TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

SEPTEMBER 28, 2017

7:00 P.M.

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 Civic Center Drive, San Rafael, California

AGENDA

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
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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
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 - **Attachment**

   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)

   a. Crossing Guard of the Year Award

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

   b. Look Ahead Report - **Attachment**

   c. Status of Expenditure Plan Advisory Committee

7. Commissioner Reports (Discussion)

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

a. MTC Report - Commissioner Connolly

b. Marin Transit Report – Commissioner Rice

c. SMART – Commissioner Sears

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) – **Attachments**

a. Approve TAM Board Meeting Minutes August 24, 2017

b. Approve the Programming of 2018 State Transportation Improvement Program (STIP) Funds

c. Project Budget and Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project

10. State Legislative Update (Discussion) - **Attachment**

11. Adopt a New Resolution of Intention for TAM to Enter into a Contract with CalPERS for Retirement benefits (Action) (Benefits Consultant to County Counsel -Terry Matsumoto) - **Attachment**

12. MTC Proposed Conditions on State Transportation Improvement Program (STIP) Funds (Action) **Attachment**

13. Caltrans Report (Discussion) - **Attachment**

COUNTY OF MARIN

OFFICE OF THE
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September 28, 2017

Board of Directors
Transportation Authority of Marin
900 5th Ave #100
San Rafael, CA 94901

Re: <u>Closed Session – Significant Exposure to Litigation [GC section 54956.9(d)(2)]</u>

I request that you conduct a closed session, during your meeting on September 28, 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 Board; Dianne Steinhauser, Executive Director

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LOOK-AHEAD - ANTICIPATED MAJOR TAM BOARD ITEMS

October - December 2017

	Anticipated Timing
PLANNING	
· Executive Committee / Board to consider Draft Strategic Vision Plan for review and approval.	November
· Update Board on progress regarding environmental document and design of Permanent Bettini Transit Center Relocation	December
· Hear Traffic Monitoring and travel data update.	November
· Present to TAM Board Congestion Management Program update and System Monitoring report	November
· Update Board on revitalized employeer/employee outreach program, including new ERH system, LYFT first/last mile outreach, vanpool expansion, carshare, bikeshare	December/January
· Begin Monthly reporting on Expenditure Plan Advisory Committee efforts	September
· Board receives initial recommendation from Expenditure Plan Advsiory Committee on Sales Tax renewal and/or expansion (Discussion Only)	late Nov/ early Dec
PROJECT DELIVERY	
· Present regular updates on State Route 37 Project (Discussion item)	Ongoing
· Request Board approve budget adjustment, if necessary regarding construction of Class II Bikeway Almonte/Shoreline	October
· Opening ceremony new Class 2 bikeway Almonte Shoreline Highway 1	Late October
· Begin Construction East Sir Francis drake Blvd Approach Improvements Richmond San Rafael Bridge, possible budget adjustment	October
· Provide Update to TAM Board on status of Bellam Blvd Approach Improvements Richmond San Rafael Bridge	November/ December
· Seek Board Approval on application to CTC for Congested Corridors funds for Marin Sonoma Narrows under SB1 ; Update Project Status	
· Request Board approve budget adjustment and revised funding plan for the design activities on the North South Greenway Gap Closure	December
PROGRAMMING	
· Program projects for TDA/TFCA funds	October
· Continue tracking and commenting on SB1 guidelines, Local Partnership Program, Congested Corridors	October
· Update Board on SB1 Grant cycles; seek approval for applications to SB1 programs, Local Partnership, Congested Corridors, Active Transportation Program	Nov/ Dec/ January
FINANCE AND ADMINISTRATION	
· Various Potential Board Actions Needed Related to TAM Entering Into Contract with CalPERS Directly	October - December
· Various Potential Board Actions Needed Related to TAM Becoming Employer of Record , Including Adoption of TAM Human Resources Manual	October - December
· Review and Acceptance of TAM's FY2016-17 Financial Statements and Single Audit Report	November - December
· Review and Acceptance of TAM's FY2016-17 Measure A Compliance Audit Reports	December
LEGISLATION	
· Consider bills passed in 2017 Legislative session; determine any actions necessary by TAM	Sept/ October
· Consider Legislative Plan for 2018	December
· Track activity stemming from SB 595 (Beall), Regional Measure 3, report monthly to TAM board	
OUTREACH	
· Continue with Local Outreach to Rotaries, Chambers, and other local interest groups on TAM activity	Sept-Dec
· Launch monthly TAM E-Newsletter	ongoing

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

AUGUST 24, 2017
7:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present:
Alice Fredericks, Tiburon Town Council
Bob McCaskill, Belvedere City Council
Damon Connolly, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Diane Furst, Corte Madera Town Council
Eric Lucan, Novato City Hall
Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Kevin Haroff, Larkspur City Council (Alternate)
P. Beach Kuhl, Ross Town Council
Ray Withy, Sausalito City Council
Renee Goddard, Fairfax Town Council (Alternate)
Stephanie Moulton-Peters, City of Mill Valley, TAM Chair
Tom McInerney, San Anselmo Town Council

Members Absent:
Dan Hillmer, Larkspur City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair

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

Chair Moulton-Peters called the meeting to order at 7:05 p.m.

DRAFT

TRANSPORTATION AUTHORITY OF MARIN
TAM
August 24, 2017

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

The Chair Moulton-Peters reconvened the board in open session at 7:30 p.m. and reported that a Closed Session was held, with direction given to staff but nothing else to report at this time.

4. Chair's Report (Discussion)

Chair Moulton-Peters reported on her attendance at the Expenditure Plan Advisory Committee meeting on August 23rd, and she encouraged other Board members to attend future meetings when possible. She also noted that one of the Major Road projects, Miller Avenue, is progressing well; she invited others to come visit Mill Valley to check on the progress.

5. Commissioner Matters Not on the Agenda (Discussion)

There were none.

6. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser discussed the recent meeting of the California Transportation Commission and the adoption of Local Street and Roads guidelines for Senate Bill 1 in which Marin will receive approximately $8 million dollars annually for local streets and roads projects and the deadline of October 16th for project submittals, as well as guidelines for the Active Transportation Program (ATP), noting that TAM has two projects proposed for the ATP. She also reviewed plans for a "Drive Electric" event" on September 9th at the Bon Air Shopping Center, TAM's coordination with Marin Clean Energy regarding their activity including MCE's consideration of incentives for consumers to buy electric vehicles and off-peak charging in the county. She reviewed the upcoming start of service by Sonoma-Marin Area Rail Transit (SMART) on August 25, 2017; an open house for the public sponsored by Caltrans to be held at the Key Center in Novato on Wednesday, September 20th regarding State Route 37; an update on the progress/status of the Expenditure Plan Advisory Committee; information on TAM's partnership with the Lyft rideshare program in support of SMART commuters; continued progress on the development of the TAM Vision Plan; and the beginning of construction on the Almonte Shoreline, TAM Junction bike lane.

ED Steinhauser also indicated the last day for the summer intern, Edelin Reyes, who will be starting her junior year of high school soon, and she commended Ms. Reyes for her many capabilities and accomplishments and wished her well for the future.

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The Executive Director finalized her report by showing a brief video on the Lyft program She noted that TAM is partnering with Lyft in a pilot program to assist with riders' first/last mile to and from SMART.

In response to a question from Commissioner Fredericks about the Lyft program, ED Steinhauser noted that the name of the program is GETSMART17, and she referred everyone to the written Executive Director's Report for a primer on how to use the service.

a. Richmond – San Rafael Bridge Third Lane and Multi-Use Path Report

ED Steinhauser commented on the progress on the third lane, eastbound, which was scheduled to be open on November 1 but has been delayed to December 1 at the earliest. She also briefly discussed SB 1 and RM 3 (Regional Measure 3) funding in relation to projects included, as well as potential funding sources for the completion of the Marin Sonoma Narrows project. She said that Commissioner Connolly would be providing more information in the next agenda item.

There was no public comment on the Executive Director report.

7. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly acknowledged the importance of RM 3 to the work that TAM does. He also reminded the Board that RM 3 includes a toll increase for all Bay Area state-owned bridges and that the Golden Gate Bridge is independent from the state. He noted as well that in the legislation, the bill is known as SB 595, and he discussed efforts to keep TAM's priorities intact at fair funding levels. Commissioner Rice asked about the timing of the legislation and the potential amount of the toll increase, which Commissioner Connolly reviewed. He stated that he believes the language will be drafted to ask for a toll that is "up to $3" on a phased-in approach with MTC being the decision maker on the timing of the phasing. He added that measure would be placed on the ballot in either June or November of 2018.

b. Marin Transit Report

Commissioner Rice indicated she had nothing to report.

c. SMART

Commissioner Sears discussed the launch of SMART service and invited everyone to come enjoy the ribbon-cutting and related activities on Friday August 25th, at the SMART station in Santa Rosa's Railroad Square.

8. Open Time for Public Expression

Chair Moulton-Peters indicated there was a letter from Cindy Winters on the dais and the information table.

9. CONSENT CALENDAR (Action)

a. Approve TAM Board Minutes of June 22 and July 10, 2017

DRAFT

b. Appointments to the Citizens' Oversight Committee

c. Award of Financial Advisory Services Contract

d. Authorize the exchange of OBAG Cycle 2 Priority Conservation Area (PCA) Funds between Marin County and Corte Madera

e. Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project

f. Authorize the Executive Director to Negotiate and Execute a Contract, Not to Exceed $700,000, with BKF Engineers to Prepare 30 Percent Design Plans for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects

g. Appointments to the Technical Advisory Committee

Commissioner Lucan moved to approve the Consent Calendar. Commissioner Fredericks seconded the motion, which was approved unanimously.

10. Approve Updated Resolution on HOV Hours of Operation (Action)

ED Steinhauser presented the staff report, with Principal Project Delivery Manager Dan Cherrier. This item recommended that the TAM Board approve confirmation of Resolution 2017-2, attached, unanimously approved by the TAM Board June 1st, 2017, stating TAM's concerns and conditions regarding MTC's proposal to expand High Occupant Vehicle (HOV) hours of operation on Highway 101 in Marin. Authorize the updated resolution to be sent to the Metropolitan Transportation Commission (MTC).

ED Steinhauser discussed TAM's previous actions regarding the proposed change in hours of operation for the HOV (high occupancy vehicles) lanes, MTC's revised proposal now under consideration, a letter to the editor written by Vice Chair Arnold on the subject, TAM's continued concerns, and staff's recommendation in response to MTC's revised proposal. She indicated staff believes it would be best to continue to work with its partners on a more comprehensive approach, given the unique circumstances.

Commissioner Lucan asked whether the traffic study that was done which showed seven-minute delay in the 8:30-9:00 a.m. time, considered delays associated with schools that are starting their day later. Staff said it was not sure but that it probably did not, but they would make note of that for future reference.

Commissioner Rice asked when the traffic counts were done. Mr. Cherrier said the information was taken from a variety of sources, including some counts done in late May. Commissioner Rice wondered whether the counts should be redone with the start of this new fall season, in order to have the most accurate data.

