



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, MARCH 27, 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
Susan Adams, Marin County Board of Supervisors
Paul Albritton, Sausalito City Council
Al Boro, San Rafael City Council
Larry Bragman, Fairfax City Council, alternate
Pat Eklund, Novato City Council
Alice Fredericks, Tiburon Town Council
Joan Lundstrom, Larkspur City Council
Charles McGlashan, Marin County Board of Supervisors
Stephanie Moulton-Peters, City of Mill Valley
Barbara Thornton, San Anselmo City Council

Members Absent:

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
Damon Connolly, San Rafael City Council, alternate
Thomas Cromwell, City of Belvedere
Carole Dillon-Knutson, Novato City Council
Michael Skall, Ross Town Council

Staff Members Present:

David Chan, TAM Programming Manager
Bill Gamlen, TAM Project Delivery
Eric Schatmeier, TAM Planning Manager
Bill Whitney, Project Manager
Carrey Lando, Senior Transportation Planner

Staff Members Absent:

Dianne Steinhauser, Executive Director

Chair Kinsey called the meeting to order at 7:15 p.m.

1. Chair's Report (Discussion)

Chair Kinsey reported that he was in Washington D.C. earlier this month as part of a delegation of commissioners of the Metropolitan Transportation Commission (MTC). He stated that it was fortunate that the whole region was represented there and that there was an opportunity to meet with the authors of air quality legislation, as funding depends upon it. Next year Congress will begin the reauthorization process of the six-year transportation bill. Steve Heminger, Executive Director of MTC, participated in a national commission to examine where (federal legislation) is going and what its role will be. MTC has been discussing the commission's controversial report, published in the spring. The key issue for the media was the national commission's recommendation to increase the gas tax to help pay for transportation and to create an index to ensure that funding is kept current with inflation over time. Chair Kinsey said that this was not well received by Congress, so there is uncertainty as to the source of funding for the next transportation bill.

Chair Kinsey thanked the Golden Gate Bridge District for their efforts to save \$159 million in Urban Partnership transportation funding, which is a federal grant to be used to address congestion pricing. The Bay Area is one of the few regions in the nation that is eligible for this funding and was successful in meeting the March 31 deadline for authority to institute congestion pricing, provided by the Bridge District..

He also reported that the Highway 101 Greenbrae/Twin Cities Corridor project had a very successful open house. Chair Kinsey thanked the staff for one of the best public meetings about a highly complex project and remarked on the significant level of community engagement, stating that the people involved really want to know how it impacts them and to engage with the engineers. He also thanked the TAM Board members for attending, and commented that the high amount of personal contact offered by this event is good for transportation.

On a separate issue, Chair Kinsey noted that the Marin Transit District has agreed to purchase four accessible taxis and has entered into an agreement with one of the Marin taxi cooperatives to operate them. The first one was purchased last year, and now there is a small fleet; he pointed out that Marin joins San Francisco as one of only two counties in the Bay Area that provides accessible taxi service.

Finally, Chair Kinsey offered a word of caution to the other commissioners regarding the funding of non-motorized projects, which need to be completed by 2010. He advised the commissioners to check with their towns to see how well they are keeping up with their projects and if there is a reasonable chance to complete projects within this timeline, or if the funds should be reallocated. There will be formal notification to each community as well.

Chair Kinsey notified the Board that the Executive Director reminded him that the TAM Board by-laws currently require re-appointments for four cities and two supervisors. Kinsey and McGlashan will work with their colleagues to try to get reappointed. Chair Kinsey encouraged the representatives from San Rafael, Novato, San Anselmo and Tiburon to do so as well. Chair Kinsey clarified that these are four-year terms (half-terms from the initiation of TAM, designed to create a rotation among commissioners).

Chair Kinsey reminded the Board that next month they will conduct the selection of Chair and Vice Chair.

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

No reports.

