



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, MAY 22, 2008
7:00 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

DRAFT
MEETING MINUTES

Members Present:

Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, Vice Chair, City of San Rafael
Judy Arnold, Marin County Board of Supervisors
Mary Ann Maggiore, Fairfax Town Council
Michael Skall, Ross Town Council
Peter Breen, San Anselmo Town Council
Alexandra Cock, Corte Madera Town Council
Stephanie Moulton-Peters, Mill Valley City Council
Larry Chu, Larkspur City Council (Alternate)
Paul Albritton, Sausalito City Council
Alice Fredericks, Tiburon Town Council
Carole Dillon-Knutson, Novato City Council

Members Absent:

Susan Adams, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Joan Lundstrom, Larkspur City Council (Larkspur represented by Larry Chu)
Charles McGlashan, Marin County Board of Supervisors
Thomas Cromwell, Belvedere City Council

Staff Members Present:

Dianne Steinhauser, TAM Executive Director
Bill Gamlen, 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 7:08 p.m.

1. Chair's Report

Chair Kinsey reported that next Tuesday he will attend a two-day workshop at the Metropolitan Transportation Commission (MTC) to discuss the trade-offs involved in the Regional Transportation Plan (RTP). He announced that further direction will likely come from the meeting next week, which will culminate with priorities and guidelines for the next four years being developed over the next several months.

2. Commissioner Matters not on the Agenda

Commissioner Chu (Alternate) asked that tonight's Board meeting adjourn in memory of Joan Lundstrom's longtime partner, Walter Wilson. Commissioner Chu moved and Commissioner Breen seconded. Motion passed unanimously.

Commissioner Albritton announced that the Marin Transit District purchased four more hybrid buses. He added that the Youth Commission has proposed using crossing guards on buses to prevent the harassment of high school students.

Commissioner Breen recommended that the Board examine a presentation on peak fuel projections for the next five years by André Angelantoni, founder of Post Carbon Marin. Staff agreed to pursue a future presentation.

3. Executive Director's Report

Executive Director Steinhauser issued loyalty oaths to Commissioners Boro, Breen, Dillon-Knutson, Fredericks, Kinsey, Arnold, and Maggione, with Commissioner McGlashan's oath to be issued at a later date due to his absence.

Executive Director Steinhauser reported that staff is currently working with County of Marin staff to submit an earmark request for \$2 million to fund the completion of the bike path at Puerto Suello Hill. As the funds must be spent by the end of the current federal fiscal year, staff decided to submit a project that is already underway, rather than any new projects. The Executive Director will provide updates on the progress of this request.

Executive Director Steinhauser announced that the Federal Safe Routes to School Program has issued a call for projects. Parisi Associates is currently working on grant applications for improvements to Evergreen Avenue and the unincorporated area South of Mill Valley. Executive Director Steinhauser does not currently have details on the San Rafael and Ross Valley applications, but will provide them as soon as possible. The School Pool program may possibly apply for funds as well. Executive Director Steinhauser will provide more detail on this when the applications are being finalized in June.

Executive Director Steinhauser will attend the California Transportation Commission (CTC) meeting in San Diego. The State Transportation Improvement Program (STIP) includes several candidate projects for Marin County. CTC is also approving the Interregional Transportation Improvement Program (ITIP), which includes a recommendation for \$66 million to fully fund a project in the Marin-Sonoma Narrows to raise Highway 101 out of the flood plain in the area of San Antonio Creek and complete a High-Occupancy Vehicle (HOV) lane through the area.

Executive Director Steinhauser announced that the Governor's revised state budget was released on May 14th. TAM's legislative advocates from Shaw-Yoder will be addressing the budget later in the agenda.

The MTC held a community workshop on the RTP in San Rafael on May 19th. Audience members were heavily in favor of increasing the availability of public transit, bike, and pedestrian facilities countywide. The Executive Director reminded the Board that these workshops are significant because, over the next 30-60 days, MTC will be finalizing its investment strategy for the 25-year RTP.

Executive Director Steinhauser announced that the congestion management agencies (CMAs) from the nine counties have formed a coalition to collaborate on goals and policy regarding greenhouse gas reduction. Executive Director Steinhauser will continue to report on this as it moves forward.

Bill Gamlen will report on the Highway 101 Gap Closure project. Note that a major freeway shift is scheduled for June 7th-8th. Staff of TAM and Caltrans will share this information with the press next week.

