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**Belvedere**  
James Campbell

**Corte Madera**  
David Kunhardt

**Fairfax**  
John Reed

**Larkspur**  
Dan Hillmer

**Mill Valley**  
Stephanie Moulton-Peters

**Novato**  
Eric Lucan

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Brian Colbert

**San Rafael**  
Gary Phillips

**Sausalito**  
Susan Cleveland-Knowles

**Tiburon**  
Alice Fredericks

**County of Marin**  
Damon Connolly  
Katie Rice  
Kathrin Sears  
Dennis Rodoni  
Judy Arnold

## TRANSPORTATION AUTHORITY OF MARIN

THURSDAY, SEPTEMBER 26, 2019

7:00 P.M.

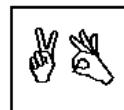
MARIN COUNTY CIVIC CENTER, ROOM 330  
3501 Civic Center Drive, San Rafael, California

### SUPPLEMENTAL INFORMATION

- Item 3 Executive Director's Report (Discussion) - [Attachment](#)
- Item 8 Marin Transit Update (Information) - Nancy Whelan, Marin  
Transit General Manager - [PowerPoint](#)

### ADDITIONAL INFORMATION

- Item 4 Commissioner Reports (Discussion)
- c. SMART - [Attachment](#)





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September 26, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

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

### **Letter from Dianne**

To the TAM Board,

I started the Executive Director's Report in September 2005, immediately after I started working here at TAM, as a way to brief TAM board members and the public on activities not covered in direct TAM board items. That very first EDR talked about President Bush signing SAFETEA-LU which included \$25 million for Marin's Non-Motorized Transportation Pilot Program, NTPP. It discussed TAM's TOD/PeD Toolkit, the local call for Projects for TLC/HIP (we had numerous candidates...). That first EDR referenced the CTC granting \$43 million for the Highway 101 Gap Closure through San Rafael – the new southbound connector to I-580, a grant that enabled TAM to save its sales tax for the final – and more expensive (\$70 mil +) Highway 101 widening over Puerto Suello Hill, including the pesky sound-absorbing soundwall and beautiful Lincoln Hill bike/pedestrian pathway. Members of that TAM Board included Melissa Gill from Corte Madera, Amy Belser from Sausalito, Joan Lundstrom from Larkspur, and Hal Brown and Charles McGlashan. Chair Steve Kinsey and Vice Chair Al Boro lead the efforts. The EDR was written by me, usually in the hours before the TAM board meeting.

We've come a long way, through many more projects and programs, and successful revenue raising efforts. All of TAM's staff contribute to this document now, and it remains useful in giving updates, illustrating partnerships, referencing outreach, and introducing upcoming policy discussions. It is a tribute to the sophisticated organization that TAM has become in being able to address transportation needs in Marin. It is with strong TAM Board support over the years that we have been able to expand into new and exciting areas, illustrated every month in this EDR.

I wish the new Executive Director well in keeping up this tradition.

Dianne



## **Local**

### **Drive Clean Bay Area Effort was Launched at EV Test Drive Event**

On September 21, TAM hosted an information booth and was the platinum sponsor at an electric vehicles and electric bicycle test drive event organized by Drive Clean Marin. The event celebrated National Drive Electric Week and announced the launch of Drive Clean Bay Area, a collaborative effort focused on educating and motivating Bay Area residents and employees to replace their internal combustion vehicles with electric vehicles (EV) or electric bikes. The EV test drive event and the Drive Clean Bay Area initiative are sponsored by TAM, MCE and BAAQMD.



Stephanie Moulton-Peters, representing TAM, and Katie Rice, representing BAAQMD, provided remarks announcing Drive Clean Bay area and the multi-agency, collaborative effort to reduce carbon emissions and encourage the adoption of clean fuel vehicles as a core component in the fight against climate change. TAM is committed to being in the forefront of the effort to combat climate change and accelerate the transition to fossil-free transportation.

### **TAM's Marin Commutes Program Green Trip Campaign Kicks off in October!**



From October 7 to November 17, 2019, TAM's Marin Commutes Program will offer prizes for participants that log trips using a green commute alternative, including bus, train and ferry rides, biking, walking and carpooling. Marin Commutes Program is a comprehensive information and public engagement program to promote shared transportation, electric vehicles, transit, biking, walking and emerging transportation technologies. As part of the program, using software powered

by Ride Amigos, Inc., commuters can compete in seasonal trip logging challenges to track their progress logging trips and miles through an alternative to driving alone.

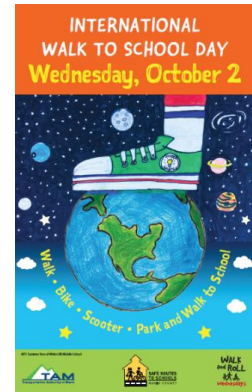
This upcoming campaign is the second of its kind since the program launched in January 2019, with the first campaign taking place from April 29 to June 9, 2019. Through the end of the first campaign MarinCommutes.org received 1,617 unique visits generating 3,833 pageviews with 2,921 trips logged for a total of 51,517 miles using alternative modes of transportation over a six-week period.

Even if it's just one day a week, commuters can change the way they commute to make a difference. Visit [www.marincommutes.org](http://www.marincommutes.org) for more information.



### Join us! International Walk and Roll to School – October 2, 2019

On October 2, let the good times roll! Thousands of students and their families will lace up to walk and bike for International Walk to School Day (iWalk) at 50 Marin Schools, marking the largest day of active student travel in the year. Thanks to our Safe Routes to Schools team and a huge number of parent volunteers, students will receive accolades and small prizes upon arriving to the welcome tables on campus. Be on the lookout for fire truck escorts leading a parade of students to schools throughout the County. Join the fun or cheer on the families that day! TAM staff will join the Sun Valley Elementary School team to welcome students.



### Party for a Cooler Planet



On September 8, TAM joined community groups, neighborhood partners, and climate change leaders at the ***Party for a Cooler Planet*** hosted by Resilient Neighborhoods (RN). Speakers highlighted both the urgency of addressing climate change and the important part the RN community engagement and education programs play in this effort. TAM Commissioners Damon Connolly, Kate Sears and Stephanie Moulton-Peters participated in the event. Damon gave remarks about the role of RN programs within Marin's larger climate plan and the Drawdown Marin effort. The event highlighted the tangible results achieved by RN teams to reduce carbon emissions and focused on working together for positive change.

