

DATE April 25, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

SUBJECT: Executive Director's Report – Agenda Item 3 (Discussion)

LOCAL

Marin Commutes Spring Campaign Kick-Off



In January TAM launched a new public engagement program “Marin Commutes” promoted through the website MarinCommutes.org to emphasizing the benefits of alternative transportation options and increase awareness of incentives and tools available to Marin commuters. The goal of the program is to shift commute behavior away from single occupancy driving trips.

Through Marin Commutes this spring from April 29- June 9, 2019 participants can win prizes when they log green trips in the My Marin Commute system online. Additional details and instructions are provided at MarinCommutes.org.

Marin Commutes is preparing to pilot the My Marin Commute system (powered by Ride Amigos) and app in 2019 for two seasonal mode shift campaigns in the spring and the fall. This spring campaign is the initial campaign for the program and is being promoted to employers and employees, the general public through the TAM Traveler Newsletter, Marin Commutes employer and general public distribution lists, at SMART and on local route buses, and through various events this season.



MCE Ribbon Cutting for Solar Electric Vehicle Charging

On Thursday, April 25, 2019 MCE celebrates the completion of MCE Solar Charge with a Ribbon Cutting event with speakers expected to include:

- Marin County Supervisor Kate Sears, Board Chair, MCE
- Assemblymember Marc Levine, State of California, 10th Assembly District
- Stephanie Moulton-Peters, Commissioner, Transportation Authority of Marin
- Marin County Supervisor Katie Rice, Board Chair, Bay Area Air Quality Management District
- Charlie Gregg, Director of Commercial Projects, American Solar
- Dawn Weisz, Chief Executive Officer, MCE

The Solar Charge installation at their San Rafael office, 1125 Tamalpais Avenue in San Rafael, is MCE's newest, local community energy project. MCE Solar Charge includes an 80kW PV solar system powering 10 Level 2 electric vehicle (EV) charging stations that are open to the public. Two ADA-accessible ports will also be open to the public.



The project, built by Marin-based American Solar Corporation, will generate approximately 120,000 kWh per year and will support up to 10 charging sessions at a time. Transportation Authority of Marin and Bay Area Air Quality Management District's Charge! Program are funding partners for the 10 EV charging ports.

TAM will Host our 2nd EV Test Drive Event at San Rafael's May Madness Event – May 11

ELECTRIC VEHICLE TEST DRIVE EVENT



SAVE THE DATE! Saturday, May 11, 2019

TAM will host our 2nd Electric Vehicle Test Drive Event at the San Rafael's May Madness Car Show and Parade. The test drive event will provide people with a direct experience in an electric vehicle to help inform the public and build market momentum.

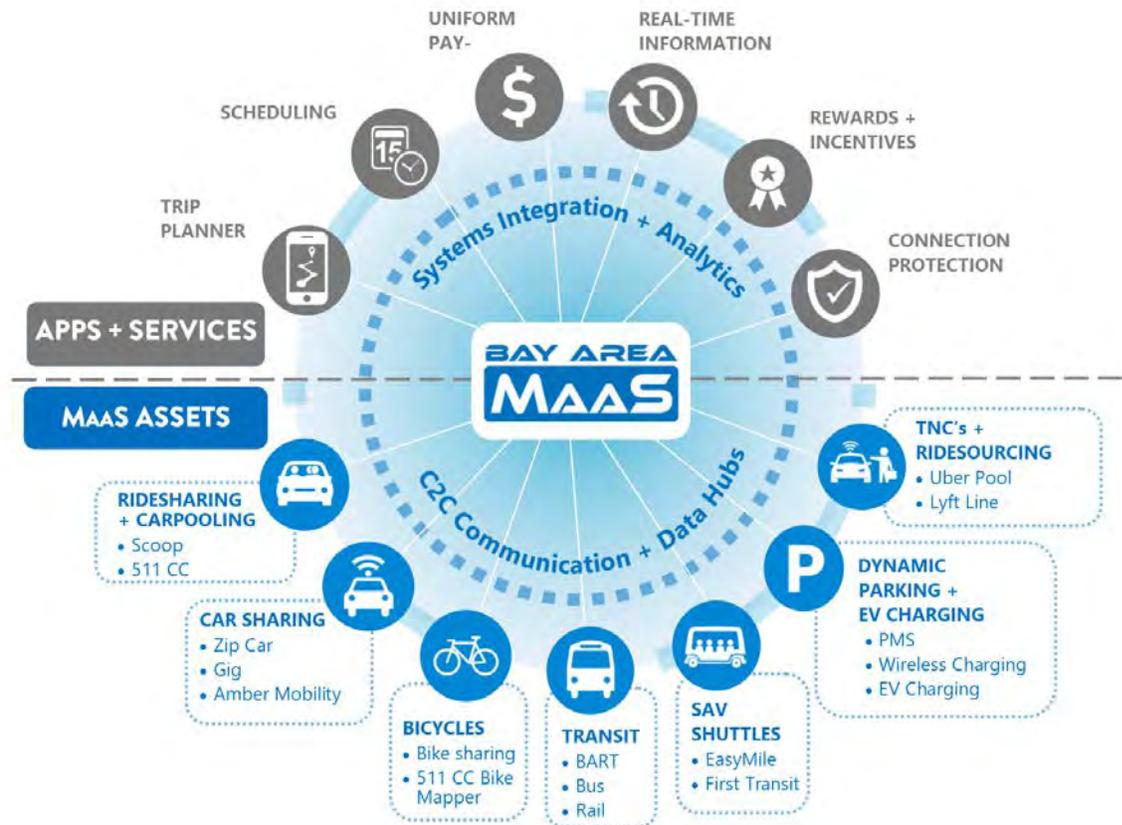
The booth will include information about TAM's Electric Vehicle program and general information about TAM's projects and programs. Marin Clean Energy will also participate and provide information about their programs at the TAM booth.

