

**TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING**

JULY 10, 2017

2:30 P.M.

**TAM OFFICE
900 Fifth Avenue
San Rafael, California**

AGENDA

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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

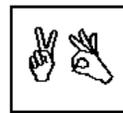
San Rafael
Gary Phillips

Sausalito
Ray Withy

Tiburon
Alice Fredericks

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

1. Convene in Open Session
2. Adjourn to Closed Session
- CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
– SIGNIFICANT EXPOSURE TO LITIGATION**
**There is significant exposure to litigation against the Agency pursuant to
Government Code section 54956.9(d)(2)**
Number of Cases: 1
3. Reconvene in Open Session – Announcement
4. Chair’s Report (Discussion)
5. Commissioner Matters Not on the Agenda (Discussion)
6. Executive Director’s Report (Discussion)
 - a. Richmond-San Rafael Bridge Third Lane and Multi-Use Path Report
7. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Rice
 - c. SMART – Commissioner Sears

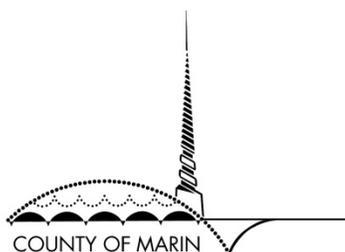


Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

The Marin County Civic Center is served by several bus lines including Marin Transit Routes 45, 45K, 49, 233, and 259. Route 45 provides service to the Civic Center Hall of Justice Arch until 8:43 PM. In the evening, Golden Gate Transit provides service until 11:24 PM with routes 70 and 80 along Highway 101 from the San Pedro Road bus pads, which are about a half mile away. To access the San Pedro bus pad NB, walk south down San Pedro Rd and take the footpath to the NB 101 onramp where the bus stop is located. To access the SB pad, walk down San Pedro Rd and under the freeway, turn right on Merrydale and then take the footpath near the SB onramp to the bus pad. For arrival and departure times, call 511 or visit www.marintransit.org, or www.goldengate.com

8. 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.)
9. CONSENT CALENDAR (Action) – Attachment
 - a. Award of Contract for Counting of Crossing Guard Locations
 - b. OBAG 2 Safe Routes to Schools Funding Exchange
 - c. Approve Crossing Guard Interagency Agreement Amendments
 - d. Congestion Management Plan and Monitoring Report Contract Amendment– Authorize Approval
10. First-Steps Toward Becoming CalPERS Employer (Action) – **Attachment**
 - a. Adopt the Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits ((Action)
 - b. Authorize Board President to Execute Reallocation Agreement and Instruct the Office of the County Counsel to present the Signed CalPERS Reallocation Agreement to LGS' Executive Director Richard Averett and to set a 14-day (July 24, 2017) deadline for response (Action)
 - c. Authorize the Office of the County Counsel to hire outside human resources consultant for retirement issues (Action)
 - d. Direct the Office of the County Counsel to seek to renegotiate contractual relationship with LGS and RGS to provide for changes as CalPERS contracting advances (Action)
11. Release Strategic Vision Plan Draft for Public Review (Discussion) - **Attachment**



July 10, 2017

Brian E. Washington
COUNTY COUNSEL

Jack F. Govi
ASSISTANT COUNTY COUNSEL

Renee Giacomini Brewer
SUPERVISING DEPUTY

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David L. Zaltsman
Michele Keno
Patrick M. K. Richardson
Stephen R. Raab
Steven M. Perl
Edward J. Kiernan
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Re: Closed Session – Significant Exposure to Litigation [GC section 54956.9(d)(2)]

I request that you conduct a closed session, during your meeting on July 10, 2017 to discuss significant exposure to litigation. In my opinion, public discussion of this matter would prejudice your position. The specific reason and the legal authority for the closed session is Government Code section 54956.9(d)(2). A legislative body may hold closed sessions when, a point has been reached where, in the opinion of the legislative body of the local agency on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the local agency. In my opinion, a point has been reached where there is significant exposure to litigation against the County because of facts and circumstances that might result in litigation against the local agency but which the local agency believes are not yet known to a potential plaintiff or plaintiffs.

It should be noted that Government Code section 54954.2(a)(1) requires that the Closed Session item be posted on the Board agenda. Government Code section 54954.5 recommends that the agenda description should read as follows:

The agenda description should read as follows:

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION - SIGNIFICANT EXPOSURE TO LITIGATION
There is significant exposure to litigation against the Agency pursuant to Government Code section 54956.9(d)(2)
Number of Cases: 1

Respectfully submitted,

BRIAN C. CASE
Deputy County Counsel
Attorney(s) for Transportation Authority of Marin

cc: Clerk of the Commission
Dianne Steinhauser, Executive Director

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DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Award of Contract for Counting of Crossing Guard Locations (Action) Agenda Item 9a

RECOMMENDATION

Authorize the Executive Director to enter a contract with Wiltech of Pasadena for crossing guard counts required under the ½-cent Transportation Sales Tax Strategic Plan (2006-). Counts shall remain in effect for four years. The contract is established for a Not to Exceed amount of \$235,000 for vehicle and pedestrian counts. Contract to terminate June 2018.

Approve an amendment to the FY 17/18 TAM budget for crossing guard counts to increase the line item to \$235,000.

BACKGROUND

The TAM Crossing Guard Program is in the twelfth year of operation and currently provides for 90 guard locations. Seventy-two of these locations are funded through the one-half percent Transportation Sales Tax (Measure A), ten through the Vehicle Registration Fee (Measure B), and eight on a reimbursed basis for various school districts.

