

MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
EXECUTIVE COMMITTEE

February 13, 2008  
2:00 p.m.

ROOM 324A, RUG ROOM  
MARIN COUNTY CIVIC CENTER  
3501 CIVIC CENTER DRIVE  
SAN RAFAEL, CALIFORNIA

**MEETING MINUTES**

Members Present:

Steve Kinsey, Chair  
Al Boro, City of San Rafael  
Joan Lundstrom, City of Larkspur  
Alice Fredericks, Town of Tiburon  
Peter Breen, Town of San Anselmo  
Carole Dillon-Knutson, City of Novato  
Charles McGlashan, Marin County Board of Supervisors

Commissioner Members Absent:

None

Staff Members Present:

Dianne Steinhauser, Executive Director  
Bill Gamlen, Project Delivery Manager  
Bill Whitney, Project Delivery Manager  
David Chan, Programming Manager  
Eric Schatmeier, Planning Manager  
Li Zhang, Finance Manager  
Carey Lando, Sr. Transportation Planner  
Denise Merleno, Recording Secretary  
Smart – 2/19 – 5:30 - 401

*Chair Kinsey called the meeting to order at 2:16 p.m.*

**1. Chair's Report**

Chair Kinsey reported that he, along with Mayor Boro and Supervisor McGlashan, attended a meeting in Mayor Gavin Newsom's office last week to discuss Doyle Drive. Also in attendance were TAM's Executive Director, Dianne Steinhauser and representatives from the Golden Gate Bridge District, the San Francisco County Transportation Authority and the Metropolitan Transportation Commission. He remarked that the discussion was lively but generated few solutions. Mayor Newsom expressed his commitment to remain involved until a solution is decided upon. Everyone at that meeting agreed that Doyle Drive is a problem that needs to be fixed and that they would like to retain the \$160 million in federal grant funds designated for the region. He said that another meeting has been scheduled in Mayor Newsom's office for tomorrow and with the exception of Supervisor Kinsey who has a prior commitment, the same Marin representatives will be in attendance.

Chair Kinsey then reported that the Bay Area Toll Authority Oversight Committee met earlier today and addressed the issue of public access on the Richmond Bridge. There was an extended policy discussion due to a decision made by Caltrans last Thursday not to support direct public access on the

bridge. It was agreed at the committee level that the MTC Chair Bill Dodd will work with staff and Chair Kinsey to consider what might be the next steps for MTC to consider.

## **2. Commissioner Comments**

None.

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

ED Steinhauser presented the following items in her Executive Director's Report: Office relocation, Greenbrae workshop, Self-Help County Coalition meeting, Cal Park Tunnel Funding Allocation, and Transportation Demand Management event.

### TAM Office Relocation

TAM staff scheduled the office relocation to take place during the last week of February. However, the furniture manufacturer has just notified staff of a delay in the delivery of the new furniture, so staff is contemplating next steps. An update will be provided at the February board meeting.

### Hwy 101 Greenbrae/Twin Cities Corridor Workshop

This open house/workshop was originally scheduled for January 26 but was cancelled due to inclement weather. It has been rescheduled, tentatively, for Saturday March 9 at Redwood High School. An update will be provided at the February board meeting.

### Self-Help County Coalition Meeting

ED Steinhauser reported that she attended a retreat in late January in southern California which was sponsored by the Self-Help Counties. The purpose of this meeting was in part, at the request of the California Transportation Commission, to assess ideas regarding the dire state of transportation funding in California. A number of policy principles were developed around transportation funding that Suzanne Smith, the coalition's Chair, will be presenting to the CTC later today.

### Cal Park Tunnel

Today, the CTC is scheduled to approve a three million dollar allocation of state Transportation Enhancement funds for the Cal Park Tunnel project.

### Transportation Demand Management (TDM)

ED Steinhauser reported that she spoke before a group of approximately 200 employers at an event earlier today sponsored by the North Bay Business Journal. A number of attendees signed up to receive information and participate in employer outreach regarding commute alternatives, which will enable TAM staff to conduct outreach through MTC's 511 Regional Rideshare Program.

