

January 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

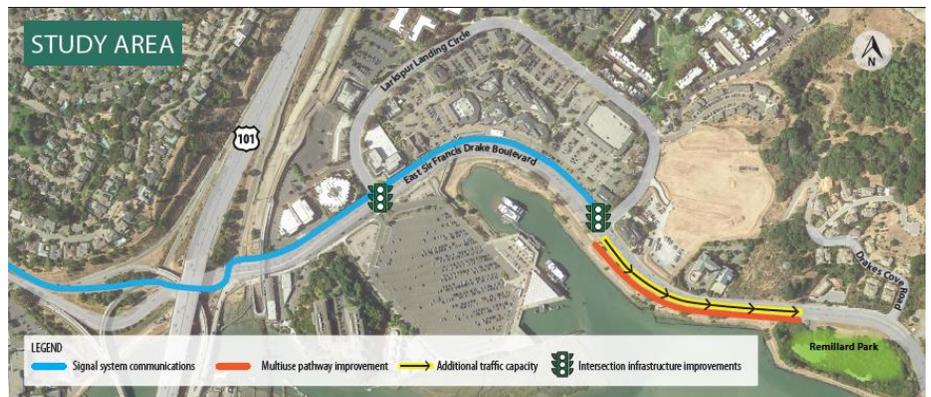
FROM: Dianne Steinhauser, Executive Director

RE: Executive Director's Report – Agenda Item 3 (Discussion)

Local

Local Access Improvements to the Richmond-San Rafael Bridge – TAM Community Workshop

The TAM Board recently approved funding for roadway improvements to Marin's approaches to the Richmond-San Rafael Bridge. Operational improvements are being planned for both connectors from Highway 101 using East Sir Francis Drake Blvd and the off-ramp to Bellam Blvd. Good progress is being made for the Drake improvements. TAM is



planning to host a Community Workshop in partnership with the City of Larkspur on February 8, 2017, enabling the public to view project scope and provide input/ ask questions of the project team. The workshop will begin at 7:00pm and will be held at the Central Marin Police Authority conference room located at 250 Doherty Drive.

Central Marin Ferry Connection Multi-Use Path Wins Award



The newly constructed bicycle and pedestrian bridge over Sir Francis Drake Blvd has received an Award from the American Council of Engineering Companies (ACEC). An ACEC judging panel has recognized the project for its Engineering Excellence Honor Award. Our Engineering team along with TAM staff will accept the award at a ceremony being held in San Francisco on February 2nd. With this award our project is now eligible for the ACEC Engineering Excellence Awards National Competition. We hope this is the first of many!

North-South Greenway
nty Transportation Dollars

MTC has taken action to allocate funding to the North-South Greenway to address right-of-way impacts identified in the southern segment located south of Corte Madera Creek. The TAM Board recently authorized the request for MTC to program Regional Measure 2 funds to the greenway project. This action will now allow work to resume on the environmental assessment and preliminary engineering design. Staff is drafting a funding Agreement with SMART to reflect the conditions approved by the Board which also includes restrictions placed on the expenditure of funds by MTC. Funds for right-of-way impacts may only be transfer at the conclusion of the environmental phase.



TAM's Innovation Workshop



The program is now available for the February 24, 2017 Innovation Workshop hosted by TAM. We've got 3 exciting panels planned for the day: shared-use mobility, self-driving cars, and the future of the delivery economy. Caltrans Director Malcolm Dougherty and Contra Costa Transportation Authority Executive Director Randy Iwasaki will deliver keynote addresses. The Technology Showcase will feature innovators and emerging technologies.

Panels and Closing Session

- Mobility for All: The Evolution of Shared Mobility and Transit
- Self-Driving Cars 101: making it work
- Hands at 10 and 2?: Drones, Self-driving technology and the Future of the Delivery Economy
- Moving Marin Forward (visioning, strategic framework, poll)

Date: February 24, 2017

Time: 8 AM- 4 PM

Location: Embassy Suites San Rafael

Regional

Active Transportation Program (ATP) Cycle 3 – Regional Program- grant to Marin of \$4 million !!

The Active Transportation Program (ATP) was created by the State to encourage increased use of active modes of transportation, such as biking and walking by consolidating various transportation programs.



ATP funds are primarily distributed to two programs – State and Regional Programs. The State Program is administered by the California Transportation Commission (CTC) and the Regional Program is administered in the Bay Area by the Metropolitan Transportation Commission (MTC).



As reported in the December 2016 Executive Director's Report, applications from Marin did not receive funding from the State ATP Program.

However, MTC recently announced the projects selected for the Regional ATP Program and San Rafael's Francisco Blvd East Pedestrian and Bicycle Project was recommended for \$4.025 million as the highest ranked project in the MTC Bay region!! TAM provided application and technical assistance to Corte Madera and San Rafael with their applications.