The implementation policies and the list of locations for the TAM Crossing Guard Program were initially developed during the 2005-06 school year. The process began with a questionnaire being distributed to all the public and private schools in Marin County and to all the members of the Marin Public Works Association (MPWA). While the questionnaire was being distributed and the responses collected, the MPWA together with the TAM Technical Advisory Committee (TAC) established a set of “qualifying” criteria for prioritizing potential crossing guard locations. The evaluation criteria were based on the California Manual of Uniform Traffic Control Devices with California Amendments (CMUTCD) and the Criteria for Adult Crossing Guards published by Caltrans. These resources are generally used by communities in California to determine if crossing guards are warranted and cost effective at specific locations. In order to apply the criteria, traffic data was collected for each of the locations. The traffic data included vehicle and pedestrian counts during a morning period for trips to school and an afternoon period for trips leaving school. In addition to the traffic data, information about the roadway characteristics such as the number of lanes and the type of intersection control, e.g. stop sign, signal, etc. was also collected.

A list of 39 crossing guard locations was recommended for funding through the TAM Crossing Guard Program based on the responses to the questionnaire and the analysis of the data collected. The questionnaire was distributed a second time (Phase 2) and a second round of traffic data was collected for approximately 30 additional locations. The Phase 2 analysis by the MPWA and the TAC identified another five (5) locations that met the qualifying criteria and ten (10) locations recommended as “pilot” locations.

The implementation policies for the TAM Crossing Guard Program provided for a three-year funding commitment for locations that meet the qualifying criteria and that pilot locations will be funded on a year-by-year basis. The list of 54 locations approved for funding by TAM for the first year of the Crossing Guard Program included 44 locations that met the qualifying criteria and ten (10) pilot locations.

The implementation policies adopted by the TAM Board for the Crossing Guard Program allowed for the consideration of other factors (i.e. other than the traffic data) when recommending locations for a crossing guard. Such locations were referred to as “pilot” locations and each pilot location was considered on a case by case basis. The pilot locations are still being provided guards. The pilot locations were carefully reviewed by the TAC and MPWA before selection.

A new survey was distributed earlier in 2008 and traffic data for 18 locations was collected during May 2008. Staff presented the list of candidate locations to the MPWA and the TAC for their consideration on June 19, 2008. The locations were listed in the order by the extent to which they satisfy the qualifying criteria established by the MPWA and TAC. The TAC and MPWA had differing recommendations. The TAC recommended funding the top locations and noted that two locations were recommended for funding by the MPWA based on factors other than the traffic volumes.

The discussions at the MPWA and TAC meetings brought to light the need to address the consideration of other factors in the process for evaluating potential future crossing guard locations. The evaluation based on the vehicular and pedestrian volumes was numerical and lends itself straightforwardly to developing a ranked list. The evaluation of other factors such as roadway geometry, sight distance, the speed of traffic and other site-specific conditions was based in large part on engineering judgment and presented a greater challenge to developing a ranked list. The MPWA and TAC highlighted the need to develop a new process for the recertification of locations.

Throughout 2008 and into 2009 a new ranking system was developed through the efforts of MPWA and the TAC. The revised evaluation criteria were implemented successfully for the creation of the location list developed and approved in time for the 2010/2011 school year. During that process 125 locations were evaluated. The process resulted in the loss of twelve locations that were previously guarded. This number would have been larger except the TAM Board took action to temporarily use the Transportation Sales Tax to fund an additional twelve locations in anticipation of passage of the Vehicle Registration Fee that same Fall. It was found that the twelve discontinued sites had very low usage and the relocation of the guards allowed for other sites to be included in the program. The revised scoring system was evaluated by the TAC and found to have produced satisfactory results and was well accepted due to the quantitative results. Minor modifications to the scoring process was approved by the TAM Board in June 2017.

The new scoring criteria actually score each crosswalk leg of an intersection. This results in a total of eight possible scores for each crosswalk leg during a four-hour time period. The highest score for all crosswalk legs is then chosen to represent the score for that intersection. This approach also allows the vehicle data for the crosswalk to be compared to the pedestrian volumes for the same time period, allowing for actual potential conflicts to be evaluated. This can result in 32 or more separate scores for each location; however, staff feels this is the fairest approach and is worth the extra data reduction time.

DISCUSSION/ANALYSIS

The current master list of guard locations has increased to 147 sites. The TAM Board in June 2017 approved reducing the number of locations to be counted to 119. The others will retain scores from the last set of counts. Staff is in the process of verifying the existing 2014 data on the 28 sites that will not be counted. Any question regarding the existing counts (weather at time of count, special school function,

etc.) will result in that site being counted as part of this contract. Staff will be working with MPWA and school officials to inform them of the locations of the counts and to make sure that special events and functions will not affect the validity of the data. The contract will have prohibitions regarding counting on inclement days.

Staff were pleased with the methodology of utilizing video counts for the 2014. This approach allowed for review and corroboration of the counting data for use during the scoring process. However, only one camera was used for each intersection during 2014 and it was very difficult for the contractor to identify and distinguish school age pedestrians and bicyclists. A major part of the RFP stressed the ability to identify school age pedestrians. The selected firm will be using a separate camera for each leg of the intersection and in several locations even a separate camera for each direction. This higher level of cameras will be utilized at locations when high school students are traveling the same direction as middle school students.

A Request For Proposals was released in mid-May for counting the various locations. TAM received four proposals. A selection panel comprised of TAM staff and outside consultants evaluated each proposal and decided to interview three firms. Based on the results of the interview, and other selection criteria, the selection panel is recommending Wiltech Traffic Engineering and Data Research from Pasadena, California. Due to the magnitude of this project Wiltech will be teaming with National Data and Surveying Services (NDS) for a portion of the work. Wiltech will retain overall quality control.

Wiltech and NDS will use cameras at each intersection and then reduce the data with their staff reviewing the video image. Advantages of this approach over manual counts allow for additional days of data collection and the ability to review counts if anomalies are found. Parents and school officials are frequently concerned that a one-day count may have occurred during a period that is not representative of the normal traffic associated with the school. With additional data, staff will be able to use the peak day of traffic collection.

The selection panel was especially impressed with Wiltech's approach to obtaining permission and/or encroachment permits from the various jurisdictions to mount the necessary cameras. Wiltech understands that there may be a jurisdiction that is reluctant to use cameras for traffic counts and is prepared to perform manual counts at those locations.

