

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE

October 13, 2008
2:00 p.m.



TRANSPORTATION AUTHORITY OF MARIN
TAM ROOM on LOBBY LEVEL
750 LINDARO STREET
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

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

Commissioner Members Absent: Joan Lundstrom, City of Larkspur

Staff Members Present: Dianne Steinhauser, Executive Director
Bill Gamlen, Project Delivery Manager
Bill Whitney, Associate Project Delivery Manager
Dan Cherrier, Associate Project Delivery Manager
David Chan, Programming Manager
Denise Merleno, Recording Secretary

Chair Kinsey called the meeting to order at 2:10 p.m.

1. Chair's Report (Discussion)

Chair Kinsey reported on the Doyle Drive Project. . He began his report by providing an update on the project and noted that he and Executive Director Steinhauser have been participating in meetings to work with the San Francisco County Transportation Authority, the Golden Gate Bridge District, the Metropolitan Transportation Commission and the Sonoma County Transportation Authority to resolve the funding needs for replacement of this roadway. He noted that progress is being made and a Memorandum of Understanding (MOU) is making its way through the process. The Golden Gate Bridge District may consider an action of support at its November meeting. Additional funding being sought includes a significant future federal earmark. Funding also is likely to include the transfer of the Port of Sonoma earmark into the Doyle project with MTC providing a back-fill of the \$20 million of funding should the Port project find a sponsor and conclude the environmental portion of their studies. San Francisco has agreed to add \$20 million from their State/Local Partnership funding. It would then fall upon the Counties of Marin and Sonoma to fund the \$5 million balance. With the help of Commissioners Carole Dillon-Knutson and Judy Arnold, along with Novato Councilmember Madeleine Kellner, staff is investigating using some of the excess STIP funding intended for Novato bus stop improvements while continuing to keep that project moving forward. He said that there is not yet a recommendation ready to be presented to the TAM Board but significant progress has been made from the original idea of having the North Bay shoulder a majority of funding shortfall.

In response to a question from Commissioner Breen as to the contribution amount that the Bridge District had agreed to, Chair Kinsey indicated that they are considering a \$75 million contribution from Bridge District resources, to be matched by \$75 Million from MTC.

Commissioner Dillon-Knutson expressed disappointment that the City of Novato had "lost money" to this project since Novato has one bus stop project that won't be funded at this time. She added that she will ask the Board and staff to keep Novato in mind to fund some of its other projects in the future since she is of the opinion that Novato has not received its fair share of funding.

Chair Kinsey clarified Commissioner Dillon-Knutson's comments by stating that the funding she was referring to is \$6 million in STIP funding aimed at improving bus stops. He stated that it had not been earmarked for Novato although Novato is one of the three multi-modal hubs that TAM wants to develop. He added that Novato did have a site chosen for a bus transfer center a few years ago but that the project was scrapped due to controversies around SMART. Further, he stated that Marin Transit District (MTD) has done a good job of working with Novato and Caltrans to develop improvements in the vicinity of the Rowland Drive Interchange and Ignacio Blvd. and that there is development work started for improvements in the downtown Novato area that Commissioner Dillon-Knutson would like to review in December. He finalized his comments by stating that TAM is committed to the vision of a multi-modal transit center in the north.

The Chair reported that, at the most recent MTC meeting; the committee accepted a recommendation from staff regarding Regional Measure 2 (RM2) funding for express bus services. There are approximately 24 bus services in the Bay Area that are funded with RM2 money including Route 75 from Sonoma to Marin County. This route is one of six that has consistently not met the farebox recovery requirements, and as a result, the MTC Commission will act at the end of the month to eliminate the service in June 2009. The Commission has asked MTC staff to illustrate how the same amount of funding, currently being applied to these unsuccessful routes, can be used on a region wide basis to bring about some positive results.

Chair Kinsey added that the MTC Commission received a presentation on State Transit Assistance (STA) funding from 2000 through 2008 which clearly illustrates the level of reduced funding for transit. He noted that MTD may lose upwards of \$400,000 of funding this year as a result of budget decisions that have been made. He added that TAM may want to consider a legislative strategy or join in on one that may come from California Transit Association conference next month in order to prevent further funding reductions in transit.