3. Executive Director's Report (Discussion)

Since it was noted that the Executive Director was not present, Chair Kinsey opened up the discussion to TAM staff. David, Chan, Manager of Programming and Legislation reported that absent a formal Executive Director's Report, he announced that staff convened the Bicycle Pedestrian Advisory Committee (BPAC) on March 4. Twelve members met to deliberate on projects recommended for Transportation Development Act (TDA) projects. Mr. Chan mentioned that he was very impressed with the group, because they took their jobs very seriously and were very well informed. The members decided to postpone recommendations until they are able to conduct site visits to get a better sense of the proposals and hear directly from project sponsors. The members agreed to return for the next meeting on April 2 at 5:30 pm for sponsor presentations and Q&A with the BPAC.

4. Commissioner Reports (Discussion)

a) Executive Committee – Chair Kinsey

As Chair Kinsey did not attend the Executive Committee meeting held on March 10, he asked Commissioner Lundstrom to report. Commissioner Lundstrom reported that Connie Preston, a consultant to TAM on the Hwy. 101 Gap Closure project brought the group up to date on Highway 101. The Safe Routes to School contract renewal, coming up this summer, was also brought up for discussion, with Commissioner Lundstrom advocating a need for carpools and bus transportation. They also discussed the Strategic Plan Update.

b) SMART (Sonoma Marin Area Rail Transit) – Commissioner Boro

The focused EIR is now being circulated, with four items for review: weekend service; Novato Station site; light Diesel Multiple Unit (DMU); and the running of freight during the day. Testimony will be taken in Novato on April 9 at 6:30 pm at a school district site at 1015 7th Ave. and on April 16 at the Board of Supervisors' Chambers in Santa Rosa.

Public Comment:

Karen Nygren, Sierra Club Marin Chapter, clarified with Chair Kinsey that some of the urban partnership money saved for the Golden Gate Bridge District may be allocated to the Larkspur Landing parking structure. The Sierra Club Marin Group has sent a letter to the Golden Gate Bridge Board and the City of Larkspur stating that they hope the \$12 million will not be used to create the parking structure because this will encourage people to use their cars, increase congestion at the ferry terminal at Sir Francis Drake as well as increase greenhouse gases. The letter recommends that the Board, instead, use the funds to purchase a better fleet of buses that will provide free transportation to the ferry terminal.

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Additionally, the letter recommends that the Board charge for parking at the ferry to discourage people from driving there.

Deb Hubsmith, Marin County Bicycle Coalition (MCBC), reported that MCBC also opposes the parking garage, but asks that the funds be spent on completing the Central Marin Ferry Connection Project, a planned bicycle and pedestrian pathway over Corte Madera Creek. A Golden Gate Bridge District survey found that 3% of the public currently bikes to the ferry terminal, but that if there were improvements to the ferry terminal, 26% of those surveyed said that they would bike. MCBC requested that further studies by the Golden Gate Bridge District incorporate questions about how people would change their behavior if there were route improvements to the ferry terminal. MCBC believes that if the bike/pedestrian project were completed, there would be no need for the parking structure, since it would be safer and faster to walk or bike there from Larkspur and Corte Madera than to drive. Ms. Hubsmith also noted that the National Revenue Surface Transportation and Policy Study Commission made no mention of walking, biking, or Safe Routes to School in its report. She sent in written testimony regarding this and received information from health professionals around the country that physical inactivity in the U.S. costs about \$76 billion per year which is more than we spend, on an annual basis, in federal transportation. Studies in health care costs have shown that if improvements are made to bike and pedestrian routes, people do use them, so completing this project could save money.

5. Consent Calendar (Action)

- a) Approval of TAM Minutes of February 28, 2008
- b) Nolte Contract Amendment for Design
- c) Measure A Strategy 4, Crossing Guard Program – Agreement
Amendment with PHA Transportation Consultants

Commissioner Adams made a motion to approve, which was seconded by Commissioner Lundstrom. The Consent Calendar was approved, with an abstention on 5a. - Approval of TAM Minutes of February 28, 2008 from Commissioner from Novato.

