

**PROGRAMMING & PROJECTS
EXECUTIVE COMMITTEE
MEETING**

MONDAY, NOVEMBER 14, 2016

2:00 PM

**TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA**

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. Approval of Meeting Minutes from October 10, 2016 (Action) - **Attachment**
6. Transportation Demand Management Update, Lyft Partnership Pilot Program (Action) - **Attachment**
7. North-South Greenway Gap Closure Project – Approve RM2 Funding Request and Authority to Distribute to SMART for Right-of-Way Impacts (Action) – **Attachment**
8. Presentation of the Final Draft Report for the Bicycle and Pedestrian Access Improvement Study at the East Blithedale/Tiburon Boulevard and Highway 101 Interchange (Action) - **Attachment**



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Belvedere
James Campbell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

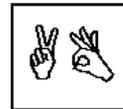
San Anselmo
Tom McInerney

San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno at 415-226-0820 or email: dmerleno@tam.ca.gov, **no later than 5 days** before the meeting date.

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MEETING OF THE
 TRANSPORTATION AUTHORITY OF MARIN
 EXECUTIVE COMMITTEE
 Programming & Projects
 October 10, 2016
 2:00 p.m.

TAM CONFERENCE ROOM
 900 FIFTH AVENUE
 SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Stephanie Moulton-Peters, Mill Valley City Council, TAM Chair
 Alice Fredericks, Town of Tiburon
 Diane Furst, Corte Madera Town Council
 Eric Lucan, Novato City Council
 Katie Rice, County of Marin Board of Supervisors
 Kathrin Sears, County of Marin Board of Supervisors

Members Absent:

Staff Members Present: Bill Whitney, Acting Executive Director
 Dan Cherrier, Principal Project Delivery Manager
 David Chan, Manager of Programming & Legislation
 Derek McGill, Planning Manager
 Li Zhang, Chief Financial Officer
 Molly Graham, Public Outreach Coordinator
 Nick Nguyen, Principal Project Delivery Manager
 Scott McDonald, Senior Transportation Planner

Chair Stephanie Moulton-Peters called the meeting to order at 2:00 p.m.

1. Chair's Report (Discussion)

Chair Moulton-Peters reported on the League of California Cities conference she attended in Long Beach., and her use of the LA Metro train system afterwards which was both convenient and economical. She encouraged the other members of the Committee to feel free to give reports when they attend transportation-themed meetings or events or hear about new technologies, etc.

2. Commissioner Comments (Discussion)

Commissioner Furst noted that while in Berkeley earlier today she saw an AC (Alameda County) Transit bus that had in the destination display a reminder of the deadline for voter registration. She thought it was a good idea, like a public service announcement.

Commissioner Fredericks reported on her attendance at the International Transportation Conference in Denver, and there was a discussion of future funding and transit options such as public-private partnerships using on-demand autonomous vehicles that can travel bumper-to-bumper at 80 mph on toll roads.

Chair Moulton-Peters commented that one interesting presentation she saw at the League conference was about affordable housing and the Sustainable Communities Strategy, including the award of carbon tax grants, and the collaborative process between public agencies and public-private partnerships.

3. Executive Director's Report (Discussion)

Principal Project Delivery Manager Bill Whitney presented the staff report on behalf of Executive Director (ED) Dianne Steinhauser. He asked that agenda item #6 be moved after Item #7 due to the late arrival of the presenter of that item. He also discussed the schedule of meetings for the remainder of this year including the cancellation of the November 17th Board meeting and the rescheduling of the December 15 Board meeting to December 1st. He also noted that the Executive Committee meeting scheduled for December 12 will be cancelled. He reported on the delay of opening bids for the bid process for the Richmond San Rafael Third Lane Project, the Vision Plan that is in the second phase of outreach with the launch of a website, GettingaroundMarin.com, including a survey on transportation issues, TAM's participation in the International Walk to School Day as part of the Safe Routes to School program, and ongoing traffic monitoring being done by TAM that seems to be showing a significant increase in congestion – the results will be sent to the Committee members as well as the member agencies.

Mr. Whitney further discussed that the Metropolitan Transportation Commission (MTC) has updated demographics and other information on the region on their "Vital Signs" website, the Novato City Council's plans to honor Paul Breakstone on his recognition by the TAM Board as "Crossing Guard of the Year", and the MTC Bike Share Capital Grant that TAM received an invitation to submit for, which provides statistical data on the program.

Commissioner Fredericks reported that someone had told her it is possible to take the "Getting Around Marin" survey more than once, and if so, she wanted to make sure there was a way to track it.

4. Open Time for Public Expression

No one came forward to speak.

5. Approval of Minutes from September 12, 2016 (Action)

Commissioner Rice moved to approve the minutes of September 12, 2016. Commissioner Lucan seconded the motion, and the minutes were approved unanimously.

Item #7 taken out of order.

7. Allocate Transportation Sales Tax (Measure A) to Marin Transit of the Ferry "Wave Shuttle" Connector (Action)

Programming Manager David Chan introduced the item which asked the Committee to recommend to the full TAM Board to 1) authorize \$85,000 in Transportation Sales Tax (Measure A) Interest Funds be programmed to Marin Transit as pass through funds for the FY 16/17 operational period of the GGBHTD Ferry Connector Service and 2) amend the FY 16/17 TAM Budget to include Measure A Interest Funds in the amount \$85,000 for

Marin Transit to pass through to GGBHTD. Mr. Chan reviewed background information, past use of Measure A interest funds for this project that is reviewed on an annual basis.

Ron Downing of the Golden Gate Bridge, Highway & Transit District continued the presentation, discussing the recent decision to apply the interest funds, the benefit to central Marin commuters, how the route services have evolved to accommodate the different types of users, and changing commute patterns. He expressed appreciation to TAM for making the allocation in the past, and thanked the Board for considering it again for the next fiscal year.

Commissioner Rice asked for more information on the breakdown of ridership between morning and afternoon commuters, and Mr. Downing said there are almost three times as many in the afternoons than there are in the morning. In response to a follow-up question from Commissioner Rice, Mr. Downing explained that the commuters like the flexibility that the ferry and the shuttle provide, allowing for changes in their work schedule from day to day.

Commissioner Rice noted that she has heard from others who use the shuttle and the ferry later in the day for nonbusiness purposes. She expressed concern, however, regarding the costs for running the shuttle. Mr. Downing discussed hidden costs and cited the cost associated with deadhead trips when the bus is heading back to Manor in Fairfax with no passengers.

Commissioner Sears commented that the asset the shuttle is to the community more than makes up for the costs. Commissioner Rice acknowledged the community benefits but indicated the costs still need to be considered and analyzed, as is prudent for any program. She expressed regret that another small bus Golden Gate used on a particular short route had been discontinued. Mr. Downing explained that unfortunately that route never met its performance targets even though it was extended several times. He also indicated that Golden Gate would be willing to look at it again if circumstances change.

Chair Moulton-Peters commented how this shuttle can no longer be considered a pilot project as it's been deemed a success, but she wondered about other pilot projects that might be in the works. Mr. Downing said there were two pilots that the District tried but they proved unsuccessful. One was in the Central San Rafael/Miracle Mile area and the other was a shuttle in the Smith Ranch Road area. He also reviewed other services that the Bridge District provides to Marin County residents, and he indicated they would be willing to consider new proposals as well.

Commissioner Fredericks commented on the boost that residents can give to transit services to increase ridership and support simply by word-of-mouth advertising. Chair Moulton-Peters expressed her preference to use pilot funding for considering new technologies.