Executive Director Steinhauser attended a kickoff event for the west end of Fourth Street in San Rafael on May 5. This is the second major road project under Measure A.

Executive Director Steinhauser reported that she recently gave a presentation describing lessons learned from TAM's website hacking incident, for the California Society of Association Executives. Entitled "TAM vs. wild", it was well-received, and she hopes to share this presentation with the TAM Board and other agencies around the region as well.

Executive Director Steinhauser reported that TAM's new website will hopefully be up and running in July.

Commissioner Arnold requested clarification on the word "wild" in the presentation title. Executive Director Steinhauser clarified that it was simply selected to describe the experience.

Commissioner Maggiore asked for clarification of the Parisi group name, and Executive Director Steinhauser confirmed that the full name is Parisi Associates.

4. Commissioner Reports

a. Executive Committee

Chair Kinsey elected to delay reporting on this until the meeting minutes are available next month.

Chair Kinsey also suggested that future TAM Board meetings could possibly be held at the new TAM headquarters, starting in September. Executive Director Steinhauser responded that TAM would be happy to house the meetings. The issue was tabled for further discussion.

b. Marin-Sonoma Narrows Policy Advisory Group

Chair Kinsey reported that the group has not met. He added that the next meeting will most likely be scheduled for September, due to the work being done on the environmental report will be nearing completion, and the PAG has requested a final meeting to review the final environmental findings.

c. SMART

Commissioner Boro reported that Sonoma-Marin Area Rail Transit (SMART) met yesterday and considered a financial plan. The plan has been increased by \$200 million compared to last year's plan due to inflation, cost of materials, and other factors. The consultants presented a plan that was very conservative in its assumptions. During the open session, Railroad Square project developers John Stewart and Michael Dieden reported a setback with its desired partnering agency, Bridge Build, a consortium of Bridge Housing and CalPERS. Bridge Build felt that the project did not incorporate sufficient housing. In addition, they were uncomfortable with the lack of an anchor tenant for either the

retail or the office space. As a result, SMART may have to consider planning changes. The developers also asked SMART to consider a new set of negotiation terms, and SMART is currently discussing this.

Community member Karen Nygren commented that due to having to pursue multiple types of bonds for funding, the project is now slated to begin two to three years later than originally planned. She also commented that although SMART did an excellent job reporting its revenue projections, the expenditure section was extremely vague and lacked long-term analysis. Ms. Nygren expressed hope that SMART will provide this information in the future, emphasizing that the current level of detail leaves the public with many questions.

Deb Hubsmith of the Marin County Bicycle Coalition (MCBC) commented that it was very good news that SMART will still be able to fund the train and trail with the quarter-cent sales tax. She expressed confidence in the plan due to built-in 20% contingencies and lack of reliance on revenue that competes with Golden Gate Transit or Marin Transit. Ms. Hubsmith commended SMART for planning to fully fund the bike-pedestrian pathway. Although MCBC has requested that SMART fund phase 3 earlier, they acknowledge that getting full funding is a huge improvement over previous plans to fund only 57% of the project. Ms. Hubsmith clarified that yesterday SMART adopted the assumptions, and plans to present the full financial plan, with more information on expenditures, for adoption at the June meeting. SMART will then present the expenditure plan for adoption, and this will be included in the July meeting..

Chair Kinsey reported that the SMART Working Group met with Executive Director Steinhauser on Monday and Wednesday to be informed of the assumptions. In June, the working group will discuss the assumptions related to SMART and the planning, transportation and coordination issues. In July, SMART will make a presentation to the TAM Board, and TAM will hold a public hearing and discussion on whether or not to support the expenditure plan. Chair Kinsey clarified that the June meeting will be discussion only, and the July meeting could include possible action item with regard to a position on the SMART ballot initiative with its expenditure plan.

5. Consent Calendar

- a. Approval of TAM Minutes of April 24, 2008
- b. Approve a Revised Program of Projects for the Allocation of FY 2008/09 TFCA Funds
- c. Programming of TDA Article 3 Funds
- d. Status of Safe Routes to School RFP Contract Renewal
- e. Investment Policy Annual Review
- f. Approve Swapping \$265,300 in Measure A Funds from the City of San Rafael's Medway/Canal Project with \$265,300 in Non-Motorized Pilot Program (NTPP) Funds from the County of Marin's Bicycle Signing and Striping Project
- g. TOD/PED Toolkit

Commissioner Arnold moved, Commissioner Boro seconded. Motion passed unanimously.

