

TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

OCTOBER 26, 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

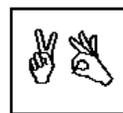
San Rafael
Gary Phillips

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)
5. Commissioner Matters Not on the Agenda (Discussion)
6. Executive Director’s Report (Discussion)
 - a. Richmond-San Rafael Bridge Third Lane and Multi-Use Path Report
7. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Rice
 - c. SMART – Commissioner Sears

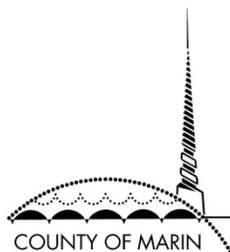


Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

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

8. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
9. CONSENT CALENDAR (Action) – **Attachment**
 - a. Approve TAM Board Meeting Minutes September 28, 2017
 - b. Budget Increase for the Tam Junction Project
 - c. Programming of 2017 TFCA and TDA Article 3 Funds
 - d. Acceptance of the FY2017-18 First Quarter Financial Report and Proposed Budget Amendments
 - e. Allocate Transportation Sales Tax (Measure A) Interest Funds to Marin Transit for the Ferry “Wave Shuttle” Connector
10. Review and Accept the TAM and LGS/RGS Separation Action Plan and Provide Comments on the Draft TAM Human Resources Policies and Procedure Manual (Action) - **Attachment**
11. Receive an Update and Presentation on the Metropolitan Transportation Commission (MTC) Draft Corridor Plan for State Route (SR) 37 (Action) - **Attachment**
12. Final Actions for TAM to Enter into a Contract with CalPERS for Retirement Benefits (Action) - **Attachment**
13. Caltrans Report (Discussion) - **Attachment**



OFFICE OF THE
COUNTY COUNSEL

Brian E. Washington
COUNTY COUNSEL

October 26, 2017

Jack F. Govi
ASSISTANT COUNTY COUNSEL

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

Renee Giacomini Brewer
CHIEF DEPUTY COUNTY COUNSEL

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

Mari-Ann G. Rivers
Michele Keno
Patrick M. K. Richardson
Stephen R. Raab
Steven M. Perl
Edward J. Kiernan
Brian C. Case
Jenna J. Brady
Valorie R. Boughey
Kerry L. Gerchow
Tarisha K. Bal
Ayriel A. Bland
Michael W. Jorgenson

I request that you conduct a closed session, during your meeting on October 26, 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.

DEPUTIES

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:

Jeanine Michaels
ADMINISTRATIVE ASSISTANT

**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**

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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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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

SEPTEMBER 28, 2017
7:00 PM

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



MEETING MINUTES

Members Present: Stephanie Moulton-Peters, Mill Valley City Council, TAM Chair
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair
Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Damon Connolly, Marin County Board of Supervisors
Diane Furst, Corte Madera Town Council
Dan Hillmer, Larkspur City Council
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Ray Withy, Sausalito City Council

Members Absent: James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Tom McInerney, San Anselmo Town Council
Kate Sears, Marin County Board of Supervisors

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

1. Convene in Open Session

Chair Moulton-Peters called the meeting to order at 7:00 p.m.

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

The meeting was adjourned to Closed Session.

3. **Reconvene in Open Session** – Announcement

The Board reconvened at 7:50 p.m. and Chair Moulton-Peters reported that a Closed Session was held and direction given to Counsel, with nothing else to report.

4. **Chair's Report** (Discussion)

Chair Moulton-Peters indicated she had nothing to report except for the presentation of the Crossing Guard of the Year award.

Executive Director (ED) Dianne Steinhauser discussed the importance of the crossing guard program, with annual recognition of one outstanding guard. She deferred to Commissioner Fredericks to make the presentation.

Commissioner Fredericks introduced Thomas Holmes and reviewed his accomplishments over the past seven years at Reed Elementary School in Tiburon, and she expressed appreciation for his work on behalf of the community. She also acknowledged the role of All City Management Services (ACMS), which is responsible for the hiring and training of the guards. She commended the community and schools as well for their participation in the Safe Routes to Schools program.

Commissioner Fredericks presented Mr. Holmes a plaque in his honor, who expressed his gratitude for the opportunity to serve. He also noted that his wife was present tonight and acknowledged the importance of her support. He further commented on the love and joy he feels to be working with the children.

ED Steinhauser showed the Crossing Guard of the Year registry on which Mr. Holmes name would be added, displayed in TAM's offices.

5. **Commissioner Matters Not on the Agenda** (Discussion)

There were none.

6. **Executive Director's Report** (Discussion)

ED Dianne Steinhauser reviewed items in her written report, including recent events and accomplishments - initiation of SMART service, Get SMART 17 Lyft program, upcoming ribbon cutting for the TAM Junction bike lane project, information about TAM's annual audit, the successful open house on State Route 37 held the previous week, activity at the state level related to SB 1, and regional MTC Active Transportation Program funds recently awarded for a project in Corte Madera. Commissioner Furst provided additional information on the project in Corte Madera which is in the vicinity of Tamal Vista, Wornum and Nellen Drives and expressed appreciation, in particular, to TAM Programming Manager, David Chan.

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

ED Steinhauser reviewed progress on the primary elements currently under construction – the retaining wall on the other side approaching Richmond, testing of the new electronic changeable message signs so commuters will know when the extra lane can be used, and rebuilding of the on-ramp from San Quentin/ Main Street to

accommodate traffic from Sir Francis Drake Blvd. She also discussed potential changes to the project schedule, with opening of the third lane eastbound at the very end of the year instead of the original date of November 1st.

b. Look Ahead Report

Referring to the distributed report, ED Steinhauser briefly discussed the purpose of the report and upcoming projects/activities for the next few months.

c. Status of Expenditure Plan Advisory Committee

ED Steinhauser concluded with information on work of the Committee in recent months, as well as anticipated material that will be covered over the rest of the year. She noted that staff intends to provide the Board with a thorough report at the end of November meeting.

Chair Moulton-Peters expressed appreciation for the detailed report and all that is being accomplished, as well as the outreach to the community.

There was no public comment on the Executive Director Report.

7. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly provided information on Senate Bill 595, also known as Regional Measure 3 (RM3), a proposed toll increase for Bay Area bridges, the anticipated process and timeline, voter approval needed, and potential Marin area projects that have requested funding.

b. Marin Transit Report

Commissioner Rice reported on the new Redwood & Grant transit facility in downtown Novato, commending all involved in bringing it to completion. She also discussed Marin Transit's participation with the Expenditure Plan Committee and the information Marin Transit shared regarding ridership, expansion, and transit activity covered by Measure A.

c. SMART

Vice Chair Arnold commented on SMART's initial success and the increasing number of commuters who use the train (standing room only at times). She reviewed questions asked regarding SMART service and compared the predictive responses with actual statistics.

8. Open Time for Public Expression

Cindy Winter discussed progress being made towards the development of autonomous vehicles (AV) in the years since she first heard of them in December of 2015, especially in the Bay Area. She commented on guidelines issued by the US government, rapid expected growth of the industry, and the development of necessary computer software.

Barry Taranto noted that Golden Gate Transit makes copies of its transit schedules available at the Marin libraries, and he expressed hope that SMART would do likewise so riders can easily access the information. As a cab driver in San Francisco, he expressed concern about the company that TAM is working with to provide short trips to/from the stations because there is no mandatory drug testing for the drivers and most of them are not part of the community they serve. He also commented on the need for affordable, workforce housing and senior housing in the Northgate Mall area. He discussed various smartphone apps that can give real-time bus status information, which would be helpful to bus riders. Lastly, Mr. Taranto expressed concern about the need for a taxi stand at the Golden Gate Bridge, given the heavy demand for taxi services there.

9. CONSENT CALENDAR (Action)

- a. Approve TAM Board Minutes of August 24, 2017
- b. Approve the Programming of 2018 State Transportation Improvement Program (STIP) Funds
- c. Project Budget and Contract Budget Increases for CSW / Stuber Stroeh for the TAM Junction Project

There was no public comment on the Consent Calendar.

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

10. State Legislative Update (Discussion)

ED Steinhauser introduced Gus Khouri of Khouri Consulting to present the staff report.

Mr. Khouri commented on three bills. He noted that SB 595 is currently on the Governor's desk, with a deadline of October 15th for signature; he reviewed some of the expected funding that will result. Secondly, he discussed the extension of cap-and-trade, AB 398, and potential funding impacts. He also discussed the effects of SB 1 and how it will impact TAM's allocations for local streets and roads, as well as maintain funding for long-term projects such as the Marin Sonoma Narrows (MSN) project.

Chair Moulton-Peters thanked Mr. Khouri for his report and for staying on top of these major bills.

11. Adopt a new Resolution of Intention for TAM to Enter into a Contract with CalPERS for Retirement Benefits (Action)

Consultant Terry Matsumoto presented the staff report which recommended that the TAM Board adopt a new Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits. The TAM Board adopted a previous Resolution of Intention, which has been updated with a new actuarial covering previously omitted staff, and a new contract cost as a result. Mr. Matsumoto discussed cost estimates TAM will incur relative to employee benefits when it becomes a PERS Agency. He discussed changes to the asset valuations for the organization and how that affects the impacts of the change. He recommended that the Board approve the Resolution of Intention, and he reviewed the next steps in the process including a PERS employee election, a reallocation agreement between TAM, CalPERS and Local Government Services, and the adoption of a final resolution to contract with PERS which would transition TAM staff from LGS employment to TAM employment

Commissioner Lucan moved to approve the adoption of a new Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits, and Vice Chair Arnold seconded the motion. It was unanimously approved.

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

ED Steinhauser introduced the item seeking input from the TAM Board on MTC's proposal to impose housing requirements on the use of STIP funds by CMAs. She discussed the proposal from MTC related to the STIP funds, noting there is a supplemental report in the packet on the dais, and she confirmed that the other three North Bay counties are coordinating on this effort.

David Chan, Manager of Program and Legislation, presented the staff report, including a review of the STIP program, how the funds can be used, categories of the funds, TAM's STIP share, how MTC is proposing to add a housing production requirement on the program and the effect on TAM's eligibility for STIP funding, an explanation of the state-mandated Regional Housing Need Allocation (RHNA), a comparison of past RHNA performance by jurisdiction (TAM member agencies), and potential funding impacts. He added that MTC may be presenting it to the MTC Commission on October 25, 2017.

ED Steinhauser discussed MTC's goal in making this proposal, noting that RHNA numbers have not always been met in all of the TAM member jurisdictions, but that the years when that was the case were years when the economy was not strong. She also noted that TAM's past STIP funds have generally been used on projects that are multi-jurisdictional, which is a trend likely to continue. She reviewed the staff recommendation for TAM's response to the proposal, as well as input from the other north bay counties.

Commissioner Connolly indicated that he was very supportive of the TAM principles outlined by ED Steinhauser and shares the same concerns as presented by staff. He also noted that he did not hear of the MTC proposal from MTC, which has not yet been heard by the MTC Board or any Committee; rather, ED Steinhauser brought it to his attention. He confirmed that representatives of other North Bay CMA's agreed with the issues mentioned by staff. Additionally, he indicated he has learned that the plan was going through the MTC Committee to House the Bay Area (CASA), and the idea has been met with concern there as well. He acknowledged the housing needs issues and supports efforts to provide greater access to affordable housing opportunities; he also agrees there are transportation issues at the local levels that need local control to solve.

Vice Chair Arnold recommended that TAM send a strong letter of non-support, expressing that this is not the way to solve the affordable housing issue, especially since TAM has no authority over housing projects. In fact, she agreed that traffic issues in many local jurisdictions could be put at risk by the actions of one agency under this program. Commissioner Connolly agreed, commenting on the dangerous precedent that could be set, resulting in future transportation funding being limited because of housing requirements.

Commissioner Phillips stated he had discussed this matter with his staff, and he indicated that San Rafael agrees with the principles identified by staff, as well as the statement that TAM does not have authority to dictate housing requirements.

Commissioner Fredericks agreed with the previous speakers. She expressed it seems that state legislators are wanting to support affordable housing policies without enacting the necessary programs/requirements themselves. As staff pointed out, she agreed TAM has no control over the housing market, developers or property owners even when trying to encourage affordable housing.

Commissioner Rodoni echoed Commissioner Connolly's comments that he had not received information directly from MTC even though he is an ABAG representative. He agreed a letter of nonsupport should be sent soon to MTC and ABAG (the Association of Bay Area Governments) and should cite the principles and concerns mentioned by staff.

Commissioner Rice was in agreement as well, and she added that in order to provide affordable housing, an adequate transportation infrastructure is needed.

Commissioner Rice moved that a letter of nonsupport for the MTC proposed conditions on STIP funds, citing the principles and concerns raised by staff and/or Commissioners.

Chair Moulton-Peters opened public comment on the item.

Barry Taranto expressed concern that Marin not become or appear to be "elitist" in terms of the type of housing it is willing to provide, and they should consider more workforce housing or senior housing. He agreed that transportation funding should not be tied to housing requirements.

Chair Moulton-Peters agreed, and she deferred to Commissioner Fredericks who commented on some of the discussions among the MCCMC Legislative Committee regarding the constraints that affect the number of new units that are feasible for the county. She agreed it is important to acknowledge the affordable housing issues, and she noted the Committee is working on information to provide to the state representatives to clarify the issues here.

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

Commissioner Connolly indicated his willingness to work with staff in drafting the letter and directing it to the appropriate department. ED Steinhauser reiterated time constraints, given that MTC would like to finalize the STIP provisions at its October meeting.

At the request of Chair Moulton-Peters, Mr. Khouri quickly commented on proposed amounts in the state budget to be allocated to affordable housing and transit-oriented development to reduce greenhouse gases.

Commissioner Rice suggested talking to the other North Bay Counties to see if a joint letter would be appropriate. ED Steinhauser commented that there may be minor adjustments to the letter after that discussion. Commissioner Connolly agreed that coordinating with the other counties would be good.

Commissioner Arnold seconded the amended motion, and it was unanimously approved.

13. **Caltrans Report** (Discussion)

ED Steinhauser noted that Caltrans has much information to share regarding SB 1 funding, and she indicated it would be good to have Caltrans staff come before the Board in October or November.

The meeting was adjourned at 9:07 p.m.



DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Budget Increase for the Tam Junction Project (Action), Agenda Item No. 9b

RECOMMENDATION:

Support recommendation from the TAM Programming and Projects Executive Committee for construction cost increases for the Tam Junction Project associated primarily with unanticipated site conditions. Approve additional funding in the amount of \$70,000 and authorize the necessary budget amendment. Authorize adjustments as necessary to the construction and construction management contracts.

BACKGROUND:

Construction work began in late August 2017 on the Tam Junction Bicycle Project. This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing pathway near the Coyote Creek Bridge. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing Almonte bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve periodic flooding.

The contractor is Ghilotti Brothers of San Rafael based on a low bid of approximately \$440,000. Construction Management is being provided by 4-Leaf from Pleasanton. At the time of award, a Project contingency existed of approximately \$70,000. 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 into 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 an unanticipated increase in project cost. The TAM Board previously approved funds in August for the increased cost of support – engineering and environmental work- by our consulting team regarding these changes.

DISCUSSION/ANALYSIS:

The Tam Junction area has experienced changes over the last several decades with many utility upgrades and changing businesses in the area. The area is very congested and right of way is scarce. The project had initial challenges in fitting a bike path into the exiting roadway footprint.

Caltrans required that the existing traffic signal at Almonte Blvd and Shoreline Blvd not be modified in any manner. This led to a challenging design that has required conforming to many existing site conditions. Changes during construction have been made to meet Caltrans requirements onsite while still maintaining the project scope.

Staff had maintained a modest contingency to deal with un-anticipated issues. Unfortunately, the extra design, environmental and electrical work has used the majority of the contingency.

The Project is about 70% complete and several issues have arisen.

1. Caltrans required the new sidewalks to be increased in width after contract award. This change resulted in a new small retaining wall and a new rock slope protection effort.
2. Caltrans required additional environmental monitoring by the contractor and training for all workers. This change occurred after contract award.
3. An ADA ramp was omitted from the approved plans and was added after award.
4. Some plan discrepancies led to the contractor having to modify field elevations for sidewalk and storm drain work elements.
5. A storm drain line had to be relocated due to a gas line conflict.
6. The new storm drain location required two additional catch basins.
7. A fire hydrant relocation requires unanticipated MMWD inspections, a cost to be paid by the project.
8. Signs at a service station require relocation that also involves lighting and electrical service. Unfortunately, these signs were recently installed after the contract was designed and awarded.
9. Project noise has been an issue and mitigation solutions have affected the contractor's scheduling.
10. An additional electrical conduit will be required
11. Additional hours have been required for TAM's construction management / inspector due to the above issues.

The remaining 30% of the work includes pavement grinding and recently discovered buried manhole covers that had to be dug out and raised. In addition, some of the existing pavement delineators (to prevent left turns in to the ARCO Station) installed by the County of Marin are expected to be reused. However, there is a risk of damage during the removal process, and so these may have to be replaced.

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;
\$205,000 from OBAG1 for Environmental, Final Design, and Design Support;
\$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 for Construction Capital and Right of Way.

The contractor and construction management firm have provided initial documentation of proposed increases regarding most of the items listed above. However costs are still being determined on a few remaining work item invoices due from sub-contractors. TAM staff will have to negotiate each item before the actual increase can be approved. The total magnitude of known and potential project increases is now estimated to be \$70,000.

The TAM Board and local community have identified this project as crucial for students attending Mill Valley Middle School and Tamalpais High School. The Programming and Projects Executive Committee was presented with the above information at the October 9 meeting and recommended approval of the expected increases. At that time, cost information had not been provided by the contractor and a range of \$30,000 to \$80,000 was presented.

Staff is requesting that the project increases be funded by up to a \$70,000 transfer from the TAM Measure A Safe Pathways funding strategy. This funding source has been used previously as a source for construction related increases. The actual transfer will be limited to the funds required to complete the project, not to exceed \$70,000.

NEXT STEPS:

Staff will be meeting with the contractor to negotiate the above items and obtain the best possible pricing in order to limit project increases. The project will continue to be closely monitored to reduce potential future risks. The project is scheduled for completion by the end of October.

ATTACHMENTS: None

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DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Programming of 2017 TFCA and TDA Article 3 Funds (Action) - Agenda Item No. 9c

RECOMMENDATION

Approve project priorities as shown in Attachment B for the 2017 Multi-Fund Call for Projects, programming TFCA and TDA Article 3 funds.

On October 9, TAM staff presented the list of projects and funding recommendations (reflected in Attachment B) to the Programming & Projects Executive Committee. The Committee unanimously approved staff's recommendation.

BACKGROUND

TAM annually receives Transportation Fund for Clean Air (TFCA) funds from the Bay Area Air Quality Management District and Transportation Development Act (TDA) Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. The Air District has the discretion to review projects based on their ability to reduce emissions and must approve all projects which are submitted.

This year TAM staff issued a Multi-Fund Call for Projects on May 9, 2017, with approximately \$107,094 in TFCA funds and \$237,622 (this figure was later revised from a previous estimate of 239,978 tentatively listed in the call) in TDA Article 3 funds for a total of \$344,716 available for programming through the call for projects.

Note that TAM received a total amount of \$473,094 in TFCA funding for this fiscal year. However, during One Bay Area Grant Cycle 2, the TAM Board previously approved \$366,000 of future FY17/18 TFCA funding in July 2016 for the following project: Corte Madera's Tamal Vista Boulevard Corridor Bicycle and Pedestrian Improvements. A remaining \$107,094 was therefore available as part of the Call for Projects.

DISCUSSION/ANALYSIS

By the application deadline of June 26, 2017, three applications were received from three sponsors. Staff reviewed and evaluated the applications in accordance to the following criteria: safety, gap closure or connectivity, regional significance, readiness, complete funding plan, observed usage, and leverage with other funds. These applications included the following:

- City of San Rafael's Francisco Blvd West Multi-Use Path 2nd to Andersen (Request for the entire \$344,716 in available TFCA/TDA funds)

- City of Larkspur's Magnolia Ave Bike Route 15 & Pedestrian Improvements (Request for the entire \$237,622 in TDA Funds)
- City of Mill Valley's Camino Alto Bicycle and Pedestrian Safety and Operational Improvements (Request for the entire \$344,716 in available TFCA/TDA funds)

A complete project description is included in Attachment A.

Bicycle Pedestrian Advisory Committee (BPAC)

The TAM BPAC met on October 3, 2017 to review the applications and recommend funding levels. After the sponsors commented on behalf of their projects, the BPAC deliberated on the merits of each project relative to the funds available and made recommendations.

BPAC Recommendations for TFCA/TDA Funds:

For the TDA funds, the BPAC agreed with staff that the City of Larkspur's Magnolia Ave Bike Route 15 & Pedestrian Improvements Project and the City of Mill Valley's Camino Alto Bicycle and Pedestrian Safety and Operational Improvements Project should be recommended given that each of the projects are shovel ready and with the scarce resources available to fund projects this cycle although the City of San Rafael's Francisco Blvd West Multi-Use Path 2nd to Andersen project was highly valued, the current funding through the call was insufficient to deliver its needed improvements.

With the limited TFCA and TDA funding to be recommended for programming, the BPAC did not recommend programming funds to the City of San Rafael's project, however the committee commented that the project was highly needed for improving connectivity to downtown San Rafael and encouraged that TAM staff seek other resources with the City to identify necessary funding in the future.

The City of Larkspur staff explained at the meeting that while they had requested the full TDA Article 3 amount available in their application, of which 237,622 is available, that the City would also be willing to potentially receive less funding if necessary but this might require scaling back elements from the project. The City of Mill Valley staff suggested that if less funding was awarded, the City would still be able to move forward to implement their project as well.

Based on a recommendation from the BPAC, concurring with TAM staff's initial review, the City of Larkspur and City of Mill Valley would split the total available funding.

Per the abovementioned recommendation, \$172,358 in TDA Article 3 funds would be programmed to the City of Larkspur's Magnolia Ave Bike Route 15 & Pedestrian Improvements Project and the City of Mill Valley's Camino Alto Bicycle and Pedestrian Safety and Operational Improvements would be programmed the full \$107,094 TFCA funding along with the remaining \$65,264 in TDA funds for a total of \$172,358 (more detail is reflected in Attachment B).

Marin Public Works Association (MPWA)

On October 19, 2017 TAM staff presented the list of applications received along with the staff recommendation to MPWA at its October meeting. MPWA comments were all in support of the funding recommendation shown as attachment B.

TAM Programming & Projects Executive Committee

On October 9, TAM staff presented the list of projects and funding recommendations (reflected in Attachment B) to the Programming & Projects Executive Committee. The Committee unanimously approved staff's recommendation.

FISCAL CONSIDERATION

The projects currently being recommended for TFCA and TDA funding in 2017 are shown on attachment B.

NEXT STEPS

Upon approval from the TAM Board, staff will submit a list of recommended projects to the Air District and MTC by early November.

Please note that TFCA guidelines require a recommended list of projects to be submitted to the Air District by November or a CMA would lose the opportunity to program its funds. TDA funds have no such requirements. TDA funds can be programmed any time or allowed to be aggregated with future TDA funds for a larger amount to be programmed later.

ATTACHMENTS

Attachment A: Project Descriptions
Attachment B: Funding Recommendation

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Sponsor	Project	Description
San Rafael	Francisco Blvd West Multi-Use Path 2nd to Andersen	Gap-closure project to connect the San Rafael Transit Center with the existing Cal Park Hill Tunnel Pathway and nearby Larkspur Ferry Terminal. The projects would help link and improve the main north-south pathway corridor in the Marin. The MUP would create a safe accessible route for pedestrians and bicyclist to access transit centers, offices/commercial centers, and schools in the area. The MUP would be a Class 1 bike path and would have limited street crossings. The proposed path would be 10' wide with a 2' decomposed granite shoulder. The project has an estimated completion date of spring of 2019.
Larkspur	Magnolia Ave Bike Rte 15 & Pedestrian Improvements	10-foot wide ADA-compliant multi-use pathway along the south side of Magnolia Avenue from Doherty Drive to the Post Street/Shopping Center driveway, and provides safety improvements at the pedestrian crossing at the intersection of Magnolia Avenue and Post Street. The pathway completes the last gap in Bicycle Route 15, a primary countywide north-south bicycle facility. The new pathway replaces the current non-ADA complaint facility; at Post Street the project installs rectangular rapid flashing beacons to increase driver awareness and safety of pedestrians crossing Magnolia Avenue. The shopping center driveway on Doherty Drive is reduced in width to improve pedestrian and bike crossing safety .
Mill Valley	Camino Alto Bicycle and Pedestrian Safety and Operational Improvements	Re-stripe Camino Alto to accommodate northbound bike lanes; Add southbound bike lanes between E. Blithedale and Sycamore Avenues; South of Sycamore, prohibit parking during weekends, allow the higher volume of bicyclists to use the shoulder. Rebuild an existing traffic signal, with new LED signal heads placed to improve cyclist and motor vehicle visibility, countdown pedestrian signals, audible push buttons, and accessible curb ramps and improved traffic signal phasing to improve traffic operations. Complete dig out repairs in bike lane/shoulder areas. Reconstruct 150 feet of median north of Sycamore to accommodate bike lanes.