Commissioner Rice asked as well how much TAM's opinion or input really matters, since TAM is not the deciding body. Although ED Steinhauser acknowledged that is true, she noted that TAM's input is important to the agencies that will make the decision. She acknowledged that Senator Mike McGuire has been a good partner in understanding TAM's concerns and representing those concerns. She added that Caltrans District 4 Director Bijan Sartipi has been open to acknowledging TAM's concerns. Commissioner Rice commented that it is unknown how the start-up of SMART service will affect traffic levels and patterns, not to mention potential effects from the healthy economy. She thought it would be prudent to consider updating the counts.

DRAFT

Chair Moulton-Peters asked for a review of the changes to the resolution, which staff provided.

Commissioner Goddard asked how similar the changes requested in the proposal are to our partnering agencies. Mr. Cherrier stated that Marin's hours of operation have been more narrow than other counties but that most other counties operate HOV hours in both directions, simultaneously, whereas Marin's hours correspond with commute hours. He discussed changes in TAM traffic flows compared with other jurisdictions and the impacts of the differences.

ED Steinhauser added that everyone seems to be aware of Marin's complexities and challenges, and Senator McGuire had recommended not implementing the proposed HOV changes beginning with Marin because of the unique environment. She also acknowledged that one goal needs to be to improve the traffic situation and not make it worse, which seems to be a common theme across the Bay Area.

Commissioner Sears indicated she would not support the staff recommendation. She felt that the compromise proposed by MTC was a substantial improvement, and the benefits to bus users as well as cars would allow more people to use alternative transit modes. She advocated for making the changes in the Northbound Highway 101 Corridor in Southern Marin.

Chair Moulton-Peters said she supports transit riders also, but she did not think enough care had been taken in planning this pilot. She also suggested that the next presentation to the Board on this subject include information about Sonoma HOV lanes because the hours are different there, and their lanes are not complete. She did acknowledge that a continuous lane across counties would be more helpful. She suggested as well that transit information be incorporated in the process also.

Commissioner Fredericks moved to approve the staff recommendation and attached resolution. Commissioner Rice seconded the motion, which was approved with one vote opposed (Commissioner Sears).

11. Receive a Presentation from Project Finance Advisory Ltd (PFAL) on Financial Opportunities to Fund State Route (SR) 37 Corridor Improvements (Discussion)

Chair Moulton-Peters noted for the record that this is the first time the Board has seen this item, and it may take some time to comprehend and digest all options available to improve this roadway.

ED Steinhauser introduced the item, discussing the background and history of the Route 37 project, members of the four-county planning group working together on the project, anticipated costs, and potential tolling to help finance the necessary work.

Principal Project Delivery Manager Nick Nguyen presented the staff report, together with Jose Luis Moscovich from PFAL who have been working on financing options. Mr. Nguyen discussed a small amount of funding for the project approved by TAM earlier this year to enable the analysis presented tonight, matching funds from MTC for a study of a plan for the whole corridor (Highway 101 to Highway 80), the next policy committee meeting scheduled for September 25, RM3 funding potential, and a letter from Solano County stating their intention to take the lead on the two-lane segment of Hwy 37 east of Sear's Point, beginning as soon as possible.

ED Steinhauser acknowledged the efforts of three of the TAM Commissioners who have been working with the policy committee, Vice Chair Arnold, Commissioner Connolly and Chair Moulton-Peters; she indicated they will continue to serve in that role through the process.

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Mr. Moscovitch, representing Project Finance Advisory Ltd. (PFAL) began his PowerPoint presentation provided information on his company and their experience and qualifications before his discussion of the affordability analysis, next steps in the process, scope of work, assessment of interest for project management, feasibility envelope to determine interest in the project, rationale for the proposed funding plan, a review of the funding estimate process thus far, comparison of possible tolling concepts, 50-year toll revenue scenarios using different toll collection patterns, next steps in the process including the appropriate financing strategy to pursue, technical alternatives including environmental issues, project delivery options, affordability options, questions to consider, and anticipated timelines.

Commissioner Furst commented on the long timeline anticipated if funding is solely from federal and state funding and why other sources weren't considered. She made comparisons with the Presidio Parkway project, which Mr. Moskovitz had also worked on, and noted that it had 13 sources of funding attached to it. Mr. Moskovitz clarified that the funding was not done in a traditional fashion, with unique environmental circumstances and political support. He also expressed caution about future variables and how things could change unexpectedly.

The Board thanked the speakers for their presentation.

12. Authorize Executive Director to Review and Pursue Caltrans Planning Grant Opportunities for State Route (SR) 37 and Novato Creek Flooding Mitigation (Action)

Principal Project Delivery Manager Nick Nguyen presented the staff report which recommended that the TAM Board move to authorize the Executive Director to review and pursue Caltrans planning grant opportunities for State Route 37 and Novato Creek flooding mitigation in coordination with Marin County Public Works and approve local match funding. Mr. Nguyen discussed the previous funding allocation approved by the TAM Board for the SR 37 project to enable further studies such as the one presented by PFAL this evening, TAM's role to consider how to combat sea level rise, congestion and flooding in Marin County, and potential grant opportunities for Segment A, which is the segment in Marin, with a deadline for the planning grant submittal in October.

Commissioner Fredericks moved to approve the staff recommendation. Commissioner Lucan seconded the motion, and it was unanimously approved.

13. Caltrans Report (Discussion)

ED Steinhauser noted that Caltrans will present to the TAM Board at an upcoming meeting this fall. She discussed planned collaboration with Caltrans, the County of Marin and the Flood Control District to use SHOPP (State Highway Operation and Protection Program) funds to address flooding issues on Hwy 37. She indicated she would keep the Board informed regarding Caltrans funding and projects.

The meeting was adjourned at 9:05 p.m.

DRAFT

DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve the Programming of 2018 State Transportation Improvement Program (STIP) Funds, Agenda Item No. 9b

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RECOMMENDATION

Adopt the programming of 2018 STIP funds for Planning Programming and Monitoring (PPM) activities as presented.

BACKGROUND

The State Transportation Improvement Program, or STIP, is a biennial document adopted no later than April 1 of each even-numbered year. Each STIP will cover a five year period, of which the upcoming 2018 STIP includes FY 18/19 to FY 22/23. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIP) and by Caltrans in its interregional transportation improvement program (ITIP).

The California Transportation Commission (CTC) adopted a STIP Fund Estimate in August 2017, estimating all federal and state funds reasonably expected to be available in the upcoming STIP. The Fund Estimate provides each county and region of the state an estimate of funds it can request programming against.

2018 STIP FUND ESTIMATE

Unfortunately, TAM has exceeded its share of STIP funding the last few years in order to attract Proposition 1B bond funds for the Marin Sonoma Narrows. By programming our local STIP funds to the Narrows, TAM was able to attract over $63 million in Corridor Mobility Improvement Account, or CMIA, funds from the Prop 1B transportation bond program approved by voters. These grant funds would not have otherwise come to Marin and were above and beyond any funds TAM had available. The funds enabled us to proceed with the safety improvements, multi-use paths, and carpool lanes that are being constructing currently in the Narrows.

While TAM has no new STIP funds for programming for projects, MTC has still made available STIP funds for Planning Programming and Monitoring (PPM) activities. MTC has set aside $287,000 in STIP funds for TAM to use for PPM activities during the 2018 STIP cycle.

2018 STIP SCHEDULE

The following schedule lists major milestones dictating the 2018 STIP.

TAM Board approves STIP programming	September 28, 2017
Final List of Projects due to MTC	December 1, 2017
MTC approves STIP programming	December 2017
CTC adopts STIP programming	March 21, 2018

PROGRAMMING OF STIP FUNDS

TAM will not be programming new STIP funds for projects in the 2018 STIP with the exception of Planning Programming and Monitoring (PPM) activities. Note TAM utilizes PPM funds for staffing of its planning activity and its multi-fund programming and monitoring efforts. PPM is included in the adopted TAM budget annually. TAM received STIP funds in FY 16/17 and FY 17/18 for PPM activities.

STIP funds for PPM activities are made available each STIP cycle by the CTC in one lump sum and CMAs have the discretion to program the STIP funds for PPM activities in any of the latter fiscal years of the STIP cycle as needed.

For the 2018 STIP, TAM has a total of $287,000 in STIP funds for PPM activities that can be programmed in FY 20/21, FY 21/22, and/or FY 22/23

Because of the relatively small amount of STIP funds available in the 2018 STIP for PPM activities, staff recommends programming all available STIP funds for PPM activities in the first year of availability in FY 20/21:

STIP Funds for PPM	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
Proposed	n/a	n/a	$287,000	$0	$0	$287,000

STAFF RECOMMENDATION

TAM staff is recommending the TAM Board approve the programming of 2018 STIP funds in the amount of $287,000 for PPM activities in FY 20/21.

FISCAL IMPACTS

The STIP funds of $287,000 will be budgeted in the development of the FY 20/21 TAM Budget for PPM activities. No further action is needed at this time.

NEXT STEPS

Complete the necessary documents and inform MTC that TAM will program $287,000 in STIP funds for PPM activities in FY 20/21. After the funds have been approved by the CTC, staff will submit an allocation request for the programmed funds before the start of FY 20/21.

DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Project Budget and Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project (Action), Agenda Item No. 9c

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RECOMMENDATION:

Authorize the Executive Director to increase the Not to Exceed amount of Contract C 14/15-10 with CSW / Stuber Stroeh by $30,000 to $279,000. Contract term to remain unchanged.

Increase funding from OBAG1 for the Tam Junction Project by $30,000 to $205,000. Funds to be redirected from unused portion of OBAG1 funds for CMA Planning. Increase Tam Junction Project Budget to $610,000 for FY 17/18. Note, this will move the remaining unspent Project Budget from FY 16/17 to correspond with the actual year of expenditure.

BACKGROUND:

TAM staff were made aware of pedestrian and bicycling circulation needs in the TAM Junction area of Tam Valley and agreed to look into a potential project. During preliminary engineering, Caltrans informed TAM that pedestrian improvements were the responsibility of the State and that a project currently scheduled for construction in the 2019/2020 timeframe would be completed to provide a continuous sidewalk from the Coyote Creek Bridge to Flamingo Road on the southwest side of State Route 1. TAM is sponsoring a separate project for bicycle access improvements. TAM has coordinated with Caltrans to make sure that the two projects can co-exist without having to redo work.

TAM has utilized a variety of fund sources to further the project. Part of this effort included assisting Caltrans in the development of a Project Study Report (including preliminary environmental analysis) for the entire corridor, assuring the bike and pedestrian improvements are well-coordinated and both are proceeding to be constructed On December 1, 2016 the TAM Board authorized the Executive Director to award a contract for Construction. Since that time, unanticipated environmental and permitting issues arose, delaying the start of the Project until August 2017.

DISCUSSION/ANALYSIS:

The local community has identified bicycle movement through the TAM Junction area as a significant need. Of particular concern is the high volume of Mill Valley Middle School students riding the wrong way in the shoulder areas of Route 1.

This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing path. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve a small portion of the periodic flooding.

TAM awarded the construction contract to Ghilotti Brothers of San Rafael on December 1, 2016. After award, the State Department of Transportation working as the Federal environmental lead required several unanticipated environmental studies (bird and Archaeological), for areas that initially were believed to be outside the impact area of the Project. The time associated with the studies pushed the project in to the nesting season for two bird species and required two new site specific nesting surveys. These studies along with additional electrical and traffic signal work has led to unanticipated work by our consulting team requiring additional budget.

