

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
TAM

THURSDAY, January 24, 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  
Al Boro, Vice Chair, San Rafael City Council  
Susan Adams, Marin County Board of Supervisors  
Paul Albritton, Sausalito City Council  
Judy Arnold, Marin County Board of Supervisors  
Peter Breen, San Anselmo City Council  
Hal Brown, Marin County Board of Supervisors  
Alexandra Cock, Corte Madera Town Council  
Charles McGlashan, Marin County Board of Supervisors  
Carole Dillon-Knutson, Novato City Council  
Alice Fredericks, Tiburon Town Council  
Joan Lundstrom, Larkspur City Council  
Mary Ann Maggiore, Fairfax Town Council  
Stephanie Moulton-Peters, Mill Valley City Council  
Michael Skall, Ross Town Council

Members Absent:

Thomas Cromwell, Belvedere Town Council

Staff Members Present:

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

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

**1. Chair's Report**

Chair Kinsey opened the meeting with an announcement that the Agenda Item pertaining to Doyle Drive would be moved up on the Agenda between items numbers 7 and 8. He also recognized two new TAM commissioners: Alexandra Cock and Stephanie Moulton-Peters. Chair Kinsey provided background to the two new chair members.

He reported that last week the National Surface Transportation Policy and Revenue Study Commission released a report that is now posted to the MTC website. The report, which is the result of 20 months of work, called for a new beginning for the nation's transportation programs, addressing, among other issues, impending federal transportation budget shortfalls. In terms of making up immediate funding shortfalls, the Commission recommended a 25-40 cent increase over the next five years on freight, motor vehicles, and other user-based fees. The report suggested that ultimately the gasoline tax will most likely be phased out as the nation moves away from fossil fuel dependency, and recommended that the U.S. emulate European trends for funding transportation, including the implementation of public/private partnerships and congestion pricing in metropolitan areas.

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

Chair Kinsey invited other commissioners to provide reports and updates:

Commissioner Susan Adams discussed an article in this week's issue of the *Pacific Sun* regarding an increase in bicycle ridership due to the improved bicycle and pedestrian infrastructure. She also reported that the Route 259 community shuttle had reached a new height in ridership and encouraged everyone to take a ride on the shuttle in order to gain familiarity with rider issues and concerns.

Commissioner Dillon-Knutson reported that the Novato City Council has officially reauthorized her participation on the TAM Board of Directors.

Chair Kinsey announced that the Executive Committee's closed session review of the Executive Director will continue in a closed session to take place immediately following the February Executive Committee meeting and invited all commissioners to participate.

## **3. Executive Director's Report**

Executive Director Steinhauser welcomed the new TAM board members and thanked them for their participation. She announced that TAM has hired Bill Whitney from the County of Marin, as Associate Project Delivery Manager. Mr. Whitney was formerly on loan from County Public Works to TAM. Mr. Whitney will be present at the Greenbrae Corridor workshop this Saturday January 26<sup>th</sup> at Redwood High School to explain refinements to the Highway 101 segment. Workshops will be offered from 9:30-12:30 and 1-4pm. The project will soon be entering the environmental review process. Please see workshop flyer in Board packet.

The Executive Director described a first-time Christmas party fundraiser, "Transportation Jeopardy", sponsored by TAM and made possible by TAM's generous consultants. More than \$1,000 was raised toward a scholarship fund targeting engineering and science students, likely managed by the Marin Education Foundation. The fundraiser will be offered again at next year's holiday party.

The Executive Director also reported that staff is working on a Transportation Demand Management ,TDM, program and employer outreach strategy with Supervisor Brown. The Gap Closure project will be opening a new carpool lane in December of 2008 and the objective is to encourage as many motorists as possible to use transit, carpools and vanpools to relieve congestion on the 101 corridor. Additional details regarding the outreach plan will be provided at a future meeting.

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

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

Chair Kinsey reported that the Board is currently looking at the possibility of making adjustments to its committee structure. Beginning in March, the Executive Committee will start meeting on the 2<sup>nd</sup> Monday of the month. Next month, the committee will meet on February 13. The public is welcome to attend Executive Committee meetings.

