

**TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING**

NOVEMBER 21, 2019

6:00 P.M.

**MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE, SAN RAFAEL, CALIFORNIA**

AGENDA

900 Fifth Avenue
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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

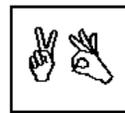
San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

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

1. Chair's Report (Discussion)
 - a. Formation of and Appointments to the 101/580 Direct Connector Ad-hoc Committee
2. Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Connolly
 - c. SMART – Commissioner Phillips
5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. CONSENT CALENDAR (Action) – Attachment
 - a. Approve TAM Board Meeting Minutes October 24, 2019
 - b. Review and Approve Amendments to the COC Bylaws



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

The Marin County Civic Center is served by several bus lines including Marin Transit Routes 45, 45K, 49, 233, and 259. Route 45 provides service to the Civic Center Hall of Justice Arch until 8:43 PM. In the evening, Golden Gate Transit provides service until 11:24 PM with routes 70 and 80 along Highway 101 from the San Pedro Road bus pads, which are about a half mile away. To access the San Pedro bus pad NB, walk south down San Pedro Rd and take the footpath to the NB 101 onramp where the bus stop is located. To access the SB pad, walk down San Pedro Rd and under the freeway, turn right on Merrydale and then take the footpath near the SB onramp to the bus pad. For arrival and departure times, call 511 or visit www.marintransit.org, or www.goldengate.com

- c. Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program
- 7. MTC's Plan Bay Area 2050 Update (Discussion) - **Attachment**
- 8. Update on FASTER Initiative (Action) - **Attachment**
- 9. Various Actions Associated with Access Improvements for the Approaches to the Richmond-San Rafael Bridge (Action) - **Attachment**
- 10. Caltrans Report (Information)

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

October 24, 2019
6:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA



MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council, TAM Vice Chair
P. Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
David Kunhardt, Corte Madera Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Kate Colin, San Rafael City Council (Alternate)
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Susan Cleveland-Knowles, Sausalito City Council
Stephanie Moulton-Peters, Mill Valley City Council

Members Absent: Gary Phillips, San Rafael City Council

Staff Members Present Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Grace Zhuang, Accounting and Administrative Specialist
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 6:00 p.m.

1. Chair’s Report (Discussion)

- a. Crossing Guard of the Year Award Presentation

Chair Arnold introduced Commissioner-Alternate Kate Colin, representing the City of San Rafael, to present the Crossing Guard of the Year Award. Commissioner Colin introduced Sonia Dorado, Sun Valley Elementary School

Community Liaison, to translate the presentation, and acknowledged Alan Stone, Crossing Guard Manager of All City Management Services, who was seated in the audience. Commissioner Colin presented the award to Miguel Aguerreberere and commended his commitment to keeping students safe. She also acknowledged Sun Valley Elementary School's contributions to the Safe Routes to Schools (SR2S) Program. Mr. Aguerreberere thanked the TAM board, Mr. Stone, and the students at Sun Valley Elementary for making it a great place to work.

2. Commissioner Matters Not on the Agenda (Discussion)

Commissioner Colbert invited the commissioners and members of the community to the Netherlands Sustainable Mobility Reports at 5:30 p.m. on Monday, October 28, at the San Rafael City Council Chambers. Commissioner Colbert stated he would be presenting and moderating on the topic of sustainability, and he noted that Commissioner Connolly would also participate.

3. Executive Director's Report (Discussion)

Executive Director (ED) Richman reported on TAM's outreach at community events in the past month. TAM hosted a working group meeting on topics that local jurisdiction staff has been asking about, including a change in CEQA (California Environmental Quality Act) guidelines and updates regarding Plan Bay Area 2050. The meeting was well attended by representatives of local jurisdictions and transit operators and further meetings are being scheduled. She encouraged all the cities and towns to participate.

ED Richman reported on regional topics including the movable barrier on the Richmond-San Rafael Bridge which is nearing completion and is scheduled to be open to the public around mid-November and celebrated with a ribbon-cutting ceremony. She added that sidewalk projects are also underway to improve access to the bridge. She also reported on the groundbreaking ceremony held on October 2 for the final segment of the Marin-Sonoma Narrows (MSN) Project in Sonoma County. ED Richman stated that the design for the final segment in Marin County is underway and that TAM is awaiting funding from Regional Measure 3 (RM3) and the state to complete the project.

The Metropolitan Transportation Commission (MTC) is continuing work on Plan Bay Area 2050 and has begun rolling out project performance assessment results for large scale projects included in the Plan and ED Richman noted that TAM submitted some projects of that scale. TAM staff is reviewing the results in advance of them being released to the public in mid-November. ED Richman reported on the possible creation of a Class IV bikeway on the I-580 offramp to Sir Francis Drake (SFD) Blvd. to connect SFD Boulevard East with Andersen Drive. She added that additional information will be presented at the TAM Board meeting in November. TransForm and the San Francisco Bay Area Planning and Urban Research Association (SPUR) submitted the Regional Express Transit Network Proposal to MTC for consideration that would optimize the express lane network and develop a more robust regional bus network. ED Richman stated that staff is reviewing the proposal and will bring back more information if it seems likely to move forward. She also reported on the next round of Senate Bill 1 (SB1) funding opportunities including the Local Partnership Program (LPP) and the Solutions for Congested Corridors Program (SCCP). She noted that TAM is a recipient of the LPP because of the ½-cent sales tax as well as the \$10 vehicle registration fee. Regarding the SCCP, she commented that the California transportation Commission (CTC) is proposing to adopt recommended programs in October 2020 and that TAM staff is hopeful that the MSN project will be selected as a prioritized project for these funds.

ED Richman reported on the appointment of Dina El-Tawansy as Caltrans Chief Deputy District 4 Director, the release of the US Department of Transportation National Highway Traffic Safety Administration Highway Crash Fatality Data, and a letter received from several organizations on Transformational Investments in Active Transportation, which, she noted was also included under Item 11 on this agenda. She concluded her report by highlighting agenda items 6c and 6g on the Consent Agenda, noting these two funds represent \$6.6 million in funding for approximately 30 projects throughout the county.

4. Commissioner Reports (Discussion)

a. MTC Report

None given.

b. Marin Transit Report

None given.

c. SMART

Commissioner Lucan reported that the last SMART Board meeting included the first reading of an ordinance to extend the quarter-cent sales tax.

5. Open Time for Public Expression

Maureen Gaffney, San Francisco Bay Trail Project, congratulated TAM on the hiring of ED Richman. She encouraged support of the I-580 bikeway and spoke about the importance of this overpass to the Bay Trail. She thanked TAM staff for working with Caltrans and BATA on this barrier.

Bjorn Gripenburg, Marin County Bicycle Coalition (MCBC), congratulated and welcomed ED Richman. He also encouraged support of the bikeway project to provide a safe path to and from the Richmond-San Rafael Bridge. He also congratulated TAM on selecting great projects for the Transportation Development Act (TDA) and the Transportation Fund for Clean Air (TFCA) funds.

Jean Severinghaus, Caltrans Bicycle Advisory Committee, welcomed ED Richman and commented on the inclusion of so many bicycling and walking improvements. She commented on the interest and excitement she had heard from other cyclist commuters about the I-580 bikeway.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of September 26, 2019
- b. Extension of the Information Technology Services Contract with SPTJ Consulting
- c. Adopt the Programming of FY19/20 and FY20/21 TFCA and TDA Article 3 Funds
- d. Review and Acceptance of the FY2019-20 First Quarter Financial Report
- e. Approval of CalPERS Section 115 Prefunding Agreements and Delegations of Authority Forms
- f. Acceptance of Revisions to the TAM Financial Management and Accounting Procedures
- g. Program Transportation Sales Tax (Measure AA) Funds to Fourth Cycle Safe Pathway Projects

Commissioner Kunhardt noted an error on the September 26 meeting minutes stating that he made a motion on an item because he did not attend that meeting.

Commissioner Rice stated that she did not want to pull Item 6d but wanted to make a comment. She noted that the county has been working on a wildfire measure and has received input from the climate community regarding reducing greenhouse gas emissions. She suggested that the funding and spending on electric vehicle initiatives and reports on the results of those initiatives should be given more attention and publicity, may be presented as part of Item 6d. She also commented on the Bay Area Air Quality Management District's (BAAQMD) recent grants awarded and urged TAM staff to connect with BAAQMD to help promote the grants to potential recipients in the county.

Commissioner Moulton-Peters moved to approve the Consent Calendar, which Commissioner Reed seconded. The motion carried unanimously.

Agenda Item 8 was taken out of order.

8. Review and Acceptance of the FY2018-19 TAM Comprehensive Annual Financial Report (Action)

Deputy Executive Director/Chief Financial Officer Li Zhang introduced this item which recommended that the TAM Board reviews and accepts the Draft FY2018-19 TAM Comprehensive Annual Financial Report (CAFR). She noted that TAM had been awarded a Certificate of Achievement for Excellence in Financial Reporting for the fiscal year ending 2018 from the Government Finance Officers Association (GFOA) and commended staff for their work. She noted comments based on input from the Citizens' Oversight Committee (COC) would be incorporated into the final report, but these would have no impact on the findings or the integrity of the report.

Ms. Zhang introduced Nathan Edelman, Partner with Eide Bailly, to present the results of the audit. Mr. Edelman reviewed the purpose and scope of the audit and stated that TAM received a clean audit with no findings or any necessary adjustments to the financial statements.

Commissioner Lucan moved to accept the FY2018-19 TAM CAFR, which Commissioner Kunhardt seconded. The motion passed unanimously.

7. State Legislation Update (Discussion)

Gus Khouri, Khouri Consulting, presented this discussion item and reported that David Kim was selected to be the new California State Transportation Agency Secretary and that Toks Omishakin, was appointed as the new Caltrans Director. He noted that the Governor signed an executive order to leverage revenue for funding more public transportation which will assist the state in meeting its goal of reducing greenhouse gas emissions. He reported, as well, on SB1 Competitive Grant Programs noting that the MSN Project is a possible candidate.

Mr. Khouri reviewed notable bills from the matrix provided in the staff report including SB277, vetoed by the Governor, which would have provided TAM with a higher proportional share of formulaic funding from LPP and made TAM eligible to compete for additional funding on a competitive basis.

Regarding the topic of housing, Mr. Khouri said he believes will be a more prevalent matter for TAM to consider in the future. He then reviewed the two housing related bills: AB 1487 and SB 330. The first, AB 1487, was signed by the Governor and established the San Francisco Bay Regional Housing Finance Authority which will enable MTC/ABAG (Association of Bay Area Governments) to finance affordable housing in the region. The second, SB 330, signed by the Governor, established the Housing Crisis Act of 2019 which aims to create fewer barriers to construct affordable housing by prohibiting a local jurisdiction from downzoning or placing a moratorium to avoid creating more affordable housing or mixed-use projects. He noted that this bill will sunset on January 1, 2025.

Commissioner Kunhardt commented on the sweeping nature of the executive order to reduce greenhouse gas emissions and asked if the executive order would affect TAM's "oppose" position on AB40 which would ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Mr. Khouri stated that while TAM supports efforts to reduce greenhouse gas emissions, transportation funding is dependent on motor fuel, so the state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted. He added that the chair of the senate budget committee has asked for more research on this issue and the bill is to be continued based on the outcome of that research.

Commissioner Sears stated that she has expressed, previously, that it is inappropriate for TAM to take an opposition stance on this bill as it represents the status quo. She added that, regardless of the end result of this bill, TAM needs to send a strong message to the California Air Resources Board (CARB) to develop a sound strategy to ensure that vehicles can be transitioned to zero-emission standards.

Chair Arnold asked and Commissioner Sears confirmed that TAM's position should be changed from one of "oppose" to "watch." There was consensus among board members.

Chair Arnold thanked Mr. Khouri for his report.

9. Safe Routes to Schools Update (Information)

Principal Project Delivery Manager Dan Cherrier introduced David Parisi, Parisi Transportation Consulting (PTC). Mr. Cherrier gave a brief overview of the different components that comprise the SR2S Program, noting that PTC is heavily involved in the educational program and the Safe Pathways program.

Mr. Parisi, who is the project manager for the SR2S contractor team, introduced Wendi Kallins, SR2S Coordinator. Mr. Parisi noted that a four-year evaluation of the program would be presented to the Board in a few months which will summarize successes, opportunities, challenges, and recommendations. He added that this report is a sneak peek that summarizes survey feedback from some of the program participants. Mr. Parisi reviewed data on the schools and school districts participating and the positive countywide mode shift to green trips like walking and biking.

Ms. Kallins reported on the activities of the SR2S Task Forces in the various cities and communities in helping to identify barriers to alternative transportation and develop opportunities. She expressed appreciation to the TAM Board noting that almost, if not all, of the commissioners sitting at the dais had attended at least one task force meeting.

Mr. Parisi introduced Gwen Froh, the SR2S Programs Director and a member of MCBC, who reported on Walk and Roll Days and other activities to encourage children and teens to walk and bike to school safely including International Walk to School Day, National Bike to School Day, Green Sneaker Challenge, an Art Contest and a Bike Hero Contest.

Chair Arnold thanked Ms. Froh for her comprehensive report.

Mr. Parisi discussed the Safe Pathways portion of the SR2S Program which included participation by the local public works directors to evaluate sidewalks and roads for safety. He noted that projects have been identified to remove barriers to walking and biking, and that maps continue to be developed to show safe routes to schools. He also reported on the Street Smarts program and the plans for an update, and he gave a brief overview of the Crossing Guard program.

Commissioner Colin asked about San Rafael's involvement in the Street Smarts program. Mr. Cherrier stated San Rafael was not involved in the pilot of the program and Commissioner Colin stated she would like to revisit her city's participation in the updated program.

Commissioner Moulton-Peters commented on the design standards for bike and pedestrian paths and asked if public works departments were adopting these standards in all bike lanes improvements aside from the Safe Routes paths. Mr. Parisi stated that all public works departments are made aware of new standards as they come out, and he discussed some of the new standards. He added the public works departments in Marin are very progressive and have been staying on top of these changes.

Commissioner Moulton-Peters asked if there was education for motorists on how to interact with bike infrastructure such as bike boxes, and Mr. Parisi stated his firm could provide some examples.