The selection panel was also impressed about the sensitivity that Wiltech displayed in working around school age children. They were uniquely aware of the concerns that many parents have, regarding observing the movements of their children. Data will become the proprietary property of TAM and will be held solely by TAM for internal technical usage only, to assure security. Video will be deleted upon adoption of a revised ranked list.

FISCAL CONSIDERATION

Wiltech proposed six different prices based on the type of intersection (number of crosswalks) and the level of resolution required. Each price is for two days. Higher resolution is required if a High School is nearby. The prices per intersection are:

A-1 Simple intersection (one crosswalk) and Manual Counts – Low Resolution	\$720
A-2 Standard intersection (up to four crosswalks) and Manual Counts – Low Resolution	\$1,440
A-3 Complex intersection (more than four crosswalks) and Manual Counts – Low Resolution	\$2,160
B-1 Simple intersection (one crosswalk) – High Resolution	\$1,440
B-2 Standard intersection (up to four crosswalks) – High Resolution	\$2,880
B-3 Complex intersection (more than four crosswalks) – High Resolution	\$4,320

Public Works Directors can request that any of the 28 sites designated to not be count in their jurisdiction can be counted upon their request. Staff expect approximately 10 of the 28 will be put forward for counts. Staff will work with Wiltec to agree on the category for each of the resulting 129 intersections that will be counted after contract execution.

For budgeting purposes only TAM staff have determined the following breakdown. This breakdown is based on staff's familiarity with the locations. Actual charges from the contractor will be based on the actual agreed upon category

Type A1	24 Locations	\$720 per Location	\$17,280
Type A2	45 Locations	\$1,440 per Location	\$64,800
Type A3	10 Locations	\$2,160 per Location	\$21,600
Type B1	15 Locations	\$1,440 per Location	\$21,600
Type B2	30 Locations	\$2,880 per Location	\$86,400
Type B3	5 Locations	\$4,320 per Location	\$21,600
Total			\$233,280

Staff recommends entering into a contract with Wiltec for a Not to Exceed amount of \$235,000. A placeholder of \$110,000 was placed in the FY 17/18 TAM budget. This was done before any proposals were received and costs were better known for the magnitude of the requested effort. This action will increase the Budget amount to \$235,000. Sufficient funds exist in the Transportation Sales Tax (Measure A) Strategy 4.2 carryover to cover this increase.

Note that more sites (129) than originally anticipated (110) are being counted. Counts conducted in the previous cycle in 2014 cost the agency \$120,000.

NEXT STEPS

The counts are scheduled to occur during September, October, and partially into November. TAM staff will score each location up until the end of the calendar year and hope to have a draft ranked list by early January. Staff will work closely with school districts, and cities to explore options for those locations that currently have a guard, that may not be positioned for a guard beginning in Fall of 2018. The final ranked list should be ready for full TAM Board approval by the April Board meeting. Notifications will take place in May for those locations that will be affected by the new list.

ATTACHMENTS

None



DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: OBAG 2 Safe Routes to Schools Funding Exchange (Action), Agenda Item No. 9b

RECOMMENDATION

- 1) Recommend that the TAM Board approve funding exchange shown in the below tables that would program additional \$34,000 and \$128,000 in federal Safe Routes to School (SRTS) funds from the One Bay Area Grant (OBAG) 2 Program to the San Anselmo Bike Spine and Corte Madera Paradise Drive Multi-Use Path projects, respectively, and deprogram \$162,000 in federal SRTS funds from TAM's Crossing Guard Program.
- 2) In place of the deprogrammed \$162,000 in federal SRTS funds, program \$162,000 in Measure A funds to the Crossing Guard Program from Measure A funds from San Anselmo and Corte Madera.
- 3) Amend the Measure A Strategic Plan and TAM's Budget accordingly to accommodate these changes.

BACKGROUND

MTC's OBAG 2 Guidelines require minimum amounts to be programmed for SRTS projects for each CMA. Of the available funding, TAM is required to program a minimum of \$864,000 to SRTS projects or programs.

TAM conducted a Call for Projects on March 30, 2016 and received 9 projects/programs by the deadline of May 6, 2016 identified for consideration of SRTS funding. On April 24, 2017, the TAM Board programmed \$864,000 in funding for three SRTS projects that included:

- \$235,000 for San Anselmo's Bike Spine
- \$467,000 for Corte Madera's Paradise Drive Multi-Use Path
- \$162,000 for TAM's Crossing Guard Program

Because federal SRTS funds do not allow the funding for crossing guards, it was always anticipated that staff would need to exchange the \$162,000 in federal SRTS funds programmed to TAM's Crossing Guard Program with other eligible funds.

FUNDING EXCHANGE PROPOSAL

Since adoption of the SRTS funds for the three abovementioned projects in April 2017, staff has been exploring options on exchanging federal SRTS funds for the Crossing Guard Program. While exploring

options, it became apparent that exchanging funds within the same three projects was the best option because it was simple, easier to track, and all projects are made whole.

Staff is proposing to increase federal SRTS funds for the San Anselmo Bike Spine and Corte Paradise Drive MUP projects by \$34,000 and \$128,000, respectively, for a total of \$162,000 in federal SRTS funds. In return, TAM would retain \$34,000 from San Anselmo's Measure A funds for local roads in FY 18/19 and Corte Madera would be deobligated \$128,000 in Measure A funds from the complete Bayside Trail project. The Measure A funds of \$162,000 would be used to fund the Crossing Guard Program.

San Anselmo

San Anselmo will receive approximately \$140,000 in Measure A local road funds in FY 18/19. San Anselmo has agreed to allow TAM to retain \$34,000 in FY 18/19 Measure A funds in exchange for \$34,000 in additional federal SRTS funds for the San Anselmo Bike Spine. Since the Bike Spine is already "federalized," programming an additional \$34,000 in federal SRTS funds would not add additional federal burden to San Anselmo to process the funds. San Anselmo is made whole with this exchange.

