel Rehabilitation and Multi-Use Pathway: 1) Adopt the RM2 Allocation Request Resolution, and 2) Approve the Contract Amendment with the County of Marin
- d) TAM Staff Vacation vs. COLA Adjustment – Clarification of Previous Action

- e) Authority to Investigate Guaranteed Emergency Ride Home Program

Commissioner Arnold moved and Commissioner Brown seconded the motion to adopt the Consent Calendar. Motion carried unanimously.

#### **6. Report from Executive Committee on Executive Director's Performance Evaluation / Adoption of Executive Director Goals for 2008 (Action)**

Chair Kinsey stated that the Executive Committee was unanimously happy with Executive Director Steinhauser, citing her successful efforts to achieve funding for two projects through Proposition 1B: the 580-101 interchange and the Marin-Sonoma Narrows project. Chair Kinsey commended Executive Director Steinhauser for her effectiveness in working with Caltrans to ensure Marin's input into the design and character of projects, as well as for doing a great job elevating the capacity of TAM. He praised her for jumping on a variety of issues as complex as Doyle Drive, and being proactive about looking into other projects not currently on the table. Additionally, the Executive Committee was pleased that she recognized the relationship between transportation and land use. Following a motion and second, the Board agreed unanimously for raising the Executive Director's salary by 2.5% along with a \$5000 bonus..

**Commissioner Breen moved and Commissioner Fredericks seconded the motion to approve a 2.5% increase in the Executive Director's salary along with a \$5,000 bonus. Motion carried unanimously.**

#### **7. Caltrans Report (Discussion)**

Jit Pandher, Caltrans Project Manager, stated that the flyover connecting Hwy 101 and I-580 is set to open on the first weekend of April. He acknowledged that thanks to the Marin-Sonoma Narrows Policy Advisory Group, Caltrans, SCTA and TAM will meet in the third week of March where the preferred alternative will be decided. Regarding the Blithedale off-ramp project, an additional lane will open in the summer, and the design for 580-101 is projected for completion in November 2008.

Regarding the Puerto Suello Hill segment of the Hwy 101 Gap Closure Project, he reported that Caltrans is still trying to figure out how to open the HOV lane this year given the string of bad weather that occurred this winter. The contract is about 20 percent complete.

He reported that the current closure of Lincoln is set to last approximately five months; following that, the closure will switch to Linden.

Deb Hubsmith of the Marin County Bicycle Coalition clarified the history of bicycle access studies for the Richmond-San Rafael Bridge. She said that these studies have been going on since 1974, with consistent conclusions that bicycle access is safe; however, Caltrans continually draws its own conclusion that it is not safe. She stated that the San Francisco Bay Conservation and Development Commission (BCDC) approved a plan designed by MTC for the bridge that includes bicycle and pedestrian access while keeping a third lane open for cars during peak hours. She expressed concern that Caltrans is now trying to monopolize the project for car use. She

emphasized that in order to do this, it is necessary that Caltrans obtains approval from BCDC to alter the plan as originally approved.

Another member of the public urged that regarding the SMART system, the existing railroad trestle be utilized to provide cooperative seamless car/bicycle/pedestrian traffic.

#### **8. Adopt State Legislative Program for 2008 (Action)**

TAM staff presented the final TAM state legislative program, held over from last meeting. Chair Kinsey opened the discussion, clarifying that the TAM Board has elected to monitor SB 375, Steinberg, on transportation planning/modeling around emission reduction. With no other significant comments, an action to approve the program was taken.

**Commissioner Arnold moved and Commissioner Dillon-Knutson seconded the motion to adopt the state legislative program for 2008. Motion carried unanimously.**

#### **9. RTP Project Submittal (Action)**

TAM staff member Eric Schatmeier reported that Marin's share of Bay Area discretionary funds for transportation projects in the 25 year transportation plan, T-2035, amounts to \$790 million. He added that the MTC allows up to 50 percent more in candidates, for a total of \$1.19 billion.

