



**DATE:** November 30, 2017

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Project Applications for Senate Bill 1 Local Partnership Program Funding (Action), Agenda Item No. 12

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## **RECOMMENDATION**

Authorize TAM staff to submit project applications for Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Share and Competitive Share funding with applications due December 15, 2017 and January 30, 2018, respectively. TAM staff is recommending applications for the following projects:

LPP Formulaic Share - \$1,010,000 Estimated for TAM to receive in FY17/18 and FY18/19

- TAM's Marin Sonoma Narrows Project (\$500,000 for B1 Phase 2 and A4 Design Plans)
- City of San Rafael's Multi-Use Path from 2nd to Andersen (\$510,000 for Capital Improvements)

LPP Competitive Share - \$200 Million Estimated Annually for Statewide Competitive Applications (CTC will Program FY17/18 – FY19/20)

- TAM's Bellam Blvd Offramp (\$2 Million Application for Capital Improvements)
- County of Marin's Sir Francis Drake Blvd. (\$5 Million for Capital Improvements)
- TAM's Northern Segment North-South Greenway Project (\$2 Million for Capital Improvements)

Applications will be developed with assistance from local jurisdictions. These projects being recommended for the two shares of funding above were presented to the TAM Programming & Projects Executive Committee on November 13<sup>th</sup> as potential project candidates, with the exception of TAM's Northern Segment North-South Greenway Project which was added after further consideration.

## **BACKGROUND**

The Road Repair and Accountability Act of 2017 (SB1) approved by Governor Brown in April 2017, is a \$5.24 billion annual transportation funding package aimed at fixing the state's local roads, freeways and bridges and investing more funding toward transit and safety projects. The revenue generated from taxes and a variety of other sources statewide (12 cent/gallon gas tax, 20 cent/gallon diesel tax, increased vehicle registration fees, fees for electric vehicles starting in 2020) will provide the first significant on-going increase in state transportation funding in more than two decades.

In some cases, SB1 funding will augment existing programs (including the Active Transportation Program (ATP), State Highway Operation and Protection Program (SHOPP), Transportation Asset Management

Program (TAMP), and State Transportation Improvement Program (STIP). Funding will also be provided through newly developed SB1 programs (including Local Streets and Roads (LS&R), Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Program (LPP)). A more expansive list of SB1 programs and other grants are provided as part of Attachment A, of which guidelines for several SB 1 programs are still under development.

The funding for transportation through SB1 will be funneled through a wide range of programs largely administered by the California Transportation Commission (CTC). However, programs such as Regional ATP and the Trade Corridor Enhancement involve coordination from the Metropolitan Planning Organizations (MPOs). As the MPO for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for programming regional ATP funds for selected projects and developing a regional submittal list for the Trade Corridor Enhancement Program.

In general, programs under SB1 can be divided into two basic categories – Competitive Programs whereby agencies statewide must submit grant applications to receive funding, and Formulaic Programs in which a specific amount of funding will be set aside by formula. For the competitive programs, either guidelines have been developed or will be developed soon which determine the agencies eligible to apply and for what project types. Within the Formulaic Program category, funding is either set aside by formula to regions, counties, or transit agencies depending on the guidelines for a given program. TAM staff will be closely tracking the competitive and formulaic program deadlines, both of which require eligible agencies to apply (through an allocation request in the case of formulaic programs and full applications for competitive programs).

#### **DISCUSSION/ANALYSIS:**

Shown in Attachment A is a summary list of the funds estimated from various SB1 programs along with a list of separate grant programs TAM staff is monitoring as potential resources to fund project needs from Marin. For the SB1 program funding listed, agencies responsible for submitting applications are identified. Based on the review of these fund sources, under Attachment B projects are listed that TAM staff has identified as suitable candidates for SB1 funding. Since the guidelines for some SB1 programs are still being developed, in the future this list will be updated accordingly.

Among the SB1 funding sources, are two distinct shares under the Local Partnership Program (Formulaic Share shown as 4a and Competitive Share shown as 4b of Attachment A). This program was developed specifically to reward agencies with approved taxes and fees dedicated to transportation including TAM (Measure A sales tax and Measure B vehicle registration fee) and SMART (Measure Q sales tax) from Marin. TAM will receive an estimated \$1,010,000 for FY17/18 and FY18/19 under the formula share. SMART will need to directly apply for its estimated \$390,000 for FY17/18 and FY18/19 under the formula program. Both TAM and SMART are also eligible to compete statewide under the competitive program, which provides \$200 Million annually and the first competitive program will cover three years (FY17/18-FY19/20).