Corte Madera

In December 2005, TAM approved the swap of federal funds in the amount \$2.432 million with local Measure A funds. The federal funds included \$1.392 million in Transportation Livable Communities (TLC)/Housing Incentive Program (HIP) funds and \$1.039 million in Transportation Enhancement (TE) funds. Included in the list of approved HIP projects was \$371,826 to the Town of Corte Madera for the Bayside Trail Park Improvement Project, centered near the San Clemente Housing Project.

Corte Madera completed the Bayside Tail Park Project with approximately \$128,000 remaining. In late 2011, Corte Madera proposed to use the remaining funds on a new project to remove ADA impediments on sidewalks around the San Clemente Family Housing Project on San Clemente Drive and Paradise Drive. The proposal was approved by TAM but the project stalled because Corte Madera was unable to obtain consensus with the affected property owners.

In October 2015, Corte Madera proposed to use the remaining \$128,000 instead to extend the Class I Path on the Bayside Trail with a Safe Pathway project that t will provide a multi-use path where the Bayside Trail ends at Paradise Drive and continues to Seawolf Passage. TAM approved the proposal but the funds have not been expended and remain available to date.

The October 2015 proposal from Corte Madera is the same project that was submitted for the OBAG SRTS Call for Project. Staff is proposing to deobligate the remaining approximate \$128,000 in Measure A funds and moving the deobligated Measure A funds to the Crossing Guard Program. In place of the deobligated Measure A funds, TAM will program an additional \$128,000 in federal SRTS funds that were originally programmed to the Crossing Guard Program.

The Paradise Drive MUP Project would be made whole with this funding exchange and Corte Madera would not incur additional federal burdens since the Paradise Drive MUP project is already "federalized." Corte Madera staff has agreed to the exchange.

SUMMARY

Below are two tables summarizing the funding exchanges as described above. Table A shows the changes to the SRTS Program that was originally adopted by the TAM Board in April 2017. Instead of submitting three projects to MTC for federal SRTS funding, only two projects would be submitted since the Crossing Guard Program will not be funded with federal SRTS funds. Table B shows the Crossing Guard Program

being deprogrammed \$162,000 in federal SRTS funds but made whole with the programming of Measure A funds.

TABLE A: SRTS Program			
Project/Program	Previously Recommendation	Change	Revised Recommendation
San Anselmo Bike Spine	\$235,000	+\$34,000	\$269,000
Corte Madera Paradise Drive MUP	\$467,000	+\$128,000	\$595,000
Crossing Guard Program	\$162,000	-\$162,000	\$0
Total	\$864,000	\$0	\$864,000

TABLE B: Crossing Guard Program		
OBAG SRTS Funds	-\$162,000	
San Anselmo's FY 18/19 Measure A Local Road Funds		\$34,000
Corte Madera's Deobligate Measure A HIP Funds from Bayside Trail Project		\$128,000
Total	-\$162,000	\$162,000

FISCAL IMPACTS

The Measure A Strategic Plan and TAM's Budget would need to be amended accordingly to accommodate these changes.

NEXT STEPS

Pending approval from the TAM Board, program OBAG 2 SRTS funds to San Anselmo Bike Spine and Corte Madera Paradise Drive MUP Projects in the amounts listed above and submit them to MTC for approval, as well as program \$162,000 in Measure A funds from San Anselmo and Corte Madera for the Crossing Guard program, resulting in two additional guards.

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DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve Crossing Guard Interagency Agreement Amendments (Action) Agenda Item 9c

RECOMMENDATION

Authorize the Executive Director to enter into Amendment 6 of Agreement A FY 12/13-005 (FA) with Novato Unified School District to increase the Not-to-Exceed amount by \$70,000 to \$288,000 to fund up to four crossing guard locations determined by NUSD. Term to be extended to July 31, 2018. All costs to be paid by Novato Unified School District.

Authorize the Executive Director to enter into Amendment 2 of inter-agency Agreement A FY15/16-01 (FA) with Kentfield School District to increase the Not to Exceed amount by \$8,500 to \$24,500 to fund one crossing guard. Cost of guard to be paid 100% by Kentfield School District. Agreement to be extended to July 31, 2018.

Authorize the Executive Director to enter into Amendment 2 of inter-agency Agreement A FY15/16-002 (FA) with Mark Day School to increase the Not to Exceed amount by \$8,500 to \$23,500 to fund one crossing guard. Cost of guard to be paid 100% by Mark Day School. Agreement to be extended to December 31, 2017.

Authorize the Executive Director to enter into Amendment 1 of inter-agency Agreement A-FY17-01 with Dixie School District to increase the Not to Exceed amount by \$17,000 to \$33,000 to fund one crossing guard. Cost of guard to be paid 100% by the Dixie School District. Agreement to be extended to July 31, 2018.

Authorize the Executive Director to enter into an Amendment 1 of inter-agency Agreement A-FY17-02 with Larkspur-Corte Madera School District to increase the Not to Exceed amount by \$17,000 to \$33,000 to fund one crossing guard. Cost of guard to be paid 100% by Larkspur-Corte Madera School District. Agreement to be extended to July 31, 2018

BACKGROUND

The TAM Crossing Guard program provides trained crossing guards for critical intersections throughout Marin County. As committed in the Transportation Sales Tax (Measure A) Expenditure Plan, the program uses trained crossing guards under contract to a professional company that specializes in crossing guard programs. Under contract to TAM, All City Management Services currently provides guards under the close supervision of TAM staff. The current 2017/2018 school year is the twelfth year during which

crossing guards have been funded by the TAM Crossing Guard Program. TAM has an agreement with several school districts to provide guards on a reimbursed basis.

DISCUSSION/ANALYSIS

Currently eight crossing guards are funded 100% by various school Districts. . Four of these are in Novato, one in Kentfield, one in Corte Madera, one in the Dixie School District and one at the Mark Day School. The guard at Kentfield is for morning hours only and is charged half price. The guard currently at Mark Day School is requested due to short term construction and is only needed to the end of the year. Mark Day is charged half price until the end of the calendar year.