Planning Manager Schatmeier reported that TAM staff worked to produce a list of projects that arose from visioning workshops held last year. Based on comments from the Executive Committee and the public, the list of project candidates has been modified over the last two months. He reminded the Commissioners that even though the selected projects will be applied for by TAM, there is no guarantee that all will make it into the final plan. He added that all submitted projects must have an identified sponsor and source of funding, and will be evaluated either in the category of Financial Constraint or Vision, which are to be evaluated on a policy basis, for consistency with MTC policies. Once the list is submitted, projects will be reviewed and ultimately selected by MTC. Planning Manager Schatmeier reported that the deadline for submission, as mandated by MTC, is March 5, 2008.

Executive Director Steinhauer clarified the supplemental information, a revised candidate list, explaining that the generation of the new candidate list was a very rapid process, with staff having recently received a variety of information, suggestions, and offers of potential sponsorship. Regarding the process, she reported that TAM had neglected to describe in the mail out how projects were grouped and how they align with goals for the RTP established by MTC. In the supplemental materials, staff included a letter that highlights the goals and ideals captured from the Board as well as from the public visioning workshop and clearly describes what is being put forward to meet the MTC's goals.

The Executive Director highlighted a resolution submitted from Fairfax in support of the streetcar service, and added that TAM staff had received 30 letters and emails regarding this project, to be found in the supplemental materials. She welcomed comments and

questions in general, and specifically on changes to projects since the mail-out, some resulting from public comment and some removed per MTC stipulations.

The Executive Director requested that the Board devote particular attention to the list of unresolved candidates. She specifically requested additional direction on three candidates cited from the list. These three included the Personal Rapid transit proposal, the streetcar proposal, and a candidate to construct a connector from Westbound 580 to Southbound 101.

Commissioner Arnold clarified the difference between “Vision” candidates and “vision” candidates. Vision candidates, with an upper-case ‘V,’ have an agency sponsorship and an identified source of funding, and as such are considered “more than just a good idea.” Candidates categorized as “vision,” with a lower-case ‘v,’ are projects “of interest” but lack agency sponsorship and an identified funding source. This distinction was confirmed by the Executive Director.

Commissioner Bragman requested that “vision” status be assigned to a trolley from Fairfax to San Rafael. Chair Kinsey encouraged the commissioner to advocate for this project at the appropriate time during discussion of this item.

**Public Comment:**

The Unimodal Company (CEO) urged support of Personal Rapid Transit (PRT) as an alternative mode of transportation that is “as attractive to people as their cars,” with the potential to reduce carbon emissions and traffic. He added that PRT can potentially move traffic off of main corridors and form “new networks.” He reported that Unimodal is currently under consideration in Los Angeles and New Orleans for developing systems there, as well as in some developing countries.

Chair Kinsey requested confirmation that this project would be entirely privately funded, and asked, if so, why Unimodal would want to be associated with the RTP, which represents public funds that are financially constrained. The Unimodal CEO responded that the project is a good opportunity for public-private partnership, much like a toll road, and clarified his assurance that it would be entirely privately funded by stating that during the initial process of designing the program, there would be a need for public money for EIRs and rights of way..

Michael Rexx voiced his support for streetcar services on the RTP list and noted that Sausalito, Mill Valley and the County could be its potential sponsor.

Peter Therin asked the Board to include personal rapid transit on the list.

Angela Colombo read a statement on behalf of the Board of Directors for the North Bay Leadership Council and its President, Cynthia Murray. NBLC urged the Board not to support the inclusion of PRT , aka “Skytran” in the RTP due to the limited amount of available funding and given that PRT has no proven working model.

Roger Roberts of the Marin Conservation League suggested there is no reason not to include Skytran as a candidate.

Cheryl Stamler requested that PRT be placed on the list.

Lionell Gambill said that PRT has been in existence for 30 years and has yet to produce a working model but does believe that streetcar service is a good idea. He urged the Board to go with “tried and true technology.”

Marla Fields did not believe that PRT is a solution for Marin County and described how the posts and structure would interrupt the beauty of and views throughout the county.

Jack Swearingen supported PRT and asked that the Board read his letter dated February 20, 2008 that is included in the packet which analyzes the economic, environmental, social, and aesthetic variables that should be considered when looking at Skytran or any other mode.

