



REVISED

November 14, 2018

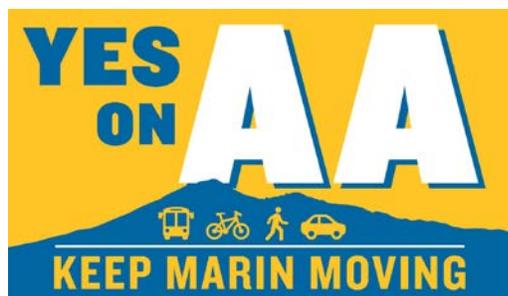
TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: Executive Director’s Report – Agenda Item 3 (Discussion)

**Local**

**75% of Marin Voters Approve Measure AA**

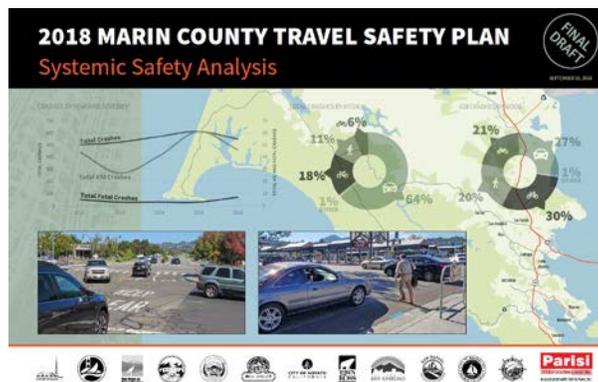


On November 6, 2018, 75.2% of Marin voters approved the renewal of the 1/2-cent transportation sales tax and expenditure plan. The first ½-cent transportation sales tax was passed in 2004 with 71.2% voter approval.

The Expenditure Plan sets-out a clear path to fund our core transportation needs of highest priority to the public, including Local Street and Road maintenance, Safe Routes to Schools programs, high quality Transit Service and Highway and Interchange Improvements. The plan was developed starting in late 2016 with broad input from agencies and community members including, local neighborhood, business, civic, and advocacy groups.

**Systemic Safety Analysis Report Program (SSARP)**

The 2018 Marin County Travel Safety Plan was funded through a Systemic Safety Analysis Report Program (SSARP) grant provided by the California Department of Transportation (Caltrans). The County of Marin, in coordination with all the Marin incorporated towns and cities with the Transportation Authority of Marin (TAM) serving as the Congestion Management Agency (CMA), collaborated to develop a plan to evaluate travel safety for motorists, bicyclists, and pedestrians within Marin County. This plan is currently being finalized and will be used by our local jurisdictions to inform them of the travel safety patterns within their communities. This data can be used in the future to document existing conditions and to substantiate grant applications to improve safe movement for all travel modes. It should be noted that MTC is preparing a similar report and is considering regional safety targets for the nine Bay Area Region. The Marin County Board of Supervisors are tentatively scheduled to consider this report at the December 18, 2018 Board Meeting. We anticipate other jurisdictions will also consider this report in future actions.



## Marin-Sonoma Bike Share Grant Program Update



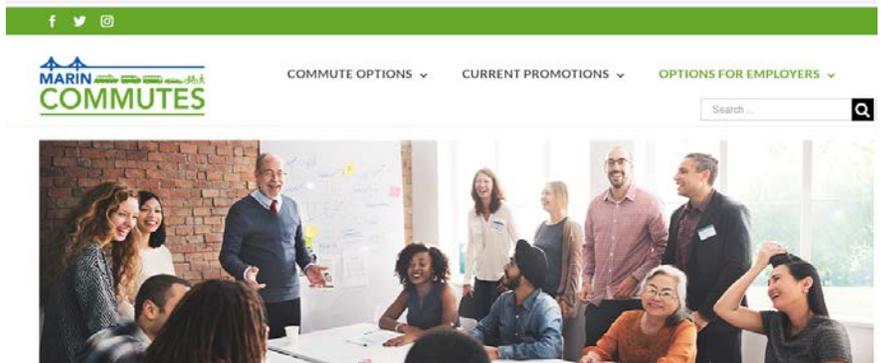
In July TAM and the Sonoma County Transportation Authority (SCTA) released a Request for Information to identify firms that recommend bike share systems for a Marin/Sonoma County program along the SMART corridor. TAM and SCTA received responses from several bike share operators, planning firms, and technology firms. Staff is in the process of reviewing the submittals and developing a scope and timeline for the procurement process. The RFI was developed as a precursor to a Request for Proposals (to get preliminary information on technologies and delivery methods to establish the RFP scope) which should be released by the beginning of 2019 to procure a contractor to help plan, develop, launch and operate bike sharing

coordinated with other shared mobility services along the SMART corridor.

