



MARIN COUNTY FIRE DEPARTMENT
MARIN COUNTY, CALIFORNIA

TAB 60

Kenneth Massucco
FIRE CHIEF

September 8, 2009

Bob Alvarado, Chair
California Transportation Commission
1120 "N" Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Alvarado,

The County of Marin emergency services has been looking forward to the safety improvements in the Marin Sonoma Narrows section of Highway 101 for many years. We have worked closely with our elected officials to make sure that safety improvements are made to this stretch of highway as expeditiously as possible. The safety improvements have been a local priority and design work is underway.

In winter months, Highway 101 closes due to flooding at San Antonio Creek. This has a devastating affect on traffic and obstructs emergency service access. The impact to emergency services does not stop at hindering our crews at getting to emergency sites, but since many of our crew members live in Sonoma County on the other side of the closure location personnel are not able to get to work to. On-duty personnel can be required to stay and respond to emergency calls when relief crews cannot get to work. In December 2005, Marin was hit with a storm that caused mudslides and flooding along Highway 101 and many of our secondary roads. 28 people were called in to support emergency efforts and provide relief for personnel who had responded to non-stop emergency calls for more than 24 hours without a break.

Access is always a critical component of providing emergency services. The length of time it takes for crews to arrive on scene can mean the difference between life and death or partial and total devastation. The access issues at the Marin-Sonoma Narrows continue to complicate already challenging situations for all emergency responders, and we are anxiously awaiting the work on Highway 101 that will relocate the freeway out of the flood zone.

There has been an effort underway for over ten years to gather enough money to begin critical work in the Marin-Sonoma Narrows. Our elected officials support the safety-related work being done first, which includes the San Antonio creek re-alignment. The project got a tremendous boost when Prop 1B bond funds allowed the corridor to be funded and design and construction to proceed. We are appreciative of that dedication of funds by the CTC.

Committed to the preservation of life, property, and environment.

WOODACRE • THROCKMORTON RIDGE • MARIN CITY • POINT REYES • HICKS VALLEY • TOMALES • ROSS VALLEY: RESCUE 40

HEADQUARTERS: 33 CASTLE ROCK AVE., P.O. BOX 518, WOODACRE, CA 94973 TEL: (415) 499-6717 FAX: (415) 499-7820 www.marincountyfire.org

We understand that a decision is before you to stop the funding for design to continue on this critical safety project. We finally have work at this location fully funded and are anxiously awaiting construction to begin in the next two years. This is disheartening to learn that funds for design, a very small amount given the size of the state's problems, may go on hold.

I strongly request the funds for this project be made available to enable work to continue. We do not look forward to more winters with the closing of Highway 101 compounding the risk to our emergency personnel and the people and communities we serve. I hope that a creative solution can be found to enable the project to stay on schedule

Thank You very much for your attention to this. It is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Massucco". The signature is fluid and cursive, with a prominent initial "K" and "M".

Ken Massucco, Fire Chief
Marin County Fire Department

BOARD OF DIRECTORS

Chair
PATRICIA KENDALL
 Medical Group Administrator
 Kaiser Permanente

Vice Chair
DON CHIGAZOLA
 Director of Operations
 Medtronic CardioVascular

Treasurer
PATTY GARBARINO
 President
 Marin Sanitary Service

Secretary
GARY T. GIACOMINI
 Partner
 Hanson Bridgett, LLP

Executive Committee
BRAD BOLLINGER
 Editor in Chief & Associate Publisher
 North Bay Business Journal

Executive Committee
RON NERSESIAN
 Vice President & General Manager
 Agilent Technologies

Executive Committee
MARK WOOD
 VP Human Resources
 EliMarin Pharmaceutical

Executive Committee
Immediate Past Chairman
STEVE PAGE
 President & General Manager
 InLineon Raceway

DR. RUBEN ARMIÑANA
 President
 Sonoma State University

MASSEY BARBARA
 Market President
 Bank of America

MICHAEL COHILL
 Regional Executive Officer
 Sutter Health—North Bay

DAVID CRANE
 Sr. Director Government Affairs &
 Sr. Corporate Counsel
 Autodesk, Inc

NANCY DOBBS
 President & CEO
 KRQB Radio & Television

DR. JOSEPH FINK
 President
 Dominican University of California

MARK GARWOOD
 Chairman and CEO
 Tamalpais Bank

RICHARD "DICK" GHILOTTI
 Owner & President
 Ghilotti Construction

PAUL GIBSON
 North Bay Area Vice President
 Comcast

KENT HARVEY
 Senior VP, Chief Risk and Audit Officer
 Pacific Gas & Electric Corporation

JOHN HOSBEIN
 VP, Field Sales Support
 Fireman's Fund Insurance Company

DR. JAMES KOVACH
 President & COO
 Buck Institute for Age Research

BRUCE KYSE
 Publisher
 Press Democrat

BRETT MARTINEZ
 President & CEO
 Redwood Credit Union

LESLIE MURPHY
 Co-Owner & CEO
 W. Bradley Electric, Inc.

