

Metropolitan Transportation Commission Programming and Allocations Committee

June 8, 2011

Item Number 3b

Request for RM2 Public Hearing Authorization

Subject: Request to Hold Public Hearing for Proposed Amendments to Regional Measure 2 Program: Change in Project Description for Sonoma Marin Area Rail Transit (project #10), and substitution of funds for Greenbrae Interchange/Larkspur Ferry Access Improvements (project #11).

Background: **SMART Project:** In 2004, voters approved Regional Measure 2 (RM2), including \$35 million for the SMART project, then described as a rail extension to Larkspur or San Quentin. The SMART project is also included in MTC Resolution 3434, the region's transit expansion program. In 2008, Sonoma and Marin counties passed a ¼ cent sales tax measure to fund a 70-mile passenger rail and multi-use pathway (MUP) project from Larkspur to Cloverdale.

More recently, the economy has contracted and sales tax revenues have declined, and SMART has advanced its level of design that indicates higher cost estimates for the project, resulting in a shortfall of approximately \$300-350 million for the Larkspur to Cloverdale project.

Between November 2010 and April 2011 the SMART Board of Directors considered various options for delivering the project, resulting in a Board action on January 19, 2011 to approve the inclusion of downtown San Rafael into an Initial Operating Segment (IOS) which would extend from downtown San Rafael to Santa Rosa. In April, the SMART Board further refined the scope of the IOS in order to define a fully funded project. The IOS as currently scoped is expected to cost \$330 million.

During this same timeframe, MTC staff held discussions with staff from SMART, the Transportation Authority of Marin (TAM), and the Sonoma County Transportation Authority (SCTA) to consult and reach agreement on the project cost, delivery, and funding options, including outlining a potential process for use of the RM2 funds. MTC staff also made presentations before the SMART Board and the Marin County Board of Supervisors regarding the project's funding shortfall.

The following chart illustrates various aspects of the entire corridor and the IOS.

	Entire Corridor	Approved IOS
Project Limits	Larkspur to Cloverdale	Downtown San Rafael to Santa Rosa
Miles	70	37
Cost	\$627 million	\$330 million

RM2 Public Hearing Request: Staff requests approval to release a hearing notice and begin a 30-day public comment period for two proposed amendments to the RM2 program. If approved, a public hearing to receive public testimony on these proposed project description/scope changes would be held during MTC's Programming and Allocations Committee meeting on July 13, 2011. A 30 day

public comment period would extend from June 15 to July 15, with action to consider the amendments occurring at the July 27 Commission meeting. The two proposed amendments are described below.

1. Project #10: Amendment to Project Description for SMART. The project description in RM2 is: “Sonoma-Marin Area Rail Transit District (SMART) Extension to Larkspur or San Quentin. Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin.” Now, however, the IOS would extend from San Rafael to Santa Rosa and would not include Larkspur. Therefore, a public hearing is necessary in order to change the project description so that the IOS would be considered an eligible use of the remaining \$21.6 million in RM2 funds since the IOS is not planned to extend to Larkspur or San Quentin. (As background, \$13.4 million of the \$35 million was previously allocated and expended for the related Cal Park Hill Tunnel project connecting Larkspur and San Rafael, which opened to bicycles and pedestrians in November 2010 and makes the tunnel rail ready should future funding be secured for extension of the rail line. Therefore, \$21.6 million is available for the remaining SMART project.)

This hearing is proposed to be conducted under the following provision of California Streets & Highways Code 30914(f): if a project “cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope...” It is staff’s belief that the original project cannot continue at this time due to financing obstacles, specifically, lower sales tax revenues and higher cost estimates. Staff has consulted with SMART, as described above. The SMART Board is expected to take an action requesting RM2 funds for the IOS in June.

