

**FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE
MEETING**

MONDAY, MAY 11, 2020

2:00 PM

Virtual Meeting

Zoom Link:

<https://us02web.zoom.us/j/81239656468?pwd=V2NLTWlwaWVVLzdtRUdMZjF0c00wZz09>

Webinar ID: 812 3965 6468

Password: 844301

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James Campbell

Corte Madera
Charles Lee

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

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

In compliance with local and state shelter-in-place orders, and as allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

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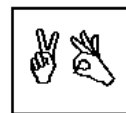
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- Before the meeting: email your comments to dmerleno@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, May 10, 2020 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (300 word limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov early in the meeting.

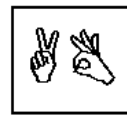


Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

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 at 415-226-0820 or email: dmerleno@tam.ca.gov, **no later than 5 days** before the meeting date.

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to three minutes per speaker, on items not on the Executive Committee's agenda. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. Approval of Meeting Minutes from February 10, 2020 (Action) - **Attachment**
6. Program Suburban-Housing Incentive Pool (Sub-HIP) Funds (Action) - **Attachment**
7. Program Cycle 3 Local Partnership Program (LPP) Formula Funds to TAM's Bellam Blvd Off-Ramp Project and Apply for LPP Competitive Program Funds on Behalf of the County's Sir Francis Drake Boulevard Improvements Project (Action) - **Attachment**



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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation

Item 5

February 10, 2020
2:00 p.m.

TAM CONFERENCE ROOM
900 FIFTH AVENUE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Judy Arnold, County of Marin Board of Supervisors, Committee Chair
Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council
Katie Rice, County of Marin Board of Supervisors
Stephanie Moulton-Peters, Mill Valley City Council

Commissioners Present: Alice Fredericks, Tiburon Town Council
David Kunhardt, Corte Madera Town 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 & Legislation
Derek McGill, Planning Manager
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 2:05 p.m.

1. Chair's Report (Discussion)

None.

2. Commissioner Comments (Discussion)

None.

Commissioners Moulton-Peters and Rice joined the meeting and were seated at the dais.

3. Executive Director's Report (Discussion)

Executive Director (ED) Richman directed everyone's attention to the electric bike placed in the middle of the room as a representative sample of the bike that will be used in Marin-Sonoma Bike Share Pilot Program. She also reported on the initial meeting of the US 101 to I-580 Direct Connector Ad-hoc Committee, the impending

advertisement for bids by the County for construction of the Sir Francis Drake Blvd Corridor Project, the Safe Routes to Schools (SR2S) Volunteer Luncheon that was hosted at the TAM office on February 6, the Get2SMART Lyft Incentive expansion and the Bikeshare Pilot, TAM's upcoming participation in the 7th Annual Day of Giving, and an update on the FASTER initiative.

4. Open Time for Public Expression

None.

5. Approval of Minutes from January 13, 2020 (Action)

Commissioner Rice moved to approve the Minutes of January 13, 2020 which was seconded by Commissioner Kuhl. The motion was approved unanimously with one abstention (Commissioner Lucan).

6. Marin-Sonoma Bike Share Pilot Program Update (Discussion)

Scott McDonald, Senior Transportation Planner, presented this discussion item by providing an overview of the program and its goals followed by a review of the procurement process, information on program operator Gotcha Mobility LLC, the phased implementation plan, a summary of the scope of work, program details, the role of the Technical Advisory Committee and a summary of next steps toward the program launch for a three-year period.

Commissioner Fredericks asked when the program was expected to launch. Mr. McDonald responded that a target date is still being discussed among the various stakeholders.

Commissioner Moulton-Peters asked what an RFID reader is, and Mr. McDonald explained that it is a device that allows a Clipper Card to unlock the bike without the need of a smartphone and required app.

Commissioner Moulton-Peters suggested that some of Marin's low-income neighborhoods cannot pay for the use of the bike and asked how this program will reach out to those residents. Mr. McDonald noted that pricing has yet to be determined but that a discount will most likely be offered to low-income residents. He added that the use of a smartphone app or the Clipper Card will be the method of payment used to access a bike.

Commissioner Moulton-Peters asked about the locations of the bike hubs. Mr. McDonald stated that TAM will work with public works staff to determine where the demand for this service is in each jurisdiction.

Commissioner Moulton-Peters asked what TAM and Sonoma County Transportation Authority's (SCTA's) roles are in this program. Mr. McDonald replied that both TAM and SCTA will be involved in an "all hands on deck" approach and that each jurisdiction with a bike hub will be required to have a staff person serve as the liaison for this program.