6. Caltrans Report – Jit Pandher (Discussion)

Jit Pandher stated that the Puerto Suello Hill segment, which represents a \$47 million contract, is 23% complete. Drainage work is ongoing and the pile work is mostly complete, with some still remaining. He noted that the Lincoln under-crossing closed on November 26, and the new retaining wall and bike/pedestrian tunnel will be completed in 6 months. He said that the Central San Rafael project, a \$55 million contract, is 63% complete. Final striping for Francisco Blvd. West is done, and work continues on a new traffic signal at the Francisco Blvd. West/Andersen intersection. Electrical work continues on Francisco Blvd. East, and Second Street. Caltrans hopes to open the HOV lanes in December 2008. The drainage system across the freeway has been completed, with the work being done at night. The entire deck for the bridge has been poured. Caltrans expects to open the bridge to traffic in late April. They will then start demolishing the existing flyover. The East Blithedale offramp, a \$5 million contract, started on February 7 and is 65% complete. Work on the retaining wall has been completed. Regarding the improvements to the I-580/Hwy. 101, the completed design is expected in November 2008. Construction on this project will begin immediately following the

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work in Central San Rafael. Caltrans is working on finalizing the funding documents for the Marin-Sonoma Narrows.

For the overall project, the original 8 planned segments have been consolidated into five stages, saving about \$400,000. Segment 1 was completed in 2006, and Segment 2 was completed in 2004. Regarding upcoming construction in the Central San Rafael Segment 3 construction project, the contractor will shift northbound traffic to existing southbound lanes, and southbound traffic will be shifted further west. Southbound construction will be done in this stage, and is slated for completion in June 2008. Northbound construction will be finished, following southbound, with a projected completion date of August 2008. During the final stage, work will take place in the median, leading to the shift of northbound traffic to the final configuration. This stage is set for completion in December 2008.

Mr. Pandher commented that as TAM has been very helpful to Caltrans in the area of public outreach for this project, he will turn this part of the presentation over to Connie Preston.

7. Highway 101 Update – Connie Preston (Discussion)

Ms. Preston discussed the upcoming changes to southbound Hwy 101, slated for the end of the month.

Ms. Preston informed the Board that the temporary Eastbound 580-101 merge with southbound traffic exiting to I-580 and San Rafael onramp traffic merging on to 101 will provide motorists with only 1/3 of the merge time that they currently have. This will be in effect for approximately 2 months. She said that the public outreach plan regarding these changes has been a collaborative effort with Caltrans, TAM staff and CirclePoint. The plan's main objectives are to keep the public, media, and other stakeholders informed, and to encourage alternative commute choices. They are working closely with the TAM TDM (Traffic Demand Management) group on this.

Ms. Preston identified the main target audiences and expressed availability to give presentations at Board members' requests. She announced that they will be kicking off in April with a media day, organized by Caltrans, and will subsequently hold other events. Each event will increase public awareness of the changes. Different staging diagrams are also being posted on the web, and fact sheets and press releases are being distributed.

Commissioner Eklund commented that although she is a bus rider, she hasn't heard very much about the changes. She suggested that all city council members in the county be provided with copies of all outreach material, and that flyers be distributed or posted in buses to inform weekly commuters.

Commissioner Thornton noted that the diagrams in the presentation were difficult to decipher. She suggested descriptive text to explain how the changes are going to affect the motorist. Ms. Preston responded that the partnering agencies are working on a fact sheet that will provide both graphics and explanatory text. The fact sheets are being finalized. She added that the fact sheets also include more user-friendly diagrams.

Commissioner Boro requested clarification on the early merge and asked whether it will be raised or flat. Ms. Preston clarified that it will be flat in the flat area, but then traffic will move over from 101, where it currently is, to the new area where work is taking place, and merge over to a single lane that will take motorists onto the connector. She noted, again, that the

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take-off is further north from where it is now, so motorists will have to make the decision to merge onto I-580 sooner than they do currently.

Commissioner Boro commented that people entering the freeway in Central San Rafael will be in the exit lane and have to get out of it fast. He emphasized that a lot of education and public outreach is needed to inform motorists about this. Ms. Preston commented that the media day in April will help publicize this information.

Commissioner Boro noted that every day of this project offers a challenge to motorists. Ms. Preston clarified that the shorter merge is set to last for only two months, while the median crossover is being built. Once traffic has all been shifted, the merge will be back down by RAB Motors.