Staff has reviewed the recent budget increase request from CSW and feel the increase is justified. Therefore, an increase of $30,000 is recommended. Note, this is the remaining amount from the original request of $64,000 from CSW/ST2; $34,000 was approved at the August TAM Board meeting. However, insufficient Project funding remained at that time for the full CSW authorization for design services and design services during the construction phase.

Staff note that additional budget adjustments may likely be required to fund construction change orders. Construction is approximately at the one-third completion point and one-half of the available modest contingency has been required to this point. Staff would like to determine the magnitude of the potential increase before authorizing additional project budget. An update will be provided at the October TAM Board meeting.

FISCAL CONSIDERATION:

This project has a variety of funding sources:

$48,000 from CMA Planning for Preliminary Engineering;
$20,000 from TDA Article 3 for Environmental;
$175,000 from OBAG1 for Environmental and Final Design;
$80,000 from TFCA for Construction Management;
$350,000 from TAM Safe Pathways for Construction Capital and Construction Management; and
$178,000 from Measure A 5% Bonding Reserve.

This funding is no longer sufficient to complete the full project. It is recommended that $30,000 of the remaining CMA Planning funds remaining from FY 2016-17 be assigned to this need.
At the time of preparation of the FY 17/18 TAM Budget, this Project was scheduled to be constructed during late May and June of 2017 and the majority of the Project Budget was placed in FY 16/17. The delay for the final plan revisions placed the start of construction date to August which moved Fiscal Year budgets. These FY 16/17 funds were not used and need to be moved to the FY 17/18 TAM Budget. Therefore, staff is

recommending increasing the Tam Junction Project Budget from $250,000 to $610,000 for FY 17/18 and to make the necessary updates to the budget.

NEXT STEPS:

The contractor is about to begin work near the Almonte / Shoreline traffic signal and also start the storm drain improvements. These are the two work items in the Project that have the most potential for cost increases due to the older infrastructure. The remaining Project contingency may be insufficient if significant unexpected existing conditions are encountered. Staff will return to the Board for additional authorization to complete the Project if necessary.

ATTACHMENTS: None

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DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: State Legislative Update (Discussion), Agenda Item No. 10

RECOMMENDATION

Discussion only. No action required.

BACKGROUND

TAM staff and/or Khouri Consulting have been recommending positions on pending legislation during the 2017 State Legislation Session. September 15 was the last day for each house of the State Legislature to pass bills. Letters of support or opposition have been circulated and Mr. Khouri was requested to testify at Legislative hearings to convey TAM's positions on specific legislation. October 15 is last day for the Governor to sign or veto bills passed by the Legislature. Bills became laws without his signature.

STATE LEGISLATIVE UPDATE

Mr. Khouri will be present at the TAM Board to provide an overview (Attachment A) on the 2017 Legislative Session. In particular, he will provide statuses on bills that were of interest to TAM. Attachment B is a table of State Legislative bills that were monitored during the 2017 Legislative Session. Some of the bills include TAM's adopted positions.

A number of bills monitored by TAM have already been signed by the Governor including the following list. TAM's adopted positions are noted in parentheses.

- AB 28 on NEPA Delegation (support)
- AB 134 on Cap and Trade Expenditures (no position)
- AB 398 on Air Pollution (monitor)
- AB 399 on Autonomous Vehicles (monitor)
- AB 1113 on State Transit Assistance (STA) Funds (support)
- AB 1218 on CEQA Exemptions for Bicycle Transportation Plans (support)
- AB 1613 on San Mateo Transit District's Tax Exemption (monitor)
- ACA 5 on Restriction on Expenditures of Motor Vehicle Fees and Taxes (support)
- SB 1 on Transportation Funding (support)

Other notable bills that passed the State Legislature but are awaiting the Governor's signature, including:

- AB 17 on Transit Pass Program (support)
- AB 467on Local Transportation Authorities on Transactions and Use Taxes (monitor)
- AB 1282 on Permitting Task Force (monitor)
- SB 145 on Autonomous Vehicles Testing on Public Roads (monitor)
- SB 595 on Regional Measure 3 (support)
- SB 672 on Traffic Actuated Signals for Motorcycles and Bicycles (monitor)

SB 595 - Regional Measure (RM) 3

SB 595 proposes increase in toll rate charged on the state-owned toll bridges to be used for specified projects and programs in the Bay Area. The bill would require BATA to select the amount of the proposed increase, not to exceed $3, to be placed on the ballot for voter approval. SB 595 was approved by the State Legislature on September 14, 2017. However, the list of projects and amounts that were previously included in the legislation was amended early September just before approval by the State Legislature.

In an effort to seek greater geographic balance, MTC amended the project list to increase funding areas where the proposed investment levels were lower on a per toll payer basis, in particular, Alameda and Contra Costa counties.

Attachment C is the final approved RM3 Project List that included the updated financial capacity, showing $250 million in additional funding capacity. The final funding capacity increased from $4.2 billion to $4.45 billion. Changes for projects in or relevant to Marin include:

- MSN Project – $120 million down from $125 mil in July
- State Route 37 – decrease by $50 million from $150 million to $100 million
- San Rafael Transit Center – remains unchanged at $30 million
- Richmond-San Rafael Bridge Access - increase by $75 million from $135 million to $210 million. The legislation specifically identifies $135 million for Marin's direct connector from US101 to I-580 as funds going to TAM

By the time of the September 28th TAM meeting, a letter of support would have been sent to the Governor, urging him to sign SB 595.

ATTACHMENTS

Attachment A – Khouri Monthly Report
Attachment B – 2017 State Legislative Bills
Attachment C – Approved RM3 Project List

September 20, 2017

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal
Khouri Consulting

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

On September 15, the legislature concluded its business for year one of the 2017-18 Session. The following report is a summary of items of interest to TAM.

SB 595 (Beall) Regional Measure 3

With SB 1 having been dispensed with earlier in the year, we quickly shifted our focus to assisting with the passage of SB 595 (Beall), which would allow MTC place a ballot measure before voters within its' nine county jurisdiction for purposes of increasing toll revenue by up to $3, which can be adjusted for inflation, for purposes of improving the Bay Area's infrastructure needs. The bill contains a $4.45 billion expenditure plan with the following prospective investments for Marin, subject to voter approval:

- Richmond-San Rafael Bridge Access Improvements (580/101 connector)- **$210 million**
- Marin-Sonoma Narrows- **$120 million**
- State Route 37 Improvements **- $100 million**
- San Rafael Transit Center (Bettini Center) **- $30 million**

In addition, there are regional pots of funding that Marin stands to benefit from including:

- North Bay Transit access Improvements (Marin, Napa, Sonoma, Solano, Contra Costa) **$100 million**
- Ferry Enhancement Program - **$300 million**
- Ferry Operations **- $35 million**
- Regional Bus Express - **$20 million**

The legislation is currently on the Governor's desk. Pending a signature, MTC is expected to place a measure on the ballot next June.

Cap and Trade

On July 17, the legsilature approved AB 398 (Garica, E), extending the Cap and Trade program from 2020 to 2030, and AB 617 (Garcia, C), which makes additional reporting requirements and penalties for non-compliance with Cap and Trade. The key to passage of AB 398 was making concessions to industry by ensuring price certainty for

carbon credit purchases, sales tax exemptions to manufacturers for purchase of equipment, and the repeal of a fire prevention fee imposed on residents in rural areas.

Currently, 60% of the proceeds are continuously appropriated for High-Speed Rail (25%), pubic transit (10% for rolling stock and 5% for operations), and SB 375 compliance (20%), with most of that funding going to affordable housing. The remaining 40% is subject to annual appropriation by the legislature.

On September 18, Governor Brown signed AB 134 (Committee on Budget), which provides funding for the remaining 40% as follows:

— The biggest-ticket item is $895 million for new vehicles (trucks, buses, and zero emmission vehicles), a priority repeatedly highlighted by Senate Democrats. The money would flow through a variety of programs, including $140 million to the state's ports, $85 million for farm vehicles and $140 million for electric car rebates, $35 million for zero-emmission buses, which is a minimum amount of funding from a $180 pot set aside for clean trucks and buses.

— Forest management, fire prevention and emergency response would receive $225 million. This was one of the issues pushed by the Assembly Republicans who voted to help Democrats extend the Cap and Trade program.

— A variety of other programs would see more money under the deal, including $18 million for weatherizing low-income homes, $46 million for urban forestry and greening and $15 million for restoring wetlands.

SB 1 Implementation

With the enactment of SB 1 (Beall), Chapter 5, Statutes of 2017, also known as the Road Maintenance and Accountability Act, TAM will have an opportunity to access much needed funding to address our multi-modal priorities. The California Transportation Commission (CTC) is in the process of conducting workshops prior to adopting guidelines for various programs in SB 1. We have been participating in the workshops in order to help influence and maximize TAM's ability to acquire funding from the various pots. We have previously reported on the programs within SB1, but two have generated the most conversation:

State and Local Partnership Program (SLPP)

SB 1 creates this new $200 million per year program. Guidelines for the SLPP must be adopted on or before January 1, 2018. Funding from this program is for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (toll revenues will not be factored in as they were under the 2009 SLPP established under Prop 1B, because the CTC is not provided with that flexibility per the language in SB 1, meaning possibly lower shares for the North). Funds are appropriated "for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes" but the Governor's budget trailer bill seeks to provide flexibility for usage for other purposes.

In 2008, the legislature through AB 268, defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation

taxes and fees, with the remaining 5% available for competitive grants to match uniform developer fees.

Without any legsialtive direction this time around, the CTC is inclined to adopt a 50/50 split between competitve grants and formula-based shares. It is uncertain how much revenue TAM would receive from its formula share, given that there are five more self-help counties (Merced, Monterey, Napa, Santa Cruz, and Stanislaus), mutiple measures that have been approved by counties (such as Los Angeles), and the absence of tolls being factored into the equation for the North.

In addition, the CTC is considering allowing cities within a county that has a sales tax measure to receive an allocation, which would further dilute the prospects of receiving a meaningful formulaic distribution to deliver projects of consequence. The proliferation of recipients would also impact the competive grant portion of the program.

The timeline for program adoption is as follows:

- Workshops to develop guidelines – June through September 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017
- Applications due – March 2018
- Adopt Program – June 2018

Solutions for Congested Corridors

SB 1 creates this new $250 million per year program beginning in FY 2017-18. CTC responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature. The initial traunch of program allocations may be adopted over a three-year period ($750 million).

While the Marin-Sonoma Narrows are cited in the legsialtive declarations and findings as an example of where resources from the program should be dedicated, the CTC is sympathetic to medium to smaller-sized metropolitan planning organziations and their assessment of how they construe traffic (tourism, goods movement) in those areas. Furthermore, despite the emphasis on multi-modal solutions, applicants may be allowed to submit projects that focus only on one-mode as long as they have a multi-modal “corridor plan” (undefined at this point) or a local expenditure plan that contains multi-modal elements. As a result, we may encounter additional competition from this program, but we do have a compelling case to make particuarly with our partnership with Sonoma and Caltrans to help improve the Corridor. Caltrans is eligible to propose projects up to half the amount of the program ($125 million annually), and SB 1 encourages that coordination, which further helps our cause.