Chair Kinsey commented that he appreciates the Bicycle Pedestrian Advisory Committee's recommendations on the Transportation Development Act (TDA) Article 3 funds, and understands their frustration about not being funded at this time. However, he stated that postponement of funding was necessary until the Board better understands the costs associated with the Gap Closure project. Chair Kinsey anticipates re-examining that TDA program in the early fall, most likely October.

6. Caltrans Report

In the absence of Caltrans, Bill Gamlen reported that the East Blithedale project is 70% complete, with no night work or lane closures scheduled to occur over the next few months. Regarding the I-580/101 connector project, TAM will deliver a final design package for the Corridor Mobility Improvement Account (CMIA) project to Caltrans in mid-August, at which point Caltrans will take the lead in the project, finalizing the packaging for construction and managing the construction phase. Mr. Gamlen reported that the Central San Rafael flyover demolition is nearly complete, with the bulk of work now focusing on the west side. Upcoming traffic shifts are tentatively dated for the weekend of June 7th. TAM continues to disseminate information on the project to local cities, towns, schools and other organizations, as well as to Golden Gate Transit newsletter readers and Marin Transit. Mr. Gamlen reminded the Board that this constitutes the second phase of that traffic shift, which should span two to three months. As a result, the merge at central San Rafael to the new 580 flyover will become longer, and the opening of the new Andersen on- and off-ramps will eliminate the current short merge onto southbound Highway 101. Mr. Gamlen reported that the Puerto Suello Hill project is now 30% complete, with the Lincoln undercrossing re-opening on May 14th. The May 19th closure of the Linden Lane undercrossing should last no longer than 140 days and is projected to re-open in mid-October.

Chair Kinsey expressed appreciation for Mr. Gamlen's and Executive Director Steinhauser's support in a discussion with the City of San Rafael regarding a grant proposal for the Canal area and connectivity with other projects around Highway 101.

7. Hwy. 101 Update (Discussion)

See #6 above. No further discussion occurred.

8. Legislative Update

Gus Khouri reported that the state is expected to run out of funds by August 10th if no budget is passed. He clarified that while the actual deficit is \$15 billion, Governor Schwarzenegger will refer to the deficit as \$17 billion as he attempts to include a reserve of \$2 billion. Governor Schwarzenegger is proposing funding the deficit through modifications to the state lottery/ a possible sales tax increase, as well as cutting transportation funding by \$1.5 billion. As a result, STIP and the California Transportation Commission (CTC) may experience difficulty funding projects. Both state caucuses agree that balancing the budget will necessitate a combination of cuts and revenue-generation.

Executive Director Steinhauser requested to defer discussion of SB375 by Steinberg, and instead to have Mr. Khouri provide a summary of the bill's status, with discussion to occur at a later date.

Gus Khouri reported that SB375 is Steinberg's attempt to reduce vehicle miles traveled (VMT) and coordinate land use decisions with transportation planning. The bill is currently before the Appropriations Committee in the Senate, but is facing strong opposition from the California Building Association.

Executive Director Steinhauser added that there are several similar bills whose status can be summarized for the next session if the Board is interested.

Commissioner Maggiore requested clarification of SB375. Mr. Khouri clarified that SB375 is an attempt to inspire more transit-oriented development and encourage people to work closer to where they live by establishing a nexus between housing and workplaces. Commissioner Maggiore asked who is opposing the bill. Mr. Khouri responded that the League of Cities is concerned about the regional housing needs assessment. The California State Association of Counties (CSAC) initially raised objections, but these have mostly been accommodated through amendments. The California Building Association is worried that this bill will hinder business.

Moving on to other bills of interest, Executive Director Steinhauser presented letters for the Board's consideration in opposition and support of three bills. AB2295 by Arambula will make roadway rehabilitation projects eligible for STIP funds. TAM staff recommends that the Board support this bill.

Commissioner Albritton moved to approve the staff's letter regarding AB2295, Commissioner Dillon-Knutson seconded. Motion passed unanimously.

Executive Director Steinhauser reported that SB445 is an allowance for transportation agencies, including MTC, to impose a greenhouse gas mitigation fee on vehicle registration. Staff recommends that the Board support this bill, pending amendments to designate congestion management agencies as clear recipients of this funding and give them a role in the development of the expenditure plan, as well as a substantial return-to-source.

