TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

September 23, 2021

6:00 P.M.

Zoom

https://us02web.zoom.us/j/85159987567?pwd=aFdUUkZEQldZS3BxcENCUlNRNWR6UT09

Webinar ID: 851 5998 7567

Passcode: 027956

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Brian Colbert

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Kate Colin

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County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

As allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Board of Commissioners' meetings will not be providing an in-person meeting location for the public to attend. The Commission will meet via Zoom and members of the public are encouraged to participate remotely as described below. Note: this meeting will not be webcast on Granicus.

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How to provide comment on agenda items:

• Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, September 22, 2021, to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board 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 (3 minutes limit per comment) when the specific agenda item is considered by the Board. 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 early in the meeting.

• During the meeting (only): If watching this meeting online, click on the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" on Zoom by pressing *9 and wait to be called on by the Chair or the Clerk to speak. Ensure that you are in a quiet environment with no background noise. You will be notified that your device has been unmuted hen it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.

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 Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report (Discussion)

2. Commissioner Matters Not on the Agenda (Discussion)

3. Commissioner Reports (Discussion)

   a. MTC Report – Commissioner Connolly

   b. Marin Transit Report – Commissioner Colin

   c. SMART Report – Commissioner Lucan

4. Executive Director's Report (Discussion)

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) – **Attachments**

   a. Approve TAM Board Meeting Minutes July 22, 2021

   b. Approval of Sales Tax Analysis and Audit Services Contract Extension

   c. Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service

   d. Approval of Amendment to Interagency Agreement with Kentfield School District for Crossing Guard Services

   e. Appointments to the Citizens' Oversight Committee

   f. On-Call Countywide Travel Demand Forecasting Contract Award

7. Update on Richmond San Rafael Bridge Westbound Vehicle Shoulder Use Study and Future Plans (Discussion) – **Attachment**

8. State Legislative Update (Discussion) – **Attachment**

9. Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action) – **Attachment**

10. Alternative Fuels Program Update & Outreach Activities (Action) – **Attachment**

11. Resolution to Oppose Coal Transport Through Marin County (Action) – **Attachment**

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JULY 22, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present:	Alice Fredericks, Tiburon Town Council Brian Colbert, San Anselmo Town Council Damon Connolly, Marin County Board of Supervisors Dennis Rodoni, Marin County Board of Supervisors Eric Lucan, Novato City Council, TAM Chair James Campbell, Belvedere City Council Chance Cutrano, Fairfax Town Council Kate Colin, San Rafael City Council Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Vice-Chair Urban Carmel, Mill Valley City Council Katie Rice, Marin County Board of Supervisors Beach Kuhl, Ross Town Council Dan Hillmer, Larkspur City Council
Members Absent:	Judy Arnold, Marin County Board of Supervisors Susan Cleveland-Knowles, Sausalito City Council
Staff Members Present:	Anne Richman, Executive Director Bill Whitney, Principal Project Delivery Manager Dan Cherrier, Principal Project Delivery Manager David Chan, Director of Programming and Legislation Jennifer Doucette, Executive Assistant/Clerk of the Board Helga Cotter, Senior Accountant/HR Specialist Derek McGill, Director of Planning Molly Graham, Public Outreach Coordinator Grace Zhuang, Accounting & Administrative Specialist Li Zhang, Deputy Executive Director/Chief Financial Officer Nick Nguyen, Principal Project Delivery Manager Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 6:02 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

None.

DRAFT

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

Item 3b was taken out of order.

b. Marin Transit Report – Vice Chair Moulton-Peters on behalf of Commissioner Colin

Vice Chair Moulton-Peters reported that Marin Transit is evaluating a free fare pilot program to test whether fares are a barrier to riding transit. Through its evaluation, Marin Transit determined that many riders are not aware of existing fare discount programs; riders support expanding free or reduced fare options for low-income riders; and community-based organizations believe that discounted or free fares should be targeted to those most in need versus a system-wide free fare for all riders.

Marin Transit is developing a pilot program to test free rides for targeted user groups and planning for a broader education program to raise awareness of current fare discounts. Marin Transit staff is working with community-based organizations and health service agencies to increase outreach to the community, leveraging current systems for determining eligibility and distribution, and partnering with them on one or more free or reduced fare pilot programs.

The Marin Transit Board of Directors will consider a fare pilot program at its August 2, 2021 meeting.

Item 3c was taken out of order.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that the Sonoma Marin Area Rail Transit (SMART) has received authority to take over freight hauling services on their line. The SMART Board of Directors will determine if SMART should provide the freight hauling service directly, contract with an outside freight hauling company, or a combination of both.

Item 4 was taken out of order.

4. Executive Director's Report (Discussion)

Executive Director (ED) Richman announced the cancellation of the Executive Committee and Board of Commissioners meetings in August and that TAM staff will continue to work on logistics for returning to in-person, hybrid meetings, or continuing virtually in September.

ED Richman provided an update on projects and programs including: completion of Safe Pathways projects in San Rafael and Kentfield; Gate 6 Road/Bridgeway intersection improvements; Harbor Bridge temporary 2-lane reconfiguration; the release of Request for Proposals (RFPs) for outreach and marketing support for TAM's Alternative Fuel Program and Countywide Travel Demand Forecast Modeling; TAM's public agency EV fleet webinar; Safe Routes to School (SR2S) preparation and crossing guard recruitment; Caltrans' Pedestrian Plan for the Bay Area; new terminology for Equity Priority Communities; SB 1 Local Streets and Roads Funding; and Caltrans' call for Innovative Concepts.