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Funding Recommendation							
Sponsor	Project	Project Cost	Amount Requested	Comments	Recommended Funding		
					TFCA	TDA	Total
Corte Madera	Tamal Vista Boulevard Bike/Ped Improvements	\$1,627,000	\$366,000	Approved by TAM Board in July 2016	\$366,000		\$366,000
San Rafael	Francisco Blvd West Multi-Use Path 2nd to Andersen	\$3,700,000	\$344,716	Class 1 Facility, Gap Closure			\$0
Larkspur	Magnolia Ave Bike Rte 15 & Pedestrian Improvements	\$300,000	\$237,622	The project enhances safety for students travelling to both Redwood High School and Tamiscal High School		\$172,358	\$172,358
Mill Valley	Camino Alto Bicycle and Pedestrian Safety and Operational Improvements	\$1,364,000	\$344,716	Re-striping of Camino Alto to accommodate northbound bike lanes; and provide an alternative for cyclists in addition to the MVSP MUP.	\$107,094	\$65,264	\$172,358
Total New Funding Recommended					\$107,094	\$237,622	\$344,716
Total Programming of Available Funds					\$473,094	\$237,622	\$710,716

Note: The \$237,622 in TDA funding was later revised from a previous estimate of \$239,978, sponsor requests were adjusted accordingly

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DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Li Zhang, Chief Financial Officer

SUBJECT: Acceptance of the FY2017-18 First Quarter Financial Report and Proposed Budget Amendments (Action), Agenda Item No. 9d

RECOMMENDATION:

The TAM Board reviews and accepts the FY2017-18 First Quarter Financial Report and proposed budget amendments.

BACKGROUND:

This report, along with all accompanying attachments, provides a summary of the financial activities for the period ending September 30, 2017 and covers TAM's revenue and expenditure activities from July 1, 2017 to September 30, 2017. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS:

Revenue Highlights:

As of September 30, 2017, the total Measure A Half-cent Transportation Sales Tax cash disbursements received from the Board of Equalization (BOE) for the three-month period from July 2017 to September 2017 was \$6.72 million, which is 4.36% higher than the total Measure A disbursements for the same period last year. However, the upward trend of sales tax revenue continued since FY2010-11 has started to level out now, with a 4.96% annual increase in FY2011-12, 11.07% in FY2012-13, 1.98% in FY2013-14, 4.90% in FY2014-15, 1.73% in FY2015-16, and only 0.2% in FY2016-17.

As of September 30, 2017, TAM has also received a total of \$0.62 million in Measure B \$10 vehicle registration fee cash disbursements from the Department of Motor Vehicle (DMV) for the months of July, August and September, which is slightly lower than the revenue received for the same period last year.

TAM received a total of \$559,000 in annual contributions from cities, towns, and the county for CMA planning, programming, and project delivery support services provided. The \$559,000 fee includes the \$430,000 base fee and \$129,000 temporary increase to support a few critical planning efforts. TAM also received \$169,135 in interest revenue from all its investments in CalTRUST for the first quarter of FY2017-18.

Expenditure Highlights:

Total expenditure for the first quarter of the year is about \$1.24 million. Expenditures are on a cash basis and there are delays due to time needed by vendors to prepare and submit payment requests.

Budget Amendments:

The following budget amendments are proposed for the first quarter of FY2017-18:

- Increase the budget amount for budget line “TAM Junction Construction Management & Construction” under Professional Services by \$430,000, from \$250,000 to 680,000. Net project cost increase is \$70,000 due to various change orders. The major of the budget increase is rollover from last year to this year due to construction delays.
- Increase the budget amount for budget line “STP/SLPP Swap Projects” under Measure A Sales Tax Programs/Projects by \$1,211,798,000, from \$484,000 to 1,695,798. The increase of budget is to reflect the share of the State-Local Partnership Program (SLPP) swap funding that Miller Ave Rehabilitation Project received and spent in the first quart of FY2017-18.

Investment with CalTRUST:

Attachment 6 of the staff report provides a detailed investment report for each of the funds invested with CalTRUST with the monthly interest earnings and unrealized gain/loss as of September 30, 2017.

FISCAL CONSIDERATION:

None

NEXT STEPS:

Second quarter financial report for FY2017-18 will be provided for review and acceptance in January 2018.

ATTACHMENTS:

- Attachment 1 FY2017-18 Budget to Actual Comparison as of 9/30/17
- Attachment 2 Proposed FY2017-18 Budget Amendments as of 9/30/17
- Attachment 3 FY2017-18 Revenue and Expenditure Report as of 9/30/17– Measure A ½ Cent Sales Tax Detail
- Attachment 4 FY2016-17 and FY2017-18 Monthly Measure A Sales Tax Disbursement Comparison
- Attachment 5 FY2016-17 and FY2017-18 Monthly Measure B VRF Disbursement Comparison
- Attachment 6 CalTRUST Investment Monthly Interest Income Summary – 9/30/17
- Attachment 7 FY2017-18 Budget Revenue and Expenditure Overview
- Attachment 8 Transportation Acronyms

Attachment I: FY2017-18 Budget to Actual Comparison as of 9/30/17

Budget Line Items	Annual Budget	Actual 9/30/17	\$ Difference	Actual as % of Budget
Measure A Sales Tax Revenue	25,960,000	6,724,954	(19,235,046)	25.91%
Measure B VRF Revenue	2,350,000	619,190	(1,730,810)	26.35%
Cities/Towns and County Contribution	559,000	559,000	-	100.00%
Interest Revenue	355,000	169,135	(185,865)	47.64%
MTC STP/CMAQ Planning Fund and OBAG Grants	923,138	-	(923,138)	0.00%
MTC Regional Measure 2 Fund	1,215,000	-	(1,215,000)	0.00%
Transportation For Clean Air Funding	360,000	-	(360,000)	0.00%
State STIP PPM Fund	206,000	-	(206,000)	0.00%
STIP/RTIP Funds	721,786	-	(721,786)	0.00%
Federal Highway Bridge Program Fund	236,326	-	(236,326)	0.00%
Nonmotorized Transportation Pilot Program Fund	46,935	-	(46,935)	0.00%
MTC Climate Initiatives Program Grant/CMAQ	215,542	-	(215,542)	0.00%
<i>Total Revenue Available</i>	33,148,726	8,072,279	(25,076,447)	24.35%
EXPENDITURES				
Administration				
Salaries & Benefits	2,307,703	699,681	1,608,022	30.32%
LGS Insurance and HR/Payroll Service Cost	214,377	-	214,377	0.00%
Office Lease	250,000	78,496	171,504	31.40%
Agencywide IT and Computer Equipment Upgrade	30,000	11,260	18,740	37.53%
Equipment Purchase/Lease	10,000	1,894	8,106	18.94%
Telephone/Internet/ Web Hosting Services	25,000	4,203	20,797	16.81%
Office Supplies	30,000	13,549	16,451	45.16%
Update/Improvement of TAM Website	20,000	700	19,300	3.50%
Classification Study	30,000	-	30,000	0.00%
Insurance	8,000	787	7,213	9.83%
Financial Audit	25,000	-	25,000	0.00%
Legal Services	120,000	-	120,000	0.00%
Document Reproduction	65,000	-	65,000	0.00%
Memberships	25,000	14,950	10,050	59.80%
Travel/Meetings/Conferences	31,500	4,382	27,119	13.91%
Carshare Membership	3,000	144	2,856	4.81%
Electric Bike Purchase/Lease	3,000	-	3,000	0.00%
Professional Development	5,000	188	4,812	3.76%
Human Resources/Board Support	70,000	9,618	60,382	13.74%
Information Technology/Web Support	45,000	8,898	36,102	19.77%

Budget Line Items	Annual Budget	Actual 9/30/17	\$ Difference	Actual as % of Budget
Annual Support & Upgrade of Financial System	15,000	5,460	9,540	36.40%
Misc. Expenses	13,700	285	13,415	2.08%
Subtotal, Administration	3,346,280	854,494	2,491,786	25.54%
Professional Services			-	
Bellam Blvd 101 Off-ramp Improvements - Design	450,000	-	450,000	0.00%
East Sir Francis Drake Blvd Improvements of Access to RSR Bridge - Design Support	100,000	-	100,000	0.00%
Bike Path Improvement on Sir Francis Drake Fly-over	250,000	-	250,000	0.00%
580/101 Direct Connector Feasibility Study	150,000	-	150,000	0.00%
CMP Update/Traffic Monitoring	30,000	-	30,000	0.00%
Traffic Model Maintenance & Update	200,000	1,871	198,129	0.94%
Trip Monitoring and Reporting	25,000	-	25,000	0.00%
Countywide Bike/Pedestrian Plan Update	10,000	2,964	7,036	29.64%
Project Management Oversight	280,000	-	280,000	0.00%
MSN B1 Phase 2 & A4 Design	706,000	-	706,000	0.00%
MSN San Antonio Curve Correction Construction Support	150,000	-	150,000	0.00%
MSN San Antonio Bridge Replacement Design	200,000	-	200,000	0.00%
HOV Gap Closure Mitigation - Brookdale /Maintenance	20,000	-	20,000	0.00%
State Legislative Assistance	35,000	8,750	26,250	25.00%
Financial Advisor Services	20,000	750	19,250	3.75%
North/South Greenway Gap Closure PS&E	425,000	48,808	376,192	11.48%
TAM Junction Construction Management & Construction	250,000	-	250,000	0.00%
Public Outreach Service	25,000	18,299	6,701	73.20%
Street Smart Program Implementation	35,000	-	35,000	0.00%
Carshare Pilot Program Implementation	125,000	-	125,000	0.00%
Highway 101 Ramp Metering Special Study	50,000	-	50,000	0.00%
Highway 101 Bus on Shoulder White Paper	50,000	-	50,000	0.00%
CMFC Onsite Re-Vegetation Mitigation				
Monitoring and Reporting	15,000	-	15,000	0.00%
Consulting Pool	65,000	27,341	37,659	42.06%
Subtotal, Professional Services	3,666,000	108,783	3,007,217	2.97%
Measure A Sales Tax Programs/Projects				
Measure A Compliance Audit	20,000	-	20,000	0.00%
Bike/Ped Path Maintenance	166,000	-	166,000	0.00%
GGT Ferry Shuttle Service Contribution through MT	85,000	-	85,000	0.00%

Item 9d - Attachment

Budget Line Items	Annual Budget	Actual 9/30/17	\$ Difference	Actual as % of Budget
Central Marin Ferry Connector - SMART Insurance Policy	25,000	-	25,000	0.00%
Strategy 1 - Transit	18,814,534	-	18,814,534	0.00%
<i>Substrategy 1.1 - Local Bus Transit Service</i>	<i>10,200,000</i>	<i>-</i>	<i>10,200,000</i>	<i>0.00%</i>
<i>Substrategy 1.2 - Rural Bus Transit System</i>	<i>1,200,000</i>	<i>-</i>	<i>1,200,000</i>	<i>0.00%</i>
<i>Substrategy 1.3 - Special Needs Transit Services</i>	<i>2,154,534</i>	<i>-</i>	<i>2,154,534</i>	<i>0.00%</i>
<i>Substrategy 1.4 - Bus Transit Facilities</i>	<i>5,260,000</i>	<i>-</i>	<i>5,260,000</i>	<i>0.00%</i>
Strategy 2 - Hwy 101 Gap Closure/Debt Reserve	484,000	-	484,000	0.00%
<i>STP/SLPP Swap Projects</i>	<i>484,000</i>	<i>-</i>	<i>484,000</i>	<i>0.00%</i>
Strategy 3 - Local Transportation Infrastructure	10,506,419	-	10,506,419	0.00%
<i>Substrategy 3.1 - Major Roads</i>	<i>7,050,000</i>	<i>-</i>	<i>7,050,000</i>	<i>0.00%</i>
<i>Substrategy 3.2 - Local Roads</i>	<i>3,456,419</i>	<i>-</i>	<i>3,456,419</i>	<i>0.00%</i>
Strategy 4 - Safer Access to Schools.	3,883,000	249,766	3,633,234	6.43%
<i>Substrategy 4.1 - Safe Routes to Schools</i>	<i>823,000</i>	<i>34,715</i>	<i>788,285</i>	<i>4.22%</i>
<i>Substrategy 4.2 - Crossing Guards</i>			-	
<i>Crossing Guards Services</i>	<i>1,350,000</i>	<i>7,404</i>		<i>0.55%</i>
<i>Crossing Guards Count Services</i>	<i>110,000</i>	<i>-</i>		<i>0.00%</i>
<i>Substrategy 4.3 - Safe Pathways to School</i>				
<i>Safe Pathways Plan Development</i>	<i>100,000</i>	<i>12,314</i>	<i>87,686</i>	<i>12.31%</i>
<i>Safe Pathway Capital Projects</i>	<i>1,500,000</i>	<i>195,333</i>	<i>1,304,667</i>	<i>13.02%</i>
Subtotal, Measure A Programs	33,983,953	249,766	33,649,187	0.73%
Measure B VRF Programs				
Element 1 - Maintain Local Streets & Pathways	112,000	-	112,000	0.00%
<i>Element 1.1 - Local Streets</i>	<i>-</i>	<i>-</i>	<i>-</i>	
<i>Element 1.2 - Bike/Ped Pathways Maintenance</i>	<i>112,000</i>	<i>-</i>	<i>112,000</i>	<i>0.00%</i>
Element 2 - Seniors & Disabled Mobility	1,045,000	-	1,045,000	0.00%
<i>Element 2.1 - Mobility Management Programs</i>	<i>140,000</i>	<i>-</i>	<i>140,000</i>	<i>0.00%</i>
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	<i>185,000</i>	<i>-</i>	<i>185,000</i>	<i>0.00%</i>
<i>Element 2.3 - Paratransit Plus</i>	<i>500,000</i>	<i>-</i>	<i>500,000</i>	<i>0.00%</i>
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	<i>220,000</i>	<i>-</i>	<i>220,000</i>	<i>0.00%</i>
Element 3 - Reduce Congestion & Pollution	660,000	26,375	633,625	4.00%
<i>Element 3.1 - Safe Routes to School</i>	<i>150,000</i>	<i>3,185</i>	<i>146,815</i>	<i>2.12%</i>
<i>Element 3.2 - Trans. Demand Management</i>	<i>200,000</i>	<i>4,600</i>	<i>195,400</i>	<i>2.30%</i>
<i>Lyft Partnership Agreement</i>	<i>70,000</i>	<i>-</i>	<i>70,000</i>	<i>0.00%</i>
<i>Element 3.3 - Discretionary Fuel (EV) Programs</i>	<i>240,000</i>	<i>18,590</i>	<i>221,410</i>	<i>7.75%</i>
Subtotal, Measure B Programs	1,817,000	26,375	1,790,625	1.45%

Item 9d - Attachment

Budget Line Items	Annual Budget	Actual 9/30/17	\$ Difference	Actual as % of Budget
Interagency Agreements				
CMFC County Agreement RM2 (Maintenance Parks Dept.)	25,000	-	25,000	0.00%
Highway 101 Ramp Metering Local Support North-South Greenway (Southern Segment)- County Project Management	50,000	-	50,000	0.00%
HOV Gap Closure Offsite Landscaping Mitigation Funding Agreement - Caltrans	750,000	-	750,000	0.00%
SR37 Study Funding Contribution - Agreement	400,000	-	400,000	0.00%
Funding Agreement with Larkspur For East SF Drake Improvement Project	20,000	-	20,000	0.00%
County Lower Marin City Drainage Study Agreement	2,300,000	-	2,300,000	0.00%
Novato Pedestrian Access to Transit and Crosswalk Improvement Project Agreement	75,000	-	75,000	0.00%
Caltrans MSN A2 and A3 Construction Support	302,100	-	302,100	0.00%
Sausalito - Gate 6 Bridgeway Intersection Improvements	167,000	-	167,000	0.00%
Marin County - Signal Improvements/Upgrades on SFD Blvd	156,000	-	156,000	0.00%
Corte Madera - Tamal Vista Blvd Bike/Ped Improvements	340,000	-	340,000	0.00%
San Rafael - Multi Pathway - 2nd Street to Anderson Drive	526,000	-	526,000	0.00%
Marin Transit - Downtown Novato Bus Stop Improvement Project	250,000	-	250,000	0.00%
Subtotal, Interagency Agreements	5,672,100	-	5,672,100	0.00%
Other Project/Program Expenditures				
TFCA - Reimbursement of Various Capital Projects	786,000	-	786,000	0.00%
Subtotal, Other Capital Expenditures	786,000	-	786,000	0.00%
Total Expenditures	49,271,333	1,239,418	47,396,915	2.52%

Attachment I: FY2017-18 Budget to Actual Comparison as of 9/30/17

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Measure A Sales Tax Revenue	25,960,000	-	25,960,000
Measure B VRF Revenue	2,350,000	-	2,350,000
Cities/Towns and County Contribution	559,000	-	559,000
Interest Revenue	355,000	-	355,000
MTC STP/CMAQ Planning Fund and OBAG Grants	923,138	-	923,138
MTC Regional Measure 2 Fund	1,215,000	-	1,215,000
Transportation For Clean Air Funding	360,000	-	360,000
State STIP PPM Fund	206,000	-	206,000
STIP/RTIP Funds	721,786	-	721,786
Federal Highway Bridge Program Fund	236,326	-	236,326
Nonmotorized Transportation Pilot Program Fund	46,935	-	46,935
MTC Climate Initiatives Program Grant/CMAQ	215,542	-	215,542
<i>Total Revenue Available</i>	33,148,726	-	33,148,726
EXPENDITURES			
Administration			
Salaries & Benefits	2,307,703	-	2,307,703
LGS Insurance and HR/Payroll Service Cost	214,377	-	214,377
Office Lease	250,000	-	250,000
Agencywide IT and Computer Equipment Upgrade	30,000	-	30,000
Equipment Purchase/Lease	10,000	-	10,000
Telephone/Internet/ Web Hosting Services	25,000	-	25,000
Office Supplies	30,000	-	30,000
Update/Improvement of TAM Website	20,000	-	20,000
Classification Study	30,000	-	30,000
Insurance	8,000	-	8,000
Financial Audit	25,000	-	25,000
Legal Services	120,000	-	120,000
Document Reproduction	65,000	-	65,000
Memberships	25,000	-	25,000
Travel/Meetings/Conferences	31,500	-	31,500
Carshare Membership	3,000	-	3,000
Electric Bike Purchase/Lease	3,000	-	3,000
Professional Development	5,000	-	5,000
Human Resources/Board Support	70,000	-	70,000
Information Technology/Web Support	45,000	-	45,000

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Annual Support & Upgrade of Financial System	15,000	-	15,000
Misc. Expenses	13,700	-	13,700
Subtotal, Administration	3,346,280	-	3,346,280
Professional Services			
Bellam Blvd 101 Off-ramp Improvements - Design	450,000	-	450,000
East Sir Francis Drake Blvd Improvements of Access to RSR Bridge - Design Support	100,000	-	100,000
Bike Path Improvement on Sir Francis Drake Fly-over	250,000	-	250,000
580/101 Direct Connector Feasibility Study	150,000	-	150,000
CMP Update/Traffic Monitoring	30,000	-	30,000
Traffic Model Maintenance & Update	200,000	-	200,000
Trip Monitoring and Reporting	25,000	-	25,000
Countywide Bike/Pedestrian Plan Update	10,000	-	10,000
Project Management Oversight	280,000	-	280,000
MSN B1 Phase 2 & A4 Design	706,000	-	706,000
MSN San Antonio Curve Correction Construction Support	150,000	-	150,000
MSN San Antonio Bridge Replacement Design	200,000	-	200,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	20,000	-	20,000
State Legislative Assistance	35,000	-	35,000
Financial Advisor Services	20,000	-	20,000
North/South Greenway Gap Closure PS&E	425,000	-	425,000
TAM Junction Construction Management & Construction	250,000	430,000	680,000
Public Outreach Service	25,000	-	25,000
Street Smart Program Implementation	35,000	-	35,000
Carshare Pilot Program Implementation	125,000	-	125,000
Highway 101 Ramp Metering Special Study	50,000	-	50,000
Highway 101 Bus on Shoulder White Paper	50,000	-	50,000
CMFC Onsite Re-Vegetation Mitigation Monitoring and Reporting	15,000	-	15,000
Consulting Pool	65,000	-	65,000
Subtotal, Professional Services	3,666,000	430,000	4,096,000
Measure A Sales Tax Programs/Projects			
Measure A Compliance Audit	20,000	-	20,000
Bike/Ped Path Maintenance	166,000	-	166,000
GGT Ferry Shuttle Service Contribution through MT	85,000	-	85,000

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Central Marin Ferry Connector - SMART Insurance Policy	25,000	-	25,000
Strategy 1 - Transit	18,814,534	-	18,814,534
<i>Substrategy 1.1 - Local Bus Transit Service</i>	10,200,000	-	10,200,000
<i>Substrategy 1.2 - Rural Bus Transit System</i>	1,200,000	-	1,200,000
<i>Substrategy 1.3 - Special Needs Transit Services</i>	2,154,534	-	2,154,534
<i>Substrategy 1.4 - Bus Transit Facilities</i>	5,260,000	-	5,260,000
Strategy 2 - Hwy 101 Gap Closure/Debt Reserve	484,000	1,211,798	1,695,798
STP/SLPP Swap Project	484,000	1,211,798	1,695,798
Strategy 3 - Local Transportation Infrastructure	10,506,419	-	10,506,419
<i>Substrategy 3.1 - Major Roads</i>	7,050,000	-	7,050,000
<i>Substrategy 3.2 - Local Roads</i>	3,456,419	-	3,456,419
Strategy 4 - Safer Access to Schools.	3,883,000	-	3,883,000
<i>Substrategy 4.1 - Safe Routes to Schools</i>	823,000	-	823,000
<i>Substrategy 4.2 - Crossing Guards</i>			
<i>Crossing Guards Services</i>	1,350,000	-	1,350,000
<i>Crossing Guards Count Services</i>	110,000	-	110,000
<i>Substrategy 4.3 - Safe Pathways to School</i>			
<i>Safe Pathways Plan Development</i>	100,000	-	100,000
<i>Safe Pathway Capital Projects</i>	1,500,000	-	1,500,000
Subtotal, Measure A Programs	33,983,953	1,211,798	35,110,751
Measure B VRF Programs			
Element 1 - Maintain Local Streets & Pathways	112,000	-	112,000
<i>Element 1.1 - Local Streets</i>	-	-	-
<i>Element 1.2 - Bike/Ped Pathways Maintenance</i>	112,000	-	112,000
Element 2 - Seniors & Disabled Mobility	1,045,000	-	1,045,000
<i>Element 2.1 - Mobility Management Programs</i>	140,000	-	140,000
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	185,000	-	185,000
<i>Element 2.3 - Paratransit Plus</i>	500,000	-	500,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	220,000	-	220,000
Element 3 - Reduce Congestion & Pollution	660,000	-	660,000
<i>Element 3.1 - Safe Routes to School</i>	150,000	-	150,000
<i>Element 3.2 - Trans. Demand Management</i>	200,000	-	200,000
<i>Lyft Partnership Agreement</i>	70,000	-	70,000
<i>Element 3.3 - Discretionary Fuel (EV) Programs</i>	240,000	-	240,000
Subtotal, Measure B Programs	1,817,000	-	1,817,000

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Interagency Agreements			
CMFC County Agreement RM2 (Maintenance Parks Dept.)	25,000	-	25,000
Highway 101 Ramp Metering Local Support	50,000	-	50,000
North-South Greenway (Southern Segment)- County Project Management	750,000	-	750,000
HOV Gap Closure Offsite Landscaping Mitigation Funding Agreement - Caltrans	400,000	-	400,000
SR37 Study Funding Contribution - Agreement	20,000	-	20,000
Funding Agreement with Larkspur For East SF Drake Improvement Project	2,300,000	-	2,300,000
County Lower Marin City Drainage Study Agreement	75,000	-	75,000
Novato Pedestrian Access to Transit and Crosswalk Improvement Project Agreement	302,100	-	302,100
Caltrans MSN A2 and A3 Construction Support	167,000	-	167,000
Sausalito - Gate 6 Bridgeway Intersection Improvements	156,000	-	156,000
Marin County - Signal Improvements/Upgrades on SFD Blvd	340,000	-	340,000
Corte Madera - Tamal Vista Blvd Bike/Ped Improvements	526,000	-	526,000
San Rafael - Multi Pathway - 2nd Street to Anderson Drive	250,000	-	250,000
Marin Transit - Downtown Novato Bus Stop Improvement Project	311,000	-	311,000
<i>Subtotal, Interagency Agreements</i>	<i>5,672,100</i>	<i>-</i>	<i>5,672,100</i>
Other Project/Program Expenditures			
TFCA - Reimbursement of Various Capital Projects	786,000	-	786,000
<i>Subtotal, Other Capital Expenditures</i>	<i>786,000</i>	<i>-</i>	<i>786,000</i>
<i>Total Expenditures</i>	<i>49,271,333</i>	<i>1,641,798</i>	<i>50,828,131</i>

Attachment 3: FY2017-18 Revenue and Expenditure Report as of 9/30/17 – Measure A 1/2 Cent Sales Tax Detail