Commissioner McGlashan asked Mr. Pandher whether he still anticipates completion of the Blithedale offramp in August. Pandher responded that the ramp will be open by then; however, some landscaping and other work may continue past that date.

8. Legislative Update by Shaw/Yoder (Discussion)

Chair Kinsey invited Gus Khouri from Shaw/Yoder to speak.

Mr. Khouri said that due to the state's budget deficit, he doesn't expect much movement in terms of policy until April. Regarding the budget, the Governor had convened a special session of the legislature to tackle the then \$14.5 billion deficit, which has since climbed to \$16 billion. The legislature was able to cut the deficit in half through a series of shifts and payment deferrals on some transportation-specific items like the highway users' tax account. These projects will not lose any money, but will be receiving it later (in September).

Transportation was largely unaffected because the Governor proposed to protect Proposition 42. However, transit did take a \$600 million hit to its public transportation account. The legislature is expected to revisit the transportation account, where \$400 million will be made available. Sales tax revenue is currently being rerouted to other projects rather than into the transit account, so this estimated \$200-300 million in funding could be lost. Mr. Khouri also mentioned that there are some rumors that Prop. 42 could be revisited.

Mr. Khouri commented that due to the budget, the respective appropriations committees usually hold funds in amounts higher than \$150,000 before they are allocated for spending. This year, however, all funds are being held.

Mr. Khouri highlighted a number of bills that will have a particular impact on Marin:

SB1731 would authorize MTC to charge a \$1 vehicle license fee for implementing congestion management strategies. Mr. Khouri raised the concern that the return-to-source process is unclear. Also, the bill does not seem to have a voting requirement.

AB2744 would authorize MTC to impose up to a 10 cent gas fee (not a tax). While this might seem exorbitant, it is necessary due to shortfalls in transportation funding. Mr. Khouri mentioned that while this is a logical bill, the political climate may not be right for passing it. This bill also has return-to-source issues; it is unclear how much of the funds Marin would receive.

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SB 375 is a bill that addresses local land-use planning. It attempts to reduce vehicle miles traveled, promote more transit use, and increase the number of jobs near housing. Some

opponents have questioned the need for the bill, including the League of Cities; however, many opponents seem to be growing more amenable. Mr. Khouri does not recommend action at this point, but given the fact that as the Senate Pro Tempore, the bill's author has the second most powerful position in the state, it is likely that this bill will eventually pass.

AB842 stipulates that the California Transportation Commission (CTC) must include language in the Regional Transportation Plan that requires a 10% reduction in the growth increment of vehicle miles traveled. This is a two-year bill.

Regarding high-speed rail, there is a growing consensus that the federal, state, and private sectors must all shoulder some of the burden. In addition, some debate is growing over what the first segment will be, raising the possibility that it may become a competitive process. This bill will be on the ballot this November.

Another bill regarding local infrastructure would make local rehabilitation projects eligible to receive STIP funding, thereby providing the flexibility to shift funds for maintaining local streets and roads.

Commissioner Adams commented that at the California State Association of Counties (CSAC) meeting it took a position to support the SB375 legislation, due to the pro tem issue, with 12 amendments. These amendments are available on the CSAC website. Commissioner Adams said that when she was in Washington, D.C., Senator Boxer discussed the Lieberman-Warner bill for cap and trade, which would generate up to \$200 billion in revenue for companies that couldn't meet emissions standards and would have to buy credits. In its current form, the bill has funding allocated to utilities, industries and states, with nothing going to local agencies, local transportation, and local governments to institute local changes to reduce greenhouse gases. Some California counties have requested that Senator Boxer include some "friendly language" before this bill is introduced in May. Commissioner Adams suggested that TAM send a letter suggesting language to insert in this bill, since it does offer an opportunity for funding clean buses, and transportation improvements such as cycling, walking, and solar roofing at the local level. She further suggested that the given table includes a column stating the positions of the League and CSAC on some of the issues, and also welcomed Gus Khouri's recommendations for where to send letters of support.