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

Meetings are held after SMART meetings on the third Wednesday of the month. There is a meeting tentatively planned for February (Feb 21<sup>st</sup> would be the date). Caltrans representatives will be asked to attend.

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

Commissioner Boro reported that he attended a SMART meeting on January 16 in Santa Rosa. SMART has hired Chris Coursey as a public outreach representative. Mr. Coursey is putting together a series of (16) White Papers focusing on the issues that arose during the last campaign that are of interest to the public. The reports will be short and easily accessible to the general public. Commissioner Boro suggested that anyone with questions regarding the above should address them to Mr. Coursey.

#### **5. Consent Calendar – No Action**

#### **6. Caltrans Report – Jit Pandher**

Jit Pandher, Caltrans Project Manager, opened the discussion with a description of work begun earlier in the year on Highway 101. Recent storms temporarily impeded the work. Fifty-one percent of the work in Central San Rafael has been completed to date. Change orders are being processed for the 580-101 interchange improvement and widening work.

He also reported that a PAG meeting will be scheduled for the Marin-Sonoma Narrows project in February. He said that the Narrows environmental document should be finalized in July 2008.

January 4 Storm Summary/Gap Closure Update Segments 3 & 4 , San Rafael to North San Pedro. Mr. Nader Eshghipour, North Bay Caltrans Construction Manager, described the impact of the January 4<sup>th</sup> storms on Marin roadways, outlining the Caltrans emergency procedures, which were implemented during the recent storms (PowerPoint presentation). Construction and maintenance crews followed standard emergency procedures and were on standby to provide repair and clean-up work. Construction managers visited sites when storm warnings were issued, noting and addressing roadway features that could be impacted by the storms - drain run-off; etc. In the case of the recent storms, these mitigation efforts were overwhelmed by 60 mph winds, resulting in the temporary closures of the 580-101 interchange and the Richmond-San Rafael Bridge.

As per prescribed procedures, on the day of the event, Caltrans alerted CHP for a lane/roadway closure at 8 a.m. and stayed in regular communications with District headquarters in Oakland, where a Traffic Management Center was in operation. The Transportation Management Center coordinates with CHP, MTC (511) and highway management offices. The Caltrans Public Information Officer for the area was also kept apprised by on-site managers and was able to provide "real time" information to the media. By 2 p.m. all major roadways in the county had been reopened.

Mr. Eshghipour emphasized that a lot of communication goes through the Caltrans Public Information Officer, and is also shared with 511.org, which determines how it will be shared with its audiences.

Mr. Eshghipour reported that the debris caused by the storm was cleaned up within one week. Rebar has been put into place for the temporary flyover; the contractor is preparing to pour the bottom portion of the bridge. It is anticipated that this section of roadway will be open to traffic by March.

Commissioner Adams stated that she was in the County EOC (Emergency Operations Center) during the storm closures and that it was difficult for the public to get accurate information from 511.org.

Caltrans responded that it did provide updates to 511, but that the 511 system may have been overloaded during the storm and therefore was unable to provide regular updates. Caltrans also keeps TAM staff updated on the status of road conditions/closures.

The TAM Executive Director indicated that the best source of information during the storm was the media (due to the efforts of the Caltrans PIO), and that she hopes that the PIO remains dedicated to covering the 101/580 Corridor until construction is complete.

Commissioner Adams requested that Caltrans set up a meeting to discuss congestion management near the proposed Marinwood Village project, as approval of this proposed infill project is [in part] dependent upon resolving this issue. Commissioner Adams asked to be included in the meeting.

Mike Ghilotti of the Ghilotti Bros.Inc. Company commended Caltrans Construction Manager Farhad Farazmand and his crews for their efforts during the storms.

## **7. Highway 101 Update (Connie Preston)**

Covered by Jit Pandher in Item 6.