Item 9d - Attachment

Budget Line	Interest	5% Reserve	1% Admin	4% Program	Strategy PM	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.	S - 2 Gap Closure	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S - 4.2 C. Guards	S - 4.3 Pathways	Total
REVENUE																
FY2017 Accrual Balance *	3,419,976	5,285,266	144,964	896,559	-	6,115,985	713,850	376,161	4,786,363	1,022,975	10,307,097	3,343,416	1,400,081	919,476	1,453,183	40,185,351
FY2018 Revenue	-	-	27,217	108,866	39,583	950,289	77,050	231,151	154,101	195,833	331,897	342,314	79,006	100,552	83,794	2,721,654
EXPENSES																
ADMINISTRATION																
Salaries & Benefits				299,825												299,825
LGS Insurance and HR/Payroll Service Cost																-
Office Lease				78,496												78,496
Agencywide IT and Computer Equipment Upgrade				11,260												11,260
Equipment Purchase/Lease				1,894												1,894
Telephone/Internet/ Web Hosting Services				4,203												4,203
Office Supplies				13,549												13,549
Update/Improvement of TAM Website				700												700
Classification Study																-
Insurance				787												787
Financial Audit																-
Legal Services																-
Document Reproduction																-
Memberships				2,950												2,950
Travel/Meetings/Conferences				2,616												2,616
Carshare Membership				144												144
Electric Bike Purchase/Lease																-
Professional Development				188												188
Human Resources/Payroll/Board Support				9,618												9,618
Information Technology Support				8,898												8,898
Annual Support & Upgrade of Financial System				5,460												5,460
Misc Expenses																-
PROFESSIONAL SERVICES																
Bellam Blvd 101 Off-ramp Improvements - Design																-
ESFD Blvd Impr of Access to RSR Bridge - Design Support																-
Bike Path Improvement on Sir Francis Drake Fly-over																-
580/101 Direct Connector Feasibility Study																-
Project Management Oversight																-
Financial Advisor Services				750												750
Public Outreach Service Support																-
Consulting Pool																-
MEASURE A SALES TAX PROGRAMS/PROJECTS																
Measure A Compliance Audit																-
Bike/Ped Path Maintenance																-
GGT Ferry Shuttle Service Contribution through MT																-
Central Marin Ferry Connector - SMART Insurance Policy																-
Strategy 1 - Transit																-
Strategy 2 - Gap Closure																-
Strategy 3 - Streets & Roads																-
Strategy 4- Safe Routes													34,715	7,404	211,648	253,766
INTERAGENCY AGREEMENTS																
Funding Agreement with Larkspur For East SF Drake Improvement Project																-
County Lower Marin City Drainage Study Agreement																-
Novato Pedestrian Access to Transit and Crosswalk Improvement Project Agreement																-
Total Expenses	-	-	-	441,337	-	-	-	-	-	-	-	-	34,715	7,404	211,648	695,104
BALANCE	3,419,976	5,285,266	172,181	564,088	39,583	7,066,274	790,900	607,312	4,940,464	1,218,809	10,638,994	3,685,729	1,444,371	1,012,625	1,325,329	42,211,901

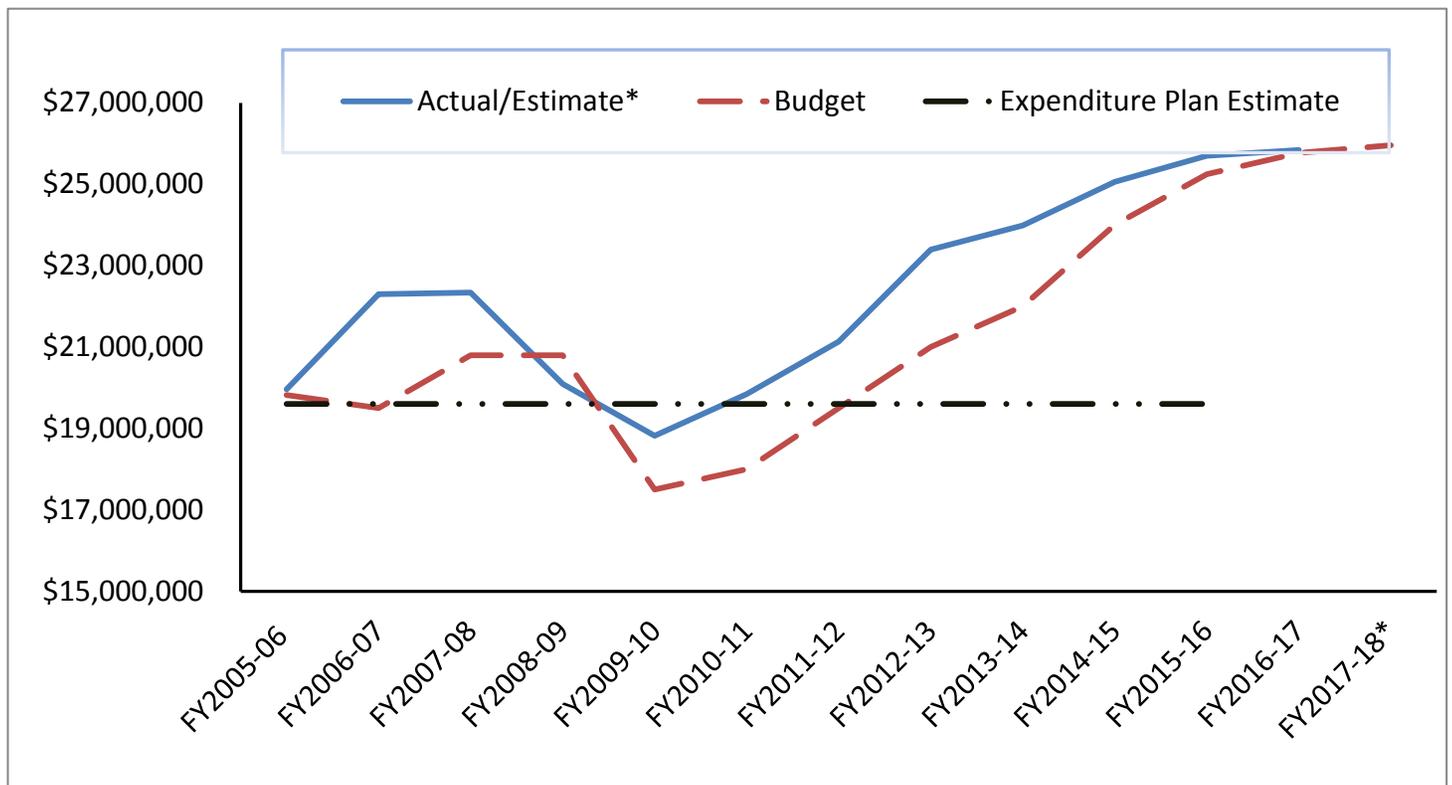
* FY2016-17 audit is still in process and the numbers are subject to change.

Attachment 4.1: Monthly Measure A 1/2 Sales Tax Disbursement Comparison

(Cash Disbursement from July to June)

		FY2017	FY2018	\$ Difference	% Difference
Actuals	July	1,750,700	1,715,700	(35,000)	-2.00%
	August	2,334,300	2,287,600	(46,700)	-2.00%
	September	2,359,141	2,721,654	362,513	15.37%
Actual / Budget	October	1,784,300	-	(1,784,300)	-100.00%
	November	2,379,100	-	(2,379,100)	-100.00%
	December	2,330,771	-	(2,330,771)	-100.00%
	January	1,921,100	-	(1,921,100)	-100.00%
	February	2,561,400	-	(2,561,400)	-100.00%
	March	2,110,685	-	(2,110,685)	-100.00%
	April	1,557,800	-	(1,557,800)	-100.00%
	May	2,077,100	-	(2,077,100)	-100.00%
	June	2,671,065	-	(2,671,065)	-100.00%
	July-September	6,444,141	6,724,954	280,813	4.36%
	Annual Disbursement	25,837,461			
	FY2018 Annual Budget		25,960,000		

Attachment 4.2 Measure A 1/2 Sales Tax Actual Vs. Budget Comparison



Attachment 5: FY2017 and FY2018 Monthly Measure B VRF Disbursement Comparison

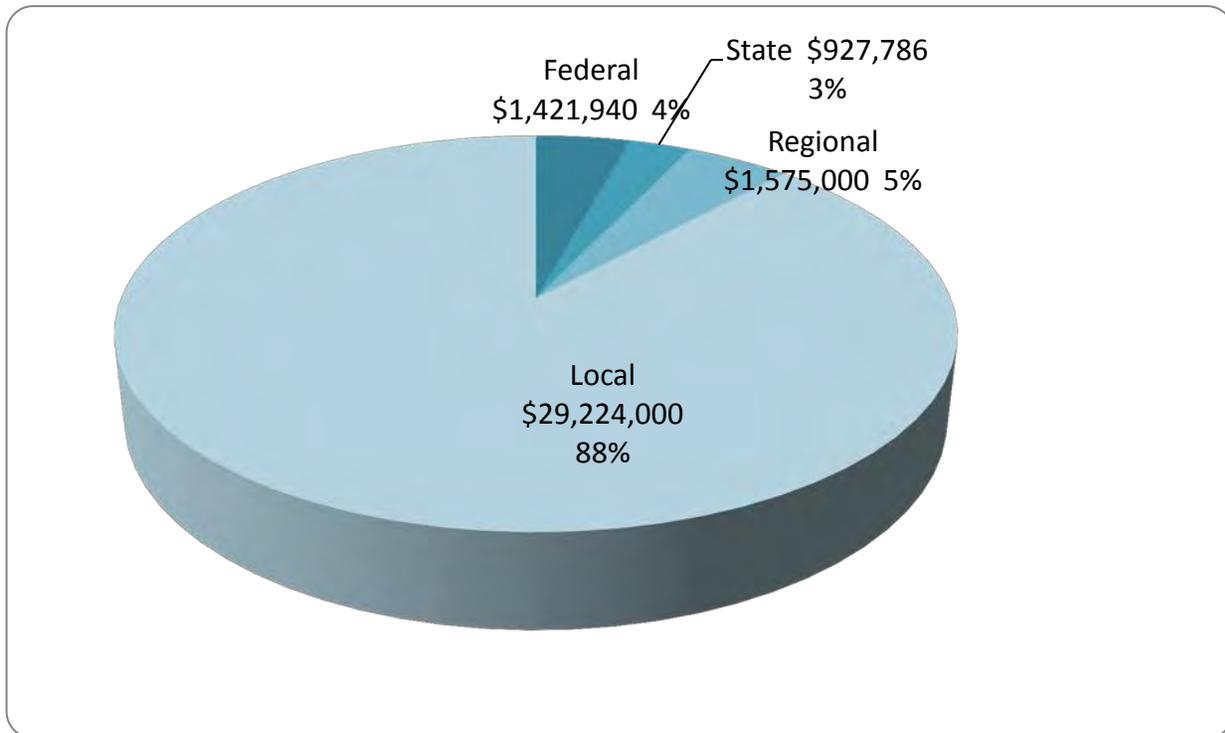
(Cash Disbursement from July to June)

		FY2017	FY2018	\$ Difference	% Difference
Actual	July	218,249	212,315	(5,935)	-2.72%
	August	215,745	211,733	(4,011)	-1.86%
	September	200,622	195,142	(5,480)	-2.73%
Actual / Budget	October	222,554		(222,554)	-100.00%
	November	211,515		(211,515)	-100.00%
	December	190,745		(190,745)	-100.00%
	January	184,065		(184,065)	-100.00%
	February	184,149		(184,149)	-100.00%
	March	193,006		(193,006)	-100.00%
	April	194,424		(194,424)	-100.00%
	May	214,507	-	(214,507)	-100.00%
	June	180,005	-	(180,005)	-100.00%
	July-September	<u>634,616</u>	<u>619,190</u>	<u>(1,201,460)</u>	<u>-2.43%</u>
	Annual Disbursement	<u>2,409,586</u>			
	FY2018 Annual Budget		<u>2,350,000</u>		

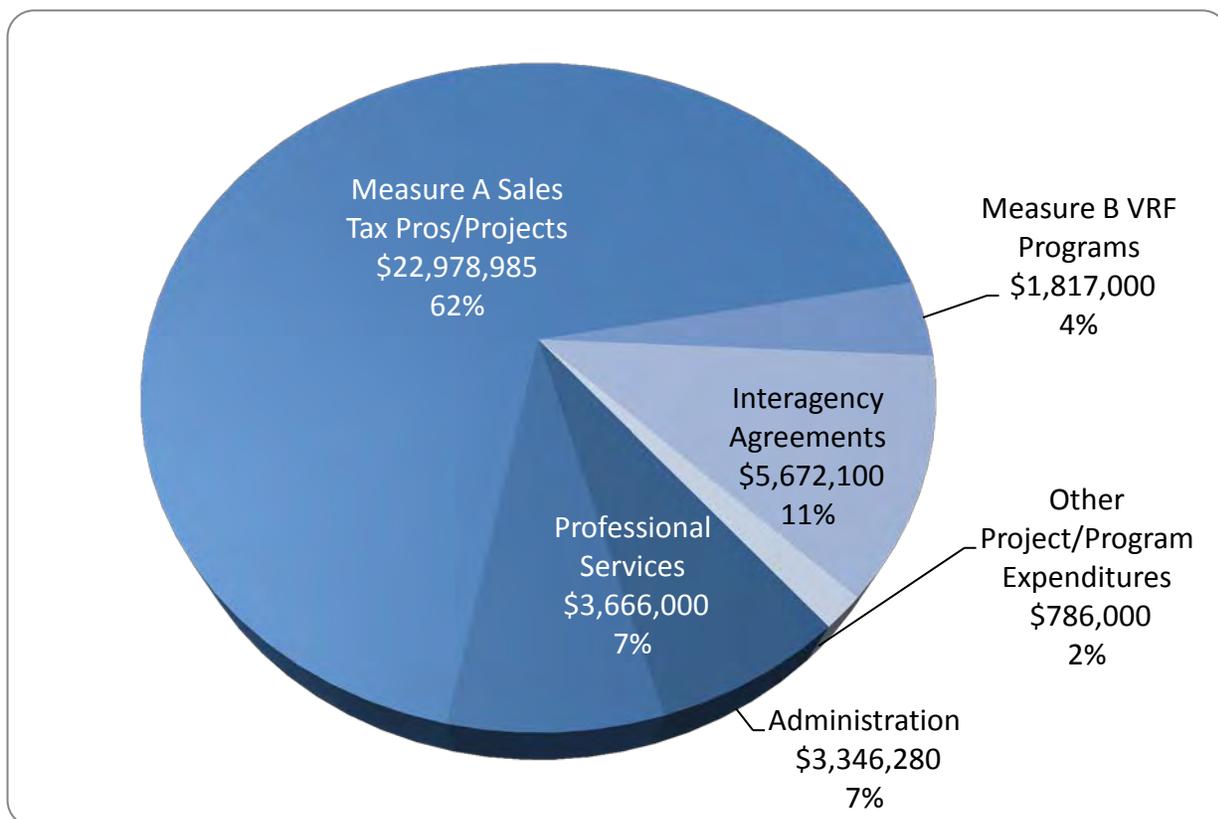
**Attachment 6: CalTRUST Investment Monthly Interest Income by Account
(July - September 2017)**

	General CMA		Mea. A Sales Tax	Mea. B VRF		TFCA		Total
	Short Term	Medium Term	Medium Term	Short Term	Medium Term	Short Term	Medium Term	CalTRUST
Principal Investment	\$ 808,530	\$ 2,000,000	\$ 38,393,102	\$ 500,000	\$ 3,072,287	\$ 500,000	\$ 831,950	\$ 46,105,869
Prior Reinvested Interest Revenue	\$ 8,115	\$ 24,871	\$ 970,437	\$ 11,258	\$ 59,641	\$ 11,258	\$ 10,345	\$ 1,095,926
FY2017-18 Monthly Interest Income								
<i>July-17</i>	\$ 773	\$ 2,363	\$ 45,966	\$ 484	\$ 3,656	\$ 484	\$ 983	\$ 54,710
<i>August-17</i>	\$ 878	\$ 2,562	\$ 49,827	\$ 550	\$ 3,963	\$ 550	\$ 1,066	\$ 59,395
<i>September-17</i>	\$ 800	\$ 2,375	\$ 46,191	\$ 501	\$ 3,674	\$ 501	\$ 988	\$ 55,030
<i>October-17</i>								\$ -
<i>November-17</i>								\$ -
<i>December-17</i>								\$ -
<i>January-18</i>								\$ -
<i>February-18</i>								\$ -
<i>March-18</i>								\$ -
<i>April-18</i>								\$ -
<i>May-18</i>								\$ -
<i>June-18</i>								\$ -
Total for the 1st Quarter	\$ 2,452	\$ 7,299	\$ 141,983	\$ 1,535	\$ 11,294	\$ 1,535	\$ 3,036	\$ 169,135
Unrealized Gain/(Loss) - 9/30/2017	\$ (3)	\$ (8,038)	\$ (133,497)	\$ (5)	\$ (11,443)	\$ (5)	\$ (3,344)	\$ (156,334)
Market Value - 9/30/2017	\$ 819,093	\$ 2,024,133	\$ 39,372,026	\$ 512,789	\$ 3,131,778	\$ 512,789	\$ 841,988	\$ 47,214,596

Attachment 7.1: FY2017-18 Budget Revenue Overview by Funding Source



Attachment 7.2: FY2017-18 Budget Expenditure Overview by Category



Note: Administration category includes all TAM's staff costs at \$2.22 million. Please note that the majority of the staff costs are for direct project and program management.

Attachment 8 - Transportation Acronyms

Acronym	Full Term
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BPAC	Bicycle / Pedestrian Advisory Committee
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Investment Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMFC	Central Marin Ferry Connection
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EIR	Environmental Impact Report
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LATIP	Local Area Transportation Improvement Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

Attachment 8 - Transportation Acronyms

Acronym	Full Term
MTS	Metropolitan Transportation System
Neg Dec	Negative Declaration
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PAED	Project Approval and Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimate
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State-Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TLC	Transportation for Livable Communities
TMP	Traffic Management Plan
TMS	Transportation Management System
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee

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DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Transportation Sales Tax (Measure A) Interest Funds to Marin Transit for the Ferry “Wave Shuttle” Connector (Action), Agenda Item No. 9e

RECOMMENDATION

Recommend the TAM Board authorize \$85,000 in Transportation Sales Tax (Measure A) Interest Funds be programmed to Marin Transit as pass through funds to GGBHTD for the FY 17/18 operational period of the GGBHTD Ferry Connector Service.

BACKGROUND

Since 2012, the Golden Gate Bridge Highway and Transportation District (GGBHTD) has been experiencing overfilled capacity at its Larkspur Ferry Terminal parking lot nearly every morning with some commuters being turned away or directed to the overflow parking lot at the old Marin Airport site. GGBHTD in 2013 approved the implementation of a ferry feeder bus service to address the steadily growing demand for Larkspur Ferry Service. They followed with charging for parking (\$2/weekday) at the ferry, part of their overall implementation strategy, which included upgraded ferry service as well.

In 2013, 2014, 2015, and 2016, TAM allocated \$85,000 annually in Measure A Interest Funds to Marin Transit as pass through funds to GGBHTD to operate ferry feeder bus service to the Larkspur Ferry from the Ross Valley/Sir Francis Drake Corridor. This service has shown to be beneficial to commuters and GGBHTD is requesting another allocation of Measure A funds.

Note that the restoration of ferry feeder bus service was specifically mentioned as eligible bus transit expenditure in the 2004 voter-approved Transportation Sales Tax Expenditure Plan.

GGBHTD’S FUNDING REQUEST

TAM received the attached allocation request (Attachment A) on October 17, 2017 from GGBHTD requesting an allocation of Measure A Interest Funds in the amount \$85,000 for the continued service provided by the Wave Ferry Connector Service. If approved, this allocation represents the fifth allocation of Measure A Interest Funds to the Wave Ferry Connector Service.

The Wave Shuttle is GGBHTD’s ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal that serves all Golden Gate Transit bus stops. Feeder buses meet morning ferry departures from Larkspur to San Francisco as follows: 7:00 a.m., 7:30 a.m., 7:50 a.m., 8:20 a.m., 9:15 a.m. and 10:10 a.m. Feeder buses meet afternoon/evening arrivals at 4:00 p.m., 4:30 p.m.,

5:00 p.m., 5:30 p.m., 6:00 p.m., 6:30 p.m., 7:00 p.m., and 7:50 p.m. According to GGBHTD, the Wave Shuttle has proven to be a successful demonstration project in four years of service, averaging over 12 passengers per trip.

GGBHTD is requesting \$85,000 in Measure A Interest Funds from TAM to defray the anticipated cost of operation of \$465,000 for FY 17/18. The TAM funds represent 18% of the total cost.

FISCAL IMPACTS

In anticipation of this request, the FY 17/18 TAM Budget already includes \$85,000 for the Wave Shuttle for Marin Transit to pass through to GGBHTD. No further steps are included.

NEXT STEPS

Issue a funding agreement to Marin Transit for \$85,000 in Measure A Interest Funds for FY 17/18 operation of the Wave Shuttle, to be passed to Golden Gate Transit's service.

ATTACHMENT

Attachment A: GGBHTD's Request for Measure A Interest Funds



October 17, 2017

David Chan
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

RE: Measure A Allocation Request Form for FY 2017/18 Wave Ferry Shuttle Service (Route 25)

Dave
Dear Mr. Chan,

Enclosed, please find the Measure A Allocation Request Form for FY 2017/18 Wave Ferry Shuttle Service (Route 25). The Wave service provides free, timed bus access to and from commuter ferry trips at the Larkspur Ferry Terminal (LFT). The service provides ferry patrons with an alternative to driving since the parking lot at the LFT reaches full capacity during the commute period.

Thank you for your consideration. If you have any questions regarding this request, please contact me at (415) 923-2062 or afrye@goldengate.org, or Danielle Ferrigno, Analyst, at (415) 923-2037 or dferrigno@goldengate.org.

Sincerely,

A handwritten signature in blue ink that reads "Amy Frye".

Amy Frye
Director, Capital & Grant Programs

Enclosures: ARF for FY 17/18 Wave Service

**Transportation Authority of Marin
Measure A – Transportation Sales Tax**

Allocation Request Form

Fiscal Year of Allocation: 2017/18

Expenditure Plan: Measure A Interest Funds

Project Name: Wave Ferry Shuttle Route 25

Implementing Agency: Golden Gate Bridge, Highway & Transportation District (GGBHTD)

Scope of Work: Continuing ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal and will serve all Golden Gate Transit bus stops. Feeder buses will meet morning ferry departures from Larkspur to San Francisco as follows: 7:00 a.m., 7:30 a.m., 7:50 a.m., 8:20 a.m., 9:15 a.m. and 10:10 a.m. Feeder buses will meet afternoon/evening arrivals at 4:00 p.m., 4:30 p.m., 5:00 p.m., 5:30 p.m., 6:00 p.m., 6:30 p.m., 7:00 p.m. and 7:50 p.m.

Cost of Scope: \$465,000

Strategic Plan Programmed Amount: N/A

Requested Amount: \$85,000

Other Funding: Golden Gate Bridge Tolls

Cash flow Availability (leave blank):

Project Delivery Schedule (include start & completion milestones): The project began as a demonstration project in September 2013 and ended in June 2014. GGBHTD Board of Directors authorized continuation of the service as a regular fixed route. Measure A Interest funds in the amount of \$85,000 are being programmed through Marin Transit to the GGBHTD for the fifth year of operation of the WAVE ferry shuttle for the period of July 2017 through June 2018.

Environmental Clearance: N/A

Non-Motorized Travel Considerations: N/A

Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? Yes/No

Is non-motorized travel impeded by this project? Yes/No

If yes, has a cross-facility, non-motorized access been included in the project?

Has a parallel non-motorized facility been designed to accommodate non-motorized travelers? Yes/No



DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Li Zhang, Chief Financial Officer

SUBJECT: Review and Accept the TAM and LGS/RGS Separation Action Plan and Provide Comments on the Draft TAM Human Resources Policies and Procedure Manual (Action), Agenda Item No.10

RECOMMENDATION:

The TAM Board reviews and accepts the TAM and Local Government Services (LGS)/Regional Government Services (RGS) Separation Action Plan.

The TAM Board reviews and provides comments on the Draft TAM Human Resources Policies and Procedures Manual. Any comments/edits received will be incorporated into the final document, which will be brought back to the Board for adoption.

BACKGROUND:

LGS is a joint powers authority created to provide employment contract services to government agencies. Since the formation, LGS and RGS have been able to effectively provide pooled human resources (HR), payroll, and benefit services to various small government agencies. The TAM Board engaged LGS's services during the hiring of TAM's Executive Director and several other positions on a temporary basis in 2005 and 2006, and decided to enter into an agreement with LGS for on-going staffing and other related services in December 2007. The agreement allows TAM the option of terminating the contract with 60-day written notice to LGS. All employees hired by LGS and assigned to TAM were offered a CalPERS defined retirement benefit plan. Later, RGS hired employees assigned to TAM with no CalPERS retirement benefit. Instead, those employees were offered a defined contribution 401(a) retirement benefit plan. Currently, 9 of the 11 employees with TAM are employed under LGS and the remaining 2 are employed under RGS.