2. Substitution of \$1.5 million in Funding for the Greenbrae Interchange/ Larkspur Access Ferry Improvements project. RM2 includes \$65 million for Project 11, the Greenbrae Interchange/ Larkspur Access Ferry Improvements project. This project includes various elements, intended to “provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal.” Some project elements have already been completed and are open to traffic. TAM staff has determined that \$1.5 million in funding is available from other sources that can be used to help deliver the remaining projects. The source of the \$1.5 million is to be determined by the TAM Board and will likely be other non-toll bicycle funds. The proposed replacement funding plan will be brought to your June meeting and approval by TAM is expected no later than the end of June 2011.

Therefore, staff is requesting to reduce the funding available in RM2 for the Greenbrae Interchange/Larkspur Ferry Improvements project (project 11) by \$1.5

million, and is also proposing that the \$1.5 million be reassigned to the SMART project (project 10) which will operate in generally the same North Bay corridor. This hearing is being proposed under the following provision of California Streets & Highways Code 30914(f): “If a program or project identified in subdivision (c) is to be implemented with other funds not derived from tolls, the commission shall follow the same consultation and hearing process described above and may vote thereafter to reassign the funds to another project consistent with the intent of this chapter.”

Issues:

1. SMART Full Funding Plan: SMART staff has estimated that the IOS will cost \$330 million to construct. This revised cost estimate includes the results of a “value engineering” exercise under which several project elements were eliminated, reduced, or deferred in order to lower project cost. Approximately \$309 million in funding is available to the project including the potential \$21.6 million in RM2 funds that are the subject of the hearing request for project 10 (scope change).

MTC and other partner agencies have developed a funding strategy to bring approximately \$21 million in additional revenues to the project, including additional regional funds, additional funds from Marin County, and additional funds from Sonoma County. Part of the Marin County contribution would be the \$1.5 million that is the subject of the hearing request for project 11 (funding substitution). The MTC/regional contribution is proposed to be composed of other bridge toll funds and state Proposition 1B State Local Partnership Program (SLPP) funds; programming (and allocation, in the case of bridge toll funds) of these sources would be the subject of Commission action in July in conjunction with final consideration of the RM2 program amendments.

Cost/Funding/Shortfall Summary (in millions)

IOS Cost (May 2011)	\$330.4
<i>Proposed RM2 funding* (project #10)</i>	\$21.6
<i>Other available funding</i>	\$287.8
Total funding available	\$309.4
Shortfall	\$21.0

Funding Plan to Close the Shortfall	
<i>Proposed RM2 funding* (project #11)</i>	\$1.5
<i>Other MTC, TAM, SCTA funding</i>	\$19.5
Total proposed funding to close shortfall	\$21.0
Remaining Shortfall	\$0

* Subjects of proposed RM2 program amendment hearing

2. SMART TOD Policy Compliance: As background, MTC’s Resolution 3434 Transit Oriented Development (TOD) policy requires an average of 2,200 housing units per station (existing plus zoned) along a commuter rail corridor. This policy is intended to best position transit expansion investments for success in terms of

ridership. The SMART IOS project as originally scoped did not meet the MTC TOD Policy requirements, as it would have had a total of 16,552 estimated current and planned housing units compared to the required 19,800 housing units, or about 84% of what was required. However, SMART's Board has approved the deferral of two stations with lower adjacent housing units – Novato Atherton and Petaluma Corona Road – and is considering the relocation of another station (Rohnert Park) to an area with more current and future housing. With the two station deferrals, the IOS would achieve an estimated 14,951 housing units, or 97% of the required 15,400. Staff recommends that the Commission find that this constitutes compliance with our TOD policy when you consider the related funding actions in July.

Recommendation: Authorize staff to release the hearing notice and begin the 30-day comment period, subject to a full funding plan for SMART being finalized and the Transportation Authority of Marin taking final action to approve replacement funds for RM2 Project #11. Should these funding actions by TAM and the Sonoma County Transportation Authority not occur by the end of June 2011, the public hearing would need to be postponed to a later date..