Commissioner McGlashan said that he wants the TAM Board to further examine and discuss the Huffman bill. He also asked about the requirement that each county conduct its own election, wondering if that might protect return-to-source funding. He asked how the funds will be allocated, if MTC collects funding from a mix of counties. Regarding the Lieberman-Warner bill, Commissioner McGlashan said that the County Board of Supervisors sent Senator Boxer a letter indicating their hope for amendments that would provide funding to local transit agencies, and that he would be happy to share it with the TAM Board if they would like to send a similar letter.

Chair Kinsey commented that he would appreciate an objective assessment of the Yee bill that was mentioned about MTC. He expressed that he wants to make sure that the funds go to the right place. He expressed appreciation for the MTC's support of legislation, and thinks that it is a commission vote, rather than a popular vote, that could authorize that fee as it currently stands. Chair Kinsey would like to know whether or not TAM should support the bill.

9. Strategic Plan Update – Release for Public Comments (Action)

David Chan introduced the Strategic Plan Update. He told the Board that updates to the plan are required every two years; but it was also updated in 2007 to make sure everything is on schedule and evaluate whether debt issuance is necessary. The required update in 2008 will be more substantial than the 2007 update. Mr. Chan anticipates updating the revenue and expenditure element of the plan every year for the next 4 or 5 years.

For 2008, TAM staff will be reviewing the revenue estimate due to the economic downturn. However, the first year will probably not be affected since the original revenue estimate was very conservative. Also affecting the revenue will be the infusion of cash from the MTC's Congestion Mitigation and Air Quality (CMAQ) Program loan that was approved last year.

On the expenditure side, Mr. Chan informed the Board that all projects in the Major Roads category, Strategy 3.1, must be re-examined to make sure they are still on target as this will affect debt issuance. Some projects may slow down somewhat, which would allow TAM to avoid issuing debt next year, as was originally projected in 2007.

The formula for Local Roads, Strategy 3.2, is currently split evenly between road miles and population. TAM staff will use information from the Department of Finance and from the MTC's Local Streets & Roads Survey to evaluate the formula, which must be revisited every 2 years. However, Mr. Chan does not expect that any substantial changes will occur.

Strategy 4 programs include the Crossing Guard program and the Safe Pathways to School program. Much work has been done in selecting criteria for these, with help from the TAC. These criteria will be incorporated into the new Strategic Plan.

Policy adopted by the TAM Board in 2007, including its debt issue policy and TAM's bike path maintenance policy, will be incorporated into the 2008 Strategic Plan. David Chan requested that the Board authorize TAM staff to open a public comment period in early April, when the draft Strategic Plan is released, and to close the comment period after the required 45 days. The Plan will be brought back to the Board for adoption in June.

Commissioner Eklund commented that the Crossing Guard program criteria were originally set two to three years ago and that there have since been modifications to allow some areas for piloting the program. She asked whether TAM staff is examining ways to increase the flexibility of the criteria in order to accommodate areas that may not currently justify a crossing guard. She inquired as to how this issue will be approached, and whether the Board will have the opportunity to contribute input on the criteria.

Bill Gamlen responded that staff is looking at the criteria this year, with a more in-depth review taking place next year as directed in the Expenditure Plan. The criteria were developed by the TAC, using traffic and pedestrian counts for each location. Any modifications to the current criteria will be taken before the Marin Public Works Association and then to the TAC for recommendations.

Commissioner Eklund asked whether schools will have an opportunity to provide input, as they are the most well-informed on these intersections. Bill Gamlen responded that staff would be happy to work with schools, and also suggested that the schools work directly with the Public Works Directors.

Commissioner Albritton asked whether there is strategic planning that goes into the Strategic Plan Update. He expressed concern that the Board will next see the Strategic Plan in June as a finished document, and asked whether there will be another point at which the Board can take a hard look at it for planning purposes. David Chan responded that staff can review the Plan with the Board at any time.

Chair Kinsey clarified that the Strategic Plan is heavily influenced by both the Expenditure Plan and the actual revenue. It essentially becomes a reconciliation document between the policies included in the Expenditure Plan and the revenue that has actually been received. While there are some applications of the criteria documented within it, it is not actually a planning document as Commissioner Albritton spoke of it. The plan reflects policy decisions made by the Board, but it has not been used as a strategic planning resource for planning purposes. Commissioner Albritton asked whether there is another mechanism for this. Chair Kinsey responded that in the course of the program evaluations, the Board can see program efficacy and incorporate changes to the plan accordingly. He clarified that the Strategic Plan is a culminating document rather than a creative or originating one.