Chair Kinsey thanked the Executive Director for the support work she provided on the Doyle Drive matter.

## **4. Approval of Minutes from January 16, 2008 Meeting**

The minutes from the January 16, 2008 meeting were approved without revision.

## **5. Hwy 101 Gap Closure**

Connie Preston, a consultant to TAM, reported that Segment 3 is still on schedule for completion at the end of the year. There were slight changes made to the staging schedule; the connector will open in April and the major traffic shifts will not take place until June. An outreach plan will be given to the Gap Closure Committee in March for its input and later to the full Board to present staging as well as the plan for public outreach. She reported that the grade in Segment 4 is still very wet, making it difficult for the contractor to work, and while the end-of-the-year completion schedule is still intact, it could be impacted by the foul weather activity.

In response to a question from Chair Kinsey about when the flyover would be operational, Ms. Preston indicated that it would be in April, open to one lane of traffic. Both lanes of traffic will be opened once the existing bridge is demolished and a small segment of the bridge is built on the east side.

## **6. Southern Marin Transit Study**

ED Steinhauser introduced Ms. Jean Hart, a planning consultant who will be assisting staff with the Central/Southern Marin Transit Study. She added that Ms. Hart recently retired from the Alameda Congestion Management Agency as its Planning Manager.

Eric Schatmeier presented this item that requested 1) that the TAM Executive Committee forward the revised Central/Southern Marin Transit Study work scope to the TAM Board of Commissioners with a recommendation that it be used in a Request for Consultant Proposals distributed in conjunction with study partners Golden Gate Transit and Marin Transit; 2) that the study budget and resulting contract be \$250,000, including \$200,000 provided by TAM-administered S.T.I.P. Planning, Programming and Monitoring Funds and \$25,000 each from GGT and Marin Transit; and 3) that Staff be directed to submit funding requests for participation funding to Golden Gate and Marin Transit.

In response to a question from Commissioner McGlashan who asked if staff consulted with Michael Rexx regarding the feasibility estimate and scope for the streetcar, Mr. Schatmeier said that he had earlier in January. ED Steinhauser added that it is not in the current budget scope but that staff would include it in the study, if funding for it could be sourced.

Commissioner Lundstrom noted that the HOV lanes for the east/west corridor involve the affected city/towns' general plans. As a result, the part of those plans that state how they will accommodate additional traffic needs to be included in this study. Regarding the streetcar idea, she added that she would want a statement of support from the cities where the streetcar would run stating that they would be willing to commit funds to the project.

Commissioner McGlashan responded saying that, using Mill Valley as an example, that city would not support the idea until a feasibility analysis is done. He added that he will check with the city managers in Mill Valley and Sausalito for their willingness to consider funding the cost for this analysis.

ED Steinhauser clarified for the group that this study is a planning effort to lay out options and to provide TAM with the opportunity to decide if it wants to pursue anything further. It does not obligate TAM to pursue it. Further, she added that any idea that TAM did decide to pursue would need to go through acceptance and approval by the local jurisdictions.

Chair Kinsey cited language in the first paragraph of the Draft Request for Planning Proposals and said that the land use component of transit idea needs to be raised again and again as a foundational

opportunity to address climate change. However, there aren't any that address this idea on the list provided. He suggested an additional item which would read, "An evaluation of existing general plans accommodation of TOD and identification of areas that warrant additional local consideration."

ED Steinhauser said that staff would include the Chair's idea.

Commissioner Boro suggested there was contradictory language in the first paragraph of the scope which on one hand states that that this study is for areas south of San Rafael that would not be served by the proposed SMART system, but on the other hand states that the study will evaluate TOD potential along the Highway 101 corridor.

Staff responded that while this study will primarily cover the area from Larkspur south, it includes the San Rafael corridors from Ross Valley into the Downtown San Rafael Bettini transit center.

Chair Kinsey asked that the question on page 20 which read, "What should Trunk Line transit in Southern Marin be like?" be changed to, "What should Trunk Line transit south of San Rafael be like?"

Staff agreed to make this change.

Chair Kinsey opened this item to public comment.