ED Richman also called attention to this month's Caltrans report.

Chair Lucan opened the discussion to the Board members.

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Vice-Chair Moulton-Peters commented that the newly installed HAWK (High-intensity Activated Crosswalk) beacons in San Rafael, and the Gate 6 Road/Bridgeway intersection improvements in Sausalito are transformative and greatly improve the user experience in those areas. She also expressed support for TAM staff's project submittal for Caltrans' call for Innovative Concepts.

Commissioner Carmel expressed his support of returning to in-person meetings.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that the Bay Area is receiving approximately $1.7 billion from the American Rescue Plan (ARP) funding through the Metropolitan Transportation Commission (MTC). Sixty percent or $912 million is being allocated through Phase 1 by formula after extensive engagement with transit operators around the region. This includes a 10% set-aside for operator "hardships and disparities" and for Blue Ribbon Transit Recovery Task Force initiatives.

At a recent Programming & Allocations Committee (PAC) meeting, Commissioner Connolly raised concerns on behalf of smaller operators in Marin and Sonoma Counties regarding issues with the distribution formula, including data inconsistencies and the formula not accounting for operators such as Marin Transit that added service during the pandemic to meet demand, or SMART that added new service just prior to the pandemic; and that Marin and Sonoma County operators believe there is a greater need for resources in order to maintain service levels going forward.

Commissioner Connolly reported that MTC will consider addressing these situations by using a portion of the 10% set-aside for "hardships or disparities" allowance. Commissioner Connolly also reported that Marin Transit is requesting an additional $2.4 million, for a total of $7.2 million from ARP to maintain the current adjusted service levels (for two years), accounting for revenue loss and expected service cost increases; and that Sonoma County is requesting an additional $4.6M, for a total of $20.1M from ARP to restore to 100% pre-pandemic service (for three years), accounting for revenue loss and service cost escalation.

Commissioner Connolly reported that the next round of the One Bay Area Grant (OBAG) Program is being developed by MTC, including issues around funding, policies, and county program shares. These conversations will be occurring throughout Fall 2021.

Commissioner Connolly provided an update on the Blue Ribbon Transit Recovery Task Force and reported that meetings are concluding with recommendations for action coming to MTC in September and a workshop in October. Commissioner Connolly also reported that Marin Transit General Manager Nancy Whelan will serve on the task force.

5. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment.

Sustainable Mill Valley Co-Head and Mill Valley resident Al Grumet commented that the City of Mill Valley will be working on its climate action plan update which will highlight emissions associated with transportation. Mr. Grumet also commented that Sustainable Mill Valley has been advocating for a Fall 2021 electric vehicle (EV) campaign to improve EV awareness and buyer motivation, and that the City of Mill Valley staff has requested funding from TAM for the event. Mr. Grummet expressed concern that the TAM Board of Commissioners would not address the funding request until September or October, nor did he think the full amount of requested funds would be granted, both of which would jeopardize the Fall 2021 event.

DRAFT

San Anselmo resident Susannah Saunders expressed her support of full funding for a Fall 2021 EV campaign to address each local jurisdiction's climate action goals, including decreasing emissions through increased education, and outreach about the use of e-bikes and EVs.

"350 Bay Area" representative and Novato resident Lily Cohen expressed her support for funding education and outreach for a Fall 2021 EV campaign, including specific outreach to equity priority communities.

"350 Marin" representative and EV advocate Jody Timms expressed her support of fully funding Fairfax's and other local jurisdictions' proposed e-bike and EV campaigns for Fall 2021, and encouraged the Board to take action on this item at the September 2021 TAM Board of Commissioners meeting.

Sausalito Sustainability Commission representative and Marin County resident Greg Thomson expressed his support of fully funding a Fall 2021 EV campaign, as well.

Chair Lucan asked if there were any other public comments and hearing none, he closed the item to public comment and asked ED Richman if she would like to respond to the public comments.

ED Richman confirmed that TAM has received requests from local jurisdictions and is in the process of assessing the requests, obtaining additional information, and planning to bring this item to the Board as soon as possible for deliberation and potential action.

6. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes June 24, 2021
b. Annual Review of TAM's Investment Policy and Debt Policy
c. Approval of Extension of Interagency Agreements with Larkspur-Corte Madera and Kentfield School Districts for Crossing Guard Services
d. Review and Accept the July 2021 Project Status Report

Commissioner Rice moved to approve the Consent Calendar and was seconded by Commissioner Campbell. Chair Lucan opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

7. State Legislative Update (Discussion)

Chair Lucan welcomed Gus Khouri, TAM's Legislative Advocate with Khouri Consulting, to present the State Legislative Update; and ED Richman noted that due to quickly moving changes at the State legislature, a supplemental memo highlighting updates on several bills has been prepared and distributed for tonight's meeting.

Chair Lucan notified the Board that he would recuse himself should an action be taken on Assembly Bill (AB) 117.

