



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
EXECUTIVE COMMITTEE

November 10, 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  
Peter Breen, Town of San Anselmo  
Carole Dillon-Knutson, City of Novato  
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, Project Delivery Manager  
David Chan, Programming Manager  
Eric Schatmeier, Planning Manager  
Denise Merleno, Recording Secretary

*Chair Kinsey called the meeting to order at 2:15 p.m.*

**1. Chair's Report (Discussion)**

Chair Kinsey reported on two items. He said that the consultant handling the Transportation Demand Management (TDM) Program will report to this group today on its relationship to the completion of the Hwy 101 Gap Closure project. He also noted that the Gap Closure Project has a \$1 million shortfall to complete the project based on the cooperative agreement with Caltrans. As a background note, TAM received a loan from the City of San Rafael but returned the money when the bids for the project came in lower than expected. This money has since been spent on one of the City's projects, so The Gap Closure Ad-hoc committee which met prior to this meeting looked at several other funding sources from which to draw the \$1 million: the TDA Program, the State/Local Partnership, and possibly the Non-Motorized Transportation Pilot Program (NTPP). The Committee directed TAM's Executive Director to submit a letter to the County requesting that it advise if the NTPP would be an appropriate funding source for this shortfall.

Mr. Rick Ruvolo, the consultant for TAM's TDM Program provided a report to the Committee on the work TAM had been doing in cooperation with Caltrans to effectively engage the public on using the carpool lane that would open up after the 1<sup>st</sup> of the year. He began his report by noting that a list of strategies were compiled that would be effective in promoting the use of the HOV lane including: 1)

encouraging the public to call 511 or go to 511.org website to get the latest information on the lane opening, 2) using the print media for advertising of the lane opening including the Marin I.J., the Press Democrat and other local newspapers, 3) the value of radio announcements during traffic reports, 4) using the CMS signs which are controlled by Caltrans, 5) advertising on the Golden Gate busses, and 6) working closely with the North Bay Leadership Council who have established relationships with local businesses. TAM will have an information table at the NBLC climate change event on November 19. Also discussed was the possibility of an op-ed piece generated from the TAM Chair or Board to inform the public on the status and opening of the project as well as the importance of using the new carpool lane. He finalized his report by noting that there are cost issues connected with these strategies that staff is still working on.

The Chair asked for Commissioner comments.

Commissioner Fredericks said that she believes it would be in the best interest of the Golden Gate Bridge, Highway and Transportation District (GGBHTD) to have signs about the carpool lane on their busses.

Commissioner Boro responded that it would be worth having the Bridge District investigate this. He added that the GGBHTD bus stops do have advertising on them and that there is a procedure where public service announcements can be placed at these stops at no cost.

Karen Nygren encouraged the use of electronic technology (websites) and the use of an op-ed piece and the possible use of the San Francisco Chronicle as well as local Marin publications.

Commissioner McGlashan suggested having TAM staff prepare a short e-mail that the Supervisors could then use to forward to those on their respective e-gov mailing lists.

Commissioner Dillon-Knutson reminded staff that the Novato Advance is a good local source of newsprint for Novato residents. She asked if there would be an event to promote the TDM Program.

ED Steinhauser responded by saying that a small event in conjunction with the HOV lane opening is being considered with a more formal event to take place later in the spring of 2009.

Chair Kinsey thanked Mr. Ruvolo for his report.

## **2. Commissioner Comments (Discussion)**

Commissioner McGlashan was pleased to report that the voters of Marin and Sonoma approved the passage of SMART and acknowledged the efforts of the SMART Working Group of TAM.

Commissioner Dillon-Knutson stated that, as a result of being part of the Working Group, she was able to provide thorough responses to questions from constituents.

Commissioner Boro thanked the Executive Director and Lillian Hames, SMART's General Manager for their efforts and he stated that SMART will provide some long-term benefits for the North Bay.

## **3. Executive Director's Report (Discussion)**

ED Steinhauser presented the following items in her Executive Director's Report: Single-Audit item on the November Board agenda and the Climate All-Stars Conference.

She stated that the Board of Commissioners agenda for the November meeting will contain an item on the Consent Calendar announcing the results of the federal single audit conducted by TAM's auditor. This report is required in order to receive federal funding. The draft report contains no negative findings.

The other item the Executive Director reported on was the Climate All-Stars Conference she and Commissioner Maggiore attended last Thursday. She explained that there was a long discussion on AB32 which is on track for adoption in January 2009. Also discussed were land use goals and SB 375.

Commissioner McGlashan noted that ABAG is looking for a venue in which to provide a primer on the Focus development program and how it relates to SB375 and AB32.

ED Steinhauser responded with the suggestion of a TAM Board workshop in February or March 2009 that would allow everyone to hear about the current levels of policy discussions/status around these issues.

