



DEPARTMENT OF PUBLIC WORKS

P. O. Box 4186, San Rafael, CA 94913-4186 • 415/499-6528 • FAX 415/499-3799 • TTY 415/499-3232

Farhad Mansourian, RCE
Director

April 17, 2007

Board of Supervisors
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Nonmotorized Transportation Pilot Program, Project and Program Selection

Dear Board Members:

RECOMMENDATION: It is recommended that your Board:

1. Conduct a public hearing
2. Review the attached funding program for Primary Network, Feeder/Local Network, Countywide, and Planning Projects, and Programs recommended by the Department of Public Works' Nonmotorized Transportation Advisory Committee, and Department of Public Works recommendation
3. Select projects and programs to be funded under the Nonmotorized Pilot Program
4. Direct Public Works Director to return within 90 days and recommend an implementation strategy for countywide projects and programs, and grant acceptance criteria

SUMMARY: This legislation states that "The Secretary shall establish and carry out a nonmotorized transportation pilot program to construct, in the following 4 communities selected by the Secretary, a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers:

- (1) Columbia, Missouri.
- (2) Marin County, California.
- (3) Minneapolis-St. Paul, Minnesota.
- (4) Sheboygan County, Wisconsin.

ADMINISTRATION
499-6528

ACCOUNTING
499-6576 • FAX 507-2899

AIRPORT
451-A AIRPORT ROAD
NOVATO, CA 94945
897-1754 • FAX 897-1264

BUILDING MAINTENANCE
499-6576 • FAX 499-3250

CAPITAL PROJECTS
499-7877 • FAX 499-3724

**COMMUNICATION
MAINTENANCE**
499-7313 • FAX 499-3738

DISABILITY ACCESS
499-6528 (VOICE)
499-3232 (TTY)

ENGINEERING & SURVEY
499-7877 • FAX 499-3724

FLOOD CONTROL DISTRICT
499-6528

COUNTY GARAGE
499-7380 • FAX 499-7190

LAND DEVELOPMENT
499-6549

PRINTING
499-6377 • FAX 499-6617

PURCHASING AGENT
499-6371

REAL ESTATE
499-6578 • FAX 446-7373

ROAD MAINTENANCE
499-7388 • FAX /499-3656

STORMWATER PROGRAM
499-6528

TRAFFIC ENGINEERING
499-6528

TRANSIT DISTRICT
499-6099 • FAX 499-6939

WASTE MANAGEMENT
499-6647 • FAX 446-7373

ALL AREA CODES ARE 415

DISCUSSION:

The purpose of the program shall be to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.”

The Nonmotorized Transportation Pilot Program (NTPP) is a component of the federal transportation bill SAFETEA-LU (Section 1807), enacted in 2005, and allocates \$25 million to Marin County; Sheboygan County, Wisconsin; Minneapolis, Minnesota; and Columbia, Missouri, for the purpose of constructing infrastructure and conducting educational programming to ascertain whether bicycling and walking can result in a greater share of overall trips and thus reduce single-occupant vehicle usage.

On March 21, 2006 the Board approved an outline to initiate the Nonmotorized Pilot Program. Status reports were provided at the October 10, 2006 and February 20, 2007 Board meetings. This report includes information on efforts at the national level and at the local level.

NATIONAL WORK PROGRAM

The four communities and the Federal Highway Administration continue to confer on a bi-weekly basis to share ideas and compare approaches.

An interim report to Congress from the Federal Highway Administration is required September 30, 2007 and final report September 30, 2010. A follow up report will be submitted in 2011 to capture final results of the program evaluation.

The legislation requires a program evaluation to collect statistical information on:

- Decreased motor vehicle usage
- Increased nonmotorized transportation usage
- Increased public transportation usage
- Decreased congestion
- Increased connection to community centers
- Promotion of improved health
- Decreased energy usage
- Promotion of a cleaner environment

The program evaluations and data collection plan is a coordinated effort between the four pilot communities, led by the Federal Highway Administration (FHWA), with technical assistance provided by the Volpe Center, an agency of the U.S Department of Transportation, and the Center for Disease Control and Prevention. The effort is divided into four phases.

- Phase 1 is the development of the plan to collect the community-wide “before” behavioral and attitudinal travel survey data; and to collect and analyze this data. The before data collection effort is complete, conducted for all four communities by the University of Minnesota. Data was also collected in a control community: Spokane, Washington. This data will be included in the interim report to Congress from the Federal Highway Administration.
- Phase 2 is the planning for, collection, analysis, and reporting of other, non-survey community-wide data and project and program specific “before” and “after” data in each

community. Methods to collect these data, in addition to the community wide surveys described in Phases 1 and 3, could include counts, modeling, qualitative measures, and other measures of effectiveness. The design of the protocols for this effort is underway, led by Volpe Center staff.

