

**MARIN CONSERVATION LEAGUE**  
**Land Use, Transportation, and Water Committee**  
**October 4, 2017, 9 to 11:30 AM**

Present: Susan Stompe, chair; Nona Dennis, Don Dickenson, Rick Fraitas, Randy Greenberg, Cheryl Longinotti, Bob Miller, Pat Nelson (arr: 10 AM), Kate Powers, Jean Severinghaus, Jill Templeton, Ann Thomas, Doug Wilson, Greg Zitney. Presenters: Transportation Authority of Marin ED Dianne Steinhauser and Public Outreach Coordinator Molly Graham.

**ANNOUNCEMENTS.** 1) A Trash Summit, to help develop a citizen volunteer corps to clean up trash from community streets and grounds, will be held November 1, 1 to 4 PM. Event is sponsored by MCSTOPPP, local watershed groups, and other organizations. 2) One Tam is hosting an informational meeting on West Peak restoration options on October 5, 5 to 8.

**MINUTES OF PRIOR MEETING.** Minutes of September 6, 2017 OK as edited.

**AGENDA.** OK as distributed.

**ALTO TUNNEL, CORTE MADERA & MILL VALLEY.** The County has recently completed a structural survey of the former railroad tunnel's interior and presented cost findings for rehabilitation of the tunnel to open it as a multi-use path at a public workshop on September 27. MCL directors Nona Dennis, Larry Minikes, and Ann Thomas attended the workshop. The Land Use Committee does not recommend action at this time. General comments follow:

- The tunnel is about 2,200 feet, twice the length of the Cal Park Tunnel which has been opened for multi-use and train use. Multiple studies have been done on the Alto tunnel and are available on the [walkbikemarin.org/projects\\_alto](http://walkbikemarin.org/projects_alto) website.
- There are currently two off-highway routes between Mill Valley and Corte Madera: Camino Alto from E Blithedale to Corte Madera Avenue, and the walking path above 101 from Casa Buena Drive in Corte Madera to Horse Hill at the south end of Lovell Avenue in Mill Valley. Biking advocates have been working for some time to open the Alto Tunnel from the Chapman area in Corte Madera through the hill to the back of Scott Valley in Mill Valley.
- Cheryl and Jean spoke in favor of the path. Cheryl said the tunnel route is part of the North-South Greenway and is of regional significance, also that funding could include money earmarked for active transportation. The Federal Highway Administration has funding specifically for recreational programs that develop walking and bicycling.

Nona may write brief comments on the utility of the study.

**TRANSPORTATION AUTHORITY OF MARIN (TAM) PRESENTATION.**

TAM ED Steinhauser provided an overview, including a PowerPoint presentation, on TAM's role and governance, funding, factors that determine its transportation planning, and ongoing and proposed needs and projects. The talk included a discussion of State Route 37, heavily impacted by sea level rise. Some of her comments follow:

- Marin County's population rose fairly quickly in the 1960s and 1970s but has increased far more slowly since then. Profile as of 2015: 261,221 residents in 112,295 housing units with 243,069 vehicles, median household income of \$91,500 and median home value of \$785,100.
- Jobs growth has exceeded state EDD (Employment Development Department) forecasts. Marin employment was 120,800 in 2010 and Plan Bay Area forecast growth of 16,800 jobs by 2040, but by 2016 the county had already added 13,900 jobs to the 2010 number.
- Limiting factors in the county's road network include inadequate east-west and north-south connectivity, hilly terrain, bay frontage, aged infrastructure, and limited ROW.
- Commute to work traffic is about 75 percent by automobile, and has been since 1960. The other 25 percent is shared by public transit use, walking, telecommuting, and other. Of these, walking and other have somewhat declined since 1960 with a bump up in telecommuting.
- Vehicle hour delay on Hwy 101 has more than doubled since the 2008-09 recession.
- SR 37, located in sensitive marshland areas and highly vulnerable to sea level rise (as this past winter showed), is a two and four lane 21-mile corridor traversing Marin, Sonoma, and Solano Counties. Between 40,000 and 95,000 vehicles use the corridor each day, but use is spread over different segments of the road with differing destinations. All users do not go from one end to the other of SR 37. San Francisco or Marin drivers are often headed for Rte 121 up to Sonoma; at the other end, 37 is virtually a local road in Vallejo.
- The multi-county planning effort now underway has three goals: 1) integrated transportation and ecosystem design, 2) improved mobility across all modes, and 3) increased corridor adaptability to sea level rise and storm tide surge. UC Davis forecasts that a majority of SR 37 will be inundated by 2050 with sea level rise and storm surge. Among complications is that many of the levees protecting 37 are privately owned.
- The SR 37 MOU partnership formed in 2015 is considering several solutions. These include constructing a new raised roadway on a causeway or bridge, building levees, or developing a new main route between the counties that would be further north, e.g. using Hwy 116 to Hwy 12. A draft report on options and funding was due this fall or early 2018.

**AGRICULTURAL LAND USE.** Sally had emailed updates on plans for the October 27 meeting. Speakers to include Congressman Huffman and dairyman Al Strauss. There will be updates on the PRNS, MALT, and others.

**NOVATO BALLOT MEASURES.** Susan reported no opposition on the ballot to the UGB measure. Measure E (flood control) prospects not looking so good.

**COMMUNITY MARIN.** Participants will finalize the Housing section at the next meeting.

**SAN GERONIMO VALLEY GOLF COURSE ACQUISITION.** Ann suggested MCL write a letter in support of this pending purchase, on which the BoS takes initial action on October 10. There was a suggestion to specifically support a comprehensive planning process for the property once sale is complete. Ann will draft.

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