Don Wilhelm asked if any coordination with the County's Planning Department was taking place regarding SB375. ED Steinhauser said that the countywide plan set the stage for the issue of land use and that SB375 parameters are "a bit of an open book" at the moment but that she does favor coordinating with the county on this issue.

At the request of the Chair, ED Steinhauser reported on efforts around a potential federal stimulus package. There have been efforts to create an infrastructure priority list. She said that staff has been in discussion with MTC staff on the stimulus package; TAM along with the other 8 Bay Area counties were asked by MTC to develop a list of candidate projects that would be shelf-ready within 120 days of a Congressional adoption of a stimulus package. Staff canvassed the local jurisdictions and compiled that list. It was sent to MTC today and staff will provide a copy of it to the full Board at its November meeting.

#### **4. Approval of Minutes from October 13, 2008 (Action)**

Commissioner Breen motioned to approve the October 13, 2008 draft minutes which was seconded by Commissioner Dillon-Knutson. The motion was approved by unanimous vote.

#### **5. Hwy 101 Gap Closure (Discussion)**

Connie Preston, a consultant to TAM, reported that the southbound Hwy 101 HOV lane from the Mission Street off ramp to Cal Park Hill will be open later this week. The remainder of the carpool lane, over Puerto Suello Hill, will be opened in January 2009 depending on the weather conditions.

Chair Kinsey added a comment to this agenda item by stating that the Ad-hoc Committee met on all issues related to this project and felt it important to convey the key message that continued focus on this project is necessary even after the lane opens to see other elements of this project through to their completion.

#### **6. I-580/101 Update (Discussion)**

ED Steinhauser provided a brief history of the cost overrun on this project and the options to resolve it. Conversations with Caltrans are ongoing to retain all the scope elements originally committed while staying within the budget. She reported that thanks to the work of Caltrans staff and TAM's Project

Delivery Manager, Dan Cherrier, TAM now has a project that is within budget, and on schedule, and none of the substantial elements of the project need to be removed. Staff expects to advertise this spring.

Mr. Cherrier noted that TAM is ready to list for advertisement on March 11, 2009 and should receive the award from the California Transportation Commission (CTC) that same month. Bids should open in May 2009 with construction beginning in June-July 2009. The project is expected to be complete at the scheduled time – July 2010.

In response to a question from the Chair about the status of the auxiliary lane, Mr. Cherrier said that it is remaining in the project.

## **7. Programming of Lifeline Transportation Program Funds (Action)**

David Chan presented this item which requested the Committee to forward to the full TAM Board for approval four projects listed in the staff report, with the acknowledgement that MTC may designate certain elements ineligible, and work with Marin Transit to facilitate the receipt of these funds.

Mr. Chan noted that this is the second cycle of funding for this program created by MTC intended to improve mobility of low income residents in the Bay Area. After TAM launched a Call for Projects in September, four applications were received and the total amount requested for all four projects was less than the total funding available, so a review panel evaluated the projects and found that all four qualified for funding. MTC, on November 3, concurred that they met the requirements but noted that certain components in three of the applications as noted in the staff report may not qualify. A final decision on some of these elements has yet to be made, noting that these are small elements within the larger project scopes. Staff will continue to lobby for their inclusion.

Commissioner Breen asked about the “Ride to School for Parents” project which provides a shuttle for parents to go to the San Pedro School at a cost of \$263,000/year. He asked if it is available only to parents of children attending that school.

Mr. Chan responded that according to the program, it must be opened to the public.

Commissioner Breen suggested a changing the name to portray it for what it is – a community shuttle – if, in fact, that this is what it is.

Commissioner Boro suggested changing the description somewhat since there is a program, “Healthy Start” in San Rafael where the parents actually attend ESL training while their children attend preschool. Including or changing the description to reflect access to this program should raise the eligibility level of this project.

ED Steinhauser said that she would broaden the description as suggested.

In response to a question from Commissioner McGlashan who asked for clarification in the difference between the project cost and amount requested, Mr. Chan said that the difference is the local “match” amount required.

Staff mentioned that since the funds are State Transit Assistance funds, only transit operators are actually eligible to receive the funds. TAM will work with Marin Transit to take the funds as a pass-through agency and manage their dispersal to the project sponsors. Marin Transit will be compensated for this management effort.

Commissioner Breen motioned to recommend to the TAM Board of Commissioners the approval of the four projects listed in the staff report, with the acknowledgement that MTC may designate certain elements ineligible, and work with Marin Transit to facilitate the receipt of these funds which was seconded by Commissioner McGlashan. The motion was approved by unanimous vote.

