

**PROGRAMMING & PROJECTS
EXECUTIVE COMMITTEE
MEETING**

MONDAY, MAY 8, 2017

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 April 10, 2017 (Action) - **Attachment**
6. Revised Programming OBAG and Local Funds (Action) - **Attachment**
7. Measure B, Vehicle Registration Fee, Fiscal Year Alternative Fuel Program Update and Fiscal Year 2017-18 Program Adoption (Action) - **Attachment**
8. Approve Letter to MTC on HOV Hours of Operation (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

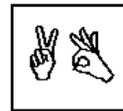
San Anselmo
Tom McInerney

San Rafael
Gary Phillips

Sausalito
Ray Withy

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold



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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
Programming & Projects Executive Committee
April 10, 2017
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, Tiburon 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: Diane Furst, Corte Madera Town Council

Staff Members Present: Dianne Steinhauser, Executive Director
Bill Whitney, Deputy 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 2:05 p.m.

1. Chair's Report (Discussion)

Chair Moulton-Peters indicated she had nothing to report.

2. Commissioner Comments (Discussion)

None given.

3. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser distributed a handout regarding a presentation of the Metropolitan Transportation Committee (MTC) and Association of Bay Area Governments (ABAG) draft Plan Bay Area 2040 at a special workshop April 27th before the TAM board meeting. She reported that a more detailed follow-up workshop will take place Saturday, May 20th, also here in Marin.

Regarding the passage of SB1, ED Steinhauser provided material from MTC describing the bill, its effects, and a funding breakdown regarding the formula funds in particular that will come to all cities, towns, and counties for road maintenance and rehab. She noted a number of grant programs which TAM staff will provide further information on at the TAM board meeting. She said the information would be made available on the website and

to TAM Board members. She drew attention to the road maintenance and rehab funding that especially benefitted Counties and jurisdictions with local transportation sales taxes. “Complete Streets” and transit funding were also noted, along with the distinction between “formula” and “grant” programs. ED Steinhauser also discussed the November 1 effective date. She noted that Sonoma Marin Area Rail Transit (SMART) is not eligible for State Transit Assistance (STA), as it is not operating yet. She also pointed out the increases in STA received by Golden Gate and Marin Transit.

Chair Moulton-Peters asked that a listing of cities be provided, and she also asked if the funds will be awarded by TAM. ED Steinhauser replied that the state funding for local roads goes directly to the local agencies.

Commissioner Sears asked for clarification regarding whether the MTC presentation on Plan Bay Area would be in the Board of Supervisors’ chambers and noted that an address was missing from the flyer, which ED Steinhauser confirmed.

Commissioner Fredericks asked if some cap and trade funds were still being earmarked for transit following the court decision. ED Steinhauser stated that she would research the question. She also remarked on the need to discuss Route 37 improvement studies with the county, including the failure to address sea level rise.

Finally, ED Steinhauser mentioned ongoing presentations to the city councils about the sales tax and federal and state-funded improvements.

Commissioner Fredericks complimented the quality of the presentation given at a recent Tiburon Council meeting and noted the TAM executive director provided an incredible amount of clear information in a short period of time.

4. Open Time for Public Expression

David Schonbrunn expressed concern that the redundancy and inefficiency in the two Executive Committee meetings regarding the agenda was inefficient, given the similarities between the two agendas. Chair Moulton-Peters explained that having two committees enables more Commissioners to have input on the issues.

5. Approval of Minutes from March 13, 2017 (Action)

Commissioner Lucan moved to approve the minutes of March 13, 2017. Commissioner Rice seconded the motion, which was unanimously approved.

6. Program OBAG 2 Safe Routes to Schools Funds (Action)

ED Steinhauser introduced Programming & Projects Manager David Chan to begin the staff report which asked the Committee to recommend to the TAM Board the funding recommendations of \$235,000 to San Anselmo for the San Anselmo Bike Spine Project, \$467,000 to the Corte Madera Paradise Drive Multi Use Path (MUP) and \$162,000 to the crossing guard program. Along with released reserve funding from the November 2016 TAM Board decision, this would allow for an increase of two guards for the life of Measure A that is due to expire in FY 24/25.

Mr. Chan explained that of the \$9.1 million federal funds available under the One Bay Area Grant Program, Cycle 2, \$864,000 has been set aside by MTC for the Safe Routes to Schools program. TAM's response to One Bay Area Grant (OBAG) has been tasked to an ad hoc committee consisting of TAM Commissioners Lucan, Moulton-Peters, and Reed, to include promotional education, crossing guards, and safe pathways.

Planning Manager Derek McGill updated the Committee on the progress of the ad hoc committee. He reported that Mr. Chan managed the call for projects for these OBAG2 Safe Routes funds, and a total of ten projects were evaluated using the rating criteria. The two highest ranking projects were the San Anselmo Bikes Spine and the Corte Madera Paradise Drive multi-use path.

Project Manager Dan Cherrier reported on the crossing guard program and described the efforts to keep the annual funding level through 2024 by anticipating the expected annual funds available. However, he reported that due to the living wage and other factors, funding would force the reduction of crossing guards in 2018 from 82 to 57. He noted that various mitigating approaches were discussed with the Ad Hoc, including a multi-year contract with the vendor instead of contracting on a year-by-year basis, eliminating the use of public transportation vouchers for the guards, and adjusting the minimum hours. He reported the latter idea was rejected, but the Major Roads Reserve Fund could pay for a couple of guards since bonding for that category is no longer required; the anticipated savings should fund 61 guards.

Mr. McGill indicated staff proposed that the committee accept the ad hoc committee's recommendation that the two highest priority safe routes projects be accepted with the remaining funding going to the crossing guards.