Mr. Khouri reported on the State budget including the passage of AB 128 and Senate Bill (SB) 129, which incorporate investments aimed at climate change and multi-modal transportation options. Mr. Khouri reported that Governor Newsom is making funds available for various programs including the Transit and Intercity Rail Capital Program (TIRCP), the Active Transportation Program (ATP), and zero-emission vehicles.

Mr. Khouri reiterated that both the Central Marin Regional Pathways Gap Closure Project, and the San Rafael Canal Crossing are projects that would likely qualify for state funds through the augmented ATP.

Mr. Khouri noted that there were no action items for consideration but highlighted recent changes to AB 149, AB 361, AB 339 and AB 117, as outlined in the supplemental memo for Item 7.

DRAFT

Chair Lucan asked the Board members if there were any questions or discussion on AB 117, and hearing none he opened the discussion of the remaining Item 7 topics to the Board.

Commissioner Colin asked for clarification about TAM's positions on bills involving broadband infrastructure and service.

ED Richman explained that the primary nexus between broadband and transportation is supporting alternative commute options and minimizing the need for single-occupant vehicle travel.

Commissioner Carmel commented that the City of Mill Valley is working to connect Marin City residents to its public facilities, however, a lack of transportation between the two neighborhoods has been a constraint and asked how the State's funding programs may be used to address this issue.

ED Richman explained that some program funding will be distributed through well-established processes, guidelines and calls for projects; and offered to meet with Commissioner Carmel separately to have a more detailed discussion about the City of Mill Valley's needs. ED Richman also commented that TAM staff will continue to work with partners to monitor and seek various funding opportunities.

Chair Lucan opened this item to public comment. Seeing no one wishing to speak, Chair Lucan closed the item to public comment.

8. Marin Transit's Annual Presentation and Funding Allocation (Action)

ED Richman welcomed Marin Transit General Manager Nancy Whelan who provided the agency's annual report highlighting its achievements over the past year, ridership data, federal relief funding, operation budget and revenue sources for FY2021/22, capital budget, and various factors that the agency is monitoring that may affect its operations.

Ms. Whelan discussed the allocation requests including $13,612,193 in Measure A/AA funding for transit services including community shuttles, school transportation, rural transit, seniors/special needs services, and for funding capital projects; and $944,944 in Measure B funding for mobility management program staffing to support paratransit programs and other programs to provide mobility to seniors and low-income residents.

Chair Lucan opened the discussion to the Board members.

Commissioner Rice thanked Ms. Whelan for her presentation and asked if AB 149 would have any implications for Marin Transit.

Ms. Whelan responded that Marin Transit will continue to monitor the situation.

Chair Lucan asked if any members of the public wished to speak or had sent an e-comment, and hearing none, he closed the item to public comment and asked for a motion.

Vice-Chair Moulton-Peters made a motion to approve the allocation of FY 2021/22 Transportation Sales Tax Funds (Measure AA) to Marin Transit and was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

Vice-Chair Fredericks made a motion to approve the allocation of FY 2021/22 Vehicle Registration Fee (Measure B) Funds to Marin Transit and was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

DRAFT

9. Update on US 101 Part-Time Transit Lane Feasibility Study (Discussion)

ED Richman introduced TAM Director of Planning Derek McGill and Kimley-Horn consultant Adam Dankberg to present an update of the US 101 Part-Time Transit Lane Feasibility Study.

Mr. McGill provided a brief background of the Study and explained that "bus-on-shoulder" and "part-time transit lane" are both commonly used terminologies to describe the same concept.

Mr. Dankberg presented an update of the Study, including project objectives, purpose, and process; outreach activities and survey results; existing traffic and congestion conditions; Covid-19 implications; concept summary and operational scenarios; capital improvements summary; operating costs and savings; ridership, vehicle miles traveled (VMT) and equity benefits; coordination with planned improvements; systems plan; subsequent phase efforts; and legal/statute coordination.

Chair Lucan opened the discussion to the Board members.

Commissioner Carmel commented that making bus transit competitive with vehicular travel times is integral to a successful transportation plan. Commissioner Carmel highlighted the success of public transportation systems in Europe and the effect those systems have on decreasing greenhouse gas emissions (GHG). Commissioner Carmel expressed his support of continued investment in public transit infrastructure and service.

Commissioner Rice asked for clarification of the terminologies used for bus-on-shoulder, part-time transit lane, and express bus lane.

Mr. Dankberg explained that bus-on-shoulder and part-time transit lane are the same concept; and that an express bus lane is commonly seen on the left-hand side of the highway but may be located on the right-hand side of the highway in a part-time transit lane scenario.

Commissioner Rice expressed reservations about the initial cost estimates outlined in the Study; and asked if the bus-on-shoulder conditions were the same in both the North-bound and South-bound sections of the highway. Commissioner Rice also asked for clarification between an auxiliary lane and a shoulder that is as wide as an auxiliary lane.

Mr. Dankberg explained that an auxiliary lane is generally added to the highway at an on-ramp location, does not immediately merge into the general purpose lanes, ends at the next off-ramp, and may be used by any vehicle. Mr. Dankberg further explained that in a part-time transit lane scenario the shoulder area would be limited to transit vehicles only.