Commissioner Colbert commented on the importance of engaging young people in self-powered mobility and expressed appreciation for the grassroots nature of the program.

10. Accept the 2018 System Monitoring Report and the 2019 Congestion Management Program Report (Action)

Planning Manager Derek McGill presented this item which recommended that the TAM Board accepts the 2018 System Monitoring Report (SMR) and the 2019 Congestion Management Program (CMP) Report for Marin County.

Mr. McGill reviewed the history, background, and key elements of the CMP. He reviewed road and bike location additions to the data collection since 2015. He explained the method of evaluating performance according to a level of service (LOS) standard and provided AM and PM data on current and historical performance of highways, key arterial roads, and High Occupancy Vehicle (HOV) lanes. He also provided data on transit ridership and bike and pedestrian counts. Mr. McGill noted that many planned improvements are underway and stated that no action is required at this time other than the acceptance of the report.

Commissioner Fredericks asked if it was possible to evaluate the transit ridership and bicycle/pedestrian numbers as a percentage of total commuters in a segment. Mr. McGill stated that staff could explore methods of doing this in later analyses. Commissioner Fredericks asked if such a metric would be useful and ED Richman stated that overall county mode share is available and could be presented at a future meeting. She added that if the data can be extrapolated in a technically sound way, it might be useful for certain purposes including route planning and evaluation for transit agencies and corridor improvement for local jurisdictions.

Commissioner Fredericks clarified that she was interested in knowing about mode shift in the number of travelers in any one mode in a given corridor compared to the number of transit riders which could present a clear picture of the mode shift.

Mr. McGill agreed to exploring this type of reporting in future reports.

Commissioner Lucan asked how the roads included in the CMP network were selected for the AM/PM peak periods, noting there was a significant road in Novato that was excluded. Mr. McGill stated the CMP network composition had not been updated since it was adopted in 1994. He noted there is data on other roads included in other reports. Commissioner Lucan asked if there was a recommended time period to update the network to include significant roads. Mr. McGill stated that many changes to the CMP requirements had been proposed through the legislature and staff was waiting for the outcome of those proposals to determine if updates would need to be made to be consistent with state law. He noted one reason for caution with adding roads is that there is no mechanism for removing roads from the network once they have been added.

Commissioner Lucan commented that the LOS rating for some of the roads seems high compared to the general perception of the roads during rush hour. Mr. McGill commented on some of the factors impacting the variance in the analysis.

Commissioner Campbell asked which segments of the planned ramp metering on Highway 101 the report referred to in expected improvements to LOS. Mr. McGill stated that the combination of all segments of the ramp metering was expected to have a significant impact on the LOS rather than just one individual segment. ED Richman noted that Caltrans expects the meters to be in place and active in late summer or early fall of 2020.

Commissioner Kunhardt noted another issue is the lack of a direct I-580 and Highway 101 connection. ED Richman noted staff was preparing an update of all projects in the I580 and Highway 101 corridors to present to the board in November.

Commissioner Kunhardt asked if roundabouts were being considered to address some of the congestion issues, and Mr. McGill stated that roundabouts are becoming more popular, noting that Caltrans has a new mandate to consider roundabout as an option for every intersection being improved. He added that a traffic analysis would have to be done for any intersection before replacing it with a roundabout.

Commissioner Rice asked when the counts were done. Mr. McGill stated they were done between October 2018 and May 2019. He noted that rainy weather and short daylight hours interfered with the counts and that all the highway counts were done during the same conditions.

Commissioner Rice asked that the data be shared with local jurisdictions to help plan improvements. She asked if there would be ramp metering on the Tamalpais Drive Onramp. ED Richman stated that she believed it would be in the first phase. Commissioner Rice agreed with Commissioner Lucan that congestion in Novato needs to be monitored, if not through the CMP, then by some other method.

Chair Arnold asked whether the raw data is stored with TAM or with the consultant. Mr. McGill stated that the consultant prepares the reports from the raw data, but TAM also has access to the data if necessary. He added that TAM staff works closely with local public works directors to ensure the most important roads are being monitored and to share the data.

Commissioner Moulton-Peters thanked Mr. McGill for the comprehensive report and the expanded data into bike and pedestrian counts. She stated she would like to see TAM play an increasing role in fostering dialogue among agencies and jurisdictions about congestion management. She noted that the SR2S Program might be having a greater impact on the AM congestion than on the PM congestion. She suggested a future discussion on how to improve HOV lanes in the county. She stated she was glad to hear there was interest in exploring roundabouts in Marin. Mr. McGill reminded everyone of the bike roundabout that is part of the Central Marin Ferry Connector and commented that it is one of the few bike roundabouts in the country.

Commissioner Reed stated he appreciated the level of detail, and while he understood the reasoning behind limiting the streets included in the CMP, he would like to see how this level of granularity might be achieved for other important streets and roads to help with route planning and mode shift.

Commissioner Hillmer suggested that bike roundabouts be constructed such that it is level and lacking a raised center which could be a launch point for those who unfamiliar with it.

Commissioner Fredericks asked if expanding the CMP would mean going beyond state-mandated requirements and what the effect would be. Mr. McGill stated TAM has kept the network and the standards static over the years but has greatly expanded data-gathering capabilities in order to be more comprehensive, and he would encourage that approach for future reporting.

Chair Arnold opened and closed the Item for public comment with no speakers coming forward.

Commissioner Hillmer moved to accept the 2018 SMR and the 2019 CMP Report, which Commissioner Rice seconded. The motion passed unanimously.

11. Update on FASTER Initiative (Discussion)

Mr. Cherrier presented this discussion item. He stated the FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Initiative is a proposed one-cent sales tax designed to generate \$100 billion over 40 years and noted that the Initiative is evolving rapidly in response to input from stakeholders, agencies, and local jurisdictions. He referred everyone to a revised list of projects that was included in the supplemental packet, which is an update to the list found in the original agenda packet. He stated that the initiative's proponents gave a similar update to the MTC board in hopes of MTC sponsoring the initiative, and Mr. Cherrier reviewed the board members' feedback and concerns. He discussed the steps that will need to occur in order to place this on the ballot. The Initiative is now focusing on a hybrid approach of programmatic projects, major commute sheds, and transformational projects. Mr. Cherrier discussed the impact this would have on TAM's list of proposed projects. FASTER is also asking for operational costs to be included in the development of possible projects.

Commissioner Connolly discussed the new vision of the Initiative and the ideal types of projects that are being sought, particularly those that might benefit more than one county. He also discussed the issues of equity, employer contributions, and the need for legislative action.

ED Richman commented on the importance of a return-to-source concept in this initiative whereby the North Bay is included in a meaningful way in the measure. She added that since the focus of this initiative is on high-ridership rapid transit corridors, the return-to-source concept needs to be included so the entire Bay Area rather than a few facilities in certain parts of the Bay Area can benefit from the Initiative. Commissioner Connolly fully supported ED Richman's comments.

Commissioner Sears asked why a draft expenditure plan for this has not yet been issued. Mr. Cherrier stated that the proponents of the Initiative are working on the expenditure plan. ED Richman agreed with Commissioner Sears' concern and commented that it is important for the Initiative proponents to start sharing this kind of information. Commissioner Sears stated it is difficult to narrow down the list of projects based on the information given, especially with the Initiative's level of focus.

Commissioner Rice stated that transportation infrastructure at risk from sea level rise is a huge issue and will be transformational, but she was not sure it was appropriate for this measure. She also noted that real estate for transportation facilities is becoming more difficult to find and will be more important as public transit grows.

Commissioner Colin agreed that projects addressing issues like sea level rise are very different from more programmatic projects. She noted that some of the projects on the draft list are very specific and some are very broad and was unclear as to how that would affect prioritization of projects. She also commented on the importance on building the project list on community work that has already been done.

Chair Arnold asked if there was a deadline for the list. ED Richman stated that she is not aware of any published deadline, however, urgency legislation would be required in January in order to place it on the ballot for November 2020. Mr. Cherrier added that the costs also have to be added to TAM's list before giving it to the FASTER Coalition.

Commissioner Campbell asked if rough cost estimates for the projects on TAM's list could be provided to the board so that TAM could ask for an amount that is realistic given Marin's share of the population. He also commented that the best opportunities for projects will be the ones that contribute to a broader system on a regional level.

Commissioner Moulton-Peters referred to a presentation made by FASTER proponent at an event the day before and asked if the four major categories listed in that presentation are final. ED Richman stated that the categories are what the measure's proponents are focusing on now but expected they would be updated if another important category is identified. Commissioner Moulton-Peters suggested discussing this at a joint meeting with Marin Transit.

Commissioner Colbert expressed doubt that the initiative will be able to find a unifying philosophy. However, he suggested that to be truly transformational, the list should focus on meeting the transportation needs of the future in areas like electrical vehicle technology.

Commissioner Cleveland-Knowles stated she would prefer to agree on criteria and priorities for the projects and then evaluate the TAM projects based on those criteria.

Commissioner Reed commented that the goal of business leaders in the Bay Area Council is to decrease staffing costs, so they do not have to subsidize housing and commute costs. He suggested thinking of comprehensive projects like a connected network of safe and separated area-wide bicycle commute routes. He also commented on express lanes for buses to help make them faster and more attractive than cars.

Commissioner Hillmer stated that some of the projects can be eliminated based on cost and feasibility without putting time or resources into them, such as the Sonoma Marin Area Rail Transit (SMART) to Larkspur Ferry connector. He noted that some types of infrastructure to move people the last mile would be important but extending the SMART track had been investigated and it was not feasible. He also noted that the Bay Conservation and Development Commission had called out Lucky Drive and US 101 as being a key failure point in the event of sea level rise and that segment should be noted specifically to give more weight to the project.

Commissioner Fredericks stated that in all its iterations, the FASTER Initiative has been focused on better and faster public transportation options. She stated that while bike and pedestrian access is important, the initiative's broader goal is to make public transit better and more accessible.

Commissioner Kunhardt asked what the role of the yet-to-be-identified lead agency for this Initiative would be and about the implications to Plan Bay Area 2050 if MTC ended up taking on that role. Commissioner Connolly stated that it is a key issue and it is not yet resolved.

Commissioner Rodoni stated that including projects that have committed funding through other means could be confusing to the voters. He believed the most successful projects would be those that bring benefits to multiple counties.

Mr. Cherrier clarified a comment he made to Commissioner Hillmer and stated that the Lucky Drive area could be added in to the I580/US101 sea level resiliency category.

Commissioner Sears suggested changing the project name to "Sea level rise resiliency along the US 101 corridor."

Commissioner Sears suggested that electrifying the transit fleet could be combined with a network of electrical bus charging stations.

Chair Arnold suggested including the extension of SMART from Novato to Suisun City since it affects three counties and addressing the flooding vulnerability on State Route 37 (SR37).

Commissioner Lucan stated the four proposed categories could be worded more clearly. He suggested thinking of them in terms of building a faster network, connecting to the network, and making the network affordable and accessible and then placing TAM's proposed projects in those categories.

Commissioner Connolly noted MTC will be hosting a region-wide rail workshop in January 2020 which could provide the framework for one type of transit.

ED Richman summarized the project criteria given by the board as multi-benefit, demonstrated need, improved transit networking and connectivity, achievable within the means provided by FASTER, and those of major regional

significance. Chair Arnold appointed a working group to work on the list with staff including Commissioners Hillmer, Colbert, Fredericks, Rice, Lucan, and herself.

Chair Arnold opened the Item for public comment.

Mr. Gripenburg suggested that climate change and reducing greenhouse gases should be a criterion on the project list. He stated his understanding was that SMART is submitting both rail and pathway projects, but he did not see the pathway project on SMART's list in the staff report. He commented on the transformational investments in Active Transportation letter in which MCBC participated and he urged the TAM Board to add bike projects that will create a regionwide network to the project list.

Ms. Gaffney asked that the completion of the Bay Trail in Marin be included in TAM's project list and stated that current cost estimates for completion of the trail in all nine counties can be provided to TAM.

Ms. Kallins expressed concern about the speed of this process and the importance of analyzing the priorities systemically and from the perspective of the users. She suggested thinking in terms of the highest priority project that would give the average user the motivation needed to switch to public transportation.

Ms. Severinghaus spoke about the inseparability of public transportation to walking and biking and talked about other proposals that have been made to create a comprehensive transportation network. She noted, as well, the symbiosis between climate change, reducing greenhouse gas emissions and using public transit.

Cindy Winter, a resident of Larkspur, suggested that rather than replacing the Richmond-San Rafael Bridge, it could be augmented with a second bridge for rail and vehicles and the original bridge could be converted for bicycles, pedestrians, and Autonomous Vehicle (AV) shuttles.

Seeing no further speakers, Chair Arnold closed public comment on the Item.

12. TAM Response to Grand Jury Report on Wildfire Preparedness (Action)

Mr. Cherrier presented this item which recommended that the TAM Board authorizes the Executive Director to sign and send the attached letter in response to the letter from the Grand Jury, dated September 12, 2019. He reviewed TAM's original response to the Grand Jury Report which had been approved by the TAM board in June. He discussed the Grand Jury's September 12 letter requesting additional information which is included in the draft response letter. Commissioner Rice moved to approve the TAM Response Letter to Grand Jury's Report on Wildfire Preparedness, which Commissioner Campbell seconded. The motion passed unanimously.

13. Caltrans Report (Discussion)

ED Richman stated the report is in the agenda packet.

The meeting was adjourned at 9:07 p.m.



DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Li Zhang, Chief Financial Officer

SUBJECT: Review and Approve Amendments to the COC Bylaws (Action), Agenda Item No. 6b

RECOMMENDATION

The TAM Board reviews and approves the recommended amendments to the Bylaws of the Citizens' Oversight Committee (COC). The COC reviewed and discussed all the proposed amendments at its October 21, 2019 meeting and voted unanimously to approve all changes and refer the item to the TAM Board for final approval.

BACKGROUND/DISCUSSION

The COC Bylaws were last amended and approved by the TAM Board with the implementation of the Measure B Vehicle Registration Fee Expenditure Plan on October 27, 2011, when the COC assumed the responsibilities of overseeing the Measure B projects/programs. With the implementation this year of the Measure AA Transportation Sales Tax Expenditure Plan, staff recommends updating the COC Bylaws to reflect the responsibilities that the COC is taking on under the Measure AA Expenditure Plan, as well as other approval changes in the Measure AA Expenditure Plan.