### Bike to the Ballpark was a Blast

On August 11, TAM and the City of San Rafael teamed with the San Rafael Pacifics Baseball Club to host a Bike to the Ballpark special event at the Pacifics baseball game. San Rafael City Councilmember Kate Colin threw out the first pitch, TAM Board members Damon Connolly and Stephanie Moulton-Peters participated by biking to the ballpark, and local music teacher Susan Zelinsky and her students sang the national anthem. Bicyclists and baseball fans learned about the Marin Commutes Program and pledged to try an alternative to driving alone. Secure bike parking was provided by MCBC.



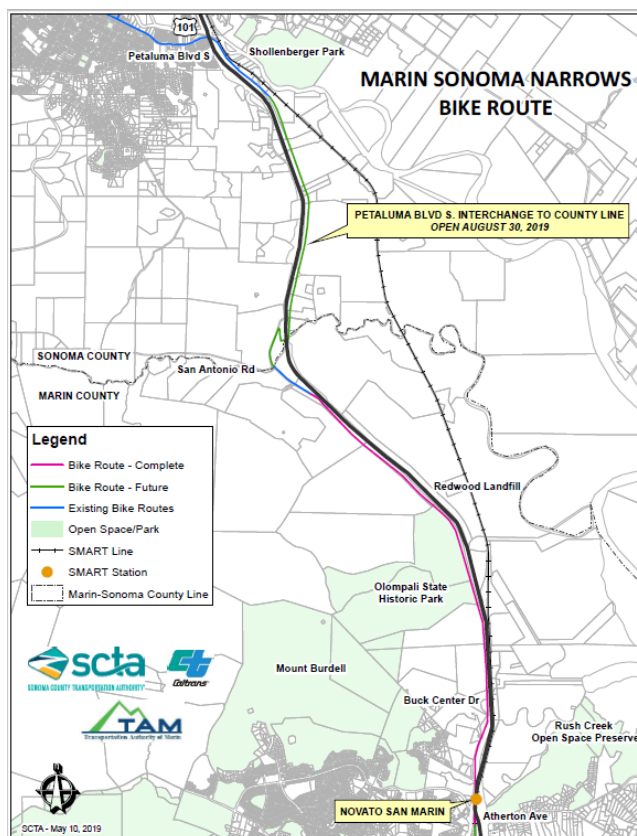


## **Regional**

### **Marin-Sonoma Narrows Update**

TAM and the Sonoma County Transportation Authority (SCTA) are making steady progress to complete the final three segments of the 17-mile carpool lane from Novato to Petaluma including continuous Class I and Class II bikeways. The overall project was broken into multiple contracts as funding became available and the project is nearing completion.

- The construction project that spans 3 miles at the Marin-Sonoma border at San Antonio Creek will be complete in its entirety by the end of 2019. The bicycle path associated with this project has been opened and connects the San Antonio frontage road in Marin to the newly built frontage road north of San Antonio Creek, east of Highway 101 in Sonoma.
- Design work is underway for the final segment of carpool lanes in Marin between North Novato to Olompali State Park. The project is expected to be "shovel ready" early next year with construction targeted for summer 2020. TAM has local funds approved under Measure AA, is awaiting release of RM3 funds and seeking additional funding from the State to complete the final portion of the project.
- All remaining Sonoma County segments are fully funded and underway. Seven miles of carpool lanes north to the Kastania Road Interchange are expected to be open by the end of 2019.



### **MTC Launches Plan Bay Area 2050**

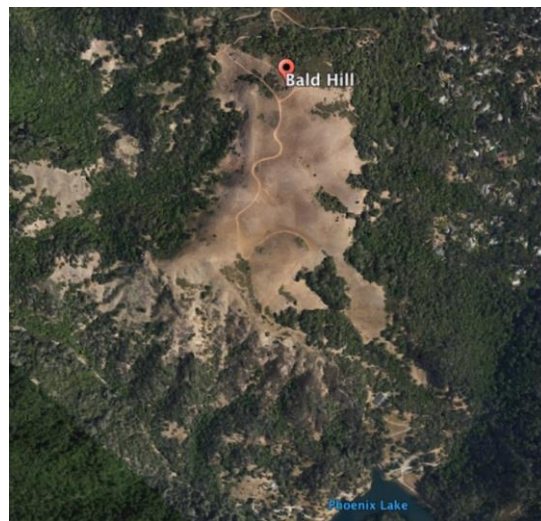


In September, MTC and ABAG launched the latest update to the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), known as Plan Bay Area 2050. Plan Bay Area 2050 is the nine-county Bay Area's long-range plan that integrates transportation, housing, economy and environment. Plan Bay Area 2050 serves as a roadmap for the Bay Area's future, planning for how the region will grow and how it can support that growth with new infrastructure. TAM works with MTC/ABAG to reflect plans and projects that support Marin County's Transportation System. More information will be provided to local planning directors regarding this plan update.



## Update on New Geographies in Plan Bay Area 2050

Over the summer, MTC invited Bay Area local jurisdictions to submit *Letters of Interest* for new or modified Priority Development Area's (PDAs), Priority Conservation Areas (PCAs), as well as a new pilot for Priority Production Areas (PPAs). Together, PDAs, PCAs and the new PPAs will comprise *Plan Bay Area 2050's* Regional Growth Framework, the Bay Area's strategy for coordinating housing and job growth. This Framework will shape the investments and growth pattern to be detailed in *Plan Bay Area 2050*. Included in this effort was requirements for existing PDAs to meet specific planning criteria including transit and transportation policy requirements. TAM has been coordinating with our local jurisdictions to submit Letters of Interest for respective geographies. Marin County Community Development Agency and TAM coordinated on modifications to the unincorporated Highway 101 PDA to meet updated MTC requirements. Additionally, Town of San Anselmo submitted a letter of interest to expand two PCA's in Marin County, Fairfax Zones 2 and 3 to encompass the Bald Hill, Hawthorne Canyon and Kit Hill Areas.