2. Commissioner Comments (Discussion)

Commissioner Fredericks said that SB375 was discussed at the League of Cities convention which took place in October but noted that, in her view, cities don't know enough about how the effects of this bill will trickle down to the local levels.

Commissioner McGlashan said that there is momentum in Congress to consider operating funds for transit as a critical strategy with respect to climate change. So, while the State is considering reducing transit funding, the federal legislators are looking to increase support for operations. He would like TAM's legislative consultant, Shaw/Yoder to point that out to state reps that are willing to listen.

3. Executive Director's Report (Discussion)

ED Steinhauser presented the following items in her Executive Director's Report: legislative bills and Safe Routes to School Program Awards.

She began her report by stating that \$1.4 billion in STA revenues were deferred this year; \$1.2 billion in spillover and \$240 million in base STA funds that would have been redistributed to transit operating and transit capital improvements. Transit agencies and transportation authorities are discussing a ballot issue to place spillover into the same constitutional protection that Proposition 42 received through Proposition 1A.

Regarding SB375, she said that staff will be presenting information to the full TAM Board at its October meeting as to what the bill means and how it will affect TAM.

She stated that staff will also be reporting at the October board meeting on the State/Local Transportation Partnership Program which is part of Proposition 1B and was approved recently under AB268. It was a trailer bill on transportation to the governor's budget. Prop 1B provided \$1 billion in funding over a 5-year period (\$200 million in this year's budget) for matching local transportation revenues. Establishing rules that enabled the funds to be distributed was stalled for a while but it has finally been worked out and approved, so TAM will receive \$1.3 million in SLTPP funds as our share in the FY08/09 budget. Staff mentioned that further discussion would occur regarding usage of the funds. ED Steinhauser reported that MTC is proposing a handful of other legislative measures for next year including one that would sponsor HOT lane legislation to create a governing structure and a funding framework for HOT lanes. MTC will provide a brief presentation on this topic at the November TAM Board meeting. Additionally, MTC mentioned that they're looking to sponsor a bill that would require vehicle owners to report their odometer readings to the DMV as part of the vehicle registration renewal process. The purpose is to track VMT usage in the Bay Area; AB 32 addressed VMT reduction and MTC is interested in monitoring these statistics.

She finalized her report by telling the group that Caltrans released their Federal Safe Routes to School (SR2S) program awards recently. Three applications were submitted from Marin County of which one was selected for funding. Mill Valley will receive \$560,000 for traffic calming improvements on Miller Avenue in the vicinity of Almonte.

4. Approval of Minutes from September 8, 2008 and September 25, 2008 Meetings (Action)

Commissioner McGlashan motioned to approve the draft minutes of September 8, 2008 which was seconded by Commissioner Breen. The motion was approved by unanimous vote of 6-0 with Commissioner Dillon-Knutson abstaining.

Commissioner McGlashan motioned to approve the draft minutes of September 25, 2008 which was seconded by Commissioner Breen. The motion was approved by unanimous vote of 4-0 with Commissioners Boro, Dillon-Knutson and Fredericks abstaining.

5. Hwy 101 Gap Closure (Discussion)

Bill Gamlen reported that the Central San Rafael portion of the Gap Closure project is proceeding on schedule. The paving will be finalized this week and final striping will begin next week for approximately two weeks. The southbound HOV lane will be opened soon southbound beginning at

Mission in San Rafael. The northbound lane will not be opened at this time because a terminus that would not create an additional traffic jam has not been identified. The bridge work to fully open the 101 to 580 widened connector is trailing but should be done in mid-December.

Regarding the Puerto Suello portion of the project, Mr. Gamlen noted that there continues to be a lot of work to be accomplished. The project team is working diligently to open all HOV lanes by year end. Most of the work is being done on the west side of the highway with soundwalls being erected and the demolishing of the existing barrier situated beneath the old sound walls along the west side of the freeway. Then the grading and paving work will be completed so that traffic can be shifted over in order to begin working in the median, to remove the current median barrier and make room for the northbound carpool lane. Key retaining walls and soundwalls are being worked on at the top of the Puerto Suello Hill. The multi-use path will not be completed until late spring and will be dependent on the weather. Completion of work in the vicinity of Linden Lane has been delayed until January/February 2009, when Linden Lane will be reopened.