Commissioner Rice discussed how to make last-mile funding decisions between Golden Gate Transit services and Marin Transit services by determining which agency could do it more efficiently. She acknowledged there are many things to consider in the process. Commissioner Sears said she thought that Marin Transit was not interested in providing this service the last time this issue was discussed.

Mr. Downing pointed out that the Bridge District can provide an integrated fee service, which is a great convenience to the user. He also noted that Marin residents have asked why there is no direct shuttle service to Novato, which he indicated is primarily because they could not guarantee the connection because of congestion issues.

Commissioner Lucan agreed, noting he has used the service and by the time one gets to the ferry many people choose to stay on the bus because of time constraints. Regarding parking at the Ferry Terminal, he asked if one must provide their home address when registering to park, and if so, could that data be leveraged to target ridership. Mr. Downing said that the information is proprietary and could not be collected and used. Mr. Lucan, then corrected a typo in the staff report, which was a reference to 2013 rather than 2016.

Commissioner Fredericks noted that the service will need to be subsidized regardless of which transit agency provides it. She also suggested that when Measure A is re-authorized, it would be good to specify in the expenditure plan when a pilot program can be designated a success at which point become eligible for sustainable funding. Commissioner Sears agreed.

There was no public comment on the item.

Commissioner Rice moved to recommend the TAM Board: 1) authorize \$85,000 in Transportation Sales Tax (Measure A) Interest Funds be programmed to Marin Transit as pass through funds for the FY 16/17 operational period of the GGBHTD Ferry Connector Service and 2) amend the FY 16/17 TAM Budget to include Measure A Interest Funds in the amount \$85,000 for Marin Transit to pass through to GGBHTD. Commissioner Sears seconded the motion, and it was unanimously approved.

Mr. Downing thanked the Committee for their action. Mr. Whitney asked, and the Committee agreed it could be part of the Consent Calendar at the Board meeting.

6. Overview of Upcoming Innovation Workshop (Discussion)

Mr. Whitney noted that the Staff report would be presented by Planning Manager Derek McGill and Public Outreach Coordinator Molly Graham, assisted by Consultant Marnie Primmer.

Mr. McGill introduced the idea and the importance of keeping aware of new technology and resources in the rapidly-changing transportation industry, which staff feel could be presented in a workshop for the public and private sectors.

Ms. Graham expanded the concept further, including the vision of what the conference/workshop will include and how it will function on a professional level for transit providers, professionals and stakeholders, as well as members of the public who have an interest in the subject. She also discussed a potential keynote speaker/moderator, location, theme, hours of the event, and anticipated numbers and makeup of the attendees. (Note date envisioned as Friday February 3rd.)

Ms. Primmer discussed her experience and qualifications in the transportation field, the need to be aware of the next big thing in the industry, how she envisions the structure of the conference, including information sharing and information gathering, potential issues to include such as how to provide access to services for those with specialized needs (seniors and the economically disadvantaged), autonomous vehicles, the link between regulation and innovation, funding structures, expanding service types, software and trade secrets juxtaposed against the role of government agencies. She expressed appreciation to TAM for allowing her to participate in the planning process.

Commissioner Furst expressed excitement and optimism about the conference particularly since Marin's senior population will be included as a topic in this event. She mentioned several concepts and topics unique to Marin that she thought should be part of the program including issues related to suburbs and the fact that Hwy 101

serves as the main route to move from one community to another in the county. She asked that staff consider what will need to be done in the future, not just what is currently being done and she cited infrastructure needs/changes that would need to occur to accommodate autonomous vehicles, as well as future parking needs. She suggested it would be useful for participants to leave the conference with a list of resources, i.e. TED talks, to help educate them on the topics that are covered during the event.

Commissioner Fredericks mentioned security issues with using apps data for online services and suggested that staff find an expert to can speak to that topic.

Commissioner Sears suggested a different title, focusing more on innovation than tradition. She suggested other ways to think about and approach the issues. She cited solar roads and charging roads as examples of pushing the envelope in the transportation world.

Commissioner Lucan added the workplace dynamic, i.e. changing the traditional work schedule to a more flexible one, as something to consider. Along that line, he suggested looking at ways to maximize waterways transit options, noting there are new, faster ferries available too.

Commissioner Sears commented on the future of the current public transit options and how that will affect the commuter, as well as potential impacts on single vehicle drivers.

Commissioner Rice asked if the transportation survey for the TAM Vision process includes questions on innovations and the future of transportation; if so, the responses could inform these discussions as well. Mr. McGill responded that the survey contains open-ended questions that would allow for input and he acknowledged the timing of the two processes will work together for the benefit of the Vision Plan, but he wanted to be sure that the results and conclusions of the innovation workshop do not delay the finalization of the Vision Plan.

Commissioner Rice asked what staff sees the objectives of workshop for TAM staff, the community, and the TAM Board; which Mr. McGill discussed. He stated that the overall objective is one of education on these topics, to bring an awareness of the impacts that will come with the implementation of these new technologies and to bill TAM as an agency that is intellectually curious about these technologies in order to seek outside agencies who may want to partner with TAM to tackle Marin's transportation issues.

Commissioner Sears suggested that staff enlist the help of commissioners to reach out to some of Marin's entrepreneurs Chair Moulton-Peters noted she had recently discovered there is bus service across the Richmond-San Rafael bridge as an option to single-occupancy driving and expressed support for including driverless bus and car options as part of the workshop. She commented that it is important to determine and keep in mind, "What are we trying to solve?" She also discussed TAM's involvement in reducing greenhouse gases, which she would like to see TAM do more on that front. She reviewed the many different issues, sometimes with competing priorities, that TAM should consider and take leadership in addressing.

Chair Moulton-Peters opened public comment on the item.

Cindy Winters expressed great enthusiasm for the direction the nature of this topic signifies. She reviewed different groups that not only should be invited but encouraged to attend. She suggested that the topic "effect on community planning" be added to the discussion. and noted as well that a professor from Harvard who says there are more cars on the road now than ever and he strongly encourages more use of toll roads. She was concerned about the broad range of attendees at the workshop, some of whom are afraid of technology and innovation.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item.

8. Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Rehabilitation Project in West Marin (Action)

Mr. Chan introduced the item which asked the Committee to recommend that the full TAM Board allocate \$100,000 in Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin to complete the design phase. He stated that the project being discussed today lies in the West Marin planning area for improvements to Sir Francis Drake Boulevard between Lagunitas Road and Wild Iris Drive, a distance of 1.35 miles and within the unincorporated Marin County through downtown Lagunitas

Dan Dawson, the project manager for the County of Marin presented an overview of the project, what has already been completed and what is remaining, as well as next steps.

Chair Moulton-Peters expressed this is the type of agenda item that would lend itself so well to the fact sheets she requested of staff, which would include a map indicating the section of the road that has been completed and the work still to be done highlighted separately. Mr. Whitney indicated staff is working to develop a template for that.

Commissioner Rice moved to approve the staff recommendation, and Commissioner Furst seconded it. The motion passed unanimously.

9. Allocate Measure A Funds to the SFD Blvd Project in Ross Valley (Action)

Mr. Chan introduced this item which asked the Committee to recommend that the TAM Board allocate \$550,000 in Transportation Sales Tax (Measure A) funds to Marin County for the Sir Francis Drake Rehabilitation Project from Highway 101 to the Ross Town limit to complete the environmental (ENV) and preliminary engineering (PE) phases. He discussed the work that has already been done by Marin County for the EIR and engineering work, as well as the anticipated next steps.

Mr. Dawson reviewed the work done to date, costs for the entire project to be completed, community meetings and a walking tour of the project site, oversight organizations from various agencies, as well as what remains to be done, issues raised through the public process, project changes that resulted, project goals, prioritization of the remaining projects identified, the current amount of funding requested, environmental review options, future design and construction phases, diagrams of the project components, proposed traffic improvements, and pedestrian safety.