Commissioner Lucan asked if the bikes must be returned to a hub or if they have the ability to self-lock wherever they may be left. Mr. McDonald stated that riders will be financially incentivized to return the bike to a hub but could lock the bike at a city rack which would then be retrieved by the Gotcha team.

Chair Arnold asked if any members of the public wished to speak.

Cindy Winter thanked staff for the well-thought presentation.

Commissioner Kunhardt suggested that one of the first hub locations that should be negotiated is around the Larkspur Ferry Terminal and SMART stations. Mr. McDonald noted that communication has already been initiated with Golden Gate Transit for a hub around the ferry terminal.

Seeing no other speakers, Chair Arnold closed the item to public comment.

7. Alternative Fuels Program Update (Discussion)

Derek McGill, Planning Manager, presented this discussion item by providing an overview of the program, electric vehicle (EV) infrastructure throughout Marin County, growth of publicly accessible charging stations, TAM's EV charger rebate program and its growth, EV charger costs, TAM's ability to leverage funds for this program, TAM's EV fleet rebate program and its growth, focus of outreach and technical assistance, and considerations for the future of the alternative fee program.

Commissioner Rice asked if a goal had been established for the number of public charging ports that will be needed throughout the county. Mr. McGill stated that it is estimated that 914 charger heads will be needed by 2025 and that Marin is on track to meet that goal. He added that demand for additional private charger centers in southern Marin is high and that additional discussion with local jurisdictions needs to occur to ensure that charging stations are installed in disadvantaged communities.

Commissioner Rice emphasized the importance of a cooperative partnership between TAM and Marin Clean Energy (MCE) to strategize and avoid duplication of effort. ED Richman noted that she and Mr. McGill met with MCE staff recently to identify areas where the partnership could be strengthened including support for pilot projects and joint technical assistance at workshops for public agency staff.

Commissioner Moulton-Peters suggested that the staff presentation explain why the agency is public facing in this program and express that TAM's public funds cannot be used for private charging sites. She suggested developing a map showing where all the public chargers are located. She asked if or how bicycle charging stations fit into this program. She finalized her comments by asking if TAM and staff at the City of Mill Valley are working on public chargers in addition to the private ones.

Nick Nguyen, Principal Project Delivery Manager, stated that public works staff at the City of Mill Valley applied for one charging head in the past year.

Mr. McGill stated that, typically, e-bikes need only a standard wall outlet to re-charge, however the Town of San Anselmo, through its EV-readiness plan, is considering looking at e-bike mobility hubs that would allow for charging. He added that TAM's EV rebate program is flexible enough to incorporate something similar should the Board choose to pursue that.

Commissioner Rice suggested that more Level 3 fast chargers were needed than the slower Level 2 chargers and asked if TAM had developed a plan to ensure that the faster ones get installed in places where that is needed.

Mr. McGill replied that the fast chargers are very popular in the private market and that TAM focuses on the Level 2 chargers due to the limited funds available. He added that a shift to the faster chargers will occur when the medium- and heavy-duty markets grow.

Commissioner Fredericks asked about the future of hydrogen-fuel cell vehicle technology. Mr. Nguyen noted that the industry and the state is heavily subsidizing this technology by funding this type of charging station throughout the state. He cited one such station in Strawberry/Mill Valley and the potential for another in San Rafael. He stated that he believes the market will drive the growth or demise of this technology. Mr. McGill added that TAM offers a \$5,000 match in coordination with the State's Clean Vehicle Rebate Program.

Commissioner Kunhardt asked if data was available from the Department of Motor Vehicles as to the ratio of electric vehicle registrations versus that of internal combustion vehicles. Mr. McGill stated that he did have this information and would share it.

Commissioner Kunhardt then asked if TAM has considered reprioritizing its focus on building the infrastructure in publicly owned facilities to publicly accessible properties. Mr. McGill noted that the idea was discussed by TAM's Alternative Fuel and Electric Vehicle Ad-hoc Committee which is comprised of a subset of the TAM Board membership but did not garner much support for further consideration at this time.

Commissioner Lucan expressed his desire to continue the conversation of including publicly accessible locations and offered a scenario where the property owner could provide free charging for a period of time to offset the public funds that were used for the installation of the charger.

Chair Arnold asked about the relationship of TAM to Drive Clean Marin (DCM). Mr. McGill responded that DCM is one of TAM's contractors supporting TAM's social media and public outreach campaigns.

Chair Arnold stated that staff from DCM have relayed that some of the charging stations in shopping centers do not work properly or have very short charging cords.