Besides updating the Bylaws to include Measure AA where applicable, staff recommends the removal of the restriction that neither elected officials nor public employees from any agency that oversees or benefits from the proceeds of the transportation sales tax can serve on the COC. This specific restriction, which was included in the Measure A Expenditure Plan but removed from the Measure AA Expenditure Plan, had made it very difficult to recruit and retain member/alternate for the School Districts seat in particular. Staff also recommends the removal of the Form 700, Conflict of Interest request, from the Bylaws. The requirement was in the Measure A Expenditure Plan but removed during the Measure AA Expenditure Plan development process. The COC has only oversight authority and staff's survey in 2018 confirmed that none of the other Self-Help County sales tax expenditure plans have this requirement for the members of its citizens' watchdog committee.

FISCAL CONSIDERATION

Not Applicable.

NEXT STEPS

Upon Board approval, staff will finalize the COC Bylaws and present it to the COC Chairperson for signature.

ATTACHMENT

COC Bylaws with Proposed Changes Highlighted

**CITIZENS' OVERSIGHT COMMITTEE
BYLAWS**

**ARTICLE I
GENERAL PROVISIONS**

§ 1.1 Purpose

These Bylaws govern the proceedings of the Citizens' Oversight Committee (Committee), an advisory committee established by the Commissioners of the Transportation Authority of Marin (TAM).

§ 1.2 Construction of Bylaws

Unless otherwise required, the general provisions, rules of construction and definitions set forth in the TAM Advisory Committees Standing Rules and Application and Appointment Procedures, with Article IV Section 104.3 of the TAM Administrative Code, shall govern the construction of these Bylaws. These Bylaws shall govern the Committee's proceedings to the extent they are consistent with Standing Rules and Application and Appointment Procedures, the TAM Administrative Code, and law.

§ 1.3 Definitions

As used in these Bylaws:

- "Committee" means the Citizens' Oversight Committee.
- "Chairperson" means the person chairing the Committee.
- "Authority" means the Transportation Authority of Marin (TAM).
- "Brown Act" means California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*
- "Measure A Expenditure Plan" means the Marin County Transportation Sales Tax Expenditure Plan, the 20-year plan for expending the half-cent sales tax revenues contained in Measure A, approved by voters in 2004 and implemented in 2005.
- "Measure A" means the measure approved by voters of Marin County on November 2, 2004, that initiates a half-cent sales tax for transportation projects and programs.
- "Measure AA Expenditure Plan" means the Marin County Transportation Sales Tax Expenditure Plan, the 30-year plan for expending the half-cent sales tax revenues contained in Measure AA, approved by voters in 2018 and implemented in 2019. "Measure AA" means the measure approved by voters of Marin County on November 6, 2018, that extended the original Measure A by 30-years, for transportation projects and programs.
- "Measure B Expenditure Plan" means the Marin County \$10 Vehicle Registration Fee Expenditure Plan, the plan for expending the \$10 vehicle registration fee revenue contained in Measure B, approved by voters in November 2010 and implemented in 2011.

- “Measure B” means the measure approved by voters of Marin County on November 2, 2010, that initiates a \$10 vehicle registration fee increase for transportation projects and programs.

§ 1.4 Adoption and Amendment of Bylaws

- The Committee shall have adopted Bylaws approved by the TAM Board of Commissioners within 90 days of Committee formation.
- These Bylaws shall be adopted and amended by the Committee by majority vote of its total membership, and with approval of the TAM Board of Commissioners.

ARTICLE II DUTIES AND AUTHORITY

§ 2.1 Duties

- Review all Measure A/AA related expenditures for consistency with the voter-approved Marin County Transportation Sales Tax Expenditure Plan including, but not limited to, the performance criteria as set forth in the plan.
- Review all Measure B related expenditures for consistency with the voter-approved Marin County Vehicle Registration Fee Expenditure Plan.
- Hold public hearings and issue reports, on at least an annual basis, to inform Marin County residents whether Measure A/AA and Measure B funds are being spent in conformance with their Expenditure Plans.
- Publish an annual report on both the Measure A/AA and Measure B expenditures. Copies of this document must be made widely available to the public at large.
- Approve an audit scope consistent with the requirements of Government Code Section 26909 and the *California Code of Regulations*, Title 2, Division 2, Chapter 2, Subchapter 5.
- Recommend an independent auditor, selected through a competitive process, to the TAM Board of Commissioners for award of a contract.
- Review the findings of compliance audits of Measure A/AA and Measure B recipients, when such audits are required by the TAM Board of Commissioners.

§ 2.2 Authority and Limitations

- The Committee will have full access to the Authority’s independent auditor and will have the authority to request and review specific information and to comment on the auditor’s reports.
- The Committee shall only have advisory powers to the Authority.
- Except for those reports where the Measure A/AA and Measure B Expenditure Plans require the Committee to report directly to the public, the Committee shall not have the authority to communicate externally, but all communications by the Committee shall go to and through the Authority. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual

member shall be entitled to reimbursement for travel or other expenses except as authorized by the Authority.

ARTICLE III MEMBERSHIP

The Committee shall be composed of 12 members who are private citizens and who collectively represent the diversity of Marin County. ~~Members shall neither be elected officials nor public employees from any agency that either oversees or benefits from the proceeds of the transportation sales tax.~~ Membership shall be limited to Marin County residents without economic interest in any of the Authority's projects. ~~Members will be required to comply with the disclosure and conflict of interest requirements of the Political Reform Act of 1974, California Government Code Section 81000 et seq. (as amended).~~

Each organization represented on the Committee shall nominate its representative, with final appointments approved by the governing board of the Authority. The TAM Board of Commissioners shall retain discretion to rescind any Committee appointment(s) as deemed necessary. Members of this Committee shall be appointed to their full terms, subject to eligibility provisions contained in Section 104.3 of the TAM Administrative Code.

§ 3.1 Membership Composition

- One member selected from each of the planning areas in Marin County by the Authority Commissioners, representing that area (Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin), totaling 5 members.
- Seven members selected to reflect a balance of viewpoints across the County. These members shall be nominated by their respective organizations and appointed by the TAM Commission as follows:
 - One representative from a tax payer group;
 - One representative from the environmental organizations of Marin County;
 - One representative from a major Marin employer;
 - One representative from the Marin County Paratransit Coordinating Council, representing seniors and persons with disabilities;
 - One representative from the League of Women Voters;
 - One representative from an advocacy group representing bicyclists and pedestrians;
 - One representative from a school district. (Parents are considered eligible candidates.)

§ 3.2 Alternates

- Each Committee member shall have a designated alternate, nominated by the nominating organization and appointed by TAM, who shall attend Committee meetings in the event that the appointed Committee member is unable to attend. It shall be the responsibility of the appointed Committee member to inform their designated alternate when they are unable to attend a meeting of the Committee.
- Alternates do not vote unless they are taking the place of an absent member.

§ 3.3 Terms

- Members and alternates shall be appointed for a term of four years.
- To provide for staggered terms, at the first meeting of the Committee, the members will draw lots to determine whether their and their alternate's initial appointment is for two or four years.
- All initial appointment terms shall commence on August 1, 2005 and, subject to earlier removal or termination, shall expire on May 31, 2007, as to two-year terms, and on May 31, 2009, as to four-year terms. Thereafter, terms shall commence on June 1 and shall terminate on the fourth anniversary date of such commencement date.
- Committee candidates are required to complete and submit an application. Applications shall be submitted to the TAM Executive Director.
- Existing members who wish to continue serving in their appointed capacity for an additional term are required to complete and submit a new application or may update and resubmit their original application if no pertinent information has changed. Applications shall be submitted to the TAM Executive Director.

§ 3.4 Vacancies

- If a Committee member or alternate is unable to complete his or her term, a replacement member will be nominated by the nominating organization and appointed by the TAM Board of Commissioners to fill the vacancy and complete the appointed term.
- All qualifying applications for the vacancy will be submitted to the Authority for consideration, selection, and appointment. When a vacancy exists on the Committee and no applications have been submitted, the vacancy will be continued until such time as an appointment is made. The TAM Board of Commissioners may, at any time, move to continue an appointment to a subsequent date.

§ 3.5 Conduct

- Members shall be responsible for having a working knowledge of the establishing ordinance, Bylaws, federal or state mandates, and any other governing regulations that define and set forth the intent and purpose of their appointment and shall only represent and take action on matters related thereto.
- Members shall not misrepresent the scope of their influence or authority, in matters assigned, or represent recommendations of the Committee as official TAM policy until such time as formal action has been taken by the Authority.
- Unless authorized as the designated spokesperson by the Committee, an individual member may not represent the Committee before any other committee or agency or to the press or general public.

§ 3.6 Subcommittees

- The Committee may elect to form subcommittees to perform specific parts of its mission, such as reviewing audits and issuing reports. All subcommittees shall have an odd number of members so that tie votes are less likely.

- Any special or ad hoc advisory committees may be abolished upon the accomplishment of its purpose or by a majority vote of the Committee. .

ARTICLE IV OFFICERS

The Committee shall elect a Chairperson and a Vice-Chairperson. The Committee may choose to establish other elected positions as well. Terms for the Chairperson and the Vice-Chairperson, and other elected positions, shall be two-years. Elections for all positions shall take place at the first meeting of the even-numbered years.

§ 4.1 Chairperson and Vice-Chairperson

A Chairperson and Vice-Chairperson shall be elected by a majority of the Committee members present through a process of nomination and seconding. If more than one person is nominated and seconded, the appointment will be by a majority vote. In the event of a vacancy in the Chairperson's position, the Vice-Chairperson shall succeed as Chairperson for the balance of the Chairperson's term, and the Committee shall elect a successor to fill the vacancy in the Vice-Chairperson's position. In the event of a vacancy in the Vice-Chairperson's position, the Committee shall elect a successor from its membership.

- Duties of the Chairperson:
 - Call the meetings to order;
 - Preside over each meeting;
 - Identify items of interest for future committee agendas that are relevant to the Committee's responsibilities;
 - Appoint the members of each Subcommittee that the Committee chooses to form;
 - Attend, or appoint another Committee member to attend, meetings of the Authority at which expenditures of Measure A/AA sales tax revenues represent an action item;
 - Serve as liaison to TAM staff between meetings;
 - Serve as the designated spokesperson for the Committee.
- Duties of the Vice-Chairperson:
 - Perform the duties of the Chairperson when the Chairperson is absent.

ARTICLE V MEETINGS

§ 5.1 Regular Meetings

- Regular meetings of the Committee shall be held, as needed, on the third (3rd) Monday of the month, **or any day agreed by the Committee**, not less often than every six months. The Committee meeting shall commence at 5:00 p.m. at the Authority's office in San Rafael California.

- Whenever a regular meeting falls on a holiday observed by the Authority, the meeting shall be held on another day or canceled at the direction of the Committee.
- A rescheduled regular meeting shall be designated a regular meeting.
- All meeting locations shall be ADA compliant.

§ 5.2 Special Meetings

- A special meeting may be called by the Chairperson with the approval of the TAM Executive Director. The meeting shall be called and noticed as provided in Section 5.3 below.

§ 5.3 Calling and Noticing of Open Meetings

- All meetings shall be called, noticed and conducted in accordance with the applicable provisions of the Brown Act, which mandates open meetings for legislative bodies. Information announcing the hearings must be well publicized and posted in advance. The TAM Executive Director shall be given notice of all meetings. The Committee may meet in a session closed to the public only for purposes permitted by the Brown Act.
- Writings which are public records and which are distributed during the Committee meeting shall be made available for public inspection at the meeting if prepared by the Authority or a member of the Committee, or after the meeting if prepared by some other person.

§ 5.4 Quorum; Vote; Committee of the Whole

- The presence of a majority of the Committee members shall constitute a quorum for the transaction of business. All official acts of the Committee shall require the presence of a quorum and the affirmative vote of a majority of the members present. A quorum for this Committee is 7.
- At any regularly called meeting not held because of a lack of a quorum, the members present may constitute themselves a "committee of the whole" for the purpose of discussing matters on the agenda of interest to the committee members present. The committee of the whole shall automatically cease to exist if a quorum is present at the meeting.

§ 5.5 Attendance

- Members are expected to attend all meetings; however, it is anticipated that some members may not be able to attend all meetings for various reasons. If a member is unable to attend a meeting, he or she should notify TAM staff and the designated alternate as soon as possible prior to the scheduled meeting.
- If a member is absent from four Committee meetings in any twelve-month period or for three consecutive meetings without notifying TAM staff and the designated alternate, the position shall automatically be vacated, and a successor shall be appointed to fill the remainder of that member's term.

§ 5.6 Matters Requiring Committee Action

- A matter requiring Committee action shall be listed on the posted agenda as an action item before the Committee may act upon it, with the potential action that will be taken noted.

§ 5.7 Public Comment

- For a regular meeting, members of the public shall be given an opportunity to address the Committee either before or during the Committee's consideration of the item, if it is listed on the agenda, or, if it is not listed on the agenda but is within the scope of the Committee, under the agenda item heading "Public Comments."
- Each member of the public shall limit their comments to three minutes. Any person addressing the Committee may submit written documents to complement their comments.
- The Chairperson may change the time limit and/or the order of public comments as deemed appropriate but may not reduce the time limit to less than two minutes.

§ 5.8 Ground Rules

- When presentations are being made, they should proceed without interruption. Questions and comments should be made following the completion of the presentation.
- The Chairperson may order any person removed from the Committee meeting who causes a disturbance, and the Chairperson may direct the meeting room cleared when deemed necessary to maintain order, unless the rest of the Committee determines otherwise by a majority vote.

§ 5.9 Robert's Rules

- All rules of order not herein provided for shall be determined in accordance with *Robert's Rules of Order*, latest edition.