- Phase 3 is the collection, analysis, and reporting of the community-wide “after” travel survey data (to be conducted in the same manner as Phase 1). This effort is included in the contract with the University of Minnesota. The data will be collected in the Fall of 2010.
- Phase 4 is the evaluation of the program, which includes synthesizing and analyzing all of the data collected in Phases 1-3 and writing the final reports to Congress. A progress report will be provided to Congress in 2007, 2010, and the follow up report in 2011.

A national communications and outreach program is coordinated by the Rails to Trails Conservancy (RTC). The four communities and FHWA are working with RTC on an overall program brochure and a program poster for each community. These are intended for a national audience, and can also be used locally. The NTPP has been featured at two national conferences over the past six months. Presentations by the four communities, FHWA, and RTC, will continue through the duration of the NTPP.

LOCAL WORK PROGRAM

Measuring success

As described above, the Volpe Center is developing protocols for the Phase 2 data collection effort. Once the protocols are complete and the Board has selected the list of projects and programs to be implemented, staff will design a Phase 2 data collection plan for Marin. The Advisory Committee process was also evaluated, comments are included in the Committee's summary report, and a summary appears in the next section.

Department of Public Works NTPP Advisory Committee

The Department of Public Works formed an Advisory Committee to provide input to the Department. The Advisory Committee was requested to make a recommendation for selection of projects/programs in the following categories: Education and Outreach Programs; Low Cost Countywide Infrastructure Projects; Planning Projects; Primary Network Projects; and Local/Feeder Network Projects. Membership of the committee appointed by the Public Works Director included representatives from:

- Office of Education (1)
- Bicycle & Pedestrian Organizations (3)
- City/Town Manager (1)
- Public Works Director (2)
- Planning Director (1)
- Business Representative (1)
- Environmental Representative (1)
- Accessibility Representative (1)
- Marin County Transit District (1)
- Health Representative (2)
- Metropolitan Transportation Commission (1)

Sonoma Marin Area Rail Transit (1)
California Department of Transportation (1)
Transportation Authority of Marin (1)
Federal Highway Administration (1)

The Advisory Committee had their final meeting on March 20, 2007 and issued a detailed summary report of their recommendation, which is attached to this report. Also attached are written comments received by DPW since March 20. The committee membership appears in the report cover letter.

Every project recommended for funding in the primary network and local/feeder network categories provides improved connectivity to transit for cyclists, pedestrians, and the disabled. Over 70% of Pilot funds are recommended for projects that could directly benefit transit access and encourage transit usage. Many of these projects fill gaps in the existing network which currently discourage riding and walking. Some, such as the Cal Park Tunnel, Puerto Suello Path, and the two proposed connectors in downtown San Rafael provide vastly improved connections to the San Rafael Transit Center while others connect with other transit hubs or are along or intersect with various bus routes. Combined with the Cal Park Tunnel project, planning funds recommended for the Central Marin Ferry Connection project would address access to the Larkspur Ferry Terminal in addition to completing a major north-south connector. The bicycle parking project in the countywide category could specifically encourage increased transit usage by providing much-needed secure parking at transit hubs and key transit stops while the steps, lanes, and paths project group would provide improved access for pedestrians between neighborhoods, downtowns, and schools.

The four-month advisory committee process succeeded in its mission to deliver a recommended list of projects and programs for consideration by the Director of Public Works. Scheduling meetings on approximately three-week intervals helped to maintain momentum and keep the project schedule on track. This resulted in very short turn-around times between meetings for staff and the consultant team to respond to discussions from the previous meeting and then develop and agenda with all necessary supporting materials for the next meeting. Advisory Committee members were very supportive of the process structure, although some suggested that it would have been helpful to have a bit more time to review materials prior to discussing them at meetings. The technical nature of the process also challenged some committee members in understanding the implications of certain actions with the short timeframe of the work program. Nonetheless, even with the rapid schedule and time constraints imposed, the committee effectively interacted and ultimately reached consensus.

Ongoing communication

Educational and informational outreach will continue throughout the Pilot Program, until the end of 2010. A website is available with information on the program and walking and biking in Marin at www.walkbikemarin.org. Staff and consultants will keep the website up to date with progress reports on projects and programs as they are implemented. Staff will also provide regular updates to the Board of Supervisors.

Leveraging funds

As with any funding program, the funds provided through the Pilot Program will not cover the full cost of the suggested bicycle and pedestrian projects. Coordination with the Transportation Authority of Marin (TAM) and their various nonmotorized funding sources will be an essential

component in delivering the greatest number of projects and programs between the NTPP funds and other funding sources.