Commissioner Rice confirmed that any monies not spent on the environmental or engineering studies would be applied to the design phase of the project. She also suggested there may be some synergies between TAM and the county to conduct traffic counts in the area which Mr. McGill confirmed. She recognized and appreciated the decision to call for a full EIR, based on the complexities of the project.

Chair Moulton-Peters asked about potential sewer work and/or cable lines to be updated, and Mr. Dawson indicated they had been involved in the process. Commissioner Furst noted there has been a lot of turn over with staff at the Ross Valley Sanitation District, and it might not hurt to get a second confirmation that there have been no changes to long-term planning.

TAM P&P Executive Committee Meeting
October 10, 2016

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Commissioner Rice moved to recommend the Board approve the Allocation of Measure A Funds to the SFD Blvd Project in Ross Valley. Chair Moulton-Peters seconded the motion, and it carried unanimously.

There was no public comment on the item.

Mr. Whitney confirmed that Items #8 could be placed on the Board's Consent portion of the agenda but that #9 would be included in the regular part of the agenda. He also asked whether the Committee would like staff to present Item #10 directly to the Board, since there was no time today. Chair Moulton-Peters concurred with his recommendation.

Item #10 deferred to the TAM Board.

10. **Approval of Matching Funds in the Amount of \$35,000 to the Sonoma Marin Area Rail Transit (SMART) for Electric Vehicle (EV) Charging Infrastructure and \$75,000 to Marin Transit for Electric Buses, and to Authorize the Executive Director to Negotiate, Execute and Amend as Necessary Funding Agreements with Said Agencies (Action)**

The meeting was adjourned at 3:45 p.m.

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DATE: November 14, 2016

TO: Transportation Authority of Marin Programming and Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Transportation Demand Management Update, Lyft Partnership Pilot Program (Action),
Agenda Item 6

RECOMMENDATION:

Authorize TAM’s Executive Director to enter into a partnership agreement with Lyft, Inc. The partnership would support first/last mile services to transit and would be funded with up to \$70,000 from the Vehicle Registration Fee Program (Measure B, 3.2, Commute Alternatives Program).

BACKGROUND:

In 2016, the TAM TDM Ad Hoc Committee was formed to review potential Transportation Demand Management Programs to consider to support SMART ridership on opening day, and to address the changing regional TDM framework under MTC’s 511.org program. Representatives from the committee included: Stephanie Moulton-Peters, Alice Fredericks, Judy Arnold, Diane Furst, and Gary Phillips. Note Kate Colin, TAM board alternative for Gary Phillips, would attend in his place.

To support this committee, TAM staff conducted an in-depth review of TDM programs, both locally by other CMA’s and local jurisdictions in the bay area, as well as emerging models resulting from the recent and growing technology innovation occurring in the transportation sector.

As reported to the September 12th 2016 Finance and Policy Executive Committee, the TAM TDM Ad Hoc Committee, considered a number of factors for expansion of TDM efforts in Marin County, including:

- Using innovation like mobile applications and technologies to address mobility needs (using lessons learned from Pilot Programs like Carma)
- Supporting SMART first/mile last mile connections
- Assure long term financial sustainability
- Strategic considerations from grants or other opportunities

Based on input from the Ad Hoc on what strategies to pursue initially, the September TAM Executive Committee heard and supported near term strategies, including:

- Expand TAM's ERH program to SMART's Marketing Efforts (heard by the TAM board in July 2016)
- Lyft first/last mile pilot program
- Car Share Expansion
- Bike Share Program focused around SMART
- Employee/employer outreach support

Among the options identified, was a pilot program to test the effectiveness of connecting commuters to and from SMART rail stations using an app-based Transportation Network Company (TNC) platform. Transportation Network Companies (TNCs) provide prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their personal vehicles with passengers, as defined by the California Public Utilities Commission which licenses TNC providers in California. This definition distinguishes their services from carpooling and traditional taxi services.

Additionally, in 2009 SMART's Strategic Plan and environmental documentation identified shuttle services to connect employer locations to SMART stations. Due to financial reasons, these shuttles are no longer being considered for operation by SMART. SMART has been working directly with employers to support consideration of funding shuttles through private funds. There is a need, therefore, for employer options on getting employees to-and-from SMART.

MTC in September 2016 released their SMART Integration Study which identifies a number of needs in integrating bus transit and SMART services. Marin Transit and Golden Gate Transit have coordinated changes through their service planning to provide increased levels of transit services to SMART stations; however operational challenges associated with the scheduling of the pulse at the Bettini Transit Service limits the number of changes that can be considered. As true with many of the North Bay bus transit operators, adjustments can be considered once SMART service is up and running.

DISCUSSION/ANALYSIS:

In 2016, Lyft Inc, approached TAM staff to consider a pilot program supporting transit services in Marin County. Over the last few years, a number of communities have partnered with TNC's like Uber and Lyft, to provide reduced costs services that compliment traditional public transit services. Communities like Centennial Colorado, Pinellas-Suncoast Transit Authority, Jupiter Florida, Livermore Amador Valley Transit Authority, LAVTA, Santa Clara Valley Transportation Authority, and a number of others have piloted programs to complement transit investments to reduce transit costs in first/last mile connections. (for more information on shared mobility partnerships please visit: <http://transitcenter.org/publications/private-mobility-public-interest/>)

In response to Lyft's initial interest, TAM staff reached out to a number of TNC's that operate in the area, and conducted an evaluation of their services in relationship to TAM's TDM Program needs, including SMART first/last mile access. TAM reached out specifically to Uber, Scoop, and Hopinside for consideration of partnerships, however none of these vendors expressed interest in providing first/last mile services. TAM staff also reached out to MTC staff, to explore the potential of MTC's Partnership Agreement and vendors to explore Marin's TDM needs. MTC's partnership is currently focused on heavier demand areas and remains a possibility for future partnership potential.

Lyft Inc, based in San Francisco, who offers a shared ride service called Lyft Line through the Lyft mobile application to explore a possible pilot program to support SMART ridership in Marin County. Lyft

representatives have presented to TAM and Marin Transit staff on several occasions over the past year to discuss options for supplementing Marin's core public transportation system and senior mobility services.

Lyft presented this concept of a coupon code program for SMART riders needing connections, similar to the Centennial Colorado pilot. The program would require Lyft to create a specific LyftLine coupon promotional code for reduced fares, such as "GOSMART" for use at SMART stations. By using Lyft's mobile application, data reported from Lyft would include number of rides, ride distance and a number of other data points useful for planning future First/Last mile connection needs at each station.

Lyft would work to develop details in partnership with TAM. The program could be tested initially to increase interest and use of SMART upon its launch of service and also to determine the efficacy of the TNC model (tested through Lyft Line) as a first and last mile mobility option.