FISCAL CONSIDERATION

The seven guards are 100% paid for by the various school districts. TAM does incur additional staff time in managing the additional guards; however, these costs are incidental to the program and are not passed along to the school districts.

NEXT STEPS

Outreach and notification will be provided at the Mark Day location (that is being discontinued) during the first week of school.

ATTACHMENTS

None



DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager

SUBJECT: Congestion Management Plan and Monitoring Report Contract Amendment– Authorize Approval (Action) Agenda Item No. 9d

RECOMMENDATION

Authorize the Executive Director to amend the CMP contract to conduct additional traffic monitoring counts on highway ramps at a cost of \$18,000 for a new not to exceed amount of \$163,000.

BACKGROUND

As part of TAM’s responsibilities as a Congestion Management Agency, it must update its Congestion Management Program, or CMP, every two years. The next CMP is due to the Metropolitan Transportation Commission (MTC) no later than fall of 2017. The first step in that process is to monitor existing conditions. The monitoring report is conducted the fall of the previous year (fall of 2016) to provide a quantitative description of Marin’s transportation system necessary for the 2017 CMP update.

In September 2016, the TAM board received an update on TAM’s Travel Monitoring and Reporting detailing TAM’s approach to updating and reporting on Automobile and Bike and Pedestrian Volumes at specific locations countywide. TAM staff are proposing a more robust counting and monitoring effort as part of this CMP to provide more detailed information regarding travel behavior in Marin County including an optional task authorized by the TAM board to conduct counts on highway Ramps in Marin County. After further discussion amongst TAM staff, TAM is recommending increasing the amount available for highway ramp counts by an additional \$18,000 to provide a consistent baseline of data across interchanges on highways 101, 580 and 37 in Marin. These counts will be conducted prior to the opening of the Richmond San Rafael Bridge 3rd Lane Project.

DISCUSSION/ANALYSIS

For this effort, TAM developed a Request for Qualifications and selected TJKM to conduct the current System Monitoring and Reporting, and Congestion Management Program which is scheduled to be presented to the TAM board in October 2017. Included in this scope of work was an optional task to conduct ramp volume counts at an estimated cost of \$26,535. Based on an assessment of data collection needs, including reviewing existing data from TAM, MTC and Caltrans, TAM and TJKM prepared an assessment of the 85 locations for counting equipment, and has identified approximately 51 locations that would be unable to be counted, including locations on I-580 and highway 37. Due to this increase in locations for counts, TAM is recommending an increase in the ramp volume budget to collect 24-hour

volumes at these locations. TJKM and TAM have gathered necessary encroachment permits from Caltrans and plan on gathering ramp volumes in September and October of 2017.

This data collection represents a substantial increase in TAM's traffic reporting and monitoring over past data collection efforts. Reporting of this information will be available on the TAM website to inform discussion on transportation issues in Marin.

FISCAL CONSIDERATION

The scope of work for this update to the CMP has increased the level of effort for data collection significantly than previous CMP cycles, reflecting the increase in costs associated with CMP monitoring efforts. Funds for this effort are available from City/County Funds and MTC CMA planning activities.

NEXT STEPS

Present findings of 2016 Monitoring and CMP Analysis at October Board Meeting, and conduct Ramp Volumes in fall of 2017. TAM will report back to the TAM board and Cities in Marin County with updated Ramp volume information.

ATTACHMENTS

N/A



DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Office of the County Counsel (General Counsel to TAM)
Chief Deputy County Counsel Renee Giacomini Brewer
Deputy County Counsel Brian Charles Case

SUBJECT: First-Steps Toward Becoming CalPERS Employer (Action) - Agenda Item No.10

RECOMMENDATION:

As your Board’s legal counsel, we have been asked by your Board Chair Moulton-Peters to assess TAM’s rights and responsibilities in the wake of the April 28, 2017 CalPERS determination that Local Government Services (“LGS”) (who currently provides 9 staff members to TAM) is not, and never has been, an eligible CalPERS employer. At this juncture, we recommend that your Board take the following first-steps toward a potential solution whereby TAM would become a CalPERS employer and LGS’ assets and liabilities for past service would be reallocated over to TAM:

- 10a: Adopt the Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits, as described below. (Action)
- 10b: Authorize Board President to Execute Reallocation Agreement and Instruct the Office of the County Counsel to present the Signed CalPERS Reallocation Agreement to LGS’ Executive Director Richard Averett and to set a 14-day (July 24, 2017) deadline for response. (Action)
- 10c: Authorize the Office of the County Counsel to hire outside human resources consultant for retirement issues (contract not to exceed maximum cost of \$25,000). (Action)
- 10d: Direct the Office of the County Counsel to seek to renegotiate contractual relationship with LGS and RGS to provide for changes as CalPERS contracting advances (any final agreement will be presented to your Board for final approval). (Action)

BACKGROUND:

In July 2005, TAM entered into an agreement with LGS to provide staff services for its Executive Director position and additional positions were added to the agreement with the growth of the agency. Services provided by LGS include administering employee benefits (CalPERS retirement benefits, medical and dental benefits, etc.), providing human resources support (recruitment process, required HR training, etc.) and payroll services. In December 2007, after review by an outside human resources consultant, TAM entered into an agreement with LGS to provide the staffing, human resources, and payroll services on an ongoing basis.