The retirement benefit provided by CalPERS was one of the key benefits that TAM provided to ensure it could attract the best talent pool from the industry. TAM entered into the long-term agreement with LGS with the understanding that this staffing model was acceptable by CalPERS. However, following an audit by CalPERS of LGS, CalPERS issued a final audit report in April 2017 and concluded that this hiring practice was not acceptable by CalPERS. The Office of Audit Services of CalPERS determined that all employees hired by LGS and assigned to its client agencies were not common-law employees of LGS but instead were common-law employee of its client agencies. Therefore, the employees should not have been enrolled into CalPERS under LGS. All TAM employees were formally notified by LGS about the potential for an adverse PERS ruling on March 9, 2016. CalPERS completed its Audit in late May 2017. On June 23, 2017, all active and retired TAM employees received a letter from CalPERS stating that all TAM

employees were at risk of losing their service credit under CalPERS unless TAM chose to become an independent employer of record and enter into contract with CalPERS directly. Also, in order to preserve the prior service credit of all LGS/TAM employees, including all active, inactive and retired individuals, the approval of a reallocation agreement, by all three involved parties, including LGS, TAM and CalPERS, would be required.

The CalPERS audit finding and the strong position that CalPERS has taken on this issue left TAM no option but to become an employer of record so it could hire all employees who are currently employed by LGS/RGS and make its best effort to save the service credit of those impacted individuals, including all active, inactive and retired LGS employees hired for TAM.

DISCUSSION/ANALYSIS:

Action Needed:

In order for TAM to separate from LGS/RGS, become an employer of record of its own, and effectively manage all the related functions in house, the agency must develop the following items:

- Item 1: Create HR Management Capacity
- Item 2: Implement Payroll Services
- Item 3: Develop Agency HR Manual and Establish Direct Employment Relationship with all LGS/RGS Employees Currently Assigned to TAM
- Item 4: Develop Various Employee Benefit Programs
- Item 5: Obtain Other Required Agency Insurances

The separation from LGS/RGS has been a very stressful process for both the agency and all affected individuals due to the legal complexity and the legal and financial liabilities associated with the potential loss of CalPERS service credit earned under the LGS/TAM employment arrangement. In an effort to keep the transition as smooth and seamless as possible, one of the principles the Ad Hoc Committee and the lead staff on these efforts have been following is to develop recommendations of various services/benefit program levels in line with what is currently in place for the agency and staff as LGS employees.

Status and Timeline:

At this time point, based on the progress that TAM's legal counsel has made with the final reallocation agreement, staff recommends that the TAM Board authorizes the Executive Director to send a written notice to LGS/RGS and inform them of TAM's intention to terminate the LGS/RGS/TAM staffing service agreement as of January 1, 2018. Note the agreement between TAM and LGS requires a 60-day notice by TAM to LGS regarding separation. Presented below is the detailed status and staff-recommended timeline for each of the action items that need staff resources and Board attention over the next two months.

Action Item 1: Create HR Management Capacity

Current Status:

It has been determined that the HR management capacity can be best achieved by a combination of freed up work capacity of the agency's Chief Financial Officer, who also manages human resource needs, with the future hiring of the Senior Accountant/Accounting Manager position, and the engagement of an on-call HR consultant team.

Timeline:

The TAM Board approved a part-time Senior Accountant/Accounting Manager position during its FY2016-17 budget cycle when the staff needs increased with TAM's separation from the County's financial system in Spring of 2016. Temporary help has been brought in over the last year to help with specific accounting/payroll and benefit-related service tasks. The TAM Board approved as part of its FY 2017-18 budget a Full Time Senior Accountant/ Accounting Manager position, in recognition of the difficulty in finding high quality part-time support, and the increased efforts necessary with additional upcoming workload, such as taking payroll services in house, and other HR related work handled by LGS currently. The recruitment for the regular position will begin shortly after the effective date of the TAM CalPERS retirement contract.

Over the next few months, staff will also issue an RFP for ongoing HR service needs.

Fiscal impact- The Senior Accountant/ Accounting Manager position was included in the adopted FY 2017-18 TAM Budget. The HR service contract was also included in the adopted FY 2017-18 budget.

Action Item 2: Implement Payroll Services

Current Status:

In July, staff conducted thorough research of all outsource payroll service options as well as the option of bringing payroll services in house. It was determined that the most cost-effective option is to bring payroll in house, based on the capability of the Abila Financial System implemented as of May 2016 and the complexity of TAM's funding/project/grant tracking needs.

Over the last two months, staff has engaged various consultant teams for the purchase of the payroll/HR module, software implementation service, and also 6 months of payroll support and training services

Timeline:

The payroll module will be fully implemented for testing as of December 1, 2017.

The 6-month payroll service support will be provided once all employees are moved to TAM's payroll and while the agency is in the recruitment process of the Senior Accountant/Accounting Manager position.

Fiscal Impact: While no specific Budget item, it is envisioned that savings of fees paid to LGS for HR and payroll services are adequate to cover costs of Payroll software and Payroll Support Services from January 2018 to end the fiscal year, June 30 2018.

Action Item 3: Develop Agency HR Manual and Establish Direct Employment Relationship with all LGS/RGS Employees Currently Assigned to TAM

Current Status:

Staff has been working on TAM's first HR Policies and Procedures Manual beginning in Summer 2017. . The first draft was reviewed by the Ad Hoc Committee at its September 26 meeting. TAM's legal team at County Counsel also reviewed the Manual and provided its comments/edits, which have been incorporated.

The HR annual accomplished several goals. The HR Manual brings in house all required policies and procedures for TAM as a public agency, including the hiring and management of employees. It includes all policies required by law, regulation and policy, and updating all such policies and procedures currently enforced by LGS/ RGS. The Manual also includes all of the benefits that TAM employees can expect. Current employees will be required to accept Offer Letters from TAM that establishes them as TAM employees. Commensurate with the Offer Letters will be each employee's required acknowledgement that

they have read and accept the HR Manual. Note Offer Letters will reflect current employee job specifications, current pay range, and current benefits, and will be managed by the CFO and Executive Director.

Timeline:

The Ad Hoc Committee is scheduled to review the final draft HR Manual at its October 19 meeting. The TAM Board is scheduled to review and adopt the HR Manual at its October 26 meeting. :

Fiscal impact: Staff completed the HR Manual substantially in house. Pay and benefits will remain as-is, with a few exceptions. Employee medical benefits may rise in cost to the agency, depending on the final medical benefit structure which is still being developed.

Action Item 4: Develop Various Employee Benefit Programs

Current Status:

Staff has been working with a team of brokers to review the various insurance benefit options, especially the medical options over the last two months. As of now, several medical options are being studied and a detailed report will be presented to the Ad Hoc Committee for review and guidance over the next few weeks. Staff is also expecting various quotes for other ancillary benefits, such as dental and vision, over the next few weeks.

Separate from direct medical benefits, note that LGS/ RGS established a Health Reimbursement Account (HRA) for each employee depending on their hiring date, and the benefit level offered under its contract with LGS/ RGS. LGS/ RGS established these HRA's to take the place of post-employment medical benefits offered to early LGS employees of TAM. This in effect eliminated any Other Post-employment Benefits (OPEB) liabilities for TAM.

TAM will inherit these HRAs, and a smaller HSA (Health Savings Account) for each employee. Funds are deposited into these accounts until the employee retires, and not after. The accounts are currently paid for by TAM in its regular reimbursement to LGS/RGS for costs, and so no new financial impact is envisioned.

Timeline:

The Ad Hoc Committee is scheduled to review the medical benefit options presented at its October 19 meeting. A detailed comparison report will be provided to the Ad Hoc Committee in late October/early November.

The TAM Board is scheduled to review and adopt the staff recommendation for the medical and other ancillary benefits at its November or December Board meeting.

Fiscal Impact: As noted above, employer's share medical benefits may rise in cost to the agency, depending on the final medical benefit structure which is still being developed.

Action Item 5: Obtain Other Required Agency Insurances

Current Status:

Staff has been working with a team of brokers to obtain workers compensation insurance and review other information over the last two months. A detailed report will be presented to the Ad Hoc Committee for review and guidance over the next few weeks. Note LGS also provides some professional liability insurance, which will also be transferred over to TAM.

Timeline:

The Ad Hoc Committee will review the workers compensation insurance and other miscellaneous items over the next few weeks.

The TAM Board is scheduled to review and adopt the staff recommendation for workers compensation insurance and other miscellaneous items at its November Board meeting.

Fiscal impact: TAM currently reimburses LGS for providing these insurances and do not envision any additional costs for these insurances, beyond what is already included in the approved annual budget for TAM.

Outstanding Issues and Potential Delays:

While staff is committed to adhering to the timeline proposed and make the best effort to ensure a smooth transition, the outcome of the reallocation agreement negotiation could potentially impact and delay the process.

TAM will also need to work with LGS/RGS regarding the transfer of all personnel records and various benefits accrued, such as sick leave, vacation, etc. Cooperation and support from LGS/RGS are critical to ensure the smooth transfer of all those items from LGS/RGS to TAM. Any complication during this process could cause a delay as well.

FISCAL CONSIDERATION:

The final fiscal impact of the separation cannot be accurately assessed until all the moving parts, especially negotiations related to the reallocation agreement are worked out. However, staff is committed to effectively manage HR services and all benefit programs within the budget limitation of the FY2017-18 Annual Budget. Any necessary budget adjustments will be presented to the Ad Hoc Committee for review and to the Board for approval.

NEXT STEPS:

Under the guidance of the HR Ad Hoc Committee, with the approval of the TAM Board, staff will complete all actions listed in the Action Plan over the next two to three months.

ATTACHMENTS:

Draft TAM Human Resources Policies and Procedures Manual

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DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Receive an Update and Presentation on the Metropolitan Transportation Commission (MTC) Draft Corridor Plan for State Route (SR) 37 (Action), Agenda Item No. 11

RECOMMENDATION:

Move to receive a presentation on the Metropolitan Transportation Commission (MTC) draft Corridor Plan for State Route (SR) 37.

BACKGROUND AND PAST ACTIONS:

Highway 37 is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, Highway 37 has been the subject of a long-range planning study conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans). In addition, staff and elected officials from the four counties have been in discussion over the past two years about how local transportation authorities might play a role in advancing improvements in the corridor. The corridor is broken up into 3 segments. Segment A is from Hwy 101 to Hwy 121 with is 3.4 miles in Marin and 3.9 miles in Sonoma. Segment B is from Hwy 121 to Mare Island with 2.3 miles in Sonoma and 7 miles in Solano. Segment C is 4.4 miles entirely in Solano.

In September 2015, the TAM Board approved entering into a memorandum of understanding between the Napa Valley Transportation Authority (NVTA), the Solano Transportation Authority (STA), and the Sonoma County Transportation Authority (SCTA). The intent of the MOU is to define how the four congestion management agencies (CMA) will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It also created the SR 37 Policy Committee on which Chair Moulton-Peters, Commissioners Arnold and Connolly serve representing TAM.

In January 2016, the TAM Board approved an agreement to fund TAM's share of a financial consultant to help assess likely costs, revenue sources and financial opportunities that will need to be addressed to complete a project in the corridor. Project Finance Advisory Ltd (PFAL) was selected and presented their final analysis to the Board this past August 2017.

In January 2017, the TAM Board approved \$20,000 as TAM's contribution to matching funds for the SR 37 Transportation and Sea Level Rise Corridor Study, also referred to the Design Alternatives Analysis (DAA) to be conducted by MTC's consultant, Kimley Horn. The nearly \$1 million scope of work, funded primarily through MTC, includes:

1. *Corridor Plan from Hwy 101 to Hwy 80:* Data Collection, including high level frame work of capacity constraints, sea level rise, storm surge, and flooding. Also identifies priority segments.
2. *Design Alternative Assessment of Priority Segment B for near and long term projects:* Definition and detailed analysis, including traffic operation, initial design, cost estimates, and environmental screening.
3. *Shoreline Protection:* Identifies key areas vulnerable to sea level rise and flooding, and provides planning level projects and costs.

The draft Corridor Plan was released and presented at the September 25, 2017, SR 37 Policy Committee meeting. The draft plan is attached.

DISCUSSION/ANALYSIS:

Key Finding from Draft Corridor Plan

1. Significant congestion occurs on SR 37. The primary cause of corridor congestion is vehicular demand exceeding the capacity of the 2-lane conventional highway segment, Segment B, between SR 121 and Mare Island. There are six hours of congestion during weekday AM Commute in the westbound direction and seven hours of congestion during weekday PM Commute in the eastbound direction. Recurrent congestion typically means freeway speeds were 35 mph or less during peak commute periods on a typical incident-free weekday.
2. There are no public transit services.
3. Flooding currently occurs at various “weak links” along the corridor, such as Novato Creek, Tubbs Island and Mare Island.
4. According to sea level rise modeling, Segment A and portions of Segment B will be inundated by 2050 and the majority of the corridor will be inundated by 2100.
5. Closure of SR 37 would divert traffic to other already congested routes, such as I-80, US 101, I-580, SR 12, and SR 121.
6. Many of the adjacent levees protecting SR 37 are privately owned. Private levees were not constructed specifically for protecting SR 37.
7. SR 37 is rich with wetlands, baylands, and State and Federally-Protected flora and fauna species.
8. Based on a developed rating system specific to this study, Segment B is the priority segment.

Key Recommendations from the Draft Corridor Plan

1. A Corridor Vision for SR 37 that would provide for (a) a raised roadbed that provides resiliency to long term sea level rise threat through year 2100, (b) ecological enhancements, (c) improve traffic capacity in Segment B, and (d) multimodal and local access improvements.
2. Near term recommendations:

Location	Improvement	Total Project Cost (2017 \$)	Implementation Time Frame	
Segment A	Flood Protection	\$7.5 M	1-3 years	
Segment B	SR 37/SR 121 Intersection Improvements			
	<ul style="list-style-type: none"> • Signal optimization and roadway widening 	\$5 M	1-3 years	
	<ul style="list-style-type: none"> • Continuous T intersection 	\$7 M	1-3 years	
	<ul style="list-style-type: none"> • Roundabout with two EB by-pass lane 	\$10 M	1-3 years	
	Flood Protection			
	<ul style="list-style-type: none"> • Raise levee crest at low spots 	\$3.5 M	1-3 years	
	<ul style="list-style-type: none"> • Shoreline protection at Tolay Lagoon 	\$3.5 M	1-3 years	
	Fix Settlement Issues at Railroad Crossing (Work done by Northwestern Pacific)			1-2 years
	Metering at Mare Island WB on-ramp	\$4 M	3-5 Years	
	Westbound merge and lane drop improvements west of Mare Island on-ramp	\$2.5 M	1-3 Years	
Flood protection-Raise road at Mare Island	\$5 M	1-3 years		
Corridorwide	Park and Ride Lots (STA is leading a planning study)	\$2 M	1-2 Years	
Corridorwide	Express Bus Transit Service (Suggested study by others)	TBD	1-2 Years	
Corridorwide	ITS Improvements-Changeable Message Signs	\$4 M	1-2 Years	

Notes: Costs Include PA/ED Support, PS&E Support, Right of Way Support, and Construction Support Costs

3. Mid-Long term recommendations:

Location	Improvement	Total Project Cost (2030 \$)	Implementation Time Frame
Segment A	Levee Improvements for flood protection	\$7 M	10-20 years
	Raised Roadway and Lakeville Highway Interchange Improvements	\$420 M - 1,600 M	20-30 years
Segment B	SR 121 Interchange Improvements including SR 37 and Rail Road grade separation	\$100 M	10-20 years
	Widen 2-lane segment from SR-121 to Mare Island + Mitigation		
	<ul style="list-style-type: none"> Roadway widening to 3 lanes at existing elevation 	\$210 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes at existing elevation 	\$350 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 3 lanes, raised on berm/fill 	\$880 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes, raised on berm/fill 	\$1,100 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 3 lanes, raised on causeway 	\$1,900 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes, raised on causeway 	\$2,500 M	7-10 years
	Mare Island Interchange Improvements-Complete reconstruction of Interchange	\$50 M	7-15 years
	Flood protection; Raise road at Mare Island to protect highway from future flooding (1 ft. SLR at 2050) (assumes short-term improvements were implemented previously)	\$8 M	7-10 years
Segment C	Raised Roadway-From Napa River Bridge to just west of SR 29/SR 37 Interchange	\$150 M-\$370 M	10-20 years

Notes: Costs Include

- 3 to 1 Environmental Mitigation
- PA/ED Support, PS&E Support, Right of Way Support, and Construction Support Costs
- Escalation Costs

Other On-going Activities and Update

1. In anticipation of the release of information from the Metropolitan Transportation Commission work on the State Route 37 (SR37) Design Alternative Assessment study, Caltrans had engaged the services of a communications consultant to carry out several public outreach tasks, including four “open houses” to educate the general public and take written comments on the SR37 improvement planning effort. Caltrans, in conjunction with the SR37 Policy Committee, held all four planned open houses in each county during late September and early October. The number of attendees ranged between 25 and 75 at each event. Between five and 25 comment cards were received at each event. The objectives of initiating a public dialogue were achieved. Supervisors Judy Arnold and Damon Connolly were in attendance at the Marin event, and provided opening remarks. The press covered the events comprehensively.

2. At the SR 37 Policy Committee held on May 4, 2017, Supervisor James Spering of Solano County and Chair of the Solano Transportation Authority (STA), announced STA plans to proceed as the lead agency for Segments B and C. At the May 10, 2017, STA Board meeting they acted to support this approach and transmitted letters to the other North Bay Counties indicating their desire.
3. MTC is working on Regional Measure 3 (AB 595, Beall). This legislation will grant MTC authority to place a bridge toll increase on the ballot in the Bay Area in 2018. Current language in the legislation that has been approved by legislative committee allocates \$100 million to the SR 37 corridor. This in turn will spur active discussion among MTC and the four north-bay CMAs, and it is imperative that TAM participates to promote Marin's near and long term interests for the corridor, primarily in Segment A.
4. In August 2017, the Board authorized staff to review and pursue Caltrans planning grant opportunities for State Route 37 and Novato Creek flood mitigation in coordination with Marin County Public Works (DPW) and approved \$24,725 in local match funding. Since authorization, staff has been working with Marin County DPW to develop a draft scope of work and application package. Staff has also had a lengthy discussion with Caltrans Planning staff to strategize on their application process. The first round of applications is due on October 20th.

The aim of the work is to provide an implementable action plan for improvements to the Highway 37 corridor in Marin County to address both ongoing and projected flooding and sea level rise which affect the transportation facilities in the corridor and surrounding lands. The plan will incorporate both previous studies and ongoing flooding and sea level rise efforts in the Novato Creek watershed with targeted analysis and modeling of the Highway 37 transportation corridor to develop preferred, deliverable solutions. The projected fee for such work is \$411,000.

There are many next steps to advance improvements in the corridor once the MTC study is completed. Over time, the SR 37 Policy Committee, with input from MTC and Caltrans, will evaluate and implement both near and long term solutions for traffic operations, sea level rise, storm surge and flooding. The first priority is to secure funding from Regional Measure 3 for Marin County to conduct any short term projects defined in the MTC study and to prepare an environmental document for a long-term, ultimate solution.

FISCAL CONSIDERATION:

There are no new fiscal impacts to this action.

NEXT STEPS:

The Executive Director and staff will continue to work with the Policy Committee to complete the MTC Design Alternative Assessment which is due for completion in May 2018.

ATTACHMENTS:

1. Attachment A - Draft MTC Corridor Plan

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SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

DRAFT

PREPARED BY:

Kimley»Horn

Expect More. Experience Better.

AECOM

September 2017





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ACRONYMS USED

CA: California
CESA: CA Endangered Species Act
CNDDB: California Natural Diversity Database
CSSC: California Species of Special Concern
DAA: Design Alternatives Assessment
ESA: Endangered Species Act
FE: Federally Endangered
FC: Federal Candidate for listing
I-80: Interstate 80
MHHW: Mean Higher High Water
MTC: Metropolitan Transportation Commission
NAVD: North American Vertical Datum
NVTA: Napa Valley Transportation Authority
PA/ED: Project Approval/Environmental Document
PS&E: Plans Specification and Estimates
SE: State Endangered
SCTA: Sonoma County Transportation Authority
SLR: Sea Level Rise
SR 37: California State Route 37
SR 121: California State Route 121
ST: State Threatened
STA: Solano Transportation Authority
STAA: Surface Transportation Assistance Act
TAM: Transportation Authority of Marin
US 101: United States Highway 101



GOALS AND OBJECTIVES

The SR 37 Corridor Plan (Corridor Plan) provides a comprehensive roadmap addressing current and anticipated issues on California State Route 37 (SR 37). SR 37 (study corridor) currently experiences severe traffic congestion and temporary flooding during heavy storms. Furthermore, with anticipated Sea Level Rise (SLR), the frequency of flooding is expected to increase, to a point that the roadway becomes permanently inundated. At that point, vehicular traffic on the corridor would be forced to divert to other already congested routes and critical habitat for protected species would be lost.

The Metropolitan Transportation Commission (MTC) and its partners, the Solano Transportation

Develop integrated transportation and ecosystem design solutions, both short- and long-term, to improve mobility for all modes of transportation, maintain public access, while developing resiliency to storms and sea level rise.

Authority (STA), the Sonoma County Transportation Authority (SCTA), the Transportation Authority of Marin (TAM) and the Napa Valley Transportation Authority (NVTA) seek to perform a Design Alternative Assessment (DAA) to plan and expedite the delivery of improvements in the study corridor to address the threat of SLR and traffic congestion.

The Corridor Plan is part of the DAA process to identify near-term and long-term strategies for the corridor. Findings from several completed studies informed the Corridor Plan, including the Highway 37 Stewardship Study (completed 2012), the State Route 37 Integrated Traffic, Infrastructure, and Sea Level Rise Analysis (UC Davis Study, completed 2014-15) and the Transportation Concept Report (TCR, completed 2015). These studies along with corridor evaluation efforts as part of the DAA helped define the corridor context, identify critical issues, and explore alternative improvement strategies for the SR 37 Corridor Plan.

<http://www.dot.ca.gov/dist4/systemplanning/docs/tcr/TCR-37-FINAL-SIGNED.pdf>

http://www.dot.ca.gov/dist4/systemplanning/studies_sr37.htm

STUDY CORRIDOR

The study corridor extends from US 101 in Novato to I-80 in Vallejo as shown in Exhibit 1. SR 37 is an important regional connection linking the north, east and west San Francisco Bay Area sub-regions. It connects job markets and housing within Marin, Sonoma, Napa, and Solano Counties. It also provides access to the popular wine growing regions of Napa and Sonoma Counties, the Sonoma Raceway in Sonoma County as well as Six Flags Discovery and Mare Island in Solano County. SR 37 serves commute, freight and recreational traffic on weekdays and weekends. There is currently no transit or regular passenger rail service available and very little bicycle and pedestrian activity exists along the study corridor. There is an existing freight rail line that partially parallels the SR 37 corridor. Consistent with the Caltrans TCR, the Corridor Plan divides the study corridor into three segments reflecting a change in the number of lanes as well as in the designation of the facility. Exhibit 1 illustrates the study corridor and the three study segments:

Segment A: From US 101 to the signalized SR 121 intersection at Sears Point, SR 37 is a four-lane expressway with 3.4 miles in Marin County and 3.9 miles in Sonoma County. Segment A is relatively low-lying (2 to 6 feet NAVD88) for most of its length and protected by levees along Novato Creek, the



Petaluma River, and landward levees of the Sonoma Baylands. These levees range in elevation from approximately 10 to 13 feet. The lowest point of the corridor is just less than 2 feet in Sonoma County near Lakeville Road.

Segment B: East of Sears Point, SR 37 becomes a two-lane conventional highway with a median barrier as it crosses the Napa-Sonoma marshlands from SR 121 to Mare Island with 2.3 miles in Sonoma County and 7 miles in Solano County. The SR 37 road elevation is relatively high (8 to 9 feet NAVD88) and is protected by levees between Tolay Creek and Sonoma Creek. There is no bayfront levee protecting SR 37 west of Sonoma Creek to Mare Island and the road is constructed to an elevation of approximately 11 feet except near Mare Island where the road elevation is much lower at approximately 7 to 8 feet NAVD88.

Segment C: SR 37 is a four-lane freeway starting at Mare Island and continuing eastward, mostly on elevated roadway and structures, 4.4 miles to its termination at I-80 in Solano County. This segment crosses SR 29 in the City of Vallejo.



Exhibit 1: Study Corridor

CORRIDOR ISSUES

The most critical issues for the study corridor are recurrent traffic congestion, vulnerability to flooding, which will likely grow more frequent with SLR, and potential impacts of SLR on highly sensitive environmental resources adjacent to the corridor.

Traffic Congestion

The primary cause of corridor congestion is vehicular demand exceeding the capacity of the 2-lane conventional highway segment, Segment B, between SR 121 and Mare Island. No transit opportunities are available along the study corridor to offset vehicular demand. The capacity of this segment is also unusually low, about 400 vehicles per hour per lane less than other similar facilities (about 1,200 versus



1,600), and is primarily due to the short merge distances approaching the lane drops east of SR 121 and Mare Island, high heavy vehicle usage, railroad crossing settlement east of SR 121 and grades at the Sonoma Creek Bridge. The high traffic demand combined with the low capacity results in severe congestion for both weekday peak period and weekend traffic. Westbound SR 37 traffic typically experiences congestion approaching the lane drop west of the Mare Island interchange for about 6 hours during the weekday AM peak period and throughout much of the day on weekends. Eastbound SR 37 congestion occurs approaching the lane drop east of SR 121 intersection for about 7 hours during the weekday PM peak period as well as much of the day on weekends. On typical weekdays, the maximum westbound delay in the morning peak period is about 27 minutes and the maximum eastbound delay in the afternoon peak period is about 80 minutes. The bottlenecks and queues Exhibit illustrates the bottleneck locations and the extent of associated queues along the study corridor.