Most of the projects recommended by the NTPP Advisory Committee would leverage other resources and funds. Many are funded and implementation is underway and a shortfall exists, and some will be combined with other projects planned by the jurisdiction. The Planning projects offer a longer term leverage strategy, with some projects like Central Marin Ferry Connection (No. 702) planned to leverage nearly \$9 million of already programmed funding. Other Planning projects will provide a basis for future strategies, the NTPP providing a seed for further buildout of the bike/ped system.

After your Board makes final funding selections, staff will review the balance of the list of suggested NTPP projects and, in consultation with Caltrans, MTC, and TAM staff, develop a strategy to pursue other funding sources, both during the NTPP period, and after the NTPP is complete (post 2010). Staff will present this to your Board at a future meeting.

Implementation

Many of the projects on the list recommended by the NTPP Advisory Committee are in incorporated cities and towns, on a state highway, or on GGBH&TD property. For these projects, consultation is required with the local jurisdiction regarding their concurrence on implementing the project, agreeing to maintain it, and in determining which agency should be the lead agency to implement the project. Staff has contacted each jurisdiction and all have indicated concurrence. Staff will need to develop procedures to obtain acceptance of the grant from the local jurisdiction and review strategies to minimize the complexities involved with the federal funding programming document, Transportation Improvement Program (TIP).

Typically, the jurisdiction where the project is located will serve as the lead. One project, the San Rafael-Fairfax Corridor Study (Planning Project 2717) crosses three jurisdictions, San Rafael, San Anselmo and Fairfax. The three agencies have conferred, and designated Fairfax to serve as the lead for the study.

Staff will return within 90 days with a recommended implementation strategy for unincorporated area and countywide projects and programs, and grant acceptance criteria.

Demonstration Projects

The NTPP is a pilot program with opportunity to test ideas and evaluate them. Demonstration efforts include the project and program selection process. The process is well documented, and an evaluation of the process is complete. The documentation provides opportunities for others to learn from the NTPP.

Another demonstration effort is the detailed program evaluation. Both the design of the evaluation effort and the results of the evaluations will provide further opportunities to learn.

Implementation of the projects and programs will offer further opportunities to demonstrate unique approaches and solutions. As the projects and programs are implemented, efforts will be made to look for opportunities and to document the results.

An example of this is the recent project by the Department to install Share the Road stencils on North San Pedro. Staff pursued concurrence on this demonstration project first from the

California Traffic Control Devices Committee (CTCDC) and then implemented a demonstration in March, 2007. Staff is currently evaluating the effort.

Complementary Efforts

Several other efforts are underway in Public Works that complement the NTPP. One is the ongoing collaboration with Health and Human Services, and the participation in the upcoming First Annual Conference: The Impact of the Built Environment on the Health of the Community, on April 18.

Another is enhancements to the Employee Commute Alternative Program, a County of Marin program to promote carpooling, public transit, walking and biking. Staff is working on a pilot program providing a daily stipend for employees who participate, scheduled to start this summer.

Policy changes are also being considered. Staff has worked with the Community Development Agency (CDA) on zoning code amendments to require showers and lockers for large employers. CDA staff expects these amendments to occur during the latter half of 2007. DPW will also be working on companion changes to the development code regarding bicycle parking.

Staff is also participating in another effort included in the federal bill, SAFETEA-LU, the Strategic Highway Safety Implementation Plan <http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSPDates.htm>. This comprehensive effort focuses on roadway safety. 16 different challenge areas are identified and statewide teams are meeting in each challenge area to develop implementation strategies. From DPW, staff is participating in Challenge 13: Improve Bicycling Safety, and Challenge 8: Make Walking and Street Crossing Safer. The implementation strategies are scheduled to be complete in the Fall of 2007.

Staff is currently working on an update to the Marin County Unincorporated Area Bike and Pedestrian Master Plan. Adoption of the update is scheduled for this summer.

Department of Public Works Recommended Adjustments to the NTPP Advisory Committee Recommendation

The Department of Public Works has reviewed the NTPP Advisory Committee recommendation and finds the recommendation to be responsive to the direction provided to the Department of Public Works by the Board of Supervisors, and consistent with the goals set out by Congress in the legislation. After consultation with implementing agencies, and considering public and other officials' comments, the Department recommends the Board of Supervisors adopt the NTPP Advisory Committee recommendation with the following changes:

Cal Park Tunnel Pathway (Primary Network Project 2300) – The Cal Park Tunnel Pathway, connecting Larkspur and San Rafael, lies on the primary north-south corridor and was ranked very high in the Advisory Committee process. **Puerto Suello Hill Pathway** (Primary Network Project 2302) – The Puerto Suello Hill Pathway in San Rafael also lies on the primary north-south corridor and was ranked very high in the Advisory Committee process. Both projects are underway with bid openings expected in December, 2007 and June, 2007, respectively. The projects are funded from a variety of sources. The Advisory Committee recommendation of \$2,080,000 for both projects was based on bid contingencies suggested by TAM staff.