## **8. Doyle Drive Toll - Resolution of Opposition (Action)**

Executive Director Steinhauser provided background on the proposed toll for Doyle Drive, stating that since the November 28 TAM Board meeting, staff has acquired more information, which is included in the latest Board packet. She referenced letters in the packet from the President of the Board of Directors of the Golden Gate Bridge & Highway Transportation District to MTC Board Chair Bill Dodd and from Mayor Newsom to Chair Kinsey.

The dollar amount affixed to the funding shortfall for providing the extensive seismic repair of Doyle Drive keeps climbing -- rising from the original estimate of \$140 million to \$460 million. There is \$158 million in federal funding available for Bay Area transportation projects; a part of this funding could be

allocated to repair Doyle Drive. However, the federal funding is tied to the requirement that congestion pricing be implemented for traffic on Doyle, stipulating that a funding mechanism must be in place by March 31. The San Francisco County Transportation Authority is recommending that traffic coming into San Francisco from the north pay a toll to help fund the project - \$1-\$2 over 30 years or \$3 over 20 years; Marin residents would represent about 70 percent of peak-period toll payers and would therefore end up covering a significant amount of the shortfall.

Executive Director Steinhauser pointed out that there are still several issues regarding the toll that remain unclear, including whether the toll would only apply to vehicles entering San Francisco via the Golden Gate Bridge, or whether it would be assessed at other points of entry as well. She also questioned whether there would be joint management and use of the toll (by both counties).

The Executive Director concluded her report by stating that staff recommends sending a signal to proponents of the proposal, reflecting (TAM's) concerns about its apparent inequity to Marin.

Chair Kinsey stated that the Bridge District ultimately decided not to take a stance on the proposal; there is now an opportunity to voice an opinion from the transportation perspective.

**Discussion:**

Commissioner Boro stated that Bridge board members have been stymied by the San Francisco County Transportation Authority Board, stating that most of the money to be raised by the toll would benefit San Francisco, adding that there is no question that Doyle Drive is in dire need of rebuilding. "After 17 years of consideration, San Francisco has identified an expensive preferred alternative to rebuild Doyle Drive....This is a freeway project in the City of San Francisco." He emphasized that MTC needs to work with TAM to get an extension in the federal deadline to June 30 to address this issue. In closing, he said that what was being proposed – the conversion of a state road (Doyle Drive) into a private (toll) road – is unprecedented and represents a major policy shift. He underlined the importance of communicating this shift to state legislators.

**Other Comments:**

Commissioner Brown stated that there is a significant inequity in having Marin County residents pay the majority of this fee and that he and Commissioners McGlashan and Boro had met with the *Marin Independent Journal* yesterday on this topic. The Commissioners emphasized that Marin is very willing to work with the involved agencies, but that they stand against the inequity of Marin citizens being asked to pay the vast majority of the shortfall.

Commissioner Adams stated that the proposed congestion management toll is coming along on the heels of a proposed toll increase on the Golden Gate Bridge and that Marin is paying for the majority of this repair. She contrasted this with the fact that Marin is paying for its own transportation needs through Measure A funding, and not charging a toll to visitors who drive to the County.

Commissioner Dillon-Knutson stated that San Francisco's (proposed) congestion management plan is designed to address traffic issues in downtown San Francisco, but only six percent of downtown congestion is from Marin.

Commissioner Fredericks stated that Marin is willing to pay its fair share; it is not trying to shirk its responsibility, but that there needs to be equity.

Commissioner Maggiore pointed out that she was opposed to the proposed plan in November and thanked staff for providing additional information. "I am dismayed that the federal government is putting our money into some sort of a lottery."

Commissioner Breen suggested modifications to the wording of the proposed resolution: "Marin is opposed to pending legislation" at the same time there our 24-hour conversations between MTC and other agencies by the March deadline and that TAM doesn't want to close off opportunities to find a resolution. Commissioner Lindstrom proposed adding "legislation that results in a single source of funding."

