



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, APRIL 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, City of San Rafael
Carole Dillon-Knutson, Novato City Council
Charles McGlashan, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Joan Lundstrom, Larkspur City Council
Judy Arnold, Marin County Board of Supervisors
Mary Ann Maggiore, Fairfax Town Council
Michael Skall, Ross Town Council
Paul Albritton, Sausalito City Council
Peter Breen, San Anselmo Town Council
Susan Adams, Marin County Board of Supervisors
Stephanie Moulton-Peters, Mill Valley City Council
Thomas Cromwell, Belvedere City Council

Members Absent: Alexandra Cock, Corte Madera Town Council
Alice Fredericks, Tiburon Town Council

Staff Members Present: Dianne Steinhauser, TAM Executive Director
Bill Gamlen, TAM Project Delivery Manager
Bill Whitney, TAM Project Delivery Manager
David Chan, TAM Programming Manager
Eric Schatmeier, TAM Planning Manager
Li Zhang, TAM Finance Director

Chair Kinsey called the Transportation Authority of Marin Meeting to order at 7:10 p.m.

1. TAM Annual Selection of Chair and Vice Chair, Review of Committee appointments, and Review of Ex-officio Members

Commissioner Lundstrom nominated Steve Kinsey as Chair and Mayor Al Boro as Vice Chair. Commissioner Breen seconded. There were no other nominations, and the motion was approved unanimously. Chair Kinsey and Mayor Al Boro accepted with thanks.

2. Chair's Report

Chair Kinsey reported that he met with staff and consultants regarding the Marin-Sonoma Narrows Project. The consultants are beginning to take a look at specific design ideas around the Redwood

Landfill Interchange and the San Antonio Creek Crossing. Chair Kinsey thanked Executive Director Steinhauser for that opportunity to speak with them.

3. Commissioner Matters not on the Agenda

Commissioner Maggiore requested that a report on the Sir Francis Drake rehabilitation project be agendaized for the next TAM Board meeting, noting that Fairfax has considerable concerns about it. Executive Director Steinhauser clarified that as this is a county project, staff can request that a county representative come to the Board to provide this report.

Commissioner Adams announced that May is Bike to Work Month, and that 511.org is looking for people to join bike teams. She encouraged everyone to get involved.

Commissioner McGlashan reported that the Muir Woods shuttle will continue to run, from May 3 through September 28, meeting the Sausalito ferry under reduced headways, from May 24 through the end of August. He noted that this is the fourth and final year of experimentation, after which we will learn more about the effect of \$3 fares on ridership and evaluate ongoing marketing efforts. The commissioner also reported that the Marin Transit District local initiative call for projects was released today with a due date of May 13. This is a fund-matching program for local jurisdictions, with more information available on the Marin Transit website and being emailed to public works directors. In addition, around May 13, the Transit Board will be considering capital improvements to Marin Transit's local service, including shifting routes, increasing service levels, improving bus stops, etc. Commissioner McGlashan expressed approval of these proposed changes and noted that the proposal includes keeping the Muir Woods shuttle on a semi-permanent basis for at least the next three years as part of Marin Transit's service.

4. Executive Director's Report

Executive Director Steinhauser reported that the TAM Board appointments that are due to expire on April 30 have all been reaffirmed by the members' respective towns and cities. The Executive Director will be contacting members for the re-issuing of their oaths.

The Executive Director reported that the Federal Urban Partnership Program funds were saved by the Golden Gate Bridge Board's agreement to apply congestion pricing to their bridge toll increase strategy. She noted that there was some turmoil due to North Bay Board members winning a close vote to prevent any of the toll funds from being used for a new approach on Doyle Drive. Out of the UPP Grant forty-eight million dollars will go toward funding Doyle Drive and \$12.7 million will fund access improvements at the Larkspur Ferry Terminal, with the remaining funds being largely assigned to San Francisco.

Executive Director Steinhauser announced that, per the TAM Board's request last month, the Legislative Update will include the positions taken by the League of Cities and the California State Association of Counties (CSAC) on the various bills, as well as the current status of each bill. She also noted that revenue-related bills are struggling because of the growth in the state budget deficit. She introduced Gus Khouri from Shaw/Yoder.