Commissioner Boro asked for clarification of "substantial" return-to-source. Executive Director Steinhauser clarified that this would probably range from 75-90%. Commissioner Boro suggested that this specific range be included in the letter.

Chair Kinsey asked for MTC's position on this bill, and Mr. Khouri reported that MTC does not yet have a position.

Commissioner Arnold asked whether the bill would go before voters. Mr. Khouri confirmed that it would be decided by a majority vote on a per-county basis.

Karen Nygren asked whether the greenhouse gas mitigation fee would be adjustable depending on the type of vehicle. Mr. Khouri reported that the bill does not specify, however the funds collected would have to be allocated to projects in the area from which the funds came.

Deb Hubsmith asked for clarification on the difference between this bill and AB2744 by Assemblyman Huffman. She commented that AB2744 made bicycle and pedestrian improvements eligible, and asked whether this element can be included in SB445.

Executive Director Steinhauser clarified that while AB2744 is a change to existing legislation, SB445 is a new statewide effort. It does not specify preclusions or inclusions regarding specific elements like

pedestrians and bicycles. The opportunity to advocate for this would be during the expenditure plan development cycle.

Commissioner Moulton-Peters asked that bicycle and pedestrian improvements be highlighted in the letter of support.

Commissioner Maggiore expressed reservations about asking constituents to approve a tax, and asked the other Board members for feedback.

Commissioner Albritton asked whether the vote on this bill would be statewide or countywide, and Executive Director Steinhauser clarified that it would be a nine-county MTC vote.

Commissioner Albritton asked whether the legislation authorizes the counties to develop details in order to put up this vote, and Executive Director Steinhauser clarified that the regional agency is designated as the purveyor of the expenditure plan in the development of detailed eligibility.

Commissioner Maggiore moved that the Board support SB445, with the letter of support amended for provisions for bicycle and pedestrian facilities, as proposed by Commissioner Moulton-Peters. Commissioner Albritton seconded, asking that the letter's requests for amendments be more strongly emphasized and include Commissioner Boro's suggestion of a 90% return-to-source. The motion passed unanimously.

Executive Director Steinhauser reported that SB1507 by Oropeza would prohibit the CTC from authorizing any state highway expansion within 0.25 miles of a school boundary. Staff recommends opposition to this bill because existing state and federal law already address excesses of criterion pollutants near locations like schools. Additionally, since most exceedances occur in intersection traffic rather than in freeway areas, the bill does not really address the problem of school air quality. Executive Director Steinhauser further noted that this bill would adversely affect three of TAM's current projects.

Commissioner Maggiore asked whether there are schools within 0.25 miles of all three projects, and Executive Director Steinhauser confirmed that there are.

Commissioner Breen commented that SB1507 is almost predatory toward projects. Executive Director Steinhauser added that many state highways would also be affected by this bill, including Highway 131 through Tiburon.

Commissioner Breen moved to oppose SB1507, Commissioner Fredericks seconded. Motion passed unanimously.

9. Review of Draft FY 2008-2009 Budget

Executive Director Steinhauser reported that this year's budget will increase to \$45 million, compared to \$37 million last year and \$23 million the year before, indicating substantial growth in TAM's programs.

Li Zhang reported that she received positive feedback from the Executive Committee regarding the current format of the draft FY 2008-09 budget. Ms. Zhang highlighted revenue sources, noting that the Measure A sales tax revenue will probably total slightly over \$22 million. However, in taking a

conservative approach, staff has estimated this revenue for next year at \$20.8 million. City and county contributions to TAM as a JPA will remain at \$430,000, while new interest revenue will decrease from \$700,000 to \$500,000 due to the spending down of funds.

Ms. Zhang highlighted expenditure categories, noting that the increase in Administration expenditures is mainly due to the addition of two new staff positions previously approved by the Board, a Public Information Coordinator and an Assistant Project Delivery Manager. She also noted that while some items show a significant percent increase from last year, this is simply a return to regular expenditure levels after coming in under budget last year.

Ms. Zhang reported that the Professional Services category will increase by \$8 million, noting that the Marin-Sonoma Narrows project, alone, is already projected to cost \$6.5 million. She added that Street Smarts, Traffic Demand Management (TDM), and the Southern Marin Transit Study will also launch during the next year.