Commissioner Lundstrom brought the discussion back to the Crossing Guard program and the issue of input. The Safe Routes to School Task Forces in each community include representatives from each school and PTA (Parent-Teacher Association) to create travel plans and get feedback from parents. She suggested they be informed of activity.

Commissioner Eklund stated that she has sat on the Novato Safe Routes to Schools Task Force since its inception. She acknowledged that Wendy Kallins has been doing an outstanding job. However, Commissioner Eklund voiced concern over a communication disconnect. Some of the recommendations of the parents and committees have not been translated back to TAC. This resulted in Novato losing out on a crossing guard at Lynwood and Sunset. The parents and the principal of that school are very upset because the intersection is a safety hazard, and the recommendation to place a crossing guard there was somehow missed. She said that she does not know how to plug that disconnect.

Commissioner McGlashan requested that TAM staff include the outcomes of last year's Board Retreat in the Strategic Plan before it goes before the Executive Committee. He suggested that this might be a way to synthesize what Commissioner Albritton was alluding to in his comment by checking the plan against the Board's big-picture thinking about the future of the transportation system. Commissioner McGlashan acknowledged that the Board is limited by the Expenditure Plan, but suggested that it would be a good annual refresher to look back at the creative ideas that resulted from the Board Retreats over time. David Chan responded that since the Strategic Plan has yet to be drafted, staff can accommodate Commissioner McGlashan's request. Commissioner McGlashan further suggested that this could be as simple as a section regarding the longer term vision that was developed at the Board Retreat.

Chair Kinsey reminded the Board of the 45-day comment period and invited any commissioner that wants to get more involved with the strategic thinking behind it to dive in.

Commissioner Adams moved to release public draft early in April for a 45-day public comment period which was seconded by Commissioner Boro, and passed unanimously.

10.) Safe Routes to Schools Contract Renewal Request for Proposals

a) Safe Routes to Schools Contract Renewal Request for Proposals - (Action)

Carey Lando, Senior Transportation Planner, provided background on the contract for Safe Routes to Schools. It had been funded through 2007 with an option to extend for one more year. That option was exercised, and the contract will expire this June. TAM staff recommends the release of a Request for Proposals (RFP) in late March or early April. Lando said that, at the Executive Committee's comments, bus access and carpools have been added to the revised scope of work. Staff hopes to bring the consultant team's final recommendation to the TAM Board in May. The action before the Board is to review and approve the draft Safe Routes to School RFP scope of services, authorize staff to release an RFP for the continuation of this program, and return to the Board with the consultant team's final recommendation for approval.

Commissioner Eklund asked for clarification of the relationship between this contract and the MCBC, which staffs the Safe Routes to Schools' task forces. Lando said that MCBC is a subconsultant on the project consultant team, along with Nelson/Nygaard Consulting Associates. Commissioner Eklund suggested changes to the document. Referencing page 7 of 13, regarding evaluation, she asked whether there is an opportunity for community task forces to evaluate the effectiveness of the contract. She expressed concern about an occasion in Novato where a grant cycle was missed because the drawings from Parisi Associates were not complete. She stressed that it would be helpful for the task forces to be able to evaluate the performance of the contracts. Ms. Lando confirmed that they would be able to negotiate this with the contractor. Commissioner Eklund highlighted page 8 of 13, regarding conceptual engineering services, and asked whether traffic calming techniques are incorporated in some of the Caltrans sections, since it seemed to be missing here. Ms. Lando responded that the applicability of traffic calming techniques is very situation-specific, and also depends upon the implementing agencies' comfort level with the techniques. Commissioner Eklund asked whether traffic calming techniques are part of the manual on uniform traffic control devices in the California Code of Regulations, Title 24, and Carey Lando responded in the affirmative.