REGIONAL

Federal Highway Administration (FHWA) Innovative Mobility Grant Awarded for Bay Area

Contra Costa Transportation Authority (CCTA) in partnership with the Transportation Authority of Marin and the San Francisco County Transportation Authority, applied for and was awarded an Federal Innovative Mobility Grant to develop a one-stop 'mobility as a service' platform for users. This total grant of \$8 million is representative of the federal DOT's interest in this strategy and its application on a nationwide basis to reduce congestion. The grant will support the development of a user focused approach smartphone application that integrates traffic operations, shared mobility services, transit and other assets into a 'one stop shop' for trip planning, scheduling, and fare collection. There is no similar system in the US thus far making our efforts in the Bay Area singularly unique.

This TAM had a kickoff meeting with CCTA this past week where we strategized next steps. CCTA will kick off the development of the platform in the I-680 corridor, followed by implementing the same platform for Hwy 101 and related routes in Marin. Organizational work will occur over the next 6 months with funds available in January 2020. Staff will report regularly on progress. See below for representation of both the specifications and the asset toolkit for this effort. Note the image below reflects Contra Costa's I-680 corridor but TAM will be working to develop a similar structure for Marin.



TAM Participation in Bay Area Bike to Work Day 2019 – May 9, 2019



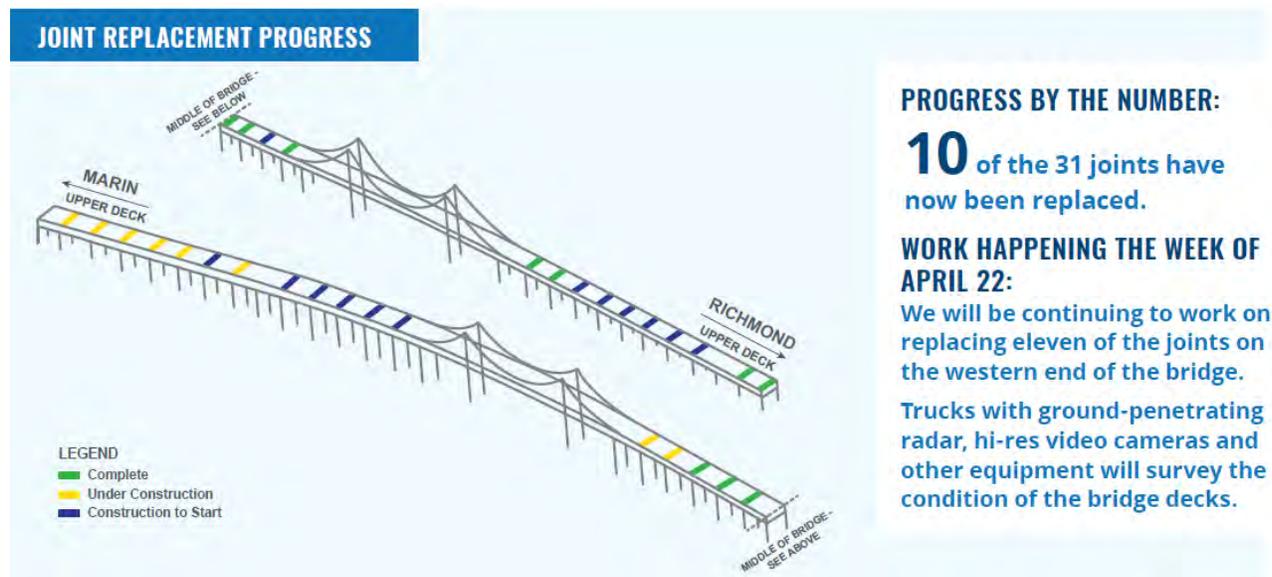
On Thursday, May 9 from 6:00 a.m. to 9:00 a.m. TAM is sponsoring a Super Energizer Station in conjunction with MCBC, and other sponsors at Bike to Work Day. For the sixth consecutive year, TAM will have a booth provided to promote bicycling to work and a variety of TAM's commute programs.