In response to Commissioner Rice's inquiry about the bus-on-shoulder conditions on the North-bound and South-bound directions of the highway, Mr. Dankberg explained that the study included geometrics for both directions and found that the existing South-bound congestion condition was the only one that warranted a part-time transit lane.

Commissioner Rice expressed her support of the part-time transit lane project, commented that many variables will need to be taken into consideration for it to be successful, and noted that the passenger number and hours of use parameters for the existing high-occupancy vehicle (HOV) lane no longer alleviate congestion.

Vice-Chair Moulton-Peters expressed her support of the part-time transit lane project and noted that the concept attempts to use all of the available highway margins.

Commissioner Colin expressed support for the underlying goal of the part-time transit lane concept but asked for clarification of how the concept would work at the Freitas Parkway on-ramp onto South-bound US 101.

DRAFT

Mr. Dankberg provided a general overview of how the concept may be implemented, and Mr. McGill explained that while there is a concept design developed as part of the study, specific locations will have different challenges.

Mr. McGill noted that a design has been developed for the Freitas Parkway interchange and that he could meet with Commissioner Colin separately to discuss the design solutions specific to that location.

Chair Lucan asked about the enforcement and communication of speed-limit thresholds.

Mr. Dankberg explained that enforcement would be based on real-time conditions and that communication specifications would be determined in the concept of operations during the subsequent project phase.

Chair Lucan asked about the legislative changes that would need to occur to implement the part-time transit lane project, and whether private transit operators will lobby for use.

Mr. Dankberg explained that interpretation of the current code would allow any transit operator to use the part-time transit lane, but that the goal within the legislature is to limit part-time transit lane use to public transit operators and includes specialized training and permitting to access the part-time transit lane.

Chair Lucan further asked who is responsible for determining if the part-time transit lane may be used by both public and private operators, to which Mr. Dankberg responded that it is yet to be determined.

Chair Lucan asked if any members of the public wished to speak or had sent an e-comment and seeing none, asked if there were any further comments or questions from the Board members.

Commissioner Lee expressed his support of the project and noted that in San Francisco, revenue was raised by training and permitting private transit operators to use the public transit infrastructure; and that monitoring devices are better than stickers for tracking and enforcement.

Mr. McGill commented that TAM staff will be announcing the release of the Study next week and will present the results of the Study to the other transit operator boards in the coming months. Mr. McGill further noted that TAM staff will bring the final report back to the Board for acceptance to close out the grant process and move forward to the next phase of the project.

10. Pandemic Response Update (Discussion)

ED Richman provided an update of the transportation pandemic responses/issues including: an overview from 2020-2021, TAM Board direction on various issues, travel conditions, project and program efforts, transit recovery, and HOV hours.

Mr. McGill provided an update on the Quick Build Program, equity coordination with partner agencies, TAM program changes, and next steps.

Chair Lucan opened the discussion to the Board members.

Commissioner Lee commented on the successful implementation of the Quick Build Program and asked if it was possible to make the program permanent. Commissioner Lee also expressed his support of the EV outreach and education and would like to expand the program.

Commissioner Colbert expressed his support of the Quick Build Program and noted that the program parameters encouraged focused and creative projects.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment and seeing none, asked ED Richman and Mr. McGill if they had any further comment.

DRAFT

ED Richman commented that the Quick Build Program allowed TAM to create innovative community projects and that TAM staff will evaluate if similar approaches may be applied to other programs.

Chair Lucan closed this item and reminded everyone that the August Executive Committee and Board of Commissioners meetings are cancelled.

The meeting was adjourned at 8:33 p.m.

DRAFT

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approval of Sales Tax Analysis and Audit Services Contract Extension (Action), Agenda Item No. 6b

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RECOMMENDATION

The TAM Board approves a two-year contract extension for the Sales Tax Analysis and Audit Services Contract with Avenu Insights & Analytics.

BACKGROUND/DISCUSSION

Staff issued a Request for Proposal (RFP) for sales tax analysis and audit services in July 2018. Avenu Insights & Analytics was selected and awarded a three-year contract with the option of extending up to two more years. Staff has been receiving timely and quality services and support from the Avenu team since September 2018 and recommends exercising the two-year option to extend the contract to August 30, 2023.

FISCAL CONSIDERATION

Cost of sales tax analysis service for the two-year extension period is estimated to be about $8,000. The cost of the optional audit service is 20% of the recovered revenue. The *"Financial Advisor/Sales Tax Audit Services"* budget line has $10,000 available in the FY2021-22 Annual Budget, which is sufficient for this contract.

NEXT STEP

Upon Board approval, staff will execute the contract amendment between TAM and Avenu Insights & Analytics.

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Transportation Authority of Marin

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service (Action), Agenda Item No. 6c

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RECOMMENDATION

Staff recommends that the TAM Board allocates $99,371 in Measure AA funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) for the FY 21/22 operational period of the GGBHTD Ferry Shuttle Service Route 25.

BACKGROUND

Prior to the downturn in ridership caused by the Shelter in Place Order and the pandemic, GGBHTD had experienced insufficient capacity at its Larkspur Ferry Terminal parking lot nearly every weekday morning since 2012. When all spaces were filled, commuters were directed to the overflow parking lot at the old Marin Airporter site.

In 2013, GGBHTD approved the implementation of a ferry feeder bus service to address the steadily growing demand for Larkspur Ferry Service and parking, followed with charging for parking at the ferry terminal and upgraded ferry service as part of its overall implementation strategy.