ED Steinhauser added that the process included identifying additional crossing guards needed sites efforts to keep current positions stable for each 4-year cycle before conducting counts to develop a new site list., and plans for school and local jurisdiction outreach to solicit other options. She also mentioned the limited number of crossing guard vendors bidding on the program.

Commissioner Fredericks asked if staff could give the schools an estimated figure of what could be funded. Mr. Cherrier responded that \$17,200 will be the rate for the 2017-18 school year. He also broke down the costs and requirements for volunteer crossing guards which amounts to approximately 25 percent of a fully-paid guard which covers training, supervision and insurance and a substitute on hand should a volunteer not be able to attend on a particular day.

Commissioner Sears asked if some of the Safe Paths money could be diverted to Crossing Guards as a critical safety priority, pointing out that a coherent policy needs safe crossings in concert with the emphasis on biking and walking. ED Steinhauser responded that the sales tax funding required a fairly strict breakdown of funds in each area. She suggested that fungibility might be addressed at the next tax approval cycle. ED Steinhauser did note that MTC funds are more discretionary in how they might be spent.

Mr. McGill added that federal funding might also be swapped in.

Chair Moulton-Peters concurred with Commissioner Sears' concerns, especially now that two schools in her district were slated to lose crossing guards.

Commissioner Sears noted in the Almonte area, parents associate getting children to school safely with crossing guards and that TAM could build out a number of safe paths but parents will not allow their children to use them without the assistance of a crossing guard at critical intersections.

Commissioner Lucan pointed out that even if all the Safe Routes money went to crossing guards, there would still be some positions that would need to be cut. He commented on difficulty balancing two high priorities—projects and guards.

Commissioner Rice was concerned that the cuts seemed abrupt and severe. She asked that the factors that led to this shortfall be clearly identified. She recognized that criteria were followed, and that outreach to the schools and volunteer options were good ideas.

Mr. Cherrier responded that 12 positions were already funded by local schools. ED Steinhauser reminded the Committee that 150 locations had been identified, and that there is no foreseeable funding for the remaining 60 or so.

Mr. Cherrier explained that it was right after the last cycle in 2014 that costs increased dramatically. He stated that efforts had located stop-gap funding from OBAG and Measure B, for example, yet reserves still had to be tapped. He added that a review by TAM's Technical Advisory Committee would be presented to the Board in April or May.

Commissioner Fredericks asked if the criteria and reviews looked at whether a crossing location was the only or best route to the school. Mr. Cherrier explained that they only evaluate locations that are forwarded from the Director of Public Works, since crossing guards are a crossing control device. After local submissions are approved by Public Works first; then a rigorous evaluation process begins.

ED Steinhauser added that a path of travel analysis for a crossing guard is not a criterion used for evaluation.

Commissioner Moulton-Peters gave the example of a location in unincorporated Mill Valley that seemed to be an unsafe location for a crossing and that a new one should be located.

Chair Moulton-Peters opened and closed public comment on the item, with no speakers coming forward

Chair Moulton-Peters suggested that the \$900,000 figure be fleshed out with the number of schools served. She also mentioned developing an off-ramp plan for those schools who will lose guards as well as notifying schools when they will be losing crossing guards, and using the Safe Routes team as a resource in explaining options.

Mr. Cherrier explained that after the list is finalized, beginning in winter 2017-2018, January-February 2018, at which point the staff will go to the schools to advise of the locations that no longer qualify for funding. At this point they will ask the school if they would like to pay the full cost to fund them or find volunteers. If they are not interested, then notification is made at the sites. ED Steinhauser pointed out that the logistics can be complicated at the school level, and that staff wants to avoid extensive management of volunteer programs.

Chair Moulton-Peters asked what happens to the 8 Safe Routes projects that were not recommended for funding, and the timing of the next funding cycle. Mr. Cherrier noted that David Chan, TAM's Programming Manager, would be managing the next call, which was a few years off.

Commissioner Sears moved to recommend that the Board approve the programming of the OBAG 2 funds, and Commissioner Lucan seconded the motion. It was unanimously approved.

7. Approve Letter to MTC on HOV Hours of Operation (Action)

ED Steinhauser introduced the item briefly and then turned the item over to Mr. Cherrier for the staff report which asked the Committee to recommend review and approval of the attached letter to be sent to the Metropolitan Transportation Commission (MTC) on High Occupant Vehicle (HOV) hours of operation and forward the letter to the full TAM Board for approval.

Mr. Cherrier reminded those present of the history, and that early on, in the 1970's, the lanes were for buses and 3 plus occupants, and at that time demand in general was light. He stated that the 2 plus standard began in 1988. He pointed out that the Marin County High Occupancy Vehicle (HOV) time periods are commute-directional, and are for shorter duration than most of the rest of the Bay Area. He said that in 1998, at Caltrans' request, Marin's HOV hours were made more consistent with the rest of the Bay Area. Mr. Cherrier recalled the resulting backlash, noting that other Bay Area commute corridors have parallel surface arteries, whereas in Marin, Hwy 101 is the artery. As a result, following outreach and discussion, and after about six months, the hours were returned to the previous standard.

Mr. Cherrier referred to studies that covered both the benefit of HOV lanes, but that also showed that during some commute hours, none of the lanes on Hwy 101 are able to move traffic at the 45-mph Federal Highway Administration FHWA standard. He stated that, to address this, it is possible to adjust the HOV hours of operation. Some studies indicate that extending the HOV hours moves traffic more smoothly and encourages more carpooling and express bus ridership.