The LPP Guidelines were just adopted in October 18, and can be found at [http://www.catc.ca.gov/programs/SB\\_1/11617\\_Final\\_LPP\\_Guidelines.pdf](http://www.catc.ca.gov/programs/SB_1/11617_Final_LPP_Guidelines.pdf). With fund estimates announced in November, TAM will need to develop project applications relatively quickly to meet the following deadlines:

- LPP Formulaic Share –December 15, 2017 deadline for allocation requests
- LPP Competitive Share –January 30, 2018 deadline for competitive applications

For the both the formulaic share and competitive share, a 1:1 Match is required (of either local, private, federal or state funds) and costs must be incurred after an allocation of the LPP funds, no sooner than January 31, 2018. The LPP Formulaic funds can be used for any component of a project (design included) whereas the Competitive Share funds are limited to construction of capital improvements. These factors were considered as TAM staff brought forward candidates to recommend submitting for the two LPP funding shares.

#### **NEXT STEPS**

This recommendation would authorize TAM staff to apply for LPP Formula funds to support TAM's Marin Sonoma Narrows Project and the City of San Rafael's Multi-use Path from 2nd to Andersen by the December 15, 2017 deadline. Additionally, TAM staff would be authorized to develop applications for TAM's Bellam Blvd Offramp project, TAM's Northern Segment North-South Greenway project as well as the County of Marin's Sir Francis Drake Blvd. Project, in conjunction with County staff, for the LPP Competitive funds by January 30, 2018.

In early 2018, TAM staff will present an updated list of projects proposed for other SB1 program funding to the TAM Board and to seek direction on future applications for funding.

#### **ATTACHMENT**

Attachment A – List of Upcoming Grants under SB1/Other Agencies

Attachment B – List of Projects Identified as Candidates Considered for SB1 Funding

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Funding Sources for Transportation/SB1								
No.	SB1 Funding Programs	Formula / Competitive	Statewide Annual Amount (Est.)	Increase in Marin Funding Levels Annually (Est.)	Guidelines Status	Applications Due Date	Eligible Applicants	Notes
1	Local Streets and Roads	Formula	\$1.5B	\$7.8M (est.)	Adopted	October 16, 2017	Local Jurisdictions	All Marin jurisdictions submitted their project lists by the deadline. CTC adopts project lists on December 6, 2017. Apportionments start mid-Jan 2018. Scope can change.
2a	Transit & Intercity Rail Program	Competitive Grants	\$330M	TBD	TBD	TBD	Transit Operators	Operators include: Marin Transit, Golden Gate Transit, SMART
2b	Intercity & Commuter Rail (now called State Rail Assistance by CalSTA)	Formula	\$38M	TBD	TBD	TBD	TBD	\$19M Estimated for State-Supported Intercity Rail (the state's three intercity rail corridors will receive a minimum of 25 percent of these funds, and \$19M Estimated for Commuter Rail (the state's five commuter rail corridors shall receive 20 percent of these funds through FY 2019–20). SMART will receive approx. \$2.5 million in FY 18, and approx. \$4 million in both FYs 19 and 20.
3a	State Transit Assistance (Revenue Based)	Formula	\$286M	See Notes	N/A	TBD	Transit Operators	Revenue comes automatically to transit operators by state statute. Operators include: Marin Transit, Golden Gate Transit, SMART. \$2.5M GGT/\$914k MT/\$686 SMART for operating; \$578K GGT/\$204k MT/\$153 SMART for capital.
3b	State Transit Assistance (Population Based)	Formula	\$286M	See Notes	MTC policy December/January 2017.	TBD	CMA's/ Transit Operators	MTC is considering a policy for FY18/19 to divide the program between a regional program (Managed by MTC) and for CMAs (Managed by TAM) to determine how best to invest the remaining funds in either paratransit, transit operating, and Lifeline program needs.
4a	Local Partnership Program (Formula)	Formula	\$200M	\$500,000 to \$600,000	Adopted	Dec 15, 2017	TAM and SMART	Revenue Estimate Determined by CTC. While formula based, funds only allowed to eligible recipients with 1:1 Match from local, private, federal or state funds. This is the next application due. TAM receives an estimated \$1,010,000 for FY17/18 and FY18/19 and SMART and estimated \$390,000 for FY17/18 and FY18/19, project will be approved January 30, 2018. Funds may be used for design or construction.
4b	Local Partnership Program (Competitive)	Competitive Grants	\$200M	TBD	Adopted	Jan 30, 2018	TAM and SMART	TAM submitted voter approval information and revenue on eligibility by Oct 27, 2017 (for Formula share and Grant eligibility). TAM should submit candidates that will compete well statewide. The first cycle will cover FY17/18-FY19/20 and projects will be adopted May 16, 2018. Requires 1:1 match and funds must be used for construction.
5	Active Transportation Program	Competitive Grants	\$192M increases program to total \$438M	TBD	May 2018 Adoption	30-May-18	TAM and local jurisdictions	Cycle 4 will include four years of funding FY 19/20 to FY 22/23. Match not required but encouraged. To date there has been interest by San Rafael for 2nd to Anderson MUP and Corte Madera for advancing Central Marin Gap Closure improvements initially funded through ATP for Design.