The energizer station will be located at the base of the Central Marin Ferry Connection Bridge along the Corte Madera Creek path. The TAM logo will be presented on Bike to Work Day posters and materials and staff will be handing out bike lights to commuters at the event.

Richmond-San Rafael Bridge Joint Replacement Project

Caltrans, MTC and BATA have developed a fact sheet (Attachment A) to provide a progress report and additional information about the upper deck joint replacement project that started on March 11. The fact sheet will be updated weekly to keep motorists informed about project progress.

The replacement of these steel-and-concrete joints will delay installation of the four-mile-long moveable barrier system and the opening of the bicyclists/pedestrian path on the upper deck.



Regional Measure 3



On April 8, 2019, the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) issued the following statement on the ruling filed last week by Judge Ethan P. Schulman of the Superior Court for the City and County of San Francisco, in which the Court granted BATA's and the state Legislature's motions to dismiss the Jarvis complaint

without leave to amend in the case of Howard Jarvis Taxpayers Association, et al v. The Bay Area Toll Authority and the California State Legislature:

“We are pleased, of course, by the Court’s ruling,” said MTC/BATA Chair and Alameda County Supervisor Scott Haggerty. “We will await further action by the Court and look forward to evaluating next steps.”

MTC and BATA will make no further comment until the Court has submitted a Notice of Entry of Judgement. MTC staff is studying further actions to be brought to the Commission and the Authority for consideration.

(source: MTC)

Bay Area Regional Collaborative Receives report on Potential Combined Costs for Climate Adaptation

The Bay Area Regional Collaborative (BARC) consisting of members of the Boards of ABAG, BAAQMD, BCDC, MTC, CalSTA and State Coastal Conservancy met on April 19th and received a presentation on Dealing with the Potential Costs for Climate Adaptation in the Bay Area and how regional governance can respond to the growing challenge. Noting a number of growing climate change challenges, including wildfire risk and insurance markets, the presentation provides a call for regional governance to reduce regional government silos to address this issue. The presentation notes risk for \$15.6B in assets in Marin County alone. More information can be found here:



<https://mtc.ca.gov/file/256761/download?token=OZ9tWvrn>

STATE

State Legislation



Gus Khouri will not be in attendance at the April 25th TAM Board meeting but provided a report (Attachment B) on relevant legislative activities pertaining to TAM. In particular, he noted in his report a recent amendment to SB 526 (Allen).

In its original text, SB 526 requires MPOs to determine if they will be on track to meet 2035 Greenhouse Gas (GHG) emission targets. If not, the California Transportation Commission (CTC) assign lower funding priority for projects in non-complying MPOs.

The recent amendment by the author removed the provision that requires the CTC to assign lower funding priority for projects in non-complying MPOs.

The Funding, Programs & Legislation Executive Committee recommended a monitor position at its April 8th meeting. Since further amendments may still be proposed for SB 526, the recommendation of a monitor position is still appropriate.

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RICHMOND SAN RAFAEL BRIDGE JOINT REPLACEMENT

4/22/2019



THANK YOU, BAY AREA MOTORISTS!

Caltrans and the Bay Area Toll Authority thank you for your continued patience as we work to replace 31 joints on the upper deck of the Richmond-San Rafael Bridge.