A brief discussion occurred among committee members about possible ways for TAM to provide funding to the publicly accessible locations owned by the private sector without stepping outside of the legal parameters for use of public funds.

ED Richman suggested that staff could work with County Counsel on this policy issue to clarify the boundaries.

Commissioner Rice recommended asking the Bay Area Air Quality Management District (BAAQMD) for its policy.

Mr. McGill stated that providing a public subsidy for an emerging market may not be the best course of action and that coordination among TAM, its partners and the local jurisdictions needs to occur if that is the course that the TAM Board chooses to pursue.

ED Richman asked for the committee for feedback as to the future direction of the program. Commissioner Rice suggested that additional funding be spent on outreach activity.

Chair Arnold said that chargers are needed in multi-unit housing and ED Richman replied that MCE is focusing on that area.

Commissioner Fredericks commented that some retailers want a high level of turnover in parking rather than a long-term parked car that is recharging. She added that most chargers require 1.5 parking spaces which is a constraint in a small lot.

Commissioner Moulton-Peters asked for a better understanding of the obstacles that the program has experienced as well as opportunities that may be available.

The meeting was adjourned at 3:15 p.m.



DATE: May 11, 2020

TO: Transportation Authority of Marin Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming Manager

SUBJECT: Program Suburban-Housing Incentive Pool (Sub-HIP) Funds (Action), Agenda Item No. 6

RECOMMENDATION

Recommend that the Funding, Programs & Legislation (FPL) Executive Committee review staff's recommendation of programming \$300,000 in Sub-HIP funds to Marin County's Marin City Pedestrian Crossing Improvement Project and refer it to the TAM Board for approval.

BACKGROUND

The Housing Incentive Pool (HIP) is a grant program created by the Metropolitan Transportation Commission (MTC) 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).

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 meets HIP requirements. The Sub-HIP Program is intended to fund an eligible transportation infrastructure project to support affordable housing projects in PDAs or TPAs. Project nominations are due to MTC by June 1.

Project Eligibility

1. Project must be a transportation investment directed within or connected directly to a PDA or TPA.
2. Project must meet the eligibility guidelines for the OBAG 2 County Program (such as Housing Element annual reporting, Surplus Lands Act, and Complete Streets Requirements).
3. Project must be able to obligate federal funds by FY 21/22.
4. Project must be eligible for Federal Surface Transportation Program or Congestion Mitigation and Air Quality (STP/CMAQ) funds.
5. Affordable housing projects are defined as very low, low, and moderate income level in accordance with the Regional Housing Needs Allocation (RHNA). Very low-income level is prioritized over low and moderate income levels, and low-income level is prioritized over moderate income level.
6. Projects that preserve existing affordable housing qualify as affordable housing.
7. New and existing affordable housing projects are eligible. New projects are prioritized over existing projects.

DISCUSSION

On February 13, 2020, a Call for Projects was circulated to our partner agencies, including transit agencies. By the deadline of April 21, 2020, TAM received one application each from Marin County and San Rafael.

Marin County Project

Marin County submitted an application for the Marin City Pedestrian Crossing Improvement Project requesting \$300,000 to install 20 new curb ramps at six intersections for pedestrian safety and accessibility improvements to support the Golden Gate Village on Cole Drive in Marin City with 300 existing affordable housing units and 170 new units with mixed income housing.

San Rafael Project

San Rafael submitted an application for the North-South Greenway San Rafael Downtown Gap Closure requesting \$300,000 to construct a Class IV bicycle facility on West Tamalpais Avenue from Fourth Street to Second Street with intersection improvements at the Second, Third, and Fourth Street intersections with West Tamalpais Avenue. This new facility will connect the existing Puerto Suello Multi-Use Path (MUP) and Hetherton MUP to the planned Second Street to Rice Drive MUP and support the planned Seagate Housing Project at 703-723 Third Street with 120 new units including nine affordable housing units.

It should be noted that even if this application were approved, there would still be a gap on Fourth Street between Hetherton MUP and this Class IV path on Tamalpais. San Rafael plans to implement a buffered two-way pathway on the Northside of Fourth Street to close the gap but this project is not currently funded.

Evaluation Process

An evaluation panel was formed with two staff members from TAM and one representative from a local jurisdiction (Corte Madera) that did not apply for funds. The evaluation panel reviewed the applications based on the following criteria:

- What is the quality of the project scope?
- What safety benefits are provided from the project?
- Does the project serve as a gap closure and provide connectivity to existing facilities?
- Is the project considered countywide significant?
- Is the project also identified in a Community Based Transportation Plan (CBTP)?
- Can the project obligate federal funds by FY21/22?
- Is the project fully funded or does it still need to secure other funds other than requisite matching funds?
- Is the project leveraging other funds besides the requisite matching funds?
- What is the RHNA standard (income level) of the qualifying affordable housing project(s)?
- Is the qualifying housing project(s) existing or new? If new, have permits been secured?
- What is the number of affordable units in the qualifying housing project(s)?