Mr. Khouri reported that there has been little activity on the 2008-09 state budget. A state budget committee vote resulted in half of all transit revenue being diverted to the general fund. Consequently, \$600 million has been diverted, creating a gap in the budget for the State Transportation Improvement

Program (STIP). He noted that, to date, 2007-08 projects have not been affected, but warned that this could be a problem moving forward. Although no additional reductions have been proposed by the Assembly, per the court ruling last year, the Senate has the power to cut all funding outside of the \$135 million made available by Proposition 42. Additionally, many upcoming position changes and political issues currently in the legislature could potentially affect funding.

Commissioner Lundstrom noted that TAM has taken a position on only one bill, AB444 Hancock. She asked for clarification on TAM's strategy for taking positions on other bills, adding that the League of Cities and CSAC both support AB2295 and SB748 Corbett. Gus Khouri reported that TAM had taken positions on three bills last year: AB57, SB717, and AB444. For this year, he recommended that TAM support AB2295, which would make local road projects eligible for STIP funding.

Regarding AB2600, a state and local partnership bill from the Governor, Mr. Khouri recommended not yet taking a position. He reported that AB2744's failure to pass was a surprise, and that this may be due to the changing dynamics of the Assembly, which has moved from liberal to more moderate. Executive Director Steinhauser noted that the SB748 Corbett bill, an attempt to capture funding in current legislation for state-local partnership, is a likely support position as long as there is a benefit for the Bay Area.

Commissioner Maggiore asked how likely Los Angeles voters would be to approve the 2558 bill, and Mr. Khouri said that they would be fairly likely to approve it since transit is popular in that area. However, he noted that another bill, regarding the restructuring of a current sales tax measure, may end up taking priority over 2558.

Executive Director Steinhauser requested that Mr. Khouri provide an update on SB375 Steinberg, which is currently being discussed by the League of Cities, CSAC, and several local organizations. She noted that although the region originally approved it, the language is now changing. Mr. Khouri reported that this bill is an attempt to reduce vehicle miles traveled by having regions establish a nexus between housing and employment. However, the bill's vague language regarding target goals has given rise to stakeholder concerns about vulnerability to lawsuits. This bill may also result in the forfeiture of funding from sales tax revenue, and this is a concern. Mr. Khouri mentioned that the bill is very much in flux, with the authors reluctant to water it down and others hesitant to accept all of the specifics.

Regarding SB1731, a Yee bill, which would establish a \$1 vehicle license fee increase for the Metropolitan Transportation Commission (MTC) to apply to congestion mitigation projects, Mr. Khouri recommended that the TAM Board support it, if amended to address the issue of return-to-source. He recommended that the Board track bill 1507, which would prohibit construction of a state highway within a quarter of a mile of schools with exemptions for HOV lanes or rehab and maintenance, as it may affect TAM projects.

Executive Director Steinhauser resumed her report, noting that the MTC is conducting a workshop on May 19 at the San Rafael Community Center, located at 618 B Street in San Rafael, in order to discuss the implications of different transportation revenue investment strategies for the Regional Transportation Plan.

Executive Director Steinhauser reported that TAM will be distributing a fact sheet to inform the public of this Sunday's opening of the new southbound 101 - eastbound 580 connector. TAM is also currently launching the "101 Ways to Green Your Trips" campaign, designed to build momentum for the opening of the HOV lanes, and staff will be distributing fact sheets and van "stress toys" at the North Bay Leadership Council Transportation Summit tomorrow in Petaluma.

Executive Director Steinhauser reported that the Sonoma Marin Area Rail Transit (SMART) working group met on March 31 and April 21. (See the Executive Director's report for details on the meetings). At the March 31 meeting, there was a presentation and questions regarding SMART's reporting on the overall system and environmental issues. The working group urged more information be made available to the public regarding the shuttle systems. The working group noted a need for detailed and clear information on how the shuttles will work.

The working group remains concerned about SMART's relationship to freight and the details of the operating agreement that SMART has begun negotiating with the North Coast Railroad Authority (NCRA). Additionally, the working group agrees that traffic and parking must be coordinated in the Greenbrae area.