ARTICLE VI
AGENDAS AND MEETING NOTICES

§ 6.1 Agenda Format

- Starting time and meeting location
- Introductions
- Review and approval of draft action minutes from the last meeting
- Scheduled monthly agenda items
- Confirm date and time of the next meeting
- Public Comment

§ 6.2 Agenda Preparation

- TAM staff shall produce the agenda for each meeting in consultation with the Authority and the Committee Chairperson. Material intended for placement on the agenda shall be delivered to staff on or before 12:00 Noon on the date established as the agenda deadline for the forthcoming meeting, which is two weeks before the meeting. TAM staff may withhold placement on the agenda of any matter which is not received in a timely manner, lacks sufficient information or is in need of staff review and report prior to Committee consideration.

§ 6.3 Agenda Posting and Delivery

- The written agenda for each regular meeting shall be posted by TAM staff at least 72 hours before the meeting is scheduled to begin. The agenda shall be posted in a location that is freely accessible to the public. Together with supporting documents, the agenda shall be delivered to each Committee member and the TAM Executive Director at least 72 hours before each regular meeting and at least 24 hours before each special meeting.

§ 6.4 Meeting Notices

- TAM staff shall provide notice of every regular meeting, and every special meeting to each person who has filed a written request for notice with TAM. The notice shall be provided at least one week prior to the date set for the meeting. Notice of special meetings called less than seven days prior to the date set for the meeting shall be given as TAM staff deems practical. All notices shall clearly indicate that reasonable accommodations will be provided on request.

§ 6.5 Meeting Minutes

- The Committee shall cause to be kept at the offices of TAM a record of minutes of all meetings and actions of the Committee and its subcommittees with the time and place of holding, the names of those present at the Committee meetings and subcommittee meetings, and the proceedings.
- Draft minutes will be prepared by TAM staff and will be distributed with agendas before the next meeting. Adoption of minutes shall occur at the next meeting with the support of the majority of the members present.

**ARTICLE VII
MISCELLANEOUS****§ 7.1 Public Information List of Members**

- The TAM Executive Director shall maintain a public information list of members and designated alternates appointed to the Committee. The list shall include the name of the appointee, the date the term expires, and the affiliation and/or nominating organization. The list shall be updated whenever there are changes in membership.

§ 7.2 Staff Support

- TAM staff shall prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents. TAM staff shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Certificate of Chairperson

I am the duly elected Chairperson of the Citizens' Oversight Committee for the Transportation Authority of Marin, and I hereby certify that the foregoing is a true and correct copy of the Bylaws of the Committee as of ~~XX, XX, XXXX~~.

Print Name

Signature

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DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Scott McDonald, Senior Transportation Planner

SUBJECT: Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program (Action), Agenda Item No. 6c

RECOMMENDATION

Authorize the Executive Director to extend the Ride Amigos Software Subscription Agreement for one year, increasing the aggregate contract not to exceed amount by \$30,885 for a total of \$55,473. This software is currently integrated into TAM's Marin Commutes Program to support trip planning, ridesharing, and seasonal trip logging promotional campaigns to increase awareness and utilization of commute options.

BACKGROUND

As part of an ongoing commitment to promote a variety of high-quality transportation options and alternatives to single occupant vehicle trips, TAM launched its Marin Commutes Program in January 2019. The Marin Commutes Program is a comprehensive public engagement effort emphasizing the benefits of alternative transportation options and building awareness of the incentives and tools available to Marin commuters through the website *MarinCommutes.org* and various other public outreach efforts.

With the goal of encouraging alternatives to single occupancy vehicle trips, TAM contracted with Ride Amigos in December 2018 to integrate its Transportation Demand Management (TDM) software platform into the newly developed *MarinCommutes.org* site. Several agencies in the Bay Area have implemented online TDM platforms through Ride Amigos software to offer commute related incentives using the real-time rideshare apps and trip planning tools. Ride Amigos is currently being utilized by the Napa Valley Transportation Authority, Solano Transportation Authority, Santa Clara County Valley Transportation Authority, and San Mateo County. The Metropolitan Transportation Commission (MTC) has recently entered into negotiations to use Ride Amigos to provide services to the 511 ride-matching program as well.

DISCUSSION

The Marin Commutes Program with the Ride Amigos Software is TAM's public facing effort which incorporates the Marin Emergency Ride Home Program, Vanpool Incentive Program, car share promotion, electric vehicle promotion, the Lyft GETSMART Program, and shared ride and transit planning integrated into the Ride Amigos platform. Ride Amigos consistently provides innovations to improve the platform, along with the user experience.

The Marin Commutes Program has utilized the Ride Amigos Software platform for two six-week seasonal mode shift campaigns, one which concluded in June 2019 and another which will conclude later in November 2019. Ride Amigos has been an effective tool for the following services: trip planning, incentive management, commute challenges, trip tracking, gamification, and data collection to support the distribution of incentives to encourage adoption and ongoing use of non-single occupant vehicle commuting modes.

The Ride Amigos Software, which launched through the Marin Commutes Program in April 2019, was first tested during a six-week spring campaign (April 29 - June 9, 2019). The spring campaign resulted in 113 participants logging 2,921 trips for a total of 51,517 miles. To date 13,906 green commute trips have been logged for a total of 258,037 miles from the 385 individuals currently registered in the system. Of these trips, 58% were carpool, 18% bike, 14% train, 6% bus, 3% walk, 1% ferry, and <1% were vanpool/telework/other. TAM staff will provide a more comprehensive report on the Marin Commutes Program including the Ride Amigos platform following the initial year of implementation in the spring of 2020.

The proposed action would extend the contract from its current expiration date of December 9, 2019 to December 9, 2020, in order to gain another year of experience with the Ride Amigos platform and grow the benefits of the Marin Commutes program especially as similar programs go into effect around the region. The Ride Amigos platform has become an integral component of the Marin Commutes Program.

FISCAL IMPACTS

Ride Amigos Software is a component of the Marin Commutes Program that the TAM Board accepted in January 2019 and is included as an element of the TAM FY2019-2020 Annual Budget adopted by the TAM Board in June 2019. Funding for the Ride Amigos Agreement is available through Measure B, Element 3.2 Commute Alternative Programs. No additional budget increase is needed to support the Ride Amigos Software Extension which is covered under the annual budget for Measure B, Element 3.2.

NEXT STEPS:

TAM staff will work with Ride Amigos to continue implementation of its software through the MarinCommutes.org site.

ATTACHMENTS:

N/A



DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

SUBJECT: MTC's Plan Bay Area 2050 Update (Discussion), Agenda Item No. 7

RECOMMENDATION

N/A. This item is for discussion only.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The last RTP/SCS, known as Plan Bay Area 2040, was adopted in August of 2017. Immediately following the adoption of Plan Bay Area 2040, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as Plan Bay Area 2050.

As the Congestion Management Agency for Marin County, TAM is required to coordinate with MTC on the development of the RTP/SCS and to submit projects on behalf of Marin County. In April 2019, the TAM Board approved an initial list of projects for consideration in Plan Bay Area 2050, included as **Attachment A**.

Since that time, MTC staff have been conducting numerous technical activities, including a project performance assessment and financial needs and revenues assessments. In addition, MTC has also solicited letters of interest from local jurisdictions for new or modified Priority Development Areas (PDAs), new or modified Priority Conservation Areas (PCAs) as well as a new pilot for Priority Production Area (PPAs) to support the economy of the region.

This staff report provides an overview of MTC's efforts to date. TAM staff intends to bring county revenue projections, revenue shortfalls, and a revised transportation project list to upcoming TAM Board Meetings starting in January 2020.

DISCUSSION/ANALYSIS

Overview of Horizon/Plan Bay Area 2050

The RTP/SCS process is required to meet specific state and federal requirements, however long-range planning often needs to consider a wide range of factors that have traditionally been outside of the regional planning process. To explore some of the challenges the Bay Area is facing from new technologies, political volatility, natural disasters and other external factors, MTC launched the Horizon effort to examine potential futures for the region. Elements of this process are being used to inform the discussion of Plan Bay Area 2050. Please note that Plan Bay Area 2050 must achieve a more ambitious climate mandate from the State.

Project Performance Assessment

In April 2019, the TAM Board accepted an initial draft list of projects for consideration in Plan Bay Area 2050. MTC's primary goal for this exercise was to identify a universe of projects to be considered for inclusion into the Plan Bay Area 2050. In addition to the projects submitted by CMAs in spring, MTC has included projects submitted by the public as part of Horizons Transformative Projects through a public call for projects over the summer of 2018.

Since then, MTC has been conducting a project performance assessment and in early November 2019, MTC released draft performance results, assessing the pool of \$250M+ regional projects by:

- Benefit/cost assessments - comparing societal benefits against anticipated project costs under three scenarios developed for the Horizon effort.
- Equity Assessments - examining impacts of project level accessibility benefits in three future scenarios.
- Guiding principle assessment - evaluating projects based on specific focused criteria, flagging areas of concern.

Projects of interest to Marin County included in this assessment are highlighted in **Attachment B**. Many projects of interest to Marin County are still undergoing project performance assessment by MTC. TAM staff will return with the results once available.

Draft Financial Needs

Plan Bay Area 2050 will span 30 years from fiscal years 2021 through 2050 and must meet federal and state requirements related to fiscal constraint. This requires the estimation of costs (discussed below) and available revenues (expected in January 2020) for the operation and preservation (capital maintenance) of the existing transportation system. MTC estimates the capital maintenance and operations costs of multiple transportation system elements in its financial needs assessment. The information presented in **Attachment C** is a preliminary draft estimate of the region's transportation operations and preservation costs over the lifespan of the Plan developed by MTC.

MTC maintains a "fix it first strategy" committing to maintaining the current transportation system before committing to modernization or expansion of the transportation system. Since the last RTP submittal process in 2015/16, new transportation revenue sources have been created, including the renewal of Marin County's ½-Cent Transportation Sales Tax under Measure AA, Regional Measure 3 (RM3) and Senate Bill 1 (SB1). These funding sources are expected to provide additional funding to maintain the system and for new projects. Eligibility of each funding source will be assessed by TAM staff when MTC's revenue projections become available in December 2019.

In addition to transportation needs, Plan Bay Area 2050 will also include a discussion on the needs around affordable housing, and resilience specifically related to earthquakes and sea level rise. This information is also included in Attachment C.

Regional Geographies Update

In May 2019, MTC and ABAG Executive Board adopted the first major policy update to the Bay Area's Regional Growth Framework ("Framework") since its inception in 2007. The original Framework, used for both Plan Bay Area and Plan Bay Area 2040, sought to focus development in locally designated, transit-served Priority Development Areas (PDAs) while preserving natural lands via Priority Conservation Areas (PCAs). The Framework also sought to align these land use priorities with major regional transportation investments. Both Plan Bay Area and Plan Bay Area 2040 focused nearly 80 percent of the region's long-range housing need within PDAs.

In September 2019, local jurisdictions submitted Letters of Interest for 87 new priority areas – 34 PDAs, 16 PCAs, and 37 Priority Production Areas (PPAs), including two PCAs in Marin County. In addition to these new priority areas, local jurisdictions elected to modify the boundaries of 46 PDAs and 1 PCA, including the modification of the Unincorporated Highway 101 PDA in Marin County to remove Golden Gate National Recreation Area land from the PDA designation. TAM staff worked closely with the Marin County Community Development Agency and Marin Transit to meet updated PDA eligibility requirements in Marin County.

MTC is reporting that most transit-rich areas have not been prioritized for new housing and jobs, including less than 20% of transit rich areas in Marin County, where only 1 of 6 SMART stations and no ferry terminals are designated PDAs. Additionally, MTC analysis is showing that only 1% of high resource areas served by transit in Marin County are included in the Regional Growth Strategy. Based on this analysis, MTC is reporting that meeting greenhouse gas reduction goals and equity goals through this set of locally designated areas is likely insufficient and new areas will need to be considered.

FISCAL CONSIDERATION

Plan Bay Area 2050 does not program, allocate or commit funding. However, transportation projects in the RTP are included in CEQA (California Environmental Quality Act) requirements for the region, allowing projects to become eligible for state and federal funding.

NEXT STEPS

MTC is expected to complete the development of the revenue estimates in December 2019 that TAM will use to constrain the list of Marin County projects for Plan Bay Area 2050. Staff will present the revenue estimates and the updated project performance results once they are available, expected at the January 2020 Board Meeting. Staff plans to bring the revised, fiscally constrained county project list to the Board for review in February 2020. Staff will work closely with MTC to interpret the results of the project performance effort and develop regional priorities for inclusion into the Plan Bay Area 2050.

MTC is expected to continue discussion on the transportation blueprint of the plan, and TAM staff will report out on this effort over the coming months. Once the transportation element of the plan is drafted, the plan timeline is summarized as follows:

- In 2020, regional growth forecasts will be drafted by MTC/ABAG for local jurisdictions to review population and housing growth expected by 2050;
- MTC will then develop a preferred scenario and begin development of the Draft Plan Bay Area Report and environmental reports, and begin development of the Regional Housing Needs Assessment (RHNA);
- Approve the environmental reports and Plan Bay Area 2050 in mid-2021, and
- Adopt RHNA allocations in 2021.