Overview of Proposed Lyft Pilot Program Structure for SMART Connections

While developing a proposed partnership structure, TAM staff met several times with Lyft in addition to meeting with Marin Transit and Marin GSA to consider potential support and promotion of Lyft Line as a connection to SMART. TAM also considered per-trip discounts funded by Livermore-Amador Valley Transit, Massachusetts Bay Transportation Authority and Pinellas Suncoast Transit Authority as a way to connect passengers to transit through Lyft. Through these discussions the following program framework was developed:

- For a pilot period of six months (or up to a year depending on funding availability), to take place starting at the time of SMART's launch, a unique promotional code would be offered through LyftLine for trips originating from or with a designated destination at SMART rail stations in Marin County between the hours of operation Monday through Friday.
- The ride code would offer the following discounted fare, to be adjusted if deemed necessary to increase the program's effectiveness: TAM funding would cover up to \$5 off, and riders will pay a minimum of \$2 per ride, whereby riders would be assessed an additional charge if the market rate cost of a given ride exceeded \$7 in total.
- Program participants will be able to sign up with Lyft through the Lyft App in order to utilize LyftLine. Lyft would market the coupon through its app and supply data to TAM to determine the effectiveness of the coupon. The program would be marketed at SMART and to prospective riders by TAM and Lyft.
- Lyft, through its use of independent contractors, would incentivize drivers to serve SMART stations during this pilot period. Lyft, cannot guarantee drivers would be available, however Lyft has been successful in encouraging drivers in other pilot programs.

The per-trip level of support was devised to support local bus service where available, given that Lyft Line offers a premium and convenient door-to-door service. While bus services will connect to SMART coordinated with connections at the downtown San Rafael "pulse", and with an effective free discounts currently reported for commuters transferring between SMART and local buses, the coupon for Lyft Line would be intended to reach additional employees that might otherwise not consider a bus transfer and help extend connections to employer sites further from transit stops. Data from this pilot program would be able to support future transit planning decisions on routes locations and frequencies.

Shuttle Considerations

Shuttles can offer an amenity for employees (often working for larger employers) offering a door to door solution for first/last mile connections. Due to the high costs of operating shuttles and low capacity of these vehicles, shuttles are often costly on a per passenger basis. When considering shuttle services operational challenges like drivers, parking, ADA accessibility, operations and maintenance of these vehicles often represent a significant hurdle to entry for businesses.

On March 2, SMART staff presented on SMART's research into the costs and reported the following: It would cost \$80-\$125 per hour for turnkey service for a 12-16 passenger van offering dedicated service with employers deciding details of the service they desire. While costs may vary in the future, per hour costs for a single shuttle could result in a range of about 100k-200k per van on an annual basis.

In addition to the cost, the coordination involved makes this option more feasible and attractive to relatively large employers with greater resources, economies of scale, and with enough employees for the investment to be warranted if a significant portion of the cost is to be supported by the employer. While TAM staff explored options under its Vehicle Registration Fee TDM Program for a Shuttle Incentive (similar to its \$3,600 vanpool incentive), the cost of the shuttles would need a much larger and on-going incentive to attract consideration.

As a way to explore increased options as connections to transit, TAM sought alternative models that were more scalable for a larger range of employers, and lower program costs, and would provide additional data to support future investments, should demand warrant.

Partnership Agreement & Program Structure Review

Given the significant challenges with TNC's in the past, TAM staff have worked with County Counsel and outside counsel to develop a partnership agreement. This agreement has several unique terms in addition to TAM's standard professional services contract. Therefore, the following terms are being reviewed by both parties and staff anticipates resolving contractual issues per guidance that there are not inherent problems that would rule out any of the structural components of the program model. The following terms have been reviewed:

Summary of Agreements Terms

- Funding Amounts –\$70K of local funding for this partnership (if approved by TAM), would be made available to cover the cost of discounted fares, payable to Lyft, Inc. (funding for Lyft services to support this coupon code, including marketing and other direct costs are not covered in this agreement).
- Exclusivity Clause – An exclusive arrangement with Lyft would be established (for the limited pilot period of six months or up to one year maximum related to TNC's providing first/last mile services at SMART)
- Insurance – TAM staff intends to work with Lyft and legal counsel to navigate these insurance requirements, TAM will either be named as an additional insured, or otherwise reach an alternative arrangement which is deemed acceptable by legal counsel for TAM.
- Reporting/Reimbursement – As a component of a program partnership, TAM/Lyft would determine a schedule for reporting the number of trips, trip distances, and other factors related to quantifying user benefits from the provided pilot program. The reporting would be limited based on proprietary information and privacy laws.

- Marketing – Lyft will be responsible for developing marketing materials, and both Lyft and TAM will work together to develop an outreach strategy. Funding for marketing by TAM would be included in the current TDM program budget. TAM would work closely with SMART’s marketing team to make this program available to users in Marin, including on station advertising which has been identified by SMART staff as an additional cost.

Additionally, TAM has been working with Transit Operators and Legal counsel on Title VI & ADA accessibility issues. Guidance on these issues was reviewed by county counsel and outside counsel, both counsels have advised that the program would be in compliance.

FISCAL CONSIDERATION:

Staff recommends \$70,000 in local Vehicle Registration Fee Program (Measure B, 3.2 for Commute Alternative Programs) funds be made available for a partnership with Lyft. Funds are available from reserves, however this program is not included in this fiscal year’s budget, and the budget would be amended to reflect these costs.

ATTACHMENTS:

Lyft Line Fact Sheet

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Lyft **Line**

Lyft Line connects neighbors traveling in the same direction through a mobile-based application. Line is efficient, affordable, and scalable shared transit that comes to you.

Line Basics

In the US, vehicle occupancy on work commutes is the lowest in nearly 40 years¹ with nearly 80% of commuters traveling by car alone.² Road congestion wastes over 2.9 billion gallons of fuel, adds 56 billion pounds of greenhouse gases to the atmosphere, and results in 5.5 billion hours of productivity lost to traffic at an average annual cost of \$818 per commuter.³

MIT researchers recently estimated that if NYC riders were willing to wait an extra five minutes per trip to pick up other passengers, almost 95% of trips could be shared and travel time could be reduced by more than 30%.⁴

Every day, 90% of Lyft rides in San Francisco have someone else taking the same trip within five minutes so we connected them and created a new way to ride.

How Lyft Line Works

1. Passengers input pick-up and drop-off locations and the Lyft app will match them with another passenger traveling in the same direction.
2. Because the drop-off destination is pre-set, Lyft Line calculates a fee up to 60% less than a private Lyft.
3. Passengers can enjoy the ride and chat with members of their own community.

Highlights

40%

of all Lyft rides in San Francisco use Lyft Line.

700 Million

Gallons of fuel saved annually by a modest 3% increase in rideshare usage.⁵



1. Santos, A. et al. (2009) U.S. D.O.T. Federal Highway Administration, National Household Travel Survey

2. U.S. Census, American Community Survey 1-Year Estimates (2013) S0802,

Means of Transportation to Work by Selected Characteristics

3. Schrank, D. et al. (2012) Texas A&M Transportation Institute *Urban Mobility Report*

4. Santi, P. et al. (2014) *Quantifying the benefits of vehicle pooling with shareability networks*. III Proc. Nat'l. Acad. Sci. 37

5. Matute, J. & Pincetl, S. (2013) "Compensated and Real-time Rideshare" in *Unraveling Ties to Petroleum*. California Center for Sustainable Communities at UCLA.

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DATE: November 14, 2016

TO: Transportation Authority of Marin Programming and Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager

SUBJECT: North-South Greenway Gap Closure Project – Approve RM2 Funding Request and Authority to Distribute to SMART for Right-of-Way Impacts (Action) - Agenda Item No.7

RECOMMENDATION:

The Committee recommends the Board (1) approve a Resolution authorizing the Executive Director to submit a request to the Metropolitan Transportation Commission to allocate Regional Measure 2 toll bridge funds for right-of-way activities associated with the southern segment of the North-South Greenway Gap Closure Project; (2) approve a resolution authorizing the funds be directed to SMART to address right-of-way impacts including conditions of the allocation, and (3) authorize the Chair send a letter to MTC to acknowledge the potential the path may be removed should SMART extend passenger rail service south from the Larkspur Station.