The timeline for program adoption is as follows:

- Workshops to develop guidelines – June through October 2017
- Presentation of draft guidelines – October 18-19, 2017
- Adoption of guidelines – December 6-7, 2017
- Applications due – May 2018
- Program adoption – August 2018

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Attachment B

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
AB 17 Holden (D) **Transit Pass Program**	9/13/17 Governor's Desk	Would create the Transit Pass Program to be administered by Caltrans. The would bill require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	**Support**
AB 28 Frazier (D) **NEPA Delegation**	3/29/17 Chaptered by Secretary of State, Chapter 4, Statutes of 2017	Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Until January 1, 2017, existing law provides that the State of California, through Caltrans, consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would remove the sunset date allowing for California to participate in the program three additional years. The bill contains an urgency clause.	**Support**
AB 134 Committee on Budget **Cap and Trade Expenditures**	9/16/17 Chaptered by the Secretary of State, Chapter 254, Statutes of 2017	Contains over $900 million in funding from Cap and Trade proceeds for various purposes. This incudes new funding of at least $35 million for zero emission buses.	
AB 398 Garcia (D) **Air Pollution**	7/15/17 Chaptered by the Secretary of State, Chapter 135, Statutes of 2017	Makes numerous changes to the California Global Warming Solutions Act of 2006 (AB 32) including: Extending the Cap and Trade program from 2020 to 2030; requiring the California Air Resources Board (CARB) to revise its Scoping Plan; exemption manufacturers from the imposition of a sales tax for retrofits through 2030; eliminates the fire prevention fee for rural areas.	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
AB 399 **Grayson (D)** **Autonomous Vehicles: Contra Costa Transportation Authority: pilot**	3/27/17 Assembly Transportation Committee Two-Year Bill	Existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. Existing law requires the authority or a private entity, or a combination of the 2, to provide the department with a detailed description of the testing program, as specified, and allows the department to require data collection for evaluating the safety of the vehicles, as provided. This bill would extend the authorization for the pilot project to 12 months after the operative date of regulations promulgated by the department. **Last amended 3/23/17**	**Monitor**
AB 467 **Mullin (D)** **Local transportation authorities: transactions and use taxes**	9/18/17 Governor's Desk	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. **Last amended on 8/23/17**	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
AB 1113 Bloom (D) **State Transit Assistance Program**	7/21/17 Chaptered by the Secretary of State, Chapter 86, Statutes of 2017	The bill would provide that only State Transit Assistance (STA)-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the State Controller's Office (SCO) and Caltrans in administering the program. The bill would make various other conforming changes and would delete obsolete provisions. This bill would also require the SCO's report to be submitted within 7 months after the end of the fiscal year, and to contain underlying data from audited financial statements, as specified. Requires the Regional Transportation Planning Agency with jurisdiction over a transit operator to verify the operator is eligible for funding under the STA program prior to the operator submitting its report to SCO, and requires SCO reflect the verification on the operator's report. **Marin Transit supports AB 1113.**	**Support**
AB 1121 Chiu (D) **San Francisco Bay Area ferries**	6/1/17 Senate Transportation & Housing Committee	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. Existing law prescribes the functions and duties of the authority with regard to the regulation of public transportation ferries and related water transportation. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly. **Last amended on 3/28/17**	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
AB 1218 Obernolte (R) **CEQA Exemptions: bicycle transportation plans**	7/31/17 Chaptered by the Secretary of State, Chapter 149, Statutes of 2017	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.	**Support**
AB 1282 Mullin (D) **Permitting Task Force**	9/7/17 Governor's Desk	This bill would require by July 1, 2018, the Secretary of Transportation, in consultation with the Natural Resources Secretary, to establish a Transportation Permitting Task Force consisting of representatives from the California State Transportation Agency, California Transportation Commission, Caltrans, CalEPA, Coastal Commission, Fish and Wildlife to develop a process for early engagement for all parties in the development of transportation projects. **Last amended on 6/29/17**	**Monitor**
AB 1324 Gloria (D) **MPO and RTPAs: transactions and use taxes**	3/21/17 Assembly Local Government Committee Two-Year Bill	This bill would authorize a metropolitan planning organization or regional transportation planning agency authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the voters approved the levy, expansion, increase, or extension. **Last amended 3/20/17**	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
AB 1436 **Levine (D)** **County Highways**	6/26/17 Senate Governance & Finance Committee Two-Year Bill	Existing law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to determine that specified activities relating to streets are of general county interest and that county aid shall be extended therefore. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members and would make non-substantive changes to this law. Section 1680 of the Streets and Highways Code would be amended to read: The board of supervisors of a county may, by a resolution adopted by a three-fifths, rather than a two-thirds, vote of its members, determine that any of the following activities are of general county interest and that county aid shall be extended therefor: (a) The laying out, opening, construction, improvement, maintenance, repair, or altering of all or any part of a street within a city or extending along or across the boundary of a city. (b) The establishing, modifying, or changing the grade of a street. (c) The separation of the grades of two or more streets that intersect. (d) The separation of the grade of a street from the grade of a steam, electric, or street railroad crossing the street. (e) The construction of the necessary pavements, curbs, culverts, bridges, tunnels, subways, viaducts, drainage facilities, or structures incident to or a part of the street. (f) The acquisition of real property or interest in real property, rights of way, or other property necessary for the purposes mentioned in this section. **Amended on 3/28/17**	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
AB 1613 Mullin (D) **San Mateo County Transit District: retail transactions and use tax**	9/11/17 Chaptered by the Secretary of State, Chapter 231, Statutes of 2017	Existing law authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes that may be imposed in the county not exceed 2%. This bill would authorize the board, unless the transactions and use tax described in paragraph (2) has been imposed, to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2026. The bill would require the board, in concurrence with the county and for purposes of this tax, to develop an expenditure plan of projects, programs, and services that may include, among other things, public transit, local streets and roads, state highways, bicycle and pedestrian facilities, intelligent transportation systems, and transportation planning. The bill would authorize the board to administer the expenditure plan in its entirety, or to transfer proceeds of the tax to the San Mateo County Transportation Authority for administration by that authority consistent with the expenditure plan. The bill would authorize the authority to administer those funds, consistent with the expenditure plan. This bill would prohibit the County of San Mateo from imposing this transactions and use tax if the retail transactions and use tax described in paragraph (1) has been imposed by the board of the San Mateo County Transit District	**Monitor**
ACA 5 Frazier (D) **Motor vehicle fees and taxes: restriction on expenditures**	4/7/17 Chaptered by the Secretary of State, Chapter 30, Statutes of 2017	Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. This measure would add Article XIX D to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use. The measure would also prohibit the Legislature from borrowing these revenues, except as specified, or using them for purposes other than transportation purposes.	**Support**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
SB 1 **Beall (D)** **Transportation Funding**	4/28/17 Chaptered by the Secretary of State, Chapter 5, Statutes of 2017	Increases several taxes and fees to raise the equivalent of roughly $52.4 billion over ten years in new transportation revenues and makes adjustments for inflation every year; directs the funding to be used towards deferred maintenance on the state highways and local streets and roads, and to improve the state's trade corridors, transit, and active transportation facilities. **Last amended on 4/3/17**	**Support**
SB 145 **Hill (D)** **Autonomous Vehicles: testing on public roads**	9/15/17 Governor's Desk	Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Current law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the DMV notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. **Last amended on 9/12/17**	**Monitor**
SB 328 **Portantino (D)** **Pupil attendance: school start time**	9/14/17 Assembly Floor Fail Passage Two-Year Bill	Existing law requires the governing board of each school district to fix the length of the school day for the several grades and classes of the schools maintained by the school district in accordance with specified provisions of law. This bill would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:30 a.m. by July 1, 2020, or the date on which a school district's collective bargaining agreement that is operative on January 1, 2018, expires, whichever is later, except for rural school districts that obtain a waiver from the State Board of Education to delay implementation, as specified. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program. The bill would encourage the State Department of Education to post specified information on its Internet Web site, including research on the impact of sleep deprivation on adolescents and the benefits of a later school start time, and to advise school districts of this posting.	**Monitor**

Attachment B

TAM Bill Matrix - September 2017			
Measure	**Status**	**Bill Summary**	**TAM Board Adopted or Recommended Position**
SB 595 **Beall** **MTC: Toll Bridge Revenues**	9/15/17 Governor's Desk	Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including meeting its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters. The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. The bill contains an expenditure plan, which includes funding for TAM priorities ($210 for Richmond-San Rafael Bridge; $120m for Marin-Sonoma Narrows; $100m for SR 37; $30m for Bettini center). **Last amended on 9/8/17**	**Support**
SB 672 **Fuller** **Traffic-actuated signals: motorcycles and bicycles**	9/18/17 Governor's Desk	Existing law, until January 1, 2018, includes among traffic control devices, a traffic-actuated signal that displays one or more of its indications in response to the presence of traffic by mechanical, visual, electrical, or other means, and requires, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, that the signal be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway. This bill would extend the operation of this requirement indefinitely.	**Monitor**

Senate Bill 595 (Beall) RM 3 EXPENDITURE PLAN *(all amounts $ millions)*

Comparison of July 19 to September 8 Versions

New projects shown in BLUE

OPERATING PROGRAM

All- Corridor Annual Operating Program	7/19 Version	9/8 Version	Change
All Corridors			
Transbay Terminal	5	5	-
Ferries (In 9/8 version funding ramps up to $35 m over five years)	35	35	-
Regional Express Bus	20	20	-
Operating Program Total	**$ 60**	**$ 60**	**$ -**

CAPITAL PROJECTS

Regional Programs	7/19 Version	9/8 Version	Change
BART Expansion Cars (all BART-reliant counties)	500	500	-
Bay Area Corridor Express Lanes	300	300	-
Goods Movement and Mitigation	125	160	35
San Francisco Bay Trail / Safe Routes to Transit	150	150	-
Ferries Enhancement Program	325	300	(25)
BART to San Jose Phase 2	400	375	(25)
Sonoma-Marin Area Rail Transit District (SMART)	40	40	-
Capitol Corridor	90	90	-
Next Generation Clipper Transit Fare Payment System	-	50	50
Regional Programs Subtotal	**$ 1,930**	**$ 1,965**	**$ 35**