## MTC Launches BASIS Land Use Review Effort

### About BASIS



On September 6, MTC launched a new process for developing baseline land use data sets for Plan Bay Area 2050. In the past, baseline land use data was collected by MTC with local jurisdiction review occurring in later stages of the RTP process, typically at the time growth forecasts were developed. For the recently launched Plan Bay Area 2050, MTC/ABAG have developed a new process, referred to as the Bay Area's Spatial Information System (BASIS), focusing on collection and development of baseline datasets used for land use modeling. This data typically includes zoning and general plan information developed by local jurisdictions. MTC/ABAG has developed an online review system to collect feedback from local jurisdictions available here: <http://basis.bayareametro.gov/login>. Fortunately in Marin County, many of our jurisdictions work collaboratively under MarinMap to provide this information in a Geographic Information Systems (GIS) format. TAM staff has been coordinating on behalf of our local jurisdictions with MTC/ABAG and MarinMap for the development of the local land use data for use in BASIS and the local review process.



### **ABAG Announces Housing Methodology Committee for the Regional Housing Need Allocation**



local staff and stakeholders, develops a methodology to distribute to each local government its share of the total number of housing units by income that is needed to add. Marin's representatives on this committee include Councilmember Pat Eklund, City of Novato, and Elise Simonian, Planning Director for the Town of San Anselmo.

In September, ABAG announced the roster for the Housing Methodology Committee for the Regional Housing Need Allocation (RHNA) process. ABAG conducts the RHNA process every eight years as required by state law. ABAG's work on the RHNA for 2022-2030 will kick off in Fall 2019. During this process, the California Department of Housing and Community Development (HCD) identifies the number of housing units needed across all income levels for the San Francisco Bay Area for an eight-year period. The Housing Methodology Committee, working with elected officials,

### **TAM Partners with North Bay Agencies on Bay Area Air Quality Management District (BAAQMD) Grant Application for State Route (SR) 37 Corridor Transportation Demand Management (TDM) Pilot Program**



BAY AREA  
AIR QUALITY  
TRANSPORTATION  
FUND FOR  
CLEAN AIR

While TAM annually receives its local share of Transportation For Clean Air (TFCA) funds for distribution, BAAQMD also distributes TFCA funds on a regional competitive basis for a range of projects including multi-county regional rideshare projects. BAAQMD issued a Call for Projects through a Vehicle Trip Reduction Grant Program which makes available the regional share of TFCA funds in the Bay Area in August.

In response to this Call for Projects, staff from the North Bay County Transportation Agencies (CTAs) including TAM, Napa Valley Transportation Authority (NVTa), Solano Transportation Authority (STA), and SCTA joined together to develop an application for a coordinated TDM program along SR 37. The pilot, led by STA, would identify ways to utilize existing and planned new Park & Ride lots for carpooling, provide first-last mile solutions from Park & Ride lots to employment centers, and provide a more streamlined app-based approaches for commuters along SR 37. The program would seek to increase carpool and vanpool activities through a multi-agency collaboration, responding to a range of community input regarding a greater need for support for commuters, many of which travel from Solano to Marin during hours of congestion.

Related to this effort, the four North Bay CTAs are working together as part of a policy committee to address congestion and sea level rise along the corridor through long-term improvements. The pilot program developed through this grant application is not intended to develop major infrastructure or address the corridor long-term improvements, and instead will test near-term strategies to promote alternative modes of transportation through available software and marketing while encouraging a reduction of vehicle trips particularly at peak hours of congestion. The 21-mile corridor is an important regional connection linking the east and west portions of the North Bay by connecting I-80 and SR 101. Portions of the corridor between SR 121 and Mare Island experience large amounts of delay due to the highway narrowing down from four to two lanes. For these reasons the four North Bay CTAs worked together on the application for a TDM Program to deliver near-term support for commuters along the SR 37 corridor.



## **State**



### **New Caltrans Director Announced**

Governor Gavin Newsom appointed Adetokunbo “Toks” Omishakin to be the new Director of the California Department of Transportation on September 3. He replaces Acting Director Bob Franzoia, who has held the position since former Director Laurie Berman retired on June 29, after a 36-year career with the agency. The appointment requires senate confirmation.

For the last eight years, Omishakin served as the Deputy Commissioner and Chief of for Environment and Planning Bureau at the Tennessee Department of Transportation. Prior to his time at the Tennessee DOT, he served as the Director of Healthy Living Initiatives for the Nashville Mayor’s Office for three years.

Omishakin earned a Master of Arts Degree in Urban and Regional Planning from Jackson State University.

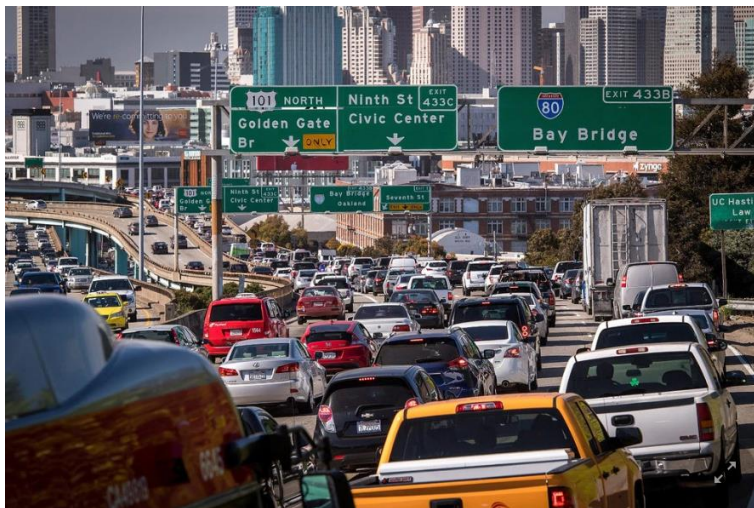
According the AASHTO Journal, “During his career, Omishakin strongly supported efforts to develop more and safer biking, walking, and “non-motorized” mobility options; a vision that informs his ongoing tenure as the vice chair of the Council on Active Transportation for the American Association of State Highway and Transportation.”

## **Federal**

### **California Clean Air Standards**

The Trump administration is opening new fronts in its legal war with California and much of the auto industry over clean air rules, taking steps toward punishing two of the major opponents of the president’s efforts to roll back Obama-era regulations.

The administration’s tactics include an expected effort to strip away California’s authority to set its own air pollution standards for cars and trucks, as well as a new Justice Department antitrust probe into four automakers that are voluntarily cooperating with the State’s clean air goals. The administration also warned California that its attempt to circumvent the administration's rollback of federal rules is illegal.