Commissioner Rice asked what makes the whole freeway flow more smoothly with HOV lanes. Mr. Cherrier responded that it diverts people to more participation in the express buses and carpools. Yet he acknowledged the concern that for those making local trips, losing 25% of the capacity and extending the hours is troubling.

Regarding the Santa Rosa Express buses, Mr. Cherrier reported that currently, the buses are not able to complete their trips completely within the current Marin HOV hours. He explained further that the present proposal is 6:30 to 10:00 am/both directions, and 3:00 to 7:00 pm/both directions. The unknown is the impact on capacity that local solo drivers would make during the extended hours. Before making the decision, the staff believes further analysis should be conducted.

ED Steinhauser noted that Mr. Cherrier's material is contained in a previous presentation from MTC, and that MTC is willing to present it in person. She referred to the helpful data in the presentation. She also stated that the technical staff is not opposed to the proposal, but does want to see a comprehensive approach and good justification for the change. The staff would like to see an evaluation by MTC on the impact on the HOV lanes and on other traffic. She wondered if MTC might consider conducting a pilot study.

ED Steinhauser listed enforcement as a second issue. She questioned whether the Bay Area-wide 25 percent violation rate applies to Marin or whether it is closer to 10 percent or less.

Commissioner Sears said that the detail in the presentation shows Marin drivers have a low violation rate for using the HOV lane with less than two riders.

ED Steinhauser questioned if the enforcement was proportional with the violation rate.

As a third issue, she stated that ramp metering should be part of a comprehensive approach to managing Highway 101. Finally, she indicated her belief that outreach and communication is essential in residents' understanding of the rationales behind HOV/metering and the benefits of van/carpooling.

ED Steinhauser noted the MTC's desire to move quickly, as well as the Congestion Management Agency (CMA)'s historic concerns. Her concern is that if an action is handled poorly, it will revive resistance as in 1998. She pointed out that currently, Golden Gate and Marin Transit are indicating support for the plan. She summarized staff's views on a comprehensive approach, including ramp metering, Transportation Demand Management (TDM), and outreach.

Commissioner Sears emphasized Golden Gate Transit's stake in bus riders' desiring a more "express" experience. She said she would like to see the letter include a sentence recognizing Golden Gate Transit and Marin Transit's concerns and support. She also stated her concern about getting hung up on ramp metering when there is no funding for it.

Commissioner Fredericks asked if the Golden Gate Bridge District's busses would have to repeatedly make lane changes and merges in order to move from the HOV lane to a bus stop to pick up passengers. ED Steinhauser replied that the through buses were the primary concern. She also mentioned that "bus on the shoulder" idea would continue to be studied.

Commissioner Fredericks expressed concern about how the program will work with the current traffic conditions and would like more information as to how this concept will affect them.

Commissioner Sears noted that the Golden Gate Bridge District often changes the number of lanes going north or south on the Golden Gate Bridge to accommodate traffic levels. She noted they recently adjusted the number of northbound lanes by a half hour, which you wouldn't think would matter, but it is working very well. She also indicated the District should have data about their decisions, including traffic counts hopefully. She encouraged staff to consider trying different times rather than automatically extending the hours as planned; even small adjustments could be helpful.

Commissioner Lucan agreed even small changes could have significant impacts, so he thought making small, gradual adjustments to the times would be best. He also encouraged good data collection is helpful too especially in finding "in-between" times.

Commissioner Rice commented that setting compatible times with neighboring jurisdictions could be important, but she agreed finding the best times for local traffic is necessary above all. She also expressed that the startup of SMART would have an impact on traffic levels as well.

Commissioner Fredericks expressed concern that TAM representatives will be more likely to hear from disgruntled commuters if it doesn't work. ED Steinhauser noted that TAM often is required to comply with limits, etc. that it has no say about. She pointed out the Caltrans, MTC, and CHP have the authority to require and enforce this issue.

Chair Moulton-Peters thought it would be good to work on a letter to MTC generally supportive but with the conditions TAM would like to have implemented.

Chair Moulton-Peters opened public comment on the item.

David Schonbrunn observed that the most important issue is the legal requirements for operating an HOV lane. He also stated that most of the HOV lanes across the Bay Area fail to maintain a minimum speed of 45 miles per hour. He discussed the many years he has been writing TAM on this subject, with no significant response. He urged TAM to maintain HOV lanes for all periods where there is congestion, so there is a guaranteed travel time advantage to using an HOV lane. He expressed concern about the letter to MTC that echoes Caltrans orthodoxy, and does not allow the normal market conditions of supply and demand to monitor and limit traffic. He urged TAM to promote alternatives to single occupancy vehicles. He felt that the proposed letter to MTC represents outdated thinking about congestion relief.

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

ED Steinhauser clarified staff's recommendation on ramp metering, that it would improve travel time. She wanted to see more analysis, and include information on smart phone data programs for real time information and TDM. She commented about what happens when the carpool lane is full, as well as enforcement issues.

After brief further comment, ED Steinhauser suggested inviting MTC to come to the next TAM meeting to present their policies, and bring the letter back.

The Committee agreed to further discussion after a presentation by MTC and took no action on a letter at this time.

8. Strategic Vision Plan Overview (Discussion)

ED Steinhauser introduced Mr. McGill who presented this discussion item.

Mr. McGill discussed background history from TAM's original Vision Plan from 2003, voter approval of the Measure A Transportation Sales Tax and the beginning of TAM, efforts to update the Strategic Vision Plan, document TAM's accomplishments in intervening years, development of a draft vision plan during the RTP discussions in 2015, outreach to the public, agency stakeholders, and other interest groups, modifications to the draft plan based on input received on priorities and projects, future revenue sources, and long-term expectations. Mr. McGill also reviewed the mission statement, proposed framework for organizing the plan and reviewed some of the ongoing challenges facing TAM currently and in the future, continued reliance on local funds, information gathered from public outreach. Mr. McGill reviewed the strategies based on the 3 E's framework (equity, environment, and economy), priorities and steps needed to achieve each one strategy. He also discussed next steps in the process and funding opportunities.