Karen Nygren (public comment) who attended the Golden Gate Bridge, Transportation and Highway District meeting, stated that there is discussion about increasing the toll to \$6 to increase funding for bus and mass transit in Marin. "I think this is needed (to provide these services), but if we start adding a toll to pay for Doyle Drive, that's wrong (the cost of crossing into San Francisco would come to \$9-\$10)...It is way beyond what anyone in Marin should have to pay. This is more than what the average citizen can afford."

Chair Kinsey read the proposed revision to the resolution's wording: "Pending legislation that results in a toll that is the single source of funding..."

Commissioner Adams agreed to keep Commissioner Lundstrom's wording, but to omit any language that advocates a toll [motion seconded to add the word "pending"].

Commissioner Boro requested that the urban partnership grant language be kept separate from the toll issue. He recommended that there be language added indicating that by putting a toll on (Doyle Drive), we would be creating a toll road (on a public road), which is unprecedented.

Chair Kinsey restated Commissioner Boro's proposal: "Whereas" Doyle Drive would be converted from a state highway to a toll road, like no toll road on any other state highway..." Add: "every effort should be made to separate urban partnership and congestion pricing in the Bay Area..."

Commissioner Cook requested changing the word from "pending" to "any" legislation, which was agreed upon as an appropriate revision.

The resolution passed unanimously. Chair Kinsey announced that there is a meeting next week in Mayor Newsom's office to further discuss the issue.

## **9. Legislative & State Budget Update – Shaw/Yoder**

Joshua Shaw and Gus Khouri summarized the governor's revised budget proposal, stating that if no new revenues or cuts are made, by June 2009 the state will be in the red by \$14.5 billion. As per Proposition 58, the governor has 45 days to respond to identified budget shortfall issues, starting Jan 10<sup>th</sup>.

Mr. Shaw and Mr. Khouri also summarized projections for relevant transportation issues, stating that full funding is expected for Proposition 42, and for the funding of Proposition 1B. On a less upbeat note,

they anticipate a \$6 billion shift from infrastructure to the general fund, with no new transportation funding propositions on the horizon, making the initiation of new transportation projects unlikely.

It was also reported that there has been no action to date on the (Governor's proposed) delay on the gas tax, which would take place between April and August. More information will be available following the Feb. 5 legislative session.

It was reported that a proposed (draft) of the legislative platform for 2008 is included in the Board packet, and that his firm worked closely with TAM Executive Director and staff in its development. He emphasized that 95 percent of the platform is the same as the platform adopted last year, including a recommendation to continue to pursue funding through Proposition 1B, continued support for funding the Safe Routes to School program, etc. The firm will keep a watch on air quality legislation (AB 32 – guidelines take effect July 1, 2009) as well as other funding opportunities. The matrix in the Board packet for a two-year legislative projection was referenced. Mr. Khouri said that he would be glad to bring forth TAM's position on Doyle Drive with state legislators.

[SEE HANDOUT]

Discussion:

Commissioner Adams asked whether Proposition 91, on the Feb 5 ballot, does anything to undermine Proposition 1a. The consulting team responded that Prop 91 was somewhat accidentally proposed, and that it greatly restricts the ability for legislators during fiscally challenging times like this; but protects transportation funding.

Chair Kinsey pointed out that transportation and land use issues are becoming increasingly intertwined and that we should keep that in mind as we move forward.

David Schonbrunn (public comment) President of TRANSDEF (Transportation Solutions Defense and Education Fund), commented that SB375, supported by the League of Conservation Voters, is considered to be the top environmental issue because it deals with transportation and land use. Major negotiations are currently underway; he would like to see TAM at least be neutral if not overwhelmingly supportive of this legislation.

Chair Kinsey stated that he had attended a workshop about this and that the League of Cities is very interested in it. He stated that TAM should keep this legislation on watch, rather than taking a position at this point. "The cities need to have language that protects our interests. We want to know what happens with this and then take our position at an appropriate time" (addressed to lobbyists).

Executive Director Steinhauser stated that she will make adjustments to the report based upon the comments and bring the document back to the board for approval in February.

Commissioner Lundstrom asked about the status of legislation on the proposed revision of voter majority to 55 percent (from 66 percent).