Karen Nygren stated that the aim of this study should be to increase mobility. Regarding, the streetcar concept, she thinks it is important to consider the mobility issue and to ask the question, "How will streetcars impact what's on the street now?"

David Schonbrunn made three comments: 1) This process provides, through analysis, justification for something bigger than one jurisdiction that would provide benefits. 2) With regard to ferry parking, he said that ferry shuttle ridership is low when parking at the ferry terminal is free. He suggested that a parking charge be included in any ferry shuttle study. 3) On the topic of trunk line transit, Mr. Schonbrunn requested that the study address the question, "Can we afford both local service stopping at each of the bus pads and express service going point to point from city centers to the San Rafael hub."

Don Wilhelm raised three points: 1) He suggested language be changed in the Staff Response in the third bullet on page 16 to include both transit hubs and transit stops in the assessment. 2) He asked that on page 20, staff add wording for evolving performance measures so that there is a basis of comparison for different planning activities. 3) With regard to Point B 1. on page 23, Mr. Wilhelm suggested providing the consultant with a summary of whatever conditions exist in the Measure A Expenditure Plan which limits the expenditures of Measure A funds to exclude SMART activities.

ED Steinhauser said that staff would consider further the ferry parking vs. ferry shuttle issue. She added that the Golden Gate Bridge District is currently looking at this issue as well so staff would not want to duplicate this work. She added that, regarding trunk line vs. local service, staff plans to lay out an assessment of cost and performance potential of one vs. the other. Regarding performance measures, she said that it will be part of the resultant products. On the topic of transit stops, she said that this study does not propose to look at access to all the individual transit stops due to budget constraints. Rather, only transit hubs will be addressed. She concluded her comments by stating that no Measure A funds will be utilized in this study. STIP Planning Programming and Monitoring funds are being used.

With adjustments that staff would make based on the committee's comments, Vice-Chair Boro made a motion to move this item forward to the full TAM commission and Commissioner Lundstrom seconded the motion. The vote was unanimous. Chair Kinsey directed staff to bring this item forward to the full TAM Board.

Commissioner Lundstrom requested that the record show that the information on the streetcar study will be included as an option.

Mr. Schonbrunn commended TAM staff for their responsiveness and helpfulness on this item since the last Executive Committee.

## **7. Regional Transportation Plan (RTP) – Marin Submittal of Candidate Projects**

ED Steinhauser presented this item which requested that the Executive Committee review and comment on the planned RTP candidate submittal to MTC, that they consider any additional public comment, and that the Executive Committee recommend a draft final set of candidates be submitted to the full TAM Board for approval.

She distributed to the committee a spreadsheet which was revised from the one in the original agenda packet. The revised better delineates what the Board will be authorizing for financially constrained and vision projects in the RTP. She said that MTC set the following rules regarding candidate projects: 1) stay within the defined total dollar limit set for each county; 2) ensure the candidate project has a public agency sponsor; and 3) have the ability to reference it to a planning document to demonstrate that it has had some support from a public planning process and is included in an approved planning document. ED Steinhauser mentioned that the spreadsheet in the original packet related each candidate to the above rules. The new spreadsheet provides a clear understanding of any funding that was previously assigned to the projects and categories, and new funding recommended. Staff made recommendations and added some candidates at the bottom of the spreadsheet.

She referred the committee to another document she distributed which shows the anticipated revenues for Marin County vs. Sonoma and San Francisco and added that there are many unknowns which could affect these numbers including a possible regional gas tax, new leadership at the federal level and the possibility that infrastructure may become a higher priority, and possible additional local revenues.

Chair Kinsey asked the group to review the project titles and express any concerns with the list as well as suggest any candidates that they would like to see TAM pursue in the next 25 years that have not already been identified.

In response to Commissioner McGlashan's concern that the Tiburon Wye project is missing, ED Steinhauser said that it was erroneously deleted from the revised list and that it would be added back in to the list.

*Chair Kinsey left the meeting at approximately 2:50 p.m. Commissioner Boro presided over the remainder of the meeting.*

Commissioner Boro noted that Item 27 "I580/US 101 IC improvements and new fwy-to-fwy connectors from WB I580 to NB US 101 w/o metering" had been vigorously opposed on at least two occasions, by the City of San Rafael because it would mean building a 40-foot high overpass over San Rafael.