ED Steinhauser noted that this item will be presented to the Board at their April meeting, but if Commissioners need to wait a few days to consider and give input, this Friday would be the last date by which to return comments and questions to staff, to be included in the Board item next week. Further input opportunities in April and in May from the Board were available as well.

Commissioner Lucan suggested including bicycle network under one of the strategies.

Commissioner Rice suggested, "continue using safe travel in Marin via multiple modes", as a change to the vision statement.

Chair Moulton-Peters suggested including transit and TDM under the Economy strategy since it looks like it addresses streets and roads, primarily.

Chair Moulton-Peters opened public comment on the item.

Cindy Winters discussed the advantages of carpooling and other forms of alternative transportation, and she urged TAM to consider new technologies and promotion of alternative forms.

Mr. Schonbrunn considered himself a visionary, and he was concerned about the use of “vision” in the title of this document, based on the definition of “vision”. He said he believes that this document does not bring forward anything new. He was also concerned about the lack of environmental review.

9. Overview of the new TAM Website (Discussion)

Due to the length of the meeting, the Committee agreed to postpone this item.

The meeting was adjourned at 3:40 p.m.

DRAFT



DATE: May 8, 2017

TO: Transportation Authority of Marin Programming and Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager

SUBJECT: Revised Programming OBAG and Local Funds (Action), Agenda Item No. 6

RECOMMENDATION

Recommend the TAM Board approve the revised funding recommendations shown in Attachment A.

BACKGROUND

On July 28, 2016, the TAM Board adopted funding recommendations for funds included in the OBAG 2 Call for Projects that included OBAG 2, TDA, and TFCA funds with deferred recommendations on three projects in the Downtown San Rafael Priority Development Area (PDA) that included the Francisco Blvd East Sidewalk Improvements, San Rafael Transit Center, and Multi-Use Pathway from 2nd to Andersen. The deferred recommendations on the projects were intended to allow staff to coordinate further with San Rafael on unresolved issues.

After working with San Rafael on the unresolved issues with the three projects in the Downtown San Rafael PDA, the TAM Board adopted recommendations for all funds in the OBAG 2 Call for Projects on September 22, 2016, including the \$3 million in local funds which were deferred until these issues were resolved. On October 27, 2016, further revisions were made with the local funds. The final recommendations as approved on October 27, 2016 are shown in Attachment A under columns denoted as “Adopted October 2016.”

REVISED RECOMMENDATIONS

The recommendations adopted on October 27, 2016, included programming \$167,000 and \$500,000 in OBAG funds to TAM for the Marin Sonoma Narrows (MSN) Contract Costs and MSN Phase 2 Design, respectively. The recommendations also programmed \$833,000 in OBAG funds and \$417,000 in local funds to GGBHTD for the San Rafael Transit Center and \$1,000,000 in OBAG funds to the Phillips Drive Project.

Staff is proposing to revise the funding recommendations for five (5) projects. The total amounts programmed for the MSN Contract Costs, MSN Phase 2 Design, San Rafael Transit Center remain unchanged. However, instead of OBAG funds, staff is recommending local funds for the MSN Contract Costs and MSN Phase 2 Design. For the San Rafael Transit Center, instead of a combination OBAG and local funds, staff is recommending all OBAG funds.

These revised recommendations for the three abovementioned projects would result in an excess of \$250,000 in OBAG funds and a shortfall of \$250,000 in local funds. While the amounts between the excess and shortfall are the same, the federal OBAG 2 funds cannot be used to defray the shortfall in local funds because the project (Phillips Drive) cannot accept federal funds because it is not a federal-aid eligible road.

Staff is proposing to decrease the local funds for the Phillips Drive Project from \$1,000,000 to \$750,000 with a commitment to backfill \$250,000 with other local funds when this project goes to construction, possibly in 2019 or later. The Board action includes this backfill commitment.

TAM previously programmed \$156,000 in local funds and \$344,000 in TFCA funds for a total of \$500,000 to Sausalito's Gate 6 Project in October 2016. However, Sausalito staff has recently approached TAM with the realization that the Gate 6 Project will cost closer to \$1 million if constructed as originally planned. Sausalito will conduct value engineering in an attempt to lower the costs but also requested TAM with further funding assistance. Staff is proposing to program the excess \$250,000 in OBAG funds, described above, to Sausalito's Gate 6 Project; thus, increasing the total funding from \$500,000 to \$750,000. Coupled with value engineering and other Sausalito funds, the increased funding should enable Sausalito to deliver the Gate 6 Project.

Complete Streets Resolution Condition

Staff is making this recommendation on the condition that Sausalito passes a Complete Streets Resolution that is acceptable to MTC. Without a Council-adopted Complete Streets Resolution, MTC prohibits Sausalito from receiving OBAG funds. Sausalito staff has informed TAM staff that the Complete Streets Resolution will be presented to its Council in May for consideration.

If Sausalito does not adopt MTC's Complete Streets Resolution, staff will return at a later date with options on programming the excess \$250,000 in OBAG funds.

The proposed changes with the funding backfill commitment are summarized in Attachment A.

REASONS FOR REVISIONS

Non-exempt Projects

Highway capacity increasing projects are considered non-exempt projects by MTC and non-exempt projects are ineligible for OBAG funding unless an exception is granted by MTC staff. MSN Contract Costs and MSN Phase 2 Design are categorized as non-exempt projects by MTC. In November 2016, staff submitted a request to MTC to grant exceptions to the MSN Contract Costs and MSN Phase 2 Design projects. MTC staff preliminary indicated that exceptions were likely but ultimately rejected our request.

