



June 22, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

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

LOCAL

HOV Hours of Operation



Senator Mike McGuire has called a meeting on July 6 with MTC, Caltrans, TAM, Golden Gate Bridge Highway and Transportation District, and SCTA to discuss the issue of HOV hours of operation and develop a strategy to address concerns expressed by TAM and Caltrans as this moves forward. TAM staff attended the Committee meeting on June 6 between MTC, Caltrans, CHP, and the Federal Highway Administration that discussed changing hours of operation of southbound HOV hours during the morning commute and changing the northbound HOV hours during the evening commute. Data was reviewed and additional data was requested by Caltrans. Another meeting will occur after the data collection is complete. The

Resolution from the TAM Board was discussed and issues were noted by all parties. No decision has been made at this time as to a change in the hours of operation.

TAM Launches a New Website!

Our new website is live, and we are pleased to share it with you. The TAM website has been updated and modernized to both keep current with web technology and to provide visitors with a richer, easier-to-use experience; it now works well on traditional PCs, tablets, and smart phones. It meets all of our key website development goals including: improving online experience, informing visitors of Marin-specific transportation issues and programs, is easy to use, is viewable with all modern web-capable devices, provides agency transparency, allows visitors to engage directly with the site, provides a uniform platform for meeting notifications and updates, and is secured with the most current web technology. There is a simple online survey available on the bottom of our Home Page; Please visit the new website at www.tam.ca.gov and provide your feedback.



Expenditure Plan Advisory Committee

The Expenditure Plan Advisory Committee (EPAC) gathered for their first meeting at TAM's office on Monday, June 19, 2017. The EPAC is comprised of individuals representing diverse stakeholder groups in Marin County that are working together in the development of a Draft Transportation Expenditure Plan considering the transportation projects and programs to be included in a potential future sales tax measure. The first meeting provided an education overview of key elements of transportation sales tax measures, in general, and then focused specifically on TAM's Measure A projects and programs in Marin County. The advisory committee is expected to meet at least monthly through November. The EPAC will be one component of a comprehensive stakeholder outreach program necessary to gain consensus on a transportation expenditure plan.

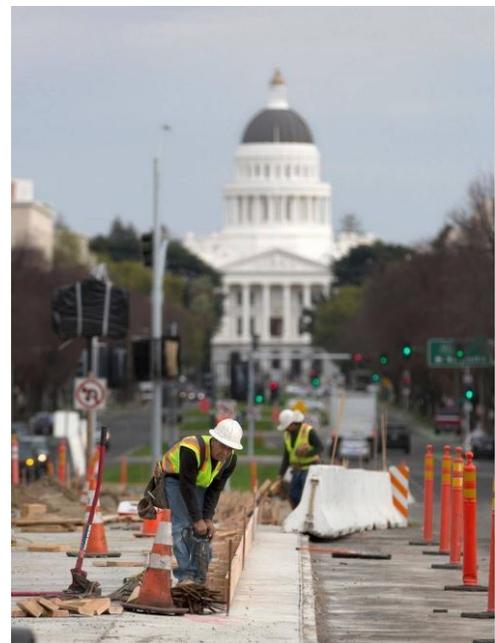


STATE

Senate Bill 1 (SB1) –Road Repair & Accountability Act of 2017

The California Transportation Commission announced a series of workshops intended to develop guidelines on project criteria and expenditures. The CTC held introductory workshops on June 8th and 9th to provide an overview on the implementation strategy and milestones for SB 1. These upcoming workshops, between now and January 2018, will be focused on developing guidelines on how the various programs will be implemented, based on Commission direction and input from stakeholders and the public. The Active Transportation Program Augmentation will be the first program adopted by the Commission at the June 28th/29th meeting. Over the next week TAM staff will monitor and/or attend the following workshops:

- June 23rd - Active Transportation Program (ATP) Augmentation Workshop
- June 27th – Transportation Planning & Climate Change Adaptation Planning Grants Workshop
- June 27th - Transit and Intercity Rail Capital Program (TIRCP) Workshop
- Additionally, staff will be attending the CTC meeting in Sacramento on June 28th & 29th.