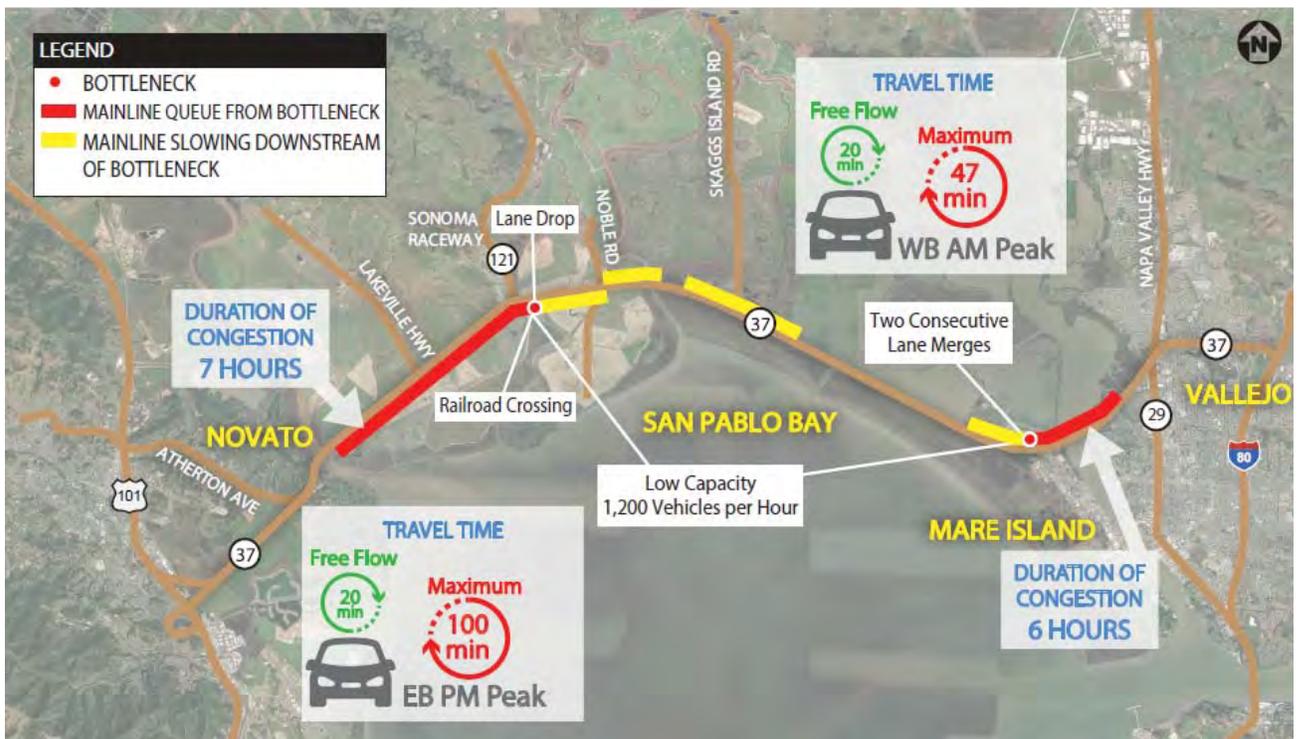


Exhibit 2: Bottlenecks and Queues



Sea Level Rise Vulnerability and Flood Risk

Rising sea levels due to climate change will critically impact both the study corridor and surrounding sensitive ecosystems. Currently, SR 37 is protected from flooding by a complex interconnected system of levees along Novato Creek, the Petaluma River, Tolay Creek, Sonoma Creek, the Napa River, and the San Francisco Bay. Exhibit 3 shows the relationship between the surrounding levee system and the roadway elevations along SR 37. Segments A and B are further sub-divided to present differences in the highway and levee elevations within the segments. Segment A and a portion of Segment B are protected by levees. Raised portions of Segments B and C act as levees. The UC Davis Stewardship Study identified Segment A as the most vulnerable to SLR – primarily due to its low elevation and reliance on levees to provide flood protection for the highway. Segment B was identified as the most at risk to SLR impacts when considering consequence factors such as capital improvement costs, economic impacts on commuters and goods movement, impacts to public recreational activities and impacts to alternate routes. Many of the levees are privately owned and were not constructed specifically for protecting SR 37 from flooding. Instead, protection of SR 37 is an ancillary benefit of the levees. Neither Caltrans, MTC nor any of the four North Bay Transportation Authorities has a role in managing or maintaining many of the levees responsible for protecting SR 37.

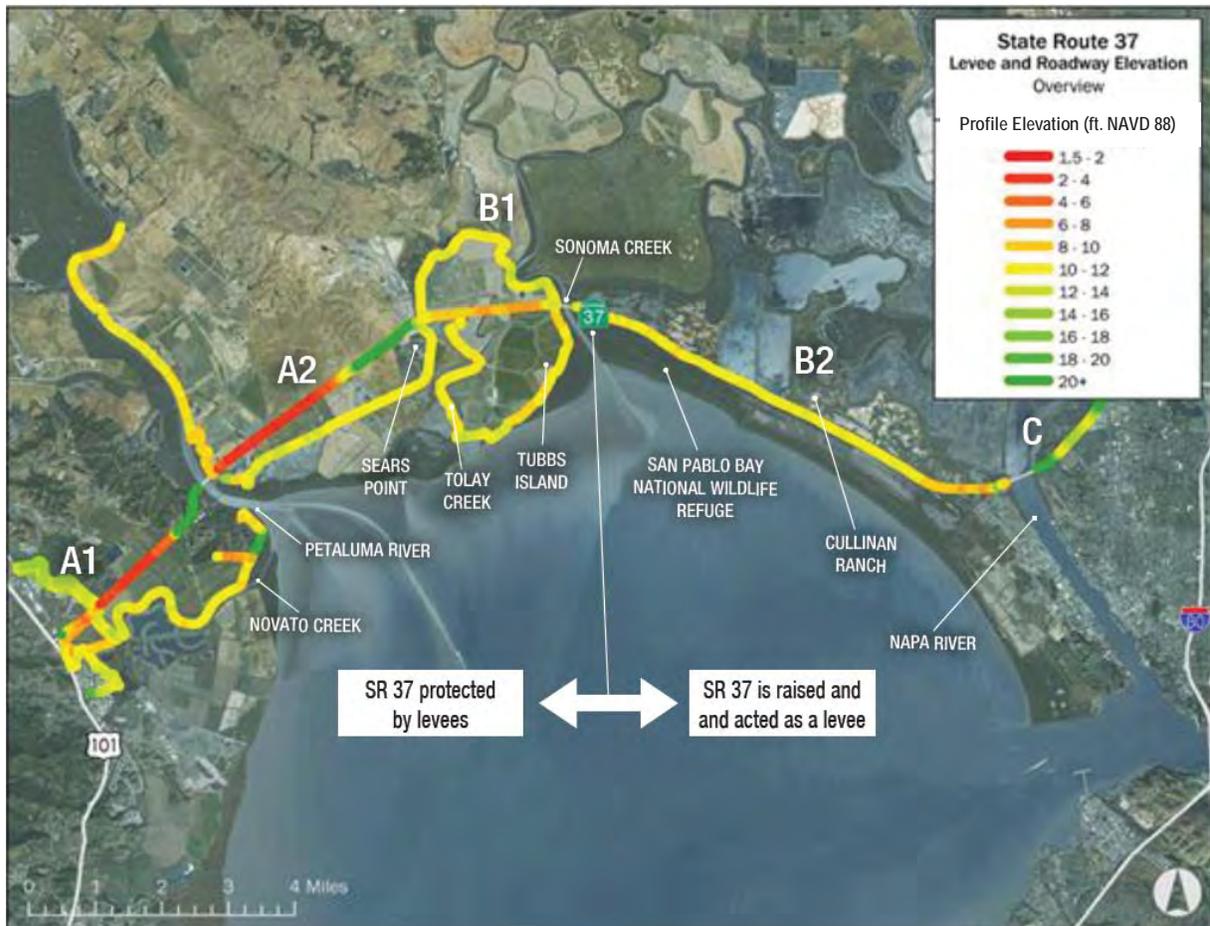


Exhibit 3: Levee and Roadway Elevation

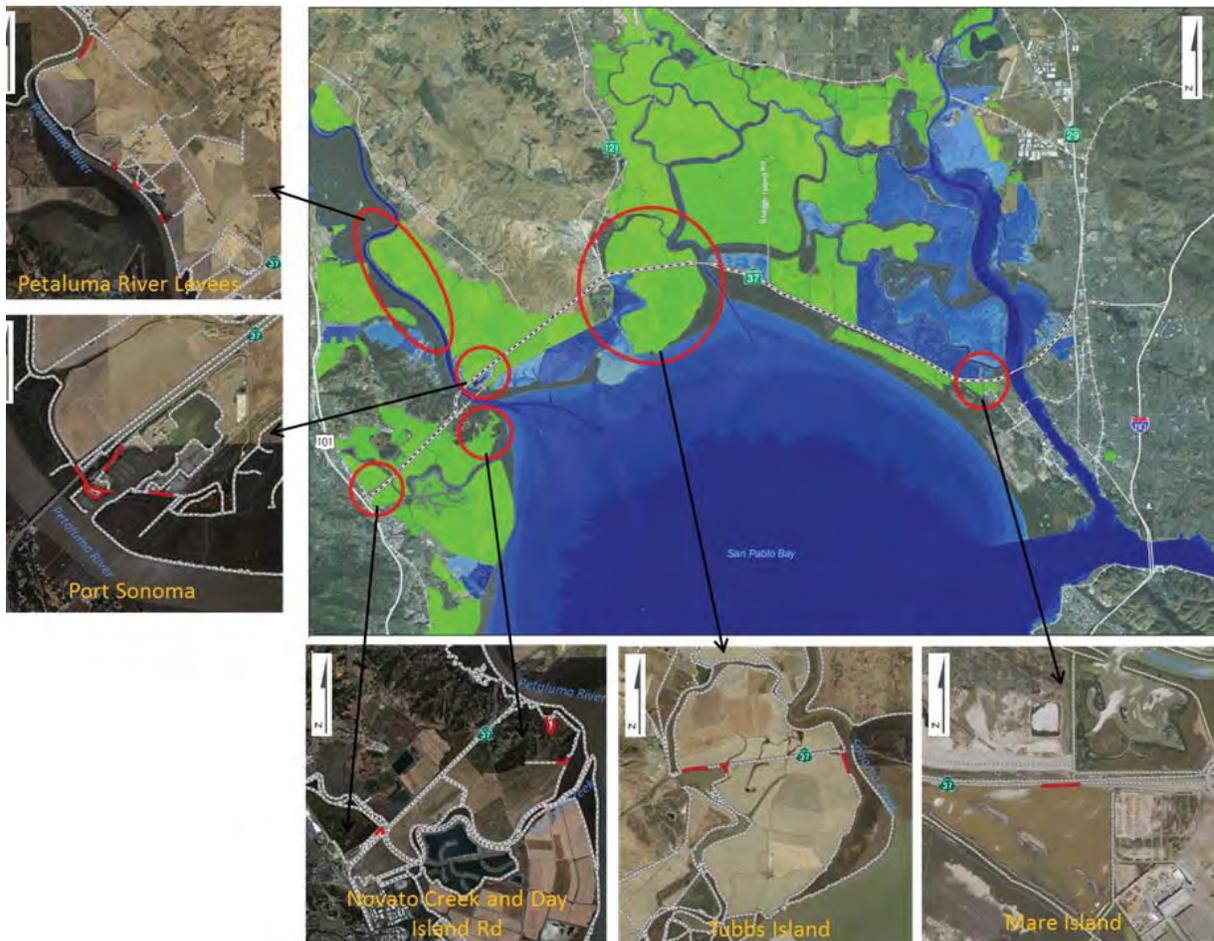


Existing Conditions-Flood Risk

The existing levees along Segment A and B protect the low-lying highway from daily tidal inundation and storm surge flooding. Flooding is, however, an issue along some portions of SR 37 such as Novato Creek, Tolay Lagoon, and Mare Island. The highway has, in the past, been closed due to flooding, most recently in January and February 2017 when both directions of the roadway were closed for 28 days at the Novato Creek crossing. The Mare Island Interchange eastbound off-ramp also experienced flooding during that period. Subsequently, Caltrans dedicated \$8 million in emergency funds to address the flooding at Novato Creek, but the Mare Island Interchange was not addressed. The improvements at Novato Creek included raising the roadway elevation by two feet in both directions using lightweight material and replacing three cross-highway culverts. A review of the UC Davis study and subsequent field surveys confirmed six potential low spots in the existing levee system making them weak links in the system. These weak links make portions of Segments A, B, and C more vulnerable to short term flooding and eventual SLR. These locations are shown in the Exhibit 5.



Exhibit 4: Novato Creek Flooding During Closure Prior To 2017 Repairs



Lowlying Areas > 1 Acre

Exhibit 5: Weak Links Assessment



Future Conditions-Flood Risk

The State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis study evaluated the exposure of SR 37 to permanent inundation and temporary flooding using SLR inundation maps. The study found that, in general, all segments of the highway would be impacted by permanent inundation with 36 inches of SLR and could be exposed to storm surge flooding by a 25-year coastal storm event today and by a 5- to 10-year coastal storm event with 6 to 12 inches of SLR. The inundation map in Exhibit 6 shows that a majority of Segments A and B will be completely inundated during the MHHW plus 36" SLR scenario (corresponding to the likely SLR projection at 2100).

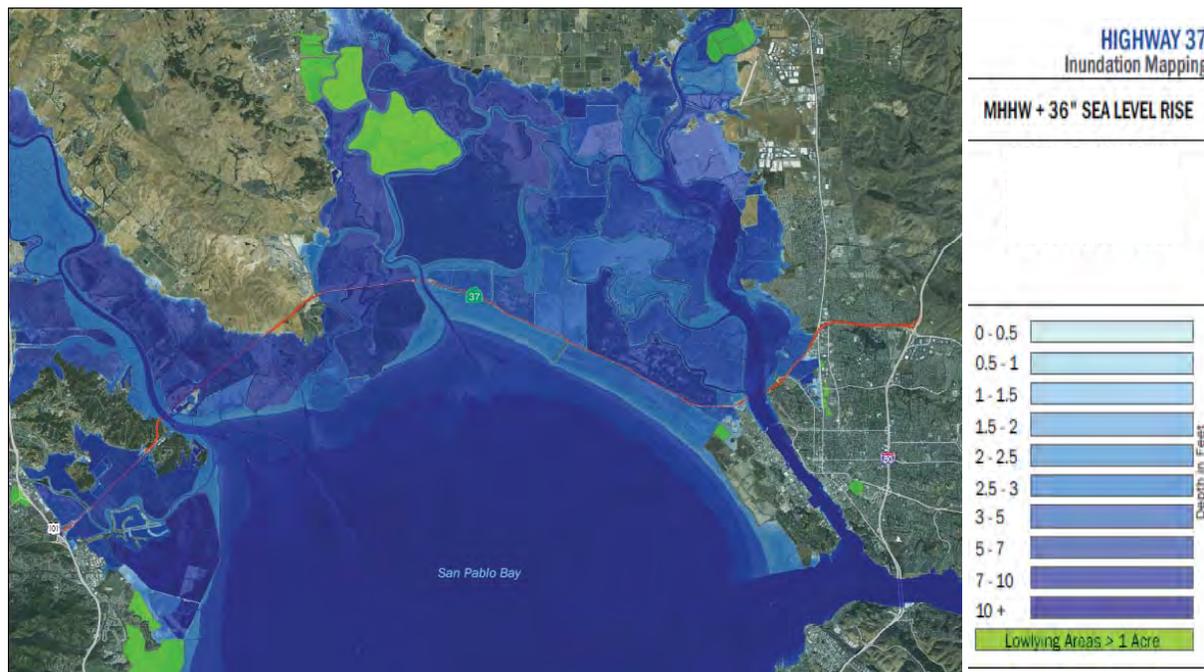


Exhibit 6: Inundation Map-MHHW+36" SLR Scenario

Table 1 shows SLR projections for the San Francisco Bay through 2100. The "Projections" represent a mid-range, likely, SLR amount at each planning horizon. The "Ranges" represent low- and high-range SLR amounts that are considered possible but unlikely to occur at each planning horizon. For example, it is considered likely that the SLR amount at 2100 will be between 26 and 46 inches (36 ± 10 inches); however, it is possible, but unlikely, that SLR could be as low as 17 inches or as high as 66 inches.

Table 1 Sea Level Rise Estimates for San Francisco Bay

Year	Projections	Ranges
2030	6 ± 2 in	2 to 12 in
2050	11 ± 4 in	5 to 24 in
2100	36 ± 10 in	17 to 66 in

Source: NRC 2012. *Sea-Level Rise for the Coast of California, Oregon, and Washington: Past, Present and Future.*

The State of California SLR Guidance Document (2013) recommends considering a range of SLR values and planning for the "worst case scenario" for critical infrastructure with long lifespans, thus, long-term alternatives would need to plan for the 100-year storm plus 66" SLR scenario.



The UC Davis study provided Inundation areas and depths for multiple scenarios and recommendations were provided based on the “most likely” year 2100 sea level rise scenario (36 inches SLR). Although the SLR study mapping did not account for rainfall-runoff events and water control structures such as culverts and tide gates, FEMA’s bayside storm surge estimates include 30 years of historical data and the Flood Insurance Rate Maps account for combined riverine and coastal flooding (for existing but not future conditions). The inundation map in Exhibit 7 shows that a majority of Segments A and B will be completely inundated during the 100-year storm surge plus 36” SLR scenario (corresponding to the likely SLR projection at 2100).

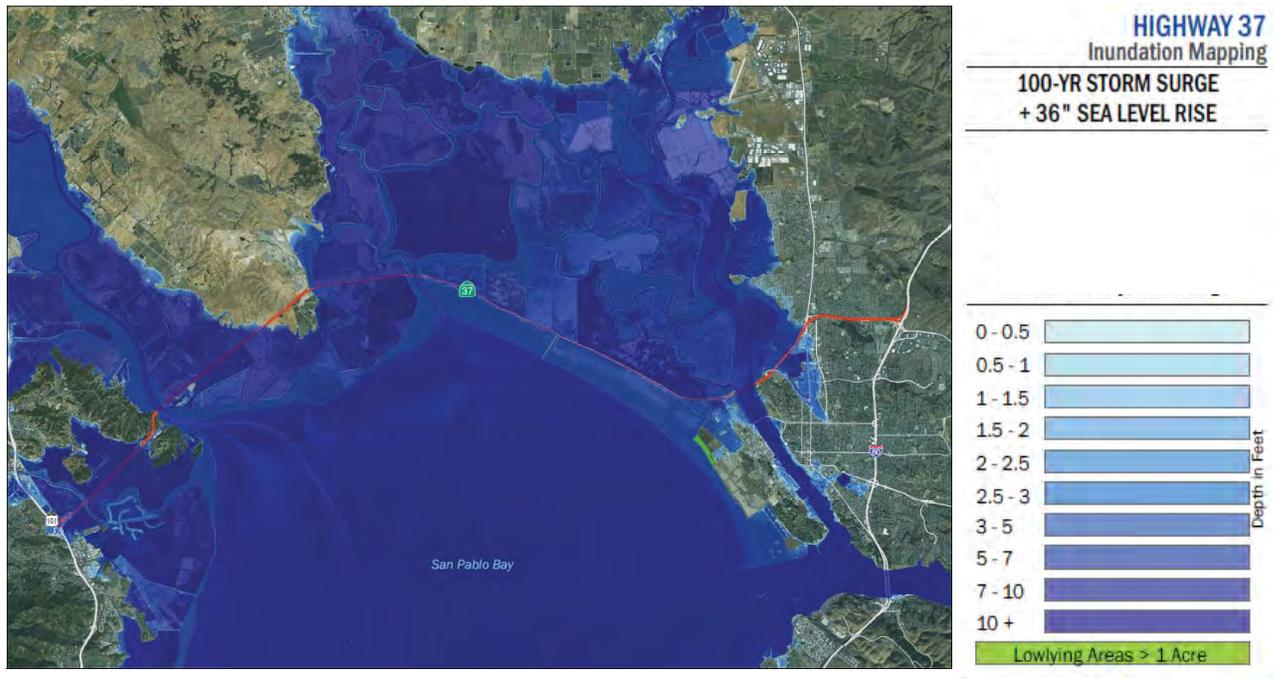


Exhibit 7: Inundation Map - 100-year Storm Surge+36” SLR Scenario

According to the projections, Segment A will flood during a 10-year storm surge event and will be permanently inundated around 2050 with roadway flooding depths ranging up to 5-feet. Segment B, from SR 121 to Sonoma Creek (area of Tubbs Island) will flood between the 25-year and 50-year storm surge events and will be permanently inundated around 2050 with roadway flooding depths up to 2-feet. The remainder of Segment B will be permanently inundated around 2100 with the majority of roadway depths around 0.5-feet. The low-lying area in Segment C, near Mare Island, will flood during a 10-year surge event and will be permanently inundated around 2050 with roadway flooding depths ranging up to 2-feet.



Environmental Sensitivity

The study corridor lies within an ecologically sensitive area containing wetlands and baylands, which provide habitat for several special-status species. Exhibit 8 from the San Francisco Estuary Institute shows the historical evolution of the marshlands in the North Bay. Human activities have significantly altered this area such as hydraulic mining in the Sierras, which increased the sediment supply to San Pablo Bay and led to a buildup of marshland, salt production, draining, filling, agriculture, and development. Current levee systems, built for agriculture throughout the project corridor, further complicate this dynamic system.

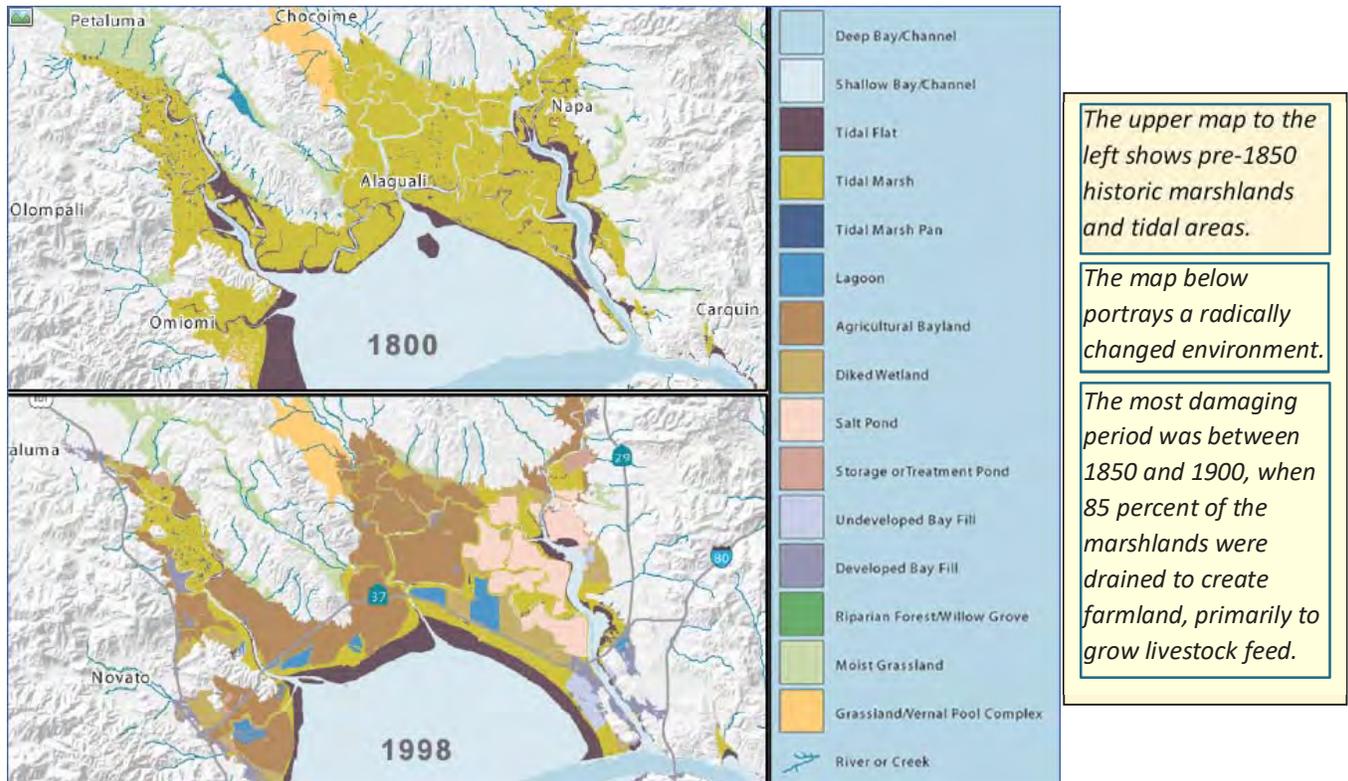


Exhibit 8: San Francisco Estuary Institute - North Bay marshlands

Wetlands and baylands are present throughout the SR 37 corridor. Segment B west of the Sonoma Creek Bridge has wetlands and waterways present, however, it is largely upland habitat. From the Sonoma Creek Bridge, eastward to Vallejo (segments B and C), the study corridor is largely dominated by wetland and bayland habitats that are along the edge of SR 37. Wetland habitat types in the study corridor include freshwater wetlands such as drainages, springs and seeps and tidal wetlands, such as bayland mudflats, open water, and tidal ditches.