Since the MSN Contract Costs and MSN Phase 2 Design projects cannot accept OBAG funds, reprogramming existing local funds to these projects became the only viable option to keep the rest of the projects whole, with the exception of Phillips Drive that will receive \$250,000 less in local fund for the time being. As mentioned, \$250,000 in other funds will be used to backfill the shortfall for Phillips Drive when it goes to construction. This is part of the action the Board is taking.

Priority Development Areas (PDAs)

Another reason for these programming revisions is that there was an insufficient amount programmed to PDAs. CMAs are required to program 50% of the eligible amount to projects located in or provide

proximate access to PDAs. Originally, TAM was required to program \$2.7 million minimum to projects in PDAs. However, the amount increased to \$3.1 million when the subsequent enacted FAST Act provided more federal funds to the OBAG Program.

Staff did not account for the increase funding with the original programming because the two projects (San Rafael Transit and Francisco Blvd East) in the Downtown San Rafael PDA amounted to only \$2.933 million, which met the original \$2.7 million requirement but short of the \$3.1 million updated requirement. The proposed changes shown in Attachment A will program \$3.35 million to two projects in the Downtown San Rafael PDA and, thus, satisfying MTC's PDA requirement.

NEXT STEPS

1. Work with sponsors to comply with MTC's requirements.
2. Submit approved applications for OBAG 2 funds to MTC for approval.

ATTACHMENT

Attachment A: Revised Funding Recommendations

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Funding Recommendations (Proposed May 2017)									
No.	Sponsor	Application	Adopted October 2016			Proposed Changes			Note
			OBAG 2 Funds Previously Adopted	Local Funds Previously Adopted	Total Allocated	OBAG 2 Funds Proposed	Local Funds Proposed	Total Allocated Proposed	
1	Novato	Downtown Novato SMART Station	\$1,450,000		\$1,450,000	\$1,450,000		\$1,450,000	No change.
2	San Anselmo	Sir Francis Drake Boulevard Pavement Rehabilitation and Crossing Improvements	\$1,134,000		\$1,134,000	\$1,134,000		\$1,134,000	No change.
3	TAM	Marin Sonoma Narrows (MSN) A2 & A3 Contract Costs	\$167,000		\$167,000	\$0	\$167,000	\$167,000	Changed previously programmed funds of \$167k from OBAG 2 to local funds because MTC disallowed this project from OBAG 2 funds.
4	GGBHTD	Design and Environmental Clearance for San Rafael Transit Center Permanent Relocation	\$833,000	\$417,000	\$1,250,000	\$1,250,000	\$0	\$1,250,000	Increased OBAG 2 funds from \$833k to \$1.25m to increase amount needed in a PDA and decrease local funds from \$417k to \$0. The total allocated remain unchanged at \$1.25m.
5	TAM	Marin Sonoma Narrows (MSN) B1 Phase 2 and A4 Design Plans, Specifications and Estimates (PS&E)	\$500,000		\$500,000	\$0	\$500,000	\$500,000	Changed previously programmed funds of \$500k from OBAG 2 to local funds because MTC disallowed this project from OBAG 2 funds.
6	San Rafael	Francisco Boulevard East Sidewalk Improvements	\$2,100,000		\$2,100,000	\$2,100,000		\$2,100,000	No change.
7	Marin City CSD	Phillips Drive Pavement and Streetscape Improvement Project		\$1,000,000	\$1,000,000		\$750,000	\$750,000	Decreased Phillips Drive by \$250k for now. When the project goes to construction, \$250k will be backfilled with other funds.
8	Sausalito	Gate 6/Bridgeway Intersection Improvements		\$156,000	\$156,000	\$250,000	\$156,000	\$406,000	Increased funding for Gate by \$250k to defray shortfall on the condition of adopting MTC's Complete Streets Resolution. Gate 6 also received \$344k in TFCA funds.
9	Marin Transit	Downtown Novato Bus Stop Improvement Project		\$311,000	\$311,000		\$311,000	\$311,000	No change.
10	Marin County	Signal Coordination Improvements, Traffic Signal Controller Upgrade and Interconnect Work on SFD Blvd		\$340,000	\$340,000		\$340,000	\$340,000	No change.
11	Corte Madera	Tamal Vista Boulevard Corridor Bicycle and Pedestrian Improvements		\$526,000	\$526,000		\$526,000	\$526,000	No change.
12	San Rafael	Multi-Use Pathway - 2nd Street to Andersen Drive		\$250,000	\$250,000		\$250,000	\$250,000	No change.
Total			\$6,184,000	\$3,000,000	\$9,184,000	\$6,184,000	\$3,000,000	\$9,184,000	

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DATE: May 8, 2017

TO: Transportation Authority of Marin Programming and Projects Executive Committee

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

SUBJECT: Measure B, Vehicle Registration Fee, Fiscal Year Alternative Fuel Program Update and Fiscal Year 2017-18 Program Adoption (Action); Agenda Item No. 7

RECOMMENDATION:

Receive update of the current fiscal year Measure B – Element 3.3 Alternative Fuel Program and proposal for Fiscal Year 2017-18, and forward to the TAM Board for adoption. The FY 2017-18 program is designed to review and refresh the program we have made since inception, with a continued emphasis on electric vehicle (EV) adoption, new EV marketing effort and additional review of new clean fuel and energy technologies.