Chair Kinsey asked why the 580 flyover portion of this project has fallen behind given that good weather has not been a factor and there are no other foreseeable reasons.

ED Steinhauser said that the structure subcontractor has been moved from the Central San Rafael portion of the project to the Puerto Suello portion in order to finish the walls in that area and widen/open the highway. The team felt this move was critical and it is their prerogative as long as they stay within the time/money terms of the contract.

Commissioner Boro suggested changing the signage by Linden Lane which indicates that it is scheduled to re-open on October 6.

In response to a question from Commissioner Breen regarding the timeline for installation of the SMART rail tracks, ED Steinhauser said that that will occur in the spring.

Commissioner Dillon-Knutson commented that she is pleased to see improvements along Hwy 101 every time she travels southbound from Novato.

Chair Kinsey closed this discussion by noting that Caltrans announced the HOV lanes would be open in November in spite of the fact that staff had reported the lanes would be open in December. The latest information the Chair recently received indicates that, now, opening the lanes in December may prove to be a challenge. He encouraged staff to work with Caltrans to sort through the details and make a realistic announcement.

ED Steinhauser responded that staff and the local team have always believed that the lanes would be ready to open in December and were concerned when Caltrans staff announced a November date via the Marin Independent Journal. She emphasized that the lanes will not be ready in November and that staff continues to strive for a December opening. Much depends on weather conditions and whether any new problems arise during construction. Additionally, the work in the median is going to be very noisy and staff would like to avoid night work if possible. She hopes to have a firm opening date to publicize by late October.

6. Hwy 101/I-580 Status Report (Discussion)

ED Steinhauser stated that there was an article in the Marin IJ last Friday which provided an update on this project. It fairly depicted that a solution is on the horizon; staff is anticipating an approval from Caltrans later this week.

Regarding the specifics of the project, Dan Cherrier added that it was decided last month to eliminate the eastside improvements for the approach profile in order to stay within budget. Issues associated with that included removing from the project the auxiliary off ramp lane for the westbound traffic. However, as of today, there is a good chance that the auxiliary off ramp will stay in the project. The only element that will be removed will be the east side full profile improvements.

There are some minor issues that staff met with Caltrans about in an attempt to work through including a new project report and a new exception to standards. The main thing is that all the improvements shown in the Prop 1B agreement will be constructed and the project should be build within cost and on time. One way to do that may be to split project where everything goes to construction except the auxiliary off-ramp lane which needs additional redesign work.

ED Steinhauser commented that staff will probably be presenting this project to the CTC in December and that she may request one or more commissioners to attend for support should the CTC take issue with any part of the project.

Commissioner Breen asked if the auxiliary lane still be fully funded given that its construction would be delayed, and ED Steinhauser responded in the affirmative.

7. TAMFY2007-08 Financial Audit Report (Action)

Executive Director Steinhauser presented this item which recommended that the Executive Committee review the TAM FY2007-08 Financial Audit Report and Management Report and refer it to the TAM Board for acceptance.

TAM hired the audit team of Moss, Levy & Hartzheim, LLP in June who conducted their first audit of TAM with no negative findings but made a few observations as reported on pages 16-17 in the packet. These observations include separating out the tasks of authorizing an invoice for payment and later approving the invoice in SAP – TAM's financial software program. Staff have made changes in process so that the same person does not authorize invoices as well as approve the invoice in SAP. A second observation made includes having the Board Secretary sign the minutes. ED Steinhauser noted that signing the minutes is not a common practice of the other CMAAs but that staff is willing to comply with this request. The third observation suggests that one staff member enters payments to TAM into the check log and a second staff member enters the check data into SAP. Staff will accommodate this request as well.