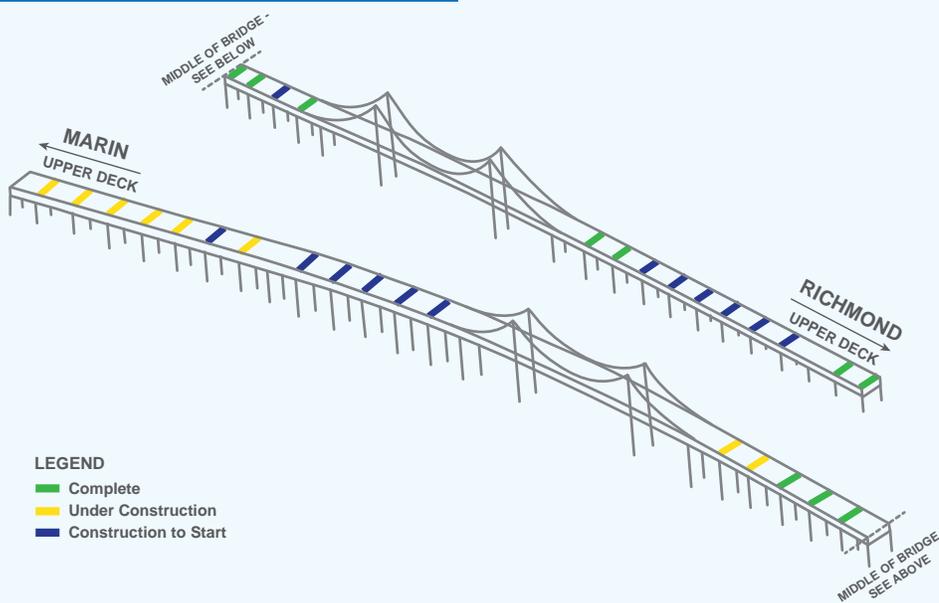
We know this work is inconvenient to you and greatly appreciate your understanding as we perform this essential work on this workhorse bridge, which has served the Bay Area for the past 63 years!

WHAT'S HAPPENING

Each of the original joints, which date back to the mid-1950s, is being replaced by a new joint that features a rubberized seal designed to shrink and expand with the changing temperatures. This will prevent cracking of the surrounding concrete road deck.

The good news is that we have picked up the pace and are now on target to complete replacement of at least two joints each week. We anticipate finishing the joint replacement work on the bridge's upper deck in July.

JOINT REPLACEMENT PROGRESS



PROGRESS BY THE NUMBER:

10 of the 31 joints have now been replaced.

WORK HAPPENING THE WEEK OF APRIL 22:

We will be continuing to work on replacing eleven of the joints on the western end of the bridge.

Trucks with ground-penetrating radar, hi-res video cameras and other equipment will survey the condition of the bridge decks.

WHAT TO EXPECT

- To minimize impacts to commute traffic, we're doing the joint replacement work at night. Expect lane closures most nights from 9 pm to 5 am.
- Thin steel plates are being installed at work locations. Drivers can pass over these plates at the posted speed. There is no need to slow for these plates.
- Please visit 511.org or the [Caltrans Quickmap](#) for real-time info on travel conditions.
- Drive safely and [Be Work Zone Alert](#) when workers are present!

CONTACT INFORMATION

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Phone: **510-385-7069**

MTC Public Information Line: **415-778-6757**



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April 15, 2019

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

RE: STATE LEGISLATIVE UPDATE – APRIL

On March 20, we had the privilege of sitting down with Governor Newsom to discuss a wide variety of topics. Our meeting primarily focused on discussing Governor Newsom's budget proposal to tie affordable housing production to the receipt of local streets and roads funding, the influence of the California Air Resources Board (CARB) on transportation funding decisions, advocating for endorsements of prospective endorsements of SB1 Cycle 2 requests and additional funding for passenger rail as a way to reduce greenhouse gas emissions and vehicle miles traveled. The following is a summary of those conversations:

Tightening the Nexus Between Affordable Housing and Transportation Funding

On March 11, Governor Newsom released draft budget trailer bill language strongly encouraging local jurisdictions to make accommodations to increase the availability (zoning) of affordable housing supply, and providing funding to do so, while linking housing production to the receipt of local streets and roads for failure to take action.

This proposal, which is essentially draft language without a bill number, sets higher short-term housing production goals for cities and counties, and provides \$750 million in support and incentives to help these jurisdictions plan and zone for these higher, ambitious housing targets. The proposal would also update and modernize the state's long-term housing goals, known as Regional Housing Needs Allocations (RHNA), to better reflect regional housing and transportation needs. Under this proposal, the Department of Housing and Community Development (HCD), in collaboration with the Office of Planning and Research and stakeholders, must also propose an improved RHNA process and methodology that promotes and streamlines housing development.

The HCD, in coordination with the California State Transportation Agency and the Office of Planning and Research, would be required to engage stakeholders to develop and

propose policies for linking transportation and other non-housing funds – including, very specifically, local streets and road funds from SB 1 – with housing goals by the end of 2022.

