



DATE May 30, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

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

LOCAL

Ramp Metering Project Update

Construction of the Phase-One Ramp Metering Project is well under way now. Capital improvements are being made to ramps along northbound Highway 101 from Alexander Avenue up to and including the on-ramp at Sir Francis Drake Blvd. Caltrans has reported that majority of the work will be completed later this fall with minor items of work extending into the first part of next year. Next steps for the project include preparation of an implementation plan that will establish the metering rates. The metering rate will determine the cycle length of the lights and associated traffic volume entering the highway at the ramp. Caltrans is in the process of collecting current traffic data for this effort. Note that in addition to the phase one project limits, Caltrans is also incorporating three ramps in the City of San Rafael that already have ramp meters installed. This will extend the metered corridor from the Golden Gate Bridge up to the on-ramp leading from Lincoln Blvd which is just south of the San Pedro Road Interchange. A schedule for the activation of the San Rafael ramp meters (particularly the Irwin Street on-ramp) has not been established in an effort to coordinate and respond to changing traffic conditions in the downtown area associated with the SMART extension to Larkspur. The Technical Advisory Committee, representing communities in the corridor, will be engaged in the activation process. The third ramp being studied as part of the activation process includes the direct connector on-ramp from westbound I-580 to northbound Highway 101. This meter was installed when the connector was rebuilt a few years back.



San Anselmo Receives TAM's First Rebate for an Electric Bike

TAM is pleased to announce our first rebate for an Electric Bike! The City of San Anselmo purchased an electric bike to provide a clean transportation option for staff, and TAM's Measure B fund helped support the clean fleet conversion purchase. TAM's Measure B Alternative Fuel Program helps support public agencies' efforts to install clean fuel infrastructure and convert fleets to zero emissions vehicles.

TAM Receives Certificate of Achievement for Excellence in Financial Reporting



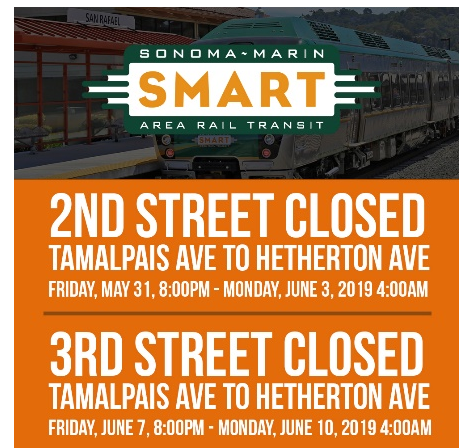
TAM was awarded the Governmental Finance Officers Association of the United State and Canada's Certificate of Achievement for Excellence in Financial Reporting for its FY2017-18 Comprehensive Annual Financial Report (CAFR). The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. This is the first year that TAM has produced a CAFR which includes comprehensive financial information as well as financial statements to help readers understand the financial condition of the agency. We appreciate the efforts of the TAM Board of Commissioners and the Citizens' Oversight Committee for their continued guidance and

support in the prudent and high standard financial management of the agency.

SMART Larkspur Extension Project: Road Closures on Second Street (5/31-6/3) and Third Street (6/7-6/10)

As a part of SMART's construction of the Larkspur extension, Second Street will be closed on the weekend of June 1-2 at Tamalpais Avenue and Hetherton Street. Third Street will be closed on the weekend of June 8-9 at Tamalpais Avenue and Hetherton Street. Both June 1-2 and June 8-9 road closures will begin at 8:00 p.m. Friday night and will be open by 4:00 a.m. Monday morning.

For detailed information about suggested detours, visit the SMART website project page: <http://sonomamarintrain.org/projects-update>



TAM Participates in Bike to Work Day – May 9, 2019



On Thursday, May 9 from 6:00 a.m. to 9:00 a.m. TAM staff, MCBC staff and other sponsors met with hundreds of bicyclists at the Super Energizer Station located at the base of the Central Marin Ferry Connection Bridge along the Corte Madera Creek path. For the sixth consecutive year, TAM sponsored a booth at the event to promote bicycling to work and to discuss TAM's infrastructure projects and commute programs, including Marin Commutes.