This item is continued from the October 27th Board Meeting. No action was taken as further discussion was necessary with SMART to consider Board member comments.

Following the Board discussion staff revised the Resolution to incorporate comments made by the Commissioners. These revisions were transmitted to SMART. Specifically they were as follows:

- Revise the attachments to substitute the phase “remove the path” with “remove or relocate the path”.
- Include a provision that will prorate the lost lease amount to SMART based on the duration should the duration be less than twenty-five (25) years.

TAM Commissioners and staff have met with SMART officials to discuss the comments stated above. SMART officials are reluctant to include the phase “remove or relocate the path”. However staff is in contact with County Council to explore the possibility that by not including “relocate” in the Resolution or supporting documents, it does not preclude the relocate option in the future. Staff will provide more information on County Council’s response at the Committee meeting.

TAM staff has consulted with MTC staff on the remaining comment. MTC has stated in the case of other projects in the region, and funded under the RM2 program, a prorated clause to adjust funding for a similar condition is implied and not necessary.

BACKGROUND:

On June 26, 2014 the Board approved an allocation request to MTC to initiate environmental and preliminary engineering on the North-South Greenway Gap Closure Project. During earlier discussions the also Board considered an implementation strategy that allowed a portion of the project to be accelerated by splitting the project into a northern segment and a southern segment.

Northern Segment Update

Project development on the northern segment is progressing well. A CEQA compliant environmental document has been approved by Caltrans and we are now in the final design phase. This phase of the project will “close the gap” by creating an accessible multi-use path connecting the new bridge over Sir Francis Drake Blvd with the Greenbrae Pedestrian Overcrossing to the south. Widening the historically narrow Caltrans northbound highway 101 off-ramp sidewalk/path structure over Corte Madera Creek is a signature element of the project. The final design is scheduled to be completed in approximately one year from now.

Southern Segment

The Southern Segment project is being administered by the County of Marin on behalf of TAM. It was recognized early on that this phase has a number of issues that have not been studied to date and would require a more in-depth analysis as compared to the northern segment which has had the benefit of previous engineering efforts. This phase of the project will “close the gap” by creating an accessible multi-use path connecting the northern segment (at the Corte Madera Creek crossing touchdown) with the existing paths at the intersection of Old Redwood Highway and Wornum Drive by way of the SMART right-of-way (R/W) out on the levee. A pass-through corridor from Redwood Highway out to the levee will also be included.

As a condition of the original MTC allocation of funding, a boundary survey and title search of the SMART right-of-way (R/W) was completed in the area south of Corte Madera Creek. This information is being used by County Engineers to establish an alignment that best fits the site conditions and minimizes the environmental and potential land use impacts.

Note the Southern Segment project has been on hold for several months pending authority from SMART for temporary use of their right of way.

DISCUSSION/ANALYSIS:

Use of SMART R/W for a Multi-Use Path

SMART has in good faith considered the use of a portion of their R/W for the purpose of constructing, maintaining, and operating a publically accessible multi-use path within the southern segment. They have stated that the use of the R/W must be at no cost to SMART as a condition of use. It is noted that the SMART R/W extends south from the Southern terminus of the Initial Operating Segment at the Larkspur Station and continues over Corte Madera Creek down to the area by the Village Shopping Mall in Corte Madera. Extension of the passenger rail beyond the Larkspur Station remains a possibility in the future.

Preliminary Path Alignment in SMART R/W

The two key constraints associated with selecting a path alignment are the proximity of the salt marsh and the existing land use within the R/W. SMART has historically granted an opportunity for private parties to lease portions of the R/W. The Engineers assessed a number of design variations that evaluated the best fit of a path alignment. It was concluded that placing the majority of the path on the footprint of the existing

railroad tracks would minimize the impacts to current lease holders while avoiding the salt marsh habitat. This “best fit alignment” will have unavoidable impacts to existing lease holders.

Lost Lease Revenue to SMART

The County Real Estate & Engineering Divisions have worked with SMART to obtain lease agreement information and used the boundary and title information to establish the lease space boundaries. By comparing the preliminary alignment with the location of the leased space boundaries the impact to each lease holder was determined. In order to proceed with the project SMART will need to re-negotiate or terminate a number of lease agreements.

The County has provided the findings to SMART and they have mutually agreed the lost lease revenue value to SMART over a 25 year period has been established to be \$730,000.

Incompatible use of SMART R/W

As stated above the evaluation of the potential alignments examined a number of locations to provide the best fit given the constraints. Unlike the previous projects to the north, namely the Cal Park Tunnel Path or the Central Marin Ferry Connection Path, the conditions for the southern segment do not allow a path alignment to be horizontally separated from the current or future railroad track alignment without significant impacts to either the natural environment or the existing land use conditions. As a result of the site constraints the best fit was generally determined to be the current foot print of the railroad tracks.

Given that SMART considers extension of passenger rail service to be a viable option in the future the compatibility of both a multi-use path and a rail has been very difficult to achieve. It is recognized that in the future when, and if, the passenger rail service is extended south of Corte Madera Creek the path will be required to be removed, with no commitment to replacing it. The County has assessed the cost of removal at a future date to be \$120,000.

Conformation of Public Support

TAM and the County have discussed the conclusion of our studies with MTC staff to make the case that the public benefit of proceeding with constructing the path with an understanding the path may be removed in the future is a risk that is considered to be a reasonable risk given the challenges and timeframe of extending passenger rail south.

MTC is supportive of our conclusions and is willing to recommend funding the project; however, they have asked TAM to provide a letter that clearly confirms our understanding the path will be removed at the time rail service is extended south of the Larkspur Station. Staff has drafted a letter for the Board to consider, and if supported, will be conveyed to MTC. Similarly, MTC has asked our local bicycle coalition to consider the conclusion of our analysis that the dual use of the R/W is incompatible and that in the future the path may be required to be removed. TAM has discussed this issue with the coalition and requested their consideration to send a similar letter to MTC.

FISCAL CONSIDERATION:

TAM is requesting the MTC allocate a total of \$850,000 of RM2 funding to compensate SMART for their long term lost lease revenue and the future cost to remove the path at the time rail service is extended south. The attached Resolution and updated Initial Project Report are attached for consideration by the Board, including required letter to SMART on removal of the path. If approved, the Executive Director will make the request to MTC.

Note that the Southern Segment project is still in the early planning stages and could run into obstacles in the future that prevent the project from proceeding. Note also that this \$850,000 constitutes full and complete payment too SMART for the usage of their right of way. Both of these conditions are so noted in the agreement with SMART to receive the funds from MTC through TAM.

An analysis of the overall project funding plan has been completed. Our overall project funding plan remains valid and the estimated cost of the project including capital and capital support costs are within the available funds as described in the attached Initial Project Report Update.

NEXT STEPS:

Submit the Initial Report Update to MTC for consideration of a funding allocation and work with SMART to satisfy the conditions stated in the attached Resolution.

Continue to work with the County of Marin to restart the environmental and preliminary engineering phase.