Exhibit 9: Wetlands along SR 37



The Napa Sonoma Marsh represents a large marshland expanse. Restoration opportunities through stakeholder collaboration may be present within the study corridor. Ongoing restoration of historic wetlands, the preservation of existing open space and further efforts are in various planning and implementation stages. Various local, state, and federal agencies as well as private and non-profit groups are involved and investing considerable resources in marshlands and habitat restoration and endangered species recovery efforts. Present day wetland locations are presented in Exhibit 12, along with sea level rise inundation estimates under the 2050 scenario.

SR 37 crosses the San Pablo Bay National Wildlife Refuge. The wetlands, waterways and uplands surrounding the corridor provide habitat for a wide variety of native fauna and flora. Exhibit 13 shows species within the projected SLR inundation area. The inundation area shown in the Exhibit 13 corresponds to MHHW+66" SLR scenario. Some of the state and federally-protected species, include:

- Salt marsh harvest mouse (FE, SE, CDFW FP)
- California Ridgway's rail (FE, SE, CDFW FP)
- California Black rail (ST, CDFW FP)
- Steelhead (FE)
- Green sturgeon (FE, CSSC)
- Longfin smelt (FC, ST, CSSC)
- Red Legged Frog (FE, SE, CDFW FP)

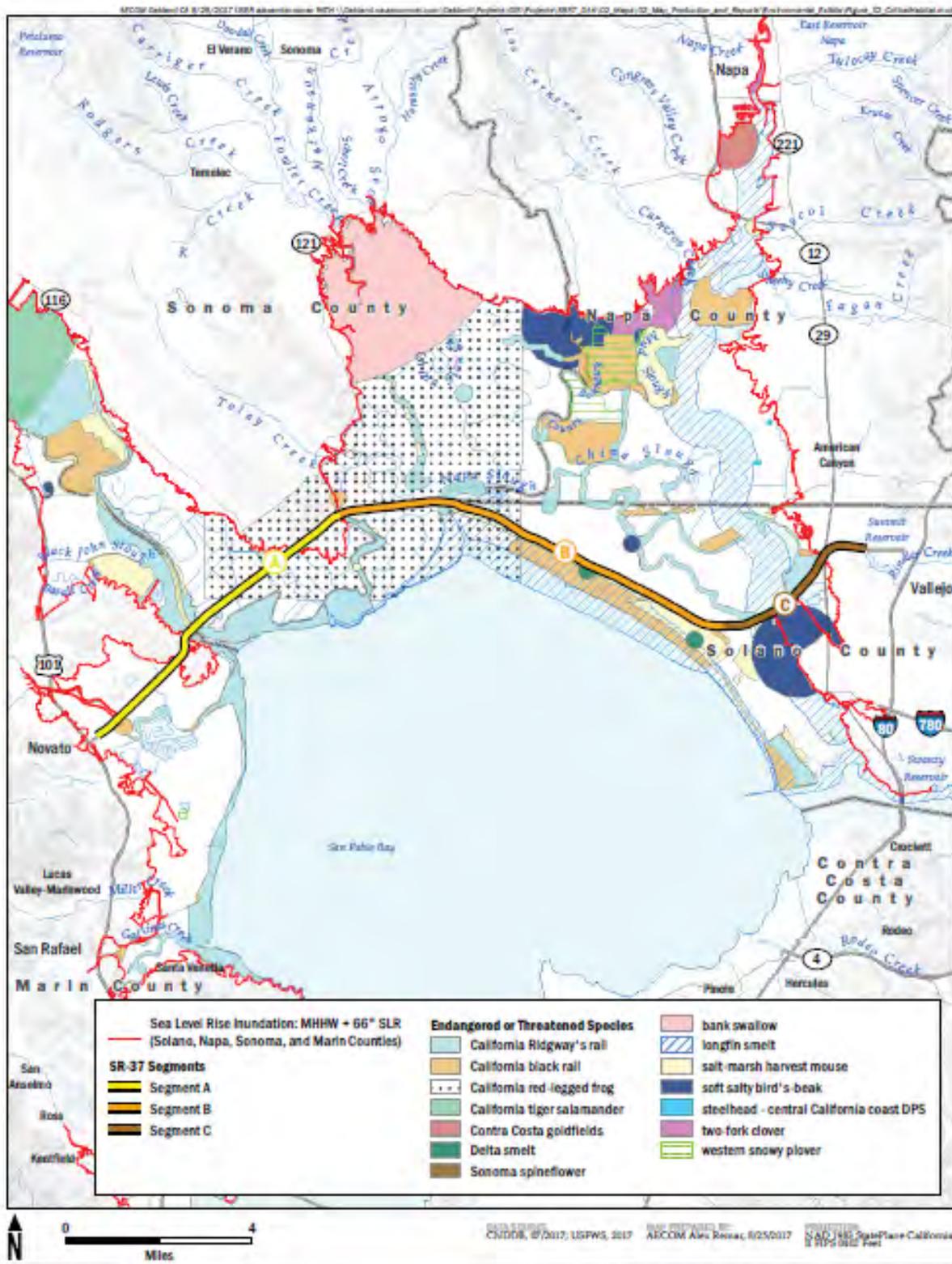
These species are largely found in areas associated with wetlands and waterways in all segments of the corridor.



**Exhibit 10: All About Birds-
Ridgway's Rail**



**Exhibit 11: USFWS-Salt Marsh
Harvest Mouse**



AECOM
SR-37

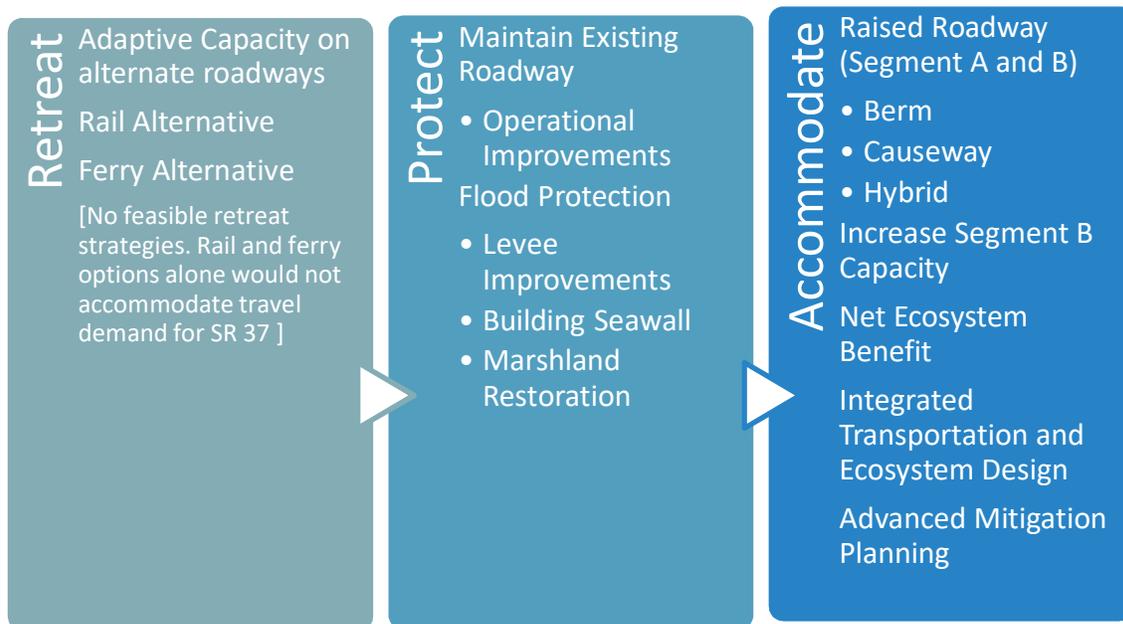
Exhibit 13: **Environmental Resources**
Endangered or Threatened Species



POTENTIAL STRATEGIES

SR 37 serves as a commute and recreational route and experiences traffic congestion both on weekdays and weekends. SR 37 acts as a secondary and reliever route to the interstates and state highways it parallels and is a recovery route for the Richmond-San Rafael Bridge in the event of an emergency closure. The existing congestion on SR 37 is projected to increase in the future thereby reducing its ability to serve commute and recreational traffic and act as a reliever route. The projected SLR in the next 90 years poses a potential threat to the highway. With the increased risk of flooding, there is a chance that portions of SR 37 will be permanently inundated or temporarily flooded in the future. Reduction or elimination of traffic on SR 37 would displace traffic to SR 29, SR 12, and SR 121 to the north and I 580 to the south. The SLR vulnerability and risk assessment study completed by UC Davis identified little available capacity on these routes in the event of a permanent SR 37 closure due to flooding. Hence, potential strategies have been developed to maintain this critical highway in the context of the existing corridor and identify adaptive mitigation strategies that will address the key corridor issues and develop resiliency to SLR.

The potential strategies were developed for key corridor issues of traffic congestion and SLR following a review of previous studies completed by UC Davis and Caltrans and coordinated with current stakeholders through TAC meetings. These strategies are consistent with adaptation strategies in the State of California SLR Guidance Document.





Strategies to Retreat

The following strategies (alternate roadways, rail transit, ferry alternatives) were evaluated as possible strategies to retreat and it was determined that none of these are feasible standalone strategies as explained below.

1. *Available Capacity of Alternate Roadways:* MTC’s travel model was run to determine the traffic diversion on alternate roadways if Segment A and Segment B are closed in the event of temporary flooding or complete inundation. The model runs determined that on the closure of SR 37 would displace traffic to alternative routes I-80, I-580, US 101, SR 12, SR 116 and SR 121 shown in Exhibit 14. Most these roadways are already experience severe traffic congestion, and the performance of these alternate routes is projected to be deteriorate with the additional traffic displaced from SR 37 closure, and hence this was not considered a viable option.

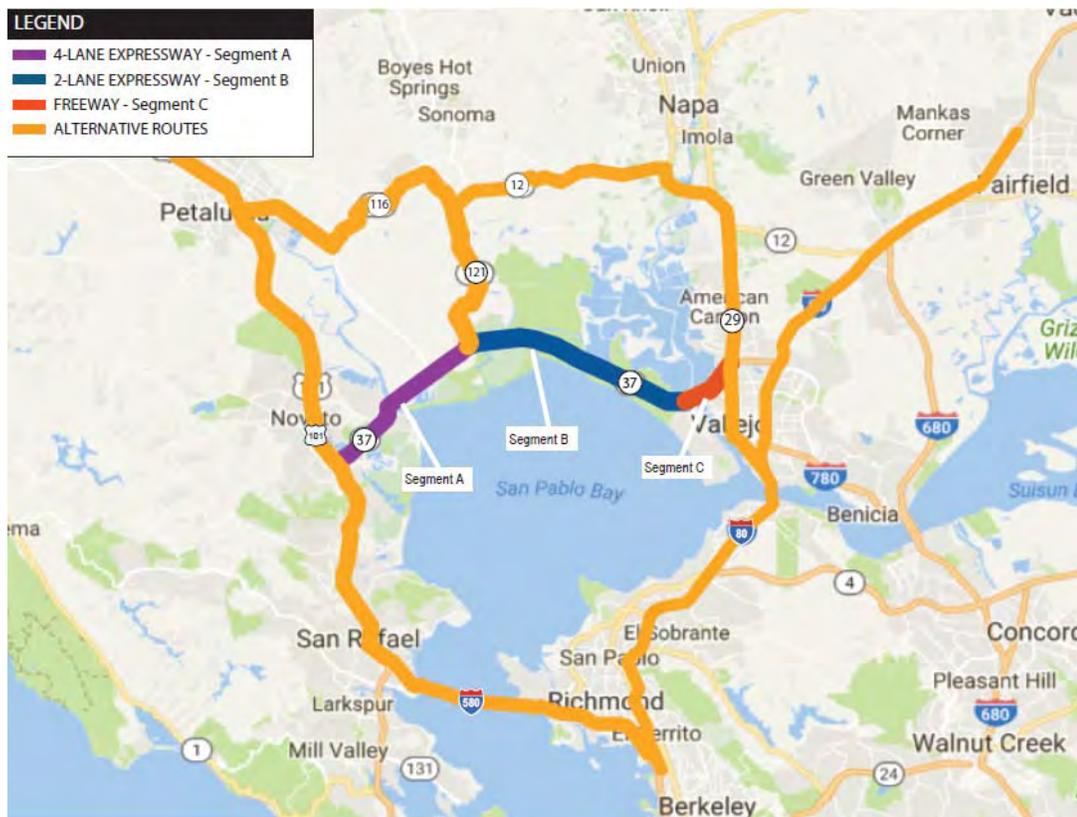


Exhibit 14: Alternate Routes

2. *Rail Alternative:* The rail alternative in the event of SR 37 closure due to inundation or flooding was considered but is not recommended for further analysis as part of SR 37 DAA due to the following reasons:
 - a. Rail has a longer and more circuitous route than SR 37 as shown in Exhibit 15, and the travel time would be high when compared to vehicular travel by road on SR 37.
 - b. The cost of needed rail improvements is significant as shown in the Table 2. The frequency of the rail service would also need to be high to accommodate the SR 37



traffic demand. The Napa/Solano Passenger /Freight Rail Study indicated relatively modest ridership projections in this corridor. However, it should be noted that the Napa/Solano study did not take a complete closure of SR 37 into account for ridership projections. Only peak hour and recreational passenger volumes were considered in the ridership projections. Detailed ridership projections are needed to truly compare road user cost and rail user costs. The additional cost of transit stations and ongoing rail maintenance and operating costs are not included in the assessment.

- c. Portions of the rail alignment, particularly in Segment A, have SLR and flooding vulnerabilities similar to the highway. Additionally, there is no real advantage of a rail alternative over roadway improvements in this segment in terms of environmental impacts.

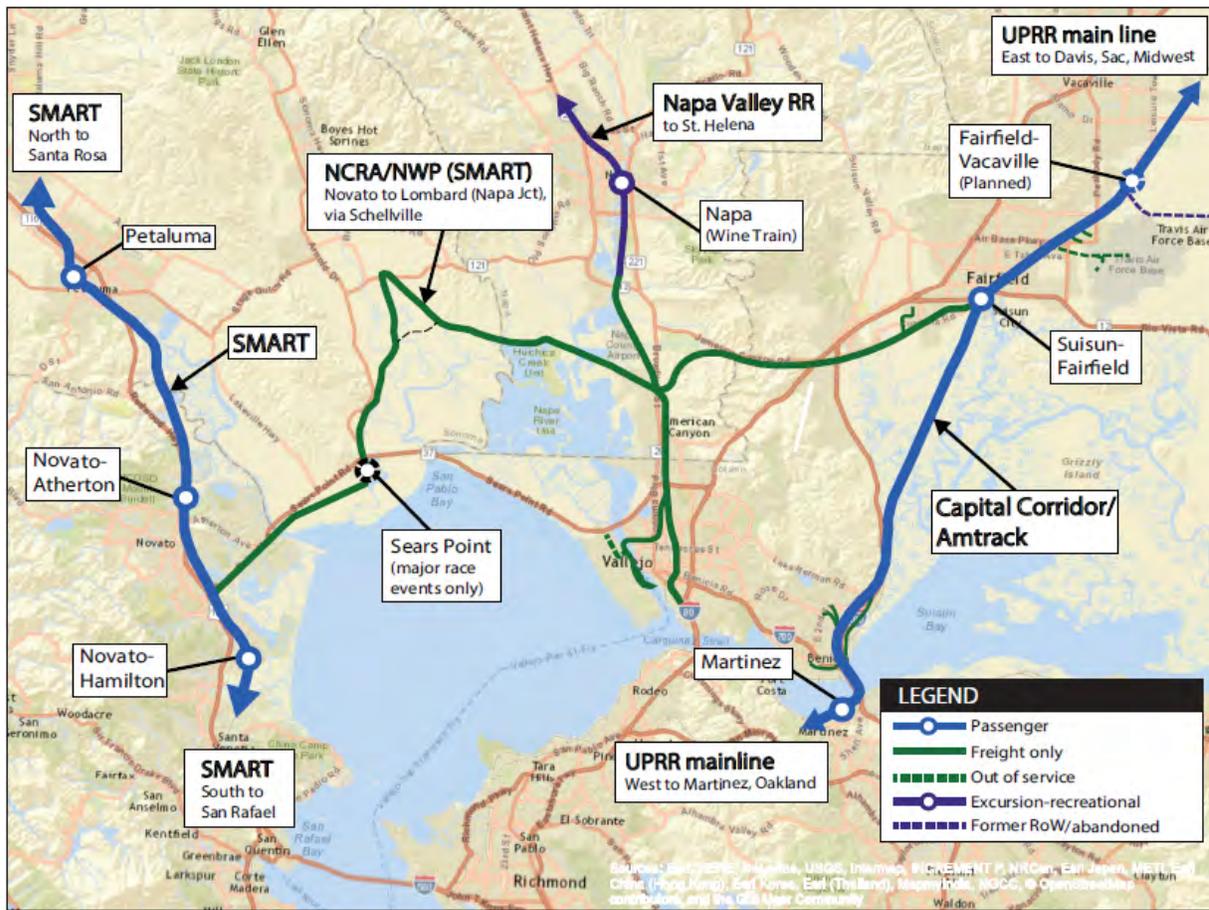


Exhibit 15: Existing Rail Facilities



Table 2 Rail Road Alternative Probable Construction Costs

Segment	Capital Costs *
Novato to Sears Point	\$1.1 B
Sears Point to Napa Junction	\$0.2 B
Napa Junction to Vallejo	\$0.2 B
Total	\$1.5 B

*2018 Dollars
Source: Kimley-Horn 2017

3. *Ferry Alternative:* A ferry alternative is not viable as it is not possible to accommodate the traffic demand on SR 37.

Strategies to Protect

1. *Maintain Existing Roadway:* Traffic congestion on SR 37 can be attributed to the inefficient merging conditions approaching the lane drops and the lack of capacity in the two-lane section of the highway between SR 121 and Mare Island. Operational improvements, as shown, would improve merge conditions and help alleviate traffic congestion issues in the short-term.

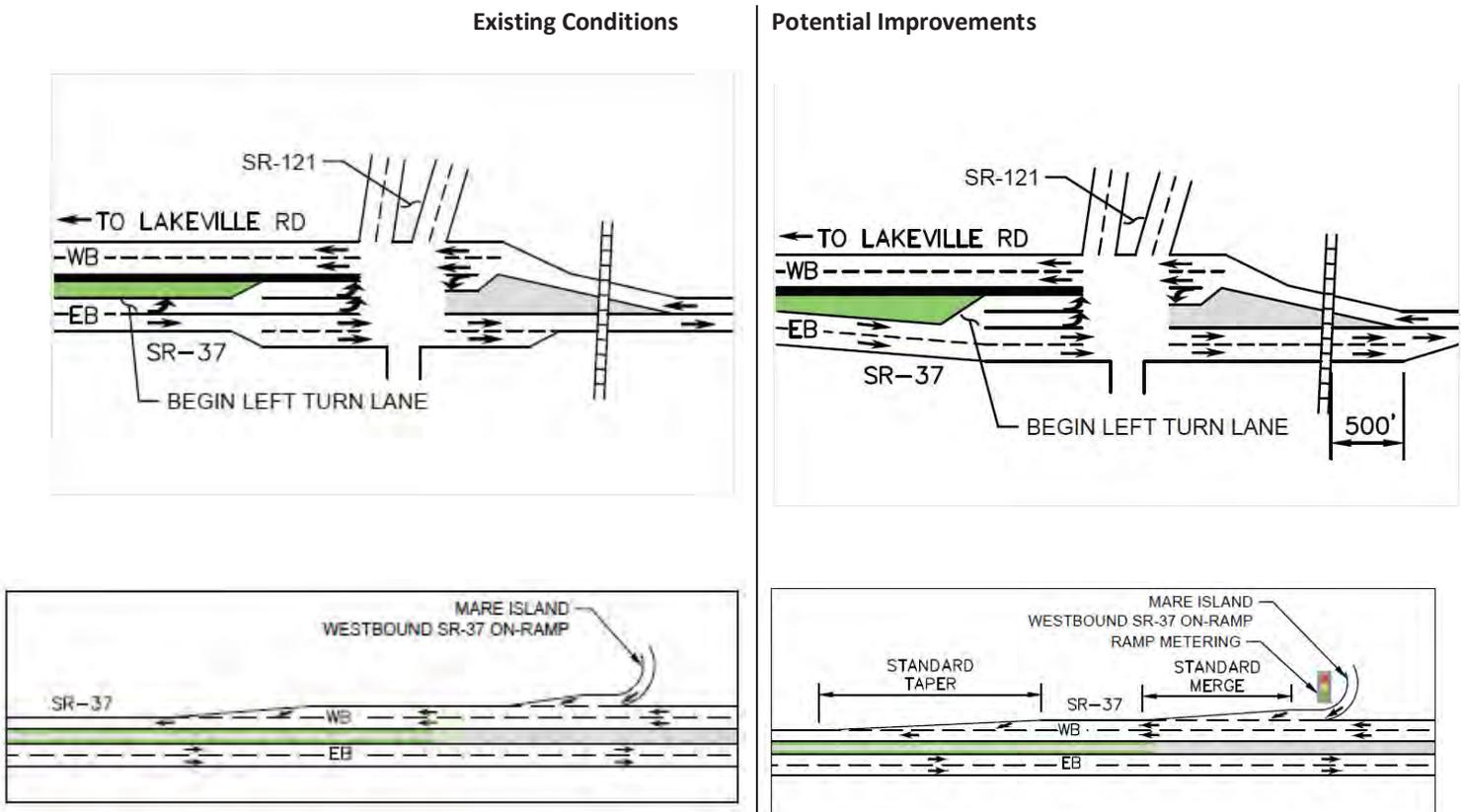


Exhibit 16: Schematics of representative Intersection operation improvements and lane merge improvements



2. *Flood Protection:* Shoreline features such as levees, berms and other topographic features currently protect SR 37 from inundation and flooding. Some of the shoreline protection strategies include raising levee crests with fill, installing sheet pile walls in the levees, installing flood barriers along the roadway and raising of some small sections of roadway at low spots.

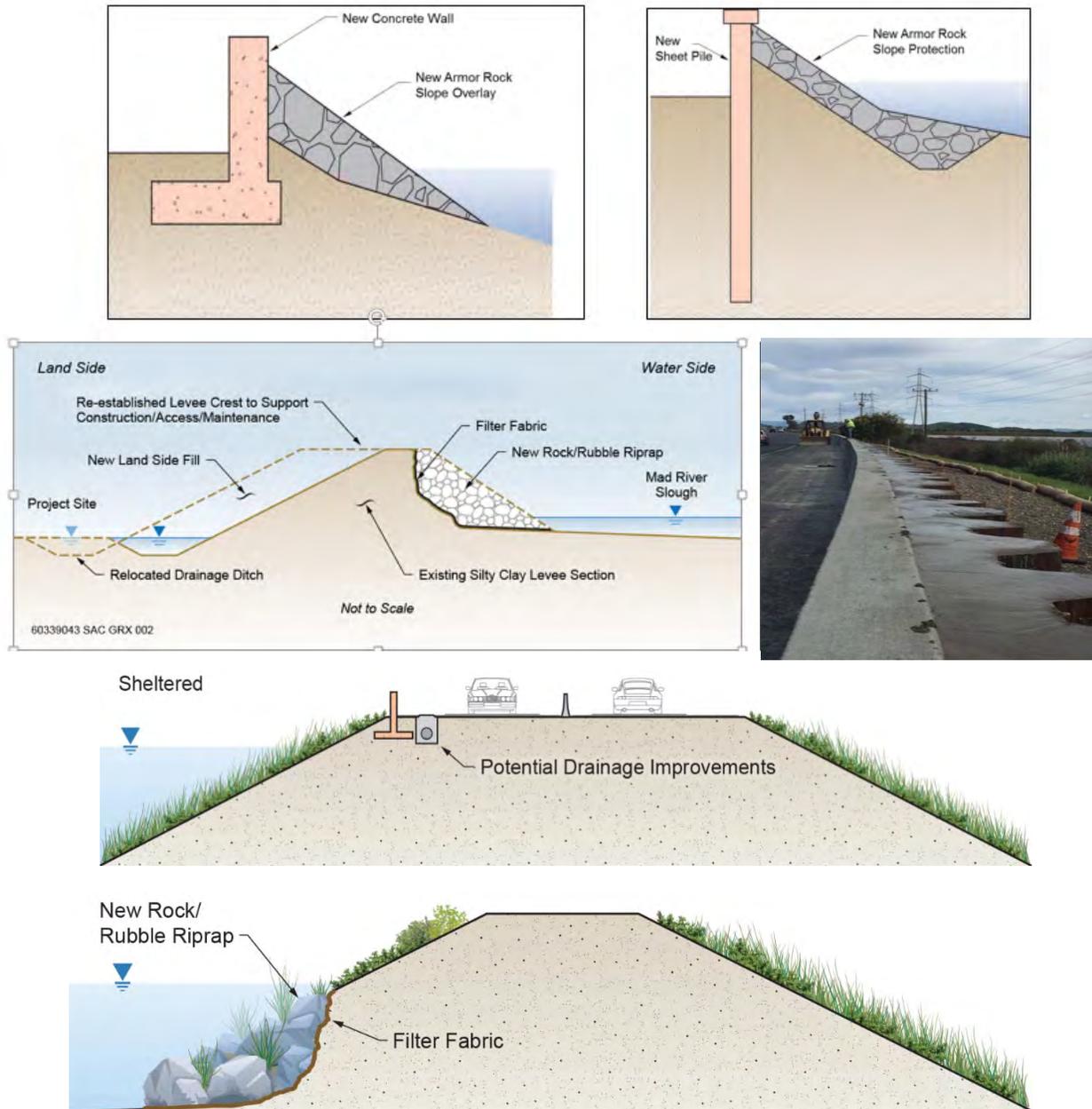


Exhibit 17: Schematics of representative shoreline protection features



Strategies to Accommodate

1. *Raised Roadway*: These strategies would elevate the roadway above the future projected limit of high tides, storm surge, and waves. State of California SLR Guidance Document recommends considering a range of SLR scenarios and planning for the “worst case scenario” for critical infrastructure, thus, long-term alternatives would need to plan for the 100-year storm+66” SLR scenario (approximately 17ft NAVD88 in sheltered areas and 20 ft. NAVD88 in areas exposed to waves).