Attachments:

1. Proposed Public Hearing Notice (including draft of MTC Resolution 3801, Revised); and
2. March 2, 2011 Letter from City of Larkspur Mayor Larry Chu to Adrienne Tissier, Chair MTC
3. March 15, 2011 Letter from Town of Corte Madera Mayor Alexandra Cock to Adrienne Tissier, Chair MTC

Metropolitan Transportation Commission Notice of Public Hearing

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area, creating approximately \$115 million annually in new funding for a list of projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of any request to modify an RM2 project's scope, if a project cannot be completed or cannot continue due to financing obstacles making the completion or continuation of the project unrealistic. MTC proposes to modify the scope in MTC Resolution 3801 of the Sonoma-Marín Area Rail Transit (SMART) project (RM2 Project #10) so that RM2 funds may be used on the Initial Operating Segment (described below).

In addition, also pursuant to Section 30914(f) of the California Streets and Highways Code, if a program or project is to be implemented with other funds not derived from tolls, the commission may vote to reassign the funds to another project consistent with the intent of this chapter. MTC proposes to reassign \$1.5 million in RM2 funding from the Greenbrae Interchange/Larkspur Access Ferry Improvements project (RM2 Project #11) to the SMART project. The Greenbrae project will be completed using replacement non-toll funds.

At its regularly scheduled July 2011 meeting, MTC's Programming and Allocations Committee will hold a public hearing and review the public comments received on the proposed RM2 changes listed below (and further described in proposed MTC Resolution No. 3801, Revised) and will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming change at the Commission's July 27, 2011 meeting.

Bay Area citizens are invited to comment on the following funding changes in RM2:

RM2 Project #10: Sonoma-Marín Area Rail Transit (SMART) project

Proposed Action: Modify project description/scope so that the Initial Operating Segment from downtown San Rafael to downtown Santa Rosa is eligible to use RM2 funds.

Current Project Description: Sonoma-Marín Area Rail Transit District (SMART)

Extension to Larkspur or San Quentin. Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin.

Proposed Project Description: Sonoma-Marín Area Rail Transit District (SMART).

Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for a future extension to Larkspur.

RM2 Project #11 and RM2 Project #10: Greenbrae Interchange/ Larkspur Access Ferry Improvements, and SMART

Proposed Action: Reassign \$1.5 million in funding from Project #11 to Project #10

Current Funding for Project #11: \$65 million

Proposed Funding for Project #11: \$63.5 million

Current Funding for Project #10: \$35 million

Proposed Funding for Project #10: \$36.5 million

Project 10 SMART Scope Change

Between November 2010 and January 2011 the SMART Board of Directors considered various options for delivering the project, culminating in a Board action on January 19, 2011 to approve the inclusion of downtown San Rafael into an Initial Operating Segment (IOS), which would then extend from downtown San Rafael to Railroad Square in Santa Rosa. The phasing of the project to begin with an IOS was necessitated by a funding shortfall on the overall project (Larkspur to Cloverdale). The IOS would be smaller in scope than the original project, and therefore would have lower costs.

The following chart illustrates various aspects of the entire corridor and the IOS.

	Entire Corridor	Approved IOS
Project Limits	Larkspur to Cloverdale	Downtown San Rafael to Santa Rosa
Miles	70	37
Cost	\$627 million	\$330 million

The project description in the California Streets & Highways Code 30914(d) is for: “Sonoma-Marín Area Rail Transit District (SMART) Extension to Larkspur or San Quentin. Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin.” Therefore, a public hearing is necessary in order to change the project description so that the IOS is

considered an eligible use of the RM2 funds since the IOS is not planned to extend to Larkspur or San Quentin. This hearing is proposed to be conducted under the following provision of California Streets & Highways Code 30914(f): “If a program or project...cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope....”

Project 11: Greenbrae Interchange/Larkspur Ferry Access Improvements, and Project 10 SMART, Funding Reassignment

RM2 includes \$65 million for Project 11, the Greenbrae Interchange/ Larkspur Access Ferry Improvements project. This project includes various elements, intended to “provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal.” Some project elements have already been completed and are open to traffic. Staff from the sponsor agency, the Transportation Authority of Marin (TAM), has determined that \$1.5 million in funding is available from other, non-toll sources that can be used to help deliver the remaining projects. The source of the \$1.5 million is to be determined by the TAM Board by the end of June 2011.