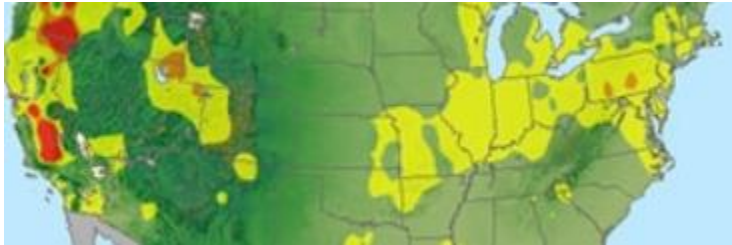


All three actions represent a striking escalation of pressure from the administration and come weeks after President Donald Trump publicly rebuked the “politically correct Automobile Companies” that are resisting his efforts to let them produce more gas-guzzling vehicles. Ford Motor Co., Honda, BMW and Volkswagen announced a voluntary agreement with California this summer to meet the state's air pollution goals despite the Trump administration's proposal to freeze fuel efficiency standards at their current level.

*Source: Politico Transportation, September 6, 2019*



## Federal Highway Funding



The Trump administration is threatening to freeze California's federal highway funding and implement other sanctions against the state over its alleged failure to submit air pollution control plans as required under the federal Clean Air Act.

In a letter dated Sept. 24 to California Air Resources Board Chairwoman Mary Nichols, Environmental Protection Agency Administrator Andrew Wheeler accused the state of failing for decades to "carry out its most basic tasks under the Clean Air Act," according to a document provided to The Chronicle by the Air Resources Board.

The warning comes after Trump and California leaders have repeatedly clashed over climate change policy, a fight that escalated last week when his administration moved to revoke the state's authority to set tailpipe emissions standards. California's Attorney General Xavier Becerra on Friday responded by filing a lawsuit against the administration along with 22 other states and the District of Columbia.

In the letter, Wheeler states that 34 million Californians are living in areas that don't meet National Ambient Air Quality Standards, a figure he says more than doubles the number in any other state.

Governor Newsom called the letter "a threat of pure retaliation."

"The White House has no interest in helping California comply with the Clean Air Act to improve the health and well-being of Californians," Newsom said. "While the White House tries to bully us and concoct new ways to make our air dirtier, California is defending our state's clean air laws from President Trump's attacks.

We won't go back to the days when our air was the color of mud. We won't relive entire summers when spending time outside amounted to a public health risk. We won't be intimidated by this brazen political stunt."

According to the Air Resources Board, California's air pollution is due mainly to three factors: its population of nearly 40 million people, a topography that traps pollution, and its sunny and warm climate. Some of the worst pollution is in the same areas as some of the state's most productive farmland.

Wheeler was quick to point the blame squarely at California, and said its "chronic" air quality concerns are not the result of pollution from other states or the Trump administration's reform efforts.

Wheeler also accused California of representing a disproportionate share of backlogged State Implementation Plans, or SIPs, which are blueprints on how states will achieve and maintain air quality standards.



Wheeler said California is responsible for 130 backlogged plans, with some dating back decades. "Most of these SIPs are inactive and appear to have fundamental issues related to approvability, state-requested holds, missing information or resources," Wheeler wrote.

The administrator recommended that state officials withdraw these "backlogged and unapprovable SIPs" and replace them with complete and approvable ones.

Failure to do so, he said, will trigger "statutory clocks" for highway funding sanctions, which Wheeler said could mean a prohibition on transportation projects and grants.

Wheeler asked the Air Resources Board to respond by Oct. 10 on whether it will withdraw and refile the plans.

"We certainly want to avoid these statutory triggers," he wrote in closing. "But our foremost concern must be ensuring clean air for all Americans. This is our goal."

***Source: San Francisco Chronicle, September 23, 2019***



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# Marin Transit Status Report