Improvements to accommodate would address traffic congestion issues and offer SLR resiliency, as well as provide higher benefit to cost ratios and longer useful life. There are various options to constructing a raised Segment B that accommodate multi-modal transportation operations and SLR resiliency while minimizing environmental impacts and construction costs.

- An option of providing a 12’ barrier separated Class IV bicycle facility on the roadway connecting to the Class I bicycle facility on Bay Trail
- Pavement section options, along with construction staging for the permanent roadway section include:
 - Roadway elevated on an embankment
 - Roadway elevated on a box-girder causeway/box culvert
 - Roadway elevated on a slab-pier causeway/box culvert
 - Hybrid of embankment and causeway/box culvert
 - Roadway on geofam lightweight material
- Options for constructing the roadway on north or south side of the existing SR 37 to minimize construction impacts on traffic and the environment.
- Managed lane options for any of the proposed roadway improvements in Segment B.

All the new structures will consider species migration. Center barriers on embankment sections will have openings for animal crossings and/or additional culverts to improve species migration.



Exhibit 18: Conceptual Rendering of Embankment and Causeway Alternatives



2. *Net-Zero Wetland Loss and Mitigation Integration:* Approaches to a goal of no-net loss of wetlands habitat to mitigate for project widening involve considering how to create opportunities for wetland restoration built into project design.
3. *Advanced Mitigation Planning:* Advanced Mitigation Planning process-ready and Early Stakeholder Coordination are key components of project success in this ecologically diverse and environmentally sensitive landscape.

Applying a Regional Advanced Mitigation Planning (RAMP) process-ready approach, is one potential approach to successful project implementation. While still in the development phase, RAMP allows natural resources protection/ restoration as compensatory mitigation before infrastructure project construction. RAMP is a voluntary, non-regulatory regional planning process resulting in higher-quality conservation outcomes. New legislation AB 2087 grants CDFW authority to approve RAMP mitigation credit agreements, which can be implemented following creation of a Regional Conservation Assessment (RCA).

IMPLEMENTATION PLAN

Consideration of existing environmental habitat and enhancement opportunities are important to create a multifunctional project solution that goes beyond traditional roadway corridor planning, particularly in the face of climate change and surrounding sensitive ecosystem. The implementation of any improvements along the study corridor will employ integrated transportation and environmental mitigation strategies.

Near-term Solutions

While the mid- to long-term solutions will accommodate resiliency to SLR and ease traffic congestion, the Corridor Plan recognizes that there needs to be near-term strategies to improve existing traffic congestion and address flooding issues in the corridor.

Near-term improvements are estimated to take one to five years to implement, have minimal to no impact on the environment and provide cost-effective solutions to addressing immediate needs of the corridor. These potential improvements focused on corridor wide operational improvements and short-term flood protection. Exhibit 19 illustrates potential near-term improvements along the study corridor.



Exhibit 19: Near-Term Improvements

Flood Protection Improvements: Flood protection improvements will address weak links in Segment A (A1 and A2), B1, and C. Exhibit 20 shows the limits of individual reach within the segments. Existing roadway elevations, relative to existing and proposed future levee elevations, are shown in Table 3.

The extent of levee improvements to protect Segment A will be dependent on the design storm and planning horizon. Levee improvements to protect against the 100-year storm event would be costlier, require a longer implementation timeline, and have greater environmental impacts. The DAA will identify near-term roadway and levee improvements to address existing flood vulnerabilities and protect SR 37 to year 2050. Beyond 2050, the roadway will likely need to be raised as the scale of levee and shoreline improvements required would likely not be feasible – particularly for Segment A.

Table 3 Road and Levee Characteristics

Reach	A1	A2	B1	B2	C
Roadway Elevation (ft. NAVD 88)	4 to 6	2 to 4	8 to 9	7 to 11	>13
Existing Levee Elevation (ft. NAVD 88)	10 to 13	9 to 10	9 to 12	N/A	N/A
2050 Levee Elevation (ft. NAVD 88) Segment A	12.5 to 12.9 (100-yr flood protection) 11.4 to 11.6 (10-yr flood protection)				
2050 Levee Elevation (ft. NAVD 88) Segment B	14.8 to 15.2 (100-yr flood protection) 13.7 to 13.9 (10-yr flood protection)				



Exhibit 20: Study Corridor Segments

The near-term traffic improvements focus on improving operations with minimal environmental impact and include the implementation of ITS elements.

Improve Lane-Drop Merge at SR 121 Intersection: Currently, the lane configuration on EB approach of the intersection is two left turn only lanes and two through lanes through the intersection. The through lane drops from two lanes to one lane prior to the railroad crossing. During weekday PM peak periods, the EB approach becomes congested and motorists experience long queues and significant delays approaching the lane drop. Shifting the lane drop to east of the railroad crossing by about 500 feet and improving lane drop transition helps alleviate the traffic congestion approaching this location. In conjunction with this improvement, the following three options for the SR 37/SR 121 intersection are recommended to improve flows approaching and through the intersection.

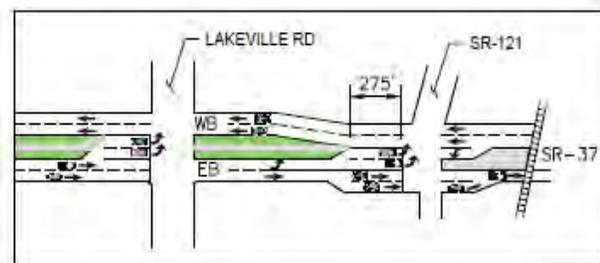


Exhibit 21: Existing Condition



- Signal optimization and roadway widening
- Continuous T intersection
- Roundabout with two EB by-pass lanes

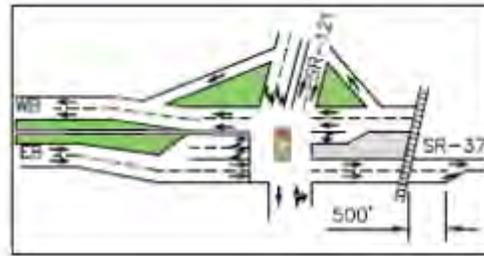


Exhibit 22: Signal Optimization

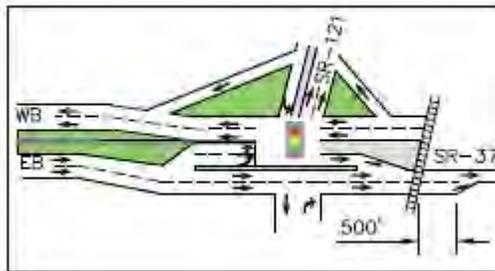


Exhibit 23: Continuous T Intersection

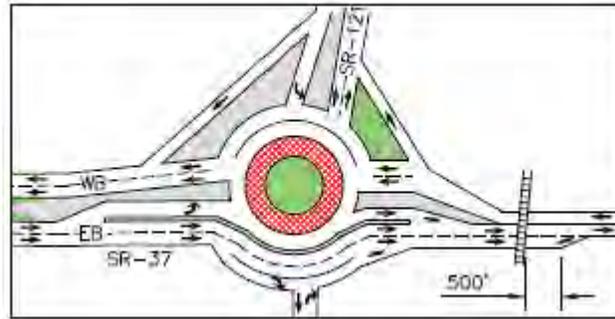


Exhibit 24: Roundabout Intersection

Settlement Issues at Railroad Crossing: The railroad crossing settlement east of SR 121 also slows down trucks and vehicles and reduces eastbound throughput of SR 121/SR 37 intersection. Northwestern Pacific Railroad is currently working on addressing the current settlement. Early coordination with the railroad will be critical if the settlement continues. This improvement is included in the corridor plan.

Metering at Mare Island WB On-Ramp: Improvements include ramp metering at the westbound SR 37 on ramp to smooth traffic flows and limiting the SB approach from the vista parking lot to right turn only movement.

Improve Merge and Lane Drop at Mare Island WB On-Ramp:

Improvements include modifying the lane drop and merge west of Mare Island on-ramp to provide a standard merge and taper. This will increase existing WB bottleneck throughput west of Mare Island.

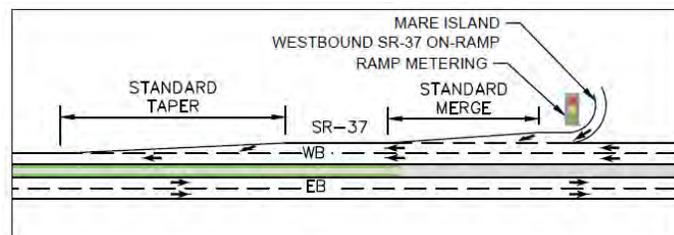


Exhibit 25: Improvements at Mare Island

Park and Ride Lots: STA is studying potential locations for park and ride lots along the SR 37 corridor. These park and ride lots could provide opportunities for vanpool/carpool services and transit connections.

Express Bus Transit Service: There is currently no transit along the study corridor. With the implementation of near-term operational improvements on SR 37, the transit travel time reliability on the corridor should improve, providing opportunities for Express Bus Transit service. Express Bus Transit service connecting City of Vallejo transit hub with other transit hubs in the Cities of Novato and San Rafael during commute hours could be considered. Bus Transit between City of Vallejo and San Rafael



with a connection to Infineon raceway could address traffic issues related to raceway events. This corridor plan did not study opportunities for Express Bus Transit Service in detail. It is suggested that potential for Express Bus Transit Services be studied in more detail as part of a separate study.

ITS Implementation: The improvements include the installation of changeable message signs on SR 37 to give real time traveler information and better inform decisions.

Mid- to Long-term Solutions

The long-term solutions are based on accommodation strategies addressing future SLR impacts to the highway and include opportunities for multi-modal operations and wetland restoration built into project design. For critical infrastructure such as SR 37, the lifespan of long term solutions is assumed to be beyond 2100. Mid- to long-term improvements are estimated to take more than five years to implement with moderate to high environmental impact, requiring intensive agency coordination and requiring greater funding to complete. Exhibit 26 illustrates potential mid- to long-term strategies along the study corridor.

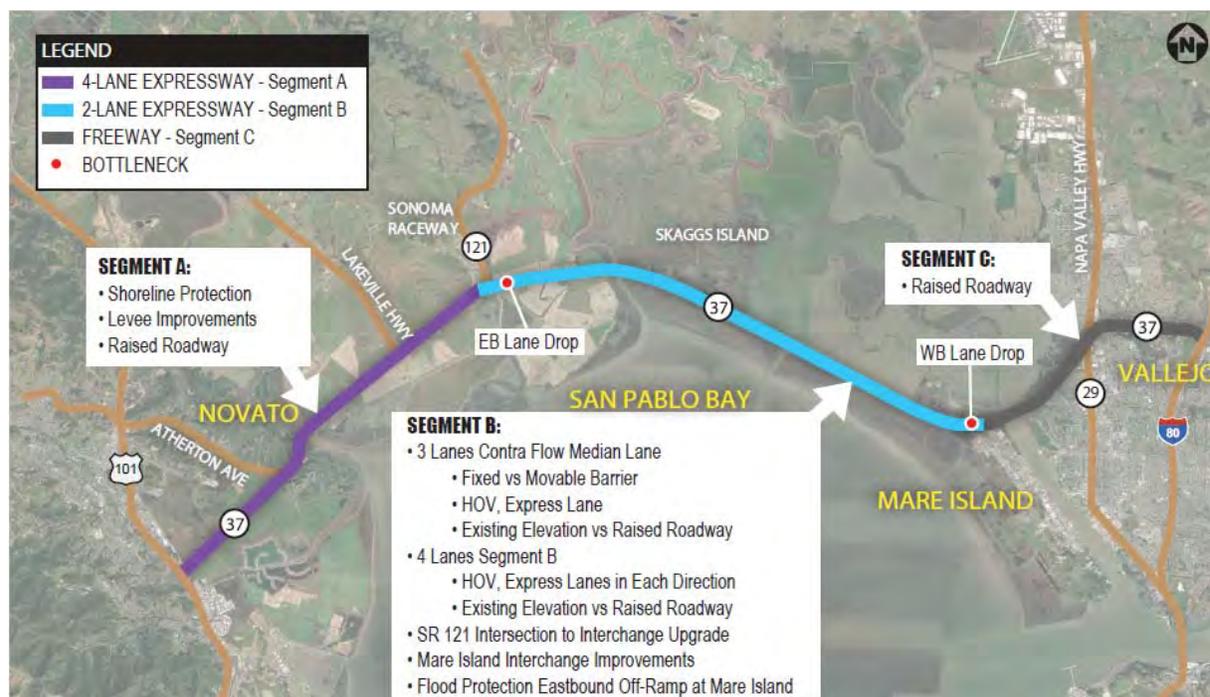


Exhibit 26: Potential Mid to Long-Term Improvements

Levee Improvements in Segment A: Improvements include continuing to raise levee crests at low spots along Segment A to protect the highway from flooding. This is expected to be a mid-term solution for flood protection until Segment A is raised.

Raised Roadway in Segment A: Elevate roadway on causeway or embankment as a long-term solution for SLR adaptation. This will provide opportunities for wetland restoration and reconnection of Bay hydrology. Improvements include adding a grade separated Lakeville Highway Interchange.



SR 121 Interchange Improvements: Improvements include reconfiguring the SR 121 intersection to have a grade separation with SR 37. This also includes a grade separation of the railroad crossing east of SR 121.

Widen 2-lane segment from SR-121 to Mare Island: Currently, Segment B is a two-lane conventional highway segment between SR 121 and Mare Island and is the primary cause of corridor congestion due to vehicular demand exceeding capacity. The DAA will provide detailed traffic analyses quantifying the benefits of the widening and potential of latent demand, the potential for HOV/managed lane options, and bus transit service along the corridor. Conceptual improvements in Segment B would be integrated with the surrounding ecosystem and will need to be coordinated with the ongoing restoration efforts in the area and build resiliency to SLR. To increase the capacity of the Segment B, the following options for widening Segment B are proposed for detailed traffic operations analysis.

- 3-lane section
- 4-lane section

The typical sections for each of these alternatives are shown below. The three-lane contra-flow will include either a moveable barrier or a reversible median lane with fixed barriers. The fixed barrier reversible lane section will require a 12' lane with 2' left shoulder and a 10' right shoulder. Given the 2' width of each of the two permanent barriers, this option will not significantly reduce the roadway footprint compared to a 4-lane section with a median barrier. Both the 3 lane and 4 lane alternatives will provide for shared bicycle usage on 10' right shoulders. Current concrete barriers along the levee sections of SR 37 were designed with openings to allow small animals like the salt harvest mouse to cross the roadway. The proposed design, either fixed or movable barrier, will require same type of provision for any levee segments.

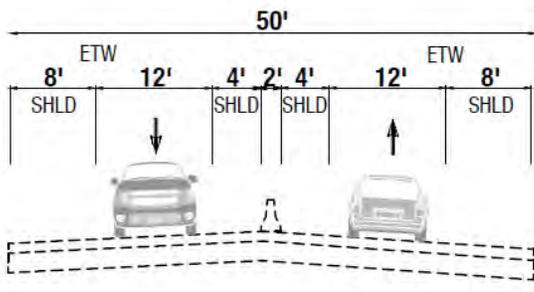


Exhibit 27: Existing Segment B

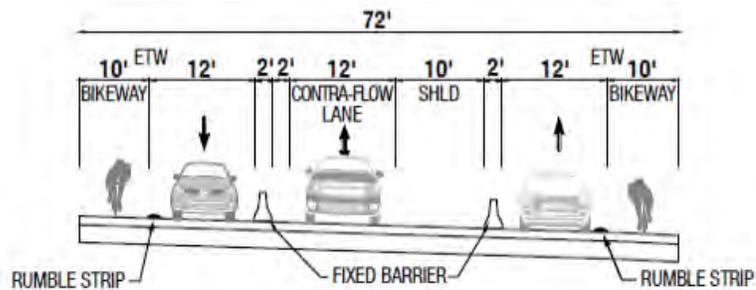


Exhibit 28: Three Lanes Section with Fixed Barrier

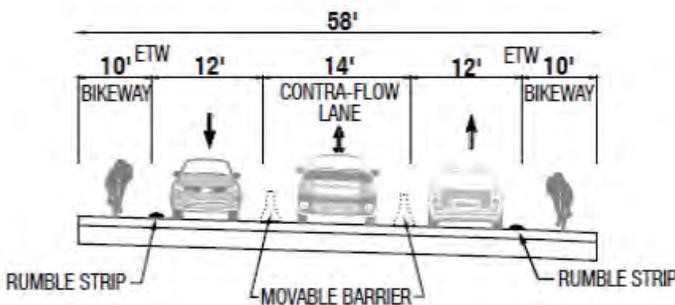


Exhibit 29: Three Lanes Contra-Flow Section with Movable Barrier and Bikeways

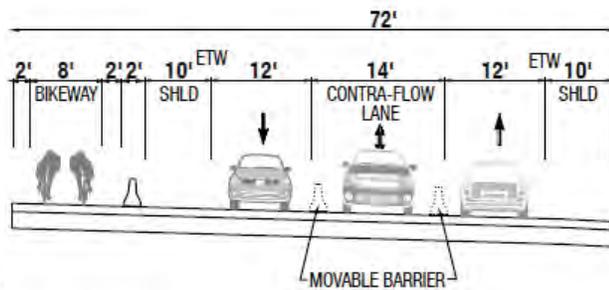


Exhibit 30: Three Lanes Contra-Flow Section with Movable Barrier and Bikeway

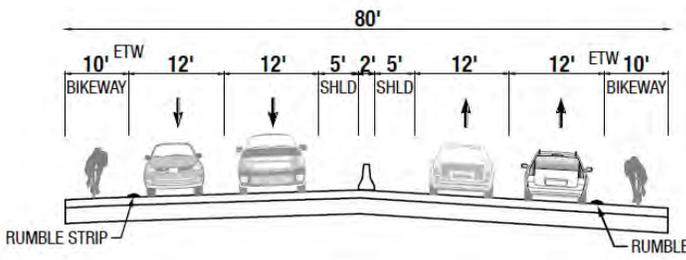


Exhibit 31: Four Lane Section with Bikeways

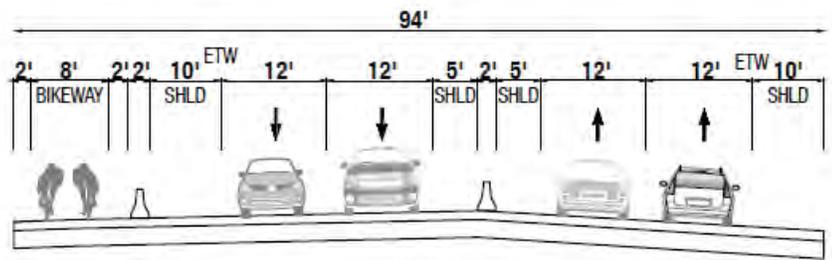


Exhibit 32: Four Lane Section with Bikeway

Highway modifications will integrate traffic improvements, environmental sensitivity and enhancement considerations, and flooding and SLR adaptation (as discussed in the Environmental Sensitivity section of this report). No-net loss mitigation for long-term SLR strategies could occur through:

1. Alternating fill embankment and causeway to raise road: The causeway would create wetland restoration opportunities by reconnecting the hydrologic and ecological landscape, providing a corridor for species to migrate upslope as sea level rises,

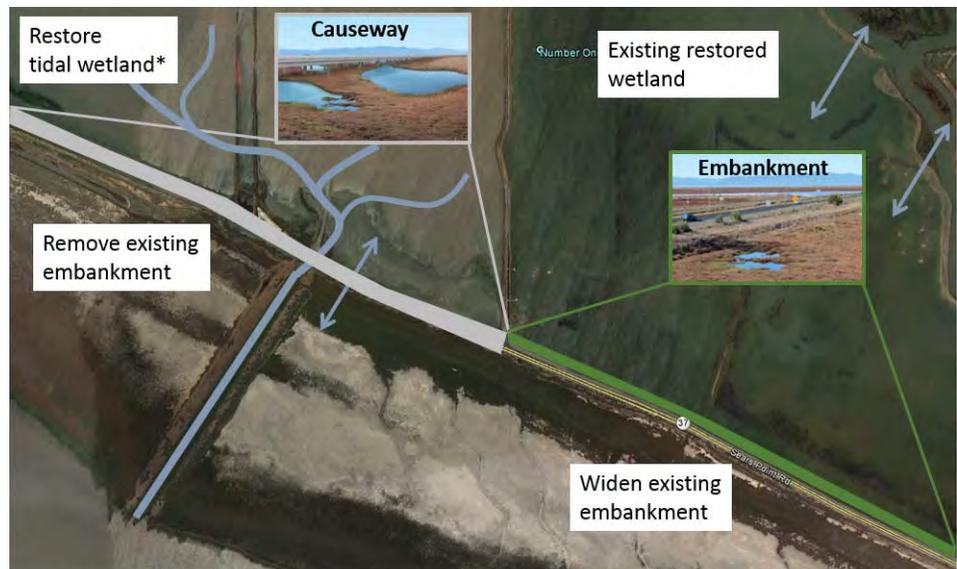


Exhibit 33: Hypothetical Illustration of Restoration Scenario

and offsetting fill. Other alternatives to reconnect hydrology and habitat, such as culvert connections underneath the highway, could also be considered. Culvert connections could be a more economical alternative to reconnect dike areas to the bay compared to an open channel connection with bridge/causeway, however, the ecological benefits would be less and embankment fill impacts would be mitigated through other methods.

2. Large-scale offsite restoration: In this large-scale approach, large, contiguous parcels of land would be restored to wetland habitat, which would provide habitat of higher ecological value when compared to smaller parcels of land. A suitable site within San Francisco Bay (preferably within the San Pablo Bay) could be identified through stakeholder coordination.
3. Large-scale on-site restoration: Large-scale on-site restoration opportunities may be available, which would enhance the ecological value of landscape within the greater project corridor. Opportunity may exist for collaboration or contribution to on-going restoration projects in the area. A suitable site along the SR 37 corridor could be identified through stakeholder coordination.



Mare Island Interchange Improvements: Improvements include reconstruction of Mare Island Interchange to address traffic and flooding issues. Interchange improvements would need to align with widening and raising of the two-lane segment B.

Raised Roadway in Segment C: Improvement options include raising the highway between the Napa River Bridge and just west of SR29/SR37 Interchange for a length of approximately 1 mile, reconstructing the Sacramento Street Overcrossing, White Slough Bridge, the western approach of Napa River Bridge, and the westerly ramps at SR29/SR37 Interchange.

The DAA will develop near-term shoreline improvement scenarios based on different design storms and planning horizons to evaluate the cost-benefit of proposed improvements. The timeline of implementing traffic, flood control, and environmental improvements from near-term to long-term is shown in the implementation timeline Exhibit 34.