Following a motion by Commissioner McGlashan and a second by Commissioner Boro the motion passed unanimously.

b) SR2S Program (Discussion) – David Parisi & Associates

David Parisi gave an overview of the Safe Routes to School education program. It is a part of one of the four elements of the Measure A Program, under the Safe Access to Schools element, which includes Safe Routes to School, the Crossing Guard program, and the Safe Pathways program. Mr. Parisi and Wendy Kallins gave an overview of the program activity over the past 6 months. They have been working on two programs, SchoolPool, a school carpooling program, and the Street Smarts pilot program, recently launching a new logo and spring newsletter.

Wendy provided an overview on programmatic highlights over the past 6 months, including a new school assembly format where certain students and teachers are assigned roles ahead of time. She highlighted a middle school assembly program, which involves three different

middle schools, including Hall, White Hill, and Miller Creek, in the design and creation of their own assemblies.

This year's Ride-and-Seek rolling treasure hunt will take place in the Canal area in San Rafael.

The Pollution Punch Card Contest is currently being launched. Forty schools are now participating, representing a nearly 75% increase from last year, largely due to partnerships with the Cancel-a-Car program and other organizations that run programs in the schools.

International Walk to School Day garnered participation from 40 schools.

Teen programs include teen-designed student surveys, which collect data that will be incorporated into their assemblies. Teens will also plan events for the spring.

Staff is currently partnering with Marin Transit District to teach a class instructing middle school students on how to use public transit.

Fairfax started an independent community campaign for driver safety, *Stress Limit 22*, in an effort to get drivers to slow down. The City of Novato Task Force is looking at launching a similar program called *Take 5*.

Task Forces include the participation of several TAM Board members. Commissioner McGlashan participates in Mill Valley, Commissioner Adams in Dixie, Commissioner Eklund in Novato, Commissioner Lundstrom for the Twin Cities, and Commissioner Moulton-Peters participates in, and was a founding member of, the Task Force for Mill Valley. The Task Forces have been effective in bringing key stakeholders together to address some of the issues and strategies for improving child safety. A key task this year has been developing the School Travel Plans. Ms. Kallins clarified that these plans are living documents that will allow schools to see how the program works from year to year, and will also provide cities with early input on necessary capital improvements. Eleven Travel Plans are in the completion stages. They will be sent to school site councils for review, and then to city and school district staff.

David Parisi informed the Board that the two grant applications prepared last fall were both successful, bringing in \$300,000 for the city of Larkspur for pathway improvements near the middle school, and \$600,000 for Novato. Novato projects include high-visibility crosswalks, signal enhancements, curb extension, center islands, narrower traffic lanes and bike lanes.

The SchoolPool Program encourages students to walk, bike or carpool together to school. The program was originally tasked with including five schools; however, staff was able to involve seven schools. A SchoolPool Coordinator has been hired, and staff are developing neighborhood directories. Parents can opt-in when school starts. Neighborhoods have been mapped for ease of SchoolPool use with the help of GIS (Geographic Information Systems).

Street Smarts is a public education campaign designed to target unsafe behaviors of drivers, pedestrians and bicyclists. Staff is investigating options in targeted advertising to promote the program's message, as well as pursuing sponsorships and partnerships with businesses within cities to ensure program sustainability. Staff is investigating the possibility of extending beyond the pilot cities of Corte Madera, Larkspur, and Mill Valley.

Mr. Parisi outlined the five specific problem behaviors identified by Street Smarts. They include speeding, failure to stop at signals and stop signs, committing right-of-way violations, driving while distracted, and bicyclist violations and safety issues, with this last item unique to Marin. A map has been created illustrating where these behaviors most frequently occur and future advertising will be concentrated in those areas. Staff has also developed some media materials, including print collateral, banners, etc.

The next steps for Safe Routes will include expanding the SchoolPool program, developing Safe Pathways plans, preparing grant applications, and preparing School Travel Plans.

Chair Kinsey thanked Mr. Parisi and Ms. Kallins for their presentation and extended his thanks, also, to those TAM Commissioners who have added to the program's value with their participation.

Public Comment:

Karen Nygren expressed excitement about the success of the program, and suggested that SchoolPool might be easily transferable to the business community.