Mr. Shaw and Mr. Khouri responded that there is only one measure, which was recently introduced by Assemblyman Mike Feuer "We definitely have that on the list."

Commissioner Lundstrom said that she recalled that TAM had taken a position on the 55% voter approval legislation, but that that is not indicated in the report.

Executive Director Steinhauser said that she did not recall taking a position in the past, but would be glad to bring this issue back for discussion and would include it in the TAM leg proposal.

**10. Recommend the Allocation of \$4,500,000 in Measure A Funds to the City of San Rafael for the Fourth Street Rehabilitation Project under Strategy 3.1 of the Measure A Strategic Plan (Action)**

David Chan (TAM) provided background on the project. Initially, it was intended to be relatively simple; "curb-to-curb" improvements of the roadway between 2<sup>nd</sup> and 4<sup>th</sup> Streets. After extensive public outreach, the scope of the project was increased to property-to-property improvements, sidewalk amenities, street tree plantings, and lighting upgrades. The cost for the construction phase is \$5.5 million, \$4.5 million of which will be funded with Measure A funds. San Rafael will be contributing \$500,000 in gas tax and other local funds and \$500,000 of its local Measure A funds from Strategy 3.2 to make up the shortfall.

Andy Preston, Director of Public Works for the City of San Rafael, added that a Class III bike route is also included in the upgrade and underlined the extensive public outreach that had been undertaken. Four public meetings were offered, as well as extensive site visits: "We walked down the street and looked at every tree..."

Commissioner Adams: asked to be reminded about whether Strategy 3.1 is designated to cover roads of countywide significance. Executive Director Steinhauser responded that there is a very complex process in place – encompassing five planning areas. Each area has identified priorities for funding. Fourth Street is at the top of the list for Central Marin (as identified by TAM's Technical Advisory Committee (TAC); funding is allocated on a first-come, first-served basis based upon the priorities that TAM adopted in 2006.) Executive Director Steinhauser said that she can provide an update of how much money has been spent to date at a future meeting.

Commissioner Brown stated that there are serious concerns about the transportation center on 2<sup>nd</sup> Street.

Andy Preston stated that the central region gets a total of \$11 million (from Measure A Major Roads category) ; \$4.5 million is earmarked for the highest-priority project- 4<sup>th</sup> Street- and the remaining funding goes to 1<sup>st</sup> and 2<sup>nd</sup> Streets.

Commissioner Brown commented that several towns will be impacted by any build-out.

Executive Director Steinhauser stated that the TAC is actively watching the spending to ensure that it is consistent with the original intent of the Measure and the procedures adopted by the TAC.

David Schonbrunn stated that the DPW Directors are concerned about whether they will have enough money for the maintenance of streets. There are major funding shortfalls. There is a great deal of concern about this project, which started as a simple rehabilitation project and has become political. Curbs, sidewalks, and trees should be funded by non-street maintenance projects. He mentioned TLC funds through MTC.

Deb Hubsmith of the Marin County Bicycle Coalition (MCBC) stated that her organization is in strong support of the improvements, pointing out that the City of San Rafael raised strong local funds, and that

these improvements, including the bicycle route and improved curbs, were very much in sync with the “livable communities” supported by Measure A...

Commissioner Boro stated that this project will serve the community for many years to come.

Chair Kinsey called for a motion to approve the funding.

Commissioner Adams motioned to approve, stating that 4<sup>th</sup> Street is the street used for the bike path; this makes us the community we want to be.

The motion was passed unanimously.

### **11. SMART Working Group of TAM (Action)**

Executive Director Steinhauser stated that for several months, some of TAM's commissioners have asked staff to create a workgroup to address SMART. The resultant SMART Working Group would be an ad hoc group that meets for a limited period of time. Its role would be to assess the availability of information. Many of the questions raised by commissioners have been addressed in the information published by SMART, and will be presented to the working group. The working group would look at the information that is available and report back to the TAM Board. She indicated that a revised charter has been distributed, specifically stating that the working group will be looking at the availability of information for the board/public to be able to make a decision. She noted that the former CMA, prior to TAM being created, supported rail service in Marin. The role of this workgroup is not to make recommendations, but rather to bring forth information in a clarified form.