## **8. Central/Southern Marin Transit Study Update (Discussion)**

ED Steinhauser introduced Ms. Jean Hart, consultant Project Manager for TAM, and Mr. David McCrossan, of HDR Engineering, who is developing the Central/Southern Marin Transit Study.

Ms. Hart presented this informational item and provided an update on the progress of study. Reviewing the chronology of this item, Ms. Hart recounted that the TAM Board approved the general scope features and funding for this study at its February 2008 Board meeting and, after staff issued a request for services, approved the consultant contract at its July meeting. The contract with HDR Engineering Inc. – the prime consultant – was signed in September.

Two committees have been formed: a management steering committee composed of staff from Golden Gate Transit and Marin Transit as well as TAM staff; and a technical advisory committee composed of members from the two transit districts, planners and public works engineers from the local jurisdictions, and representatives from Caltrans. At the TAC meeting, the scope, schedule and the opportunities for members' input at key points during the study was introduced.

She reported that the consultant team began work on Task 2, Existing Conditions, which will serve as the benchmark for comparing the effectiveness of future transportation improvements. The draft Existing Conditions report is expected to be completed in the November/December timeframe. The result of this effort will be presented to the Executive Committee in January.

Additionally, she advised that work on Task 5A, the Streetcar Feasibility Analysis, also began. The consultant prepared a report on streetcar systems operating in other areas of the country. The consultant discussed with the TAC a preliminary analysis of the corridor connecting Sausalito and Mill Valley and the circumstances in which streetcar service can be successful.

Mr. David McCrossan presented a PowerPoint presentation which reviewed the area covered in the study, the study objectives, key milestones, the progress to date, and preliminary observations.

The preliminary observations include:

- 1) The southbound corridor of Hwy 101 shows flat growth is likely; however there is continued growth in the Financial District as an employment destination but little of that new commute will be generated by southern Marin commuters.
- 2) The northbound corridor of Hwy 101 is likely to grow given the strong growth in Santa Rosa and other Sonoma County cities as an employment destination
- 3) Even with flat or modest population growth, intracounty trip growth is growing significantly which reflects changing patterns of employment.

Commissioner Boro asked if the intracounty trip growth is due to Marin residents who are dependent on transit to get to work within the county. Mr. McCrossan said that this is the case, for instance in Marin City, where there is new demand. He stated that he will return to this group in the future with more graphics to quantify the growth in trips/per day.

Regarding the streetcar portion of the study, Mr. McCrossan stressed that the study is not looking into light rail with a dedicated right of way, but rather the modern-day equivalent of the traditional streetcar. He stated that the study is focusing on transit that relates to typical work trips rather than recreation trips.

The preliminary observations include:

- 1) The corridor density is relatively low compared to what would be seen in a typical streetcar corridor
- 2) The corridor length is longer than most starter streetcar routes
- 3) The corridor connects the tourism hub in Sausalito with downtown Mill Valley but presents limited connectivity opportunities at Hwy 101/Manzanita
- 4) The level of service is currently 30-60 minutes while the streetcar is ideally 8-15 minutes so the question must be asked what type of demand must there be to support that service

In response to a question whether 8-minute headways must be developed rather than 30-minute headways, Mr. McCrossan said that choice riders who will make the transfer from carpooling or single-occupancy vehicles will do so with a "turn-up and ride service".

In response to a question as to whether a rubber-wheel facsimile of a trolley is being investigated rather than an embedded rail type, Ms. Hart responded that Marin Transit staff has offered to assist in pricing out this alternative.

Commissioner Fredericks asked why a streetcar is preferred over having a dedicated, branded smaller bus route to which Commissioner McGlashan responded that a bus may be the best solution. He said that he wanted to do due diligence at investigating the possibility of a streetcar.

In conclusion, Mr. McCrossan stated that the goal is to have the Existing Conditions Task 2 Report to the Executive Committee in January 2009 and will come back to the Committee and the Board on the Task 3 Applicable Improvements in three major areas: Hwy 101 service and facilities, facility transfer alternatives and local connecting service improvements. He intends to conduct a Workshop in March 2009 to evaluate the alternatives. The study should be complete in April 2009.

Ms. Nygren asked if the consultant is taking into account that Golden Gate is in the process of changing the routes, and Ms. Hart responded that staff from Golden Gate Transit are on the steering committee and will be keeping the consultant up to date on changes.

## **9. LGS Contract Extension (Action)**

ED Steinhauser presented this item which asked the Committee to refer to the full TAM Board the LGS agreement extension for approval.

Chair Kinsey asked why the contract is being extended for one year versus a longer period.

ED Steinhauser replied that the one-year period allows a checkpoint regarding services and options for TAM to consider.