The bike share program is being developed through a \$826,000 grant awarded by the Metropolitan Transportation Commission. Staff will provide additional updates to the TAM Board on upcoming procurement activities in early 2019.

## Marin Commutes Program Launch in 2019

Marin Commutes is a new outreach and public engagement program which will be introduced by TAM to fill commute information gaps for Marin County residents and workers to encourage the use of alternate commute modes. Marin Commutes will serve as an information hub, outreach platform and focal point for outreach campaigns, website and trip planning resource. Marin Commutes can play a crucial role in providing



key information to residents and the workforce about their transportation options and building awareness about TAM's incentives for reducing single occupancy vehicle trip counts.

TAM staff has worked closely with member agencies and transit districts to develop updated content regarding public transportation options and routes, outreach material, and public engagement strategies. The program will include seasonal campaigns to encourage commuters to try transit and other transportation alternatives by offering incentives for tracking trips and providing mode shift data. Employers and employees will have access to this comprehensive resource.

The program will launch in early 2019 with audience building, brand awareness activities, and will be followed by an incentive-based spring campaign that encourages Marin commuters to try alternate commute options.

### TAM staff presents EV Network to SEBRAE Rio Delegation



TAM staff recently was asked to present Marin County's Electric Vehicle network to a delegation of public officials and staff from Rio, a State in Brazil. TAM staff provided an overview of the EV charging network and EV fleet in Marin county, and TAM efforts to increase EV adoption and charging infrastructure. Thanks to the City of Mill Valley for hosting the delegation and for inviting TAM to present.

### TAM Meetings for 2018/2019

The Executive Committee meetings scheduled for December 10 and the Board of Commissioners meeting scheduled for December 20 are cancelled. Attached (Attachment 1) is the 2019 schedule of Board of Commissioners and Executive Committee meetings.



## Regional

### MTC and SFCTA Transportation Network Company Survey



# SURVEY

TAM staff have been working with MTC and SFCTA on the development of a regional survey for insight into ride-sharing services impacts and effect on the transportation system. 1,774 households in Marin County were randomly selected to participate in the survey, which will provide additional insight into the effects of services like Uber and Lyft on the transportation system. TAM staff will continue to monitor this effort and will report back the results of the survey.

## State

### Prop 6 Defeated in California – Over \$5 billion annually for transportation projects remains

Californians voted to continue generating \$5.4 billion annually for California roads, bridges, highways, transit and active transportation programs. Proposition 6, on the November ballot, threatened to repeal Senate Bill 1 (SB1), a transportation funding package passed by 2/3 of the state legislature in April 2017. SB1 represents the largest state commitment to transportation solutions in more than 25 years. The \$5.4 billion annual transportation investment is generated by a combination of gas and diesel taxes and vehicle license fees.

#### Statewide Results

100.0% (24,312 of 24,312) precincts reporting as of November 13, 2018, 12:50 p.m.

	Votes	%
Yes	3,667,455	44.0%
No	4,673,982	56.0%

## Statewide Election Results

In lieu of an in-person reporting by Khouri Consulting of the results from the November election last week, attached (Attachment 2) is a recap of the statewide constitutional offices as well as the state legislature composition and ballot initiatives.

## 2018 California Transportation Foundation Transportation Education Symposium



As the leading charitable transportation organization in the state, the California Transportation Foundation (CTF) was established more than thirty years ago to support California's transportation community with the following programs:

- Scholarships for students planning a career in transportation;
- Financial assistance to those injured on the job and to the families of transportation workers who died;
- Remembrance and recognition of transportation service with roadway memorial signs and the Worker's Memorial service on the steps of the State Capitol; and
- Career development and awards and recognition.