At the April 21 meeting, the working group reviewed both the original and supplemental EIRs, with concerns focusing on the division of legal responsibilities between freight and SMART, including hours of operation and noise management. The working group noted that the public may not distinguish between SMART and freight, education must be provided on accountability and decision-making processes. Executive Director Steinhauser reported that the working group will continue to advise the TAM Board and SMART members on ways to ensure public acceptance of the system, with May's meeting focusing on funding and finance.

Commissioner Adams requested clarification of the financial impact on TAM, asking why SMART's power to determine freight hours of operation is contingent on the measure passing. The commissioner noted that SMART staff was expected to provide more detail on this, as well as more information on upgrading the tracks from Level 2 to Level 4, adding that this information would contribute to better public understanding of the project.

Commissioner Dillon-Knutson commented that she found the candid nature of the meetings very helpful. The commissioner asked what TAM staff will do with the working group synopsis. Executive Director Steinhauser clarified that the working group's role had been determined to be to synthesize this information in order to get a better sense of any information gaps.

Commissioner Boro took issue with the statement that "timed connections...between SMART and local bus systems...must be worked out individually by each district." As a member of the SMART board, he emphasized that the purpose of SMART is to create seamless transitions, and stated that he will be sure to discuss this with the SMART board.

Commissioner McGlashan added that SMART is planning its train schedule to mesh with existing local transit schedules, and that this supports Commissioner Boro's position.

Commissioner Adams clarified that the verbal presentation was made with the assumption that local transit districts would be able to provide immediate connections for SMART train riders. The commissioner cited the example of Marin Transit and Golden Gate, which have already coordinated to interconnect the region's buses. However, she noted that there will have to be detailed coordination with individual agencies in order to achieve seamless transition, and SMART cannot assume that these other agencies will agree to coordinate with their schedule.

Commissioner Boro reiterated that the document should reflect the intention of SMART to make every effort to ensure seamless connections.

Commissioner Adams noted that the shuttles are designed to address immediate needs, and emphasized the need for more clarification on how all of the systems will work together.

5. Commissioner Reports

a. Executive Committee

Chair Kinsey elected to pass on the Executive Committee report, as these items are on the agenda.

b. Marin-Sonoma Narrows Policy Advisory Groups

Chair Kinsey noted that the Policy Advisory Group did not meet this month.

c. SMART

Commissioner Boro announced that the SMART group held two hearings this past month, one in Novato and one in Santa Rosa regarding the supplemental EIR. Testimony was taken, and the agenda reflected the items from the supplemental EIR that were highlighted by Executive Director Steinhauser in her report. SMART continues to work with the developer that won the bid for Railroad Square in Santa Rosa, who has now brought in a new partner. The City of Santa Rosa, SMART, and the developers are currently working together to create a successful plan.

6. Consent Calendar

a. Approval of TAM Minutes of March 27, 2008

b. Authorize Executive Director to Award Financial Auditing Services Contract

c. Congestion Mitigation and Air Quality (CMAQ) Lifeline Funds

d. Acceptance of TAM's FY2006-07 Single Audit Report

e. Associate/Senior Transportation Planner Position

Commissioner Maggiore moved and Commissioner Lundstrom seconded, to adopt the Consent Calendar as presented, acknowledging that the auditing services contract has been revised and provided with the Executive Director's Report. Motion carried unanimously.

7. Caltrans Report

Jit Pandher reported that contract work on the Puerto Suello Hills segment is 25% complete, with work well underway on the pedestrian tunnel, under-crossing, and retaining walls. Caltrans anticipates opening traffic on the new southbound 101 to 580 connector structure at 6 a.m. on Sunday morning, and will host a media day to allow members of the press to see the new structure before it is opened to traffic. Blithedale project work behind the retaining wall is complete, and structural construction will be completed before work begins on the sound wall. Caltrans anticipates opening the added lanes in late August. Regarding 580-101 improvements, Jit Pandher reported that TAM is currently working with utility companies to address utility conflicts, and has already started the changeorder work in Central San Rafael to accommodate that project. Additionally, he reported that Caltrans is currently working to incorporate the board's concerns into the Marin-Sonoma Narrows document.