At this time, staff recommends these funds not be programmed to this project, and that a reserve of \$2,080,000 be established. Once bid opening results are available, staff will work with the project sponsor in a review of the bids versus available funds, review options to delete any non-essential elements of the project, evaluate the possibility of using other funding sources, and then make a recommendation to the Board to allocate a specific amount, if appropriate. Staff recommends that any excess reserve funds be designated by the Board to be used on other north-south corridor projects from Novato to Sausalito, with first priority given to projects between Corte Madera Creek and Puerto Suello Hill.

Alameda Del Prado Class II (Primary Network Project 1600) – The Alameda del Prado Class II project adds Class II bike lanes in unincorporated Loma Verde, south of Novato. This project was considered by the Advisory Committee and ranked high in their process, but was not included in their final list. With the other improvements underway and included in the NTPP project lists, Alameda del Prado will be a significant gap for north-south travel.

Staff recommends that this project be added at a cost of \$850,000.

Madrone Crossing (Primary Network Project 1907) - There has been comments from the public and other officials that a greater focus on pedestrians is needed along the east-west corridor through upper Ross Valley. The suggested project in San Anselmo at Madrone Avenue and Sir Francis Drake Blvd. for this location through the outreach process was for a grade separated structure. A project of this complexity would not be completed by the end of 2009, so the project was placed on the Planning Projects list for consideration of funding a study to evaluate alternatives. It was not included in the final Advisory Committee recommendations. Town staff has indicated that improvements could be made at grade that would improve pedestrian access for \$150,000, by December 2009.

Staff recommends this project be added, with funding designated in the amount of \$150,000.

Saunders Crossing (Primary Network Project 1805) – This project on the east-west corridor through upper Ross Valley in San Anselmo, at Saunders and Sir Francis Drake Blvd., was included on the Planning Projects list for alternative evaluation. It was not included in the final Advisory Committee recommendations. Town staff has indicated that improvements could be made at grade that would improve pedestrian access for \$150,000, by December, 2009.

Staff recommends this project be added, with funding designated in the amount of \$150,000.

Sir Francis Drake Blvd., Ross (Primary Network Project 1701) – This project on the east-west corridor through upper Ross Valley will provide pedestrian improvements along Sir Francis Drake Blvd. in Ross. It was not included in the final Advisory Committee recommendations. Town staff have indicated that improvements could be made that would improve pedestrian access for \$200,000, by December 2009.

Staff recommends this project be added, with funding designated in the amount of \$200,000.

Sir Francis Drake Blvd., Fairfax (Primary Network Project 503) - This project on the east-west corridor through upper Ross Valley will provide pedestrian improvements along Sir Francis

Drake Blvd. in Fairfax near the library. It was not included in the final Advisory Committee recommendations. Town staff have indicated that improvements could be made that would improve pedestrian access for \$80,000, by December 2009.

Staff recommends this project be added, with funding designated in the amount of \$80,000.

Pastori Sidewalk (Local Network/Feeder Project 507) - This project along the east-west corridor through upper Ross Valley will provide pedestrian improvements along Pastori Avenue in Fairfax. It was not included in the final Advisory Committee recommendations. Town staff have indicated that improvements could be made that would improve pedestrian access for \$50,000, by December, 2009.

Staff recommends this project be added, with funding designated in the amount of \$50,000.

Terra Linda North San Rafael Improvements (Local Network/Feeder Project 2004) – The Terra Linda North San Rafael Improvements project provides nonmotorized improvements to provide connectivity from the Terra Linda neighborhood to Northgate Mall and the Civic Center. Staff has reviewed the Advisory Committee recommendation with City staff and we both agree that some economies can be achieved with already scheduled City projects in the area, and that a reduction from \$500,000 to \$400,000 will still provide funding to make needed improvements in the corridor.

Staff recommends this project amount be changed to \$400,000.

Intersection Improvements (Countywide Project 802) – Intersections are typically the most difficult areas for pedestrians and bicyclists to traverse, and can be one of the largest barriers to increased bicycling and walking. Improvements could include signal upgrades for bicycles and/or pedestrians, crosswalk improvements, striping, signage, curb/access ramp improvements and paving. The Advisory Committee recommendation targets minor improvements, averaging \$35,000, and provides \$397,000 in funding, for about 10 intersections. A larger amount will allow more intersections to be addressed.

Staff recommends that this project amount be changed to \$922,000.