Transportation Authority of Marin

September 26, 2019



# Marin Transit Achievements FY 2018/19

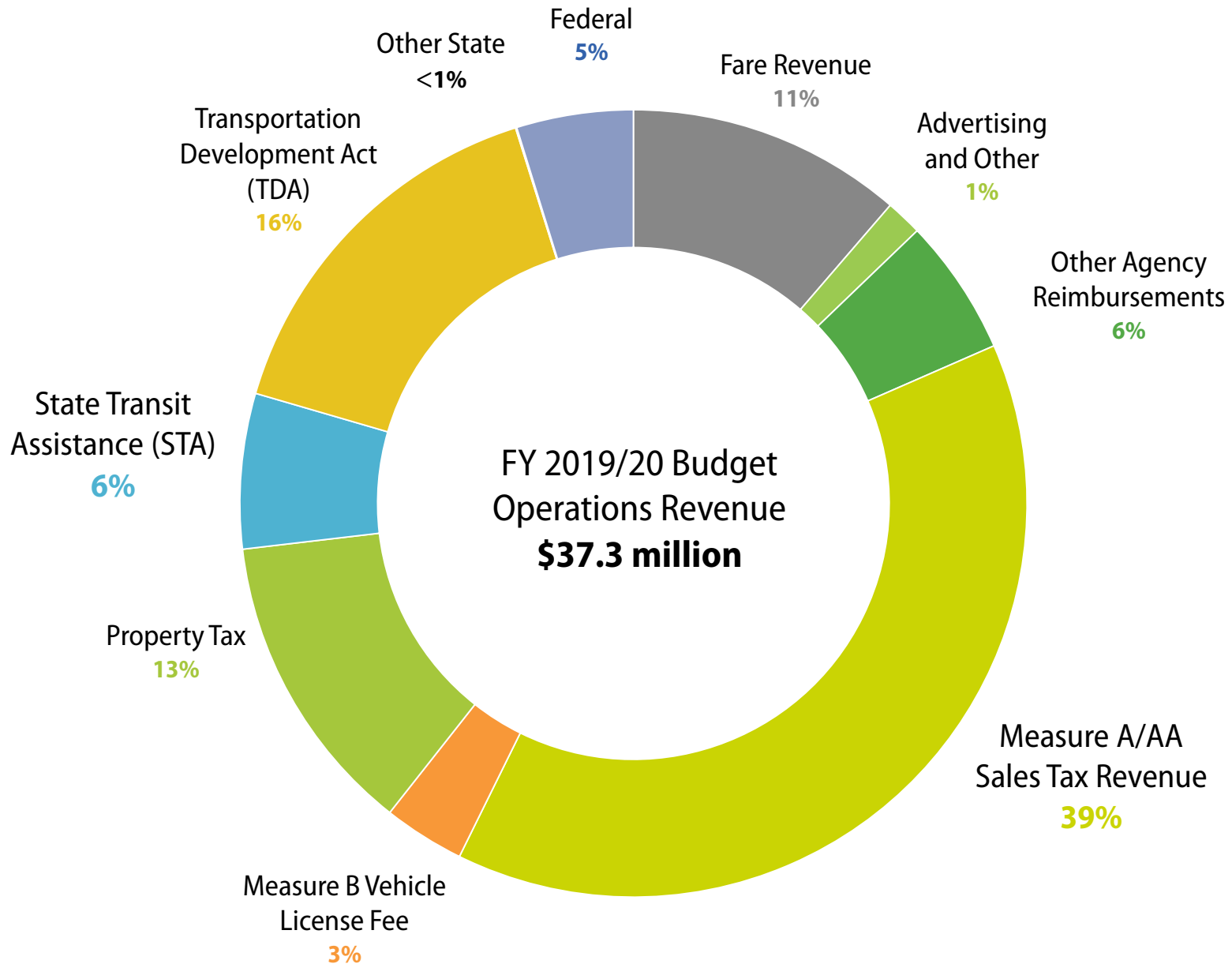


- 3.2 million passenger trips per year
- Stable funding with Measure AA and SB 1
- Connect On-Demand Pilot
- Zero Emission Bus Pilot