BACKGROUND:

In 2010, Marin voters approved Measure B, Vehicle Registration Fee, which increased the annual vehicle registration fee by \$10 to help fund transportation improvements. Element 3 of the Measure B Strategic Plan included activities to support the development of alternative fuel infrastructure and alternative fuel vehicle education programs. TAM’s alternative fuel program is committed:

- To coordinate within Marin interests on Electric Vehicle activities, particularly infrastructure implementation and support of EV fleet conversion.
- To continue to convene TAM’s Clean Transportation Technology Advisory Working Group (formerly EVAWG), and maintain TAM’s active participation with the EV Coordinating Council, a collaborative effort of regional agencies, municipalities, EV advocates, and industry representatives.
- To seek and support alternative fuel technologies that will efficiently reduce greenhouse gas emissions.

PAST ACTIONS:

In May 2016, the Board received recommendations for budgeting and programming of TAM’s current FY 2016-2017 Measure B Alternative Fuel program, which were approved.

DISCUSSION/ANALYSIS:

Current Year Program Update

Staff has initiated all five elements of the current fiscal year-ending Measure B Alternative Fuel program. The following is an update of each element:

a. Public Agency EV Fleet Rebate (\$25,000)

The Public Agency EV Fleet Rebate was initially proposed and funded in FY 2013-14, and fully implemented in August 2014.

The rebate program assists public agencies that replace internal combustion engine (ICE) vehicles with electric and plug-in hybrid vehicles. TAM's incentive provides "match" funding of up to \$3,500 per vehicle, thereby reducing the cost of a new electric vehicle by up to \$6,000 when combined with the State's own rebate program. This FY 16-17 program sum of \$25,000 reflected staff's anticipated demand based on last year's program. Staff has marketed the program to the Marin City Managers, Marin Public Works Directors, public school districts and directly with various local agency staff members.

In discussion with public agency fleet managers in Marin, the typical EVs available on the market today (e.g. light duty sedan) do not fully complement their agencies' needs; particularly where it makes an impact, such as medium to heavy duty vehicles for larger departments, such as public works and police/fire. Regardless, Marin public agency fleet managers are aware of EV benefits and are adopting as quickly as they can. As of early May 2017, four rebates have been approved, accounting for 40 percent of the budget.

b. EV Charging Infrastructure (\$60,000)

TAM has been an active participant in providing bridge funding for electric vehicle charging station equipment (also known as EVSE) since the inception of the Measure B – Vehicle Registration Fee in 2011. TAM rolled out a new charging station grant this fiscal year and has experience significant traction with it.

While the program is opened to all public agencies within Marin County, it targets Marin schools, recognizing that many of the teachers and staff members of our local schools do not live in Marin and may commute from fairly long distances. Chargers at the schools will promote commuting with EVs.

Based on a first-come first-serve basis until funds are depleted, the program will provide matching funds of 75 percent of the complete installation up to \$1,500 for one Level 1 charging port or up to \$3,000 for one Level 2 charging port. As part of the grant requirements, charger locations must also be identified with at least two standardized way-finding traffic signs to direct motorists if the chargers are to be publicly accessible. Three rebate applications have been approved for payment, totaling approximately \$12,000.



Marin Clean Energy anticipates completion of their five EV-charger installation by the end of the fiscal year and submitting for reimbursement.

c. SMART Station Charging Infrastructure & Electric Bus Pilot Program (\$110,000)

The TAM Board allocated \$35,000 to SMART to assist in funding the installation of electrical conduits for possible EV chargers during its station development. SMART has installed the infrastructure in their two Marin parking lots.

The TAM Board also allocated \$75,000 for an electric shuttle/bus pilot project for further technology evaluation. The allocation was conceived as a funding match to attract additional grant funding from the California HVIP program or other sources of alternative fuels funding to cover the cost difference between conventional and electric vehicles. TAM, Marin Clean Energy (MCE) and Marin Transit staff has met periodically to discuss options. Late last year, Marin Transit informed the collective that they were in contract to purchase two new electric buses, which would be delivered in late 2017.

TAM brought these two updates to the Board in October 2016 to authorize funding; which was approved. Staff is currently working on funding agreements with the two agencies.



d. EV Outreach and Education (\$25,000)

There were several targeted opportunities for outreach and education in the current fiscal year:

- **Charge Across Town's EV Week event:** Charge Across Town (CAT) organizes consumer focused ride-and-drive events in partnership with manufacturers and local governments. TAM partnered with CAT in 2014 and 2015 to co-sponsor an event in downtown San Rafael. CAT chose to solely focus their efforts in the City of San Francisco for 2016.
- **National Drive Electric Week event:** TAM has participated in the National Drive Electric Week for the past several years, partnering with the Golden Gate Electric Vehicle Association (GGEVA) and its president, Dale Miller. It did so again this past fall (September 2016), co-sponsoring a ride-and-drive event at the Vintage Oaks shopping center in Novato.



- **Local Agency Outreach:** The City of San Rafael and the County of Marin had expressed initial interest in conducting EV public awareness and outreach events with their constituents in the past. To this end, a potential opportunity exist to partner with Marin County to demonstrate its recent purchase of a free-standing solar-powered EV charging station made by Envision Solar, and which TAM provided assistance a matching grant rebate.



- **Alternative Fuel Technology Education:** Fuel Cell Electric Vehicle (FCEV) and Renewable Diesel are technologies that compliment Battery Electric Vehicles and address the ability to “green” our current legacy fleets. TAM staff was part of the communication conduit that helped inform the County of Marin, Marin Transit, City of San Rafael and other agencies in Marin to make the switch from conventional diesel to using 100 percent renewable diesel during this fiscal year. Marin County

estimates that it will achieve approximately 650 metric tons of carbon dioxide reduction in 2017 by converting to renewable diesel. This figure is roughly equivalent to the combined volume over 650 single-story small homes.