Central Marin Ferry Connection (Planning Project 702) – The Central Marin Ferry Connection project is located in Larkspur, Corte Madera, and Greenbrae Boardwalk area. The project scope is being refined by TAM as part of the Greenbrae Corridor studies. The funding recommended by the NTPP Advisory Committee was based on information available at the time to conduct preliminary engineering for the entire project length from the Cal Park tunnel to Wornum Drive, and to fund environmental clearance for Phase 1 of the project, the crossing of Sir Francis Drake Blvd. It is important to include funding for preliminary engineering for the entire project because of the need to determine the final alignment (both horizontal and vertical) for a future extension across Corte Madera Creek before implementing Phase 1. Existing TAM funding from Regional Measure 2 (Richmond Bridge tolls) and other sources should be adequate to complete the design and construction of Phase 1. Staff has discussed the current needs with TAM staff, and both agree that \$2,000,000, combined with available funds, should be sufficient to complete Phase 1.

Staff recommends that the funding amount be changed from \$3,000,000 to \$2,000,000, while allowing the project to access north-south reserve funds (see Cal Park Tunnel Pathway discussion, above) .

Alto Tunnel (Planning Project No. 1001) – This project was the subject of discussion at the Advisory Committee meetings and has been discussed at many other meetings. The project would provide an \$850,000 feasibility study for the connection along the former NWP railroad through the Alto Tunnel, connecting Mill Valley and Corte Madera. Arguments for conducting the study with NTPP funds include that it has been a priority project for the Board of Supervisors for many years, both the City of Mill Valley and the Town of Corte Madera have previously adopted resolutions supporting a feasibility study, a detailed study is needed to determine the feasibility of the project and its approximate cost, and that the Board is unlikely to be successful in obtaining a grant of this size for the study from other sources. Arguments against conducting the study with NTPP funds at this time are that the project will be controversial in the adjacent neighborhoods, the County is leading an effort to open the Cal Park railroad tunnel between Larkspur and San Rafael and that project will provide lessons to learn regarding operations and costs that can be used to weigh the merits of opening the Alto tunnel, the cost to reconstruct the tunnel would exceed the cost of the Cal Park project because it is a longer tunnel (wherein the Cal Park is estimated at over \$20 million), and the likelihood of obtaining construction funding for a project of that magnitude is doubtful from traditional sources.

The Marin County Unincorporated Area Bicycle and Pedestrian Master Plan recognizes the importance of this corridor and includes a Gap Closure Project, the Mill Valley-Corte Madera Bikeway Project. That project includes discussion of three alternatives in this corridor, the U.S. 101 Bike Path, Camino Alto Improvements, and the Alto Tunnel.

Staff recommends that the scope of the study be broadened to include all three alternatives, and the amount be changed from \$850,000 to \$250,000, and the project be renamed Mill Valley-Corte Madera Bikeway. The County will serve as the lead for the study, in coordination with Caltrans, the City of Mill Valley and the Town of Corte Madera. At the completion of the study, the Board could review the recommendations and evaluate funding additional elements from any available NTPP funds.

Francisco Blvd. East (Planning Project 2000) – The Francisco Blvd. East project in San Rafael will provide improved nonmotorized transportation from Bellam to Grand. The Advisory Committee recommendation was based on a need to provide planning funds to develop construction plans for the corridor, which would allow the City to use other funds for construction. The City intends to combine this effort to improve nonmotorized travel with a road rehabilitation project scheduled to be implemented after completion of the work currently underway on Highway 101. Staff and city staff both agree that some economies can be achieved and that a reduction from \$830,000 to \$500,000 will still provide funding to make needed improvements along Francisco Blvd. East.

Staff recommends this project amount be changed to \$500,000.

Parkade Improvements (Planning Project 501) – This project will study improvements needed at the Fairfax Parkade to improve bicycle and pedestrian circulation. It was not included in the final Advisory Committee recommendations. Town staff have indicated that a study could be conducted for \$25,000.

Staff recommends this project be added, with funding designated in the amount of \$25,000.

A summary of these recommendations is provided in Exhibit A.

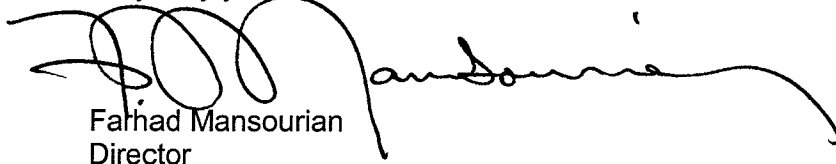
FISCAL IMPACT: The NTPP does not require a local match to the federal funds. The acceptance of grant funds to construct additional infrastructure will increase maintenance needs for the Department. No additional funding is identified for this purpose.

In addition, this federal grant provides funding on a reimbursement basis, and will require the implementing agency to provide cash up front for expenses.