Commissioner Dillon-Knutson motioned to recommend to the TAM Board of Commissioners to accept the TAM FY2007-08 Financial Audit Report which was seconded by Commissioner Boro. The motion was approved by unanimous vote.

8. TAM FY2008-09 Quarterly Financial Report (Discussion)

Executive Director Steinhauser presented this informational item and presented the following highlights:

- Revenues for this first quarter came in 3% lower than this quarter last year. Staff predicts that revenue could dip to as much as 5% lower as this fiscal year progresses, but due to conservative estimates, we would still be within the budget amounts for revenue..

- Expenditures are trending lower than revenues. A chart showing a budget to actual comparison for just this one first quarter of the fiscal year shows a negative variance for some items including insurance, but that is due to the fact that the bulk of the premium is paid at the beginning of the year rather than evenly spread throughout the year. Additionally, much of the revenue reflects a negative variance but that is because staff is awaiting reimbursement from various funding sources, due to come in after the end of the first quarter..

A summary of expenditures under Measure A indicates that TAM is trending at or below the percentage of budgeted amount.

The TAM Executive Committee accepted the staff report.

9. Highway 101 Greenbrae/Twin Cities Corridor Update (Discussion)

Bill Whitney presented the Committee with an update of the project. He spoke about proposed alternatives which will be recommended to the Board. He provided historical data on this project and stated that two years and \$2.5 million have been spent developing the project using the principles of context sensitive design to build community consensus around a solution to the corridor. Staff indicated that a purpose and need statement has been developed for the project and that the project will be judged according to this statement. An extensive amount of traffic modeling was conducted in this corridor on both the highway and local streets and critical intersections. Mr. Whitney and his consultant team reviewed alternatives developed in the past, and came up with new alternatives which were carried into the public outreach process. In March 2008, this Committee was given the opportunity to review the team's recommendation consisting of two northbound alternatives and two southbound alternatives. The TAM Board asked staff to further screen and reduce the alternatives based on four criteria: traffic operations, cost, community acceptance, and a general environmental assessment of the alternatives.

From that process staff recommends that the Northbound Option E alternative be carried forward, a new offramp to Wornum Drive along with a grade separated, or "braided" onramp from Wornum Drive onto Hwy 101. The braid will have onramp traffic accessing Highway 101 separated from offramp traffic destined to SF Drake/ San Anselmo/580 (current northbound offramp). This Option provides improved traffic operations for both local and highway traffic and it is believed that there is less of an environmental impact than the Northbound Option D alternative. Northbound "D" would have a new onramp at Industrial blend in with a widened offramp destined to SFDrake/San Anselmo/ 580, with Hwy 101 traffic continuing northbound on a new structure over Corte Madera Creek and SF Drake. There is consensus on "E" from the Larkspur and Corte Madera Councils as well as the general public. Caltrans is recommending the Northbound Option D alternative be studied further because it also improves highway operations, but staff recommends Northbound Option E based on the potential environmental effects associated with Northbound Option D. Staff plans to discuss this issue with Caltrans to come to an agreement on what will be included in the environmental document.

In the southbound direction, staff studied Options A & C and learned that "A" caused congestion in the eastbound direction of Sir Francis Drake Blvd. in the morning. Option "A" has all southbound Lucky/Fifer offramp traffic exiting at Sir Francis Drake, then crossing Drake and continuing over Corte Madera Creek on a widened bridge that delivers traffic to a frontage road system leading to Fifer and Wornum. This backup of eastbound Sir Francis Drake traffic is a fatal flaw as traffic operations are not improved, in fact they are impeded. Option C performs better by way of improving traffic conditions. Option C consists of a new off ramp at Wornum Drive but provides a grade separated or "braided" onramp from Sir Francis Drake. One key element that was missing was community consensus from the Town of Corte Madera who are insisting that access be maintained at the Madera on- and off-ramps. Staff and

the consultant team re-examined "C" and developed a phased approach to implement this project. Phase 1 closes the off ramp from Hwy 101 to Fifer and requires drivers destined for Lucky/Fifer to exit at Sir Francis Drake in a temporary condition. This phased option will improve traffic operations for a limited time but fails in the later part of the analysis period (2020 and beyond). Phase 2 creates a braided ramp at Wornum Drive which will address future traffic demand. Phase 3, the "ultimate solution" reconstructs the Tamalpais interchange. This will require the closure of the Madera on- and off-ramps but to mitigate those concerns, a two-way frontage road from Tamalpais to Madera has been designed. This will allow traffic to access the business communities near Madera as well as provide improved access to the Town Center Mall.