Lillian Hames spoke on behalf of SMART, stating that SMART welcomes the opportunity to present information to TAM; and that SMART staff can bring the EIR and technical reports. “The answers are there, and we hope to walk you through what we’ve done...” She also reported that SMART is updating the 2006 operating costs, folding in sales tax information and growth assumptions. There was no financial analysis in the EIR; it is not required by CEQA.

She also stated that SMART is currently in the process of creating a supplemental environmental report, which is addressing adding weekend service; different types of rail vehicles; alternative sites in Novato; segments of a bike corridor; and changes for North Coast Railroad Authority (NCRA) analysis.

The supplemental report is expected to be completed in the spring; there will be notification about a public hearing.

Commissioner McGlashan expressed enthusiasm about participating in the working group. As an '08 goal, he would like to see the information made available to the average person. He was also very enthusiastic about TAM working with SMART to create user-friendly material. He expressed the desire to have a binder with an executive summary of the entire project that clearly spells out where the money is coming from and how it will be spent. He expressed disappointment that this did not occur in 2006. He emphasized that he would like good consulting from TAM on how the information is presented.

Commissioner Lundstrom stated that the working group would serve as a guidepost for the information, and that this is a positive role for TAM to play. TAM's role is to understand how SMART interfaces with buses, roads, and ferries. The city of Larkspur and SMART finally met and outlined how the above would interact. She stated that the discussion raised substantive questions/issues; and wants to add to the information gathered. She also stated that it should be made clear that some information simply may not be available.

Commissioner Arnold expressed support for the establishment of the working group, emphasizing that presenting unbiased information to the public can help them come to consensus. She also suggested that the working group function like a workshop, suggesting that the public could come and be allowed to make comments in the beginning and stay to observe the work that progresses.

Commissioner Adams stated that she was "underwhelmed" by the proposal, and that she does not see where the public fits in. She mentioned that at some point the public must get to weigh in. If we are all going to be grappling with this, we should bring the public along. She mentioned that when this was first proposed, she thought TAM was going to be looking at issues that could result in funding competition (if SMART is passed). Now as we face a potential recession, we should be looking at where state and federal funding may be needed." The Commissioner raised several questions about how SMART fits into overall transportation planning; and stated that she was not certain that these kinds of questions would be addressed in the information provided to the working group.

Commissioner Breen agreed with Commissioner Arnold that if the information is available, it should be clearly available. . This presents an opportunity for TAM and SMART to "learn how to play together."

Commissioner Fredericks stated that she understood the concern about public process and would like to have as much as possible, but the reality is that the working group is not a decision-making entity. "We want a working group that has a charge to report back in public settings to TAM."

Commissioner McGlashan stated that the whole point is not to direct someone to look through a pile of papers, but to give them a boiled down four-pager. He added that transparency was what helped enable the passage of Measure A.

Commissioner Boro stated that he is very torn on this issue, and is still not sure what results are expected to come out of it. "If there are questions on certain issues, we (SMART) have a duty to get that information out there...." He also pointed out that SMART has a separate revenue stream and is not diverting money from TAM. He emphasized that transportation and traffic are the biggest issues in the county and that "we need to give motorists and residents the opportunity to make a decision in coming elections."

Chair Kinsey stated that TAM and SMART are both partners in a wide range of funding programs. He believes that the working group should not be operating in a public workshop format. He pointed out that the public is provided the opportunity to share comments during TAM meetings; and that they also can share comments during SMART meetings. He proposed that the working group have broad representation of both those who have been for and against the SMART proposal when it was on the ballot, as well as representation from the cities in which SMART has proposed building stations.

He proposed the following members for the working group: Chair Kinsey and Commissioners Adams, Dillon-Knutson, Fredericks, Breen, and Lundstrom.