ATTACHMENTS

Attachment A: TAM Board Initial Project List – Approved April 2019
Attachment B: Initial Results of MTC’s project performance Assessment
Attachment C: MTC Preliminary Draft Needs Assessment
Attachment D: TAM Board Presentation

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TAM DRAFT RTP Project List – April 25, 2019

Programmatic Category	Projects in Category (not exclusive)
Minor Highway Improvements	Highway Interchange Improvements Bellam Boulevard Improvements Bike/Ped Crossings Auxiliary Lanes
Minor Roadway Improvements	Local Road Rehab Projects Sea Level Rise Bridge Replacement HSIP Projects Sir Francis Drake Boulevard 3rd Street 2 nd Street East Blithedale Ave
Minor Transit Improvements	Bus Stop Shelter Replacements Access to transit Fleet Expansion/Facilities Manzanita Park and Ride Other Park and Ride Improvements Transit Service Expansion
New Bicycle & Pedestrian Facilities	North South Greenway Projects SMART Multi Use Path Cross Marin Bikeway 2nd to Anderson Path Grand Avenue East Francisco Boulevard Central Marin Gap Closure Bay Trail Segments Approaches to the RSR Bridge Safe Pathways Projects Small Safety Projects Safe Routes to Transit Projects
Management Systems	Ramp Metering Phase 1 & 2 Innovative Technology
Safety and Security	Safe Routes to Schools Program Crossing Guard Program
Travel Demand Management	TDM Program Alt Fuels Program Traveler Information Programs
Intersection Improvements	Anderson at Drake The Hub
Multimodal Streetscape Improvements	Local Road Improvements

Item 7 - Attachment A

		Project Sponsor	Est. Construction Date	Est. Operation Date	Project Cost
Non-Exempt Projects					
<i>Transit Capacity Increasing</i>					
SMART Larkspur Extension	Project Completed 2019		2019	2019	\$ 40
Downtown Novato SMART Station	Fully Funded		2019	2019	\$ 5
San Rafael Transit Center Relocation		GGBHTD	2024	2026	\$ 45
Marin Transit O&M Facility		MT	2021	2024	\$ 31
Larkspur Ferry Parking Garage		GGBHTD	2024	2026	\$ 64
Bus On Shoulder on Highway 101		TAM	2027	2029	\$ 50
<i>Subtotal</i>					\$ 190
<i>Roadway Capacity Increasing</i>					
RSR Eastbound Travel Lane	-		-	2017	\$ 74
Marin Sonoma Narrows		TAM	2020	2023	\$ 151
US 101/I-580 Direct Connector		TAM	2025	2026	\$ 147
RSR Westbound Joint Use Lane*		TAM	2022	2023	\$ 160
Resilient State Route 37		TAM	2030	2036	\$ 1,000
Novato Boulevard**		Novato	2021	2023	\$ 15
<i>Subtotal</i>					\$ 1,473
TOTAL					\$ 1,664

MTC Target Budget 1,174

* Funding from Toll O&M

** The addition of a roadway lane requires this project to be listed as a non-exempt project.

Additional Notes – Projects in ~~Strikethrough text~~ indicate fully funded projects or completed projects since the last RTP submittal process. MTC target budget does not provide a forecast for revenue sources and will be revised once revenue forecasts are developed.



Horizon/Plan Bay Area 2050: Draft Project Performance Findings Attachment A: Overall Summary Table

Benefit-Cost Ratios and Equity Scores across Three Futures, and Guiding Principle Flags

Note 1: Total number of rows: 93; 81 projects from public agencies, 12 projects from public/NGOs that were jury finalists from the Transformative Projects process

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Project Type	Project ID	Row ID	Project	Project Source	Lifecycle Cost	Guiding Principle Flags	Benefit-Cost Ratio			Equity Score		
							Rising Tides Falling Fortunes	Clean and Green	Back to the Future	Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Build Core Rail	1004	1	New San Francisco-Oakland Transbay Rail Crossing - Commuter Rail (Crossing 5)	Crossings Study	\$46.1B	2	0.7	2	2	Even	Even	Even
	1007	2	New San Francisco-Oakland Transbay Rail Crossing - BART + Commuter Rail (Crossing 7)	Crossings Study	\$83.5B	2	0.6	1	1	Even	Even	Even
	1002	3	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 3: Mission St)	Crossings Study	\$36.2B	0	0.6	1	1	Even	Even	Even
	1003	4	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 4: New Markets)	Crossings Study	\$37.4B	0	0.6	1	1	Even	Even	Even
	2300	5	Caltrain Downtown Extension	TJPA	\$4.8B	0	<0.5	0.7	0.6	Challenges	Challenges	Challenges
	2205	6	BART to Silicon Valley (Phase 2)	VTA	\$6.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2310	7	Megaregional Rail Network + Resilience Project (Caltrain, ACE, Valley Link, Dumbarton, Cap Cor)	City of San Jose	\$54.1B	2	<0.5	0.5	<0.5	Challenges	Challenges	Challenges
	2306	8	Dumbarton Rail (Redwood City to Union City)	SamTrans + CCAAG	\$3.9B	0	<0.5	<0.5	0.5	Even	Even	Challenges
	2208	9	BART Gap Closure (Millbrae to Silicon Valley)	VTA	\$40.4B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	6002	10	SMART to Richmond via New Richmond-San Rafael Bridge *	Public/NGO Submission		2	cost estimation and modeling in progress			modeling in progress		
Extend Rail Network - High Cost	2308	11	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRA	\$3.0B	0	<0.5	1	1	Even	Even	Even
	2206	12	BART Extension from Diridon to Cupertino	VTA	\$12.1B	0	<0.5	<0.5	<0.5	Even	Advances	Even
	2203	13	BART to Hercules & I-80 Bus from Vallejo to Oakland	CCTA	\$5.8B	0	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
	2207	14	BART Extension from Diridon to Gilroy (replacing existing Caltrain)	VTA	\$17.7B	1	<0.5	<0.5	<0.5	Even	Advances	Even
	2204	15	BART on I-680 (Walnut Creek to West Dublin/Pleasanton)	Caltrans	\$11.0B	0	<0.5	<0.5	<0.5	Even	Even	Even
	2207	16	ACE Service Expansion and Capital Improvements (to San Joaquin Valley)	ACE Rail		0	modeling in progress			modeling in progress		
	2309	17	Altamont Vision Phase 1 (to San Joaquin Valley)	ACE Rail		0	modeling in progress			modeling in progress		
Extend Rail Network - Low Cost	2305	18	SMART to Solano (Novato to Suisun City, without sea level rise protections) ^	SMART	\$1.6B	0	<0.5	<0.5	<0.5	Even	Challenges	Challenges
	2202	19	BART DMU Extension to Brentwood	CCTA	\$0.6B	0	<0.5	0.5	<0.5	Advances	Challenges	Challenges
	2304	20	SMART Extension to Cloverdale ^	SMART	\$0.5B	0	<0.5	<0.5	<0.5	Challenges	Even	Challenges
Optimize Existing Transit Network - High Cost	2201	21	BART Core Capacity	BART	\$4.5B	0	1	2	2	Even	Even	Even
	2303	22	Caltrain Full Electrification and Blended System: High Growth	VTA, City of San Jose	\$36.9B	2	<0.5	1	0.5	Challenges	Even	Challenges
	2302	23	Caltrain Full Electrification and Blended System: Moderate Growth	Caltrain + HSR	\$24.6B	2	<0.5	0.9	0.5	Challenges	Even	Challenges
	2001	24	AC Transit Local Rapid Network: Capital Improvements + Service Increase	AC Transit	\$8.4B	0	<0.5	0.5	0.6	Advances	Advances	Even
	2005	25	Alameda County BRT Network + Connected Vehicle Corridors	ACTC	\$4.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2410	26	VTA LRT Systemwide Grade Separation and Full Automation	City of San Jose	\$14.8B	1	<0.5	<0.5	0.7	Advances	Advances	Even
	2407	27	Muni Metro Southwest M-Line Subway	SFCTA	\$5.6B	0	<0.5	<0.5	<0.5	Advances	Advances	Challenges
	2409	28	VTA LRT Systemwide Grade Separation	City of San Jose	\$11.6B	0	<0.5	<0.5	0.5	Advances	Advances	Even
	2411	29	VTA LRT Systemwide Grade Separation, Network Expansion, and Full Automation	City of San Jose and VTA	\$44.2B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	2301	30	Caltrain Full Electrification and Blended System: Base Growth	Caltrain + HSR	\$20.9B	2	<0.5	<0.5	<0.5	Even	Even	Even
	2401	31	North San Jose LRT Subway	VTA	\$4.9B	0	<0.5	<0.5	0.5	Even	Advances	Even

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Benefit-Cost Ratio: All project impacts are measured against a uniform base transportation and land use network in each future, except Resilience projects, which are measured against a baseline where that asset is out of service (hence n/a in some futures). Costs and Benefits to determine the ratio are detailed in Attachment D and E.

For inter-regional projects, since we are only able to model Bay Area benefits, we multiplied the benefits by a factor to reflect the ratio of expected ridership from outside the region. Valley Link benefit multiplier: 3.3; Caltrain/HSR benefit multiplier: 1.3 (the HSR multiplier is applied in Clean and Green only, the future where HSR is completely built out).

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							Rising Tides Falling Fortunes	Clean and Green	Back to the Future	Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Optimize Existing Transit Network - Low Cost	3001	32	Treasure Island Tolling and Mobility Program (Muni and AC Transit, Free Island Shuttles, Ferry)	SF	\$0.8B	1	8	7	>10	Challenges	Challenges	Challenges
	2209	33	Irvington BART Infill Station *	ACTC	\$0.2B	0	1	1	9	Even	Even	Even
	3002	34	Downtown San Francisco Congestion Pricing	SF	\$0.3B	1	2	3	4	Challenges	Challenges	Challenges
	2007	35	San Francisco Southeast Waterfront Transit Improvements *	SF	\$0.6B	0	2	3	4	Even	Even	Even
	2100	36	San Pablo BRT	AC Transit	\$0.5B	0	1	3	4	Advances	Advances	Even
	2008	37	Alameda Point Transit Network Improvements *	ACTC	\$0.5B	0	0.7	3	4	Even	Even	Even
	2000	38	AC Transit Local Network: Service Increase	AC Transit	\$2.6B	0	1	2	2	Advances	Advances	Even
	2101	39	Geary BRT (Phase 2)	SF	\$0.6B	0	1	2	3	Even	Even	Challenges
	2105	40	Alameda County E14th St/Mission and Fremont Blvd Multimodal Corridor *	ACTC	\$0.5B	0	1	2	2	Advances	Advances	Even
	2103	41	SamTrans El Camino Real BRT: Capital and Service Improvements *	CCAG	\$0.4B	0	0.7	2	1	Advances	Even	Challenges
	2003	42	Muni Forward: Capital Improvements + Service Increase	SF	\$2.9B	0	0.7	2	1	Even	Even	Even
	2004	43	Sonoma Countywide Bus: Service Increase ^	SCTA	\$0.9B	0	<0.5	<0.5	1	Advances	Even	Even
	2400	44	Downtown San Jose LRT Subway	VTA	\$1.9B	0	<0.5	<0.5	1	Even	Even	Even
	6100	45	Integrated Transit Fare System *	Public/NGO Submission		0	cost estimation and modeling in progress			modeling in progress		
	6101	46	Free Transit *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
Build Local Transit	4000	47	Oakland/Alameda Gondola Network	City of Oakland	\$1.1B	1	0.7	<0.5	2	Even	Advances	Even
	2403	48	Vasona LRT Extension (Phase 2)	VTA	\$0.3B	0	0.7	<0.5	1	Advances	Advances	Even
	4001	49	Mountain View AV Network (Free Fare, Subsidies from Companies)	City of Mountain View	\$1.4B	1	<0.5	0.9	1	Advances	Advances	Advances
	2412	50	SR-85 LRT (Mountain View to US101 interchange)	City of Cupertino	\$3.7B	0	<0.5	0.7	0.6	Even	Challenges	Even
	5003	51	I-680 Corridor Improvements (BRT, Express Bus, Shared AVs, Gondolas)	CCTA	\$4.6B	0	<0.5	0.5	0.6	Even	Even	Even
	2408	52	Muni Metro T-Third Extension to South San Francisco	City of South San Francisco	\$1.8B	0	<0.5	<0.5	1	Challenges	Challenges	Even
	4002	53	Contra Costa Autonomous Shuttle Program	CCTA	\$3.4B	0	<0.5	<0.5	<0.5	Advances	Even	Challenges
	4003	54	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	City of Cupertino	\$8.1B	1	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
	2402	55	San Jose Airport People Mover	VTA	\$1.4B	0	<0.5	<0.5	<0.5	Even	Challenges	Even
	Enhance Alternate Modes	2600	56	WETA Ferry Service Frequency Increase	WETA	\$0.4B	0	2	6	3	Challenges	Even
6006		57	Enhanced Regionwide Bike Infrastructure	MTC/ABAG	\$12.6B	0	1	3	3	Advances	Advances	Advances
2601		58	WETA Ferry Network Expansion (Berkeley, Alameda Pt, Redwood City, Mission Bay, Treasure Islan..)	WETA	\$1.0B	0	1	2	2	Even	Even	Even
2700		59	Bay Bridge West Span Bike Path	MTC/ABAG	\$0.8B	0	<0.5	1	0.5	Even	Challenges	Challenges
4004		60	Regional Hovercraft Network *	CCAG		0	modeling in progress			modeling in progress		
6004		61	Bay Trail Completion	Public/NGO Submission		0	cannot be modeled			cannot be modeled		
6005		62	Regional Bicycle Superhighway Network	Public/NGO Submission		0	cannot be modeled			cannot be modeled		