ATTACHMENTS:

1. Resolution to distribute funds to SMART with conditions
2. Letter MTC
3. Initial Project Report – Updated October 27, 2016 (Resolution included)

TAM RESOLUTION NO. 2016-_____

A RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) FOR THE ALLOCATION OF \$850,000 OF REGIONAL MEASURE 2 (RM2) FUNDS FOR THE NORTH SOUTH GREENWAY GAP CLOSURE PROJECT TO THE SONOMA MARIN AREA RAIL TRANSIT DISTRICT (SMART)

WHEREAS, The Metropolitan Transportation Commission (MTC) re-directed RM2 funding from the Highway 101 Greenbrae Corridor Improvements (Project No. 11.1) to Bicycle and Pedestrian Improvements referred to as the North/South Greenway Gap Closure Project (Project No. 11.5); and

WHEREAS, TAM approved an implementation plan that splits the project into a northern segment and a southern segment in an effort to accelerate project delivery of portions of the project; and

WHEREAS, MTC has allocated \$2.6M of RM2 funds for environmental and preliminary engineering (both northern and southern segment), and allocated \$1.5M for design of the northern segment; and

WHEREAS, As a condition of the allocation MTC required and project partners supported a property title search and boundary survey of SMART right-of-way (R/W) which has been used to define project parameters and constraints within the southern segment;

WHEREAS, SMART has in good faith considered the use of a portion of their R/W for the purpose of constructing, maintaining, and operating a publicly accessible multi-use path within the southern segment; and

DRAFT

WHEREAS, A preliminary path alignment has been established that generally follows the existing railroad tracks and is based in part from the results of the boundary and title search along with the known environmental constraints; and

WHEREAS, SMART has historically granted an opportunity for private parties to lease portions of the R/W and under the proposed alignment some of the leases will be impacted to some degree; and

WHEREAS, SMART and the County have assessed the financial loss of renegotiating or terminating existing land use leases over a twenty-five year period and determined the financial loss to be \$730,000; and

WHEREAS, SMART possesses the R/W that will allow a future extension of passenger rail service from the Larkspur Station south to the area adjacent to the Village Shopping Center in Corte Madera; and

WHEREAS, SMART will require the path be removed from the R/W at the time the southern rail extension is implemented. SMART and the County have determined the cost to remove the path at a future date to be \$120,000; and

WHEREAS, TAM has submitted a request to MTC for an allocation of RM 2 funds to resolve the SMART R/W issues in the amount of \$850,000 to compensate SMART for future loss of lease revenue and for the future cost of removing the multi-use path from SMART R/W.

RESOLVED, That the Transportation Authority of Marin approves the allocations of \$850,000 to SMART to resolve the R/W issues provided that SMART agrees to enter into a written agreement with TAM confirming the following commitments:

1. SMART agrees to authorize the use of a portion of their R/W for the purpose of constructing a multi-use path generally following the footprint of the existing railroad track within the southern segment.
2. SMART agrees to enter into a future Memorandum of Understanding (MOU) authorizing the use of a portion of their R/W for the purpose of maintaining and operating a multi-use path within the southern segment.
3. SMART agrees the compensation for future lost lease revenue in amount of \$730,000 shall be final and no future demand for additional payment will be made. SMART shall negotiate lease terms effective vacation date as of January 1, 2018.
4. SMART agrees the compensation to remove the path in the future in the amount of \$120,000 shall be final and no future demand for additional payment will be made.
5. SMART agrees to return the funds, if the North/South Greenway Gap Closure Project (Southern Segment) is determined to be technically or financially unfeasible, or is no longer pursued as a viable project by TAM. TAM shall notify SMART if the project is abandoned no later than January 1, 2018.

DRAFT

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 27th day of October 2016, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director



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Belvedere
James Campbell

Corte Madera
Diane Furst

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John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Tom McInerney

San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

October 27, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: North/South Greenway Gap Closure Project (RM2 Project 11.5) –
Acknowledgment of Conditional Use of SMART Controlled Lands

Dear Mr. Heminger:

The Transportation Authority of Marin appreciates MTC’s support to promote alternative forms of transportation for commuting and recreational travel in Marin County. As with many of our large scale projects the footprint often crosses multiple jurisdictional boundaries. In the case of the North/South Greenway Project the path spans multiple jurisdictional boundaries including property controlled by the Sonoma Marin Area Rail Transit District (SMART).

The portion of the North/South Greenway path that utilizes SMART property is in an environmentally sensitive and constrained area just south of Corte Madera Creek. To avoid the sensitive habitat, and to minimize the potential impacts on current land use, an alignment has been proposed that best fits the location by generally following the footprint of the unused tracks.

It is understood that SMART currently controls lands that extend further to the south and that one day SMART may elect to extend passenger rail service from its proposed Larkspur Station. If this happens we understand it will be necessary to reclaim the land for passenger rail service.

The TAM Board has discussed this issue and recognizes the public benefit of converting a portion of the rail right-of-way for non-motorized travel until such time that passenger rail service is extended south. The Board also recognizes that should the right-of-way become necessary for rail service the multi-use path will no longer be compatible and must be removed.

Sincerely,

Stephanie Moulton-Peters
TAM Chair

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REGIONAL MEASURE 2

INITIAL PROJECT REPORT (IPR)

Project No: 11.5

**North South Greenway Gap Closure Project
(CMFC Phase II)**

**Project Sponsor:
Transportation Authority of Marin**

TAM Board Action Date: October 27, 2016

Regional Measure 2 Initial Project Report (IPR)

Project Title:

North South Greenway Gap Closure Project

RM2 Project No.

11.5

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	7/23/2014 Allocation No. 15364915	\$2,600,000	Environmental
#2	12/9/15 (PAC)	(\$750,000)	Re-direct funds from 11.5 (Southern Segment) to 11.4
#3A	8/24/16 (DA)	\$500,000	Northern Segment Design
#3B	9/28/16 (Comm)	\$1,000,000	
Total:		\$3,350,000	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
10/27/16	\$850,000	Right-of-Way (Southern Segment)

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsoring Agency: The Transportation Authority of Marin (TAM)
 Implementing Agency: TAM, Caltrans & County of Marin

B&C Project Purpose/ Description

The North South Greenway Gap Closure Project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive with the pedestrian bridge recently completed over Sir Francis Drake Boulevard (RM2 Project No. 11.4). The overall scope of work includes two distinct segments of new path, a northern segment and a southern segment. The northern segment includes widening of the US101 northbound off-ramp structure over Corte Madera Creek using the existing bent caps to create a widened shoulder and new multi-use path, and extending the path south along Old Redwood Highway to the existing pedestrian overcrossing. The southern segment will connect with the improvements proposed in the northern segment along Old Redwood Highway then traverse east using a future easement to be acquired on private property to the SMART railroad right-of-way. The path will continue south along the right-of-way to intersect the existing paths at Wornum Drive. The path crosses multiple jurisdictions and entities including the City of Larkspur, the Town of Corte Madera, the County of Marin, Caltrans and SMART.

By closing a significant “gap” in the non-motorized transportation network, access and connectivity will be enhanced between the Larkspur Ferry Terminal, the planned Larkspur Passenger Rail Station, the Cal Park Hill Multi-Use Path (RM2 Project No. 11.3), local and regional bus transit services and existing multi-use paths.

D. Impediments to Project Completion

Projects proposed in environmentally sensitive areas must be designed to address regulatory agency review and permitting. Potential impacts will be identified in the preliminary engineering environmental phase. The southern segment requires acquisition of private right-of-way by means of easement and approval to utilize SMART railroad R/W. This funding request will address the use and approval from SMART to use a portion of their R/W south of Corte Madera Creek.

E. Operability

The Northern Segment has an existing maintenance agreement in place between Caltrans and the City of Larkspur. The Southern Segment will require an Inter-Agency Cooperative Agreement that identifies roles and responsibilities for operations, maintenance, and ownership.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental

Does NEPA Apply: Yes No

Northern Segment – A CEQA compliant environmental determination has been approved by Caltrans as lead agency.

Southern Segment – This segment has not previously been studied and will require an initial study to determine the level of environmental document required. A CEQA compliant document will be prepared. The County of Marin will be the environmental lead agency.

G. Design

Northern Segment – TAM, with oversight provided by Caltrans is currently in the design phase.