Commissioner Boro expressed concern regarding the transition time for motorists accessing 580 from Central San Rafael, which has been reduced from 2500 feet to 1000 feet. On behalf of the San Rafael City Council, he urged Caltrans to use the existing large electronic freeway signs to warn motorists coming from the north that they will face a challenge when entering central San Rafael, noting that the

City of San Rafael will provide other signs to warn drivers traveling down 2nd Street from Heatherton Avenue. The commissioner added that motorists entering from central San Rafael currently have unblocked access to the construction area for the new road, creating an obvious risk. Jit Pandher agreed to bring this feedback to Caltrans field construction staff.

Karen Nygren urged quicker movement on the East Blithedale ramp project, and asked for clarification on a release date for the final Marin-Sonoma Narrows document. Jit Pandher responded that originally the release date had been set for July, but now it has been delayed to October.

8. Hwy 101 Update (Discussion)

Connie Preston reported that Caltrans was authorized today to use the two large electronic signs mentioned by Commissioner Boro, so those will be used to notify motorists in addition to CMS signs along the highway. There will also be signs directing drivers to Sir Francis Drake Blvd rather than the short Anderson exit. She added that the PR effort is ramping up, with good press in the Marin Independent Journal and the media event planned for tomorrow.

Chair Kinsey asked whether Larkspur has been notified about the Sir Francis Drake aspect. Preston reported that she did request that Caltrans do this, and will check on the status.

9. Approve a Program of Projects for the Allocation of FY 2008/09 TFCA Funds

David Chan reported on the Transportation Fund for Clean Air (TFCA) program, which is funded by the collection of a \$4 vehicle registration fee surcharge collected by the Air District. Forty percent of the revenues are returned to the county, with TAM as program manager for these funds, which must distribute the funds through an open competition for the projects that most effectively reduce emissions. This year's funds total \$485,000, with 5% reserved for administration per TFCA guidelines; \$467,000 is available for distribution and has been allocated to three proposed projects. These include Marin County's bicycle parking program, TAM's Guaranteed Emergency Ride Home program, and TAM's Vanpool Service program. All three projects met TFCA guidelines and cost-effectiveness threshold, with a total of \$550,000 being requested. All three are being funded, with Marin's bicycle parking project receiving less than requested because it highly "segmentable" funded in any amount. \$342,000 has been allocated to the bicycle parking program, \$75,359 to the vanpool program, and \$50,000 to the guaranteed emergency ride home program.

Commissioner Maggiore asked for clarification on the use of the term "segmentable." David Chan clarified that it means that funding can be adjusted without jeopardizing the project itself.

Commissioner Brown inquired as to the cost of one bicycle rack. David Chan responded that the price would depend upon exactly what the county decided to implement, but that the maximum allowable amount under this program would be \$250 including installation and overhead.

Commissioner Brown commented that the bicycle racks at the San Rafael Transit Center are full, and that Ross Valley's TFCA bike rack agreement with the schools seemed to lead to more students riding their bikes to school. The commissioner urged that more bike racks be allocated to the downtown San Rafael Transit Center. He also asked TAM staff whether the TFCA process is too cumbersome and should be discussed with the Air District. Executive Director Steinhauser responded that it has been difficult to find eligible projects that a local jurisdiction is willing to go through the application process on for such a small amount of funding. The bike rack program has an advantage in this arena because

it had been moved over from the non-motorized program. David Chan worked on this program prior to working at TAM and has excellent relations with the Air Quality Control Board, so TAM's efforts have been efficient. She noted there has been a general effort among the Congestion Management Agencies (CMAs) to convince the Air District to streamline the process. There has been some movement towards streamlining, but also evidence that the process is becoming even more specific. Commissioner Brown expressed doubt that Marin receives its fair share of the regional funds, and Executive Director Steinhauser agreed that on the regional level this is true. She added that TAM makes every effort to take the highly qualified projects and move them into the regional level in order to secure those grant funds.

Commissioner Adams requested an explanation of the Cost-Effectiveness (CE) Ratio. David Chan clarified that the CE Ratio calculates the cost of reducing each type of emission. It is a complicated formula designed to allow staff to compare the cost-effectiveness of each emission-lowering project. Commissioner Adams asked whether the CE Ratio refers to the reduction of greenhouse gases, and David Chan clarified that it applies not only to greenhouse gases, but other emissions as well, such as particulate matter. Commissioner Adams observed that this is part of the reason that it is difficult to allocate these funds, and Executive Director Steinhauser agreed, emphasizing that the process is cumbersome.