Application Recommended for Funding

The evaluation panel reviewed the applications and unanimously ranked the Marin County application higher than the San Rafael application based on the abovementioned criteria. Both applications were considered very good projects but unfortunately the funding limitation of this Call for Projects can only fund one project.

Staff is recommending programming \$300,000 in Sub-HIP funds to Marin County's Marin City Pedestrian Crossing Improvement Project.

Staff is encouraging San Rafael to apply for TDA/TFCA funds when the funds become available in FY 21/22, which coincidentally is the same time that these Sub-HIP funds will be available to Marin County. Staff will also be seeking other possible funds for the San Rafael Project as opportunities arise.

FISCAL IMPACTS

There are no direct fiscal impacts to TAM with programming Sub-HIP funds. The Sub-HIP funds will be programmed directly to Marin City Pedestrian Crossing Improvement Project and Marin County will be responsible for obligating the funds through Caltrans Local Assistance.

NEXT STEPS

Communicate to MTC on the decision of the TAM Board, initiate steps to program the funds with Caltrans Local Assistance and provide assistance to project sponsor on obligating funds.

ATTACHMENTS

Attachment A – Map of the Marin City Pedestrian Crossing Improvement Project

Attachment B – Map of the North-South Greenway San Rafael Downtown Gap Closure Project