Southern Segment – County will lead design effort after the conclusion of the PA/ED phase.

H. Right-of-Way Activities / Acquisition

Northern Segment:

- The project is within Caltrans/ City of Larkspur R/W. No additional R/W is required.

Southern Segment:

- The project passes through the local jurisdictions of Larkspur, Corte Madera, and the County of Marin. SMART has a rail right-of-way through the jurisdictions.
- A portion of the path will require acquisition of an easement on private property. Easement location has not been determined pending further preliminary engineering of the path alignment.
- Under the current proposed alignment the path will impact users of the SMART R/W that have historically been granted an opportunity to lease portions of the R/W since rail ceased operations south of Corte Madera Creek. SMART has agreed to allow the use of the R/W for the purpose of constructing, maintaining, and operating a publically accessible path, and agreed to renegotiate or terminate certain land use leases to allow the path to proceed as planned. SMART will only agree to allow the use of the portion of the R/W for a defined period until SMART passenger rail operations are extended south of Corte Madera Creek. At that time the path will be removed from the SMART R/W.
- SMART has assessed the financial loss of renegotiating or terminating existing land use lease over a long term period and determined the financial loss to be \$730,000. TAM agrees with this financial assessment.
- SMART will require the path be removed from the R/W at no cost to SMART. SMART has determined the cost to remove the path at a future date to be \$120,000. TAM agrees with this financial assessment.

Construction

Northern Segment:

- Caltrans will be implementing agency for construction and construction administration

Southern Segment:

- Lead agency TBD.
- The current path alignment has been modified from the location first contemplated during early conceptual planning. As a result the construction cost has been significantly reduced to allow for re-directing \$850,000 to R/W.

III. PROJECT BUDGET**J. Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	Northern Segment \$1,100,000 Southern Segment \$1,500,000
Design - Plans, Specifications and Estimates (PS&E)	Northern Segment \$1,500,000 Southern Segment \$1,200,000
Right-of-Way Activities /Acquisition (R/W)	Southern Segment \$600,000 Southern Segment +\$850,000
Construction / Rolling Stock Acquisition (CON)	Northern Segment \$8,000,000 Southern Segment Original Amount \$5,900,000 Re-Directed to 11.4 (\$750,000) Re-Direct to R/W (\$850,000) \$4,300,000
Total Project Budget	Northern Segment \$10,600,000 Southern Segment \$8,450,000 Total Project Budget \$19,050,000

K. Project Budget (De-escalated to current year)

	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	Northern Segment \$1,100,000 Southern Segment \$1,500,000
Design - Plans, Specifications and Estimates (PS&E)	Northern Segment \$1,500,000 Southern Segment \$1,152,000
Right-of-Way Activities /Acquisition (R/W)	Southern Segment \$564,000 \$850,000
Construction / Rolling Stock Acquisition (CON)	Northern Segment \$7,680,000 Southern Segment \$4,042,000
Total Project Budget	Northern Segment \$10,280,000 Southern Segment \$8,008,000 Total De-Escalated Budget \$18,108,000

IV. OVERALL PROJECT SCHEDULE

Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	NS 9/14 SS 9/14	NS 7/16 SS 7/17
Final Design - Plans, Specs. & Estimates (PS&E)	NS 9/16 SS 8/17	NS 9/17 SS 6/18
Right-of-Way Activities /Acquisition (R/W)	SS 1/17	SS 12/17
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	NS 1/18 SS 6/18	NS 2/19 SS 6/19

V. ALLOCATION REQUEST INFORMATION**L. Detailed Description of Allocation Request**

RM2 funding will be used to provide project management, design activities, coordination of Caltrans oversight, preparation of PS&E and assisting with the Caltrans process to advertise, bid and award contract.

Amount being requested (in escalated dollars)	\$850,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes X <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	10/27/16
Month/year being requested for MTC Commission approval of allocation	11/24/16

M. Status of Previous Allocations (if any)
None**N. Work plan**Work plan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	PE Phase	Determine alignment and footprint	NS 7/2015 SS 12/2016
2	CEQA Env. Clearance	North Segment Southern Segment	NS 7/2016 SS 7/2017

3	Right-of-Way	SMART R/W Obtain Private Easement	11/16 12/2017
4	Design	PS&E	NS 9/2017 SS 6/2018
5	Construction	Alternative Transportation Facility	NS 2/2019 SS 8/2019

O. Impediments to Allocation Implementation

None

VI. RM-2 FUNDING INFORMATION**P. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request -TBD

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution has previously been submitted to MTC

VIII. CONTACT / PREPARATION INFORMATION**Contact for Applicant's Agency**

Name: Dianne Steinhauser
Phone: (415) 226-0820
Title: Executive Director
E-mail: dsteinhauser@tam.ca.gov

Information on Person Preparing IPR

Name: Bill Whitney
Phone: (415) 226-0823
Title: Principal Project Delivery Manager
E-mail: bwhitney@tam.ca.gov

Applicant Agency's Accounting Contact

Name: Li Zhang
Phone: (415) 226-0828
Title: Chief Finance Officer
E-mail: Lzhang@tam.ca.gov

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: North South Greenway Gap Closure							Project ID: 11.5	
Agency: Transportation Authority of Marin							Date: 10/20/2016	
TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED								
Fund Source	Phase	2013-14	2014-15	2015-16	2016-17	2017-18	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)								
Regional Measure 2	Environmental	2,600						2,600
Regional Measure 2	Design				1,500	1,200		2,700
Regional Measure 2	Right-of-Way				850	600		1,450
Regional Measure 2	Construction					12,300		12,300
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)								
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)								
							Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL								
								19,050
Comments:								

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	Regional Measure 2	Jun-16	1375	\$ 1,225
PS&E				\$ 2,700
R/W				\$ 1,350
CON / Operating				\$ 12,400
Total to date (in thousands)			1375	\$ 17,675

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 11.5
 Date: 10/20/2016

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: North South Greenway Gap Closure Project											Project ID: 11.5				
Agency: Transportation Authority of Marin											Plan Date: 10/20/16				
RM-2 CASH FLOW PLAN															
RM-2 Expenditures		2013-14	2014-15	2015-16	2016-17	2017-18	Future						TOTAL		
Regional Measure 2	Environmental	2,600											2,600		
Regional Measure 2	Design			1,500	1,200							2,700			
Regional Measure 2	Right-of-Way			850	600							1,450			
Regional Measure 2	Construction			12,300								12,300			
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL															
		2,600		2,350	14,100							19,050			

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

TAM RESOLUTION NO. 2016-##

**RM2 Implementing Agency Resolution of Project Compliance
Allocation Request: Project No. 11.5**

Project Title: North South Greenway Gap Closure Project

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Transportation Authority of Marin is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the North South Greenway Gap Closure Project eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Transportation Authority of Marin is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that on March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin by Resolution No. 2004-21, pursuant to Section 180050 of the California Public Utilities Code ("PUC"). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Transportation Authority of Marin and designated the Transportation Authority of Marin as the Congestion Management Agency for Marin County.