Spencer York supported PRT and asked it be included in the Vision Plan.

Barry Buckley supported PRT/Skytran and regarding the SMART bike/ped corridor, he requested that rest stops be included with showers and changing rooms at the train stations.

David Schonbrunn advocated for “intellectual rigor and honesty during this process” and added that some of the issues being discussed this evening have not been studied. He urged the Board not to consider the projects that have not had adequate analyses conducted on them.

Allan Nichols stated that the streetcar system is a viable system and advocated for this mode to be included on the list.

Barry Schorel voiced his support for the PRT system not because it's a proven system but because of its potential to be a viable alternative to ease congestion.

Craig Yates questioned how PRT will accommodate disabled persons or larger families. He, too, is concerned about how the physical structure would interfere with the natural beauty in Marin.

Deb Hubsmith stated that she had requested two changes be made to this list when it was discussed at TAM's Executive Committee meeting and that those changes were approved by that group which is so noted in the minutes from that meeting. She added that those changes had not been incorporated into the spreadsheet that was distributed for this meeting, and she requested that they be included. Those changes include listing the sponsor names for the bike/ped elements since sponsorship is required by MTC, and to include a statement in the note section of the MSN project stating that a bike/ped path is included as part of the project.

Chrissy Therin urged the Board to be open minded and consider PRT.

Walter Strakosch suggested that SMART is the best solution given the rail line already in existence and rail is a proven technology. Further, he stated that PRT is not a proven technology and should not be given consideration.

Robert Parish of Skytran suggested that with limited bio-fuel resources, an electric-powered transportation system that can replace cars is a path that must be studied. He said that he supports SMART but believes that Skytran would target the 97% of the population currently in cars rather than the 3% of the population that takes public transit.

Marilyn McConnell voiced her support for keeping PRT on the list.

Valerie Taylor did not support PRT and asked that it not be given consideration until such a system has been working long enough to study it.

Michael Rexx noted that in spite of the fact that the streetcar is an expensive system to study, he urged that it be kept on the list so that funding for it could be explored.

John Cole of Unimodal stressed that Skytran is not in competition with any other transportation system. He urged that PRT be put on the list so that it can be considered as an option to other systems.

Lynn Hurst expressed her support for PRT and expressed that it be included as a candidate of interest on the RTP list.

#### **Discussion:**

Commissioner McGlashan stated that he wanted to put Personal Rapid Transit (PRT) on the list in order to avoid precluding study. However, he expressed hesitation if the list will affect budgets. Commissioner McGlashan asked for clarification on whether the RTP represents the Board's vision, or a budgetary request. Executive Director Steinhauser responded that the RTP advocates for what the region should be funding, and that the Board is encouraged to focus on projects for which it plans to request funds. Commissioner McGlashan followed up by asking whether it is possible to "carve out a little funding" for studying innovative planning/transportation solutions, for example from the TLC/HIP program. The Executive Director recommended against taking funds from existing successful MTC programs.

Commissioner Arnold reminded the Board that leaving PRT off the list will mean that the Board cannot discuss it for 5 more years, and for that reason the Board must consider it.

Commissioner Fredericks said that although she initially saw no harm in including PRT on the list, she now thinks differently. She said that the RTP must lay out a vision that shows accountability and feasibility and is congruent with community values. While PRT is congruent with sustainability values, it is not with others. The infrastructure is too intrusive, and there are superior alternatives available.

Commissioner Dillon-Knutson said that the Board must be open to all alternative forms of transportation, including trolleys, PRT, and others. However, she stipulated that she wants to see PRT in action before including it in the vision plan.

Commissioner Lundstrom said that she does not want to see any local funds going into the PRT, because it "doesn't meet the reality test." She advocated Marin letting Los Angeles and New Orleans study it first before examining it as a real option. She added

that the right-of-way issues are “enormous,” from handicap access to posts and street condemnation. She concluded by saying that “even if it’s private, it’s not low-cost.”

Commissioner Albritton asked whether the trolley needs to go on the list in order to create eligibility for funding. The Executive Director responded that in order to move forward into design and other phases, the project must be on the RTP with an identified sponsor and funding source. However, she added that the RTP will not be finalized for a year, so there may be time to add projects before it is finalized.