To support the great causes of CTF, TAM became a sponsor of its Transportation Education Symposium for many years. On behalf of TAM, Li Zhang joined this year's Transportation Education Symposium, took place at San Jose from November 8 to 9. Along with several other mentors from both the public and private sectors, Li guided the team of 7 undergraduate students from various engineer schools of state, worked hard and won the first place during the preparation and presentation of a professional request for proposal competition.

## Caltrans Planning Grants



Caltrans recently released its FY2019-2020 cycle of planning grants, including funds from Senate Bill 1, the Road Repair & Accountability Act of 2017. A total of \$40 million is available for transportation planning projects statewide. TAM has been coordinating with local jurisdictions and MTC on potential grants and is supporting applications for sustainable communities and adaptation planning, the two main categories of planning grants available.

TAM will be re-submitting a Bus on Shoulder Grant, based on positive feedback on the previous application. This study will provide a feasibility and conceptual design for converting US Highway 101's existing shoulders into a part-time bus only lane in Marin County. This study will assess the use of part time bus only shoulder lanes to improve transit speed, reliability and ridership on this heavily congested portion of

Highway 101. The study will use a smart mobility framework along with local communities, Caltrans, Transit Operators and California Highway Patrol to identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and potential user benefits and costs.

## SR-37 Corridor Planning Update

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 three years about how local transportation authorities might play a role in advancing improvements in the corridor.



The Corridor has been cooperatively developed for over three years by the coalition of the four county transportation agencies in Marin, Sonoma, Napa, and Solano, Caltrans and MTC/BATA, in concert with numerous resource agency partners. In an October letter to MTC and the Chair of the SR37 Policy Committee, TAM continued to emphasize the importance of developing and implementing a corridor plan spanning the entire corridor. The ultimate plan should recognize SR 37 as an interconnected system, and not as disparate segments that can be managed and viewed separately. The policy decisions around financing and phasing traffic congestion relief, public access, sea level rise adaptation and environmental restoration should be crafted with the entire corridor in mind and not one particular county or segment.

With the passing of Regional Measure 3 in June there will be \$100 million dollars allocated to the four North Bay CMAs for SR 37 projects. At the November 8th SR37 Policy Committee meeting, the committee agreed that an interim congestion relief project should be developed as soon as possible for Segment B, as well as

adopting the corridor-wide improvement approach for an ultimate project. The RM3 fund allocation, when it is available, would be apportioned as follows:

- \$15 million to Solano Transportation Authority (STA) for an interchange project in Segment C,
- \$20 million to Sonoma County Transportation Authority (SCTA) to engineer and environmentally clear the interim Segment B project,
- \$4 million to SCTA to environmentally clear a Highway 121/37 interchange improvement project,
- \$3 million to TAM to develop long-term levee improvement alternatives to protect SR37 in Segment A, and
- \$58 million to remain unallocated until the next set of projects are validated by the committee.



## 2019 TAM Board and Executive Committee Meeting Calendar

Following is a list of meeting dates for the **TAM Board of Commissioners** for 2019 (generally on the fourth Thursday of each month):

January 24, 2019	July 25, 2019
February 28, 2019	August 22, 2019 <i>if necessary</i>
March 28, 2019	September 26, 2019
April 25, 2019	October 24, 2019
May 23, 2019	November 21, 2019– Third <i>Thursday</i>
June 27, 2019	December 19, 2019 - <i>Third Thursday</i>

Unless noted otherwise on the posted agenda, all TAM Board meetings are held at the Marin County Civic Center, Room 330, 3501 Civic Center Drive, San Rafael, California. Meeting start time is 7:00 p.m.

Following is a list of meeting dates for the two **TAM Executive Committees** for 2019 (generally on the second Monday of each month).

January 14, 2019	July 8, 2019
February 11, 2019	August 12, 2019 <i>if necessary</i>
March 11, 2019	September 9, 2019
April 8, 2019	October 14, 2019
May 13, 2019	November, 2019 (date to be determined)
June 10, 2019	December 9, 2019

Unless noted otherwise on the posted agenda, both meetings are held in the TAM Conference Room at 900 Fifth Avenue, Suite 100, San Rafael, California. Meeting start times are:

- The Programming & Projects Executive Committee meets at 2:00 p.m.
- The Finance & Policy Executive Committee meets at 3:30 p.m.