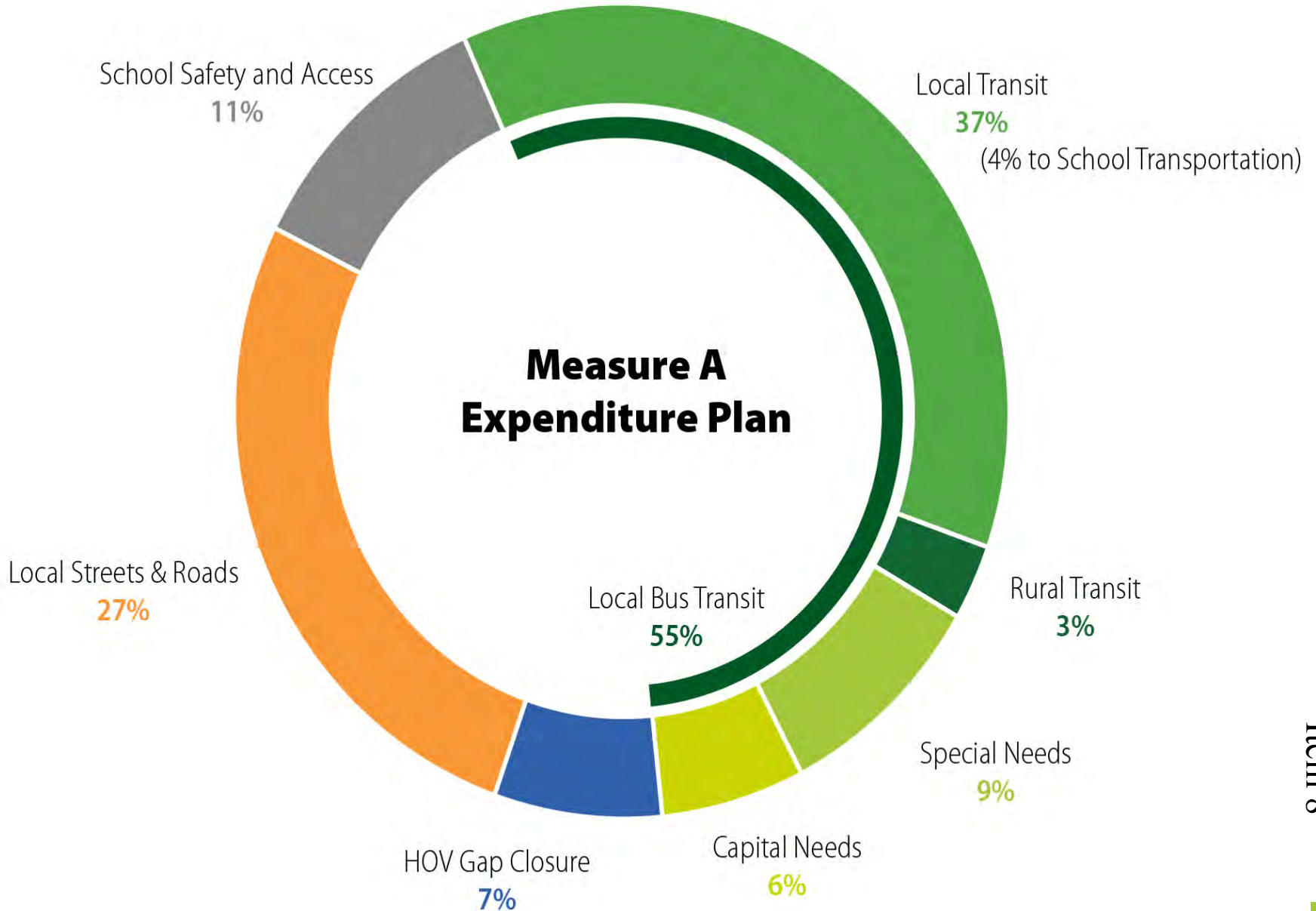


# 2019/20 Operations Budget Revenue



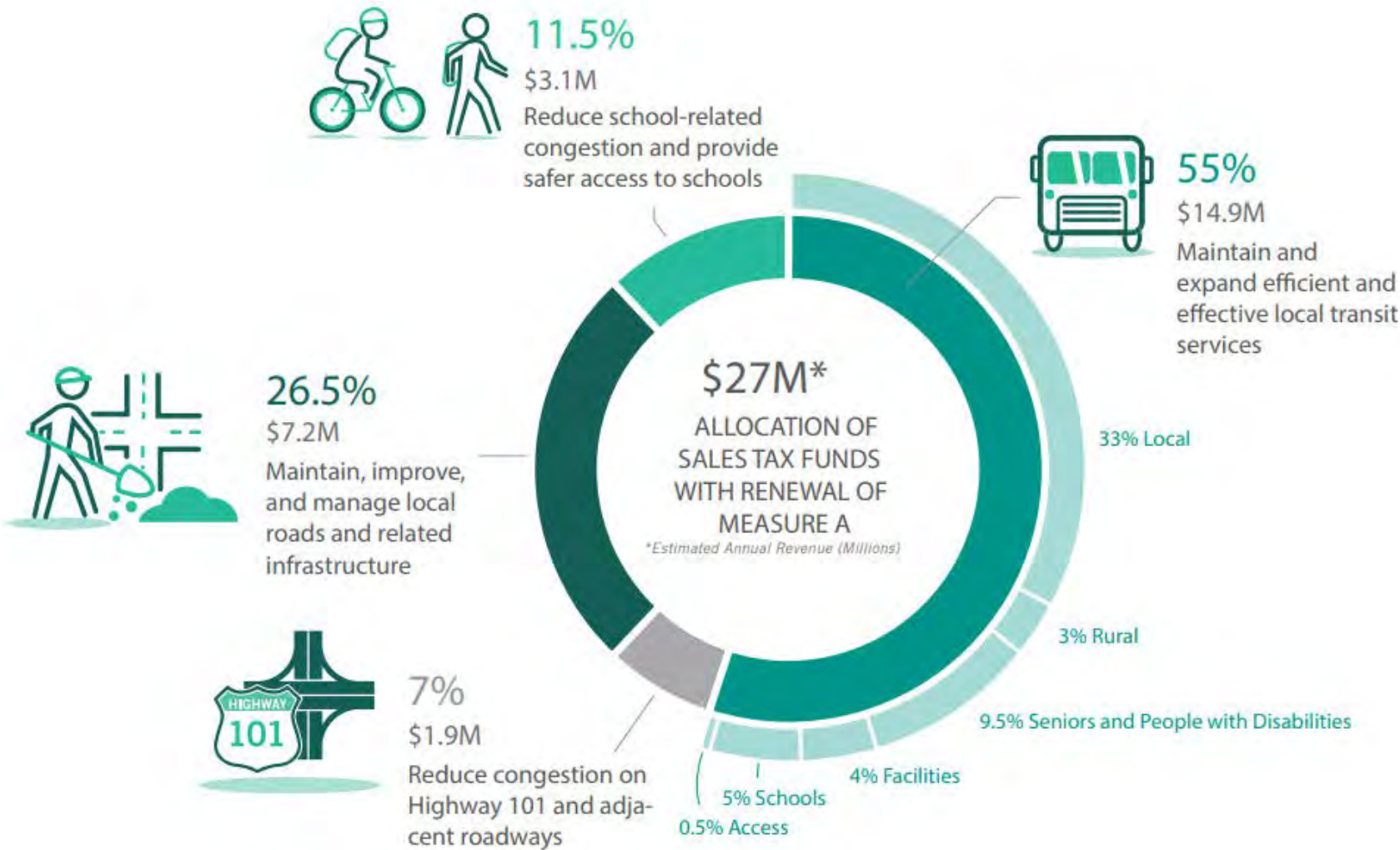


# 2004 Measure A Expenditure Plan





## How will sales tax funds be distributed?





# Local Bus Service



**Measure A/AA \$9.5 million**



- Local and Basic Trunk line routes
- Community Shuttles
- ∞ Supplemental School Routes
- Muir Woods Shuttle