Corridor-Specific Capital Projects	7/19 Version	9/8 Version	Change
Central (SFOBB)			
Caltrain Downtown Extension	350	325	(25)
Muni Fleet Expansion and Facilities	140	140	-
Core Capacity Transit Improvements	140	140	-
AC Transit - Rapid Bus Improvements	50	100	50
Transbay Rail Crossing	50	50	-
I-80 Transit Improvements	-	25	25
Central Subtotal	**$ 730**	**$ 780**	**$ 50**
South (San Mateo-Hayward, Dumbarton)			
Tri-Valley Transit Access Improvements	100	100	-
Eastridge to BART Regional Connector	130	130	-
San Jose Diridon Station	120	100	(20)
Dumbarton Corridor Improvements	130	130	-
Highway 101/State Route 92 Interchange	50	50	-
I-680/SR 84 Interchange Reconstruction Project	-	85	85
I-680/I-880/Route 262 Freeway Connector	-	15	15
South Subtotal	**$ 530**	**$ 610**	**$ 80**
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)			
Contra Costa 680/State Route 4 Interchange Improvements	150	210	60
Marin-Sonoma Narrows	125	120	(5)
Solano County I--80/I-680/SR 12 Interchange Project	175	150	(25)
Interstate 80/Westbound Truck Scales	125	105	(20)
State Route 37 Improvements	150	100	(50)
San Rafael Transit Center	30	30	-
Richmond-San Rafael Bridge Access Improvements	135	210	75
North Bay Transit Access Improvements	100	100	-
SR 29 (South Napa County)	20	20	-
East Contra Costa County Transit Intermodal Station	-	15	15
Byron Highway Vasco Road Airport Connector	-	10	10
Vasco Road Safety Improvements	-	15	15
I-680 Transit Improvements	-	10	10
North Subtotal	**1,010**	**$ 1,095**	**$ 85**
	-		
Corridor-Specific Capital Projects Subtotal	**2,270**	**2,485**	**$ 215**
Capital Projects Total	**4,200**	**4,450**	**250**

DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Benefits Consultant to County Counsel - Terry Matsumoto

SUBJECT: Adopt a new Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits (Action) - Agenda Item No.11

RECOMMENDATION:

Adopt a new Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits, as described below. (Action)

BACKGROUND:

On July 10, 2017, your Board adopted a Resolution of Intention for TAM to enter into a contract with CALPERS for retirement benefits based on the actuarial valuation from CalPERS dated May 30, 2017. 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 contract as new PEPRA members. The report also considered the fact that there is one former LGS employee, who worked at TAM, who is now retired. However, 5 former LGS employees who provided services to TAM but are not currently employed by LGS/TAM and 1 retiree were inadvertently omitted from the valuation. An updated valuation was requested when the oversights were found.

DISCUSSION/ANALYSIS:

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 updated costs associated with said plan. The new resolution, which is identical to the one adopted on July 10, 2017, will be dated September 28, 2017, after your Board has reviewed the updated valuation described below.

On September 26, 2017, TAM is expecting to receive the updated final actuarial valuation from CalPERS. The May 30, 2017 valuation showed an unfunded liability of $584,603. With the additional inclusion of the previously omitted individuals the unfunded liability will be greater but the increase is expected to be not more than $100,000. The estimated FY2017-2018 annual cost of contracting with CalPERS, as calculated for the July 10, 2017 TAM Board meeting, was $214,192 (a figure that included $127,047 towards the normal cost of retirement and $87,145 towards a 9 year paydown plan for the unfunded liability). When we receive the updated actuarial report, this "total annual cost" figure will be slightly higher, to account for a slightly higher paydown cost of the updated unfunded liability. TAM has been paying into the pension fund through our contract payments to LGS and TAM is developing a plan to pay off the liability within 5 years, rather than 9 years.

A supplemental report will be prepared and posted as soon as the valuation is received.

FISCAL CONSIDERATION:

The future costs of contracting with CalPERS are discussed above.

NEXT STEPS:

1. Conduct required employee Election
2. Complete negotiations of Reallocation Agreement
3. Recommend Final Resolution to participate in CalPERS

ATTACHMENTS:

Attachment 1: Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits

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)

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DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: MTC's Proposed Conditions on STIP Funds (Action), Agenda Item No. 12

RECOMMENDATION

Seek input from the TAM Board on MTC's proposal to impose housing requirements on the use of STIP funds by CMAs.

BACKGROUND

State Transportation Improvement Program (STIP) funds are derived from state sales tax on gasoline. It is a highly flexible source of funds that can be used on state highways, local streets and roads, bicycle and pedestrian projects, and transit projects. STIP funds are primarily assigned to three categories:

- State Highway Operation and Protection Program (SHOPP),
- Interregional Transportation Improvement Program (ITIP), and
- Regional Transportation Improvement Program (RTIP).

STIP funds assigned to the SHOPP and ITIP are used exclusively by Caltrans for state and interregional projects. STIP funds assigned to the RTIP are distributed to CMAs for programming to projects within their jurisdictions.

Every two years, CMAs are allowed to program new STIP funds to new or existing projects. TAM gets about $2 million to $3 million annually for projects. However, there were several cycles in the last 15 years when funds were completely withheld from the RTIP to address the State Budget crisis. Most notable was the 2016 STIP Cycle when the California Transportation Commission (CTC) not only made no new funds available but had to deprogram nearly $1 billion in STIP funds from existing projects. Deprogramming was ultimately avoided due to the passage of SB1 in early 2017, but the 2016 STIP Cycle illustrates the uncertainty of these funds when the State is faced with budget crisis. Note that SB1 locked in provisions whereby the State cannot take state gas tax for purposes other than transportation needs.

TAM's STIP SHARE

As noted above, TAM receives approximately $2 million to $3 million annually and has had sole discretion per state statute on the assignment of funds. However, TAM has exceeded its share of STIP funding in order to attract Proposition 1B bond funds for the Marin Sonoma Narrows. By programming our local STIP funds to the Narrows, TAM was able to attract over $63 million in Corridor Mobility Improvement Account, or CMIA, funds to the Narrows from the Prop 1B transportation bond program approved by

voters. These grant funds would not have otherwise come to Marin and were above and beyond any funds TAM had available. The funds enabled us to proceed with the safety improvements, multi-use paths, and carpool lanes that are being constructing currently in the Narrows.

The result of advancing STIP funds for the MSN project means that TAM will not be able to program STIP funds to new projects until the existing deficit of approximately $30 million is paid off from future shares.

The STIP is programmed in even numbered years, so a programming cycle is happening now, with the CTC taking action in early 2018, and the counties sending in candidates in late 2017. MTC has a role to play in that they aggregate candidate recommendations from all nine Bay Area counties and submit the package directly to the CTC on our behalf.

MTC HOUSING REQUIREMENT PROPOSAL ON STIP FUNDS

On September 19, 2017, MTC convened the CMA Directors to discuss possible future housing requirements for the use of STIP funds. MTC staff is considering presenting these proposed requirements to the MTC Commission in October for consideration as part of MTC's 2018 STIP Guidelines and prior to counties finalizing projects by the end of November.

MTC has been urged by housing advocates to help alleviate the affordable housing crisis in the Bay Area. ABAG has reported that the Bay Area is in the midst of a housing crisis, with housing affordability at an all-time low. One reason for the housing crisis is that housing growth has not kept pace with job growth. Exacerbating matters is the type of housing stock being created. Nearly two-thirds of the Bay Area's current housing stock is single-family. The severe lack of multi-family housing development in most communities has resulted in large numbers of people not being able to afford housing in the areas where they work. Another major factor contributing to the lag in housing production is local policies related to land use and development.

The issue presented by MTC staff was that many jurisdictions in the Bay Area have performed very poorly in meeting the thresholds of RHNA production for very low, low, and moderate income housing.

MTC has in the past created a number of programs in the past to address this issue, including:

- Naturally-Occurring Affordable Housing (NOAH) Program - $10 million set-aside for a pilot fund to support affordable housing where it currently exists.
- Transit-Oriented Affordable Housing Fund (TOAH) - $10 million to establish a revolving loan fund to help affordable housing developers finance land acquisition in select locations near rail and bus lines throughout the Bay Area.
- Housing Incentive Program (HIP) - Rewarding local governments that build housing near transit stops with the key objectives to increase housing supply in areas with existing transportation infrastructure and services in place and establish the residential density and ridership markets necessary to support high-quality transit service.
- Priority Development Area (PDA) Strategy - Promoting transportation investments in areas that are expecting future growth by requiring CMAs to invest a minimum percentage of federal transportation funds to those areas. Note that Marin assigned a minimum of 50% of our federal gas tax funds through OBAG in support of PDA's, as required by MTC.

MTC staff stated that these efforts have not been enough to alleviate the affordable housing crisis in the Bay Area. In two cycles of RHNA Reports (1999-2006 and 2007-2014), MTC characterized the following categories and identified jurisdictions in those categories (see slide 6 of Attachment A):

- Very low performing jurisdiction - 10% of RHNA target
- Low performing jurisdiction - 15% of RHNA target
- Moderate performing jurisdiction – 30% of RHNA target

MTC staff is proposing to impose two potential strategies (see slide 5 of Attachment A) for linking STIP funds to better housing outcomes:

1. Incentive option ("carrot") – Increase funding pool to be awarded to jurisdictions with best performance in housing production/permitting/streamlining from 2015-2020

2. Deterrent option ("stick") – Condition new funding eligibility on jurisdictions producing at least 10 or15% of their RHNA numbers for low, very low, and moderate income housing using the 1999-2014 period or 2007-2014 period

Slides 9 and 10 include tables of pros and cons as assessed by MTC on both the Incentive and Deterrent options.

REGIONAL HOUSING NEED ALLOCATION (RHNA)

RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element. As part of this process, the California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period (in this cycle, from 2014 to 2022).

ABAG and MTC must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS). Once a local government has received its final RHNA, it must revise its Housing Element to show how it plans to accommodate its portion of the region's housing need.

Note all of Marin's 12 jurisdictions (11 cities/towns and the County) have updated Housing Elements that meet the RHNA requirements.

IMPACTS ON TAM

As noted above, TAM has an existing deficit of approximately $30 million in available STIP funds. Because TAM will have no STIP funds for the near future to program, these housing requirements will not impact TAM immediately.

However, it is very likely that TAM will turn to investing in Interchange Improvements once STIP funds become available again. TAM identified at least 6 major interchanges with Highway 101 in its exercise to identify RTP candidates in 2015. One of those Interchanges is the Tiburon/East Blithedale Interchange, for which TAM has approved funds to identify bike/ped/traffic improvements, and the local jurisdictions of Mill Valley, Tiburon, Belvedere, and the County have coordinated closely with each other and Caltrans to make short and mid-term improvements, along with studying long term options. Under MTC's proposal,

because Tiburon is listed as not meeting MTC's new screen-line for delivery of very low, low, and moderate income housing, TAM may be precluded from any investments of STIP funds into that Interchange.

RECOMMENDATION

TAM would be well-advised to consider the impacts such a policy would have on its ability to address the transportation needs of local businesses, schools, residents, visitors, and safety services if the production of housing is suddenly overlain onto the use of equitably generated gas tax funds.

Staff seeks input from the TAM Board and will present more detail and options for consideration at the TAM Board meeting of September 28th.

