



February 27, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

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

Local

GET2SMART Shared Lyft Ride Incentive and Bikeshare Pilot Provide Innovative Solutions



TAM has received a strong response and good media coverage on the Get2SMART Lyft Incentive expansion and the Bikeshare Pilot Program. Both programs offer innovative ways to support SMART ridership and reduce the need to drive to the SMART stations. A thorough update of the Bikeshare Pilot Program is on this Board agenda (February 27 Board of Commissioners meeting).

The GET2SMART incentive program was initiated in September 2017 and was expanded in 2020 to include the new Downtown Novato and Larkspur SMART Stations. Through the promo code GET2SMART passengers using Lyft's shared ride service will receive up to \$5 off rides to and from all SMART stations in Marin County. (For San Marin and Downtown Novato Stations use promo code GET2SMARTSM).

The program is designed to encourage shared mobility options that reduce congestion and pollution. Lyft's Shared ride technology provides an effective, real-time way to encourage and enable carpooling for first and last-mile access to Marin's SMART rail service.

TAM has partnered with local nonprofit Whistlestop to ensure this service is available to all users, including providing rides with wheelchair accessible vehicles.

Sub-HIP Call for Projects

The Housing Incentive Pool (HIP) is a grant program that uses transportation infrastructure dollars to reward the cities and counties that produce or preserve the largest number of affordable housing units in designated Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs).

The Metropolitan Transportation Commission (MTC) set aside funding for the North Bay counties under a Sub-HIP Program with \$300,000 available in federal funds for TAM to program to one (1) project in Marin that is an eligible transportation infrastructure project to support affordable housing projects in PDAs or TPAs.



On February 13, 2020, TAM issued a Call for Projects with \$300,000 in Sub-HIP federal funds. Applications are due to TAM on March 18, 2020. The selected project will be presented to the TAM Board for approval on April 23, 2020.

NB US-101 to EB I-580 Direct Connector Ad Hoc Committee

On January 27, a kick-off meeting was held for the 101-580 Direct Connector Ad Hoc Committee. In addition to the Ad Hoc, the project team is establishing a Stakeholder Working Group, an Executive Steering Committee and a Technical Advisory Committee to provide guidance and input as the project progresses. We will continue to keep the Executive Committees and Board of Commissioners informed as the project progresses.



Safe Routes to Schools Team Leader Training



On February 6, the Safe Routes to Schools education and outreach team hosted their winter Team Leader luncheon at TAM. They convened the group to thank them for their invaluable efforts that make the program a success and to engage them to promote the second semester encouragement programs including, Walk and Roll Wednesday, Go Green Classroom Challenge and Bike to School Month in May.

State Route 37 Corridor Adaptation Study– Marin County Update

In August 2017, the TAM Board authorized the Executive Director to review and pursue Caltrans planning grant opportunities for State Route (SR) 37 and Novato Creek flood mitigation in coordination with Marin County Department of Public Works (DPW) and approved local match funding. Marin County DPW subsequently applied for a Caltrans Adaptation Planning Grant with TAM as a co-applicant and received a small grant award in May 2018 to conduct the SR-37 Segment A1 Adaptation Study.



Marin County Department of Public Works began its work in early 2019 and [released a draft](#) of the SR 37 Corridor Adaptation Study in January 2020. The report provides a synopsis of studies to date and an overview of approaches to address the many flooding and sea-level rise impacts in the Marin section of the SR 37 corridor. County staff presented the study to the TAM Administration, Projects and Planning Executive Committee on February 10 and received generally positive feedback. The final report will be forwarded to Caltrans and used as a reference document as Caltrans embarks on an environmental clearance process for Segment A.

Regional

Senator Dodd Introduces Highway 37 Improvement Bill

On Friday February 21, State Senator Bill Dodd, D-Napa, introduced legislation (SB 1408) to create a dedicated funding source to reduce traffic congestion along State Route 37 and protect the vital North Bay route from sea level rise driven by climate change.

The bill would create a tolling authority to raise capital for necessary improvements. The funding would help leverage other funding sources to complete the needed overhaul. Details including administration, toll rates, and use of revenues are yet to be decided.



An estimated 40,000 cars and trucks cross State Route 37 each day. That number is expected to increase nearly 50 percent, to 58,000 vehicles, over the next 20 years. At the same time, a recent UC Davis study found that sea level rise will make the highway impossible to use by the end of the century, with serious periods of flooding expected annually in the coming decades.

For more information, please [read the press release](https://sd03.senate.ca.gov/news/20200221-sen-dodd-introduces-highway-37-improvement-bill). (<https://sd03.senate.ca.gov/news/20200221-sen-dodd-introduces-highway-37-improvement-bill>)

FASTER

FASTER continues to advance in its process. On January 30-31, the MTC Commission heard updates from the measure proponents, and importantly considered whether a combined ballot measure for both FASTER and the AB1487 Housing Bond would be advantageous. Though no action was taken, the Commission seemed to favor this combined approach, primarily because of the timing involved with both measures heading to the November ballot, and the interplay between land use and transportation. Polling results presented to MTC suggest that a combined measure has about the same support as either separate measure, around 65-67%.



All details would need to be worked out, including how much of the funding would be dedicated to each, how program administration would work, and what the revenue mechanism/s would be. This could be a significant change compared to what has been in discussion for FASTER. For example, AB1487 was envisioned as a \$10 Billion bond measure, whereas FASTER was a 1 cent sales tax expected to raise \$100 Billion over 40 years. It's not clear, at present, how the Legislative process will respond to this proposal. Bills need to be substantially developed by March and approved by June in order to make the November ballot. Staff will continue to closely monitor this and provide updates to the Board.

Weekday Closures - Richmond-San Rafael Bridge Multi-Use Path

The new bicycle/pedestrian path on the Richmond-San Rafael Bridge will be closed for five hours each weekday, beginning Monday, Feb. 24 and continuing through Friday, March 13, to allow Caltrans to perform structural inspections of the span. Caltrans aims to conduct as much of the inspection work as possible during the final weeks of the winter season to avoid closures of the bicycle/pedestrian path during the spring and summer.

Caltrans will be providing a shuttle during the closure that will pick users up at either side and transport them across the bridge. Pick up locations are at the beginning of the path at the Toll Plaza on the Richmond side and at the Vista Point near the beginning of the path on the San Rafael side. Each location will be staffed and maximum wait times for shuttle users are under 15 minutes. An alternative to the Caltrans shuttle would be using the Golden Gate Transit Service routes 40 and 40x to cross the bridge at various pick up points.



For details, please [view the Caltrans project update](#).