

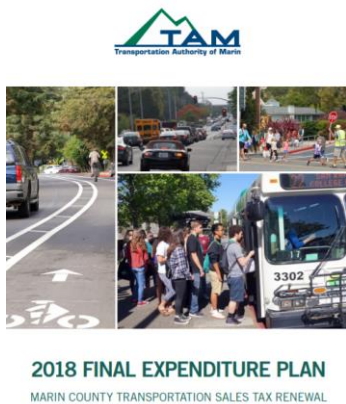


**JULY 26, 2018**

**TO:** Transportation Authority of Marin Board of Commissioners  
**FROM:** Dianne Steinhauser, Executive Director  
**SUBJECT:** Executive Director's Report – Agenda Item 3 (Discussion)

## **LOCAL**

### **2018 Expenditure Plan Receives Approval from All Cities and Towns and the Board of Supervisors**



During June and July, the TAM Executive Director presented to each city and town council in Marin and to the Board of Supervisors requesting approval of the 2018 Transportation Sales Tax Renewal Expenditure Plan (2018 Expenditure Plan). TAM staff and Marin Transit staff responded to questions raised. The presentations provided an overview of the input received on the Draft Expenditure Plan, developed by the Expenditure Plan Advisory Committee, and how the TAM board adopted revisions in the Final Expenditure Plan to reflect and respond to those comments received from the community and agencies. All 11 City/Town Councils and the Board of Supervisors approved the Final Expenditure Plan, surpassing the statutory requirement to receive 50+% of the cities or towns representing 50+% of the incorporated population, and a majority vote of the Board of Supervisors. The TAM Board is now poised to request the item to be put on the ballot for

consideration by Marin voters in November 2018. TAM staff thank Marin Transit staff for their support during this process.

### **Update on Marin Local Bike & Pedestrian Plans**

Over the past few years, several of Marin's local jurisdictions have either updated or made significant progress in updating their local bicycle and pedestrian plans. Through a coordinated process to update nine local plans under TAM's contract with Alta Planning + Design, Corte Madera, County of Marin, Fairfax, Larkspur, Mill Valley, Novato, Sausalito, San Anselmo, and Tiburon adopted updated plans. Sausalito's plan is still under development, and TAM is working with the staff to determine next steps as the process proceeds. Additionally, the City of San Rafael and Town of Ross are managing plan updates directly, with Ross having received a grant from TAM under OBAG Cycle 2 to update their plan.



Both the City of San Rafael and Town of Ross have worked with Alta Planning + Design for their plan updates. The Town of Ross staff plans to present their plan in the coming months, while the City of San Rafael just approved an updated plan this month. Congratulations and thank you to them for their efforts.

### **TAM Cancels August Meetings**



TAM staff recommend cancelling the TAM Executive Committee meetings scheduled for August 13 and the Board of Commissioners meeting scheduled for August 23. The regular meeting schedule will resume in September.

## **REGIONAL**

### **Highway 37 Corridor Planning Update**

In Fall of 2017, TAM conducted an analysis of what the scope would be, and what the cost would be, to raise Highway 37 above future sea-level rise, in Marin and Sonoma Counties, from Highway 101 to State Route 121 at Sears Point. There are two locations in this 7.5 mile length of Highway 37 Segment A that are the lowest registered elevations in the entire 21-mile corridor.

The TAM study developed a project scope that raises Highway 37 in Marin, a 2.5 mile segment from Highway 101 to Black Point, and a scope that raises Highway 37 in Sonoma, over the 3 mile segment from Black Point to Sears Point. The total estimated cost to raise the road, building a causeway to replace the existing road, was well over \$1 billion. The environmental document was estimated to cost as much as \$22 Million. This study has not been presented to the TAM board, and will be presented at a future meeting.



Because of the high cost, TAM staff recommend that an alternative to raising the road be considered- to work with the collection of levee owners surrounding Highway 37 to upgrade the levees to a system that protects Highway 37 from future sea-level rise and flooding. This has been accepted as an option by many of the stakeholders in the corridor. Funds need to be granted to TAM to conduct this work.

Some work has been done regarding the levees- MTC had tasked their Corridor Plan consultant with the development of a simple scope to add material to the existing vulnerable levees. This low cost effort did not consider critical technical factors regarding the levees. A more thorough analysis is needed to determine the detailed vulnerability of the levee system, and how best to enable the levees to withstand additional flooding and sea-level rise. TAM is working with partners to develop a scope to study the exact condition of the levees, options for rebuilding the levee system, governance structure for managing the levee system with its multiple owners, and funding and financing structures to consider. This will also be coming forward for additional discussion at a future TAM board meeting.

Through an awarded \$130,000 Caltrans Planning Grant, TAM is kicking off an initial levee and flood analysis study with Marin County Public Works this summer, where the team will be conducting additional analysis of flood vulnerabilities in Segment A to provide more data and guidance for the larger effort described above. The work will be done in partnership with Caltrans' Planning staff.

The larger levee study is estimated to take 1-2 years. Once sufficient technical data is available, solutions will be developed. Stay tuned for a thorough discussion at a TAM board meeting in the future.