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Build Road Capacity - High Cost	1001	63	Southern Crossing Bridge + New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 6)	Crossings Study	\$47.1B	1	0.6	1	2	Even	Even	Even
	3000	64	Regional Express Lanes (MTC + VTA + ACTC + US-101)	MTC/ABAG	\$12.1B	1	0.6	in progress	2	Challenges	in progress	Challenges
	1005	65	Mid-Bay Bridge (I-238 to I-380) (Crossing 2)	Crossings Study	\$19.9B	2	<0.5	<0.5	1	Even	Challenges	Even
	1006	66	San Mateo Bridge Reconstruction and Widening (Crossing 1)	Crossings Study	\$15.7B	1	<0.5	<0.5	<0.5	Advances	Challenges	Even
Build Road Capacity - Low Cost	3103	67	SR-4 Widening (Brentwood to Discovery Bay)	CCTA	\$0.4B	1	<0.5	<0.5	6	Advances	Even	Challenges
	3101	68	I-680/SR-4 Interchange Improvements (Direct/HOV Connectors, Ramp Widening, Auxiliary Lanes)	CCTA	\$0.4B	1	<0.5	2	3	Even	Challenges	Even
	3110	69	Union City-Fremont East-West Connector *	ACTC	\$0.4B	1	0.7	1	3	Even	Even	Even
	3102	70	SR-4 Operational Improvements	CCTA	\$0.5B	1	<0.5	1	2	Challenges	Challenges	Even
	3104	71	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)	STA	\$0.7B	2	<0.5	1	1	Challenges	Even	Even
	3106	72	SR-152 Realignment and Tolling	VTA	\$1.9B	2	2	<0.5	<0.5	Even	Challenges	Even
	3109	73	SR-262 Widening and Interchange Improvements *	ACTC	\$1.0B	2	<0.5	<0.5	1	Even	Even	Challenges
	3100	74	SR-239 Widening (Brentwood to Tracy including airport connector)	CCTA	\$2.4B	1	<0.5	<0.5	0.9	Challenges	Advances	Challenges
	3105	75	SR-12 Widening (I-80 to Rio Vista)	STA	\$2.5B	2	<0.5	<0.5	0.7	Even	Challenges	Even
	Optimize Existing Freeway Network	5000	76	Bay Area Forward (Phase 1: Freeway Ramp and Arterial Components Only)	MTC/ABAG	\$0.6B	1	7	in progress	6	Challenges	in progress
3003		77	San Francisco Arterial HOV and Freeway HOT Lanes	SF	\$1.3B	0	0.5	0.9	3	Challenges	Challenges	Even
2002		78	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$6.5B	0	0.5	0.8	1	Challenges	Challenges	Challenges
6001		79	Bus Rapid Transit (BRT) on All Bridges *	Public/NGO Submission		0	cost estimation and modeling in progress			modeling in progress		
6003		80	I-80 Corridor Overhaul *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
6020		81	Regional Express Bus Network + Optimized Express Lane Network *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
6102		82	Higher-Occupancy HOV Lanes with VMT Fee for SOV *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
6103		83	Demand-Based Tolls on All Highways *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
6104		84	Reversible Lanes on Congested Bridges and Freeways *	Public/NGO Submission		1	cost estimation and modeling in progress			modeling in progress		
6105		85	Freight Delivery Timing Regulation	Public/NGO Submission		1	cannot be modeled			cannot be modeled		
Resilience	7006	86	I-880 Resilience Project (South Fremont)	MTC/ABAG/BCDC	\$0.1B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7002	87	I-580/US-101/SMART Marin Resilience Project	MTC/ABAG/BCDC	\$0.2B	0	>10	>10	>10	Challenges	Challenges	Challenges
	7004	88	SR-84 Resilience Project (Dumbarton Bridge, 101 interchange)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7003	89	US-101 Peninsula Resilience Project (San Antonio Rd, Poplar Ave, Millbrae Ave)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7005	90	SR-237 Resilience Project (Alviso)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	>10	Even	n/a	Even
	7001	91	VTA LRT Resilience Project (Tasman West)	MTC/ABAG/BCDC	\$0.2B	0	5	5	8	Even	Advances	Even
	3200	92	SR-37 Long Term Project (Tolling, Elevation, Interchanges, Widening, Express Bus)	MTC/ABAG/North Bay Cou..	\$5.4B	2	0.7	0.5	<0.5	Challenges	Challenges	Challenges
	7000	93	BART Caldecott Tunnel Resilience Project	BART		0	modeling in progress			modeling in progress		

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PBA 2050 Preliminary Draft Needs Assessment

This page consists of excerpts from MTC’s Draft Needs Assessment for PBA 2050. All numbers on this page are drafts, prepared by MTC Staff. A full report is available here:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=ef309d92-255d-4bf8-9498-f027bb27cba7.pdf>

Regional Transportation Needs Estimates

Transportation Operation and System Preservation Needs (in millions of \$YOE)

Mode	State of Good Repair	Maintain Conditions
Local Streets and Roads (including Bike/ped Infrastructure)	68,395	61,859
State Highways	N/A	24,427
Local Bridges	N/A	2,554
Regional Bridge	N/A	19,415
Transit Capital	84,561	59,385
Transit Operating	217,819	217,819

Regional Affordable Housing Needs Estimates

Household Growth Forecast by Income Category for Clean and Green (Horizon)

Income Ranges	2020	2025	2030	2035	2040	2045	2050
Low (Q1)	766,400	800,400	836,000	895,600	857,900	844,600	836,600
Moderate-Low (Q2)	672,500	683,600	693,600	715,200	686,900	675,900	667,200
Moderate-High (Q3)	654,200	701,700	746,300	756,500	868,000	960,400	1,042,800
High (Q4)	843,200	922,400	996,900	1,020,600	1,183,100	1,345,000	1,488,800
Total	2,936,300	3,108,200	3,272,800	3,387,900	3,595,900	3,826,000	4,035,400

While there is no good data available on the total number of deed-restricted subsidized units in the Bay Area, estimates from NPH/CHPC put the number around 100,000 units. Additional takeaways from Table 2 include:

- Of the 766,00 low-income households, 100,000 currently live in affordable units.
- The remaining 666,000 households, per the methodology described above, constitute the existing shortfall.
- On an annualized basis, this would amount to around 22,200 new units per year between 2020 and 2050.

For this analysis, the housing need for lower-income households is therefore determined to be approximately 24,500 units per year. With an inflation rate of 2.2 percent and an anticipated per-unit subsidy of \$450,000 (in today’s dollars) as developed in CASA, the estimated affordable housing needs would total **\$473 billion** through the year 2050 (in year of expenditure dollars).

Regional Resilience Needs Assessment

Earthquake Need for Residential Buildings (in millions of \$YOE)

Vulnerability	Number of Units⁴	Units Built Annually⁵	Inflation	Unit Cost⁶	Subtotal⁷
Cripple Wall (Single Family)	185	12	2.2%	\$12,000	\$3,003
ROG/HOG (Single Family) ⁸	45	3	2.2%	\$25,000	\$1,530
Cripple Wall (Duplex)	31	6	2.2%	\$12,000	\$1,526
ROG/HOG (Duplex)	16	3	2.2%	\$30,000	\$1,984
Soft Story (5+ units)	24	21	2.2%	\$20,000	\$8,527
Total	301	45			\$16,570

4 Regional estimates by UrbanSim scan; shown in thousands.

5 It is assumed that this project may take approximately 15 years, leading to projected costs through 2035. Shown in thousands.

6 Costs derived from SME guidance.

7 Rounded to the nearest million.

8 Room over Garage (ROH); House over Garage (HOG).

County Local Streets and Roads Needs Estimates

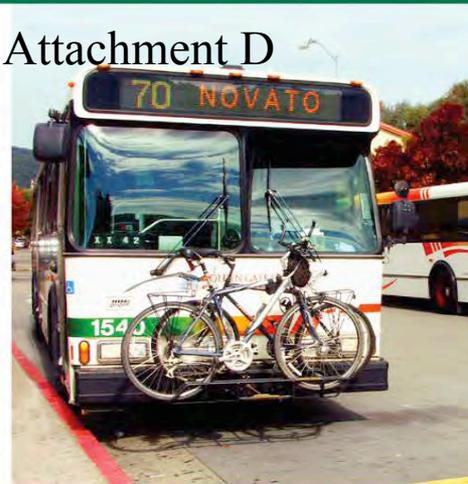
Local Streets, Roads, and Bicycle/Pedestrian infrastructure — By County (in millions of \$YOE)

County	Maintain Conditions	State of Good Repair
Alameda	7,940	8,977
Contra Costa	6,101	6,878
Marin	1,374	1,676
Napa	871	1,290
San Francisco	5,189	5,759
San Mateo	3,824	4,220
Santa Clara	10,186	11,290
Solano	2,838	3,351
Sonoma	3,028	4,446
Total	41,351	47,886

Marin County Transit Needs Assessment

Transit Capital and Operating Needs Projections – By Operator (in millions of \$YOE)

Operator	Transit Capital Needs - SGR	Transit Capital Needs - Maintain Current Conditions	Transit Operating Needs
Golden Gate Transit	3,497	1,786	3,606
Marin Transit	328	250	1,472
SMART	726	601	2,169



Item 7

Attachment D

MTC Horizon & Plan Bay Area 2050 Update

TAM Board of Commissioners
November 21, 2019



Plan Bay Area Background

- Regional Transportation Planning is a Federal and State Mandated Process
- In 2008, SB 375 Integrated Transportation & Land Use planning to meet GHG reduction targets – Sustainable Community Strategy (RTP/SCS):
 - Show how region meets GHG goals
 - Show how the region will house its population
- Allows Transportation Projects to Meet Air Quality Requirements, a condition of Regional, State and Federal Funding

Plan Bay Area 2050



- Sets Performance Targets/Goals
- Forecasts Future Conditions
- Creates a Regional Growth Strategy
- Creates an Investment Strategy
- Assesses Performance

Horizon Future Scenarios

Three Potential Futures – “What If?” Scenarios



Clean and Green

What if... new technologies and a national carbon tax enabled telecommuting and distributed job centers?



Rising Tides, Falling Fortunes

What if... the federal government cuts spending and reduces regulations, leaving decisions to states & regions?



Back to the Future

What if... an economic boom and new transportation options spur a new wave of development?

Horizon Guiding Principles



AFFORDABLE

All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.



CONNECTED

An expanded, well-functioning transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.



DIVERSE

The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with access to the region’s assets and resources.



HEALTHY

The region’s natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.



VIBRANT

The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.



Horizon/Plan Bay Area Projects

- Public submitted projects (2018)
 - 500 Projects Submitted
 - 12 Finalists selected
- TAM Submitted Projects in April 2019
- Only Projects \$250M+ were assessed for Project Performance



Optimized Express Lane Network + Regional Express Bus Network



Bus Rapid Transit (BRT) on All Bridges



SMART to Richmond via New Richmond-San Rafael Bridge



I-80 Corridor Overhaul



Regional Bicycle Superhighway Network



Bay Trail Completion



Integrated Transit Fare System



Free Transit



Higher-Occupancy HOV Lanes



Demand-Based Tolls on All Highways



Reversible Lanes on Congested Bridges and Freeways



Freight Delivery Timing Regulation

Project Performance Assessment

How Were Projects Evaluated?



Benefit-Cost Assessment (*x 3 Futures*): is the project cost-effective & resilient?

If benefit-cost ratio in a given Future is greater than 1, then benefits exceed costs.

- List of benefits and costs provided on following slide



Equity Assessment (*x 3 Futures*): is the project advancing equity?

If greater than 60% of project access benefits benefit lower-income households, then it advances equity.

- Quantitative assessment: reflected in equity score
- Geographic assessment: showcased as secondary legacy assessment (*similar to Plan Bay Area 2040*)



Guiding Principles Assessment: is the project aligned with Plan Bay Area 2050's vision?

If no Guiding Principles "flags" are identified, then it is generally aligned with the Guiding Principles.

- Qualitative assessment based on the five Guiding Principles:
 - Affordable, Connected, Diverse, Healthy, Vibrant

Benefit Cost Ratio

Benefits

Accessibility Benefits

-  Travel time - in vehicle
-  Travel time - out of vehicle
-  Vehicle operating costs
-  Travel costs
-  Mode choice availability



Freeway Reliability + Vehicle Ownership



Transit Crowding



Environmental
(Emissions;
Natural Land Loss)



Health
(Physical Activity;
Air Pollutants; Noise)



Safety
(Collisions/Injuries; on-model & off-model/
operational benefits)

Major Enhancements from Plan Bay Area 2040

Costs



Capital Costs

- Initial investment
- Rehab/Replacement Costs
- Residual value



Operating & Maintenance Costs (annual)

$$\text{Benefit-Cost Ratio} = \frac{\text{Benefits}}{\text{Costs}}$$



Marin County Specific Findings

- Some Marin projects have not been modeled
- Marin Resilience Projects score among the highest in the region under B/C Analysis
- However, Marin Projects do not perform well in equity analysis
- Regional Rail Extensions do not perform well
- Low Cost Transit and Bike/Ped Improvements can have significant benefits to region

Needs Assessment

- Needs Assessment identifies baseline financial needs, while revenue estimates provide fiscal constraint over life of plan
- Previous Needs Estimated:
 - State of good repair: roads, bridges, highways, transit capital, transit operating
- New Needs & Revenue Estimate Process Adds:
 - Affordable Housing – CASA
 - Resilience – Sea Level Rise and Earthquakes

Regional Needs Assessment (preliminary)

- Affordable Housing Needs - \$473B
- Resilience Needs - \$32B
 - Sea Level Rise - \$15B
 - Earthquake (residential only) - \$17B
- Transportation (maintain conditions)
 - LSR - \$62B
 - State Highway - \$24B
 - Local Bridges - \$2.5B
 - Regional Bridges - \$19B
 - Transit Capital - \$59B
 - Transit O&M - \$218B

County Needs Assessment

Local Streets and Roads (\$M)

County	Maintain Conditions	State of Good Repair (SGR)
Alameda	\$7,940	\$8,977
Contra Costa	\$6,101	\$6,878
Marin	\$1,374	\$1,676
Napa	\$871	\$1,290
San Francisco	\$5,189	\$5,759
San Mateo	\$3,824	\$4,220
Santa Clara	\$10,186	\$11,290
Solano	\$2,838	\$3,351
Sonoma	\$3,028	\$4,446
Total	\$41,351	\$47,886

Transit Capital and Operating (\$M)

Operator	Transit Capital - SGR	Transit Capital - Maintain Current Conditions	Transit Operating Needs
Golden Gate Transit	\$3,497	\$1,786	\$3,606
Marin Transit	\$328	\$250	\$1,472
SMART	\$726	\$601	\$2,169

Regional Growth Framework Update

Priority Development Areas: Revised Criteria



More Flexible
Transit Standards:

- *Transit Rich*
- *Connected Community*



Timeline to Adopt
PDA Plans



Priority Production Areas:
Pilot Program & Criteria



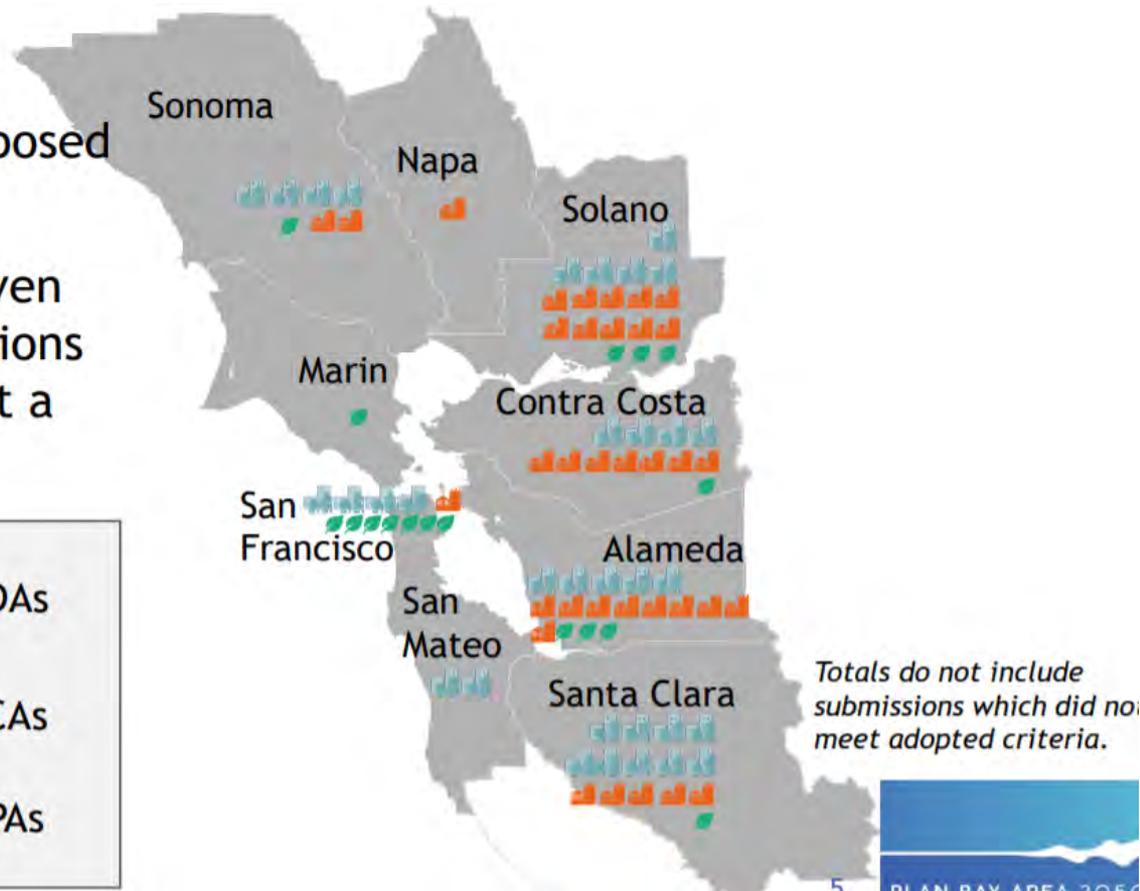
Priority Conservation Areas:
No change to criteria

PDA, PCA and PPA:
Call for Letters of Interest
June to September 2019

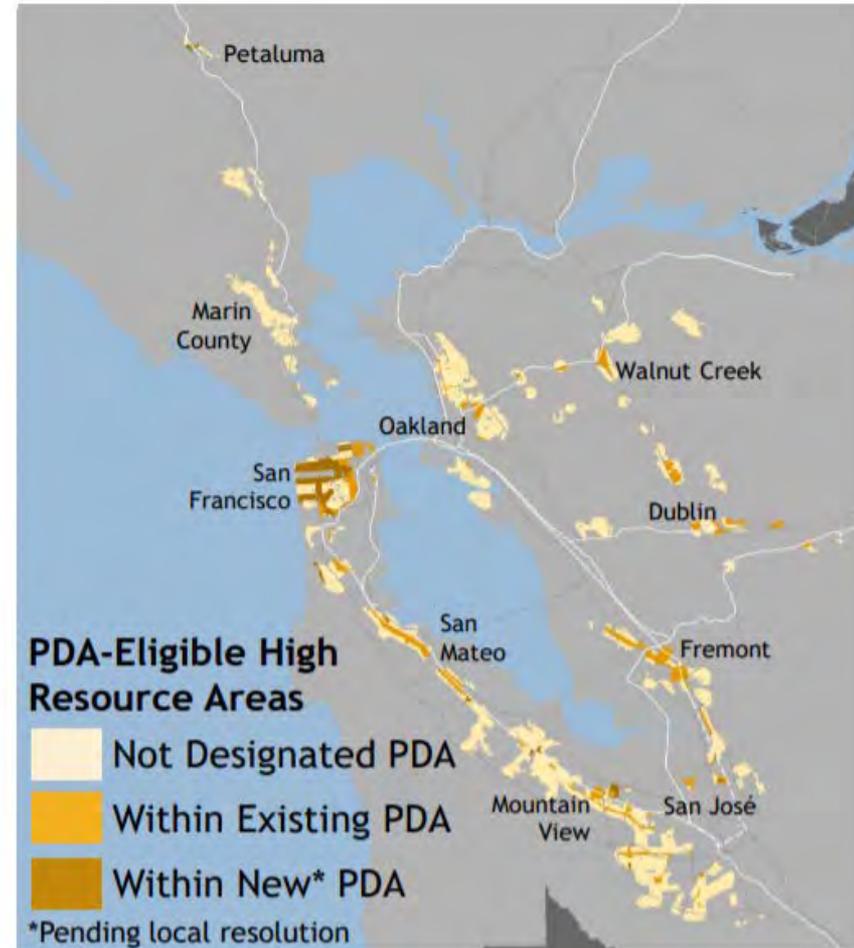
New PDAs/PCAs/PPAs

- Jurisdictions in every county submitted at least one new proposed priority area.
- However, the response was uneven across the region, with jurisdictions in some counties volunteering at a much greater rate than others.

	Proposed PDAs
	Proposed PCAs
	Proposed PPAs



Transit Priority & High Resource Areas



Upcoming Growth Discussion

Key Question for Action This Winter:

Should the Plan Bay Area 2050 Blueprint focus some growth outside of locally-nominated places to improve potential GHG & equity outcomes?

Location of *Housing Growth* (charts are illustrative)

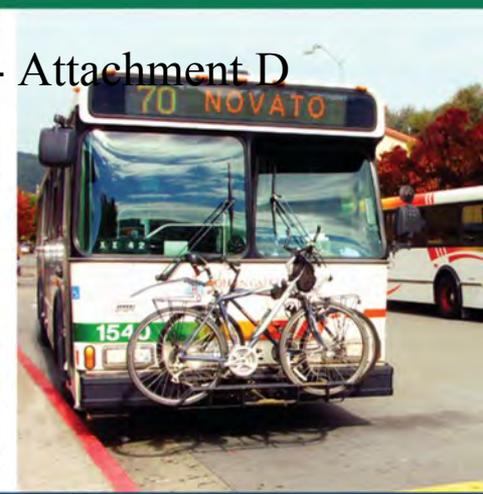
		Pros	Cons	
	<p>Highly focused in: Existing & Proposed PDAs</p>		<ul style="list-style-type: none"> • Growth pattern aligned with local nominations • Similar to Plan Bay Area 2040 	<ul style="list-style-type: none"> • Difficult to close GHG and equity gaps without broader range of growth areas
	<p>Focused in: Existing & Proposed PDAs + Select High-Resource Areas + Select Transit-Rich Areas outside PDAs</p>		<ul style="list-style-type: none"> • Maximizes potential for GHG reduction • Best aligns with fair housing requirements 	<ul style="list-style-type: none"> • Difficult to implement outside locally-nominated areas
	<p>Focused in Existing & Proposed PDAs + more distributed growth within Urban Growth Boundaries</p>		<ul style="list-style-type: none"> • Largest footprint for meeting housing need • Does not require identifying additional areas for growth 	<ul style="list-style-type: none"> • Difficult to implement outside locally-nominated areas

PBA 2050 - Upcoming

- Revenue Forecasts in November/December 2019
- Complete Results of Project Performance Assessments
- Definition of High Performing Projects
- Constrained List of Projects to TAM Board ~March 2020
- Draft Regional Growth Blueprint Winter 2020

Regional Housing Needs Allocation

- RHNA Methodology Committee Formed
- Bulk of RHNA activities will occur in 2020.
- Subregion formations by January 2020.
- Local Growth Totals (2019-2050) will be determined by March 2020 (BIA Settlement).
- 6th Cycle RHNA (2024-2032) by Summer 2021.
- Recent Legislation will affect the RHNA Process, and HCD will be more closely involved.



Questions and Discussion

Derek McGill
TAM Planning Manager

dmcgill@tam.ca.gov

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DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
Derek McGill, Planning Manager

SUBJECT: Update on FASTER Initiative (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board further discusses and refines the Marin County FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Project List, and authorizes staff to add detail where necessary and to provide the list to the FASTER proponents, legislators, and others as appropriate.

BACKGROUND

The FASTER Bay Area Measure is led by a coalition of business and civic groups, including the Bay Area Council, the Silicon Valley Leadership Group, and the San Francisco Bay Area Planning and Urban Research Association (SPUR), in partnership with local environmental, equity, and labor communities. The coalition is hoping to develop a “public transit network that is reliable, coordinated and easy-to-use” for the Bay Area funded by the proposed FASTER Bay Area Measure (1% sales tax) that is expected to raise \$100 billion over the next 40 years. The coalition has conducted polling to educate and survey the general public in the Bay Area and has met with stakeholder groups including congestion management agencies and transit agencies throughout the Bay Area.

DISCUSSION/ANALYSIS

At the July 8, 2019 TAM Board meeting, a list of potential projects in Marin was discussed with the TAM Board. Following that initial discussion, the Bay Area Council presented to the TAM board in September with refined goals and categories of investment. FASTER is now proposing four major categories of investment:

1. FASTER Rapid Transit Network Build Out & Operations
2. Connections to FASTER Rapid Transit Network
3. An Affordable and Seamless Network
4. (Potential) Employer-Funded Congestion Reduction Programs

The proposed prioritization principles currently focus on transit ridership and connectivity; connections to the proposed FASTER network; use of shared FASTER hub stations; improved access for disadvantaged

communities and protection of residents vulnerable to displacement; and communities that are planning for affordable and middle-income housing.

At the October 24, 2019 TAM Board meeting, staff received comments on the list that had been expanded to include projects advanced by Marin Transit, Golden Gate Bridge Highway and Transportation District (GGBHTD), and Sonoma-Marín Area Rail Transit (SMART). To expedite review, the Board directed staff to create a working group, consisting of Commissioners Arnold, Fredericks, Colbert, Hillmer, Lucan and Rice, to further refine the list. The working group met on November 14, 2019, with Commissioner Rice unable to attend.

The working group commented favorably on the Project Evaluation Matrix (Attachment A) staff presented, which is organized by categories and indicating consistency with FASTER categories and the additional criteria discussed at the October 24, 2019 TAM Board meeting. In addition, the working group supported staff's recommendation to provide TAM's priority project/program needs to FASTER broken down by major corridors, (Attachment B: Draft Preliminary Project List by Corridor).

Based on the proposed updated categories, the list was refined to emphasize key projects that align with the FASTER strategies but are short of funding, as well as to include or reference several key regional-level projects and projects that reflect the County's priorities. To meet the aggressive FASTER timeline, the working group agreed that the list should be provided no later than December.

The importance of some return to source was mentioned. As context for that concept, Marin's share of the regional sales tax would be about 3.5% based on current estimates, while the population of Marin is 3.4% of the region.

The working group also considered policy implications raised by other groups including a potentially crowded November 2020 ballot where FASTER may adversely affect other local measures (or vice-versa); whether TAM's action of approving and providing a list provides tacit endorsement of an initiative that is not fully defined; the potential impact a 1% sales tax would have on other future local sales taxes; and if the entire FASTER initiative should be funded by a sales tax only. The consensus was to recommend to the Board to approve and provide a list, so staff can actively work with FASTER proponents to ensure Marin's priorities be considered and included in the expenditure plan that is expected to be developed over the next few months. The TAM Board will not take a formal position on the FASTER Initiatives until it has the opportunity to fully review and evaluate the expenditure plan.

FISCAL CONSIDERATION

The FASTER Coalition has explored various scenarios for raising \$100 Billion for transportation purposes. The funding strategy recommended by the FASTER team currently is a one-cent regional sales tax. Since many jurisdictions are at or approaching the local sales tax limit, special legislation may be required to allow an exemption before placing the measure on the ballot. This regional sales tax measure could potentially limit individual jurisdictions' abilities to raise sales taxes in the future. It is being investigated to see if FASTER will be considered a local tax.

NEXT STEPS

Based on Board action at the November 21, 2019 Board meeting, staff will either provide the FASTER team with the approved Marin County FASTER Project List or continue to work with the working group to further

refine the list. Estimated costs will continue to be refined as more information is gathered. Staff is working closely with the FASTER team to make sure that Marin County's projects and programs are being considered for inclusion in the draft expenditure plan that may be developed over the next few months.