No.	SB1 Funding Programs	Formula / Competitive	Statewide Annual Amount (Est.)	Increase in Marin Funding Levels Annually (Est.)	Guidelines Status	Applications Due Date	Eligible Applicants	Notes
								Item 12 - Attachment A
6	Caltrans Local Planning Grants	Competitive Grants	\$25M for Sustainable Communities Grants and \$6.7 for Adaptation Planning Grants (\$20M over three years)	TBD	Aug-17	Oct 20, 2017 and Feb 2018	All agencies	Two rounds, one due in October, one due in February. TAM submitted application with Marin County for SR37 Sea Level Rise Planning Study. SMART also submitted an application for a rail study along SR37. Selected applications will be announced in Dec 2017.
7	SHOPP/Maintenance	Caltrans managed	\$1.9B Increases program to total \$4.4B	TBD	March 2018 Adoption	Caltrans submits proposed SHOPP	Caltrans	\$240 Million programmed August for accelerated project delivery ( what Caltrans had in queue ); opportunities for Marin regarding interchange mods, bike/ped crossings on state highways ( via Caltrans Regional Bike Plan ), and perhaps operational improvements such as auxiliary lanes and bus-on-shoulder
8	State Improvement Program (STIP)	Formula - MTC submits regional program (RTIP)	\$77M though RTIP, \$26M through ITIP	TBD	March 2018 Adoption	Oct-17	TAM and local jurisdictions	MTC submits Regional Program Due to CTC by December 15. Associated housing policies off the table this cycle of STIP but will continue to be considered at MTC. Since Marin has a negative fund balance/carryover there is no additional programming capacity for Marin in the 2018 STIP cycle (Funds were advanced for in past years and once the balance is positive additional projects can be programmed.
9	Bridges & Culverts	Caltrans managed	\$400M	TBD	TBD	TBD	Caltrans	Possibility that work in Marin Rte 37 at Novato Creek Bridge- to raise the bridge- would be eligible for this program in the future.
10	Congested Corridors	Competitive Grants	\$250M	TBD	Dec 2017 Adoption	16-Feb-18	Caltrans, TAM, MTC	MTC, Caltrans, SCTA and TAM coordinating on submitting the Marin Sonoma Narrows, named in legislation. CTC approves selected applications May 16, 2018. No local match funds required. MTC has a list of projects. While this is a competitive program (\$250 million per year statewide) the Legislature made it clear which projects/corridors it considers "congested" and therefore likely candidates to receive funds. One of which is in Marin County. From SB 1 Section 43: "Multimodal approaches for the Route 101 and SMART rail corridor between the Counties of Marin and Sonoma."
11	Trade Corridors	Competitive Grants	\$300M	TBD	Adopted	30-Jan-18	MTC	MTC Goods Movement Plan strong basis for candidates in this region. While I-580 and Hwy 101 in Marin and Sonoma included, heavy port and truck needs in East Bay and Solano likely to get early priorities. CTC approves selected applications May 16, 2018
12	Dept. of Parks & Recreation	State DPR managed	\$54M	TBD	TBD	TBD	TBD	
13	Freeway Service Patrol	CHP managed	\$25M	TBD	TBD	TBD	TBD	
14	Dept. of Food & Agriculture	State DFA managed	\$17M	TBD	TBD	TBD	TBD	
15	CSU & UC Research	Research Grants	\$7M	TBD	TBD	TBD	TBD	
16	Workforce Development Board	State WDB	\$5M	TBD	TBD	TBD	TBD	