REGIONAL

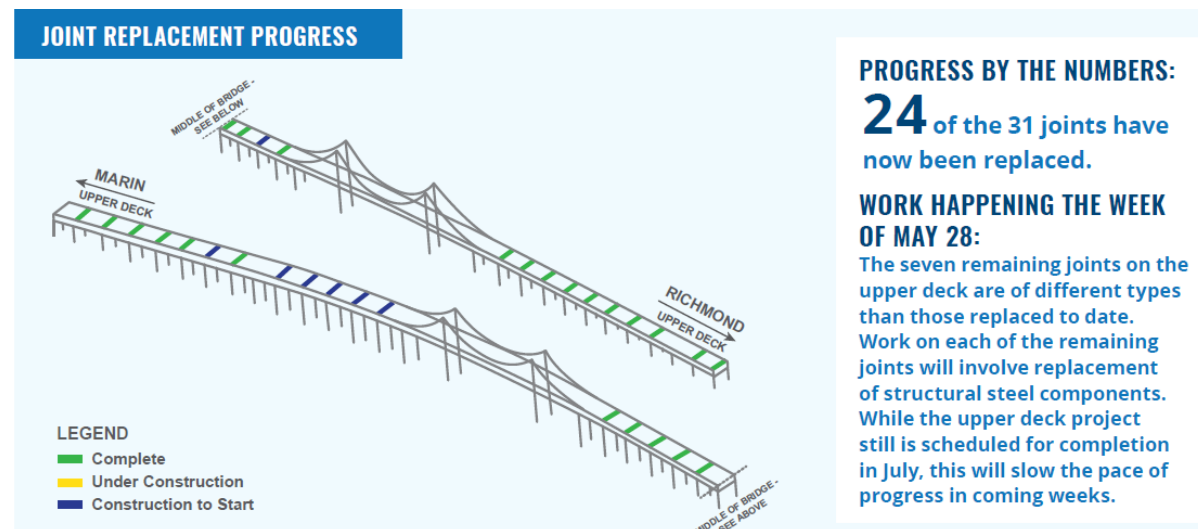
Richmond-San Rafael Bridge 3rd Lane Awarded 2018 Freeway Project of the Year

The California Transportation Foundation recognized the Richmond-San Rafael Bridge 3rd Eastbound Lane Project as the 2018 Freeway/Expressway Project of the Year. Over 200 people attended the 30th Annual Excellence in Transportation Awards where the Bay Area Toll Authority, Transportation Authority of Marin, Caltrans and Contra Costa Transportation Authority were presented the project of the year award and acknowledged for their successful partnership. The 3rd eastbound lane on the Richmond-San Rafael Bridge was opened in April 2018 and has achieved significant traffic reduction during the afternoon eastbound commute.



Richmond-San Rafael Bridge Joint Repair Activity

Work continues to replace the upper deck bridge joints on the Richmond-San Rafael Bridge. Caltrans is providing weekly progress updates (Attachment A) and the work is expected to be complete in July. Steel plates associated with this work have caused traffic delays and motorists are being told to maintain the posted speed when crossing the plates. The contractor is installing longer, tapered steel plates whenever possible to help reduce the traffic delays.



STATE

State Legislation

Gus Khouri will not be present at the May 30th TAM Board meeting but provided his monthly report (Attachment B). His report provides an overview of the May State Budget Revisions that were released by the Governor on May 9th. He also discussed several bills of interest to Marin, including SB 152 (Beall), SB 277 (Beall), SB 330 (Skinner), and AB 1487 (Chiu). SB 152 and SB 277 have been previously reviewed by the TAM Board, so Mr. Khouri is providing updates on these two bills in his report. SB 330 and AB 1487 are new bills that have not been reviewed by the TAM Board. SB 330 and AB 1487 will be discussed further in June when they are added to TAM's Legislative Matrix.