From 2013 to 2019, TAM allocated approximately $85,000 annually in Measure A Interest Funds to Marin Transit as pass through funds to GGBHTD to operate ferry feeder bus service to the Larkspur Ferry Terminal from the Ross Valley/Sir Francis Drake Corridor. Marin Transit was used as a pass-through agency because GGBHTD was not named as a recipient of Measure A funds.

With the passage of Measure AA in November 2018, the Measure AA Expenditure Plan specifically named GGBHTD as a direct recipient of Measure AA funds under Category 4.6 to expand access to ferries and regional transit. Measure AA set aside 0.5% of the total revenue annually for Category 4.6, and the anticipated revenue collection for FY 21/22 is $99,371, based on the approved FY21/22 Annual Budget's revenue level.

DISCUSSION

TAM received the attached Allocation Request Form (Attachment A) from GGBHTD requesting an allocation of Measure AA funds in the amount of $99,371 for the continued Ferry Shuttle Service Route 25 for FY 21/22.

GGBHTD's Ferry Shuttle Service Route 25 is a ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal serving all Golden Gate Transit bus stops. Under the normal schedule, feeder buses meet eight (8) morning/midday ferry departures from Larkspur to San Francisco and ten (10) afternoon/evening arrivals. The estimated cost of the Ferry Shuttle Service Route 25 under normal schedule is approximately $1.1 million annually. Measure AA accounts for approximately nine percent of the operational cost of Route 25 under normal service level.

During the Shelter in Place Order, Ferry Shuttle Route 25 operated approximately 44 percent of normal service level, dropping from 18 to 8 daily trips, before being fully suspended. Service demand is continually being monitored. Route 25 is anticipated to resume in FY 21/22 when service demand reaches a sufficient level, such as increased ferry ridership and parking reaching near capacity. Measure AA funds allocated to GGBHTD are reimbursement based and will not be reimbursed until service resumes.

Measure AA funds programmed for annual operations of transit service, such as Category 4.6, are considered programmatic as opposed to project specific funding. Programmatic funding is approved annually, and all expenditures incurred on or after July 1 of the year are eligible for reimbursement.

FISCAL IMPACTS

In anticipation of this request, the FY 21/22 TAM Annual Budget included $99,371 for GGBHTD's Ferry Shuttle Service Route 25 and no budget amendment is needed.

NEXT STEPS

Upon the Board's approval, staff will execute a funding agreement with GGBHTD for $99,371 in Measure AA Funds for FY 21/22 operation of Ferry Shuttle Service Route 25 and will continue to monitor the route's service resumption.

ATTACHMENT

Attachment A: GGBHTD's Allocation Request Form

Transportation Authority of Marin
Measure AA – Transportation Sales Tax

Allocation Request Form

Fiscal Year of Allocation: 2021/22

Expenditure Plan: Category 4.6 – Expand access to ferries and regional transit

Project Name: Ferry Shuttle Route 25

Implementing Agency: Golden Gate Bridge, Highway & Transportation District (GGBHTD)

Scope of Work: For fiscal year 2021, Route 25 operated on weekdays in FY20-21 from 9/14/20 to 10/02/20. Due to the COVID-19 pandemic passengers per revenue hour dropped to approximately 2 passengers per revenue hour when ferry ridership dropped 97%. Route 25 was then suspended on 10/02/20 due to low ridership. These trends are continually being monitored and when sufficient demand is determined to exist and when the Larkspur Ferry Terminal parking lot begins to fill near to capacity, Route 25 will resume service.

Cost of Scope: Approximately $1.1 million annually

Strategic Plan Programmed Amount: $99,371

Requested Amount: $99,371 (FY 21/22 funds)

Other Funding: Golden Gate Bridge Tolls

Cash Flow Availability: 100% in FY 21/22

Project Delivery Schedule (include start & completion milestones): The project began as a demonstration project in September 2013 and ended in June 2014. GGBHTD Board of Directors authorized continuation of the service as a regular fixed route. Measure AA funds are being programmed to the GGBHTD for the ninth year of operation of the ferry shuttle for the period of July 2021 through June 2022.

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DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approval of Amendment to Interagency Agreement with Kentfield School District for Crossing Guard Services (Action), Agenda Item No. 6d

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RECOMMENDATION:

The TAM Board authorizes the Executive Director to enter into Amendment 7 of Interagency Agreement A-FY 15/16-001 (FA) with Kentfield School District for reimbursement of two crossing guards for the 2021/2022 school year. The not to exceed amount will be increased to $84,000.

BACKGROUND:

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard programs. Under contract, All City Management Services (ACMS) currently provides trained crossing guards under the general supervision of TAM staff. The 2021/2022 school year is the 16th year during which crossing guards have been funded by the TAM Crossing Guard Program.

The TAM Crossing Guard Program received a significant boost by the passage of Measure AA, the 30-year extension of Measure A, in the November 2018 election. Measure AA increased the funding share of sales tax revenue available for the Crossing Guard Program, which currently funds 96 guards annually.