REVIEWED BY:	<input type="checkbox"/>	Auditor Controller	<input checked="" type="checkbox"/>	N/A
	<input type="checkbox"/>	County Counsel	<input checked="" type="checkbox"/>	N/A
	<input type="checkbox"/>	Human Resources	<input checked="" type="checkbox"/>	N/A

I want to take this opportunity to express our appreciation to all who worked so hard and suggested over 200 projects and 50 outreach and education programs for consideration. I specifically want to thank the members of the Advisory Committee who made this transparent and public process a success. Finally, this would not have been possible without the outstanding leadership of Craig Tackabery and the great work of Dan Dawson of our staff.

Very truly yours,



Farhad Mansourian
Director

c: NTPP Advisory Committee Members
All Cities and Towns Public Works Directors and Managers
Jean Finney, Caltrans
Celia Kupersmith, GGBH&TD
Craig Tackabery
Dan Dawson

Attachments

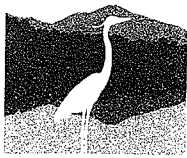
Recommendation from NTPP Advisory Committee
Written comments received

Exhibit A

Project Number	Project Name	NTPP AC Recommendation	DPW Recommendation	Implementing Agency
PRIMARY NETWORK PROJECTS				
2300	Cal Park Tunnel Pathway	\$ 1,080,000	0	TAM
2302	Puerto Suello Hill Pathway	\$ 1,000,000	0	Caltrans
	2300/2302/North-South Reserve		2,080,000	
2105	Gate 6/Bridgeway Intersection	\$ 50,000	50,000	Caltrans
601	San Rafael Transit Center	\$ 100,000	100,000	MCTD
1502	Commuter Connection-Enfrente Road	\$ 1,400,000	1,400,000	Novato
2106	Bridgeway to Ferry Path	\$ 200,000	200,000	Sausalito
2007	Puerto Suello-Transit Center Connector	\$ 600,000	600,000	San Rafael
2015	Mahon Cr Path-Transit Center Connector	\$ 350,000	350,000	San Rafael
2006	Northgate Gap Closure	\$ 360,000	360,000	San Rafael
2008	Los Ranchitos Connector	\$ 1,000,000	1,000,000	Marin County
1600	Alameda Del Prado Class II, Unc. Novato		850,000	Marin County
1907	Madrone Crossing, San Anselmo		150,000	San Anselmo
1805	Saunders Crossing, San Anselmo		150,000	San Anselmo
1701	Sir Francis Drake, Ross		200,000	Ross
503	Sir Francis Drake, Fairfax		80,000	Fairfax
	Subtotal	\$ 6,140,000	\$ 7,570,000	
LOCAL/FEEDER NETWORK PROJECTS				
2014	County Health & Wellness Campus	\$ 200,000	200,000	Marin County
2635	Tennessee Valley Pathway	\$ 2,000,000	2,000,000	Marin County
2004	Terra Linda North San Rafael Improvements	\$ 500,000	400,000	San Rafael
2013	Medway Improvements	\$ 500,000	500,000	San Rafael
709	Doherty Drive Pathway	\$ 750,000	750,000	Larkspur
2637	Manzanita Connector	\$ 800,000	800,000	Marin County
507	Pastori Sidewalk, Fairfax		50,000	Fairfax
	Subtotal	\$ 4,750,000	\$ 4,700,000	
COUNTYWIDE PROJECTS				
800	Bicycle Parking	\$ 533,000	\$ 533,000	TBD
801	Signing/Striping	\$ 536,000	\$ 536,000	TBD
802	Intersection Improvements	\$ 397,000	\$ 922,000	TBD
804	Steps, Lanes, Paths	\$ 1,634,000	\$ 1,634,000	Marin County
	Subtotal	\$ 3,100,000	\$ 3,625,000	

Exhibit A

Project Number	Project Name	NTPP AC Recommendation	DPW Recommendation	Implementing Agency
PLANNING PROJECTS				
702	Central Marin Ferry Connection	\$ 3,000,000	2,000,000	TAM
1001	Alto Tunnel	\$ 850,000	0	Marin County
	Mill Valley-Corte Madera Bikeway		250,000	Marin County
2717	San Rafael-Fairfax Corridor Study	\$ 150,000	150,000	Fairfax
2627	Bridgeway Path	\$ 100,000	100,000	Sausalito
2000	Francisco Blvd East Improvements	\$ 830,000	500,000	San Rafael
2608	Miller Creek/Las Gallinas Improvements	\$ 80,000	80,000	Marin County
501	Parkade Improvements, Fairfax		25,000	Fairfax
	Subtotal	\$ 5,010,000	\$ 3,105,000	
EDUCATION/OUTREACH PROGRAMS				
RES-2	Bicycle Repair Classes or Programs	\$ 40,000	\$ 40,000	TBD
ED-7	Bicycle Education/Street Skills	\$ 70,000	\$ 70,000	TBD
PA-13	Street Smarts Implementation	\$ 100,000	\$ 100,000	TBD
INC-3	Personal Travel Planning	\$ 320,000	\$ 320,000	TBD
PA-7	Health Promotion (co-sponsor with HHS)	\$ 80,000	\$ 80,000	TBD
RES-8	Maps for Directional Signage	\$ 60,000	\$ 60,000	TBD
ED-8	Riding with Youth Workshops	\$ 50,000	\$ 50,000	TBD
PA-12	Share the Road/Share the Path	\$ 50,000	\$ 50,000	TBD
ED-6	Seminars for Engineers	\$ 40,000	\$ 40,000	TBD
PA-4	Booths at Events	\$ 40,000	\$ 40,000	TBD
ED-1	Safety Campaign (signs, ads, etc.)	\$ 100,000	\$ 100,000	TBD
RES-4	Community Walking Maps	\$ 50,000	\$ 50,000	TBD
	Subtotal	\$ 1,000,000	\$ 1,000,000	
	Total	\$ 20,000,000	\$ 20,000,000	