TAM is also proud to report its partnership with the Marin School of Environmental Leadership (Marin SEL) to produce an electric vehicle promotion and education video aimed at informing high school students as they begin their lifelong driving experience. Outreach will be conducted at various Marin high schools.

Our EV outreach and education goals were met this year. Staff believes the return on investment for this program is extremely high given the broad reach it has.

e. Alternative Fuel/EV Consultant Support at TAM (\$20,000)

To stay abreast of key trends and grant opportunities, TAM staff attends a variety of alternative fuel industry meetings and workshops, such as the EV Coordinating Council meetings, and interacts with practitioners to better understand the greenhouse gas emission reduction landscape and develop a more efficient suite of objectives. Of note, TAM attended the Green California Summit in Sacramento this year and plans to attend the Advanced Clean Transportation conference in May 2018.

Fiscal Year 2017-2018 Budget and Program Recommendations

Based on experience with the current program and vetting ideas with TAM's Clean Transportation Technology Advisory Working Group (CTTAWG), staff has the following budget recommendations for FY2017-2018 budget development for Measure B, Element 3.3 – Alternative Fuels Infrastructure and Promotion Program:

1. Public Agency EV Fleet Incentive	\$20,000
2. EV Public Charging Infrastructure	\$55,000
3. SMART Station EV Charging Infrastructure	\$35,000
4. Electric Bus Pilot Program	\$75,000
5. EV Outreach and Education	\$35,000
6. Alternative Fuel Consultant	<u>\$20,000</u>
TOTAL	\$240,000

For the Public Agency EV Fleet Rebate Program, TAM's incentive is proposed to increase in the new fiscal year by providing "match" funding of up to \$5,000 per vehicle (*which is an increase of \$2,500 per vehicle since the program's inception in FY 15-16 program*), thereby reducing the cost of a new electric vehicle by up to \$10,000. Participants may also be eligible for any Bay Area Air Quality Management District's (BAAQMD) PEV Rebate Program that may exist. This program sum of \$20,000 continues to reflect a more realistic level of demand by public agency fleet managers who often account for fleet replacement in multi-year plans while appropriately matching electric vehicles with end-user needs.

Introduced in FY 2015-16, the proposed TAM EVSE grant program continues on the path of supporting efforts where it matters the most. Based on a first-come first-serve basis until funds are depleted for the year, the program will provide matching funds of 75 percent of the complete installation up to \$1,500 for one Level 1 charger (per charging head) or up to \$3,000 for one Level 2 charger (per charging head). *This represents an increase of coverage and matching rebate amount since the program's inception in FY 15-16 program.* Charger locations must also be identified with at least two standardized way-finding traffic signs to direct motorists if the chargers are publicly accessible.

The SMART station charging infrastructure and Electric Bus Pilot Program allocations are proposed to be carried forward until funding agreements are executed and funds are released to SMART and Marin Transit. Lastly, staff believes that keeping up with the fast-paced changes within the alternative fuel industry and continuing with extensive public outreach are key to an increasingly successful program. For this reason, we recommend increasing the Outreach and Education element \$35,000. Funds would be used to sponsor EV “ride & drive” events and implementing a media/social media campaign to promote EV ownership. Staff also envisions engaging consultant support to survey public agency fleet and facility managers to assist and educate them with EV opportunities.

FISCAL CONSIDERATION:

The total program recommended for FY 2017-18 is \$240,000. There are sufficient funds in the Measure B account to support the recommended program.

NEXT STEPS:

Staff will continue the implementation of the FY 2016-2017 Measure B Alternative Fuel program, and prepare for the FY 2017-2018 implementation when adopted by the full TAM Board.



DATE: May 8, 2017

TO: Transportation Authority of Marin Programming & Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Approve Letter to MTC on HOV Hours of Operation, (Action), Agenda Item 8

RECOMMENDATION

Recommend review and approval of the attached letter to be sent to the Metropolitan Transportation Commission (MTC) on High Occupant Vehicle (HOV) hours of operation and forward the letter to the full TAM Board for approval.

BACKGROUND

High Occupancy Vehicle (HOV) Lanes began operation in Marin in 1976 with an occupancy requirement of three people. In 1988 the occupancy requirement was reduced to two persons. The hours of operation in July 1998 were changed to 5 to 9 am and 3 to 7 pm Monday through Friday. After much community pressure the Highway 101 HOV hours were returned to 6:30 to 8:30 am in the southbound direction and 4:30 to 7:00 in the northbound direction. Since that time, the existing gaps in the carpool lanes have been closed by constructing new HOV Lanes resulting in continuous HOV lanes through much of Marin.

The MTC Managed Lanes Implementation Plan (MLIP) was conducted in 2016 to identify projects that can be easily implemented to better manage the freeways in the region. The MLIP recommendations included potential locations for new HOV Lanes, HOV Lane conversion to Express Lanes, Express Buses, Park & Ride Lot Improvements, and extended or regionally consistent HOV hours.

As part of the MLIP recommendation for Marin, MTC is proposing revised HOV hours of 6:30 to 10:00 am and 3:00 to 7:00 in the afternoon. These changes would be implemented in two six-month Pilots. The first would change the hours in the Southbound direction this summer. After evaluating the impacts of this change the Northbound direction hours are proposed to be changed in early 2018.

DISCUSSION/ANALYSIS

Highway 101 in Marin acts in several locations as a local arterial due to the lack of parallel routes. As such, much of the traffic only travels a short distance before exiting and is not able to utilize the HOV Lanes. Longer HOV hours would reduce the capacity of the highway for residents during those longer hours. A reduction of the available capacity, except during the peak of the commute, could be detrimental to the Marin traveling public. Caltrans acknowledged these local impacts and returned the HOV Lanes to the previous hours of use.