DISCUSSION/ANALYSIS:

In addition to funding the 96 top-ranked locations, the TAM Crossing Guard Program includes provisions for local agencies, schools, or school districts to arrange for a guard to be provided through the TAM contract at a location below the funding cutoff by reimbursing TAM for the cost of the guard. The cost for a guard is currently approximately $19,000 for a regular school year. Reimbursed guards are provided to our partners without mark-up. TAM staff treats these sites the same as TAM-funded sites in terms of program management and provides oversight, including site audits.

Currently, two guard locations are funded in this manner, one by the Larkspur-Corte Madera School District (at Paradise Drive/Seawolf Passage), and one by the Kentfield School District (KSD) (at Sir Francis Drake Boulevard (SFD) and Wolfe Grade). KSD is now requesting a second guard be placed at SFD and Wolfe

Grade. The recent SFD project "Upgrade the Drake" created a new crosswalk across SFD, and staff from KSD has requested to add a second guard to provide services at both ends. This crosswalk serves students attending Bacich Elementary and Kent Middle Schools.

FISCAL CONSIDERATION:

This action has no impact on the FY2021/22 TAM Annual Budget. The two guards at this location are reimbursed 100% by KSD.

NEXT STEPS:

Upon Board approval, staff will execute the amendment to the existing agreement.

ATTACHMENTS:

None.

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Appointments to the Citizens' Oversight Committee (Action), Agenda Item No. 6e

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RECOMMENDATION

The Board appoints Ms. Debbie Alley, currently serving as alternate for the Southern Marin Planning Area, to the member seat of the Southern Marin Planning Area of the Citizens' Oversight Committee (COC).

BACKGROUND

The COC oversees the ½-Cent Measure A/AA Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee (VRF) revenue and expenditure activities as required by the voter approved Expenditure Plan for the respective measures. As an independently functioning group, the COC assures that the voter approved Measure A/AA Sales Tax and Measure B VRF Expenditure Plans are carried out accordingly. The COC is composed of 12 members and 12 alternates who are private citizens residing in Marin County and collectively represent diverse interests of Marin County. All COC members should have no economic interest in TAM's projects. Over the years, due, in part, to the dedication and strong support of the members, the COC has become an indispensable part of TAM.

Each organization and planning area represented on the COC (as shown in the *TAM Citizens' Oversight Committee Membership – 2021* Table below) shall nominate its representative, with final appointment by the TAM Board. The TAM Board shall retain discretion to rescind any Committee appointment(s) as deemed necessary. Members of the COC shall be appointed to their full terms, subject to eligibility provisions. COC members and alternates shall be appointed for a term of four years. To maintain stability of the COC, half of the seats initially started with a 2-year term at the commencement of the Committee to provide for staggered terms.

DISCUSSION/ANALYSIS

At its May 27, 2021 meeting, the TAM Board appointed Mr. Stephen Burke as the Member and Ms. Alley as the Alternate for the Southern Marin Planning Area. Appointments of both Mr. Burke and Ms. Alley were highly recommended and strongly supported by commissioners in the Southern Marin Planning Area and TAM staff. However, on September 1, 2021, Mr. Burke was appointed as Councilmember to the City of Mill Valley Council to fill an open position on the Council. Since all COC members/alternates are required to be private citizens (i.e. not elected officials), Mr. Burke officially submitted his resignation from the COC on September 2, 2021. With this change, staff reached out to Ms. Alley, who graciously agreed to take on the member role in this case.

TAM Citizens' Oversight Committee Membership – September 2021

Representing Area/Organization	Member/Candidate	Term Expiration
Northern Marin Planning Area	Member – Charley Vogt	May 31, 2025
	Alternate – Veda Florez	
Central Marin Planning Area	Member – Jeffery Olson	May 31, 2025
	Alternate – Vacant	
Ross Valley Planning Area	Member – Paul Roye	May 31, 2023
	Alternate – Vacancy	
Southern Marin Planning Area	***Member – Debbie Alley***	***May 31, 2023***
	Alternate – Vacancy	
West Marin Planning Area	Member – Scott Tye	May 31, 2023
	Alternate – Vacant	
Marin County Paratransit Coordinating Council	Member – Allan Bortel	May 31, 2023
	Alternate – Vacant	
Bicyclist and Pedestrian Groups	Member – Vince O'Brien	May 31, 2023
	Alternate – Vacant	
Environmental Organizations	Member – Kate Powers	May 31, 2025
	Alternate – Nancy Okada	
School Districts	Member – Zack Macdonald	May 31, 2025
	Alternate – Vacant	
Major Marin Employers	Member – Peter Pelham	May 31, 2025
	Alternate – Vacant	
Taxpayer Group	Member – Paul Premo	May 31, 2025
	Alternate – Kingston Cole	
League of Women Voters	Member – Kevin Hagerty	May 31, 2023
	Alternate – Kay Noguchi	

FISCAL CONSIDERATION

Not Applicable.

NEXT STEPS

All member positions on the COC will be filled after the Board appointment; staff will continue to solicit nominations and applications to fill the remaining vacant alternate positions.

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning

SUBJECT: On-Call Countywide Travel Demand Forecasting Contract Award (Action), Agenda Item No. 6f

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RECOMMENDATION

The TAM Board authorizes the Executive Director to enter into a three-year contract (with two one-year optional extensions) with Fehr & Peers to conduct On-Call Travel Demand Forecasting services, not to exceed $500,000. This is an on-call contract subject to annual budget approval during the contract period.