THE TOWN OF
CORTE MADERA
MARIN COUNTY CALIFORNIA

300 TAMALPAIS DRIVE
CORTE MADERA, CA
94925-1418

www.ci.corte-madera.ca.us

TOWN MANAGER
TOWN COUNCIL
415-927-5050

TOWN CLERK
415-927-5086

FINANCE / BUS. LICENSE
415-927-5055

FIRE DEPARTMENT
415-927-5077

PLANNING / ZONING
415-927-5064

BUILDING INSPECTOR
415-927-5062

TOWN ENGINEER
PUBLIC WORKS
415-927-5057

RECREATION DEPARTMENT
415-927-5072

SANITARY DISTRICT NO. 2
415-927-5057

TWIN CITIES POLICE AUTHORITY
415-927-5150

RECEIVED

APR 09 2007

MARIN COUNTY PUBLIC WORKS

April 5, 2007

Marin County Board of Supervisors
3501 Civic Center Drive
San Rafael, CA 94903

Re: Non Motorized Transportation Pilot Program - Recommended Projects

Dear Boardmembers

I am writing this letter to support the recommendations set forth in a memo from the TAM NTPP City Subcommittee to the NTPP Advisory Committee dated March 19, 2007 (attached for reference).

It is my understanding that the nonmotorized transportation pilot program was established to provide "a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community". The purpose of the program is "demonstrating the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities". The program is about constructing infrastructure improvements, not studying them. This is supported by the fact that a before and after study is required to measure the effect of the pilot program investments.

Funding nearly a million dollars for a "study" of the Alto tunnel does not meet the criteria or the intent of this program. As mentioned in the Subcommittee memo, the \$850,000 should be shifted from a planning study to the feeder/local network projects category. If the focus of that amount of money is to remain on access between Mill Valley and Corte Madera, projects such as the widening of Corte Madera Ave./Camino Alto to include an uphill class 2 bike lane, or improvements to the existing class 1 bike/pedestrian path parallel to the Hwy. 101 would better serve the purpose of the program.

Finally, given the fact that there have already been several studies performed on the integrity of the tunnel (Jacobs & Assoc., Earth Tech Consultants, Harlan/Miller/Tate) I would also like to add that the \$850,000 estimate for a study seems to be too high by at least one order of magnitude.

Should you have any questions or comments, please do not hesitate to call me at (415) 927-5050.

Sincerely,

A handwritten signature in black ink, appearing to read "David Bracken". The signature is fluid and cursive, with a large loop at the end.

David Bracken
Town Manager

Cc: Corte Madera Town Council
Ann Montgomery, Mill Valley City Manager
Jean Bonander, Larkspur City Manager
Farhad Mansourian, County of Marin
Director of Public Works

March 19, 2007

TO: NTPP Advisory Committee

FROM: TAM NTPP City Subcommittee:

Joan Lundstrom, Larkspur City Council; Peter Breen, San Anselmo Town Council; Alice Fredericks, Tiburon Town Council; Carole Dillon-Knutson, Novato City Council;

RE: Final Recommendations to County Department of Public Works

After attending the February 26, 2007 meeting with Public Works and Tam staff, the final March 12, 2007 community meeting and a second meeting with Public Works and TAM staff on March 19, 2007 to review the preliminary NTPP Advisory Committee recommendation, we offer the following comments and recommendations:

1. We continue to urge that serious consideration be given to geographic equity in fund allocation to our most densely populated and traveled areas, particularly funding of the east-west corridor in urbanized areas, and connectors to schools, transit and adjacent communities.
2. Allocation of grant funds devoted to Countywide Planning (24%) appears excessive. Even acknowledging that planning is an integral part of delivering projects and services, we are certain that the category includes one or more projects that will not be completely planned, much less built, or evaluated for mode shift within the time frame required by NTPP.