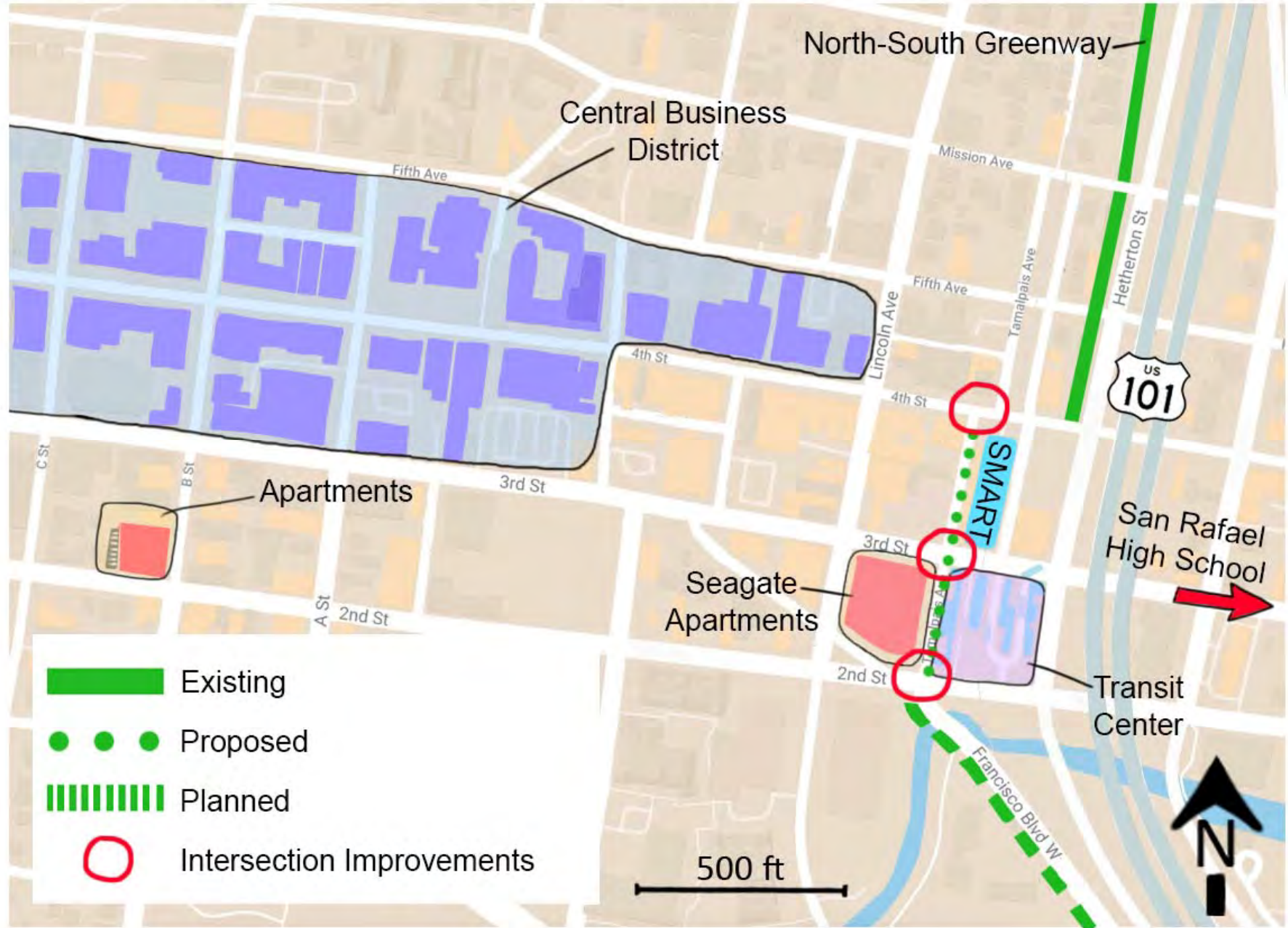
Attachment C – PowerPoint Presentation

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North-South Greenway San Rafael Downtown Gap Closure



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Item 6 - Attachment C

Sub-HIP Fund Programming

TAM Executive Committee FPL Meeting
May 11, 2020

Background

Housing Incentive Pool (HIP)

- grant program created by MTC with federal funds
- reward the agencies that produce or preserve the largest number of affordable housing units
- in designated Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs)

Sub-HIP

- Set aside funding for the North Bay counties
- \$300,000 available for TAM to program to one (1) project in Marin that meets HIP requirements.

Project Eligibility

- Within or connected directly to a PDA or TPA.
- Meet the eligibility guidelines for the OBAG 2 County Program
- Must be able to obligate federal funds by FY 21/22
- Must be eligible for Federal STP/CMAQ funds
- Must have a qualifying affordable housing project
- Preservation of affordable housing qualifies
- New and existing affordable housing projects are eligible

Call for Projects

- Issued Call on February 13, 2020
- Circulated to our partner agencies, including transit agencies
- April 21, 2020 Deadline
- Received two applications

Applications Received

- Marin County - Marin City Pedestrian Crossing Improvement Project
 - Requested \$300,000
 - Install 20 new curb ramps at six intersections for pedestrian safety and accessibility improvements to support the Golden Gate Village
- San Rafael - North-South Greenway San Rafael Downtown Gap Closure Project
 - Requested \$300,000
 - Construct a Class IV bicycle facility on West Tamalpais Avenue (Fourth St to Second St)

Evaluation Criteria

- Quality of the project scope
- Safety benefits
- Gap closure and connectivity
- Countywide significant
- Community Based Transportation Plan (CBTP)
- Obligate federal funds by FY21/22
- Fully funded or still need other funds
- Leveraging other funds
- RHNA standard of the qualifying affordable housing project
- Existing or new qualifying housing project
- Number of affordable units

Evaluation Results

- Both were considered very good projects
- Both projects are in a Priority Development Area (PDA)
- Members of the Evaluation Panel unanimously scored the Marin County Project ahead of the San Rafael Project
- Recommend funding the Marin County Project with \$300,000 in Sub-HIP funds
- Recommend seeking other funds for the San Rafael Project, including the possibility of TDA/TFCA when these funds become available FY 21/22

Marin City Project

20 New Curb Ramps at Six Intersections

- 4 at Terners Dr @ driveway entrances to multi family housing
- 4 at Terners Dr @ Terrace Way
- 4 at Terners Dr @ Terrace Dr
- 2 at Flemings Ct @ Terrace Dr
- 2 at Donahue St @ Sherwood Dr
- 4 at Bay Vista Circle @ Donahue St & Sherwood Dr



Questions

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DATE: May 11, 2020

TO: Transportation Authority of Marin Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming and Legislation Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Program Cycle 3 Local Partnership Program (LPP) Formula Funds to TAM's Bellam Blvd Off-Ramp Project (Action), Agenda Item No. 7

RECOMMENDATION

Recommend that the Funding, Programs & Legislation (FPL) Executive Committee review staff's recommendation to program Local Partnership Program (LPP) Cycle 3 Formula funds to TAM's Bellam Boulevard Off-Ramp Project, and refer it to the TAM Board for approval.

BACKGROUND

The Road Repair and Accountability Act of 2017 (SB1) is a \$5.24 billion annual transportation funding package aimed at improving the state's local roads, freeways and bridges and investing more funding toward transit and safety projects. The revenues collected to fund the SB1 Programs come from increased taxes on fuel and vehicle registration fees.