After a brief discussion, the group decided to recommend to the TAM Board the deletion of Item 27 from the list.

Commissioner Boro recognized Supervisor Judy Arnold who distributed a handout on personal rapid transit (PRT) – also known as Skytran. She asked that this be included as a recommendation by the Executive Committee and noted that the CEO of Unimodal attended a public meeting that she and Commissioner McGlashan hosted on December 5 and also will be attending the TAM Board meeting on February 28 to answer any questions of the Board. This concept, she said, does not conflict with SMART; rather, it would be a complementary solution to any existing or future transit option.

Mr. Schonbrunn stated that the PRT proposal does not meet MTC's submission criteria because it does not have a sponsor and it is not part of any approved plan.

Commissioner Boro asked ED Steinhauser to return this idea to the committee when she obtains the "dollar" figure on cost, to be supplied by Supervisor Arnold, and other information as to whether or not it fits into the MTC criteria as a vision candidate.

Karen Nygren encouraged the committee to allow the PRT proposal to remain in as a potential for the vision plan.

In response to a question from ED Steinhauser whether the streetcar has a public sponsor, Commissioner McGlashan said that it has been listed in the Countywide General Plan as a program the county would like to investigate.

Mr. Schonbrunn asked ED Steinhauser to explain the relationship between the total cost and existing funds between the 2030 and 2035 columns.

She responded that in the 2030 column, staff extracted those dollar amounts from the previously published documents. In the 2035 column, the cost amounts were upgraded and staff looked at existing funds that have already been committed and are including proposed new funds in the 2035 period.

Deb Hubsmith requested that staff identify in the spreadsheet that there are specific sponsors for the bike/ped elements and ED Steinhauser agreed to the request.

Commissioner Lundstrom noted that, quite oftentimes, the cost of a project increases from the original estimate, so she asks staff to ensure that the \$125 listed on line 23 – Greenbrae-Twin Cities Corridor Improvements is a true number since there is a high cost/benefit ratio to seeing this project through to completion.

ED Steinhauser agreed to re-evaluate that item.

In response to a question from Commissioner McGlashan about whether or not the Paradise/Wornum Drive auxiliary lanes (line 40) is part of the Greenbrae project, ED Steinhauser, responded that it may be included in that project but it was listed separately because it is coming forward from MTC as part of their Freeway Performance Initiative for the Hwy 101 Corridor so it was not highlighted as part of the Greenbrae project. There is analysis remaining as to whether it becomes a necessary feature in the Greenbrae/Twin Cities corridor wide improvements.

In response to a question from Commissioner McGlashan about the dollar amount for the Marin-Sonoma Narrows (line 35) ED Steinhauser said that she would revisit that number and report back to the group.

Karen Nygren asked if all of the park and ride lot items from the original spreadsheet were lumped together in the revised spreadsheet and ED Steinhauser confirmed that they were consolidated into one line item.

Regarding the Marin-Sonoma Narrows project, Deb Hubsmith asked if a short phrase to show that the bike/ped path is included and ED Steinhauser agreed to do this.

Commissioner Breen made a motion to move forward to the full TAM Board with the recommendation to incorporate the comments made at this meeting into the document and Commissioner Lundstrom seconded the motion. The vote was unanimous. Commissioner Boro directed staff to bring this item forward to the full TAM Board.

## **8. Bike Path Maintenance Policy**

Mr. Schatmeier presented this item requesting the Executive Committee to recommend to the TAM Board of Commissioners a policy for funding routine maintenance of bike paths within the county using Measure A interest revenue. The six parameters listed in the staff report shall guide final development of the policy resolution. Priority for use of interest funds for this purpose would be placed on currently planned and funded paths, specifically, "regional connectors" including the Puerto Suello Hill and Cal Park Hill Tunnel paths and the Central Marin Ferry Connector considered on a case-by-case basis as these projects are ready for implementation. In no case would annual expenditures for path maintenance exceed \$75,000 of available annual interest revenue.