In particular, we question allocation of \$850,000 – almost a million dollars – to study the feasibility of opening the Alto Tunnel between Mill Valley and Corte Madera. The time frame, potential opposition of adjacent community neighborhoods, the incomplete funding of planning, all make the priority of this project questionable at this time.

We recommend that

- a) expensive studies of the Alto Tunnel be deferred until benefits from the engineering, construction and operational studies of the Cal Park Tunnel project can be realized. One tunnel at a time is a prudent use of the limited pool of all funds.
- b) the \$850,00 earmarked to this planning study be shifted from the Planning Category to the Feeder/Local Network Projects category.

3. The Cities Sub Committee appreciates that the current Advisory Committee recommendations reflect a new emphasis on multi-use pathways, other pedestrian oriented paths, lanes and stairs. Pedestrian pathways are an integral part of the mix of non motorized transportation projects. Safe and accessible paths, lanes and stairways form a crucial part of decisions to walk made by seniors, parents who might otherwise drive children, and others.
4. Reflecting the recognition of the importance of safety in a decision to walk, we recommend the following addition to the NTPP Pilot Program Category: Programs Rank #8, Public Awareness: 'Share the Road Checkpoints'
 - a) Add the following text: "and Share the Path Program" The program will promote safety for all users of multiuse paths and other pedestrian ways.
 - b) Change the Pilot Cost amount to \$100,000:
\$50,000 for Share the Road
\$50,000 for Share the Path Program.
 - c) Fund Source: Shift the additional \$50,000 from Personal Travel Planning, (Rank #4)

We are excited about the unique opportunity the Non motorized Transportation Pilot Program in Marin offers for all of us to work together toward a successful outcome. We commend the advocates, citizens, County staff and Supervisors who had a role in securing this important project grant.

Cc: Board of Supervisors
Farhad Mansourian, Director of Marin County Public Works
Diane Steinhauser, ED TAM
Eric Schatmeir, TAM Staff

TAM Commissioners

**CITY OF LARKSPUR
RESOLUTION NO. 06/07**

**A RESOLUTION OF THE CITY OF LARKSPUR IN SUPPORT OF THE TOWNS
OF FAIRFAX AND SAN ANSELMO FOR EAST-WEST URBANIZED
CORRIDOR FUNDING IN THE NON-MOTORIZED TRANSPORTATION
PILOT PROJECT (NTPP) ALLOCATION PROCESS**

WHEREAS, the Larkspur City Council added an urgency item to its regular Council meeting agenda on March 21, 2007 to discuss priorities regarding projects for the Non-Motorized Transportation Pilot Project (NTPP), and as a result of that discussion, the Council took the following action.

NOW THEREFORE BE IT RESOLVED THAT the Larkspur City Council requests that priority consideration be given to the requests by the Town Councils of San Anselmo and Fairfax to reconsider the NTPP funding for those communities' projects which are in the east-west urbanized corridor

* * * * *

IT IS HEREBY CERTIFIED that the City Council of the City of Larkspur duly introduced and adopted the foregoing resolution at a regular meeting held on the 21st day of March, 2007 by the following vote, to-wit:

AYES: Arlas, Hartzell, Chu, Lundstrom, Hillmer

NOES: None

ABSENT: None

On File

MAYOR

ATTEST:
On File

CITY CLERK



CITY OF SAUSALITO

420 Litho Street • Sausalito, CA 94965

Telephone: (415) 289-4100

www.ci.sausalito.ca.us

April 2, 2007

Mr. Charles McGlashan, Supervisor, District 3
Marin County
3501 Civic Center Dr
San Rafael, CA 94903

Dear Charles:

The City of Sausalito is excited about the opportunities afforded by the Non-Motorized Transportation Pilot Program. We are hopeful that the projects and programs funded by this effort will remove barriers that currently exist for non-motorized transportation in the County.

Sausalito concurs with the recommendation of the Transportation Authority of Marin. That recommendation includes minor changes to the Priority List developed by the NMTPP Advisory Committee.

Sausalito supports the reallocation of some funds to Project 804, the County Wide Steps, Lanes and Paths Project. Many Marin County communities were formed before the advent of the automobile. There is great potential for improving non-motorized access and circulation by allocating relatively small amounts of funds to repair, light and map the stairways, paths and non motorized lanes. In the case of Sausalito there is a need to identify and restore historical pedestrian routes along the hills and between the hills and the shore. Public Health will improve with more citizens walking and biking around. These efforts could dramatically reduce dependency on automobiles (and reduce trips) in Sausalito.

Sincerely,

Mike Kelly
Mayor

FAX NUMBERS:

Administration: (415) 289-4167

Recreation: (415) 289-4189

Community Development: (415) 339-2256

Library: (415) 331-7943

Public Works: (415) 289-4138