# Local Bus Service

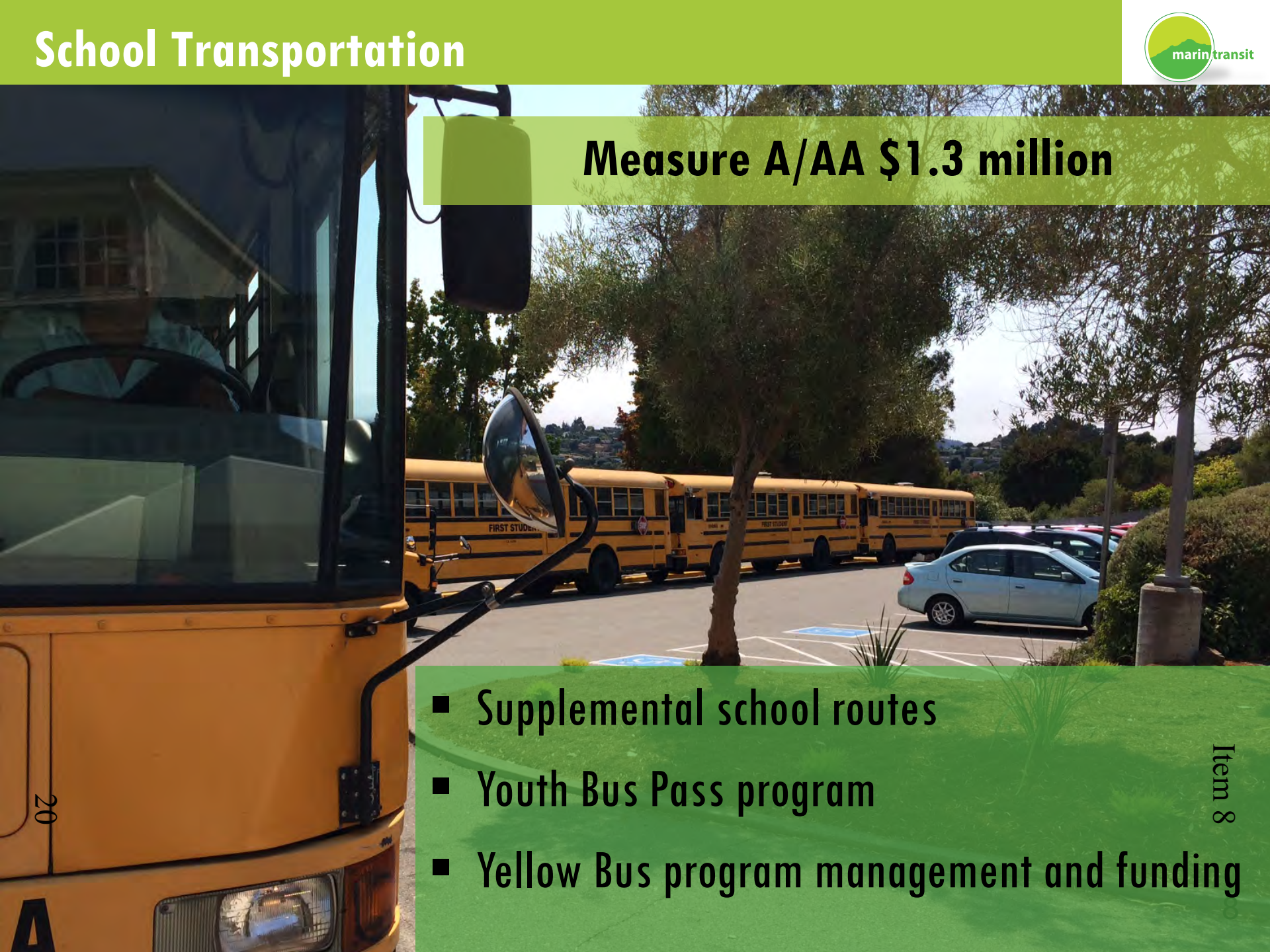


- Overall 0.6% decrease in ridership
- Annual service levels consistent since 2017 at 175,000 hours
- Free Fares During the Fair campaign to attract new riders
- Add service to San Marin SMART station in FY 19/20





## Measure A/AA \$1.3 million

- 
- A photograph of a school parking lot. In the foreground, the front of a yellow school bus is visible, showing the driver's side window and mirror. In the background, several other yellow school buses are parked in a row. A light blue car is also parked nearby. The scene is set outdoors with trees and a clear sky.
- Supplemental school routes
  - Youth Bus Pass program
  - Yellow Bus program management and funding



## Supplemental School Routes

- 10 Supplemental School Routes
- New route 149 launched in 2019/20

## Youth Pass

- 4,600 annual passes distributed to students
- 33 public and private schools participated
- 94% distributed free to income qualified students





# School Transportation — Yellow Bus Programs



## Ross Valley Yellow Bus

- 6 buses providing 19 trips daily
- 550+ students with a pass

## Measure AA Yellow Bus Funding

- \$600,000 annually for three years beginning in FY 19/20
- Funding distributed on formula basis to 5 school districts with existing yellow bus programs
- 5,900 one-way passes distributed by the 5 programs





## Measure A/AA \$900,000

- Stagecoach service provides vital link to/from West Marin
- 114,000 annual passenger trips
- 16,400 service hours

Item 8



# Senior and Disabled Transportation



**Measure A/AA \$2.8 million**

**Measure B \$1.25 million**



- Marin Access Programs
- <sup>24</sup>Connect Pilot Project





## Paratransit

Door-to-door, shared ride service for ADA-eligible riders



## Travel Navigators

One-stop resource for program information & eligibility



## Volunteer Driver

Mileage reimbursement for seniors & people with disabilities



## Travel Training

Group presentations on public transit & other mobility options



## Catch-A-Ride

Discounted taxi rides for seniors & people with disabilities

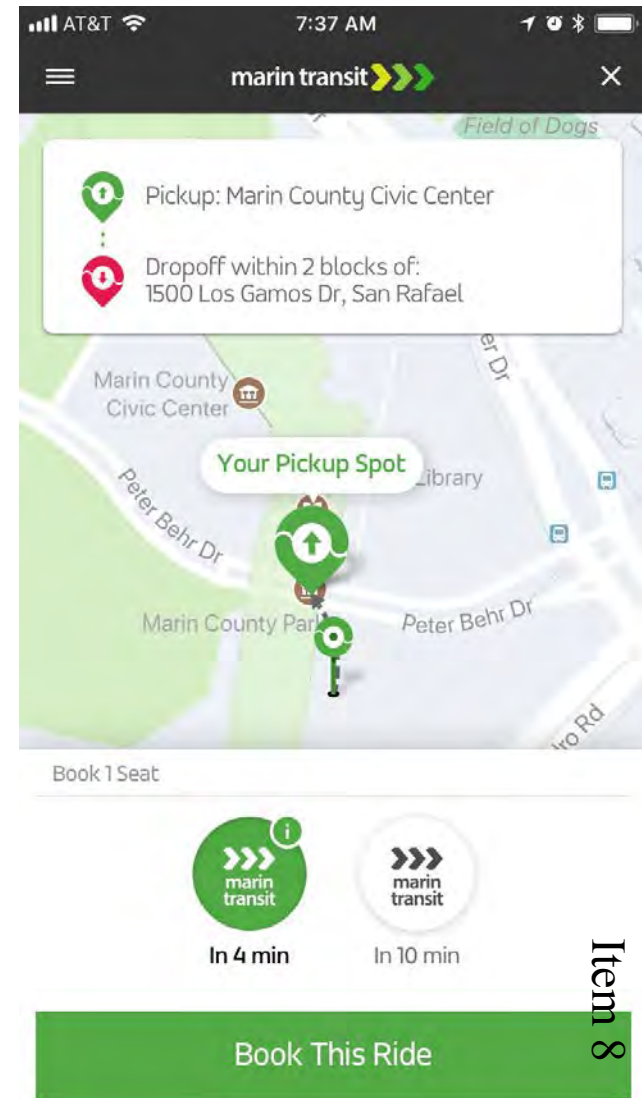
- **10,000+ residents** registered as Marin Access customers
- **120,000 passenger trips** on local paratransit
- **28,000+ passenger trips** on Catch A Ride & Volunteer Driver programs



# Marin Transit Connect



- Connect is a fully-accessible, on-demand, shared ride public transit service being piloted in Northern San Rafael
- 16,000+ passenger trips since May 2018 launch
- Productivity has doubled since September of 2018
- Testing and monitoring occurring through pilot extension in 2019