ATTACHMENTS

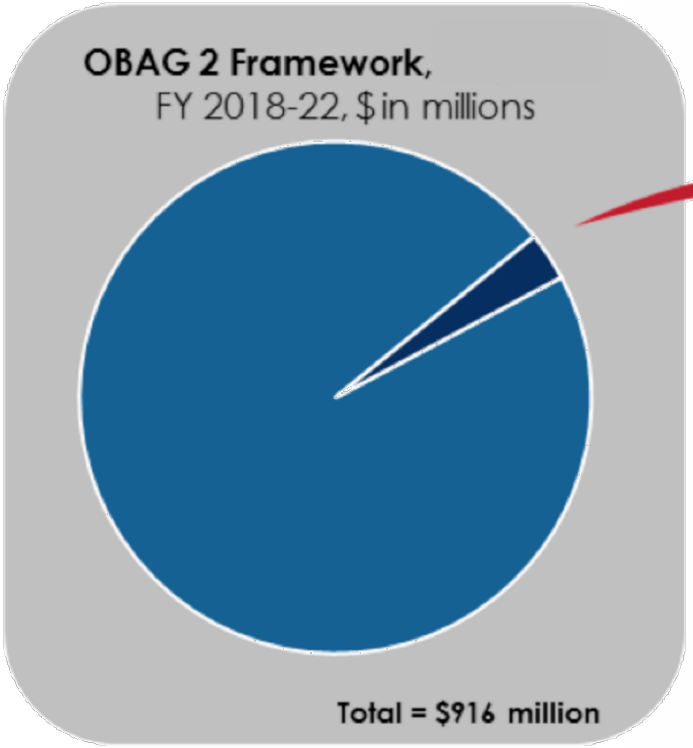
Attachment A: MTC PowerPoint Presentation - Advancing the Regional Housing Agenda

Advancing the Regional Housing Agenda

Potential Initial Strategy

September 19, 2017

Limited Strategic Housing Investments

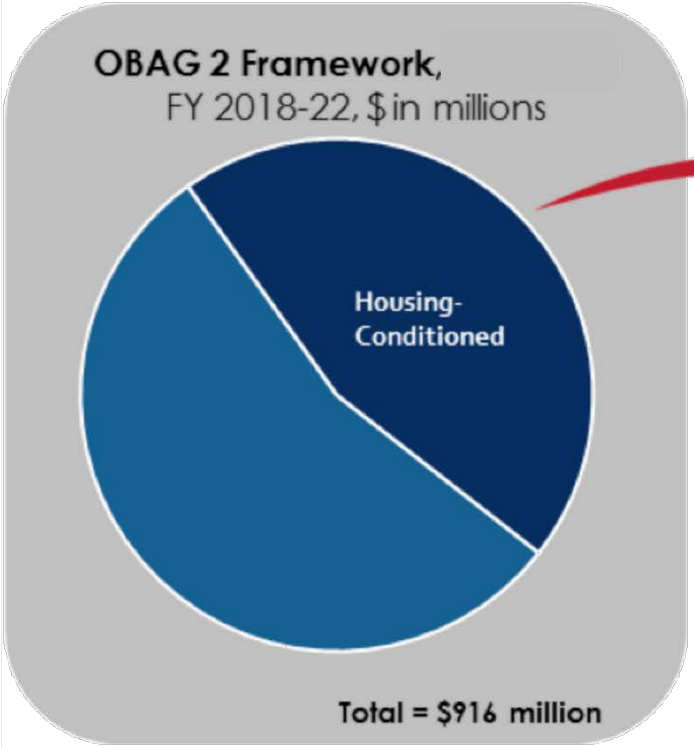


Housing Investments

$18 million	PDA Planning Grants
$10 million	NOAH*
$28 million	**Total** (3% of OBAG 2 total)

*Leveraging at 5:1

Transportation Investments Incentivizing Housing Production

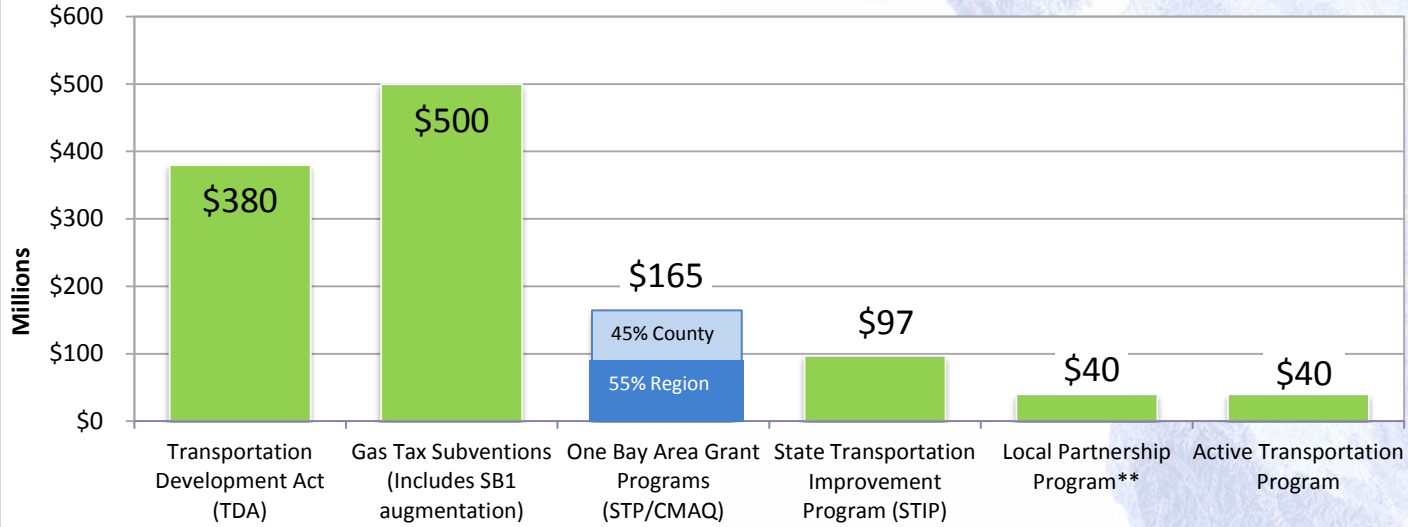


Housing-Conditioned Transportation Investments

$386 million	County Program
$30 million	80k by 2020 Challenge
$416 million	**Total** (45% of OBAG 2 total)

Best Candidates for Leverage

(Estimated annual revenue amounts, in millions)*



Notes:
**Includes SB1 formula funding augmentation where applicable; Does not include SB1 competitive programs*
***Regional share is undetermined. Estimate assumes Bay Area receives 20% of statewide funding*

Potential Strategies for Linking State Transportation Improvement Program (STIP) Funding to Better Housing Outcomes

1. **<u>The Carrot:</u>** Increase funding pool to be awarded to jurisdictions with best performance in housing production / permitting / streamlining from 2015-2020
   - Add $46 million to OBAG2 "80k x 2020" program [total = $76 million]
   - Expand awards to 15 jurisdictions (from 10)

1. **<u>The Stick:</u>** Condition new funding eligibility on jurisdictions producing at least 10-15% of their RHNA numbers for low, very low, and moderate income housing, using 1999-2014 period or 2007-2014 period
   - Consider exception for:
     1. Averaging of production scores for corridor projects

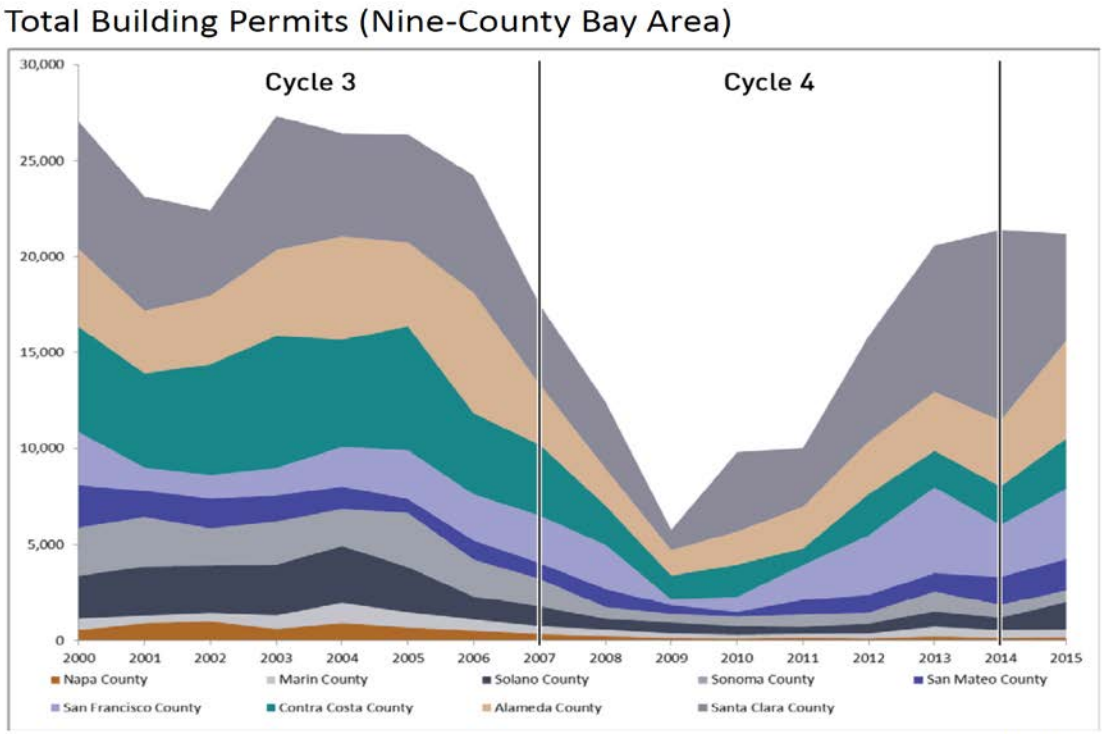
Jurisdictions Not Meeting Thresholds of RHNA Production – Very Low, Low, & Moderate (Better of 1999-2014, or 2007-2014)

% of RHNA	# Not Met	% of Region's Jurisdictions	Jurisdictions	
15%	10	9%	Newark Concord Moraga Martinez Tiburon	Fairfax Burlingame Millbrae Brisbane San Carlos
10%	8	7%	Newark Moraga Martinez Tiburon	Fairfax Millbrae Brisbane San Carlos

Average for all jurisdictions 1999-2014 = 41%

Regional Housing Needs Assessment
VL, L & M Production Status and Proposed 2018 RTIP Projects
Administrative Boundaries
Jurisdictions below 15% of VL, L & M target, 1999 - 2014 & 2007-2014
Corridor Project
Transit Project
Stand Alone Project
Marin
Solano
Contra Costa
Alameda
San Mateo
Santa Clara
San Joaquin
Napa
Sonoma
Petaluma
Fairfield
Suisun City
Vallejo
Benicia
Novato
San Rafael
Richmond
Concord
Pittsburg
Antioch
Brentwood
Walnut Creek
Berkeley
Oakland
San Francisco
Alameda
San Leandro
San Ramon
Dublin
Livermore
Pleasanton
Hayward
Union City
Fremont
Newark
Milpitas
Daly City
South San Francisco
San Mateo
Redwood City
Palo Alto
Mountain View
Sunnyvale
Santa Clara
Cupertino
San Jose
Morgan Hill

Comparison of Building Permit Activity: Cycle 3 vs. Cycle 4



Source: HUD

STIP Strategy Pros & Cons

The Carrot $46M incentive augmentation ($76 million total) to *80k by 2020* Challenge	
Pros • New money for an existing program that has support • Does not affect current or proposed RTIP projects • Larger carrot could exert more influence on municipal behavior • Likely to be more positively received	Cons • Less money for other regional commitments/needs • Leaves programming capacity on the table in the 2018 STIP • Projects must be STIP-eligible and follow STIP rules • Difficult for jurisdictions to change current behavior in two years

STIP Strategy Pros & Cons

The Stick Condition STIP funds on meeting a minimum housing production threshold	
Pros • Moves beyond housing promises to housing production • Will get attention of jurisdictions and other stakeholders; with additional SB1 funding, STIP is now robust source ($290 million in 2018 STIP for Bay Area) • Sets precedent for future strengthening of target threshold • Using longer-term data will account for economic cycles	Cons • Weak link between individual jurisdictions and system approach to transportation improvements • Few jurisdictions receive STIP funds so may not create desired change • Little time for public input • Could disrupt prior county commitments

2018 STIP Timeline

- CTC approved statewide guidelines – August 2017
- MTC to approve regional guidelines – October 2017
- MTC to approve regional program – December 2017
  - Due to CTC by December 15
- CTC Approves statewide program, including regional programs – March 2018

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TAM Board Meeting
Caltrans Report

PROJECTS IN ENVIRONMENTAL PHASE

Millerton Gulch Bridge Scour Mitigation; MRN-1 PM 33.4; On Route 1 near Point Reyes Station, at Millerton Gulch Bridge (EA: 04-0J570)
Scope: Repair embankment and construct retaining wall and improve fish passageway.
Cost Estimate: $4.0M (Construction Capital)
Schedule: Start Construction: Spring 2021
End Construction: Fall 2021

Emergency Directors Order (DO) contract will construct a portion of the project scope in Fall 2017 and project will be downscoped upon completion of the DO.