Commissioner McGlashan praised Ms. Kallins and Mr. Parisi for their work, and remarked that they bring an exciting report every year. He was thrilled to see that Commissioner Lundstrom's idea to integrate with bus transit will be part of the program. Commissioner McGlashan remarked that Mill Valley will be redistributing its bus routes and plans to conduct an information campaign for students about bus use. The program will reinforce that message.

Commissioner Adams asked whether all of the School Travel Plans are posted to the website, and Wendy Kallins responded that because the TAM web site is down, they have not posted the Travel Plans on the temporary site and have been using MCBC's website. However, when the TAM website is up, the Travel Plans will be posted there and also will link to school websites.

Commissioner Eklund commented that staff had done an outstanding job. She said that these programs have transformed Novato, which has more children than any other city in the county. She expressed excitement about SchoolPool and asked whether that can be brought to the Novato task force. David Parisi responded that although resources are somewhat limited currently, that is something that program staff can begin working on in the next two months.

Commissioner Moulton-Peters expressed her deep appreciation for Ms. Kallins' and Mr. Parisi's hard work, lauding them for going above and beyond to be there for the Board. She wondered whether the TAM Board can take action to provide incentives, or even mandate or regulate participation in SchoolPool. She said that she believes that the program needs a higher authority to say that each community must have a certain level of participation, in order to take this program to the next step. She suggested further exploration of this possibility.

Commissioner Lundstrom praised the SchoolPool program as providing a great ground-level, tangible result for communities. It is personal rather than abstract like pothole filling. She suggested involving private schools, which generally pull from a more widespread area and necessitate more car rides, stating that SchoolPool can also improve quality of life for parents,

who would not have to drive to school every day and would have the opportunity to get to know other parents.

Commissioner Adams asked how this program is interacting with the non-motorized programs, and whether it is leveraging extra capacity there. She also asked why the TAM website situation still has not been resolved. She expressed concern that TAM has been without a tool for informing the community about its activities for a long time. Mr. Parisi clarified that the Street Smarts media expenditures are coming from the non-motorized program, while Safe Routes to School is covering the labor. Ms. Lando clarified that staff is working hard to make sure that all the security is set for the website. A well-respected consultant has been selected to develop the website, and it is being completely rebuilt in order to ensure its security. She assured the Board that staff is working very hard to launch it as quickly as possible. Commissioner Adams asked for a projected time for website completion, and Ms. Lando responded that it would be approximately two to three more months.

Chair Kinsey thanked everyone for their comments on the program, and praised the program as a "clear winner." He expressed hope that the team assembled by Parisi Associates will be as invigorated by this as the Board is, and they will respond to the RFP enthusiastically.

11. T-PLUS Update (Discussion)

Carey Lando said that in 2004, the TAM Board approved a countywide Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) from local funds from the regional MTC program. The Call for Projects was released in September 2005 and received five proposals totaling over \$1.9 million with only \$740,000 available in this cycle.

Ms. Lando stated that the TAM Board had approved two projects. From the Marin TLC funds, the Fairfax Streetscape Redesign project will receive \$500,000. This project is currently in construction and is expected to be completed over the next several months. In unincorporated Marin County, the Board approved the Fireside Pedestrian and Traffic Safety Project, designed to improve pedestrian and bicycle access and safety within the vicinity of the Fireside Development Project. This is adjacent to one of the Nonmotorized Transportation Pilot Program projects that would connect the Tennessee Valley trail to the Manzanita Park & Ride lot, and as such it is part of a larger effort in that area. This project is expected to be completed by the end of this year.

She noted that MTC is currently re-evaluating the regional TLC program and making recommendations for changes and she will update the Board as more progress is made.

Larry Bragman thanked staff and the agency for the Center Blvd. project, which will have a big impact on the community in Fairfax.

Chair Kinsey acknowledged Fairfax's commitment to non-motorized projects. He said that it is a challenge for towns to find engineering and design resources and face permitting and financing challenges, and that Fairfax deserves credit for taking on a leadership role.

12. Open time for items not on the agenda

Chair Kinsey adjourned the meeting at 9:06 p.m.