## **STATE**

### **CARB/CTC Joint meeting**



In accordance with AB 179, approved in August 2017, the California Air Resources Board and the California Transportation Commission are required to hold at least two joint meetings per year to coordinate activities. Staff was in attendance at the first of these meetings, held on June 27<sup>th</sup>. The two agencies spoke of their mission and purpose, discussed the year 2030 goals adopted into law for carbon reduction, and discussed further alignment of efforts. Several follow-up activities were discussed and will be the subject of future meetings including: can RTP and SCS development by regional agencies include a framework for new technology; can the CEQA burden be relieved regarding new housing; can ports become more efficient; can trucking be better coordinated to alleviate empty trucks returning from deliveries; how can increases in VMT statewide be addressed without negative impacts on the economy. Staff will report on activity from this meeting or future meetings of this collaboration effort.

### **State Legislation**

Gus Khouri will not be attending the July 26<sup>th</sup> TAM Board meeting, but he has provided his monthly report attached to this EDR. His monthly report briefly discusses the passage of the FY 18/19 State Budget, signed by Governor Brown on June 27, 2018. The Budget establishes General Fund expenditures of approximately \$138 billion with a reserve of nearly \$16 billion.



While the reserved funds are preserved for “Rainy Days” and education, AB 1831 also set aside some of the funds for transportation infrastructure. Mr. Khouri discusses of these issues in his report.

Note Item 6i in the July 2018 TAM Board Packet discusses Proposition 6 and staff is recommending a motion in opposition to Proposition 6.

### **TAM Supports Cycle 4 Active Transportation Program Applications for Marin Projects**



The California Transportation Commission (CTC) and the Metropolitan Transportation Commission (MTC), released separate calls for projects this past May for the Active Transportation Program Cycle 4. There is \$217 million available in the statewide component and about \$38 million through MTC's regional component. Cycle 4 of the program covers fiscal years 2019/20 through 2022/23. Applications are due at the end of July 2018 ( Friday July 27<sup>th</sup>).

Through a thorough review of potential candidates that could compete for both statewide and regional funding, TAM is helping to fund and support the development of three applications (each will submit for both the statewide and regional components). These applications include San Rafael's Francisco Blvd W. Multi-use Pathway, Corte Madera's Central Marin Regional Pathways Gap Closure Project, and TAM's North-South Greenway Gap Closure Project Southern Segment. These project applications are described further below.

Francisco Blvd W. Multi-use Pathway: The Francisco Blvd W. Multi-use Pathway Gap Closure Project will complete the project currently funded and proceeding through construction under SMART's contract. That SMART pathway leaves a gap from 2<sup>nd</sup> Street to Rice Drive, a project in City right of way along West Francisco Blvd. This application is for closing that remaining gap. The ultimate project connects the existing Cal Park Hill Multi-use pathway with the San Rafael Transit Center, which is the largest transit center in Marin County. The path will connect residents and commuters to Downtown San Rafael's employment and shopping centers as well as the Larkspur Ferry Terminal. By linking the Cal Park Hill pathway to the San Rafael Transit center, residents throughout Marin received a vital link to the main north-south route in Marin.

Central Marin Regional Pathways Gap Closure Project: The Central Marin Regional Pathways Gap Closure Project will provide separated pedestrian and bicycle facilities adjacent to Highway 101 and regional roadways and would provide the crucial connection that has been missing between the convergence of five regional pathways, including Marin's North-South Greenway, the Sandra Marker Trail and other Corte Madera pathways. The project will also provide an upgraded intersection with safety improvements for pedestrians and bicyclists. It is estimated that after construction, as many as 1.9 million users per year - including students from six schools within a mile of the project, transit users, elderly citizens, and commuters would use the new facilities.

North-South Greenway Gap Closure Project Southern Segment: The North-South Greenway Gap Closure Project includes a series of bicycle and pedestrian improvements that will connect the recently constructed Central Marin Ferry Connection (CMFC) to the existing bike and pedestrian facilities at Wornum Drive. The project was previously part of a larger project known as the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project. This Greenway Project will improve pedestrian and bicycle connectivity and recreation between the northbound US 101 off-ramp structure and the existing bicycle and pedestrian facilities at Wornum Drive. The project will create a separated pathway and upgrading intersection safety for bicyclists and pedestrians. The southern segment will connect to the northern segment and extend the path to Wornum Drive



July 16, 2018

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal  
Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – JULY**

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**2018-19 State Budget Signed**

On June 27, Governor Brown signed SB 840 (Mitchell), Chapter 29, 2018, the Budget Act of 2018, which covers FY 2018-19. This bill authorizes General Fund expenditures of \$138.6 billion. A total reserve of \$15.9 billion is also provided by fully funding the Budget Stabilization Account to its constitutional limit per Proposition 2 (\$13.8 billion), and by setting aside money in the Special Fund for Economic Uncertainties (SFEU) and the newly created Net Reserve (\$2.1 billion). The Proposition 2 funds will predominantly be used to ensure that education is fully funded under Proposition 98, as well as retire outstanding loans and unfunded pension obligations. Given the Rainy Day Fund is at capacity, excess revenues that were deposited into the SFEU and Net Reserve may be used to fund infrastructure projects.

As part of the 2018 Budget package, the Governor also signed AB 1831 (Committee on Budget), Chapter 43, Statutes of 2018, a budget trailer bill, which creates a structure for the expenditure of Proposition 2 revenues that are dedicated for infrastructure. The plan stipulates that until FY 2021-22, the first \$415 million of infrastructure funding would be deposited in the State Infrastructure Maintenance Fund for improvements to the State Capitol. Beyond that amount, half of the funding would be dedicated to the rail corridor improvements identified by the California State Transportation Agency (CalSTA) and the other half would be used for Multifamily Housing Programs.

Given the current \$2.1 billion additional reserve, this could result in approximately \$850 million being made available for rail corridor improvements from which SMART may be able to receive an award.