## DRAFT SB1 Preliminary Staff Review of Potential Project Candidates

No.	Projects Considered for funding programs	SB1 Programs Targeted	Funding Amounts Requested	Project Submittal Deadline	Notes and Considerations
1	Marin Sonoma Narrows (TAM Sponsored)	Local Partnership Program (LPP)Formulaic \$1,010,000 in FY17/18 and FY18/19 for TAM to receive  <b>1st Priority for LPP Formulaic</b>	\$500,000 <b>(Design)</b>	12/15/17	LPP Formulaic Required 1:1 Match for design or capital, for costs incurred after Jan 31, 2018. The \$500,000 match has been allocated by TAM (OBAG 2).
		Congested Corridors - \$250 Million Competitive	\$ 120 Million <b>(Capital)</b>	2/16/18	Strong Candidate, mentioned in Legislation for Congested Corridors. Must complete design, the program will fund capital only.
2	Bellam Blvd. Offramp (TAM Sponsored)	LPP-Competitive	\$2 Million <b>(Capital)</b>	1/31/18	Bellam Blvd. is a strong candidate (LPP-Competitive Funding for capital improvements for projects with a full funding plan). Required 1:1 match. Match allocated by TAM (Measure A ½ cent debt reserve).
3	2 <sup>nd</sup> to Andersen MUP (San Rafael Sponsored)	LPP-Formulaic \$1,010,000 in FY17/18 and FY18/19 for TAM to receive  <b>2nd Priority for LPP Formulaic</b>	\$510,000 <b>(Capital)</b>	12/15/17	The \$510,000 match has been identified and allocated by MTC to City (federal swap to Measure A sales tax).
		Active Transportation Program	\$3 Million	5/30/18	Strong Candidate, Cycle 4 Call for Projects in March with funds made available starting 2019/2020
4	Southern Segment North-South Greenway Project (TAM Sponsored)	Active Transportation Program	\$2 Million	5/30/18	Strong Candidate, Cycle 4 Call for Projects in March with funds in 19/20. Funds needed to complete funding plan.
5	Central Marin Regional Pathways Gap Closure Project (Corte Madera Sponsored)	Active Transportation Program	\$2.2 Million	5/30/18	Corte Madera received \$416k for Design from ATP Cycle 3.5, additional funds needed for advancing the project through Construction.
6	Major Roads – East Blithedale (Mill Valley Sponsored)	LPP-Formulaic (Potential Future Submittal for revenue after FY18/19)	\$150,000 <b>(Design)</b> Potential request for future cycles	12/15/17	Major Roads – East Blithedale \$150,000 match has been programmed by TAM as Measure A sales tax for \$300,000 Design work.
7	Major Roads -Sir Francis Drake Blvd. (County Sponsored)	LPP-Competitive	\$5 Million (Capital)	1/31/18	For capital improvements. The 5 Million required from \$13.5 programmed by TAM as Measure A Sales Tax. (funding plan in process).
8	Interchanges- Tiburon East Blithedale, Merrydale, Lucas Valley, 2 <sup>nd</sup> Street Onramp, Tamalpais, Manuel T. Freitas. (Caltrans/TAM sponsored)	Planning Grants (SHOPP request also)	\$500,000 per interchange	February 2018 (Sustainable Communities Component)	Planning Grants include two components -Sustainable Communities and Adaptation.
9	San Anselmo Hub (San Anselmo Sponsored)	Planning Grants	\$250,000 Estimated	February 2018 (Sustainable Communities Component)	Planning Grants include two components -Sustainable Communities and Adaptation. Received OBAG funds.
10	Northern Segment North-South Greenway Project (TAM Sponsored)	LPP-Competitive	\$2 Million	1/31/18	Needs an estimated \$2M to complete construction. 1:1 Match available.