# Capital Program: Bus Stop Improvements

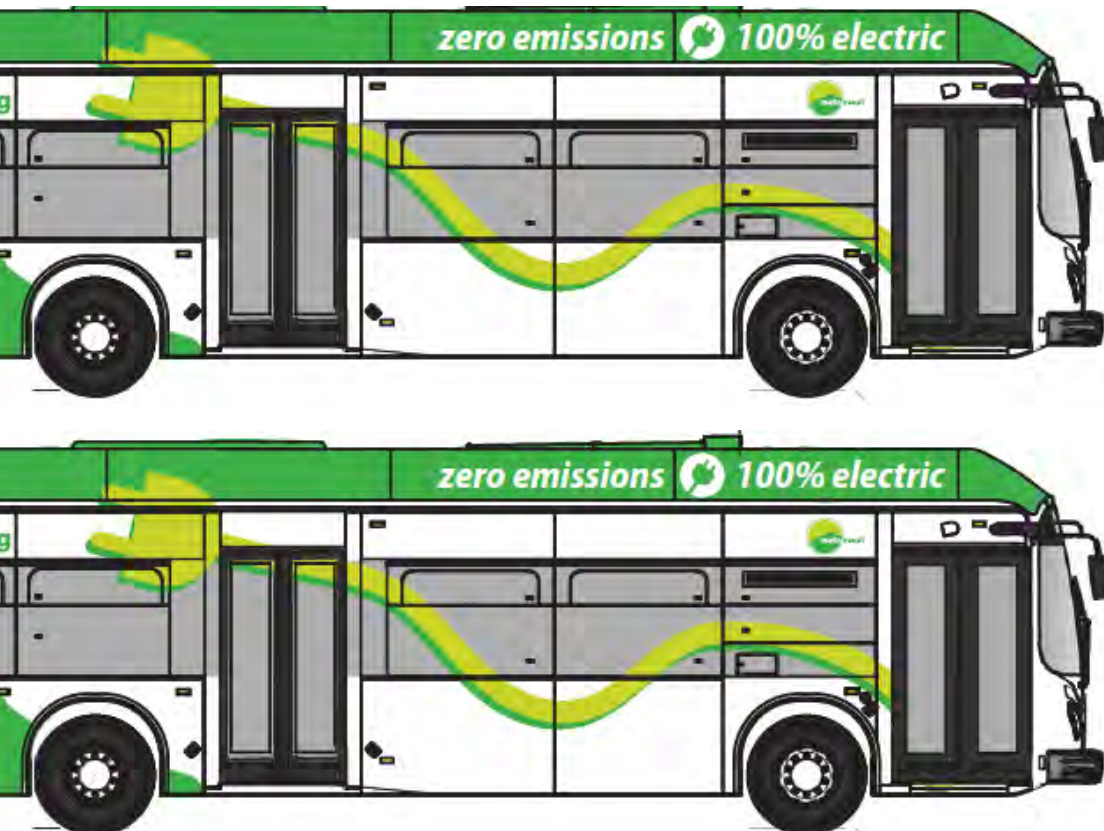


## Improvements to 12 Bus Stops throughout Marin County

- ADA Improvements — 11 stops
- Amenity upgrades — 6 stops
- Construction Cost — \$546,750



# Completed Projects — Battery Electric Bus Pilot

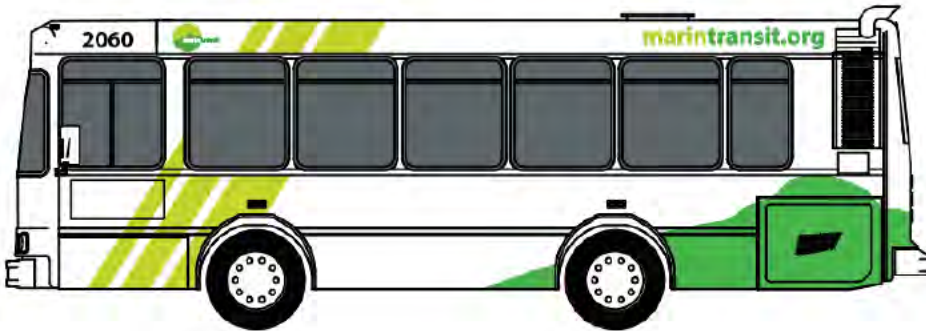


- Purchased two 35-foot buses
- 145 mile range
- Slow (overnight) charging
- Charging time: 3-4 hours
- Project budget: \$1.7 million

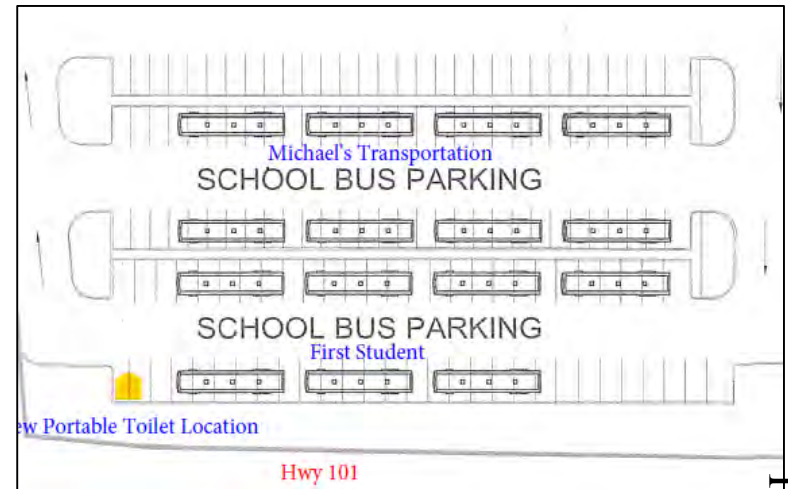




Purchase 11 - 40ft Hybrids



Purchase 4 — XHF's  
(narrow body rural service)



Purchase Right of Way for  
Maintenance Facility/ Yellow Bus  
Parking



# Summary of FY 2019/20 Allocation Request



(and Measure AA)

	Measure A & AA Strategy 1 – Local Bus Transit	Requested Amount
1.1/4.1	Maintain and Expand Local Bus Transit Service	\$9,499,572*
1.2/4.2	Maintain & Expand Rural Bus Transit System	\$900,000
1.3/4.3	Maintain & Expand Transit Services for Those with Special Needs	\$2,800,000
1.4/4.5	Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$4,388,491
4.4	Transit Services to Schools	\$1,300,000
Total		\$18,888,063

30

	Measure B	Requested Amount
1	Staffing for Mobility Management Program	\$140,000
2	Support and Enhance Paratransit (including Travel Navigators & Low Income Scholarships)	\$235,000
3	“Paratransit Plus” program (Catch A Ride, Transit Connect)	\$700,000
4	Other programs to provide mobility to seniors	\$170,000
Total		\$1,245,000

Item 8

\* Reduced by \$316,000 for Lifeline swap for State Transit Funds



# Questions?

Nancy Whelan

General Manager, Marin Transit

[nwhelan@marintransit.org](mailto:nwhelan@marintransit.org)

[www.marintransit.org](http://www.marintransit.org)