Therefore, staff is requesting to reduce the funding available in RM2 for the Greenbrae Interchange/Larkspur Ferry Improvements project (project 11) by \$1.5 million, and is also requesting that the \$1.5 million be reassigned to the SMART project (project 10) which will operate in generally the same North Bay corridor. This hearing is being proposed under the following provision of California Streets & Highways Code 30914(f): “If a program or project identified in subdivision (c) is to be implemented with other funds not derived from tolls, the commission shall follow the same consultation and hearing process described above and may vote thereafter to reassign the funds to another project consistent with the intent of this chapter.”

A public hearing to receive public testimony on these proposed project description/scope changes will be held during MTC's Programming and Allocations Committee meeting on:

Wednesday, July 13, 2011, at 10 a.m.

(or immediately following the Administration Committee meeting, whichever occurs later)

Joseph P. Bort MetroCenter Auditorium

101 Eighth Street, Oakland

(across from the Lake Merritt BART Station)

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607; faxed to MTC at 510-817-5848; or sent via e-mail to <info@mtc.ca.gov>. Written comments must be received by MTC no later than 4 p.m. on July 15, 2011. Oral comments will be received at the public hearing on July 13, 2011. The comment period will close at 4 p.m. on July 15, 2011.

Copies of proposed MTC Resolution 3801, Revised will be available for public review beginning on June 15, 2011 at the MTC-ABAG Library, located at 101 Eighth Street in Oakland, California. The proposed resolution also can be viewed on MTC's Web site at <<http://www.mtc.ca.gov>>, or you may request a copy from the MTC Library by e-mail at <library@mtc.ca.gov>, or by telephone at 510-817-5836. For more information, contact the MTC Public Information Office at 510-817-5757.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance?

Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit www.mtc.ca.gov for more information. We require at least three days notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

¿Necesitas nuestras comunicaciones escritas en letra grande o en Braille para así participar en las reuniones de la MTC o de BATA? ¿Necesitas un intérprete del lenguaje de señas o alguna

otra ayuda?

¿El inglés es tu segundo idioma? ¿Necesitas que alguno de nuestros documentos sea traducido? ¿Necesitas que esté presente un intérprete que hable tu idioma en nuestras reuniones?

¡Nosotros podemos ayudar! Puedes solicitar ayuda llamando al 510.817.5757 o al 510.817.5769 para TDD/TTY. Visita www.mtc.ca.gov para más información. Requerimos tres días de anticipación para proveer asistencia razonable. Más tiempo de anticipación es preferible. Vamos a hacer todo lo posible por procurar ayuda lo más pronto posible.

在出席 MTC 或 BATA 會議上，您需要以大字體或盲文印刷的書面資料嗎？您需要手語傳譯員或其它協助嗎？

英語是您的第二語言嗎？您需要我們翻譯其中一份文件的內容嗎？在出席我們召開的其中一次會議上，您需要一位會講您的語言的傳譯員嗎？

我們可以提供幫助！您可以致電 510-817-5757 或致電 TDD/TTY 電話 510-817-5769 索取協助。請瀏覽網站 www.mtc.ca.gov 查詢詳情。我們要求獲得至少 3 天的提前通知才能提供合理的配合安排。如果可能的話，我們比較希望獲得更早的通知。我們將盡力安排盡快的協助。

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Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C
07/22/09-C
7/27/11-C

ABSTRACT

MTC Resolution No. 3801, Revised

This resolution approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 2 Project List.

This resolution was revised on January 28, 2009 to reassign \$91 million in RM2 funds from the East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge project to the BART to Warm Springs Extension project, and to reassign \$10 million in RM2 funds from the BART Tube Seismic Strengthening project to the BART Oakland Airport Connector project.