Caltrans Report



Included in the Supplemental Board Packet is a summary of ongoing work in Marin, which is significant with all the emergency storm damage projects added to Caltrans workload. Here is a breakdown of project costs in the various phase of development. Note this does not include projects that are in the planning phase which includes preparing a Project Study Report (PSR).

Project Development Phase: Environmental Review (PA/ED) = \$40M (Estimated Capital Cost)

Project Development Phase: Design (PS&E) = \$71M (Estimated Capital Cost)

Project Development Phase: Construction (CON) = \$214M (Estimated Capital Cost)

FEDERAL

Driverless Cars Back In Focus

As the Commerce Committee heads into a hearing today on driverless cars, they'll have some new grist to chew on: Committee leaders from both parties have come up with a package of legislative principles to help guide them as they try to set policy for their testing and deployment. Sens. John Thune (R-S.D.), Gary Peters (D-Mich.), and Bill Nelson (D-Fla.) agreed that any legislation on the issue should prioritize safety, innovation, tech neutrality, the separation of federal and state roles, cybersecurity and consumer education. The senators underscore that they don't have a date or deadline for introducing legislation, but these principles are the clearest indication to date that Congress is attempting to engage on the topic, which so far has mostly been driven by states and the industry.



Meanwhile, in the lower chamber: The House Energy and Commerce Committee is considering 16 different bills for possible inclusion in a driverless car package they're working on. Eno's Transportation Weekly published a summary of those bills last week. By and large, they seek to free manufacturers from current federal motor vehicle safety standards, which require things like brakes and steering wheels that are extraneous in a self-driving world. Some also attempt to strengthen cybersecurity and make sure autonomous vehicles lead to anticipated benefits for people with disabilities and communities underserved by public transit.

Meanwhile, in the lower chamber: The House Energy and Commerce Committee is considering 16 different bills for possible inclusion in a driverless car package they're working on. Eno's Transportation Weekly published a summary of those bills last week. By and large, they seek to free manufacturers from current federal motor vehicle safety standards, which require things like brakes and steering wheels that are extraneous in a self-driving world. Some also attempt to strengthen cybersecurity and make sure autonomous vehicles lead to anticipated benefits for people with disabilities and communities underserved by public transit.

NHTSA has been largely dormant on setting federal driverless car policy since they issued an update to their guidelines in September, though last week Transportation Secretary Elaine Chao promised that a new revision would be released in the next few months. With any luck, that's a clue that a new NHTSA administrator could be announced soon.

(Source: POLITICO's Morning Transportation)

Highway Trust Fund



More than half the House has signed on to a letter asking that any effort to overhaul the tax code be used to permanently fix the Highway Trust Fund. The letter from Rep. Sam Graves (R-Mo.) and Del. Eleanor Holmes Norton (D-D.C.), sent to Ways & Means leadership was signed by more than 250 members, including 119 Republicans. But remember that while it's relatively easy to support the broad-brush concept, the Graves/Norton letter makes no mention of how that structural fix should be achieved, which of course is where kumbayas start to break down.

In a statement, Graves noted that "the president has made rebuilding our transportation network a priority, and rightfully so," but that "instead of thinking a one-time, trillion dollar investment would solve our infrastructure problems, my focus is on making sure we're being responsible in how we plan for and fund projects in the future." Graves, a contender for the committee gavel once House Transportation Committee Chairman Bill Shuster (R-Pa.) is term-limited out, has said a permanent fix to the Highway Trust Fund would be among his top priorities as chairman, should he get the nod.

Neither Shuster nor the ranking member, Rep. Peter DeFazio (D-Ore.) signed on. Aides say they prefer to let the subcommittee chairs run the process.

(Source: POLITICO's Morning Transportation)