The Local Partnership Program (LPP) is one of the newly created SB1 Programs that rewards counties, cities, districts, and regional transportation agencies with voter-approved fees or taxes solely dedicated to transportation improvements. LPP is divided into two programs of funding – a Formulaic Program in which a specific amount of funding is set aside by formula for eligible recipients, and a Competitive Program whereby agencies compete for statewide funds. Both Programs of LPP are administered by the California Transportation Commission (CTC).

LPP Formula funds are distributed by cycle, instead of annual allocation. Cycle 1 of LPP included funding from FY 17/18 and FY 18/19, Cycle 2 of LPP included only FY 19/20, and Cycle 3 will include funding from FY 20/21, FY 21/22, and FY 22/23. TAM received approximately \$500,000 annually for the first three years of funding but the amount will increase to approximately \$580,000 annually under Cycle 3 because of the percentage change adopted by the CTC in March 2020, which dedicates more funds to the Formula program.

TAM is an eligible recipient of the SB1 LPP Formula funds because of the voter approved Measure A/AA ½-Cent Transportation Sales Tax and \$10 Measure B Vehicle Registration Fee. Whereas, the towns, cities, and County receive annual Local Street and Road (LSR) funding from SB1, TAM receives LPP Formula funds from SB1.

For the LPP Competitive Program, eligible applicants include agencies with voter approved taxes, tolls, or fees. TAM as an eligible applicant can apply on behalf of a local jurisdiction, which, through a nomination, can be the project implementing agency. The implementing agency assumes responsibility and accountability

can be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of the funds. Nearly \$190 million is available through a highly competitive statewide solicitation during Cycle 3.

DISCUSSION/ANALYSIS

Prior Cycles of LPP Funds

In Cycle 1, the TAM Board approved the programming of LPP Formula funds in the amounts of \$500,000 to the Marin-Sonoma Narrows (MSN) Project and \$502,000 to San Rafael's Francisco Boulevard West Multi-Use Path (2nd to Andersen).

Additionally, in Cycle 1 TAM submitted competitive applications for TAM's Bellam Blvd Offramp Project, County of Marin's Sir Francis Drake Blvd Project, and TAM's Northern Segment of the North-South Greenway Project. However, these applications were not awarded funding from the LPP Competitive Program.

In Cycle 2, the TAM Board approved the programming of \$483,000 in LPP Formula funds to Novato's Downtown SMART Station Phase II project to complete the construction of the SMART station located at the corner of Grant Avenue and Railroad Avenue in downtown Novato. TAM did not submit applications for LPP Competitive Funds in Cycle 2.

Proposal on Programming Cycle 3 LPP Formula Funds

In Cycle 3, TAM will receive approximately \$1,737,000 in LPP Formula funds as shown in Attachment A. The funds must be applied to projects that can exhibit a one-to-one match of non-CTC approved funds.

Based on a thorough review of TAM's projects capable of providing a one-to-one match, the Bellam Boulevard Off-Ramp Project is being recommended for the programming of the LPP Formula Funds. The Project will be ready to proceed to construction in 2021. The completion of the Project will offer much needed improvements in San Rafael and provide relief for many residents and workers that travel along the offramp.

Bellam Boulevard Off-Ramp Project

The safety improvements at the Bellam Boulevard Off-Ramp from Highway 101 will help to separate regional traffic from local traffic. Pre-COVID, daily rush hour back-ups were present in the right lane of Northbound Highway 101 with stopped traffic waiting to exit. The improvements will reduce the back-up and rear end collisions in the lane.

The primary improvements are adding a lane to the off-ramp to provide more storage. Also, the weave will be improved where the traffic exiting Highway 101 merges with the traffic exiting from eastbound I-580 by the introduction of an additional right turn lane. Vehicles exiting from Highway 101 will be directed into the left lane of the off-ramp if they wish to turn left at Bellam Boulevard, while traffic continuing on to eastbound I-580 or making a right at Bellam Boulevard will be directed to the right lane. The addition of the extra right turn lane will allow Highway 101 traffic to turn right at Bellam with the dedicated right turn lane while an optional straight/right lane next to it will reduce the lane changes required of I-580 traffic turning right at Bellam. The crosswalk in front of the post office will also be realigned to reduce the crossing time.

Cycle 3 LPP Competitive Program

TAM staff contacted Marin local jurisdictions and transit agencies in March to solicit interest in having TAM apply on behalf of their respective projects for the LPP Competitive Program. TAM initially received

one request from the County of Marin to apply for the Sir Francis Drake Boulevard Project. However, based on the project's bid opening on April 23, 2020, the project schedule did not align with the LPP Competitive Program schedule. Additionally, based on reviewing the requirements of the highly competitive program, including the one-to-one match required for the construction component of projects, TAM did not identify additional projects and therefore is not recommending to apply for the LPP Competitive Program in Cycle 3.