Commissioner Bragman requested that an East-West trolley study be included on the list. He reminded the Board that this has already been endorsed by Fairfax, and that endorsements are also expected from San Rafael and San Anselmo. Although it is too late to allocate public funds to it, the Board should consider allocating funds to the study. He asked whether an East-West trolley study can share sponsors with the already-approved concept of the trolley.

Commissioner Connolly stated that San Rafael strongly opposes the 80-foot tall flyover project at I-580/ to southbound US 101. He requested that this item be kept off the list.

Commissioner Brown expressed support for further study of PRT.

Commissioner Breen asked whether any of this qualifies under the federal definition of new starts of rail transportation. He asked whether there are other alternatives. The Executive Director responded that within existing parameters, there are not other alternatives. Commissioner Breen expressed concern that the community will perceive the Board to be moving forward with PRT, when in reality the Board is just “thinking about” it. He also expressed reluctance to “put forth a half-baked idea to MTC so they think ‘Marin’s done it again.’” Commissioner Breen proposed amending the RTP to include it later, once the Board is sure it wants to move forward with it.

Chair Kinsey requested the following line item changes:

- Item 8 in the Notes: existing funding for Marin projects should be identified
- Measure A funding has been left out of the Bike/Pedestrian project
- Item 21: Canal Crossing has an operational cost that has been a major problem
- There is existing funding for local roads that should be identified.
- A portion of the Pacific Way Bridge funds are available

Chair Kinsey expressed support for being open to new ideas, but cautioned the Board that those without identified sponsors and funding sources do not belong in the plan. However, he added that the Board should be open to investigating these in the future. Chair Kinsey also commented that the fact that PRT will cost \$0 in public funds means a “user pay” system, and that this is something that has not been discussed. It is not necessarily in the context of the RTP discussion.

Commissioner Arnold proposed including PRT on the list as a “candidate of interest,” meaning that it is not allocated funding or staff. Commissioner Brown seconded.

Commissioner McGlashan requested amending the RTP to add trolleys, add the edits that Chair Kinsey made, include the changes that Deb Hubsmith had raised, and remove

the I-580/US101 flyover project as requested by Commissioner Connolly. Commissioner Arnold agreed to the amendment.

Chair Kinsey requested amending that motion such that the “candidates of interest” be included in the transmittal letter and not in the actual forms, so that while the Board is “on record as interested,” it is not bound to action.

Chair Kinsey clarified the motion as citing PRT and the streetcar as candidates of interest in the transmittal letter, and removing the San Rafael Southern Route flyover from the RTP. A vote was taken with eleven Commissioners voting for the motion and Commissioners Lundstrom and Fredericks voting in opposition.

Executive Director Steinhauser asked for an amendment to include a request for additional funding for the following projects: Safe Routes to School with existing funds at the State and Local funding levels, Bike Pedestrian Maintenance with a note regarding existing funding, and a study for Buses on the Shoulder as a possible option for the auxiliary lane, as well as modifying rehabing numbers. She explained that the goal of including these requests is merely to take credit for commitments that TAM has already made to fund these programs. She emphasized that the existing funds have already been approved and represent work that is already being done.

Commissioner McGlashan expressed hesitation regarding the currently unstudied bus-on-shoulder project. He asked whether this could be downgraded to “candidate of interest” status. The Executive Director clarified that the request is only to include it in a study of auxiliary lanes, as a possible concept. Commissioner McGlashan also asked for clarification on the funding source(s) for the other additions, specifically whether the funding would amount to “robbing Peter to pay Paul.” Executive Director Steinhauser clarified that TAM is already funding these projects, and added that they will also be receiving federal and state commitments in the coming year. She emphasized that her only objective is to bring attention to these accomplishments.

Commissioner Breen moved to add the additional elements as requested by the Executive Director. Commissioner Dillon-Knutson seconded, and the motion passed unanimously.