Now, twelve years since the initial 2005 contract between TAM and LGS, CalPERS issued a final audit report in April 2017 concluding that LGS is not eligible, and never has been eligible, to enroll its employees in CalPERS. Specifically, the CalPERS Office of Audit Services determined that all employees hired by LGS and assigned to its client agencies are not common-law employees of LGS. Rather, they concluded that the individuals are the employees of LGS' client agencies. Therefore, the employees should not have been enrolled into CalPERS under LGS. On June 23, 2017, affected individuals (those 9 individuals who have worked at TAM through LGS) received a letter from CalPERS stating their service credits were at risk and they also received a copy of a letter from CalPERS to LGS stating that:

“CalPERS, along with LGS’ anticipated cooperation and that of CalPERS’ contracting agencies, can correct the reporting status of most of these individuals to preserve their accrued service credit. We can collectively accomplish this by entering into a reallocation agreement (a sample of which is enclosed) under which the service credit and associated assets and liabilities for individuals who are the common-law employees of a CalPERS’ contracting agency will be reallocated in CalPERS from LGS’s account to that agency’s account. These individuals will maintain all of their previously accrued service credit.”

DISCUSSION/ANALYSIS:

The above recommendations from the Office of the County Counsel are designed to put TAM in the best position to proactively address a complex situation involving a number of parties, governed by a complex set of contractual and legal relationships: TAM, Local Government Services (“LGS”), Regional Government Services (“RGS”); CalPERS; and the 9 individuals who staff TAM through LGS who face an imminent loss of service credit.

The above-recommended actions work toward the goal of resolving this matter as expeditiously as possible.

Also, the Office of the County Counsel must stress that it is in TAM’s best interest to avoid even so much as the appearance of a conflict of interest at any stage in resolving these retirement benefit issues. Accordingly, we are recommending that your Board authorize the Office of the County Counsel to hire a human resources consultant to assist your Board in handling the matters described in the Board letter.

The proposed resolution is the first step in the CalPERS contract adoption process. This resolution, which is mandated by Government Code Section 20469, is intended to provide the public notice of TAM’s intention to adopt a CalPERS Retirement Plan and the costs associated with said plan.

The Resolution of Intention and its attached Contract Exhibit contemplates retirement benefits identical to those currently provided by LGS.

On May 30, 2017, TAM received the final actuarial valuation from CalPERS. The valuation report was prepared under the assumption that all current 9 LGS employees with classic status will be transferred from LGS to TAM’s CalPERS contract, and, therefore be able to preserve all their service credit, and the 2 RGS employees will join TAM’s CalPERS contact as new PEPRAs members. The report also considered the fact that there is one former LGS employee, who worked at TAM, who is now retired.

As explained in CalPERS' New Agency Actuarial Valuation: "At the time of joining a risk pool, an unfunded liability will be created to account for whether the assets that were brought into the pool were more or less than what was required to maintain the funded ratio of the pool." In this case, CalPERS has calculated that \$584,603 of unfunded liability must be transferred over to the prospective TAM/CalPERS contract in connection with the potential reallocation from LGS to TAM.

Also, based on the numbers in the New Agency Actuarial Valuation, the estimated FY2017-18 annual cost for the CalPERS retirement benefits for the 11 individuals who would become direct TAM employees will be \$214,192 (a figure that includes \$127,047 towards the normal cost of retirement and \$87,145 towards a 9 year pay-down plan for the unfunded liability).

FISCAL CONSIDERATION:

The recommended actions are all preliminary and do not involve fiscal considerations other than those future costs of contracting, discussed above.

ATTACHMENTS:

- Attachment 1: Anticipated Schedule of Agency Actions
- Attachment 2: Resolution of Intention
- Attachment 3: Draft CalPERS/TAM Contract
- Attachment 4: Certification of Governing Body's Action
- Attachment 5: Certification of Compliance with Government Code Section 7507
- Attachment 6: Reallocation Agreement

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ANTICIPATED SCHEDULE OF AGENCY ACTIONS

The CalPERS hereby requests the documents necessary to provide the benefits as described below for participation in the California Public Employees' Retirement System.

Provide dates for each of the actions below, sign and return this form to the CalPERS Pension Contracts Unit.

- 1 6/30/2017 **Resolution of Intention Delivery Deadline**
 The date your agency requires delivery of the completed resolution of intention for to include in agency's board agenda. This date must be at least four weeks from the date this form is received in the Pension Contract Services office.

- 2 7/10/2017 **Adopt Resolution of Intention**
 The date your agency will adopt a resolution of intention declaring intent to enter into a contract with CalPERS.

- 3 8/11/2017 **Employee Election**
 The date your agency will conduct the employee election by secret ballot after your agency adopts the Resolution of Intention (date #2).

- 4 8/24/2017 **Adoption of Final Resolution**
 The date your agency will adopt its Final Resolution to participate in CalPERS. This date cannot be earlier than 20 days after your agency adopts the Resolution of Intention (date #2).

- 5 10/1/2017 **Effective Date of CalPERS Contract**
 The date your CalPERS Retirement contract takes effect. This date cannot be earlier than the first day of a payroll period following the effective date of the Resolution.

NOTE: This office will prepare all documents necessary to complete your contract. If your agency attempts to expedite the contract process by proceeding without the documents provided by this office, legal review may be required which could delay the anticipated effective date of the contract.

**RESOLUTION OF INTENTION
TO APPROVE A CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF COMMISSIONERS
TRANSPORTATION AUTHORITY OF MARIN**

WHEREAS, the Public Employees' Retirement Law permits the participation of public agencies in the Public Employees' Retirement System, making their employees members of said System, and sets forth the procedure by which participation may be accomplished; and

WHEREAS, one of the steps required in the procedure is the adoption by the governing body of the public agency of a resolution giving notice of intention to approve a contract for such participation of said agency in the Public Employees' Retirement System, which resolution shall contain a summary of the major provisions of the proposed retirement plan; and

WHEREAS, attached is a summary of the major provisions of the proposed plan;

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the above agency gives, and it does hereby give notice of intention to approve a contract between said governing body and the Board of Administration of the Public Employees' Retirement System, providing for participation of said agency in said retirement system, a copy of said contract and a copy of the summary of the major provisions of the proposed plan being attached hereto, as an "Exhibit", and by this reference made a part hereof.