Commissioner Dillon-Knutson motioned to recommend to the TAM Board of Commissioners the approval of the LGS Agreement Extension to December 31, 2009 which was seconded by Commissioner Fredericks. The motion was approved by unanimous vote.

## **10. HOT Lane Follow-Up Study (Discussion)**

Executive Director Steinhauser presented this informational item. She reported that there is increasing recognition in the transportation community of the concept of a different system of user pay due to the undervaluing of the gas tax and the difficult time that the State of California has had in dedicating revenue for transportation purposes. On a national level, over the past five years, two concepts have surfaced: 1) the institution of toll facilities – new toll lanes, both direct whole toll lanes and high-occupancy toll lanes; and 2) public private partnerships. On the regional level, MTC is adopting a HOT Lane Network which are corridors in the Bay Area that have the capacity for selling excess capacity in a carpool lane. MTC conducted successive studies, first in developing a HOT lane network, second, in the development of cost parameters, and finally, investigating feasibility within individual corridors, of which Hwy 101 in Marin County is included. The area undergoing technical analysis only, at this point, is the stretch of Hwy 101 from Corte Madera to northern San Rafael. MTC is planning to attend the November 20 TAM Board meeting to explain their undertaking on a regional level.

There are many unknowns associated with HOT lanes and staff intends to present periodic updates as information is refined in order to understand if this concept can/should be implemented in Marin. There are many policy aspects including who should be able to use it and how it should be operated. With regional policy being developed, and feasibility technically being evaluated, one aspect that staff would like to investigate further is how much money could be generated from operating a HOT lane in Marin. She finalized her report by noting that both the Greenbrae corridor project and the Marin Sonoma Narrows project, both currently under design, may be able to accommodate HOT lanes in the future.

Commissioner Boro expressed concern over the timing of this idea given the state of the economy. He suggested that a timeframe needs to be associated with this project so that everyone understands that it would not be implemented in the immediate future. Additionally, he said that if this concept is implemented, he would like to see the revenue stay in the home region.

Chair Kinsey stated that the major contention has been how the income generated would be distributed and the general thought, as of today, is that funds will stay in the corridor where they are generated.

Staff committed to further updates of this item.

## **11. Approve Doyle Drive Funding Commitment (Action)**

Chair Kinsey summarized this item by stating that MTC has been actively supporting the San Francisco County Transportation Authority in its efforts to move forward with the Doyle Drive safety project. Today, staff is presenting a proposal that addresses the safety issues, protects the GGBHTD from tolling to support this project, caps the North Bay's full and final contribution, significantly increases the contribution from San Francisco from where they began both in terms of their local funding and their state/local partnership funding, and brings the Bay Area Toll Authority, BATA, into the solution at a matching level to that of the GGBHTD. The solution assumes the redirection of the earmark that was provided to the Port Sonoma Ferry Project to Doyle with a commitment that the region would look for funding to backfill the Port project if it proceeds. He added that what it requires of TAM is to be prepared to contribute approximately \$4 million towards the funding plan.

He asked that the Committee support the recommendations as stated in the staff report and direct the Executive Director to move this item forward to the full TAM Board.

Commissioner McGlashan stated that he supports the recommendation and thanked Chair Kinsey for his efforts which resulted in BATA stepping forward to offer the match.

Commissioner Dillon-Knutson stated that she is against this in principal. She asked why Marin is paying for Doyle Drive when other counties aren't being asked to contribute yet they use this road to drive to the wine country and other recreational areas in the North Bay.

Chair Kinsey indicated that Marin's southbound ridership over the Golden Gate Bridge is approximately 42% and the amount of the money TAM will be contributing represents less than 5% of the total project cost, which represents a good cost/benefit return.

Commissioner Boro referred the Executive Director to the part of the staff report that listed the MOU commitments and suggested an additional bullet point which would state that if a corridor and tolling program is implemented throughout the entire Bay Area the toll will be collected by an authority rather than the GGBHTD. ED Steinhauser said that she will verify that point.

Commissioner Breen motioned to approve approximately \$4 million in Marin STIP funds be assigned to the Golden Gate Bridge Highway and Transportation District for a specific project to be named, that the intention of this action is to then free up an equal amount of \$4 Million in funds the Bridge District will assign as an increase to their share of funding for the Doyle Drive replacement project, that the MOU between the Bridge District, the San Francisco County Transportation Authority, and MTC will reference TAM's share with the commitment that TAM's share constitutes TAM's full and final contribution to the Doyle Drive project, and that any future Golden Gate Bridge toll levied for funding the Doyle Drive project will first be assigned to repay the Bridge District for their contribution to Doyle, with interest, including TAM's share of funds which was seconded by Commissioner Fredericks. The motion was approved by unanimous vote.

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

*Seeing no others wishing to speak, the meeting was adjourned at 4:20 p.m.*