Commissioner Adams asked for clarification on the structure and details of the guaranteed emergency ride home program, noting the potential for abuse of the system. Executive Director Steinhauser reported that the current details of this program and the vanpool service program are still under development. Since the applications for funding are due now, staff is submitting basic descriptions. She noted Board approval of a modest consultant effort to develop the framework for a proposed guaranteed emergency ride home program. These funding recommendations are placeholders for these programs. Staff will continue to develop them and bring results back to the TAM Board. By the time funds are available in September/ October these programs will be fully developed, with the TAM Board having a further decision process as to whether they should be carried out or not.

Commissioner Arnold requested clarification on eligibility and the application process for the bicycle parking program. Ruell Brady responded, first thanking the board for approving this funding. He reported that the bicycle parking program is modeled on a web-based program in Tennessee that encourages bicycle riders to ask merchants to request bike racks through a web page. The program hopes to secure buy-in from business owners by involving riders in selecting the locations of bike racks, while also keeping paper usage low.

Commissioner Albritton suggested that TAM board members receive early notification of funds such as these being available to prevent requests getting lost in city administrations. He also noted that Sausalito's bike racks are being donated, and mentioned that Sausalito has had success with grants in the past by organizing local citizen volunteers to work on the grant process when city staff does not have time to do so. The commissioner added that early notification to Board members would aid in the coordination of these citizen efforts.

Commissioner Lundstrom suggested that the bicycle parking program prioritize the installation of the bike racks in public places such as schools, public transit stops, parks, and libraries, and then balance it out with businesses. The commissioner urged that surveys and other tools be used to address any shortages first. Mr. Brady responded that it is the intent of the program to incorporate public places, using federal funds from the non-motorized pilot program. Currently Larkspur and San Rafael are being considered for the installation of bike lockers rather than racks. The details are still being developed, and federal aid funds will be used to run a pilot program as an attempt to keep costs low

before the TFCA funds are available. At that time, the program will coordinate with schools to address their specific needs.

Commissioner Dillon-Knutson suggested that the bicycle parking program coordinate with the bicycle commissions that exist in many cities. She also requested a future report on the progress of the program, including the cities that have responded and who is involved. Mr. Brady suggested that such a report would be most informative after funding is available, the consultants are on board, and the program website is operational. Commissioner Dillon-Knutson asked how many bike racks would be included in the program, and David Chan reported that the bicycle parking program would cover 1,268 bike racks and 50 bike lockers.

Chair Kinsey welcomed public comment. Karen Nygren urged the bicycle parking program to coordinate with the major local shopping centers to provide bike racks.

Deb Hubsmith of the Marin County Bicycle Coalition (MCBC) expressed the MCBC's support of the bicycle parking program, thanking the TAM Board and Craig Tackabery, who researched bike rack usage across the country and identified the model program in Tennessee. She noted that the Tennessee program is a great model for involving the public, businesses, and public agencies, and that MCBC looks forward to helping publicize this program. Ms. Hubsmith also supported Karen Nygren's position regarding the need for bike racks at shopping centers. She expressed MCBC's support for the program, which is in keeping with study results showing that safe bicycle parking encourages ridership, as Commissioner Brown observed at the schools.

Commissioner Adams moved, and Commissioner Boro seconded, to accept the programs and projects for the 2008-09 TFCA funding.

Commissioner Breen suggested that decals be applied to all of the bike racks in order to inform the public of the source of funds.

The motion passed unanimously.

Commissioner Brown thanked TAM staff and Executive Director Steinhauser for providing valuable information on these issues through several meetings and phone discussions over the past week.

10. Hwy 101 Greenbrae/Twin Cities Corridor Improvement Project

a. Project Update and Brief Presentation

Bill Whitney reported that a public study session was held tonight focusing on the different options being considered for the project. He added that the project is funded by the Regional Measure 2 Program, a congestion relief program approved by voters in 2004 that increased state-owned bridge tolls by \$1 to fund congestion-improvement projects in the Bay Area toll corridor.