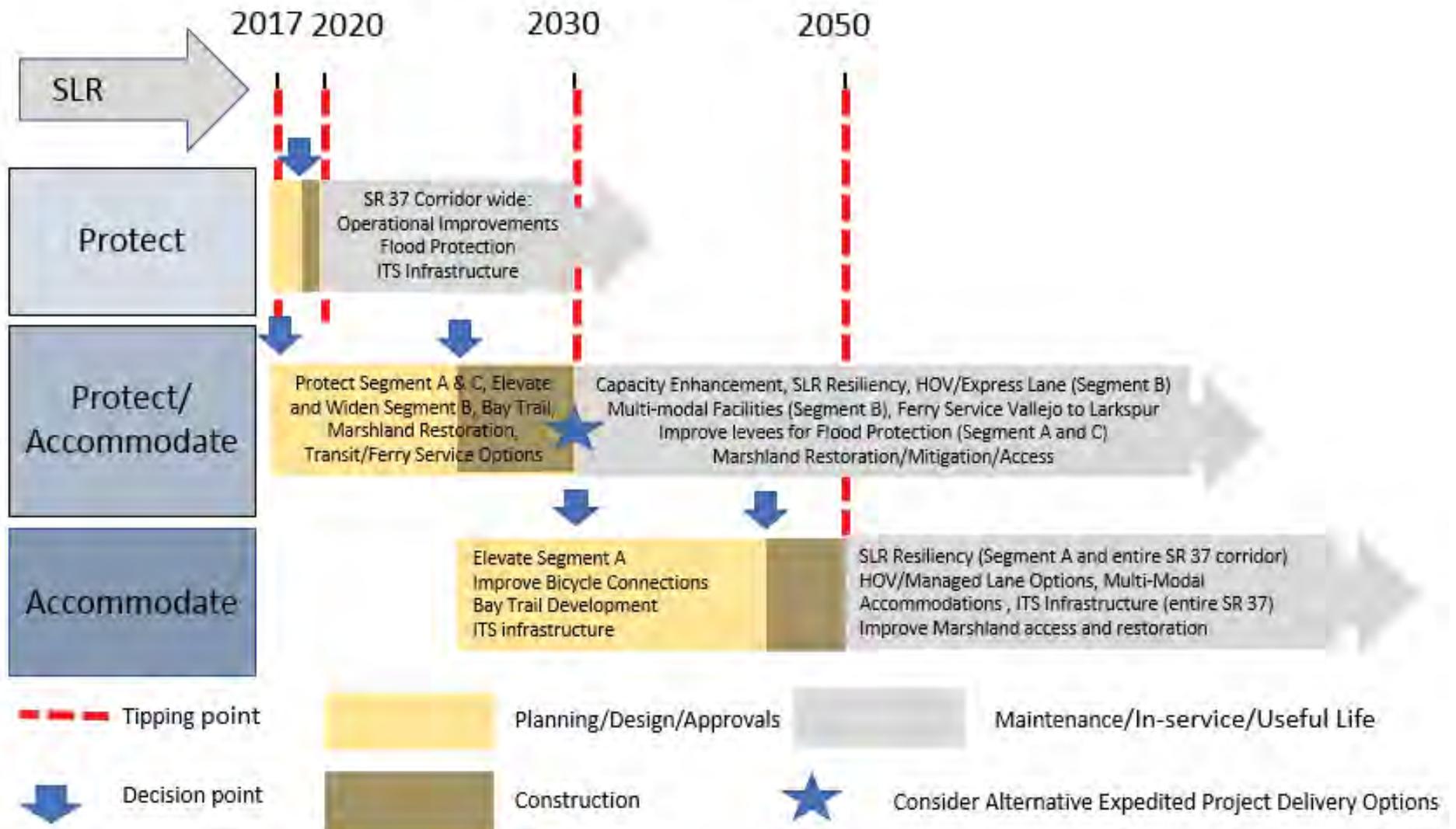


Exhibit 34: Implementation Timeline



POTENTIAL IMPROVEMENTS-SUMMARY

Table 4 summarizes near-term improvements with total project cost estimates and implementation time-frame.

Table 4 Near-Term Improvements Summary

Location	Improvement	Total Project Cost (2017 \$)	Implementation Time Frame
Segment A	Flood Protection	\$7.5 M	1-3 years
Segment B	SR 37/SR 121 Intersection Improvements		
	<ul style="list-style-type: none"> Signal optimization and roadway widening 	\$5 M	1-3 years
	<ul style="list-style-type: none"> Continuous T intersection 	\$7 M	1-3 years
	<ul style="list-style-type: none"> Roundabout with two EB by-pass lane 	\$10 M	1-3 years
	Flood Protection		
	<ul style="list-style-type: none"> Raise levee crest at low spots 	\$3.5 M	1-3 years
	<ul style="list-style-type: none"> Shoreline protection at Tolay Lagoon 	\$3.5 M	1-3 years
	Fix Settlement Issues at Railroad Crossing (Work done by Northwestern Pacific)		1-2 years
	Metering at Mare Island WB on-ramp	\$4 M	3-5 Years
	Westbound merge and lane drop improvements west of Mare Island on-ramp	\$2.5 M	1-3 Years
	Flood protection-Raise road at Mare Island	\$5 M	1-3 years
Corridorwide	Park and Ride Lots (STA is leading a planning study)	\$2 M	1-2 Years
Corridorwide	Express Bus Transit Service (Suggested study by others)	TBD	1-2 Years
Corridorwide	ITS Improvements-Changeable Message Signs	\$4 M	1-2 Years

Notes: Costs Include PA/ED Support, PS&E Support, Right of Way Support, and Construction Support Costs



Table 5 summarizes mid- to long term improvements with probable cost estimates and implementation time-frame. It is proposed that the near-term flood improvements be implemented immediately (1-3 years) and the mid-term improvements be implemented in 10-20 years that can protect the highway from flooding till 2050.

Table 5 Mid- to Long-term Improvements Summary

Location	Improvement	Total Project Cost (2030 \$)	Implementation Time Frame
Segment A	Levee Improvements for flood protection	\$7 M	10-20 years
	Raised Roadway and Lakeville Highway Interchange Improvements	\$420 M - 1,600 M	20-30 years
Segment B	SR 121 Interchange Improvements including SR 37 and Rail Road grade separation	\$100 M	10-20 years
	Widen 2-lane segment from SR-121 to Mare Island + Mitigation		
	<ul style="list-style-type: none"> Roadway widening to 3 lanes at existing elevation 	\$210 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes at existing elevation 	\$350 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 3 lanes, raised on berm/fill 	\$880 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes, raised on berm/fill 	\$1,100 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 3 lanes, raised on causeway 	\$1,900 M	7-10 years
	<ul style="list-style-type: none"> Roadway widening to 4 lanes, raised on causeway 	\$2,500 M	7-10 years
	Mare Island Interchange Improvements-Complete reconstruction of Interchange	\$50 M	7-15 years
Flood protection; Raise road at Mare Island to protect highway from future flooding (1 ft. SLR at 2050) (assumes short-term improvements were implemented previously)	\$8 M	7-10 years	
Segment C	Raised Roadway-From Napa River Bridge to just west of SR 29/SR 37 Interchange	\$150 M-\$370 M	10-20 years

Notes: Costs Include

- 3 to 1 Environmental Mitigation
- PA/ED Support, PS&E Support, Right of Way Support, and Construction Support Costs
- Escalation Costs



PRIORITY SEGMENT

Segment B between SR 121 (Sears Point) and Mare Island (Vallejo) was identified as a priority segment for capacity enhancement to close the gap between the two four-lane segments on either end. The UC Davis Study performed vulnerability and risk assessments related to SLR for each study segment by estimating and aggregating impacts to costs of improvements, recovery time, public safety impacts, economic impact on commuters and goods transport, impacts on transit routes, proximity to Communities of Concern, and impacts on recreational activities. Based on the results of the risk assessment, Segments A and C were assigned moderate risk ratings, while Segment B was assigned a high-risk rating. The Corridor Plan reevaluated the risk and vulnerability assessment, with the addition of alternate routes impacts, which ultimately concurs with the UC Davis assessment. Consequently, it was concluded that Segment B would be considered as the priority segment in the study corridor.

NEXT STEPS

As next steps, detailed traffic operations analysis will be performed for the near-term and mid- to long-term improvements recommended in the Corridor Plan based on forecasted demand and growth in the corridor. Preliminary engineering design plans and cost estimates will also be developed for the Priority Segment B project.



DATE: October 26, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Benefits Consultant to County Counsel - Terry Matsumoto

SUBJECT: Final Actions for TAM to Enter into a Contract with CalPERS for Retirement Benefits (Action) - Agenda Item No. 12

RECOMMENDATION:

Approve Final Actions for TAM to enter into a contract with CalPERS for retirement benefits as follows:

- a. Adopt a Resolution Authorizing a Contract with CalPERS for retirement benefits (Action)
- b. Adopt a Resolution to Tax Defer Member Paid Contributions - IRC 414(h)(2) Employer Pickup (Action)
- c. Authorize the Board Chair to execute a Letter Agreement in connection with LGS's execution of the CalPERS Reallocation Agreement.
- d. Adopt a Resolution Authorizing TAM to Provide Termination Notices to LGS and RGS Effective January 1, 2018, subject to LGS signing the CalPERS Reallocation Agreement.

BACKGROUND:

On September 28, 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 as of October 1, 2017.

That action triggered the following steps that have been accomplished since the last meeting.

- Conducted 1959 Survivor Benefits Employee Election – all employees elected to participate
- Conducted a secret ballot election for Employees to vote for approval or disapproval of the CalPERS plan – participation in the CalPERS plan was unanimously approved.
- Completed negotiations relating to CalPERS asset reallocation agreement.

DISCUSSION/ANALYSIS:

The adoption of the Resolution Authorizing a Contract is the final approval required by CalPERS. This resolution also authorizes the Chair to execute the contract. The resolution for “Employer Pickup” allows TAM to provide the same employee contribution and tax treatment as provided by LGS. The Letter Agreement addresses certain issues not covered by the previously approved CalPERS reallocation agreement. The Resolution authorizing the termination notices to LGS and RGS establishes the timeline for completing the transition of the LGS and RGS employees to become direct employees of TAM.

FISCAL CONSIDERATION:

The recommended actions will commit TAM to the future costs of contracting with CalPERS as described in the September 28, 2017, board letter.

NEXT STEPS:

1. Execute the Letter Agreement and Reallocation Agreement.
2. Execute the CalPERS contract.
3. Transition LGS and RGS employees to become direct employees of TAM.

ATTACHMENTS:

1. Resolution Authorizing a Contract for TAM to enter into a contract with CalPERS for retirement benefits.
2. Resolution to Tax Defer Member Paid Contributions - IRC 414(h)(2) Employer Pickup.
3. Letter Agreement.
4. Contract with CalPERS.
5. Adopt a Resolution Authorizing TAM to Provide Termination Notices to LGS and RGS effective January 1, 2018.

**TRANSPORTATION AUTHORITY OF MARIN
RESOLUTION AUTHORIZING A CONTRACT**

No. _____

WHEREAS, the Public Employees' Retirement Law provides for the participation of a Public Agency in the California Public Employees' Retirement System, making its employees members of said System; and

WHEREAS, the Board of Commissioners of the Transportation Authority of Marin on _____, _____, adopted a Resolution giving notice of intention to approve a contract providing for such participation; and

WHEREAS, the employees of said public agency, whose memberships in said Retirement System are contemplated, have approved said participation, by majority vote;

NOW, THEREFORE, BE IT RESOLVED, that a contract between the Board of Commissioners of the Transportation Authority of Marin and the Board of Administration, California Public Employees' Retirement System is hereby authorized, a copy of said contract being attached hereto and by such reference made a part hereof as though herein set out in full; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the presiding officer of said governing body is hereby authorized, empowered and directed to execute said contract for and on behalf of said public agency.

Adopted this _____ day of _____, _____.

Presiding Officer

Attest:

Clerk or Secretary

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Attachment

**Resolution to Tax Defer Member Paid Contributions – IRC 414(h)(2)
Employer Pick-Up**

“Sample E” in the Public Agency Procedures Manual

WHEREAS, the governing body of the **[NAME OF AGENCY]** has the authority to implement the provisions of section 414(h)(2) of the Internal Revenue Code (IRC); and

WHEREAS, the **[NAME OF AGENCY]** has determined that even though the implementation of the provisions of section 414(h)(2) IRC is not required by law, the tax benefit offered by section 414(h)(2) IRC should be provided to **[ALL EMPLOYEES, OR ALL EMPLOYEES IN A RECOGNIZED GROUP OR CLASS OF EMPLOYMENT]** who are members of the California Public Employees’ Retirement System:

NOW, THEREFORE, BE IT RESOLVED:

- I. That the **[NAME OF AGENCY]** will implement the provisions of section 414(h)(2) Internal Revenue Code by making employee contributions pursuant to California Government Code Section 20691 to the California Public Employees’ Retirement System on behalf of all its employees or all its employees in a recognized group or class of employment who are members of the California Public Employees Retirement System. “Employee contributions” shall mean those contributions to the Public Employees’ Retirement System which are deducted from the salary of employees and are credited to individual employee’s accounts pursuant to California Government Code section 20691.
- II. That the contributions made by the **[NAME OF AGENCY]** to the California Public Employees’ Retirement System, although designated as employee contributions, are being paid by the **[NAME OF AGENCY]** in lieu of contributions by the employees who are members of the California Public Employees’ Retirement System.
- III. That employees shall not have the option of choosing to receive the contributed amounts directly instead of having them paid by the **[NAME OF AGENCY]** to the California Public Employees’ Retirement System.
- IV. That the **[NAME OF AGENCY]** shall pay to the California Public Employees’ Retirement System the contributions designated as employee contributions from the same source of funds as used in paying salary.
- V. That the amount of the contributions designated as employee contributions and paid by the **[NAME OF AGENCY]** to the California Public Employees’ Retirement System on behalf of an employee shall be the entire contribution required of the employee by the California Public Employees’ Retirement Law (California Government Code Sections 20000, et seq.).

VI. That the contributions designated as employee contributions made by **[NAME OF AGENCY]** to the California Public Employees' Retirement System shall be treated for all purposes, other than taxation, in the same way that member contributions are treated by the California Public Employees' Retirement System.

PASSED AND ADOPTED by the governing body of the **[NAME OF AGENCY]**

_____ this day of **[DATE]**, **[YEAR]**.

BY

(Signature of Official)

(Title of Official)

RETURN ADDRESS:

FOR CALPERS USE ONLY

RESOLUTION TO TAX DEFER MEMBER PAID CONTRIBUTIONS - IRC 414(h)(2)

Approved by: _____

Title: _____



October 16, 2017

Stephanie Moulton-Peters
 Chair of the Board of Directors
 Transportation Authority of Marin

Dear Ms. Moulton-Peters:

As you know, Local Government Services Authority (hereafter, "LGS") and Transportation Authority of Marin (hereafter, "TAM") have entered into an agreement for LGS to provide a variety of services to TAM. The Agreement for Management and Administrative Services was initially entered into as of December 1, 2007 and most recently amended as of May 1, 2012 (hereafter, "TAM-LGS Agreement"). Additionally, at TAM's request, some employees of Regional Government Services Authority (hereafter, "RGS") have provided and continue to provide services to TAM. RGS is a joint powers authority, separate from but affiliated with LGS. Pursuant to a Cooperation Agreement to which LGS and RGS are parties (hereafter, "Cooperation Agreement"), RGS and LGS employees may jointly perform services for their respective clients. RGS employees have provided and continue to provide services to TAM pursuant to the TAM-LGS Agreement and Cooperation Agreement.

In April 2017, CalPERS issued a final determination as part of a review of LGS, which is a CalPERS-sponsoring agency. The final determination asserted that LGS employees, including those LGS employees currently providing and that had provided services to TAM are common-law employees of TAM and not of LGS. LGS disagrees with CalPERS and has filed a timely appeal.

TAM representatives have informed LGS and RGS that TAM would like to hire as its own employees the LGS and RGS employees currently providing service, and that it has communicated with CalPERS regarding TAM contracting with PERS to become a sponsoring agency and the reallocation of LGS employees providing services to TAM from LGS to TAM, along with the CalPERS Retirement assets and liabilities associated with those employees. TAM has also stated that the RGS employees providing services would be enrolled in CalPERS upon becoming TAM employees. On July 24, 2017, legal counsel for TAM presented a proposed Reallocation Agreement, attached as [Attachment 1](#), among CalPERS, TAM, and LGS to effectuate the movement of employees and associated assets and liabilities from LGS to TAM upon completion of TAM becoming a CalPERS sponsoring agency (hereafter, "Reallocation Agreement"). On September 28, 2017, the TAM Board of Directors adopted a resolution expressing TAM's intention to approve a contract with CalPERS; the accompanying staff report identified the estimated unfunded accrued liability associated with the LGS employees.

TAM representatives have informed LGS that prompt execution of the Reallocation Agreement is a high priority, necessary to assure the service credit of LGS employees providing services to TAM, and integral to the timely completion of a contract between TAM and CalPERS. LGS does not wish to create additional risk to the earned service credit of its employees that CalPERS has asserted are common-law

employees of TAM or to impede an agreement between TAM and CalPERS for TAM to become a CalPERS-sponsoring agency. This letter agreement is intended to address potential issues that might arise as a result of uncertainties associated with the Reallocation Agreement and hiring of the RGS employees and enrolling them in CalPERS.

In light of the above-described background LGS agrees that, within 14 days of receipt from TAM of a countersigned copy of this letter agreement, LGS shall execute the Reallocation Agreement and provide TAM with documentation showing that LGS is up-to-date on payments to CalPERS for the unfunded accrued liability associated with the LGS employees providing services to TAM. LGS also agrees that, upon termination by TAM of the TAM-LGS Agreement, LGS shall waive any early termination claim under Section 2 of the TAM-LGS Agreement.

By signing this letter agreement, TAM agrees that, upon hiring the RGS employees currently providing services, it will enroll those individuals in CalPERS prospectively only and will not apply for or seek retroactive enrollment of the employees. It further agrees, on behalf of itself and its officers, directors, employees, agents, attorneys, legal successors, and assigns to release, waive, and forever discharge LGS and any predecessor, successor, and affiliated entity and its and their current and former officers, directors, trustees, managers, employees, successors, representatives, insurers, attorneys, agents, and assigns (collectively, "the Released Parties") from any and all claims, obligations, liabilities, demands, debts, causes of action, claims for writ of mandate, claims for injunctive relief and other equitable relief, suits, liens, losses, costs or expenses, including attorneys' fees, of any nature whatsoever (collectively, "Claims") relating to the CalPERS unfunded accrued liability for the LGS employees that would be reallocated to TAM pursuant to the Reallocation Agreement. This release/waiver/discharge is conditioned upon the actual reallocation of all assets and liabilities to TAM pursuant to the terms of the Reallocation Agreement.

In the event that, subsequent to the execution of this letter agreement, CalPERS required TAM to retroactively enroll the two RGS employees currently providing services to TAM, RGS shall provide a defense, if TAM and RGS mutually agreed to file an appeal. If RGS and TAM agreed not to file an appeal of CalPERS's decision, if they cannot agree on whether to appeal, or if they appeal and are unsuccessful in challenging CalPERS's decision after they have exhausted all administrative and judicial appeals, RGS shall pay half the employer portion only of the cost of retroactive enrollment, and nothing more. In the event that, subsequent to the execution of this letter agreement, either or both of the two RGS employees currently providing services to TAM asserted a written claim or brought an action against TAM for retroactive enrollment in CalPERS, RGS shall provide a defense, if requested by TAM. If TAM decided not to contest the claim, or in the event the defense was unsuccessful, RGS shall pay half the employer portion only of the cost of retroactive enrollment, and nothing more. For the purposes of this letter agreement "employer portion" means the portion of the contribution to CalPERS paid by the employer, excluding the portion of the contribution to CalPERS normally paid by the employee. As an example only, "employer portion" refers to the same portion of the payment to CalPERS payment referred to as "ER Rate 2018" in the memorandum prepared by Matsumoto Consulting for TAM, dated September 26, 2017.

RGS and LGS acknowledge that this agreement is only effective if approved by the TAM Board of directors. If the terms of this letter agreement are acceptable and approved by the TAM Board of Directors, please sign below and email a PDF and mail a signed copy to me.

Sincerely,



Digitally signed by Richard
Averett
Date: 2017.10.16 10:23:22
-07'00'

Richard Averett, Executive Director
Local Government Services Authority and
Regional Government Services Authority

ACCEPTED AND AGREED TO:

Stephanie Moulton-Peters
Chair of the Board of Directors
Transportation Authority of Marin

Date: _____

ATTACHMENT 1

REALLOCATION AGREEMENT

THIS REALLOCATION AGREEMENT (this "Agreement") is made as of _____, 2017 (the "Agreement Date") by and between **Local Government Services Authority, a Joint Powers Authority** (the "Employer A"), **Transportation Authority of Marin** (the "Employer B"), and the California Public Employees' Retirement System ("CalPERS") (collectively, the "Parties").

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LOCAL GOVERNMENT SERVICES
AUTHORITY, A JOINT POWERS
AUTHORITY:

By: _____
Name: _____
Title: _____

TRANSPORTATION AUTHORITY OF
MARIN:

By: _____
Name: _____
Title: _____

CALIFORNIA PUBLIC EMPLOYEES'
RETIREMENT SYSTEM:

By: _____
Name: _____
Title: _____

EXHIBIT A
EMPLOYEES

Active

Last Name	First Name	Hire Date	Separation/ Retirement Date	LGS Service	Total Service
Steinhauser	Dianne	8/24/2005	N/A	11.881	36.926
Chan	David	6/12/2006	N/A	11.097	19.537
Cherrier	Daniel R	7/7/2008	N/A	9.050	12.659
McDonald	Scott	9/19/2011	N/A	5.591	5.591
Merleno	Denise	5/15/2006	N/A	11.163	13.070
Nguyen	Nicholas	11/3/2014	N/A	2.847	12.371
Whitney	Bill	2/11/2008	N/A	9.527	22.422
Zhang	Li	9/11/2006	N/A	10.842	16.560
Zhuang*	Grace	7/2/2007	N/A	9.305	9.305

* Grace Zhuang has a break in service from 4/16/2013 through 4/6/2014.

Inactive

Last Name	First Name	Hire Date	Separation/ Retirement Date	LGS Service	Total Service
Gamlen	William	3/5/2007	5/16/2009	2.307	10.583
Jackson	Linda	1/03/2012	8/01/2014	2.658	2.658
Loosen	Suzanne	3/07/2011	2/16/2014	2.891	2.891
Zimmerman	Karita	6/29/2009	6/01/2011	1.946	11.925
Zuniga-McGuire	Susanna	4/23/2013	3/7/2014	0.975 (refunded)	0.975 (refunded)

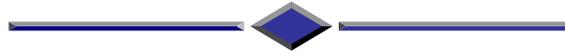
Retired

Last Name	First Name	Hire Date	Separation/ Retirement Date	LGS Service	Total Service
Brown	Nannette	2/26/08	2/26/16 (Retirement)	8.207	8.207
Schatmeier	Eric	10/16/06	11/16/08 (Retirement)	2.219	27.519

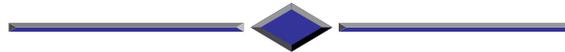
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California
Public Employees' Retirement System



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



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

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

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

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

a. SAFETY EMPLOYEES

6. The percentage of final compensation to be provided for each year of credited prior and current service as a classic local miscellaneous member shall be determined in accordance with Section 21354 of said Retirement Law (2% at age 55 Full formula) with 100% prior service.
7. The percentage of final compensation to be provided for each year of credited prior and current service as a new local miscellaneous member shall be determined in accordance with Section 7522.20 of said Retirement Law (2% at age 62 Full formula) with 100% prior service.
8. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 20042 (One-Year Final Compensation) for classic local miscellaneous members.
 - b. Section 21574 (Fourth Level of 1959 Survivor Benefits).
9. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
10. Public Agency shall also contribute to said Retirement System as follows:
 - a. Contributions required per covered member on account of the 1959 Survivor Benefits provided under Section 21574 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members.
 - b. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - c. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
11. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

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

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF COMMISSIONERS
TRANSPORTATION AUTHORITY OF
MARIN

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

BY _____
PRESIDING OFFICER

Witness Date

Attest:

Clerk

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

TAM RESOLUTION NO. 2017-

**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN TO
TERMINATE LGS & RGS CONTRACTS EFFECTIVE JANUARY 1, 2018**

WHEREAS, the TAM Board (1) values TAM’s dedicated staff and recognizes the need for setting a date certain for completing the transition to becoming the employer of record for all staff who currently serve TAM under the LGS/RGS contracts; and (2) recognizes that, for planning and administrative purposes, setting a date certain for completing the transition is in the best interest of the agency.

WHEREAS, there will be no early termination fee due to LGS/RGS, as clarified in the Letter Agreement signed by LGS/RGS Executive Richard Averett on October 16, 2017 and presented to your Board for approval on today’s date.

RESOLVED, That the next business day after TAM receives a fully executed reallocation agreement, the TAM Board Chair shall send written notice of termination of the LGS/RGS contracts, notifying LGS/RGS that the final day of contracted service for LGS & RGS employees shall be December 31, 2017.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director

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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 April 12, 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 Larkspur. 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: Early 2018
End Construction: Fall 2018

The Bay Area Toll Authority (BATA) is the lead for this project; The PS&E was completed in September 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: June 2018
Start Construction: Fall 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.

Install Concrete Barrier; MRN-101 PM 4.75/5.6; On Route NB 101 from the Strawberry pedestrian overcrossing to Tiburon Blvd. Off-ramp (EA: 04-4H980).

Scope: Install Type 60 series concrete barrier along the right of way line between northbound (NB) US 101 and Redwood Highway Frontage Road.

Cost Estimate: \$5.5M (Construction Capital)

Schedule: RTL: June 2018
Start Construction: Spring 2019
End Construction: Winter 2019

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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.

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 Planting 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.

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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.

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 December 2017.

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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 associated with opening the lane 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.

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.

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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 December 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.

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.

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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 valves 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.

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.

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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.

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