Ms. Zhang highlighted Measure A program expenditures, noting that Strategy 1, Transit, will increase by 14% this coming year over last year and Strategy 3, Streets & Roads, will increase by 15%, with the end balance decreasing from \$23 million to \$15 million. Ms. Zhang commented that this is a positive indication that many projects are finally able to proceed. To address concerns raised by Commissioner Boro that funds will run out, Ms. Zhang reported that staff has created a budget financing plan to bring before the Board if necessary.

Chair Kinsey asked whether the \$65,000 in revenue listed under Other Agency Contributions is related to the Southern Marin Transit Study, and Ms. Zhang confirmed that it is.

Commissioner Albritton requested clarification of the High-Occupancy Toll (HOT) lane project. Executive Director Steinhauser clarified that it is a followup to a regional effort to examine the feasibility of congestion pricing in the Highway 101 Corridor.. Commissioner Albritton requested that it be called congestion pricing rather than HOT lanes.

Ms. Zhang highlighted the various attachments to the draft budget, including the breakdown of the city and county contribution, calculation of the 2008-09 appropriation limit, and workplans for upcoming projects.

Commissioner Cock requested clarification of the allocation process for the pro rata shares in Attachment 3. Executive Director Steinhauser reported that the formula is 50% based on lane miles and 50% based on population. This formula has been in use for a few years, and mimics the allocation formula spelled out in the Measure A Expenditure Plan, It is updated with new figures every two years.

Commissioner Albritton asked whether the formula is dictated by the Joint Powers Agreement (JPA), and Executive Director Steinhauser confirmed that it is. Commissioner Albritton asked who determines the total amount. Chair Kinsey and Executive Director Steinhauser responded that the total amount is determined by the Board. Commissioner Albritton asked whether the Board has the authority to phase these out completely, and Executive Director Steinhauser confirmed this. Chair Kinsey noted that although the Board has voted to increase this funding in the past, since the passing of Measure A it has held steady. Chair Kinsey suggested that staff include a percentage change category to allow people to track any changes in their jurisdictions' contributions.

Chair Kinsey asked for a motion to release this for 30 day public review, with action to be taken at next month's meeting. Commissioner Arnold moved, Commissioner Fredericks seconded. Motion passed unanimously.

0. Review of the Draft TAM 2007 Annual Report

Li Zhang highlighted modifications to the current draft of the Annual Report made at the suggestion of the Executive Committee, such as emphasizing achievements with call-out sections and photos. The format has expanded from 8 to 16 pages, but content has been maintained. Ms. Zhang requested that the Board adopt this draft with the understanding that any requested changes will be made before the final version is released next month.

Commissioner Dillon-Knutson complimented the draft, emphasizing the effectiveness of the text and selective highlighting of achievements.

Commissioner Fredericks noted that she would submit grammatical corrections to the draft via email.

Commissioner Breen commended staff for accommodating the request to add more facts to the report, adding that "Did you know?" is a very effective lead-in.

Deb Hubsmith complimented the draft report as great work by TAM. She commented that there should be consistency between the title at the top of Page 6 and the ending paragraph. Ms. Hubsmith also commented that the Page 8 photograph of a child on a bicycle shows the rider on the wrong side of the road, and requested that this be changed to illustrate safe behavior. Additionally, she suggested that a short project description sentence be added to clarify the Marin-Sonoma Narrows Project on Page 14, and that the total expenditures figure be highlighted at the top of Page 15.

Karen Nygren noted that the draft report does not include contact information. Additionally, she suggested that the report include a timeline of Measure A expenditures.

Commissioner Boro asked that the Canal neighborhood be labeled as such rather than a district. The Commissioner also asked for clarification of the statistic referring to over 73,000 bus riders and how it relates to the total number of bus riders.

Commissioner Chu suggested that staff include statistics to illustrate Strategy 4's impact on the community. The Commissioner also suggested that a statement be included from the Citizens' Oversight Committee.

Executive Director Steinhauser clarified that the Citizens' Oversight Committee was referenced in the letter of introduction, but that this can be expanded if requested.

Commissioner Boro asked that the letter reference how TAM's activities are helping to reduce the carbon footprint, and that staff work on quantifying this for future annual reports. Executive Director Steinhauser agreed that this should be added.

Commissioner Cock requested that the photos on Page 13 be titled for clarity and Ms. Zhang reported that staff intends to do so.

Chair Kinsey asked for a motion to approve the final draft of the annual report with amendments.