Applicant	Project	Requested	Pts	Awarded
San Rafael	Francisco Blvd East/Grand Ave Bridge Ped. & Bike	\$4,025,000	97	\$4,025,000
Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$2,626,000	82.7	\$0
SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	\$2,050,000	64	\$0

MTC divided the applications into two pools, large applications (greater than \$1 million requested) and small applications (\$1 million or less requested). The cut off point for funding from the large application pool was 87 points. Unfortunately, two other applications (Corte Madera and SMART) from Marin were not ranked high enough in the large application pool to merit funding.

The MTC Commission adopted the funding recommendations on January 25, 2017. MTC's adoption recommendation will be presented to the California Transportation Commission (CTC) for concurrence on March 15, 2016.

Plan Bay Area Open House – Spring 2017



With the Adoption of the Preferred Land Use and Transportation Scenarios in November 2016 by the MTC commission, MTC staff are preparing the draft Plan Bay Area 2040 and environmental clearance reports. In order to solicit input on the draft plan and environmental documents, MTC will be hosting a round of public open houses. These open houses are scheduled for Spring 2017 across the Bay Area. With this major milestone comes a round of public engagement, including a proposed Open House in San Rafael. MTC staff will be working with MTC Commissioners and ABAG Executive Board members to identify dates and venues for these open houses.

State Route 37 Flooding in Marin County



During the week of January 8th and 22nd State Route 37 (SR 37) in Marin County was closed in both directions at Novato Creek due to severe flooding caused by heavy stormwater runoff, high tides and levee overtopping. Unprecedented, these two closures lasted for close to a week during each occurrence.

TAM and the three other north-bay transportation agencies (Sonoma, Napa, and Solano) have been engaged since late 2015 through a Policy Advisory Committee to study the SR 37 corridor and devise an improvement and financing plan.

MTC recently agreed to fund a design alternative assessment for the corridor. In response to this assessment work, TAM delegates to the Policy Committee submitted a letter to MTC urging it to carefully consider the needs of the corridor in Marin County in the light of the significant impacts from the recent highway closures (see attached).

State

Highway Safety Improvement Program (HSIP) Cycle 8

The purpose of the HSIP program, managed by Caltrans, is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

Caltrans issued a Call for Project for Cycle 8 of the HSIP in April 2016 with approximately \$217 million available in federal funds. The federal funds are distributed statewide on a competitive basis. Caltrans recently released the list of projects that were awarded funding, including three projects from Marin listed below.



Sponsor	Project	Project Cost	Awarded Amount
Marin County	Upgrade existing guardrails on rural arterial/collector roads	\$1,200,000	\$1,200,000
Marin County	Install guardrail system on rural arterial/collector roads	\$429,000	\$386,100
San Rafael	Third Street and Hetherton Street intersection improvements	\$583,900	\$583,900
	Total	\$2,212,900	\$2,170,000

Congratulations to Marin County and San Rafael for securing scarce transportation funding for their projects!

Volkswagen Group of America Proposal for Marin Electric Vehicle Infrastructure



As part of their North American engine settlement, VW is to spend \$900 million over the next ten years in California to advance zero emission vehicles and working with CARB to implement this investment under the “Electrify America” program. TAM was notified in January of an opportunity to present a proposal for a Marin County investment. By the deadline of January 16, TAM presented a proposal which included a community charging infrastructure program. The proposal includes a total of twenty eight (28) Level 2 charging stations along with twelve (12) Level 1 charging stations including at Park & Ride lots and four (4) DC Fast Chargers. TAM’s goal is to increase adoption rates of electric vehicles within Marin County to ensure that new purchases of EVs continue to occur at high rates. The approximate investment requested was \$416,000. If the proposal meets the initial screening requirements, TAM staff will work with VW on an investment plan and further details.

Assembly Bill (AB) 28 - Caltrans' NEPA Authority



On January 1, 2017, the statute enabling Caltrans to assume responsibility for reviewing environmental documents under the National Environmental Policy Act (NEPA) expired, jeopardizing the schedule of all highway projects in the NEPA review pipeline.

This federal program, known as the Surface Transportation Project Delivery Program (23 USC 327), was established in 2005 as a pilot effort to streamline federal environmental processes. Caltrans became the first state DOT to participate in 2007 and reports time savings averaging between 5 months to over 10 years, depending on the type of document under review. Since assuming this role, Caltrans has completed almost 11,000 environmental approvals.

California's NEPA assignment currently applies only to FHWA-administered projects so does not affect projects funded solely with Federal Transit Administration (FTA) funds.