FISCAL IMPACTS

Upon approval from the TAM Board, TAM's Proposed FY 20/21 Annual Budget will include \$1,000,000 of the LPP Formula funds programmed to the Bellam Boulevard Off-Ramp Project, while the remaining \$737,000 will be included in the FY 21/22 budget based on the estimated construction schedule.

NEXT STEPS

Upon approval from the TAM Board, staff will submit an application for the amount available in LPP Formula Funds for the Bellam Boulevard Off-Ramp Project.

ATTACHMENT

Attachment A – Cycle 3 LPP Formula Shares

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Local Partnership Program			2020-21	2021-22	2022-23
Local Partnership Program Annual Appropriation			\$ 200,000	\$ 200,000	\$ 200,000
Set-Aside Incentive Funding			\$ 20,000	\$ 20,000	\$ 20,000
Competitive Program (40%)			\$ 72,000	\$ 72,000	\$ 72,000
2018 Competitive Overprogramming (\$8.83 Million)			\$ (2,944)	\$ (2,944)	\$ (2,944)
2019 Formulaic Program Incentives (\$20 Million)			\$ (6,667)	\$ (6,667)	\$ (6,667)
Subtotal Available for Competitive Program			\$ 62,389	\$ 62,389	\$ 62,389
Formulaic Program (60%)			\$ 108,000	\$ 108,000	\$ 108,000
Proposed Annual Formulaic Funding Distribution					
Tolls + VRF + parcel/property tax	8.62%		\$ 9,307	\$ 9,307	\$ 9,307
North sales tax	25.83%		\$ 27,900	\$ 27,900	\$ 27,900
South sales tax	65.55%		\$ 70,793	\$ 70,793	\$ 70,793
Funding Based on Voter-Approved Tolls, VRF, Parcel/Property Tax Revenue					
	Revenue (100%)		2020-21	2021-22	2022-23
			Funding	Funding	Funding
Bay Area Toll Authority (RM1,RM2) (RM3 eff. 1/1/19)	\$ 428,243		\$ 6,059	\$ 6,059	\$ 6,059
Alameda County Transportation Commission (Measure F-VRF)	\$ 13,034		\$ 200	\$ 200	\$ 200
Transportation Authority Marin County (Measure B-VRF)	\$ 2,386		\$ 200	\$ 200	\$ 200
City and County of San Francisco (Prop. D)	\$ 32,000		\$ 453	\$ 453	\$ 453
San Francisco County Transportation Authority (Prop AA-VRF)	\$ 4,956		\$ 200	\$ 200	\$ 200
City/County Association of Governments of San Mateo County (Measure M-VRF)	\$ 7,471		\$ 200	\$ 200	\$ 200
Santa Clara Valley Transportation Authority (Measure B-VRF)	\$ 16,545		\$ 234	\$ 234	\$ 234
Alameda-Contra Costa Transit District (Parcel Tax)	\$ 29,509		\$ 417	\$ 417	\$ 417
Bay Area Rapid Transit District (Parcel Tax)	\$ 66,710		\$ 944	\$ 944	\$ 944
City of Orinda (Parcel Tax-Measures J & L)	\$ 1,303		\$ 200	\$ 200	\$ 200
Yuba County Depletion Surcharge-Measure D (Parcel Tax)	\$ 483		\$ 200	\$ 200	\$ 200
Totals	\$ 602,640		\$ 9,307	\$ 9,307	\$ 9,307
Funding Based on Voter-Approved Sales Tax Revenue and Population - North					
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding
Alameda (Alameda County Transportation Commission)	\$ 326,329	1,669,301	\$ 3,803	\$ 3,803	\$ 3,803
Contra Costa (Contra Costa Transportation Authority)	\$ 95,310	1,155,879	\$ 2,182	\$ 2,182	\$ 2,182
City of El Cerrito	\$ 1,581	N/A	\$ 200	\$ 200	\$ 200
City of Martinez	\$ 3,668	N/A	\$ 200	\$ 200	\$ 200
Fresno (Fresno County Transportation Authority)	\$ 78,812	1,018,241	\$ 1,904	\$ 1,904	\$ 1,904
Lake (City of Clearlake)	\$ 2,002	14,828	\$ 200	\$ 200	\$ 200
Madera (Madera County Transportation Authority)	\$ 10,564	159,536	\$ 306	\$ 306	\$ 306