## **10. Central/Southern Marin Transit Study (Action)**

Executive Director Steinhauser introduced Jean Hart, who will be working with TAM to finalize the scope of work and study for this project. Chair Kinsey stated that he is pleased with the project’s progress, and does not want to “delve” into detail unless the Executive Director recommends it. The Exec Director did not.

### **Public Comment:**

Karen Nygren, a member of the public, stated that the National Park Service has put together a long-range transportation planning pilot, and urged that coordination with this pilot be considered. She added that she encourages the Board to consider not only increased parking at the ferry but charging a fee to park.

Michael Rexx commented that the Corridors study is to include the following elements regarding the streetcar system: other systems that are currently up and running, potential ridership costs, vehicle types, accessibility, and mapping for route-specific characteristics. He expressed concern that \$15,000 will be insufficient. He urged that a second route, involving Ross Valley and linking to SMART, be added to the plan for study. Mr. Rexx added that this could be funded either through counties pooling their resources, or by having an engineering firm map it at no cost, an option that has been offered by Struber-Stroeh. He concluded that with these options, a \$15,000 study could be turned into a \$55,000 study.

David Schonbrunn agreed with a previous speaker who requested that charging a fee for parking at the ferry terminals be included in this study. He suggested, also that greenhouse gas emissions be included as a criterion when determining which mode to is the best choice.

#### **Discussion:**

Executive Director Steinhauser commented that a larger streetcar study is geographically feasible, but not currently financially viable. Commissioner McGlashan requested clarification of the parking charge issue. Eric Schatmeier responded that the issue of parking is under the purview of the Golden Gate Bridge, Highway, and Transit District. Commissioner Bragman expressed support for incorporating economies into the trolley study, including the possibility of having Struber-Stroeh do the mapping. Commissioner Albritton stated that the seamlessness of transferring is vital, but that information on this is missing. He added that included in the Study Purpose criteria should be an item that includes how scheduling information will be communicated to customers in real-time. Commissioner Arnold asked whether p.105 could also include the reduction of greenhouse gases. The Executive Director recommended against including it at the present time, explaining that while qualitative evaluations might be feasible, it could be very costly to quantify. Much work is underway regionally right now on how to quantify greenhouse gasses, with no final resolution of the issue.

Commissioner McGlashan proposed accepting staff recommendations on the study, purposes, and deliverables, with an emphasis on the Southern Marin trolley analysis as being of interest as an additional scope of work for the \$15,000 that those jurisdictions have raised and with the possibility of the Ross Valley jurisdictions adding additional funding in order to broaden the study to include those areas. However, he cautioned against this turning into "Son of CTMP," reminding the Board to be careful to keep issues separated.

Commissioner McGlashan moved and Commissioner Arnold seconded the motion to approve the scope of work for use in a Request for Consultant Proposals. Executive Director Steinhauser asked if it was the will of the Board to include Commissioner Albritton's suggestion of adding an item to the Study Purpose criteria that asks the question, "How scheduling information will be communicated to customers in real-time" as well as adding the concept of a qualitative evaluation of greenhouse gas emissions. With this acceptable, the motion passed unanimously.

### **11. Bike/Ped Path Maintenance (Action)**

Eric Schatmeier presented this item requesting the Board to adopt a policy for funding routine maintenance of bike/ped paths within the county using Measure A interest revenue incorporating the following seven parameters:

1. Only routine maintenance shall be considered for use of these funds. Major maintenance activities are not eligible.
2. Path elements were evaluated in the TAM study of bike path maintenance entitled "Marin County Bike Paths Maintenance" dated October 16th, 2007 prepared for TAM by Alta Planning and Design. Only those paths outlined in the study under the "Planned-and-Funded" category shall be eligible for consideration under this policy in contrast to paths that are already funded and maintained or those planned but unfunded at this time.
3. Only paths designated by the Board as "Regional Connectors" shall be considered for application of this policy (Paths specifically recommended by the Executive Committee at this time include the Central Marin Ferry Connector Phase 1 path, the Cal Park Hill Tunnel path, and the Puerto Suello Hill Gap Closure path.)
4. Funding from TAM for routine maintenance shall be considered and approved on a case-by-case basis.
5. Funds will be made available on a reimbursement basis for up to 50% of maintenance costs. Because many projects may be owned and/or maintained by multiple jurisdictions, funding may vary. But the intent of this parameter is that the share financed by Measure A interest would not exceed 50%. Total annual TAM funds for this purpose shall not exceed \$75,000.
6. Eligible paths must complete construction after January 1, 2008.
7. Interest funding applies only to those paths whose maintenance responsibility lies with Marin County or with one of the eleven cities or towns within the county.