Commissioner Boro moved, Commissioner Arnold seconded. Motion passed unanimously.

Executive Director Steinhauser recognized the effort of TAM staff members, who created the annual report almost entirely in-house, a significant cost-savings to the agency.

11. Regional Transportation Plan (RTP) Update/Presentation

Executive Director Steinhauser gave a PowerPoint presentation on the RTP. She highlighted some of MTC's findings that will shape its decisions on investment tradeoffs. MTC will publish a draft investment strategy in June. The RTP has \$222 billion in funding this year, with \$192 billion committed. Executive Director Steinhauser provided an overview of funding allocations by category as well as the breakdown of uncommitted funds, noting that the Anticipated/Unspecified category is new this year and that it remains unsure whether any county will receive the funds associated with it.

Executive Director Steinhauser reported that project requests totaling \$90 billion have been made, with the need for funding exceeding planning capacity.. She commented that the biggest Discretionary Revenue debate is over the funding of local street and road rehabilitation work and transit shortfall. Executive Director Steinhauser also reported that MTC made a definition change from road miles to lane miles, and added non-pavement as well as pavement needs to its inventory, resulting in a much bigger figure. Executive Director Steinhauser provided an overview of MTC's qualitative policy assessment and quantifying performance measures, which attempt to relate categories of investment to each other based on benefit-cost and whether they address the RTP's key goals. Executive Director Steinhauser highlighted the "Regional Advocacy Platform," which illustrates some ways to generate revenues for the region; however, she cautioned against generating high public expectations. Executive Director Steinhauser highlighted the funding strategies staff will be recommending to MTC, noting that the Board should expect additional discussion in the effort to ensure flexibility and consolidation of resources. TAM is looking to partner with the Air District as well as MTC and the Association of Bay Area Governments (ABAG).

Commissioner Dillon-Knutson asked how the joint meetings of MTC, ABAG, and Air Quality affect funding, and Executive Director Steinhauser and Chair Kinsey confirmed that the Joint Policy Committee (ABAG, MTC, and BAAQMD) is an active participant in these decisions. Chair Kinsey noted that Commissioner McGlashan serves on the policy committee representing the Bay Conservation and Development Commission (BCDC) for Marin County.

Commissioner Breen commented that with the possibility of running out of fuel by 2013, the Board should consider planning for transit alternatives rather than focusing solely on roads and cars. He urged the Board to consider the fuel crisis.

Executive Director Steinhauser responded that it is a challenge to change the direction of long-term planning, such as the carpool lane system, especially with limited revenue. She highlighted the RTP's Potential Investment Theme approaches, noting that the priorities include maintenance of the existing system, congestion relief, clean air, and climate control. Executive Director Steinhauser commented that these priorities do go a long way in addressing the Commissioner's concern. Commissioner Breen emphasized the need to plan for the imminent possibility of running out of fuel. Executive Director Steinhauser clarified that the climate action program, transit rehabilitation program, carpool lanes, and regional bike lanes all move us in that direction; however, there is insufficient revenue to fund all the demand in this area, limiting large-scale change.

Commissioner Albritton asked whether the PowerPoint is available elsewhere, and Executive Director Steinhauser responded that she will post it to the TAM website along with selected MTC presentations. Chair Kinsey added that the entire presentation to the planning committee is also available on MTC's website.

Commissioner Maggiore expressed support for the examination of the peak oil issue and the development of an alternative plan as suggested by Commissioner Breen. She urged the Board to move forward on this soon, and raised the possibility of a subcommittee. Chair Kinsey responded that he would give some thought to a possible subcommittee.

Karen Nygren commented that the public officials present at the MTC workshop this past week were Barbara Thornton and Greg Brockbank. She commented that maintenance was one of the biggest priorities. Ms. Nygren expressed support for Commissioner Breen, noting that she requested at the workshop that a program be established to review the changes and costs of energy technology regarding the 2035 plan. At the workshop, there was no mention of the changes that will be necessary between now and 2035. Ms. Nygren urged that some discussion be held with regards to this. She also noted that HOT lanes appeared to be a given in Executive Director Steinhauser's presentation, and asked whether this will be a requirement for the Marin-Sonoma Narrows project. Ms. Nygren urged the Board to hold some discussion around this, raising the possibility that Marin and Sonoma residents may not accept it.