Marin (Transportation Authority Marin County)	\$ 28,334	262,879	\$ 379	\$ 379	\$ 379
Marin (Sonoma Marin Area Rail Transit District)	\$ 19,941	-	\$ 209	\$ 209	\$ 209
Mendocino (City of Fort Bragg)	\$ 890	7,478	\$ 200	\$ 200	\$ 200
Mendocino (City of Point Arena)	\$ 49	463	\$ 200	\$ 200	\$ 200
Mendocino (City of Willits)	\$ 839	4,996	\$ 200	\$ 200	\$ 200
Merced (Merced County Transportation Authority)	\$ 19,360	282,928	\$ 520	\$ 520	\$ 520
Monterey (Transportation Agency for Monterey County)	\$ 29,982	445,414	\$ 639	\$ 639	\$ 639
Monterey (Monterey-Salinas Transit District)	\$ 9,703	-	\$ 228	\$ 228	\$ 228
Napa (Napa Valley Transportation Authority)	\$ 20,340	140,779	\$ 296	\$ 296	\$ 296
Nevada (Nevada City)	\$ 683	3,122	\$ 200	\$ 200	\$ 200
Nevada (Town of Truckee)	\$ 2,627	16,434	\$ 200	\$ 200	\$ 200
Sacramento (Sacramento Transportation Authority)	\$ 130,647	1,546,174	\$ 2,930	\$ 2,930	\$ 2,930
San Benito (Council of San Benito County Governments) (eff. 4/1/19)	\$ -	62,296	\$ 200	\$ 200	\$ 200
San Francisco (San Francisco County Transportation Authority)	\$ 112,465	883,869	\$ 1,805	\$ 1,805	\$ 1,805
San Joaquin (San Joaquin County Transportation Authority)	\$ 64,984	770,385	\$ 1,459	\$ 1,459	\$ 1,459
San Mateo (San Mateo County Transportation Authority)	\$ 98,386	774,485	\$ 754	\$ 754	\$ 754
San Mateo (San Mateo County Transit District)	\$ 98,386	-	\$ 754	\$ 754	\$ 754
San Mateo (San Mateo County Transit District) (add'l measure eff. 7/1/19)	\$ -	-	\$ 414	\$ 414	\$ 414
Santa Clara (Santa Clara Valley Transportation Authority)	\$ 515,156	1,954,286	\$ 4,911	\$ 4,911	\$ 4,911
Santa Cruz (Santa Cruz County Regional Transportation Commission)	\$ 21,783	274,871	\$ 296	\$ 296	\$ 296
Santa Cruz (Santa Cruz Metropolitan Transit District)	\$ 21,949	-	\$ 296	\$ 296	\$ 296
Sonoma (Sonoma County Transportation Authority)	\$ 25,854	500,675	\$ 491	\$ 491	\$ 491
Sonoma (Sonoma Marin Area Rail Transit District)	\$ 19,941	-	\$ 470	\$ 470	\$ 470
Stanislaus (Stanislaus County Transportation Authority)	\$ 45,959	558,972	\$ 1,055	\$ 1,055	\$ 1,055
Totals	\$ 1,806,524	12,508,291	\$ 27,900	\$ 27,900	\$ 27,900
Funding Based on Voter-Approved Sales Tax Revenue and Population - South					
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding
Imperial (Imperial County Local Transportation Authority)	\$ 15,356	190,266	\$ 507	\$ 507	\$ 507
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	\$ 3,470,554	10,253,716	\$ 37,506	\$ 37,506	\$ 37,506
Orange (Orange County Transportation Authority)	\$ 330,347	3,222,498	\$ 8,851	\$ 8,851	\$ 8,851
Riverside (Riverside County Transportation Commission)	\$ 196,393	2,440,124	\$ 6,495	\$ 6,495	\$ 6,495
San Bernardino (San Bernardino County Transportation Authority)	\$ 181,837	2,192,203	\$ 5,856	\$ 5,856	\$ 5,856
San Diego (San Diego Regional Transportation Commission)	\$ 314,260	3,351,786	\$ 9,093	\$ 9,093	\$ 9,093
Santa Barbara (Santa Barbara County Local Transportation Authority)	\$ 40,917	454,593	\$ 1,227	\$ 1,227	\$ 1,227
Tulare (Tulare County Transportation Authority)	\$ 34,208	479,112	\$ 1,258	\$ 1,258	\$ 1,258
Totals	\$ 4,583,872	22,584,298	\$ 70,793	\$ 70,793	\$ 70,793