LIST OF OUTREACH MEETINGS AND EVENTS



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|------------|---|
| 3/7/2019 | SR37 Policy Committee Meeting |
| 3/7/2019 | Marin Climate and Energy Partnership |
| 3/20/2019 | Marin County Planning Directors |
| 3/21/2019 | Drawdown - Transportation Group Meeting |
| 3/21/2019 | Marin County Sea Level Rise Workshop |
| 3/25/2019 | SB743 Working Group |
| 3/27/2019 | SMART TAC Meeting |
| 4/10/2019 | CMA Caltrans Project Delivery Group meeting |
| 4/3/2019 | Marin Coalition |
| 4/4/2019 | Marin Climate and Energy Partnership |
| 4/10/2019 | San Rafael/Dominican University |
| 4/17/2019 | San Rafael Climate Action Plan Forum |
| 4/18/2019 | Marin Public Works Association |
| 4/18/2019 | League of Women Voters Annual Gala |
| 4/20/2019 | Novato Clean and Green Day |
| 4/24/2019 | North Bay Transportation Roundtable |
| 4/25/2019 | MCE Ribbon Cutting for Electric Vehicle Charging Stations |
| 5/4/2019 | Community Heritage & History Day |
| 5/8/2019 | Bike to School Day |
| 5/9/2019 | Bike to Work Day |
| 5/11/2019 | TAM EV Ride and Drive Event at May Madness |
| | San Rafael Employee Green Team and Ministry of Alternative Commutes |
| 5/27/2019 | |
| 6/6/2019 | SR37 Policy Committee meeting |
| 8/11/2019 | Bike to the Ballpark Promo (San Rafael Pacifics Baseball) |
| 10/23/2019 | Marin Senior Fair |

RICHMOND SAN RAFAEL BRIDGE JOINT REPLACEMENT

5/28/2019



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.

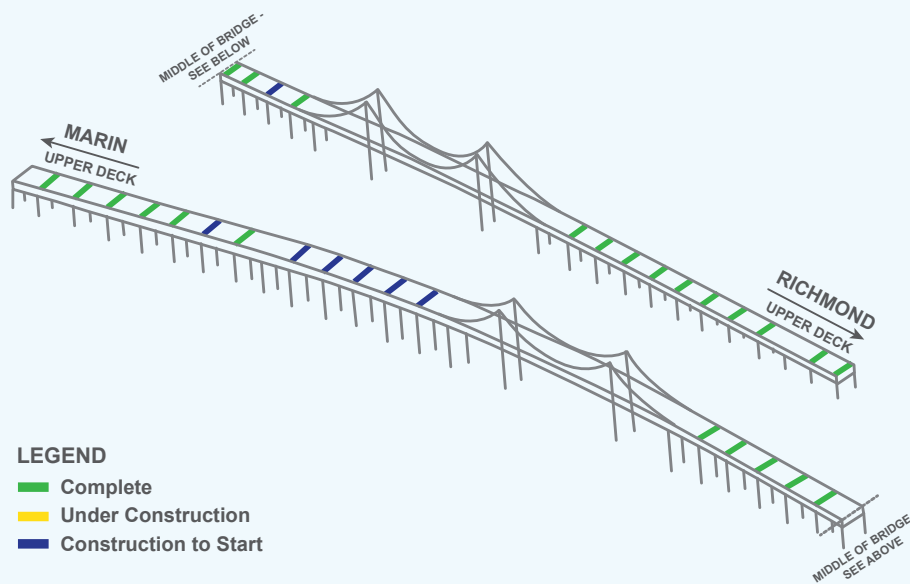
We know this work is inconvenient to you and greatly appreciate your understanding as we perform this essential work on this workhorse bridge, which has served the Bay Area for the past 63 years!

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.