TAM remains committed to moving people through Marin as efficiently and effectively as possible. With over 50 percent of our local sales tax dedicated to transit options, with our Safe Routes and Employer/Employee support programs, all supported through public votes of approval, TAM is supporting options to driving, and particularly, options to single-occupancy driving.

MTC presented their recommendation to adjust hours at the April 27 TAM Board Meeting. It was presented that Golden Gate buses are unable to make a run from Santa Rosa to San Francisco and travel in HOV Lanes in both counties. MTC in response to concerns previously raised by TAM staff and others are intending to implement the new hours in phases with before and after studies to look at total person throughput and Express Bus travel times. TAM staff feel that before and after studies of the congestion in the mixed flow lanes should be added to the data collected, and if incremental changes in the hours, 30-minute additions, would better serve the needs of all the users of the highway.

TAM is in the process of working with Caltrans and MTC to locate funding to complete the Highway 101 ramp metering project and have been seeking approval from Caltrans to pilot a bus on shoulder concept. Staff feel that these additional traffic management strategies should ideally be implemented simultaneously with the change in HOV Lane hours.

The response from Marin highway users during the last attempt to change HOV hours was negative and lead Caltrans to a swift reversal. The potential negative impact associated with a change, now, that would reduce available lane-miles in Marin for solo drivers must be considered. The California Highway Patrol has stated that the changes may lead to increased congestion in the mixed flow lanes and a greater number of incidents.

The process of changing the HOV lane hours of operation is made by a Committee consisting of representatives from Caltrans, MTC and the California Highway Patrol. MTC has asked the Committee to meet and consider the change to HOV lane hours of operation.

Travelers in Marin would also be well served by an informational campaign on the change in hours. Our residents, employers, employees, and recreational visitors should all be afforded an opportunity to plan their trips knowing these restrictions on Highway 101 are going to occur.

FISCAL CONSIDERATION

None

NEXT STEPS

The Committee should assist TAM staff in setting direction regarding HOV hour of operation changes. The Committee may review the attached letter to MTC and recommend changes and approval by the full Board. Alternatively, provide additional direction to staff.

ATTACHMENTS

Draft Letter to Steve Heminger dated June 2, 2017



June 2, 2017

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Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale Street #800
San Francisco, CA 94105

Dear Mr. Heminger:

The TAM Board is aware of the intended actions by MTC to modify the operating hours of the HOV lanes within Marin County on Highway 101, to allow transit trips to-and-from Sonoma County to operate more effectively and create a common standard around the Bay Area. The TAM Board appreciates your potential plan to phase the introduction of the change in hours, starting with the Southbound Highway 101 changes. While the TAM Board supports HOV Lane hours that support transit, it will be in the best interest of Marin commuters to not suddenly introduce these changes as a stand-alone effort. We believe a broader approach to managing traffic, specifically the implementation of ramp metering, a commitment of funds supporting additional HOV Lane enforcement of violators, and support for a Bus-on-shoulder lane would result in more complementary operational improvements.

There are currently over 125,000 daily users on the section of Highway 101 in northern Marin, and 160,000 daily users in southern Marin. Because the HOV Lane is already full, it is imperative that there is a clear assessment of benefit when the restrictions are put in place - including how many additional transit user trips occur - and what is the resulting additional congestion affecting our residents and businesses. The area served by Highway 101 uniquely lacks a strong local road network, as such Highway 101 serves as Main Street, often with intra-county trips that stay on the highway for just one or two interchanges before exiting. These short trips preclude the use of the HOV lanes by many of our residents. Longer HOV hours would reduce the capacity of the highway for residents by 25% during those longer hours. The benefits of your proposal should clearly outweigh potential impacts, or a way to mitigate those impacts should be considered and implemented if the changes in hours remain after the pilot period.

When Caltrans tried to modify the hours of operation in July of 1998 there was significant public concern eventually leading to a return of the current hours a few months later. The underlining concerns of Marin residents have not changed during the intervening years. A reduction of 25% of the available capacity, could be detrimental to our businesses who rely on workers travelling into Marin every day, as well as our residents using Highway 101 as an urban arterial.

Requests for the change in hours have been received from Golden Gate and Marin Transit. Each feel that the extended hours can allow their transit system to operate more efficiently and effectively attract additional transit users. TAM actively supports the use of transit, vanpools, and carpools on our busiest highway. We recognize the importance of providing alternatives to driving alone.

The California Highway Patrol has raised concerns regarding increased incidents from the added congestion that will occur due to compressing the users into fewer general purpose travel lanes. A gradual approach where changes to the hours are made in 30 minute increments may be a more suitable approach. Additional metrics should be added to the Pilot evaluation. The congestion in the mixed flow lanes should be carefully monitored and recorded and if incremental changes in the hours, such as 30 minute changes, would better serve the needs of all users.

Travelers in Marin would also be well served by an informational campaign on the change in hours. Our residents, employers, employees, and recreational visitors should all be afforded an opportunity to plan their trips knowing these restrictions on Highway 101 are going to occur.

Thank you for hearing our concerns at the TAM Board meeting of April 27. We look forward to continuing to work with you on this valuable effort.

Please contact TAM's Executive Director, Dianne Steinhauser, with any questions.

Sincerely,

Stephanie Moulton-Peters
TAM Chair

cc: Mike McGuire, California State Senator, Senate District 2
Marc Levine, California State Assemblymember, District 10
Bijan Sartipi, Caltrans Director, District 4
Robert Mota, California Highway Patrol