ATTACHMENTS

Attachment A: Project Evaluation Matrix

Attachment B: Draft Preliminary Project List by Corridor

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Project Evaluation Matrix

ID	Project	Meets FASTER Goals				Additional Criteria					
		Rapid Transit Network Buildout (\$65B)	Connections for FASTER (\$25B)	Affordable & Seamless Network (\$10B)	Employer Funded Congestion Reduction Program (\$TBD)	Achieves Multiple Benefits	Feasibility	Regional Significance	Reduces VMT/ GHG Emissions	Committed Existing Funding (Partial)	Estimated Cost
Rail											
R1	Extend SMART to Cloverdale	✓					✓	✓	✓	✓	\$\$
R2	Provide SMART commuter rail service from Novato to Suisun City	✓					✓	✓	✓		\$\$\$
R3	Double-Tracking of SMART	✓					✓	✓	✓		\$\$
R4	Extend SMART from Larkspur platform to Larkspur Golden Gate Ferry Terminal	✓						✓	✓		\$\$
R5	Down Payment on Richmond-San Rafael Bridge replacement to include rail service from San Rafael to Richmond	✓					✓		✓	✓	\$\$\$
Regional Transit Services/Express Bus											
B1	Bus Rapid Transit Lane on Richmond San Rafael Bridge (Convert Mixed Flow Lane)	✓					✓	✓	✓		\$
B2	Implement Regional Express Bus on Hwy 101, SR-37 and I- 580 (Richmond Bridge) corridors by providing HOV/express lanes, signal priorities, and queue jumps as appropriate	✓					✓	✓	✓		\$\$
B3	Increase ferry service to and from Marin	✓					✓	✓	✓		\$\$
Local Transit											
T1	Implement Bus-on-Shoulder in Northern Marin along Hwy 101	✓					✓	✓	✓		\$
T2	Close funding gap for Downtown San Rafael Transit Center	✓					✓	✓	✓	✓	\$
T3	Marin Transit Operations and Maintenance facility	✓					✓	✓		✓	\$
T4	Electrify the transit fleet							✓	✓	✓	\$\$\$
T5	Maintain the transit fleet in a state of good repair						✓		✓	✓	\$\$\$

Project Evaluation Matrix

ID	Project	Meets FASTER Goals				Additional Criteria					
		Rapid Transit Network Buildout (\$65B)	Connections for FASTER (\$25B)	Affordable & Seamless Network (\$10B)	Employer Funded Congestion Reduction Program (\$TBD)	Achieves Multiple Benefits	Feasibility	Regional Significance	Reduces VMT/ GHG Emissions	Committed Existing Funding (Partial)	Estimated Cost
T6	Modernize transit stops and hubs with passenger communications, lighting, and other amenities	✓				✓	✓			✓	\$
Transit Facilities/Capital											
T7	Manzanita Park and Ride Sea Level Rise Improvements	✓				✓	✓	✓	✓		\$\$
T8	Park & Ride Lot Expansion & Improvements		✓			✓	✓		✓		\$
T9	Bicycle and Pedestrian access to transit		✓			✓	✓		✓	✓	\$
T10	Implement first-last mile solutions, considering innovative solutions		✓			✓	✓		✓	✓	\$
Transit Operations											
O1	Consider free fare or means based fare on all transit			✓	✓	✓	✓	✓	✓		\$\$
O2	Increase Regional Fare Integration to Increase Transit Usage			✓		✓		✓	✓		\$
O3	Increase Transit Service for Seniors and Persons with Disabilities		✓	✓		✓	✓		✓	✓	\$
O4	Increase home-to-school bus service		✓	✓			✓		✓	✓	\$
O5	Increase local transit services to underserved communities and connections to multi-modal hubs		✓	✓		✓	✓		✓		\$
Additional Services / Capital Improvements											
C1	Protect and improve State Route 37	✓				✓	✓	✓		✓	\$\$\$
C2	Provide shoulder running westbound travel lane on Richmond San Rafael Bridge	✓					✓	✓			\$
C3	Complete carpool lane and bike/ped facilities in Marin Sonoma Narrows	✓				✓	✓	✓		✓	\$\$
C4	Implement commute alternatives in the highway corridors	✓			✓	✓	✓	✓	✓		\$

Project Evaluation Matrix

ID	Project	Meets FASTER Goals				Additional Criteria					
		Rapid Transit Network Buildout (\$65B)	Connections for FASTER (\$25B)	Affordable & Seamless Network (\$10B)	Employer Funded Congestion Reduction Program (\$TBD)	Achieves Multiple Benefits	Feasibility	Regional Significance	Reduces VMT/ GHG Emissions	Committed Existing Funding (Partial)	Estimated Cost
C5	Improve interchange access throughout Marin to and from Hwy 101/ improve east/west corridors		✓			✓	✓			✓	\$\$
C6	Complete core improvements in the North-South Greenway bike ped system		✓			✓	✓		✓	✓	\$
C7	Complete core improvements in East-West bike ped corridors		✓			✓	✓		✓	✓	\$
C8	Provide intersection improvements including roundabouts and innovative signal technologies on major roadways		✓			✓	✓				\$
C9	Autonomous shuttles for transit connections		✓		✓				✓		\$
C10	Provide Ramp Metering throughout the county	✓					✓	✓		✓	\$
C11	101/580 Sea Level Resiliency Project(s)	✓				✓	✓	✓			\$\$\$

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Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
US 101 Corridor Projects					
T1	Provide Bus on Shoulder Lanes in Northern Marin	Mid		✓	
B2, T6, T9, C5, T8, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide modernized station amenities - Provide improved Bike/Ped access to/across Highway 101 - Expand and improve Park and Rides (includes Manzanita Sea Level Rise mitigation/protection) - Implement First/Last Mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Near		✓	
C11, T7	Protect US 101 and Manzanita Park and Ride from Sea Level Rise	Long			✓
C3	Complete carpool lane and bike/ped facilities in Marin Sonoma Narrows	Near		✓	
R1	Extend SMART to Healdsburg and Cloverdale	Near	✓		
R4	Extend SMART from Larkspur Platform to Larkspur Golden Gate Ferry Terminal	Long		✓	
R3	Double Tracking of SMART to provide service frequency increases	Long		✓	
T2	Close funding gap for Downtown San Rafael Transit Center	Near		✓	
C10	Provide Ramp Metering throughout the county	Near			✓
I-580/RSR Bridge (Regional) Projects					
R5	Down Payment on Richmond-San Rafael Bridge replacement and include rail service from San Rafael to Richmond	Long	✓		

Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
C1, B2, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide HOV/Express Lane - Protect I-580 from Sea Level Rise - Provide modernized station amenities - Provide improved Bike/Ped access to/across I-580 - Expand and improve Park and Rides - Implement First/Last mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Near		✓	
C11	Protect I-580 from Sea level Rise	Long			✓
C2	Provide shoulder running westbound travel lane on Richmond San Rafael Bridge (Joint Use with Bike/Ped)	Near		✓	
B1	Provide Bus Rapid Transit Lanes on Richmond San Rafael Bridge (Conversion of Existing Mixed Flow Lanes)	Mid			✓
Resilient State Route 37 (Regional) Projects					
C1, B2, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide Down Payment on Long Term Resilience Project with HOV/Express Lanes - Protect State Route 37 from SLR (near term) - Provide modernized station amenities - Provide improved Bike/Ped access to/across Highway 37 - Expand and improve Park and Rides - Implement First/Last Mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Long	✓		

Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
R2	Provide SMART commuter rail service from Novato to Suisun City	Long	✓		
Connections to Regional Travel Corridors					
B3	Increase ferry service to and from Marin	Mid		✓	
O5	Increase local transit services to underserved communities and connections to multi-modal hubs	Near			✓
C8	Provide intersection improvements including roundabouts and innovative signal technologies on major roadways	Mid			✓
C9, T10	Implement first-last mile solutions considering innovative solutions such as AV shuttles	Near			✓
C6, C7, T9	Complete core improvements in the North-South Greenway bike ped system, Bay Trail, East West Bike/ped Corridors, SMART MUP, and provide bike/ped access to transit	Near			✓
Operational Strategies					
O1	Consider free fare or means based fare on all transit	Near			✓
O2	Increase Regional Fare Integration to Increase Transit Usage	Near			✓
O3, O4	Increase Transit Service for Seniors and Persons with Disabilities, youth/home to school bus service	Near			✓

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DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Various Actions Associated with Access Improvements for the Approaches to the Richmond-San Rafael Bridge (Action), Agenda Item No. 9

RECOMMENDATION

Staff is recommending that the Board approves the following actions associated with access improvements to the Richmond-San Rafael Bridge (RSRB) as follows:

1. Re-direct previously allocated funds to a Class IV Bikeway located on the Westbound I-580/ Sir Francis Drake Blvd off-ramp in the amount of \$1.3M for construction, and
2. Authorize the Executive Director to enter into a funding agreement with the Bay Area Toll Authority (BATA) in the amount of \$1.3M, and
3. Authorize the Executive Director to execute a contract amendment with BKF Engineers to increase the Not to Exceed amount by \$250,000 to \$1.76M for project development services, and
4. Authorize the inclusion of a \$1.3M budget item for the Interagency Funding Agreement between TAM and BATA for the Construction of a Class IV Bikeway in the FY2019-20 Annual Budget.

Note that no additional funding is being requested at this time. The actions above will use funds previously allocated to the suite of projects associated with access improvements to the RSRB.

BACKGROUND

On July 28, 2016, the TAM Board allocated \$7,700,000 of Measure A Bond Reserve Funds for projects that improve access from Northbound Highway 101 to the RSRB. The two routes to the bridge include East Sir Francis Drake Blvd from Highway 101 to I-580 and the Northbound off ramp from Highway 101 to Bellam Blvd. This work also included preliminary work to help facilitate agreement on a direct connector from Northbound Highway 101 to Eastbound I-580, which is expected to be mostly funded by Regional Measure 3.

The East Sir Francis Drake Project consisted of two independent elements that were developed on a different timeline. The roadway and bike/pedestrian improvements within the City of Larkspur have been completed and are in service. The improvements have provided a notable relief to the congestion compared to the pre-project conditions. Due to the significant cost increase associated with the Class IV bikeway on the I-580 overcrossing to Sir Francis Drake Blvd and the unsuccessful pursuit of additional funding, staff recommended, and the Board concurred, to pause and suspend project development.

The scope of the Bellam Blvd Improvement Project involves improving safety on Northbound Highway 101 by allowing for additional storage on the on-ramp and reducing the stopped traffic in the right lane of Highway 101. Other improvements include adding a second lane to the off-ramp to separate Highway 101 traffic turning left at Bellam from traffic going straight across the ramp or turning right; adding a second right turn lane to help with traffic merging from the I-580 off-ramp; reconfiguring the crosswalk across Bellam and making improvements to the eastbound on-ramp.

The Bellam Blvd Improvement Project has encountered several technical and right of way challenges but has been environmentally cleared and is currently under design.

DISCUSSION/ANALYSIS

East Sir Francis Drake Blvd – Highway 101 to I-580

TAM cooperatively worked with the City of Larkspur to successfully implement this Project. Final costs exceeded the original estimate, but the project was delivered within the allocated funding amount.

Class IV Bikeway - Westbound I-580/ Sir Francis Drake Blvd Overcrossing (off-ramp)

Over the last few months, staff has discussed alternative methods of project delivery with Caltrans and BATA to advance the Class IV Bikeway on the I-580 Overcrossing to Sir Francis Drake Blvd. All three parties recognize that with the opening of a multi-use path on the RSRB, the existing paths of travel for cyclists on the I-580 shoulder would be greatly improved with the creation of the previously pursued bikeway. Currently bicyclists use the westbound shoulder of the Overcrossing to connect Francisco Blvd East with Andersen Drive. Bicyclists traveling eastbound are prohibited from using the Overcrossing and are directed to use the Sir Francis Drake on-ramp to I-580 and then use the shoulder of I-580 to the San Quentin off-ramp. The Class IV Bikeway would be created by adding a concrete barrier (a type of K-Rail) adjacent to the travel way on the Westbound Overcrossing. This will allow two-way bike traffic connecting Andersen Drive with Francisco Blvd leading to upper deck of the RSRB. It should be noted that pedestrians are not allowed on the Bikeway due to safety concerns and with Americans with Disabilities Act (ADA) requirements.

After exploring delivery options and associated costs, the three parties are recommending a cooperative effort to deliver the project. BATA is proposing using the same barrier method that is being used on the RSRB and is willing to add the barrier and other roadway design features to its existing contract as a change order. BATA is also willing to provide construction oversight and administration during construction. This contribution is estimated to be worth over \$500,000. Caltrans has agreed to environmentally clear the project, provide design oversight and project approval, including issuing an encroachment permit to authorize the Class IV Bikeway within the state right-of-way. Rough estimates of Caltrans' "In-Kind" contribution of these services is about \$250,000. Caltrans will also absorb the maintenance costs moving forward. Staff is proposing a funding contribution to prepare environmental reports, engineering and design, preparation of construction documents and to provide funding for the capital improvement cost of the project. Approximately \$350,000 is needed project development costs, and should the Board agree to allocate the capital costs, it would be an additional \$1.3 million.

It should be noted that the project has features that do not meet Caltrans' design standards. The process of obtaining design exceptions requires an in-depth analysis. In order to meet the schedule for BATA to deliver the project using its current contractor, Caltrans has proposed to implement the project as a two-year pilot. Staff is working with Caltrans to establish criteria for a "before, during, and after" evaluation procedure.

Bellam Blvd (Highway 101 Off-Ramp to Bellam Blvd)

The Bellam Project was originally scheduled to go to construction late this year. However, additional investigation has found that the project is partially situated on bay mud. This has led to a redesign of the pavement section and the retaining wall, and the inability to cap the aerially deposited lead contaminated soil on site. In addition, the estimated right of way cost has increased by over \$200,000.

The cost increases for the Bellam Project are being refined as the redesign continues. At this point, it appears to be in excess of \$1 million above the available funding. Caltrans is committed to working with TAM to get this Project completed in order to realize the safety elements associated with removing the daily stopped traffic off Northbound Highway 101.

FISCAL CONSIDERATION

It is proposed to redirect a portion of previously allocated funding to the Class IV Bikeway in the amount of \$1.3 million as shown on the below table. These funds had been earmarked to complete the Bellam Blvd improvements through environmental, design, construction and construct support. Due to the recently discovered increase in right-of-way and construction cost on the Bellam project, and the immediate need to proceed with the Class IV Bikeway, staff is recommending the funds be reallocated for the construction of the Bikeway. The remaining allocated funds will be used to finish the design of the Bellam Project and get it “shovel ready” while additional funds are considered. The remaining funds from the current allocation can be directed to the construction phase for the Bellam Project.

PROJECT	PROJECT DEVELOPMENT (Environmental, Design, R/W, Staffing)	CONSTRUCTION
Preliminary Study Direct Connector	\$100,000	NA
Bellam Blvd	\$1,350,000	
East Sir Francis Drake Blvd (Completed)	\$500,000	\$2,500,000
Class VI Bikeway	\$350,000	\$1,300,000
RSR Bridge Traffic Study	\$150,000	NA
Available to Bellam Blvd in the Future for Construction		\$1,450,000
TOTAL	\$2,450,000	\$5,250,000
Total Measure A Bond Reserve Funds Allocated to Date	\$7,700,000	

NEXT STEPS

With the approval of the Board, staff will execute the funding Agreement with BATA in the amount of \$1,300,000 and will execute a contract amendment with BKF Engineers in the amount of \$250,000 to finalize the Class IV Bikeway construction documents and get the Bellam Project “Shovel Ready”.

Once the Bellam Project is “Shovel Ready”, staff will explore funding options for the Board to consider for the construction phase.

ATTACHMENTS

None.