Next year 30 joints on the lower deck of the bridge will also be replaced in conjunction with a bridge painting contract.

JOINT REPLACEMENT PROGRESS



PROGRESS BY THE NUMBERS:

24 of the 31 joints have now been replaced.

WORK HAPPENING THE WEEK OF MAY 28:

The seven remaining joints on the upper deck are of different types than those replaced to date. Work on each of the remaining joints will involve replacement of structural steel components. While the upper deck project still is scheduled for completion in July, this will slow the pace of progress in coming weeks.

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: **510-286-5206**

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



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May 29, 2019

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

RE: STATE LEGISLATIVE UPDATE – MAY

On May 9, Governor Newsom released the May Revision to his proposed 2019-20 State Budget. The May Revision includes an additional \$3.2 billion in revenue from January but are constitutionally obligated to reserves, debt payment, and schools. The increase is attributable to gains from personal income tax revenues (\$1.9 billion), corporation tax receipts (\$1.7 billion). Total May Revision revenues, including transfers, is projected to be \$138 billion in 2018-19 (up by \$1.1 billion) and \$143.8 billion (up by \$1.2 billion) in 2019-20.

Given uncertainty at the federal level, the risks to the current economic forecast, and the need for a solid fiscal foundation, the Budget allocates \$13.6 billion of the windfall (including debt payments and reserve deposits required by Proposition 2) to building budgetary resiliency and paying down the state's unfunded pension liabilities. This includes \$4 billion to eliminate debts and reverse deferrals, \$4.8 billion to build reserves, and an additional \$4.8 billion to pay down unfunded retirement liabilities, which will save over \$14 billion in obligations for the future.

The Budget assumes an additional \$1.8 billion transfer in the budget year and an additional \$4.1 billion over the remainder of the forecast period, leaving a reserve of \$15.3 billion and bringing the Rainy Day Fund to \$19.4 billion by 2022-23. The state however will continue to face uncertain times, given that we are overdue for a recession, the volatility of our reliance on personal income tax and capital gains, and the ramifications of the recently enacted federal tax bill, which have not yet been factored into the Budget's economic or revenue forecasts. A one-year recession in 2019-20 that is larger than the 2001 recession, but milder than the 2007 recession, could result in a nearly \$70 billion revenue loss and a \$40 billion budget deficit over three years.

Tightening the Nexus Between Housing and Transportation

Governor Newsom states that going forward, the state will strongly encourage jurisdictions to contribute to their fair share of the state’s housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

The May Revision repurposes the \$500 million from the \$750 million previously dedicated to general purpose incentive payments for the Infill Infrastructure Grant Program administered by the Department of Housing and Community Development (HCD).

The Infill Infrastructure Grant Program provides gap funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Under the augmented Infill Infrastructure Grant Program, developers and local governments can partner to apply for infrastructure funding. At the same time, certain areas designated as infill may also qualify as federal Opportunity Zones and provide additional tax benefits to investors to spur development of economically distressed communities by guiding investment toward mixed-income housing.

South Dakota v. Wayfair

The May Revision included updated revenue estimates as a result of the passage of AB 147 (Chapter 5, Statutes of 2019), legislation the Orange County Transportation Authority supported, which brought California’s definition of retailer in line with the U.S. Supreme Court’s ruling in *South Dakota v. Wayfair, Inc.* This legislation clarified the economic nexus threshold California will use to determine if out-of-state retailers, including online sellers, are required to remit sales and use taxes to California. The May Revision estimates that sales and use tax revenues are expected to increase by \$174 million in FY 2018-19 and \$616 million in FY 2019-20, representing a decrease of \$45 million from the Governor’s Budget in FY 2018-19 and an increase of \$62 million in FY 2019-20. The decrease in FY 2018-19 is due to the fact that marketplace sellers are not required to comply with AB 147 until October 1, 2019.