BACKGROUND

Travel models are used to develop traffic analysis for development projects, transportation projects and various land use and transportation plans. Travel models are a tool to establish a consistent framework for anticipating future travel impacts. As a Congestion Management Agency (CMA), TAM is required to maintain a computer travel model and database for forecasting future travel needs and impacts.

In May 2016, the TAM board approved a five-year on-call contract with Fehr & Peers to provide on call modeling services and update TAM's travel model. In 2019, TAM adopted its current activity-based model, the TAM Demand Model, as a focused model of the Metropolitan Transportation Commissions (MTC) Travel Model 2.

DISCUSSION/ANALYSIS

As a CMA, TAM is required to maintain a travel demand model consistent with regional travel demand models. Historically, TAM has used an on-call contract to maintain and operate its travel models. The previous contract expired in May 2019. In July 2021, TAM issued a Request For Proposal (RFP) for Countywide Travel Demand Forecast Modeling services and received bids from two companies: TJKM Transportation Consultants, and Fehr & Peers (including RSG).

These proposals were evaluated by a selection panel consisting of modeling expert staff from TAM, Sonoma County Transportation Authority (SCTC), MTC, and Contra Costa Transportation Authority (CCTA).

The firms were evaluated based on a number of criteria, including qualifications of the firm and staff, understanding and approach to the purpose and need of this contract, fee information and staffing plan.

Based on the results of the evaluation, the selection panel unanimously named Fehr & Peers' team the top ranked proposal.

Anticipated work to be performed on this contract includes:

1. An update to the TAM model to reflect changes in MTC's Plan Bay Area 2050 forecasts and updates to MTC's sub-model for transit analysis
2. Data collection including traffic counts and big data efforts
3. Local jurisdiction assistance in vehicle miles travelled (VMT) analysis and housing element updates
4. On-Call model assistance, as needed

All work will be performed on a task order basis.

TAM's adopted model policy provides for shared cost agreements with local jurisdictions that allows them direct access to the TAMDM and/or the use of TAM consultants by reimbursing TAM. At this date, TAM staff cannot estimate the anticipated use demand from local jurisdictions on this contract, however, staff expects modeling requests from recent Senate Bill (SB) 743 legislation and changes with the California Environmental Quality Act (CEQA) analysis, as well as other planning needs identified in discussions with local jurisdictions, including housing element updates.

The previous on-call contract expended $466,703.41 in funding with the development of the TAM Origin and Destination Study, Local Jurisdiction VMT support, On-call modeling tasks and the development of the TAM Demand Model.

FISCAL CONSIDERATION

Budget authority needed for this contract is included in the FY2021-22 TAM Annual Budget.

NEXT STEPS

Upon Board approval, staff will negotiate and enter into a contract with Fehr & Peers.

ATTACHMENTS

N/A

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Update on Richmond San Rafael Bridge Westbound Vehicle Shoulder Use Study and Future Plans (Discussion), Agenda Item No. 7

RECOMMENDATION

This is an informational item. No action is required.

A more detailed version of the traffic study elements of the Richmond San Rafael Bridge (RSRB) improvements was presented to the Administration, Project, and Planning (AP&P) Executive Committee at its September 13 meeting. Comments received from the AP&P Executive Committee included:

- Concern about the cost estimate overall and in particular for signage on RSRB. Staff explained that additional overhead structures for the signage may be necessary; however, staff also recognized that this element of the current Caltrans requirements may be reduced with further evaluation;
- Support for the mode shift goals of the Richmond-San Rafael (RSR) Forward Project;
- Some expressed concern about the 2024 evaluation date for the multi-use path pilot as being too long of a duration; and
- Support for staff to explore low-cost options to open a part time vehicle use lane sooner, including exploring exclusive use by carpools and transit. Staff explained that any low cost alternative would probably have to terminate at the Main Street exit as the majority of the higher cost items are associated with extending the travel lane from the west end of the Bridge to the Sir Francis Drake Boulevard (SFD) exit.

BACKGROUND

One of the recommendations of the Greenbrae Working Group in 2013 was to improve access to the RSRB. This recommendation resulted in several projects, of which some were managed by TAM and others were implemented by the Bay Area Toll Authority (BATA). TAM's projects included the completed modifications to eastbound SFD in the vicinity of the Larkspur Ferry Terminal and on-going improvements to the Bellam Boulevard off-ramp. A joint project between BATA and TAM, along with Caltrans, resulted in the recently opened two-way bicycle connector on the SFD Overcrossing on I-580.

The largest scale improvement was the work on the RSRB consisting of a part-time third traffic lane on the lower eastbound (EB) deck, and a two-way, barrier-separated multi-use path on the upper westbound (WB) deck. The EB part-time traffic lane opened for vehicle use in April of 2018; and the WB Project, the multi-use path, opened for bicycles and pedestrians in November of 2019. Both projects were put in place for a four-year pilot period and are being evaluated during that time.

The EB Project resulted in immediate elimination of the afternoon traffic congestion that could back up as far as US-101. The multi-use path has very high use by recreational users, especially on weekends. Just months after the path opened, the COVID-19 pandemic started, which affected travel considerably and may have reduced some of the expected weekday mode shift.