Resolved, that Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Transportation Authority of Marin certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that Transportation Authority of Marin approves the Updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin is authorized to submit an application for Regional Measure 2 funds for the North South Greenway Gap Closure Project in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. Seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to Transportation Authority of Marin making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Transportation Authority of Marin to deliver such project; and be it further

Resolved, that Transportation Authority of Marin indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs,

otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for work projected to be in FY 16/17, to fund the Right-Of-Way phase for the North South Greenway Gap Closure Project, in the amount of \$850,000 for the purposes and amounts included in the Initial Project Report attached to this resolution; and be it further

Resolved that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin application referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 27th day of October 2016, by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director



DATE: November 14, 2016

TO: Transportation Authority of Marin Programming and Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
Nicholas Nguyen, Principal Project Delivery Manager

SUBJECT: Presentation of the Final Draft Report for the Bicycle and Pedestrian Access Improvement Study at the East Blithedale/Tiburon Boulevard and Highway 101 Interchange (Action), Agenda Item No. 8

RECOMMENDATION:

- a. Receive presentation from staff of the revised final draft report for the Bicycle and Pedestrian Access Improvement Study at the East Blithedale/Tiburon Boulevard and Highway 101 Interchange,
- b. Move to recommend the report to the full Board for acceptance, and
- c. Move to recommend allocation of \$35,000 as contribution to a second phase study for traffic relief of the area.

BACKGROUND AND PAST ACTIONS:

In November 2012, the Board approved and adopted a series of project priorities for the programming of OBAG 1 funds. One of these projects was the Bicycle and Pedestrian Access Improvement Study at the East Blithedale/Tiburon Boulevard and Highway 101 Interchange. The needs identified at the time were for better bike and pedestrian access across Highway 101, better access across very high volume ramp areas, better access off local roads such as Redwood Highway onto Tiburon Boulevard and generally through the Interchange area, and better access to bus transit facilities in the Interchange. The needs of local users especially school children were considered along with recreational users.

Since various projects were being developed at the time, staff issued an RFP/RFQ in March 2014 bundling this project along with four others. Responses from consultants were reviewed and recommendations were made to the Board. On June 26, 2014, the Board awarded this project planning study to Parisi Transportation Consulting (PTC) in the amount of \$175,000.

After extensive public outreach and analysis the planning study was completed late 2015, and a final draft report was presented to the Programming and Projects Executive Committee on November 9, 2015. The Executive Committee considered the matter and directed staff to broaden the study to include possible complementary traffic congestion relief options within the subject area. Staff has done so within the attached revised Final Draft.

DISCUSSION/ANALYSIS:

As previously reported, staff and the consulting team, PTC, kicked off the planning study in September 2014 with the creation of a technical advisory committee (TAC) comprised of members from the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), Golden Gate Transit, Marin Transit, City of Mill Valley, Town of Tiburon, and the County of Marin.

In order to be comprehensive with our study of improving access for bicyclists and pedestrians, while not impacting existing vehicle traffic in this busy interchange area, the prime directive was to be as inclusive as possible to understand the needs of the users and those that manage the infrastructure. Toward that end, over the course of the study period, five TAC and two well-publicized and attended community workshops meetings were held. In addition, dozens of bus riders were interviewed as they waited at a study area bus stop or got off a bus. Surveys were conducted at the five most popular bus stops during weekday morning and afternoon peak periods. Finally, update material was posted online for review and additional comments were received via email.

Integrating extensive field reviews, analyses of Caltrans past interchange improvements, including a 2004 Project Study Report outlining a complete rework of the project area and upcoming Ramp Metering project, and input from the TAC and community workshops, the consultant team developed possible short, medium and long-term pedestrian and bicycle access improvements based on the latest best practices and standards:

1. 20 separate “pedestrian focus areas” and 18 distinct “bicyclist focus areas” for possible short and medium-term opportunities for bicycle and pedestrian access enhancements; Short-term measures can potentially be implemented in less than three years at reasonable costs without affecting interchange vehicle capacity; Medium-term measures would require moderate traffic operations and/or geometric revisions to the interchange and be implemented in three to 10 years.
2. Long-term opportunities include separated bicycle and pedestrian facilities, replacement of entire interchange with multi-modal facilities, and bus stop relocation. These longer-range measures would require substantial changes to the interchange, and be implemented beyond 10 years.

Present time cost estimates range from \$1.4 million for short-term improvements to \$9.7 million for medium-term improvements. Estimates for long-terms improvements are beyond the scope of this study, and are assumed to be well over \$10 million.

Of the 38 locations for possible short and medium-term opportunities, improvements have already been made at four locations which have benefitted not only pedestrian and bicycle traffic, but vehicular traffic as well. For example:

1. At the intersection of Redwood Highway Frontage Road and Tiburon Blvd, 8-inch traffic signal heads have been replaced with 12-inch heads for greater visibility by all.
2. At the same intersection, a green left turn arrow was added for northbound left turn motorists to alert them that they have a protected left turn and to proceed.

In addition to working with local and state officials to implement these changes, staff and its consultant met with the cities of Mill Valley and Tiburon, Marin County and Caltrans to develop possible south and north-bound on-ramp auxiliary lane concepts on East Blithedale/Tiburon Blvd to further reduce traffic congestion through the interchange. Through a \$50,000 amendment, TAM tasked PTC to review and analyze traffic volumes, speeds and travel times through the interchange. Through an additional \$41,000 amendment, PTC was tasked to identify auxiliary lane concepts and other operational improvements. Four concepts were crafted

and reviewed over the course of five meetings with key representatives, ranging in estimated costs from \$750,000 to \$1,050,000 (see appendix of attached report).

Phase 2, Traffic Improvements

Concept 2C, Northbound Diagonal 2-Lane, stood out as one that improved traffic significantly, through preliminary modeling, while also enhancing bicycle and pedestrian traffic. Agency stakeholders collectively agreed that Concept 2C merits further analysis to better understand the feasibility in regards to engineering, right-of-way, utility conflicts, Caltrans design approval, and the like. Referred to as Phase 2, Traffic Congestion Mitigation Study, of the East Blithedale/SR131 & Highway 101 Pedestrian & Bicycle Access Planning Study, the general scope and budget have been established by the stakeholders in a joint meeting.

There is agreement among the agencies to move forward with this second phase. Dialogue is continuing in earnest to define a lead agency for the work and to establish a funding agreement. This Pedestrian & Bicycle Access Planning Study was funded by OBAG 1 funds and the project budget has been fully expended. However, we have identified another funding source that can be re-directed and used to participate in a Phase 2 study, as part of a multi-agency effort.

TAM had previously programmed OBAG 1 funding to support the implementation of Ramp Metering in the County. These funds have been used to address comments and concerns expressed by the Ramp Metering Technical Advisory Committee as well as responding to County and City elected officials. The remaining unfunded funds in the amount of \$35,000 can be re-directed. The nexus between the proposed auxiliary lane on Tiburon Boulevard, including the intersection lane re-configuration, and Ramp Metering is the common shared features leading to the US101 northbound on-ramp.

Summary

In conclusion, the original TAC and general public have provided extensive feedback on the bicycle and pedestrian opportunities in preparation of the final draft report. Agency stakeholders have also met to define a second phase study to mitigate traffic. Staff recommends the Executive Committee receive a presentation of the report, approve a presentation to the full Board, and recommend allocation of \$35,000 for a Phase 2, Traffic Congestion Mitigation Study.

FISCAL CONSIDERATION:

This recommended action would re-allocate \$35,000 from currently available Ramp Metering OBAG 1 funds to a future Phase 2, Traffic Congestion Mitigation Study.

NEXT STEPS:

Staff will review opportunities for funding possible future projects and coordinating with local partner agencies. As mentioned above, agency stakeholders have also had focused meetings on this interchange to explore short and medium-term improvements to address traffic congestion mitigation.

Stakeholder agencies have met to consider a defining document to identify a lead agency and funding contributions to begin a subsequent phase (Phase 2) of this planning study to further develop the Auxiliary Lane Concept 2C and other potential traffic congestion relief opportunities at the Highway 101 interchange.

ATTACHMENTS:

Attachment: Revised November Final Draft Report.