November 8, 2018

TO: Board Members, Transportation Authority of Marin  
 FROM: Gus Khouri, Principal  
 Khouri Consulting

**RE: STATE LEGISLATIVE REPORT - DECEMBER**

The legislature adjourned from the 2017-18 Regular Session on Wednesday, August 31. As a result, this report will focus on the results of this month's election and the implications for California.

**Statewide Constitutional Offices**

Democrats enjoyed a clean sweep of the Constitutional positions. For the first time in 130 years, a Democrat has succeeded another for the governorship. We also witnessed the first elected female Lieutenant Governor and second female Treasurer (Kathleen Brown was the first). The race for Insurance Commissioner is still too close to call as Ricardo Lara leads Steve Poizner, who previously held the post between 2007-11, by 105,733 votes with some 96% of the ballots counted. Below are the results:

Office	Candidate (party registration)	Votes
<b>Governor</b>	<b>Gavin Newsom (D)</b>	<b>59.3%</b>
	John Cox (R)	40.7%
<b>Lieutenant Governor</b>	<b>Eleni Kounalakis (D)</b>	<b>55.7%</b>
	Ed Hernandez (D)	44.3%
<b>Secretary of State</b>	<b>Alex Padilla (D)</b>	<b>61.8%</b>
	Mark Meuser (R)	38.2%
<b>Controller</b>	<b>Betty Yee (D)</b>	<b>62.9%</b>
	Konstantinos Roditis (R)	37.1%
<b>Treasurer</b>	<b>Fiona Ma (D)</b>	<b>61.2%</b>
	Greg Conlon (R)	38.8%
<b>Attorney General</b>	<b>Xavier Bacerra (D)</b>	<b>60.8%</b>
	Steven Bailey (R)	39.2%
<b>Insurance Commissioner (too close to call)</b>	Ricardo Lara (D)	50.8%
	Steve Poizner (R)	49.2%

### **State Legislature**

Democrats in the California State Legislature were able to secure two-third supermajorities in both the Assembly (57 out of 80 members) and the Senate (28 out of 40) by gaining two seats in both the Assembly and Senate, assuming that current results hold, including Assembly Member Anna Caballero's narrow lead (1,019 votes) over Rob Poythress holds to succeed termed-out Senator Anthony Cannella. Assembly Member Marc Levine and Senator Mike McGuire each coasted to successful re-election bids by garnering 72% and 68.7% of the vote, respectively.

There will be 12 new members (5 in the Assembly and 7 in the Senate), which is in stark contrast to the 31 members that were sworn into office in 2016. This is primarily attributable to Proposition 28 of 2012, which allows legislators to serve up to 12 years in one house. With the super majority, Constitutional amendments being placed on the ballot, tax increases, and legislative rule waivers can now be approved on a party-line vote.

### **Ballot Initiatives**

There were 11 initiatives for consideration on the November ballot that collectively spent more than \$372 million to change California policy, including \$46 million to defeat Proposition 6. Below is a discussion on a handful of some of the more high-profile initiatives on the ballot and their respective result:

#### **Proposition 6 – Repeal of Fuel Tax and Vehicle Registration Fees- Failed 44.8% - 55.2%**

This measure would have repealed the \$5.2 billion annual transportation package, funded through increases to the gas tax, sales tax on diesel and vehicle registration fees increases, for purposes of fixing local streets and roads, bridges, easing traffic congestion, improving public transportation, and providing bicycle and pedestrian programs. In addition, the would have precluded future tax increases by the legislature without a vote of the people. The initiative was funded by the Republicans in order to motivate turnout among its base in order to protect seats in Congress.

#### **Proposition 3 – Water Bond – Failed 47.7% - 52.3%**

This measure would have authorized \$8.877 billion in general obligation bonds water infrastructure, groundwater supplies and storage, surface water storage and dam repairs, watershed and fisheries improvements, and habitat protection and restoration. The campaign only had \$5 million towards the effort, without and reported money spent in opposition.