By: _____
Presiding Officer

Title

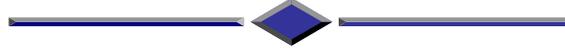
Date adopted and approved

(New Agency)
CON-301 (Rev. 3/9/2016 rc)



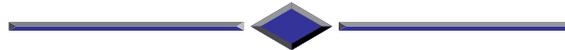
EXHIBIT

California
Public Employees' Retirement System



CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
Board of Commissioners
Transportation Authority of Marin



In consideration of the covenants and agreement hereafter contained and on the part of both parties to be kept and performed, the governing body of above public agency, hereafter referred to as "Public Agency", and the Board of Administration, Public Employees' Retirement System, hereafter referred to as "Board", hereby agree as follows:

1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 62 for new local miscellaneous members and age 55 for classic local miscellaneous members.
2. Public Agency shall participate in the Public Employees' Retirement System from and after _____ making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.

3. Public Agency agrees to indemnify, defend and hold harmless the California Public Employees' Retirement System (CalPERS) and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, including but not limited to interest, penalties and attorney fees that may arise as a result of any of the following:
 - (a) Public Agency's election to provide retirement benefits, provisions or formulas under this Contract that are different than the retirement benefits, provisions or formulas provided under the Public Agency's prior non-CalPERS retirement program.
 - (b) Any dispute, disagreement, claim, or proceeding (including without limitation arbitration, administrative hearing, or litigation) between Public Agency and its employees (or their representatives) which relates to Public Agency's election to amend this Contract to provide retirement benefits, provisions or formulas that are different than such employees' existing retirement benefits, provisions or formulas.
 - (c) Public Agency's agreement with a third party other than CalPERS to provide retirement benefits, provisions, or formulas that are different than the retirement benefits, provisions or formulas provided under this Contract and provided for under the California Public Employees' Retirement Law.
4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Employees other than local safety members (herein referred to as local miscellaneous members).
5. Any exclusion(s) shall remain in effect until such time as the Public Employees' Retirement System determines that continuing said exclusion(s) would risk a finding of non-compliance with any federal tax laws or regulations. If such a determination is contemplated, the Public Employees' Retirement System will meet with the Public Agency to discuss the matter and coordinate any required changes or amendments to the contract.

In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

- a. **SAFETY EMPLOYEES**

6. The percentage of final compensation to be provided for each year of credited prior and current service as a new local miscellaneous member shall be determined in accordance with Section 7522.20 of said Retirement Law (2% at age 62 Full).
7. The percentage of final compensation to be provided for each year of credited prior and current service as a classic local miscellaneous member shall be determined in accordance with Section 21354 of said Retirement Law (2% at age 55 Full).
8. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 20042 (One-Year Final Compensation) for classic local miscellaneous members.
 - b. Section 21574 (Fourth Level of 1959 Survivor Benefits).
9. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
10. Public Agency shall also contribute to said Retirement System as follows:
 - a. Contributions required per covered member on account of the 1959 Survivor Benefits provided under Section 21574 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members.
11. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

12. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF COMMISSIONERS
TRANSPORTATION AUTHORITY OF
MARIN

BY _____
ARNITA PAIGE, CHIEF
PENSION CONTRACTS AND PREFUNDING
PROGRAMS DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest:

Clerk

NEW AGENCY CalPERS ID #6796876396
PERS-CON-702N



California Public Employees' Retirement System
Financial Office | Pension Contract Management Services &
Prefunding Programs
P.O. Box 942703
Sacramento, CA 94229-2703
(888) CalPERS (225-7377) FAX: (916) 795-4673

CERTIFICATION OF GOVERNING BODY'S ACTION

I hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Board of Commissioners of the Transportation Authority of Marin on _____.
(date)

Clerk/Secretary

Title



California Public Employees' Retirement System
Financial Office | Pension Contract Management Services &
Prefunding Programs
P.O. Box 942703
Sacramento, CA 94229-2703
(888) CalPERS (225-7377) FAX: (916) 795-4673

**CERTIFICATION OF COMPLIANCE WITH
GOVERNMENT CODE SECTION 7507**

I hereby certify that in accordance with Section 7507 of the Government Code the future annual costs as determined by the System Actuary for the increase/change in retirement Benefit(s) have been made public at a public meeting of the Board of Commissioners of the Transportation Authority of Marin on July 10, 2017, which is at least two weeks prior to the adoption of the Resolution. Adoption of the retirement benefit increase/change will not be placed on the consent calendar.

Printed Name/Title

Date

Signature

REALLOCATION AGREEMENT

THIS REALLOCATION AGREEMENT (this "Agreement") is made as of _____, 2017 (the "Agreement Date") by and between _____ (the "Employer A"), _____ (the "Employer B"), and the California Public Employees' Retirement System ("CalPERS") (collectively, the "Parties").

WHEREAS, Employer A currently contracts with CalPERS for retirement benefits;

WHEREAS, each of Employer A and Employer B hereby represent and warrant to CalPERS that it is an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code of 1986, as amended (the "Code");

WHEREAS, concurrently with the execution of this Agreement, Employer B is entering into a contract for retirement benefits with CalPERS (the "Contract") in substantially the same form as the contract between CalPERS and Employer A;

WHEREAS, Employer A and Employer B have represented to CalPERS that certain CalPERS members listed on **Exhibit A** to this Agreement (the "Members") have historically been incorrectly reported by Employer A to CalPERS as employees of Employer A, when in fact they should have been reported as employees of Employer B;

WHEREAS, Employer A and Employer B have directed CalPERS to retroactively treat such Members as employees of Employer B, and to reallocate all of the assets and liabilities associated with such Members from Employer A's contract to Employer B's contract as though such assets and liabilities had always accrued under Employer B's contract (the "Reallocation"); and

WHEREAS, this Agreement shall not become effective until and unless the Contract is made effective.

NOW, THEREFORE, in consideration of the mutual agreements contained in this Agreement, and for good and valuable consideration, it is hereby agreed:

1. The Parties agree that the aforementioned recitals ("Recitals") are incorporated into and are a part of this Agreement.