This resolution was revised on July 22, 2009 to reassign \$37 million in RM2 funds from the BART Tube Seismic Strengthening project to the Oakland Airport Connector project.

This resolution was revised on July 27, 2011 to change the project description for the SMART project to include the rail line from San Rafael to Santa Rosa, and to reassign \$1.5 million in RM2 funds from the Greenbrae Interchange/Larkspur Ferry Access Improvement project to the SMART project.

Additional discussion of this allocation is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, and July 23, 2011.

Date: June 27, 2007
 Referred by: PAC
 Revised: 01/28/09-C
 07/22/09-C
 07/27/11-C

Attachment A
 Resolution No. 3801
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Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and Highways Code Section 30914(c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$91million (hearing date January 14, 2009)	a) Project not in a state of readiness to proceed b) Project is to be implemented with future Alameda County State Improvement Program (STIP) funds to be committed by the ACCMA in December 2008	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the project in December 2008

Date: June 27, 2007
 Referred by: PAC
 Revised: 01/28/09-C
 07/22/09-C
 07/27/11-C

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 Resolution No. 3801
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<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91 million (hearing date January 14, 2009)	Project is ready-to-go and \$91 million helps to close the funding shortfall	None — Alameda County Congestion Management Agency committed \$91 million in future year STIP funds to the Dumbarton Rail project in December 2008
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None

Date: June 27, 2007
 Referred by: PAC
 Revised: 01/28/09-C
 07/22/09-C
 07/27/11-C

Attachment A
 Resolution No. 3801
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<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,800,000 (hearing date July 13, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	See condition for Project 11 (same hearing date).
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Reduce funding by \$1,500,000 (hearing date July 13, 2011)	Sponsor certifies use of alternate funding on project.	Pending confirmation from sponsor's governing board of commitment of alternative fund source.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C
07/22/09-C
05/25/11-C
07/27/11-C

Attachment B
Resolution No. 3801
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Regional Measure 2 Program: Project List as Amended
(changes are noted in italics)

Streets and Highways Code Sections 30914(c)

- (1) BART/MUNI Connection at Embarcadero and Civic Center Stations. Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are TransLink® ready. Three million dollars (\$3,000,000). The project sponsor is BART.
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009). Present Amount: Forty four million dollars (\$44,000,000).*

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct parking structure and associated improvements to expand bus capacity. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.
- (10) Sonoma-Marin Area Rail Transit District (SMART) ~~Extension to Larkspur or San Quentin. Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin. Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur.~~ Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000; present amount thirty-six million, five hundred thousand dollars (\$36,500,000). Up to five million dollars (\$5,000,000) may be used to study, in collaboration with the Water Transit Authority, the potential use of San Quentin property as an intermodal water transit terminal.* The project sponsor is SMART. *(Project description changed and funding increased by \$1.5 million, hearing date July 13, 2011.)*
- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and

Larkspur Ferry Terminal by constructing a new full service diamond interchange at Wornum Drive south of the Greenbrae Interchange, extending a multiuse pathway from the new interchange at Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars (\$65,000,000). *Funding reduced by \$1,500,000 (hearing date July 13, 2011.); present amount is sixty-three million, five hundred thousand dollars (\$63,500,000).* The project sponsor is Marin County Congestion Management Agency.

- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.
- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.

- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (18) TransLink. Integrate the Bay Area's regional smart card technology, TransLink, with operator fare collection equipment and expand system to new transit services. Twenty-two million dollars (\$22,000,000). The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.
- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- 21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date*

June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009). Present Amount: Thirty-three million eight hundred one thousand dollars (\$33,801,000).

- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*
- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). The project sponsor is AC Transit.
- (25) Commute Ferry Service for Alameda/Oakland/Harbor Bay. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured

alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.
- (29) Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock. Twenty-two million dollars (\$22,000,000). The project sponsors are AC Transit and Alameda County Congestion Management Agency.
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). The project sponsors are Alameda County Congestion Management Agency, City of Oakland, and the Department of Transportation.

- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.
- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). The project sponsor is the Contra Costa Transportation Authority.

- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08. Twenty-four million dollars (\$24,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*

Streets and Highways Code Sections 30914(d)

Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015 -16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton Rail. Five million five hundred thousand dollars (\$5,500,000).
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to

landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.

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Twin Cities Police 415-927-5150
Customer Service 415 927-5110
Recreation 415 927-6746
Library 415 927-5005



Planning Department 415 927-5038
Building Permits 415-927-5038
Public Work 415-927-5017
Department 415-927-5033
Building Inspections 415-927-5022
Main Fax Line

March 2, 2011

Adrienne Tissier, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

SUBJECT: Funding Shortfall of the SMART Project and Possible Redirection of Committed Funds from the Highway 101 Greenbrae/Twin Cities Corridor Improvements Project

Dear Chair Tissier:

As you are aware, the Sonoma-Marin Area Transit Project (SMART) faces a substantial funding shortfall due to lower than anticipated sales tax revenues. The Larkspur City Council wishes to emphasize its support of the SMART project and its hope that SMART's funding shortfall can be addressed such that the entire route approved by the voters can be implemented. The enclosed report entitled *Metropolitan Transportation Commission Staff Review of the Sonoma-Marin Area Rail Transit Project* details the MTC staff's assessment of the funding shortfall that exists for the initial segment of the SMART project and proposes three strategies for addressing this shortfall. It is our understanding that a process is underway to consider and potentially recommend implementation of these strategies, most notably Strategy #2 on Page 9 of the document. This strategy reads "redirect funding from stalled Marin and Sonoma projects to jumpstart the SMART project in the near-term and possibly replenish these projects with future federal or state sources." It is further our understanding that one project being considered under this strategy is the Highway 101 Greenbrae/Twin Cities Corridor Improvements Project – a project funded, in part, with Regional Measure 2 funds. The Larkspur City Council strongly opposes any proposal to redirect RM2 funds from the Highway 101 Greenbrae/Twin Cities Corridor Improvements to address the SMART shortfall.

It should be emphasized that the Highway 101 Greenbrae/Twin Cities Corridor Improvements is an active project for which MTC has already provided RM2 funds that have been spent. RM2 monies have been a primary source of this project's funding because it is recognized that this project will reduce regional and toll bridge corridor

congestion. The Greenbrae Interchange is a significant multi-modal nexus, linking the Richmond Bridge (59,000 vehicle trips per day), Highway 101 (160,000 southbound vehicle trips per day), and the Larkspur Ferry Terminal (4,600 passengers per day). The Corridor Improvements project will lower the accident rate in a transportation corridor where collisions are substantially above the statewide average and improve traffic flow above the current Level of Service – Level F.

The Transportation Authority of Marin has identified several specific needs addressed by this project:

- Improve existing traffic operations along US 101 between Sir Francis Drake Boulevard (Greenbrae Interchange) and the Tamalpais Drive Interchange in the peak periods by increasing interchange spacing where possible, eliminating non-standard weaving distances between on and off ramps, and improving the on ramp and off ramp merge and diverge points.
- Maintain access to and from US 101 and the local roadway network, adjacent business, and residential areas.
- Reduce traffic congestion on the local street network adjacent to US 101 by improving access to and from US 101 and operations along US 101.
- Reduce local traffic on the freeway and reducing regional traffic on the local street network by reducing or eliminating circuitous routes of travel.
- Reduce the potential for peak hour accidents at the freeway access points by improving operations and reducing congestion on US 101 and improving existing non-standard design features.
- Improve non-standard bicycle and pedestrian facilities within the project area, and reducing vehicle/pedestrian/bicycle conflicts.
- Improve pedestrian connectivity from the local businesses and residential areas to bus stops, the Larkspur Ferry Terminal, and the proposed SMART Station.

Again, the Council wishes to emphasize its support of the SMART project. However, we do not believe SMART's funding issues should be resolved by defunding MTC's existing RM2 commitments to the Highway 101 Greenbrae/Twin Cities Corridor Improvements Project.