Whitney reported that Marin County is addressing this through improvements to freeways, local road access, and connectivity for buses, ferries, and bicyclist and pedestrian facilities within the corridor. He highlighted the projects that have been identified under the Regional Measure 2 Program. Larkspur has implemented a roadway improvement project in East Sir Francis Drake between the ferry and the highway, which has addressed congestion for ferry users accessing the highway. Another project is the Cal Park Tunnel Rehabilitation and Multi-use Pathway, which will connect the cities of Larkspur and San Rafael through the Cal Park railroad tunnel. Whitney also mentioned the Central Marin Ferry Connection, a multi-use pathway that will connect the southern end of the Cal Park tunnel project with

existing pathways to the south at Wornum Drive. He noted that, last November, the TAM board authorized the team to conduct an environmental analysis and preliminary engineering of the Phase 1/Phase 2 approach.

Mr. Whitney highlighted the study areas of the Highway 101 Greenbrae Corridor project, noting that this interchange serves both north-south and east-west traffic, and also serves as a local road for many communities on either side of Corte Madera Creek. He added that the project team is particularly concerned with the merge areas.

Bill Whitney reported that the project development process is incorporating context-sensitive design, which bases design on "purpose and need statements" generated from stakeholder input. Design options are then further narrowed down according to community feedback. He added that the team would like to conduct additional screening before moving forward into the environmental phase, noting that doing so could save time and money on the environmental analysis. He stated that the project team is proposing an amendment to the scope of work before the TAM Board to allow the consultant to collect additional data, run detailed models, especially at key intersections, and collect surveying, mapping, and environmental information before moving forward.

Dina Potter of Carter & Burgess gave a PowerPoint presentation on the project. She highlighted population and traffic projections for the Corridor, noting that traffic is projected to increase at a much higher rate than population. She noted existing problems for the Corridor, including bike access, pedestrian access, sight lines, and congestion. Ms. Potter mentioned that as traffic operation will be a key issue, the project team plans to conduct a detailed traffic analysis. She also highlighted the project options that remain after eliminating other options through community feedback, summarizing the project schedule. Dina Potter reported that the team hopes to complete the environmental document by the spring of 2010, with final design completed in 2011 and construction concluding in 2013. She reported that public response indicated some support for every option, and added that next steps for the project will include combining the existing options to create alternatives, conducting a traffic analysis, and recommending a reduced set of alternatives to the TAM Board.

Commissioner Lundstrom mentioned that she and Alexandra Cock sit on the Greenbrae/Twin Cities Interchange Subcommittee, and that their city councils both strongly favored the northbound Option E. The commissioner urged that the northbound options take precedence in this project. She reported that the southbound alternatives were all difficult and that Corte Madera strongly opposed closing Madera access, noting that they have the most impact in terms of land use. Commissioner Lundstrom stated that both she and Commissioner Cock feel that the amendment is a good next step because it examines the impact of the northbound and southbound alternatives on each other as well as on traffic, costs, and the environment. Commissioner Lundstrom expressed support for the amendment as good strategy before moving forward with the environmental segment, urging the Board to support it as well.

Commissioner Arnold asked how many people were consulted on the project, and asked for clarification on the structure of the information-gathering. Dina Potter responded that the team conducted interviews with fifteen to twenty individuals from a variety of interests, and then held three public workshops on the project, with the last workshop drawing 100 participants. Bill Whitney added that all of the project workshops have been very well attended, including one held in 2005 that drew 120 participants.

Commissioner Maggiore requested copies of the workshop summaries as further background on the project. She also urged that the commission consider alternatives that do not accommodate an increase in traffic, noting the danger of "metropolitanizing" the entire area. Bill Whitney clarified that the

roads are not being enlarged; rather, they are being improved for better operation. Commissioner Maggiore remained concerned that the increased traffic will severely impact the surrounding neighborhoods. Mr. Whitney responded that this has been a major concern and is currently being addressed with Larkspur and Corte Madera. A specific purpose for the project is to not make local roads any worse. Ms. Potter added that the currently inefficient flow of freeway traffic forces cars out into local streets, but that a detailed traffic analysis will help determine how to balance traffic flow between the freeway and local roads. Commissioner Lundstrom agreed that freeway congestion causes motorists to move into local streets, creating gridlock. In the past, the Richmond-San Rafael Bridge traffic had the same effect, prompting these communities to request the current project.