The language authorizes the state to withhold SB 1's local streets and roads funds from any jurisdiction that does not have a compliant housing element and has not zoned and entitled for its updated annual housing goals, beginning July 1, 2023.

The Association of Bay Area Governments is projected to receive about \$22.9 million from the \$250 million statewide planning pot, and roughly \$77.3 million from the \$500 million statewide set-aside based on each region's proportionate share of annual housing targets.

The Administration plans to convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other local government economic development tools to make progress toward required housing production goals.

In our discussion with Governor Newsom, he emphasized that he respects the will of the voters as it pertains to allowing all SB 1 funding to continue to flow, and that funding would only be held in the most egregious circumstances as demonstrated by the City of Huntington Beach. In our conversations in the Capitol, legislators were staunchly opposed to withholding SB 1 funding.

CTC and CARB Collaboration to Reduce Greenhouse Gas Emissions

Per Assembly Bill (AB) 179 of 2017, the CTC and CARB are required to convene a meeting twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets, despite not having purview over housing production or job creation location, while implementing voter-approved expenditure plans, such as Measures A and AA. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported to be constitutionally protected (Proposition 22 of 2010, Proposition 69 of 2018) and continued for purposes of maintaining highway and local streets and roads infrastructure, easing congestion, and providing multimodal solutions (defeat of Proposition 6 in 2018).

We also discussed SB 526 (Allen), which would prioritize greenhouse gas emission reducing projects over safety and congestion management projects as an example of an overreach by CARB, with Governor Newsom and legislators. The Governor was particularly interested in providing more funding for passenger rail as the most impactful way to reduce greenhouse gas emissions and build momentum for implementing the State Rail Plan, rather than just focusing on High-Speed Rail.

SB 1 Competitive Program Allocations- ATP and LPP

Under the Active Transportation Program (ATP), 50% of the funds are awarded on a competitive basis by the CTC, with 10% going to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000. Senator Beall has introduced SB 152 to modify ATP to have 75% of all funding to go to MPOs, 15% to small urban and rural areas, and 10% to be allocated by the CTC on a competitive basis.

The Local Partnership Program (LPP) provides \$200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the CTC. TAM receives roughly \$383,000 in direct funding annually from the formulaic share. Some Southern California regional transportation planning agencies have expressed a desire to pursue legislation to change program allocations to be distributed on a 95/5 split favoring a formulaic share, or some hybrid that provides a higher floor of guaranteed funding. The result would limit the CTC's flexibility to mix and match funding to fully fund projects. Under a best-case scenario of an increased formulaic share, TAM would virtually double its formulaic share to roughly \$766,000 annually, which could provide funding for a minor active transportation project at the expense of competing for prospective resources to address safety or congestion relief initiatives, such as completing the Marin Sonoma Narrows project, which may not receive full funding from the Solutions for Congested Corridors Program, if it is awarded in Cycle 2. We will continue to monitor any prospective legislative effort on this issue. Senator Beall may use SB 277 to make changes to LPP. We were pleased to hear that Governor Newsom and legislators are reluctant to make any changes to either program.

Bills of Interest

- 1. SB 526 (Allen)** would require the CARB to adopt a regulation requiring Metropolitan Planning Organizations (MPOs) to determine if they will be on track to meet 2035 GHG targets. If an MPO is deemed to not be on course to meet its 2035 targets, the CTC would have to assign a lower priority to a project that increases vehicle miles traveled and GHG emissions. While SMCTA is committed to reducing greenhouse gas emissions through its pursuit of funding for passenger rail and bicycle and pedestrian programs, this bill would usurp local control and could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions. ***The author took amendments on April 11 to remove the requirement that the CTC prioritize GHG-reducing projects, which is a considerable concession, however the bill still contains language requiring ARB to determine if agencies will meet their 2035 targets. We recommend monitoring this measure and to work with CARB to continue identifying opportunities to invest into passenger rail and active transportation projects. Otherwise, the bill would highlight a problem and create an expectation without providing a solution.***

2. **SB 152 (Beall)** would modify the Active Transportation Program to have 75% of all funding to go to MPOs, 15% to small urban and rural areas, and 10% to be allocated by the CTC on a competitive basis. ***We recommend TAM stay neutral on this measure until more clarity is provided. TAM has faired well in the past through the statewide competitive pot, but may also do well if MTC is allocating funds. The concern is that shifting over to a formulaic program could place an artificial cap on awards, limiting opprtuntiies to deliver project of great significance.***
3. **SB 277 (Beall)** This bill may be used as a vehicle to convert the Local Partnership Program to a full formulaic program. ***We recommend an oppose position if it is amended for that purpose.***