Commissioner Adams stated that before she agrees to participate in the working group she would like to make a motion that the meetings are open to the public.

Commissioner Arnold seconded the motion.

Don Wilhelm (public comment) of the Marin Conservation League urged that the working group meetings be open to the public, in a format similar to TAM Board meetings. In this way, the public will be able to better understand the raw information that will be made available.

Mike Arnold of Marin Citizens for Effective Transportation also endorsed the formulation of a working group, but indicated that in the past there has been flawed information regarding the funding. He stated that the questions that the working group should ask will generate more controversy, and emphasized the need for transparency. "In this charged atmosphere, please make the process as public as possible...." He urged that the working group allow and encourage public debate.

David Schonbrunn strongly encouraged the Board not to support the motion – "the idea of transparency as a goal is a distortion..."

Deb Hubsmith of MCBC (Marin County Bicycle Coalition) stated that SMART has gone through an extensive public EIR and has already received extensive public input. She therefore advocates that the working group be closed to the public; if opened up it is vulnerable to becoming a "public circus." She recommended having a standing agenda item at TAM board meetings for working group updates. She also stated that the working group should limit its focus to financial issues, as addressing other issues could undermine the EIR.

Karen Nygren stated that the TAM board members have competing interests, stating that a working group for TAM (not other organizations) must be created. Ms. Nygren reminded the Board that SMART will be funded through a ¼ cent sales tax from citizens in Marin, and that this ¼ cent is funding other projects as well. "We need to take a look at how this may take away funding from other needed programs (libraries, open space, housing, etc.)." "I hope that the working group is open to the public. Otherwise, there will always be a question..."

Chair Kinsey suggested a motion to make the working group meetings public and asked Commissioner McGlashan to weigh in. Commissioner McGlashan deferred to the Chair and to working group committee members on whether the meetings should be open to the public.

Commissioner Albritton stated that he supports transparency, but that he would like to see a shorter process that drills down and answers his questions about SMART, rather than a long, protracted public process.

Commissioner Lundstrom referred to her experience on another committee that was dealing with contentious issues. The real breakthrough occurred when they brought the issues into private session. She asked the Board to consider what hard questions must be asked and the purpose that the information would serve. She expressed support for workgroup meetings being closed to the public.

Commissioner Adams stated that there is no outline for when the public will have the opportunity to review the information.

Commissioner Arnold said that she votes for public attendance, but recommends that it be limited to a comment period at the beginning of the session, and observation for the rest of the session. She also

expressed concern about working groups turning into circuses, as they have in her previous experience in Novato.

Chair Kinsey stated that there is no shortage of opportunities for the public to reach the TAM Board. He reiterated that this is a SMART project, and that TAM will be focused on the finances.

Chair Kinsey asked for a show of hands for those who support open working group meetings. The motion did not pass.

Commissioner Adams stated that she would like a substantive written report from the working group at TAM board meetings and made a motion to that effect which was seconded by Commissioner Brown.

Commissioner Fredericks suggested amending the motion to allow the working group to decide when it has enough information to make a report.

Chair Kinsey suggested an amendment to the original motion to state that the members of the working group or its chair would determine whether to include a report on the TAM monthly Board meeting agenda. The motion passed.

A motion was made that the working group members will be appointed by the Chair. Commissioner Boro (chair of the working group), made a motion to approve the work group members mentioned earlier in the meeting. The motion was approved.

## **12. Regional Transportation Plan – Marin Submittal of Candidate Projects – Process & Timeline (Discussion Item)**

Executive Director Steinhauser provided background on the RTP process. The Metropolitan Transportation Commission (MTC) issued a Call for Projects to generate transportation improvement candidates for inclusion in the Regional Transportation Plan (RTP). The RTP is designed by the MTC to meet State and Federal transportation planning laws and regulations and to provide a vision for transportation development through the year 2035. The Call for Projects asks each county within the region, through its CMA, to submit improvement projects that fit within the available revenue estimates. TAM is responsible for coordinating and transmitting the county's project submittal. She also emphasized that the projects included in the Board packet are not necessarily being proposed at this point, rather they are the results of previous TAM outreach on the RTP from last Summer, and will be reviewed by the Executive Committee in mid-February.