Chair Kinsey welcomed public comment. Karen Nygren commented that Exhibit A on page 59, 3.32 is not in accordance with the description of the scope of services regarding the study (page 55). She stated that Exhibit A pre-focuses traffic study on certain alternatives, rather than being all-inclusive, and urged that the scope of the traffic study be widened to include more than just the options mentioned on page 59. Nygren also suggested that the scope of study includes the impact of the Golden Gate Bridge District's recent resolution to spend \$15 million of congestion management funding on the Larkspur Landing parking structure. Additionally, she stated that the document should address the northbound Sir Francis Drake flyover's impact on traffic flow, noting that the existence of the flyover will determine whether a traffic signal is necessary. Nygren asked that the document address how the northbound and southbound options work together, adding that this relationship will greatly affect traffic flow. She also noted that the study's southbound discussion focuses solely on traffic traveling from the north to the south, and does not include traffic traveling further south .

Deb Hubsmith thanked TAM staff for giving attention to walking and biking as part of this project, and thanked the consultant team for the opportunity to visit the project site. She praised the project as a model of how to create context-sensitive design. Hubsmith stated that the parking structure project conflicts with the countywide plan for reducing greenhouse gases, and urged the TAM board to request a presentation on the project by the Golden Gate Bridge District and then take a position on the issue. She added that the congestion management funding, designated "for ferry access improvements," should be used for capital improvements rather than parking. She added that the money could be allocated to the under-funded Central Marin Ferry program, which she encouraged the TAM Board to support. Ms. Hubsmith also expressed support for Commissioner Maggiore's point about not continuing to accommodate traffic increases, urging the Board not to take drastic traffic increases as a foregone conclusion.

Bill Whitney responded that he agrees with Karen Nygren's point about the scope of study, clarifying that the project team does intend that the scope include all four options, but that the current top two options were used as an attempt to get a head start on the documents to be submitted to Caltrans. Mr. Whitney emphasized that these can be changed before the documents are submitted.

Chair Kinsey commented that the public engagement effort here has been both good and very complex. He offered clarification regarding the Central Marin Ferry project, noting that Phase 1 extends the bike/pedestrian path across Sir Francis Drake, but that the Board needs to understand where Phase 2 is headed before Phase 1 construction is launched. Chair Kinsey added that the contract reflects the integration of additional ideas for future bus systems, including express buses and other such alternatives, showing that TAM is doing more than widening highways.

b. Approve Contract Amendment with Carter & Burgess

Commissioner Lundstrom moved to approve the contract amendment as proposed, and Commissioner Adams seconded.

Commissioner Lundstrom requested that the public outreach summary include the remarks from the Larkspur and Corte Madera town councils.

Commissioner Maggiore abstained, citing the lack of options focusing on decreasing traffic flow. She emphasized the importance of bicycle and pedestrian alternatives.

The motion passed.

11. Quarterly Financial Update (Discussion)

Li Zhang reported that revenue is up, with staff expecting approximately \$22 million for this year rather than the originally projected \$20.8 million. She added that the extra funds can be made available pending board approval. Ms. Zhang provided an update on expenditures, with all items under budget with the exception of two increases for office furniture and IT support related to the TAM office relocation. She also noted that staff has increased the consultant pool for three studies.

Chair Kinsey requested graphic illustrations to provide a better understanding of the original vision for the measure compared to its current status, as well as the projected and actual funding distribution to strategies. Chair Kinsey asked whether the allocation of extra funding to strategies is determined as the strategic plan is revised, or as projects are proposed. Executive Director Steinhauser clarified that staff has no plans for large expenditures other than what has already been allocated, and that these can be highlighted for the Board as the strategic plan is revised. Chair Kinsey reiterated the need for visual representation, and asked for clarification on whether the extra funding will go toward cost increase for projects or create opportunities for other strategies. Executive Director Steinhauser reported that the additional funds have ensured that TAM does not need debt service issuance. She stated that Marin Transit should provide more reporting on how they will spend this additional revenue. Chair Kinsey clarified that all of the strategies should provide more funding information, not just Marin Transit, adding that a graphic illustration would be helpful.

12. Open Time for Items Not on the Agenda

By Order of Chair Kinsey, the TAM meeting adjourned at 9:38 p.m.