Sincerely,



Larry Chu
Mayor

c: City Council
S. Adams, President, Marin BoS
A. Cock, Mayor, Corte Madera
V. Brown, Chair, SMART
S. Kinsey, Chair, TAM
J. Reilly, President, Golden Gate Transit
S. Heminger, MTC Executive Director



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MAR 22 2011

BAY AREA TOLL AUTHORITY

March 15, 2011

Adrienne Tissier, Chair
Metropolitan Transportation Commission
101 Eighth Street Oakland
California 94607

RE: Funding Shortfall of the SMART Project and Possible Redirection of Committed Funds

Dear Chair Tissier:

The Corte Madera Town Council at our March 15, 2011 meeting reviewed the recent report by MTC entitled *Metropolitan Transportation Commission Staff Review of the Sonoma-Marin Area Rail Transit Project*, dated December 15, 2010. The report details the assessment by MTC staff of the phasing and funding for the SMART project. In particular, it highlights the funding shortfall that exists for the initial phase of this project, which will extend from Santa Rosa to San Rafael. The report proposes three strategies for addressing this shortfall. Strategy #2 on page 9 of the report is of special concern to our community. This strategy reads "redirect funding from stalled Marin and Sonoma projects to jumpstart the SMART project in the near-term and possibly replenish these projects with future federal or state sources." We have come to understand that one project being considered under this strategy is the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project.

The Corte Madera Town Council strongly opposes any proposal to redirect funds from the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project to address the SMART shortfall. The Highway 101 Greenbrae/Twin Cities Corridor Improvement Project is critical to improving traffic flow, increasing public safety, and enhancing this area's role as an intermodal connection point. Consider the specific needs addressed by this project:

- Improve existing traffic operations along US 101 between Sir Francis Drake Boulevard (Greenbrae Interchange) and the Tamalpais Drive Interchange in the peak periods by increasing interchange spacing where possible, eliminating non-standard weaving distances between on and off ramps, and improving the on ramp and off ramp merge and diverge points.
- Maintain access to and from US 101 and the local roadway network, adjacent business, and residential areas.

- Reduce traffic congestion on the local street network adjacent to US 101 by improving access to and from US 101 and operations along US 101.
- Reduce local traffic on the freeway and reducing regional traffic on the local street network by reducing or eliminating circuitous routes of travel.
- Reduce the potential for peak hour accidents at the freeway access points by improving operations and reducing congestion on US 101 and improving existing non-standard design features.
- Improve non-standard bicycle and pedestrian facilities within the project area, and reducing vehicle/pedestrian/bicycle conflicts.
- Improve pedestrian connectivity from the local businesses and residential areas to bus stops, the Larkspur Ferry Terminal, and the proposed SMART Station.

The US 101 Greenbrae corridor is a critical link for both local and regional traffic in Marin County. The corridor segment between Sir Francis Drake Boulevard (Greenbrae Interchange) and the Tamalpais Drive interchange currently experiences major traffic congestion in the am and pm peak periods due to operational deficiencies. The corridor is listed within the top ten worst roadways for congestion in the San Francisco Bay Area (MTC, 2006). The current congestion will be compounded by a projected 40 percent increase in traffic demand over the next 30 years. US 101 plays a vital role for both the regional and local traffic transportation network.

The purpose of the proposed project is to improve traffic operations along US 101 through the Cities of Corte Madera and Larkspur, maintain access to and from US 101 and local businesses and residential areas, reduce traffic congestion on local streets adjacent to US 101, and improve bicycle and pedestrian access to bus stops, the Larkspur Ferry Terminal, and the proposed SMART Station using context sensitive design solutions.

The Council wishes to emphasize its support of the SMART project and its hope that SMART's funding shortfall can be addressed such that the entire route approved by the voters can be implemented. However, we do not believe SMART's funding issues should be resolved by defunding existing commitments and placing other regional projects at risk.

Thank you for your consideration of our concerns.

Sincerely,



Alexandra Cock
Mayor