Deb Hubsmith thanked Executive Director Steinhauser for the comprehensive presentation. She commented that \$192 billion is already committed, and the remaining \$30 billion really amounts to only \$5 billion in confirmed revenues. She asked whether it is possible to revisit the \$192 billion in allocations, as they were appropriated four years ago and there is currently more information available on climate change. Ms. Hubsmith noted that although they requested \$2 billion, the bicycle-pedestrian program has been allocated only \$8 million per year. She reminded the Board that walking and bicycling represents 13.6% of Marin County trips, and urged that transportation's effect on public health be considered as part of the impact. MCBC is requesting funds for Safe Routes to School, Safe Routes to Transit, and the regional bicycle-pedestrian program, including bridge access. Ms. Hubsmith commented that MTC's modeling is not sophisticated enough to accurately measure the cost-benefit of bicycle-pedestrian programs. She added that Senator Boxer has introduced a substitute amendment for a climate bill going to the Senate floor on June 12, which includes significant funding for transit as well as 5% for VMT reduction, providing a potential source for the RTP's Unspecified Funds. Ms. Hubsmith urged that MTC examine this climate bill and its potential impact on the RTP.

Don Wilhelm of Novato commented on Commissioner Breen's comments regarding energy. He expressed confusion at the lack of energy reduction discussion at the MTC workshop, and observed that the current planning effort relates exclusively to roads and modes of transportation. He urged MTC to explore the potential of engineering innovations to improve vehicle performance and energy reduction.

As the Marin County Representative to MTC, Chair Kinsey commented that MTC is making every effort to address the concerns that have been raised by encouraging the use of transit, reducing VMT, using congestion pricing to affect modes and frequency of travel, and increasing the availability of bicycle and pedestrian facilities. In response to Ms. Hubsmith, Chair Kinsey reported that he has created a bicycle-pedestrian caucus in MTC to advocate for the requested \$2 billion for the bicycle-pedestrian program. Chair Kinsey cited the bicycle-pedestrian program's high qualitative scores and said that the quantitative challenges can be overcome. He reported that at the last MTC meeting, he also raised the issue of the \$192 billion in committed funds, and recommended that these projects be

categorized and analyzed for performance and effectiveness. However, he cautioned that since much of the funding has been allocated by voter-approved tax measures, MTC is not necessarily authorized to make any changes. Regardless, Chair Kinsey will bring this up again at the upcoming workshop, where he will also urge MTC to increase its use of technology, consider different choices for land use, examine congestion pricing, and promote public transit. Chair Kinsey also emphasized that the \$5.1 billion HOV/HOT Lanes allotment represents the estimated net proceeds pending the rapid completion of the entire carpool network, and is currently being discussed very actively around the region. Chair Kinsey clarified that the HOT lane is not simply a revenue source, but a way to support the transit network while also steering the public toward alternative transportation. Chair Kinsey thanked the public and the commissioners for their comments, and will provide updates on this complex discussion as it progresses.

12. Open Time for Items Not on the Agenda

Commissioner Albritton expressed frustration with the planning process for the 2035 plan and asked why the Board must wait for the completion of the HOV lanes before implementing congestion pricing. The Commissioner commented that Chair Kinsey's role with the MTC is critical for the transition away from a highway-based system, and commended the Board for its openness to new ideas.

Commissioner Arnold agreed with Commissioner Albritton, and expressed frustration with the lack of attention to alternative energy sources and new forms of transportation. Commissioner Arnold commented that in focusing on highways and heavy diesel freight trains, the current plan lacks a vision of the future.

Commissioner Dillon-Knutson commented that HOT lanes seem tailored to the wealthy and low-mileage vehicles, and expressed doubt that they will provide effective congestion management.

Chair Kinsey clarified that studies have not shown this to be the case in California. In Southern California, motorists use the lanes based on their day-to-day priorities. The HOT lanes are a mechanism to allow people to buy time, with pricing adjusted according to the time of day, and the revenue supporting transit and transportation alternatives within the same corridor. This is why it is believed to be beneficial and equity-based.

Commissioner Breen asked whether Chair Kinsey represents SMART for Marin while he is involved with MTC work. Chair Kinsey responded that MTC's goals are not only to maintain the existing system, but also to identify transit expansion opportunities. SMART is included in MTC's baseline list of expansion projects, and the Anticipated/Unspecified Funds would be required to fulfill that project.

By Order of Chair Kinsey, the TAM meeting adjourned at 9:31 p.m.