2. Subject to the terms and conditions of this Agreement and contingent upon the Contract becoming effective, Employer A and Employer B hereby consent to the Reallocation. Employer A, on behalf of itself and any third party beneficiaries, expressly disclaims any ongoing right or benefit to the assets associated with the Members, and Employer B expressly assumes all obligations, liabilities and duties associated with the Members, as a result of their CalPERS membership.

3. That the participation of the Members of Employer A and Employer B in CalPERS shall be subject to the determination of the status of Employer A and/or Employer B, as applicable, as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Code, upon publication of final Treasury Regulations pursuant to such Section (the "Final Regulations"). If it is determined that either Employer A or Employer B, or both, would not qualify as an agency or instrumentality of the state or political subdivision of a State under such Final Regulations, CalPERS will be obligated to comply with the Final Regulations and terminate Employer A's and/or Employer B's

participation in CalPERS, as applicable, including cancellation of all benefits for the Members of Employer A and Employer B (the "Termination"). The Termination will comply with any remedial corrections required under the Final Regulations.

4. Notwithstanding, and in addition to, any existing or future obligation that Employer A and Employer B may have to indemnify the CalPERS Parties (as defined below), Employer A and Employer B hereby agree to jointly and severally indemnify and hold CalPERS and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund (together, the "CalPERS Parties") harmless from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, imposed on, sustained or incurred by the CalPERS Parties, to the extent they arise out of or relate to the Reallocation, compliance with the Final Regulations, or the Termination, including, without limitation, attorneys', accountants' and other investigatory fees and out-of-pocket expenses incurred by the CalPERS Parties.

5. Upon request from CalPERS from time to time, Employer A and Employer B shall execute and deliver all documents and do all other acts that may be reasonably necessary to carry out and effectuate the intent and purpose of this Agreement.

6. This Agreement shall be governed by and construed in accordance with the laws of the State of California, without regard to its principles of conflicts of law.

7. This Agreement may be executed in two or more counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

8. If any provision of this Agreement is held invalid or unenforceable, such decision shall not affect the validity or enforceability of any other provision of this Agreement, all of which other provisions shall remain in full force and effect, provided that doing so does not materially alter the intent of the parties as contemplated hereby.

9. This Agreement may not be modified or amended in any respect except in a writing signed by all Parties. No waiver shall be deemed to have been granted or created by any course of conduct or acquiescence, and no waiver shall be enforceable against any party hereto unless in writing and signed by the party against which such waiver is claimed.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed and delivered as of the date first above written.

[INSERT NAME OF EXISTING CONTRACTING AGENCY]:

By: _____
Name: _____
Title: _____

[INSERT NAME OF NEW CONTRACTING AGENCY]:

By: _____
Name: _____
Title: _____

CALIFORNIA PUBLIC EMPLOYEES'
RETIREMENT SYSTEM:

By: _____
Name: _____
Title: _____

EXHIBIT A
EMPLOYEES



DATE: July 10, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager

SUBJECT: Release Strategic Vision Plan Draft for Public Review (Discussion), Agenda Item 11

RECOMMENDATION

Discussion Item Only.

BACKGROUND

In 2003 TAM's predecessor agency, the Marin County Congestion Management Agency prepared "Moving Forward: a 25-year Transportation Vision for Marin County." This 2003 Vision Plan provided direction for planning activities and future revenue discussions, ultimately assisting in the development of TAM's ½-cent Transportation Sales Tax Expenditure Plan. As many of the projects and programs envisioned have been carried out, an update to the original vision plan was warranted. The process to update this vision plan was approved by the TAM Board in February 2015.

The overall goal of the vision plan is to build consensus around "what we want to accomplish in the future." The update to this plan, known as the Strategic Vision Plan 2017 will:

- incorporate the past developments and accomplishments made to the Transportation System,
- incorporate a substantial amount of planning and studies that have advanced our understanding of the local and regional issues our transportation system faces,
- Consider the expansive public outreach and stakeholder outreach that has occurred since 2003,
- Provide guidance and strategies for new revenue sources,
- Incorporate examples of technological advancement and innovations.

TAM staff have brought forth elements of the plan in pieces, beginning in May 2015 with the Public Outreach Plan for the Regional Transportation Plan (RTP) and Strategic Vision Plan (SVP) outreach of 2015. Since that time TAM has:

- Conducted Round 1 of outreach - Summer 2015
- Adopted Principles of RTP/SVP - July 2015
- Submitted Long Range Projects for RTP - October 2015
- Revised Long Range Projects - June 2016
- Board discussion on Transportation Setting - April 2016
- Conducted Round 2 of Public Outreach - Fall 2016
- Board Discussion on public outreach - January 2017
- TAM Innovation Workshop - February 2017
- Board discussion on Vision Development – April 2017

DISCUSSION/ANALYSIS

Based on the discussions with the TAM Board on individual elements of the Vision Plan, a draft of the plan has been developed for public input and review. The draft incorporates input through multiple rounds of public outreach, TAM Board comments from its December 2016 meeting, and extensive discussion and comments from the TAM Finance and Policy Executive Committee at its April 2017 meeting. This draft will be released and circulated at the date of the TAM Board meeting, followed by circulation to a wide audience, including posting on the TAM website. Comments on the draft can be sent to marinvision@tam.ca.gov by September 22, 2017 for consideration. TAM staff will address comments and present a final draft for consideration by the TAM Board in October.

FISCAL CONSIDERATION

Discussion Item Only.

NEXT STEPS

TAM will announce the release of the draft Vision Plan and provide a comment period of approximately 30 days. TAM will consider comments and prepare a final draft for consideration by the TAM Board. Local agencies including our transit operators, member agencies- cities, towns and the county, climate and energy partners, TAM's Citizen's Oversight Committee and Technical Advisory Committee, and other interested organizations and individuals will have an opportunity to review and comment on the Plan.

ATTACHMENTS

N/A