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)
Scope: Overlay pavement and shoulders with HMA-A, upgrade existing guardrails and crash cushions, and drainage improvements.
Cost Estimate: $13.8M (Construction Capital)
Schedule: Start Construction: Spring 2021
End Construction: Fall 2021

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek, (EA: 04-0G642)
Scope: Replace existing bridge.
Cost Estimate: $11.6M (Construction Capital)
Schedule: Start Construction: Spring 2020
End Construction: Fall 2021

The Draft Environmental Document (DED) was completed on April12, 2017 and released for public review on April 24, 2017. The first public meeting was held on May 10, 2017. The second public meeting was held on June 15, 2017 at the Community Center in Point Reyes Station. The public comment period was extended two weeks to June 24, 2017. The project EIR/EA is anticipated in June 2018

Upgrade Pedestrian Facilities; MRN-1 PM 0.02/2.0 & 0.5/0.76; On Route 1 near and in Mill Valley, at Manzanita Park and Ride lot and at the intersection of Almonte Blvd. (EA: 04-2G690)
Scope: Upgrade curb ramps, and construction new curb ramps as per current ADA standards.
Cost Estimate: $1.98M (Construction Capital)
Schedule: Start Construction: Spring 2019
End Construction: Fall 2019

Transportation Authority of Marin (TAM) has a bike lane striping project at this location (Route 1/Almonte intersection also known as “TAM Junction”). This project was coordinated with TAM’s project to prevent conflicts.

TAM Board Meeting
Caltrans Report

PROJECTS IN DESIGN PHASE

Scour Mitigation; MRN-101 PM 15.35; On Route 101 at Miller Creek Bridge (EA: 04-4G871)
Scope: Scour mitigation.
Cost Estimate: $1.0M (Construction Capital)
Schedule: Start Construction: Spring 2018
End Construction: Fall 2018

Repair Pavement and Drainage Systems; MRN-101 PM 10.1; On Route 101 and 580 in San Rafael, at Route 101/580 Interchange (EA: 04-2J480)
Scope: Repair sinking pavement and drainage systems.
Cost Estimate: $2.66M (Construction Capital)
Schedule: Start Construction: Spring 2018
End Construction: Fall 2018

Weekend closure of southbound US 101/I-580 connector is expected, and traffic will be detoured to northbound 101 via Sir Francis Drake Blvd. Coordination with the City of San Rafael and Larkspur is required.

Marin 101 Ramp Metering (FPI), Phase 1; MRN-101 PM 0.0/9.0; On northbound Route 101, at various locations from north of GGB to Route 580 (EA: 04-15161)
Scope: Install ramp metering equipment and TOS elements from GGB to San Francis Drake.
Cost Estimate: $9.2M (Construction Capital)
Schedule: RTL: June 2018 (T)
Start Construction: Spring 2019
End Construction: Spring 2020

The project will install ramp metering equipment and widen NB 101 at Sir Fran Drake Blvd on-ramp to three lanes in Lurkspur. The project also proposes to widen Route 131 from Knoll Rd to Highway 101

Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN 101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)
Scope: Construct a two lane bridge.
Cost Estimate: $4.0M (Construction Capital)
Schedule: Start Construction: TBD
End Construction: TBD

Caltrans was the lead for the Environmental phase. County of Marin is the lead for Design, R/W and Construction. County and TAM have held two public information public meetings. Environmental revalidation requires a cooperative agreement with County. Execution of the cooperative agreement is expected in December 2017.

Upgrade Pedestrian Facilities; MRN-101 PM 0.0/8.5 and MRN-131 PM 4.0/4.4; On Route 101 in the Cities of Sausalito, Corte Madera, Larkspur, and Tiburon, at various locations (EA: 04-3G210)
Scope: Upgrade curb ramps, driveways, and sidewalks to current ADA standards.
Cost Estimate: $1.68M (Construction Capital)
Schedule: RTL: June 14, 2017 (A); Award: Dec 2017 (T)
Start Construction: Spring 2018
End Construction: Fall 2018

Scope of work within Corte Madera includes curb ramps and cross-walk at Southbound Fifer Ave. on-ramp

TAM Board Meeting
Caltrans Report

Centerline Mumble Strip and Pullouts; MRN-1 PM 3.1/ 50.5; On Route 1 from 0.2 miles west of Erica Road to Valley Ford Road (EA: 04-4H870)
Scope: Install rumble strip on the centerlines and construct pullouts at various locations on Route 1 and shoulder widening in Stinson Beach.
Cost Estimate: $5.0M (Construction Capital)
Schedule: Start Construction: Spring 2018
End Construction: Fall 2018

Caltrans collaborated with Marin County Bicycle Coalition (MCBC), California Coastal Commission (CCC), State Park (SP) and Golden Gate National Recreation Area (GGNRA) to select suitable pullout and sign locations along Route 1.

Bicycle/Pedestrian Facility on Richmond-San Rafael Bridge; CC/MRN-580 PM CC 0.0/ 4.8 & MRN 4.8/7.8; On Route 580 at Richmond-San Rafael Bridge (EA: 04-2J680 – Contract 2)
Scope: Extend the bicycle/pedestrian path across the Richmond-San Rafael Bridge and to complete connections to the existing Bay Trail segments on the Marin County side of the Richmond-San Rafael Bridge.
Cost Estimate: $40M (Construction Capital)
Schedule: Start Construction**:** Spring/Summer 2017
End Construction: Spring 2018

The Bay Area Toll Authority (BATA) is the lead for this project; The PS&E was completed in February 2017. The first contract for this project (E/B lane) is in construction.

North/South Greenway Gap Closure Project (Northern Segment); MRN-101 PM 8.4/8.6; On Route 101 in Larkspur, at East San Francis Drake Blvd (EA: 04-1A661)
Scope: Corte Madera Creek Bridge (off-ramp) widening.
Cost Estimate: $6.0M (Construction Capital)
Schedule: RTL: Nov 2017 (T)
Start Construction: Summer 2018
End Construction: Fall 2019

The first public scoping meeting was held on March 19, 2015. The second and third public scoping meetings were held on July 29, 2015 and March 21, 2016, respectively. The scope was revised to stay within budget. The Water Board requires onsite runoff treatment systems. The project requires a maintenance agreement with the City of Larkspur for maintenance of the bike path.

Replace Bridge; MRN-101 PM 10.63/10.87; On Route 101 in San Rafael, from Route 101 off-ramp to 2nd Street at the San Rafael Harbor (EA: 04-4G820)
Scope: Replace existing bridge.
Cost Estimate: $7.26M (Construction Capital)
Schedule: Start Construction: Spring 2019
End Construction: Winter 2019

Coordination with the City of San Rafael is required. Construction of a temporary bridge will minimize traffic impacts.

TAM Board Meeting
Caltrans Report

PROJECTS IN CONSTRUCTION PHASE

Estero Americano Bridge; MRN/SON-1 PM 50.3/50.5; On Route 1 from 0.1 miles south of Estero Americano Bridge to 0.1 mile south of Valley Ford Road (EA: 04-20950)
Scope: Replace existing bridge.
Cost Estimate: $10.6M (Construction Capital)
Schedule: Completion of the construction contract is anticipated in Fall 2019.

Contract awarded on January 4, 2017. Construction to start in late spring 2017. Tree removal utility relocation completed in Fall 2016.

Paint Bridge; MRN-580 PM 0.01/2.7; On Route 580 at the Richmond-San Rafael Bridge & in Contra Costa County (EA: 04-3G484)
Scope: Clean and Paint Bridges.
Cost Estimate: $33.9M (Construction Capital)
Schedule: Completion of the construction contract is anticipated in Spring 2018.

Construct Tie-Back Retaining Wall; MRN-1 PM 10.95; On Route 1 near Stinson Beach, approximately 1.2.miles south of North Panoramic Highway at Web Creek (EA: 04-4S220)
Scope: Replace culvert and backfill sink hole.
Cost Estimate: $2.4M (Construction Capital)
Schedule: Completion of the construction contract is anticipated in October 2021.

Construction activities have been completed. The project is in 5-year Plant Establishment Period (PEP) period.

Marin-Sonoma Narrows Contract L1A (MRN) – Follow-up Mitigation Plating and Sound Wall; MRN-101 PM 26.5/27.6, On Route 101 in Novato, at Olive Avenue (EA: 04-264H3)
Scope: Implement follow-up mitigation planting for MSN Phase 1 and construct Sound Wall on northbound Route 101 at Olive Avenue in Novato.
Cost Estimate: $2.8M (Construction Capital)
Schedule: Completion of the construction contract is anticipated in 2019.

Construction activities have been completed. The project is in 3-year Plant Establishment Period (PEP) period.

Marin-Sonoma Narrows Contract B3 - San Antonio Curve Correction; MRN-101 PM 26.5/27.6 & SON-101 0.0/1.2; On Route 101, near Petaluma, from 0.3 miles south of San Antonio Rd. to 1.2 miles north of Marin/Sonoma County line (EA: 04-26409)
Scope: Realign Route 101 to the west to correct horizontal alignment and construct a new mainline San Antonio Creek Bridge. The project will extend frontage roads built by other MSN contracts and pedestrian/bicycle facility along San Antonio Creek.
Cost Estimate: $49.8M (Construction Capital)
Schedule: Project awarded on January 21, 2016. Completion of the construction contract is anticipated in November 2018.

The ground-breaking ceremony was held on July 6, 2016.

TAM Board Meeting
Caltrans Report

Bridge Rail Replacement; MRN-101 PM 1.5/14.0; On Route 101 at Spencer Avenue Overcrossing, Mar Drive Undercrossing, North Branch Gallinas Creek Bridge and Corte Madera Creek Bridges (EA: 04-4G460)
Scope: Replace bridge rails.
Cost Estimate: $8.7M (Construction Capital)
Schedule: Project awarded on January 28, 2016. Completion of the construction contract is anticipated in November 2017.

The lane closure and detour plans were revised to address CHP concerns.