Staff proposes an environmental clearance approach that will first programmatically clear the footprint of the entire project then environmentally clear for construction a fundable project which will allow a portion of the project to proceed to construction. The \$48 million funding for this project comes from RM2. Currently, the estimated cost of the entire project is \$160 million. As the environmental process moves forward, specific phases will be identified that will make the most effective improvements in safety and to reduce congestion. TAM placed \$75 million into the RTP 2035 that could potentially fund some of the phases of this project.

Mr. Whitney reported that the estimated costs for each of the segments of the project are: \$45 million for Northbound E which includes design and construction but does not include right-of-way costs; \$35 million for Southbound C Phase 1 which may seem high but is due in part to the need to relocate the pedestrian overcrossing over Hwy 101; \$25 million for Southbound C Phase 2 which adds on to the work done in Phase 1; \$50 million for Southbound C Phase 3 which involves the reconstruction of the Tamalpais interchange. The Corte Madera Council appreciates the phased approach and the environmental consideration being given to it and has provided their support to this project.

Chair Kinsey asked staff if a discussion had taken place with Corte Madera officials about land use in these areas.

ED Steinhauser noted that TAM Staff commented on their General Plan regarding their traffic generation numbers but no further discussion has taken place regarding what new traffic will be generated as a result of their development.

Responding to a question from Chair Kinsey about prioritizing the \$48 million in either the northbound or southbound direction, Mr. Whitney said that the Technical Advisory Committee recommended that the Southbound Phase 1&2 should be a priority but added that this is a decision that, ultimately, falls on the shoulders of the TAM Board. ED Steinhauser added that staff will be assessing priorities for funding based on where the greatest benefit will occur, regarding the safety and operational improvements.

In response to Chair Kinsey's question whether staff from the Golden Gate Bridge District is participating in the TAC, Mr. Whitney responded that they are and that their concerns center on their desire for regional bus stops at Sir Francis Drake Blvd.

Mr. Whitney added that the Central/Southern Marin Transit Study will be reviewing any transit improvements that are incorporated into this project.

In response to a question from Karen Nygren regarding how the north and southbound options will work in concert since staff is presenting these portions separately, Mr. Whitney noted that the northbound and southbound options have been combined for the traffic operations analysis. The project options have been separated out for ease of presentation.

Ms. Nygren asked how this project inter-relates with the design of the Central Marin Ferry Connector project.

Mr. Whitney stated that the consultant for this project is also working on the Central Marin Ferry Connector project, so the design is seamless.

Ms. Nygren suggested that staff prepare a presentation to show the public the interconnection and ED Steinhauser said that this could be done when scheduling future workshops.

Mr. Whitney then provided a brief update on the Central Marin Ferry Connection project and noted that a public workshop was held on September 27 to present what staff and consultants were recommending as the preferred alternative for phase 1 and continued analysis of phase 2. From that meeting, 99% of the participants supported the proposed phase 1 alternative. Staff has met with the regulatory agencies and made a presentation to the SMART Real Estate Board who reacted favorably to the recommended alternative. The latest cost estimate for the project is \$11.3 million for phase 1 of which \$10.7 million is funded, so either the scope will need to be refined or additional monies will need to be secured. BCDC contacted staff regarding placing mitigations funds related to the prison expansion into this project. As a result, the Department of Corrections is considering this project as a mitigation site and may provide additional funding.

10. Open Time for Items Not on the Agenda

Karen Nygren asked staff to publicize the HOT Lane presentation by MTC proposed for the November TAM Board meeting because she believes that the public will want to know about this.

Seeing no others wishing to speak, the meeting was adjourned at 4:10 p.m.