In order to assume full responsibility for federal environmental review and approval, a state must waive its right to sovereign immunity under the 11th amendment to the U.S. Constitution. Waiving sovereign immunity enables a state to assume sole liability for NEPA actions, meaning that the state may be sued in federal court. The Legislature has granted this waiver of sovereign immunity, but has done so only on a limited-term basis since the program was originally established as a pilot program.

Assembly Bill 28 (Frazier) is an urgency bill that would extend the ability for California to assume responsibility for federal environmental review and approval of highway projects. Given the program's success in shortening the environmental review process and the fact that the program is now authorized on a long-term basis under federal law, AB 28 would extend the waiver of sovereign immunity indefinitely.

AB 28 has a hearing date on January 30th in Assembly Transportation Committee. Progress will be reported back to the TAM Board as AB 28 moves through the Legislature.

(Source: MTC)

NOTE:

TAM's Executive Director has been nominated and accepted a seat on the Statewide Board of the California Transportation Foundation.



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere

James Campbell

Corte Madera

Diane Furst

Fairfax

John Reed

Larkspur

Dan Hillmer

Mill Valley

Stephanie Moulton-Peters

Novato

Eric Lucan

Ross

P. Beach Kuhl

San Anselmo

Tom McInerney

San Rafael

Gary Phillips

Sausalito

Tom Theodores

Tiburon

Alice Fredericks

County of Marin

Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

January 18, 2017

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

Subject: *State Route 37 Sea Level Rise and Congestion Corridor Planning*

Dear Mr. Heminger:

We, at the Transportation Authority of Marin (TAM), would like to thank you for the Metropolitan Transportation Commission's (MTC) recent show of support in addressing sea level rise and traffic congestion along the State Route 37 (SR 37) corridor from Highway 101 to Highway 80. We look forward to hear from Andrew Fremier's September 20, 2016 letter to the SR 37 Policy Advisory Committee that MTC is committing to conduct a crucially needed Design Alternative Assessment (DAA) of the corridor.

As you know, SR 37 is a key transportation corridor linking Marin, Sonoma, Napa, and Solano counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR 37 has been the subject of not only a long-range planning study that was conducted by UC Davis and the California Department of Transportation (Caltrans) between 2014 and 2015, but also now by our Policy Advisory Committee comprised of elected officials representing the transportation authorities of Marin, Sonoma, Solano, and Napa.

TAM and Marin County are looking forward to working with MTC and our partner agencies on the Policy Advisory Committee on this ambitious planning and project initiation effort. As we do so, we would like to emphasize the importance of developing and, ultimately, implementing a concerted corridor plan that recognizes SR 37 as an interconnected system, and not as disparate segments that can be managed and viewed separately. The policy decisions around financing, sea level rise adaptation, traffic congestion relief, and design standards should be crafted with the entire corridor in mind and not one particular county or segment.

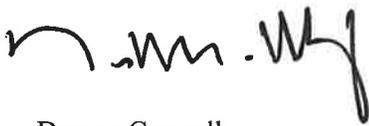
For example, the UC Davis study has already identified that the lowest elevation along SR 37 is located in Marin County. It is for this reason that Novato Creek routinely over-tops its banks and floods SR 37, closing the highway to traffic. Most recently, this closure event occurred during the week of January 8th, lasting for an unprecedented week (see attachment). Even if the two-lane segment of SR 37 were elevated and improved to four lanes, traffic would be stopped at Novato Creek due to these closures at commute hours, and any gains from the four-lane segment would be effectively nullified.

We request a cohesive approach that addresses traffic signalization at Lakeville Highway and SR 37, the traffic impacts on Highway 101, and especially the current flooding and sea-level rise risk in the vicinity of Novato Creek in Marin. As such, we urge that MTC support a corridor-wide planning and policy development process. The DAA should inform this objective.

In closing, we deeply appreciate MTC's expertise and support in addressing the challenges of sea level rise adaptation and traffic congestion relief along SR 37. We value the partnership with our northern Bay Area counties and look forward to MTC coordination with our SR 37 Policy Advisory Committee.

If you have any questions or would like to discuss this further, please don't hesitate to contact us or our TAM Executive Director, Dianne Steinhauser, at 415-226-0819.

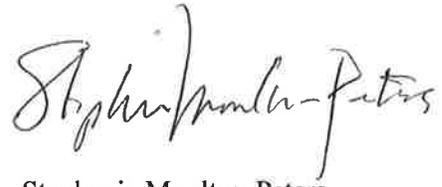
Sincerely,



Damon Connolly
TAM Board
Marin County Supervisor
District 1



Judy Arnold
TAM Board
Marin County Supervisor
District 5



Stephanie Moulton-Peters
TAM Board Chair
Mill Valley Councilmember

Attachment: State Route 37 – Week of January 8th Closures

Attachment: State Route 37 – Week of January 8th, 2017 Multi-day Closures