Route 580/101 HOV Gap Closure Mitigation Planting; MRN-101 PM 9.7/12.7; On Route 101 in San Rafael, at Brookdale Area and offsite riparian mitigation planting (EA: 04-2261H)
Scope: Follow-up Mitigation Planting for the Marin Route 580/101 HOV Gap Closure Project.
Cost Estimate: $219K (Construction Capital); $490K (Offsite Mitigation)
Schedule: Construction contract was executed on September 26, 2016. Construction activities have been completed. The construction contract will be accepted in December 2021 after a 5-year Plant Establishment Period (PEP).

TAM is the lead for this project, and the project is being implemented via an encroachment permit. Caltrans is the lead for offsite mitigation. The offsite mitigation includes restoration of a portion of Glenview Creek by California State Parks and the acquisition and transfer of the 2.1 acres Sausalito Lincoln/Butte parcel to Open Space Sausalito for preservation as permanent open space. The City of San Rafael will take over maintenance of Brookdale area after the PEP.

Upgrade Pedestrian Facility; On Routes 1, 131, 116, 128 and 29 in Marin, Sonoma and Napa Counties, at various locations (EA: 04-4A670)
Scope: Upgrade curb ramps, driveways, and sidewalks as per current ADA standards.
Cost Estimate: $250K (Construction Capital)
Schedule: Contract Awarded on November 9, 2016. Completion of the construction is anticipated in Decmber 2017.

Running Lane (3rd Lane) on Richmond-San Rafael Bridge; CC/MRN-580 PM CC 0.0/ 4.8 & MRN 4.8/7.8; On Route 580 at Richmond-San Rafael Bridge (EA: 04-2J680 – Contract #1)
Scope: Construct a third eastbound lane on Route 580 from the Sir Francis Drake Blvd. on-ramp in Marin County to the Richmond Parkway/ Point Richmond in Contra Costa County and a barrier-separated bicycle/pedestrian path adjacent to westbound Route 580 from the Tewksbury Avenue/Standard Avenue intersection in Point Richmond to Stenmark Drive near Point Molate.
Cost Estimate: $27.2M (Construction Capital)
Schedule: Construction contract was awarded on November 10, 2016. Completion of the construction activities is anticipated by December 2017.

The Bay Area Toll Authority (BATA) is the lead for this project.

Construct Retaining Wall; MRN-1 PM 8.0; On Route 1, PM 8.0, On Route 1, near Muir Beach, approximately 2.0.miles north of Muir Beach Road (EA: 04-2G890)
Scope: Construct tie-back retaining wall.
Cost Estimate: $3.4M (Construction Capital)
Schedule: Project was awarded on February 2, 2017. Completion of the construction contract is anticipated in December 2017.

The schedule is weather permitting.

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Replace and Regrade Pavement; MRN-37 PM 11.7/12.0; On Route 37 in and near Novato, from Route 101 separation to Novato Creek Bridge - Emergency Directors Order Contract (EA: 04-4K330)
Scope: Replace and regrade (raise) pavement to address flooding, construct drainage system, and barrier.
Cost Estimate: $8.0M (Construction Capital)
Schedule: Project was awarded on February 11, 2017. Completion of the construction contract is anticipated in December 2017.

The construction is substantially complete, and Route 37 is open to traffic.

Construct Retaining Walls and Replace Culverts; MRN-1 PM 4.0/5.0; On Route 1, near Muir Beach, approximately 2.0.miles south of Muir Beach Road - Emergency Directors Order Contract (EA: 04-4K150-S1)
Scope: Construct retaining wall at PM 4.0 and 4.7 and replace culverts.
Cost Estimate: $9.0M (Construction Capital)
Schedule: Project was awarded on January 11, 2017. Construction is substantially completed, and the road is open to traffic. The construction contract will be accepted in December 2017.

The construction is substantially complete, and Route 1 is open to traffic at this location.

Construct Retaining Wall; MRN-1 PM 10.98; On Route 1 near Stinson Beach, approximately 1.2.miles south of North Panoramic Highway - Emergency Directors Order Contract (EA: 04-4K240-S1)
Scope: Construct retaining wall.
Cost Estimate: $16.9M (Construction Capital)
Schedule: Project was awarded on February 26, 2017. Completion of the construction contract is anticipated in December 2017.

The DO was amended to accommodate larger damage at the site. The project requires one-way traffic control. The schedule is weather permitting.

Construct Sheet-Pile Retaining Wall and Rock Slope Protection (RSP); MRN-1 PM 1.6/2.5; On Route 1 near Mill Valley, at Shasta Way, Palm Way and California Ave. - Emergency Directors Order Contract (EA: 04-4K490) The schedule is weather permitting
Scope: Construct sheet pile retaining wall (PM 1.6) and RSP (PM 2.5).
Cost Estimate: $2.5M (Construction Capital)
Schedule: Project was awarded on February 26, 2017. Construction is substantially complete. The construction contract will be accepted in Decmber 2017.

The project requires one-way traffic control.

Construct Sheet-Pile Retaining Wall and slope armoring; MRN-1 PM 33.4; On Route 1 near Point Reyes Station, at Millerton Gulch Bridge - Emergency Directors Order Contract (EA: 04-4K500)
Scope: Construct sheet pile retaining wall and rebuild slope.
Cost Estimate: $2.6M (Construction Capital)
Schedule: Project was awarded on February 26, 2017. Construction will begin in June 2017 and completion of the construction contract is anticipated in December 2017.

The project requires one-way traffic control.

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Replace Culvert; MRN-1 PM 43.3; On Route 1 near Point Reyes Station, south of Snake Road - Emergency Directors Order Contract (EA: 04-4K370)
Scope: Repair Sink Hole and Replace culvert.
Cost Estimate: $291K (Construction Capital)
Schedule: Project was awarded in March 2017. Work will begin in September 2017, Completion of the construction contract is anticipated in Spring 2018.

The project requires one-way traffic control. The schedule is weather permitting

Construct Sheet-Pile Retaining Wall; MRN-1 PM 11.5; On Route 1 near Stinson Beach, 0,6 miles south of Panoramic Highway - Emergency Directors Order Contract (EA: 04-0P130)
Scope: Construct sheet pile retaining wall.
Cost Estimate: $8M (Construction Capital)
Schedule: Project was awarded on February 26, 2017. Completion of the construction contract is anticipated in Spring 2018.

The project requires one-way traffic control. The schedule is weather permitting.

Construct Retaining Wall; MRN-1 PM 8.1; On Route 1, near Muir Beach, approximately 2.1.miles north of Muir Beach Road (EA: 04-4S660)
Scope: Construct tie-back retaining wall.
Cost Estimate: $2.2M (Construction Capital)
Schedule: Project was awarded in June 2017. Completion of the construction contract is anticipated in December 2017.

The schedule is weather permitting.

Construct Retaining Wall; MRN-1 PM 2.2; On Route 1 near Mill Valley, 0.2 miles north of Loring Avenue. (EA: 04-1SS58)
Scope: Construct tie-back retaining wall.
Cost Estimate: $2.2M (Construction Capital)
Schedule: Project was awarded on June 18, 2017. Completion of the construction contract is anticipated in December 2017.

Address flooding; MRN-1 PM 0.1; On Route 1 in Mill Valley, at Manzanita Park & Ride - Emergency Directors Order Contract (EA: 04-0P000)
Scope: Install check values at two culverts, repair electrical facility and grind & pave Park & Ride lot.
Cost Estimate: $1.1M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on April 14, 2017. Completion of the construction contract is anticipated in December 2017.

Replace culvert & repair washout; MRN-1 PM 22.7/22.8; On Route 1 near Olema, at Giacomini Creek - Emergency Directors Order (EA: 04-4K850)
Scope: Construct box culvert (PM 22.78) and install sheet piles (PM 22.8)
Cost Estimate: $4.2M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on April 12, 2017. Completion of the construction contract is anticipated in Summer 2018.

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Replace culvert & repair embankment; MRN-1 PM 35.3; On Route 1 near Marshall, 3.2 miles south of Marshall-Petaluma Road – Emergency Directors Order (EA: 04-4K860)
Scope: Replace culvert and embankment
Cost Estimate: $1.4M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on April 12, 2017. Completion of the construction contract is anticipated in Spring 2018.

The schedule is weather permitting.

Construct Retaining Wall; MRN-1 PM 6.6; On Route 1 near Muir Beach, approximately 0.6 miles north of Muir Beach Road -Emergency Directors Order (EA: 04-3S900)
Scope: Construct tie-back retaining wall.
Cost Estimate: $6.2M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on June 13, 2017. Completion of the construction contract is anticipated in February 2018.

The project requires one-way traffic control. The schedule is weather permitting.

Construct Retaining Wall; MRN-1 PM 7.7; On Route 1 near Muir Beach, approximately 1.7.miles north of Muir Beach Road - Emergency Directors Order (EA: 04-3S910)
Scope: Construct tie-back retaining wall.
Cost Estimate: $2.4M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on June 13, 2017. Completion of the construction contract is anticipated in February 2018.

The project requires one-way traffic control. The schedule is weather permitting.

Construct Retaining Wall; MRN-1 PM 8.2/8.5; On Route 1 near Muir Beach, approximately 2.2.miles north of Muir Beach Road - Emergency Directors Order (EA: 04-4K840)
Scope: Construct tie-back retaining wall.
Cost Estimate: $3.8M (Construction Capital)
Schedule: Emergency Directors Order (DO) approved on June 13, 2017. Completion of the construction contract is anticipated in November 2017.

Repair Slope; MRN-580; PM 2.7; On Route 580 near Point San Quintin, at southbound I-580 main street off-ramp - Emergency Directors Order (EA: TBD)
Scope: Construct tie-back retaining wall.
Cost Estimate: $2.4M (Construction Capital)
Schedule: Emergency Directors Order (DO) pending approval. Completion of the construction contract is anticipated by December 2017.

The schedule is weather permitting.

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OTHERS

- Route 1 has been closed north of Muir Beach (near Slide Ranch) and Stinson Beach due to storm damage and only local traffic is allowed. Thirteen Emergency Directors Order (DO) contracts have been approved along Route 1 in Marin County, and these DOs are listed as projects in construction.

- Caltrans, County of Marin, City of Mill Valley and Town of Tiburon implemented short-term measures to relieve traffic congestion on Highway 1 at TAM Junction and the Highway 101/Tiburon Blvd./East Blithedale Avenue. Interchange area. Implementation of mid and long-term measures is dependent on the availability of funding. Widening of Tiburon Blvd near Highway 101 onramp may be incorporated in ramp metering project (EA 04-15161) if the schedule of the project is not impacted.

- Caltrans working with County of Marin on the Bolinas Lagoon project.

STORM DAMAGE PROJECTS IN ENVIRONMENTAL / DESIGN PHASE

Project EA	Location/Description	Construction Capital Cost	Begin Construction
04-4S780	**Project in Design (PSE)** Location: Route 1, PM 24.7, In Marin County, approximately 0.6 south of Olema. Scope: Replace twin culverts with a bridge for fish passageway.	$2.7M	Fall 2018
04-2J560	**Project in Environmental Phase (PAED)** Location: Route 1, PM 0.3, In Marin County, near Mill Valley, at Tennessee Valley Road. Scope: Construct retaining wall and improve drainage	$1.5M	Spring 2019