ED Steinhauser added that, based on a comment made by Commissioner Lundstrom at a previous meeting, staff plans to bring each path under consideration back to this group for approval.

Commissioner Lundstrom clarified her previous comment and cited the path associated with the Central Marin Ferry Connection project is multijurisdictional so that a 50/50 split concept will not work. She asked that, for the record, each project needs to be reviewed at the time of consideration.

Deb Hubsmith thanked staff for their work on this proposal and said that the Marin County Bicycle Coalition is supportive of it.

Commissioner Lundstrom made a motion to move this item forward to the full TAM Board and Commissioner Fredericks seconded the motion. The vote was unanimous. Commissioner Boro directed staff to bring this item forward to the full TAM Board.

## **9. Transportation Demand Management**

Mr. Schatmeier presented this item which requests the TAM Executive Committee to recommend to the TAM Board of Commissioners that the Executive Director be authorized to secure short-term consultant assistance to define the work necessary to establish a Guaranteed/Emergency Ride Home Program as a key component of TAM's TDM Action Plan.

He said that there is evidence to indicate that Guaranteed/Emergency Ride Home programs are highly effective in generating mode shift. That is, they provide an insurance policy for potential ride sharers that, in the event of an emergency, allow them to still get home easily.

He added that the wrinkle to this program is that there is a large administrative burden from a personnel and cost standpoint. Staff is requesting that the TAM Board approve the hiring of consulting assistance to define those administrative tasks, and how they are funded in other examples, along with possible fund sources. Consultants would help in defining the benefits so that staff could return to this group with options for implementation.

ED Steinhauser said that this type of investigation is normally handled by staff, but this particular idea is being highlighted for the committee because it would involve taking on a significant program and are not sure of how to fund it. Staff will be exploring the possibility of an employer contribution and reiterated Mr. Schatmeier's earlier point about the high administrative cost. Prior to moving forward with the concept, staff is looking to build a framework for the committee to consider. Consequently, the initial investment would be for a consultant to do the work that staff is not able to handle with its current workload.

Commissioner McGlashan suggested having the consultant explore the idea of outsourcing the entire program to an entity like City Car Share, whereby, carshare pods are situated near clusters in a couple of key locations where major employers are located.

Commissioner Boro said he liked the idea of working with the private sector to see what kind of assistance they might be able to provide.

Commissioner Dillon-Knutson agreed that this idea is worth exploring and that she supports the earlier suggestion of outsourcing the entire program to avoid the high administrative costs.

Commissioner Breen asked that staff include the cities and towns in order to encourage everyone to get involved.

Commissioner Fredericks suggested an additional ride share concept of including bicycles in the mix whereby a person would swipe a card and use a bike.

Commissioner McGlashan stated that this project would need to be marketed well so that everyone knows it is available.

Commissioner Lundstrom made a motion to move this item forward to the full TAM Board and Commissioner Fredericks seconded the motion. The vote was unanimous. Commissioner Boro directed staff to bring this item forward to the full TAM Board.

## **10. Open Time for Items Not on the Agenda**

Mr. Schonbrunn showed the group the latest issue of *Thinking Highways* where he was featured in an article on climate change.

Ms. Hubsmith noted that at the last TAM Board meeting, a report was made that about the National Surface Transportation Policy and Revenue Study Commission. She expressed concern over how they define performance outcomes which is in terms of how quickly people and goods can be moved.

However, the report does not look at the health of people or at climate change. She suggested that a new framework is needed as to how performance outcomes at the federal level are defined. Otherwise, walking, biking and local transit will be left out of the mix. She raised her concern with Congressman Oberstar's office and she was asked to submit written Congressional testimony on this topic. She added that she would like the TAM Board to support her by asking Congress, MTC and other MPOs to help redefine the country's transportation's vision in terms of large-scale outcomes such as health, climate change, and reducing dependence on foreign oil.

Commissioner Boro requested that Ms. Hubsmith present her ideas in writing to TAM staff and Ms. Hubsmith agreed. Further, she agreed to forward a copy to Commissioner McGlashan.

*Seeing no others wishing to speak, the meeting was adjourned at 4:00 p.m.*