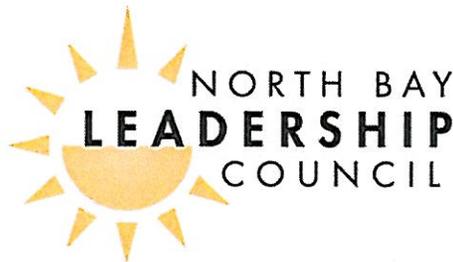
GEORGE W. PASHA IV
 President & CEO
 The Pasha Group

MATT WILSON
 President & Publisher
 Marin Independent Journal

Chairman Emeritus
GORDON RADLEY
 Retired President
 Lucasfilm, Ltd.

Board Member Emeritus
TOM FORSTER
 Former Director of Operations
 Lucasfilm, Ltd.

President & CEO
CYNTHIA L. MURRAY



September 8, 2009

Bob Alvarado, Chair
 California Transportation Commission
 1120 "N" St.
 Room 2221 (MS-52)
 Sacramento, CA 95814

Dear Chair Alvarado,

The Transportation Authority of Marin, the Sonoma County Transportation Authority, and Caltrans have made significant progress since the assignment of CMIA funds to the Marin-Sonoma Narrows Corridor in early 2007. Final environmental approvals are either complete or will be complete in the next several weeks. The project has successfully been defined and fully funded in the Regional Transportation Plan, adopted this past April 2009 by MTC for the nine-county Bay Area. There has been significant progress in designing the early funded segments of the corridor, which are primarily safety-related improvements.

The Marin-Sonoma Narrows remains a critical connector from the growing business environment of Sonoma County and areas north to the supply and transport centers of inner San Francisco Bay. For our business community to withstand these recessionary times and grow into the future, our single highway link must be kept open and functioning well. The closures of the MSN section of Highway 101 due to flooding or cross-traffic accidents cause business losses that can be difficult to recover from, especially in these recessionary times.

The effort to capture federal, state, and local funds over the last several years has successfully allowed safety elements of the corridor to go forward. These elements were prioritized by a combined policy committee of elected officials from Marin and Sonoma County, in partnership with Caltrans. These safety elements consist of closing the over 50 access openings directly onto Highway 101 and raising the highway out of the flood zone surrounding San Antonio Creek. The access openings, primarily private driveways, will be replaced by interchanges and frontage roads. The flooded area will be addressed by a re-alignment of the freeway. These features get the first funding available for the corridor, and we are pleased to say, are fully funded and moving towards construction.

While waiting for the environmental document to be completed, the local agencies responsible for the design phase of the project have been able up to this point to continue design work. This would allow the project to be constructed on schedule, despite a substantial delay in finalizing the environmental document. Now, the Transportation

Authority of Marin, designing both the Redwood Landfill Interchange and frontage roads along with the San Antonio Creek flood realignment, is relying on state funds dedicated to these projects to be able to continue to design and deliver the safety improvements.

In granting Prop 1B CMIA funding in March of 2007, the CTC allowed the local agencies along with Caltrans to define exactly how the funds would be spent. The locals worked to fully fund the safety improvements, dedicating all of their local RIP/STIP funds, also made possible by Prop 1B. Caltrans prioritized ITIP funds from the STIP as well. The CMIA and STIP funds, in concert with federal and local funds, have allowed the local safety priorities for the corridor to be fully funded.

We understand that on its September agenda, the CTC has consideration of an allocation of both TCRP funds as well as complimentary STIP funds dedicated to these safety elements of the corridor. We also understand that state funds are very scarce, which may not allow an immediate allocation of the STIP funds. NBLC strongly encourages that the CTC act in whatever way is possible to provide the funds that will allow the design work to continue on these very important safety improvements. Otherwise, progress on the safety related improvements will come to a very unfortunate and cost-increasing halt.

It's hard to imagine a major California freeway closing when the neighboring creek exceeds its banks. It is also hard to imagine over 50 driveways opening onto a high speed freeway corridor. We have all contributed much to making sure these problems are addressed as soon as possible.

Please take whatever steps are necessary to allow the work on these projects to continue. Thank you for your consideration of this matter.

Sincerely,



Cynthia Murray
President and CEO

Cc: Supervisor Steve Kinsey, Chair, TAM
Supervisor Mike Kerns, Chair, SCTA
Bijan Sartipi, Director, Caltrans District 4