Chair Kinsey proposed that projects would be approved on a case-by-case basis. He specified that Puerto Suello Hill, Los Ranchitos Road, and Alameda del Prado projects may be eligible as well, noting that total budget not exceed \$75,000.

**Commissioner McGlashan moved and Commissioner Arnold seconded the motion to: 1) adopt a policy for funding routine maintenance of bike/ped paths within the county using measure A interest revenue and incorporating the seven parameters described in the staff report and discussed herein; 2) give priority for use of interest funds for this purpose will be placed on currently planned and funded "regional connector" paths including the Puerto Suello Hill and Cal Park Hill Tunnel paths and the Central Marin Ferry Connector; 3) provide for specific application of the policy will be considered on a case-by-case basis as these projects are ready for implementation; and 4) restrict annual expenditures for path maintenance not to exceed \$75,000 of available annual interest revenue. Motion carried unanimously.**

## **12. Marin-Sonoma Narrows Contract for Design (Action)**

Executive Director Steinhauser and Project Delivery Manager Bill Gamlen requested that the Board grant the Executive Director the power to authorize up to three contracts with three firms for the design of the Marin-Sonoma Narrows project. TAM staff presented

criteria for the selection of the firms. Firms include Mark Thomas & Associates, BKF Inc., and WMH Corporation.

Commissioner Arnold asked whether 4B can be changed to 12B. Bill Gamlen responded that the RFP asked for a proposal on 4B, which encompassed modifying the existing interchange as well as a new one. The purpose of this was to give a level playing field to all those submitting a proposal. It was not meant to select that alternative.

Deb Hubsmith asked how a bikeway will be included throughout this Segment. Bill Gamlen responded that while there is a commitment to it, there is as yet no detailed design plan. Deb Hubsmith added that the Marin County Bicycle Coalition has closely followed this project in the past, but stopped receiving PAG notifications. She requested that the notifications resume so that MCBC can resume attending the meetings. Ms. Hubsmith noted that the item asks consultants to do detailed engineering at the same time that the EIR is still being finalized. Exec Director Steinhauser responded that the actual engineering will not start until May, the Preferred Alternative will be selected by Caltrans no later than April 1<sup>st</sup>, and the final environmental document is due in late Summer.

A community member urged TAM to move quickly to address the San Antonio bike path as it is currently extremely narrow, riding thru that area. He expressed support for the bike path running along the railroad tracks.

Commissioner Arnold moved and Commissioner Dillon-Knutson seconded the motion to authorize the Executive Director to enter into contracts with up to three professional engineering firms for up to three distinct contracts to provide Plans, Specifications & Estimates (PS&E) design services for a total cumulative value not to exceed available funding, estimated at this time to be \$10 million. Motion carried unanimously.

### **13. Approval of Additional Staff Support Position for Limited Term Project Needs (Action)**

Due to the increased workload on the Narrows, staff is considering it cost-effective at this time to hire an additional Associate Project Delivery Manager. Executive Director Steinhauser clarified that this request is for a limited term of six years.

A community member questioned whether the funding for additional staff would fall within the allowed expenditures for Measure A. Chair Kinsey responded that the project needs in question do not fall under the realm of Measure A.

Commissioner McGlashan moved and Commissioner Arnold seconded the motion to approve the hiring of a Limited Term (6 years) Associate Project Delivery Manager for the Marin-Sonoma Narrows project as well as other TAM projects in the Highway 101 and I-580 corridors. The motion passed unanimously.

### **14. Open time for items not on the agenda**

Executive Director Steinhauser announced that the TAM office will be moving. She thanked her staff for all of their help and attributed credit to them for her good review.

*Chair Kinsey adjourned the meeting at 10:45 p.m.*