Referencing several points of concern regarding the availability of funding for the projects, she emphasized that TAM will likely receive less than half of what MTC has identified for targeted funding. She explained that a good portion of the revenue has strict restrictions, and that not all of the proposed projects will fit the strict criteria. She also stated that although Marin will probably have a \$500 million allocation, and that sounds like a lot of money, it is not enough to cover all of the projects. She encouraged the board to be realistic about the projects that it submits as candidates for funding. She referenced specific areas of concern regarding budget shortfalls/restrictions, referencing a Supplemental packet item, pointing out that much of the discretionary funding is divided up by population share and that no funding is expected from the MTC HOT lane concept.

Eric Schatmeier described the selection process, outlining the sources for proposed projects that were generated last summer during a visioning workshop. (Please see PowerPoint presentation outlining the

source of project recommendations and timeline.) A local call for projects was made on January 16; a DRAFT project list will be provided to the Executive Committee on February 13 and to the full board at the February 28 meeting. The deadline to submit the list of proposed projects to the MTC is March 5.

Commissioner Arnold reported that she had attended a presentation about Personal Rapid Transit (PRT), and would like to add this to the list of projects for consideration. She cited some of the possible benefits of PRT, including the fact that implementation of a PRT program would meet the county's goals for the reduction of greenhouse gases, would help improve mobility along the 101 corridor and would serve Ross Valley and West Marin. PRT is currently being used in Europe (it is slated for use at Heathrow) and is in its second year of a DOT grant. "SkyTran should have the same opportunity as the streetcar project. It is an exciting, futuristic way to be green."

A representative from SMART stated that the fact sheet referenced 2006 budget numbers and should be updated to reflect the 2008 costs, which SMART will provide.

Michael Rexx, in public comment, stated that he was glad that street cars are on the list, citing that this project was brought forward by a variety of courses and that it is included in the County's General Plan. He also stated that there is a lot of support in Fairfax, Sausalito and other areas, and a great deal of excitement at the grassroots level about the streetcar service, which is also supported by MarinLink, a strong advocacy group. "Marin needs a well-linked alternative to automobiles."

Karen Nygren (public comment) commented that she had also attended the presentation on SkyTran (PRT), and had been skeptical at first, but can now see that it is feasible. She encouraged the Board to consider it.

David Schonbrunn (public comment) spoke on behalf of providing "fast bus service" between downtown and central and southern San Rafael (on Sir Francis Drake and Red Hill); the service would make runs during peak hours, using the HOV lane. Motorists who insist on riding solo would have to pay a fee.

Deb Hubsmith (public comment) stated that she is glad that Bicycle/Pedestrian Paths is on the list of transportation, emphasizing that biking is a faster way of getting around. Bicycles currently make up 12% of the mode share; her organization's goal is to reach 20 percent.

Executive Director Steinhauser again emphasized that the presence of the fact sheets in the Board packet is not an indication that they are in fact going to be proposed for the RTP – they were ideas resulting from a visioning workshop conducted in July. She also stated that TAM needs to evaluate whether or not the proposed projects meet RTP specifications, and that each proposed project needs an agency or public sponsor. The list will be whittled down at the February 13 Executive Committee meeting. She re-emphasized the need to consider priorities, "There are a lot of good candidates. If you don't make the decisions, they will be made by others..."

Executive Director Steinhauser also said that staff would include the streetcar concept, the local HOV/Bus improvements, and Skytran for consideration.

### **13. FY2007-08 Quarterly Financial Report**

A staff quarterly report indicated that all expenditures, except two, were within budget. More information will be provided when it is determined how far over budget these items were and what an appropriate adjustment might be.

As of January, it appeared that the Measure A advance revenues will be the same as last year (\$22.8 million). The collections will not come in until March.

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

None.

*Chair Kinsey adjourned the meeting at 10:30 p.m.*

DRAFT