Cap-and-Trade Program

In recognition of the continued strength of the cap-and-trade program, the May Revision includes \$537 million for the Low Carbon Transportation program in the proposed cap-and-trade expenditure plan, an increase of \$130 million compared to the January Budget proposal. This program provides incentives for the purchase of zero-emission vehicle technology and replacement of older diesel buses with renewable-fuel alternatives. Of this amount, the budget proposes to allocate \$182 million for the Clean Truck, Bus, and Off-Road Freight Equipment Program, which is \$50 million above the January Budget proposal.

Bills of Interest

1. **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. TAM has fared 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 opportunities to deliver projects of great significance. This bill has been made into a two-year bill. We recommend TAM stay neutral.
2. **SB 277 (Beall)** is currently a spot bill but will be amended to convert allocation method for the Local Partnership Program (LPP). The 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 \$728,000 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 the Marin-Sonoma Narrows, which may not receive full funding from the Solutions for Congested Corridors Program. ***TAM will take an oppose a shift from the status quo if the intention is to expedite delivery of critical highway projects within the county. Otherwise, it would need to bank revenues and accrue funding through many years, accounting for inflation, and the cost of materials and labor, before certain priorities could be addressed.***

3. **SB 330 (Skinner)** would establish the Housing Crisis Act of 2019, which places restrictions on certain types of development standards, amends the Housing Accountability Act (HAA), makes changes to local approval processes and the Permit Streamlining Act, and requires a local agency, upon request of the residential property owner, to delay enforcement of a code violation for seven years, or earlier at the discretion of the enforcement agency, if the correction is not necessary to protect health and safety. The author's intent is to clear the way for housing that is consistent with city general plans to be built more quickly over the next 10 years, while also ensuring adequate protections against demolitions of rent controlled, Section 8, and low-income housing units.

The League of Cities had an oppose position The League of California Cities is opposed to the following provisions: prohibiting parking; freezing impact fees and

eliminating development fees on affordable housing, which pay for public improvements and services; and prohibiting design standards if they are more costly, which effectively prohibits new design standards.

- 4. AB 1487 (Chiu)** establishes the Housing Alliance for the Bay Area (HABA). The entity's purpose is to increase affordable housing in the San Francisco Bay Area by providing for enhanced funding and technical assistance at a regional level for new affordable housing production, affordable housing preservation, and tenant protection. The stated intent of HABA is to complement existing efforts by cities, counties, districts, and other local, regional, and state entities. HABA would create a new district with jurisdiction extending throughout the Bay Area, including the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma and the City and County of San Francisco.

The Bay Area already has substantial resources to fund the production, preservation, and protection of affordable housing. However, there is still a \$2.5 billion funding gap annually between existing resources and what is needed.

The bill specifies the governance process for HABA would be determined by MTC and ABAG's Executive Board, and that the governing board would consist of members from these bodies. The entity must also form an advisory body comprised of nine representatives with knowledge and experience in the areas of affordable housing finance and development, tenant protection, resident service provision, and housing preservation. It would be staffed by MTC staff, recognizing that the agency would need additional staff with expertise in affordable housing finance and other related skills.

The bill also specifically states that HABA may not regulate or enforce local land use decision or acquire property by eminent domain. The bill specifies that HABA may raise new revenue by authorizing the entity to place on the ballot in all or a subset of the nine counties in the San Francisco Bay area.

If HABA proposes a ballot measure that will generate revenues, the board of supervisors of the county or counties in which the entity has determined to place the measure on the ballot must call a special election on the measure, consolidated with the next regularly scheduled statewide election. HABA would reimburse the counties for the incremental cost of the election. The bill enables MTC to place revenue measures on the November 2020 ballot.

The bill also establishes that at least 75% of the revenue received must return to the county of origin. Counties would need to specify the proposed use of the revenues, and have minimum targets of 40% for affordable housing production, 5% towards affordable housing preservation, and 5% towards tenant protection. A county may choose to administer all or a portion its funds directly. HABA may also allocate funds directly to a city, a public entity, or a private project sponsor.