Morning congestion continues to exist WB approaching the bridge on the Richmond side. TAM, BATA, Caltrans and the Contra Costa Transportation Authority (CCTA) have been investigating the feasibility of a similar part-time travel lane project WB, as was implemented EB, to reduce congestion. BATA, in conjunction with Caltrans, was tasked to study if the Bridge could structurally accommodate the extra loading, while TAM was asked to look at potential traffic impacts. The TAM Board authorized the increase in budget utilizing the team already on board for the US-101 to I-580 Direct Connector Project to complete the traffic study.

DISCUSSION/ANALYSIS

Structural Analysis and RSR Forward Implementation

Staff from Caltrans and BATA will present information regarding the structural analysis and overall asset management plan for the Bridge, as well as an update on the RSR Forward project, at the September 23, 2021 TAM Board Meeting.

In summary:

- Preliminary results indicate that the lowest cost option is to maintain the existing bridge in Desired State of Good Repair through extended service life.
- Caltrans has completed the load rating study and has found that certain elements of the structure are in need of maintenance. Staff from Caltrans will present an overview of these efforts.

BATA is continuing with implementation of the RSR Forward Project. Construction is expected to begin around 2023. Elements include converting the toll plaza to open road tolling and converting one of the three existing general-purpose lanes to a high-occupancy vehicle (HOV) lane, beginning at the I-580/Regatta Avenue Interchange.

Traffic Study

The study assessed the potential impacts of a future third traffic lane on the upper deck of the bridge in weekday morning peak hours only. The study assumed that the moveable barrier currently in place on the upper deck to create the multi-use pathway would be moved every weekday to create this part-time travel lane. The limits of the study were from the junction of I-580/I-80 in Albany to US-101 in Marin. The study also assumed that major elements of the BATA RSR Forward Project would be in place prior to the study year of 2025. The traffic study was completed by Kimley-Horn & Associates and its traffic consultant Fehr & Peers.

The study explored travel times from the intersection of I-80/I-580 to US-101, either northbound (NB) or southbound (SB). For traffic going to NB US-101, the route of travel was simply using I-580. For traffic headed towards SB US-101, two routes of travel were studied, one using WB SFD and the other utilizing a future WB I-580 to SB US-101 direct connector. The study covers 5:00 am to 11:00 am on weekdays only.

In summary, these are the major findings from the study:

- The addition of the third travel lane will cost approximately $70–90 million, largely due to the need for significant capital improvements on the Marin side in order to make a third WB travel lane feasible. Primary components are signage on the bridge; widening of a portion of the WB trestle section, the Main Street Undercrossing, and the I-580 shoulder; and relocation of the Francisco Boulevard East (FBE) on-ramp to a new location west of SFD. Five years of operating costs were also included in the cost estimate. The costs of the RSR Forward project were not included in this estimate.

- For the 79% of the vehicles that exit the bridge WB and head towards NB US-101 or San Rafael, there will be an average travel time savings of two minutes, with an eleven-minute savings during the peak hour.

- For the 21% of the vehicles that exit the bridge and head towards SB US-101 or points along SFD west of US-101, there will be an increased average and peak hour travel time of three minutes. The increase is due to capacity constraints at the SFD off-ramp and along SFD. The study was not able to assess potential travel time impacts for vehicles that exit the bridge and stay on local roads rather than proceeding to US-101.

- A new WB 580 to SB US-101 direct connector would eliminate congestion on the bridge with the third part-time travel lane.

- WB connectivity between FBE and SFD would need to be eliminated. This could be a significant concern for the community.

- The new WB FBE on-ramp would be a more standard design and result in operational improvements compared to the existing hook ramp with a very short acceleration section.

- MTC/BATA has expressed concern that the part-time third lane may induce WB travel demand, in conflict with the goals of the RSR Forward Project to drive mode shift.

- Concerns have also been raised that the increased backup at SFD will just be moving the congestion from east to west.

Water Pipeline Discussions

Recently, Marin Municipal Water District (MMWD) has begun evaluating the feasibility of placing a 24-inch pipeline on the RSRB to bring water to Marin during the current and potential future extreme drought. Two locations on the bridge are being evaluated, one in the current multi-use path and one placed underneath the upper deck. A pipeline on the upper deck multi-use path would likely mean that there would be insufficient room for a third vehicle travel lane, due to the space needed for the pipeline and the barrier. MMWD is still determining if the multi-use path can co-exist with the water pipeline.

MMWD is considering a very aggressive schedule, targeting construction completion by June 2022. Its staff has been in coordination with Caltrans, with Caltrans committed to try to support the schedule as much as possible. Staff from MMWD have indicated that the alignment choice must be made by October to allow for sufficient time to acquire the necessary materials. The western portion of the pipeline is currently anticipated to be installed along FBE and Bellam Boulevard towards a terminus located along SFD.

FISCAL CONSIDERATION

The cost estimated for improvements needed for a third travel lane WB, including operating costs for five years, is approximately $70–90 million. A WB I-580 to SB US-101 connector near the Bellam area would be an additional $220 million. No funding is identified for either of these projects. BATA is funding the RSR Forward project using their own funds.

NEXT STEPS

Staff anticipates making this same presentation to the CCTA Board/Committee in October, and the BATA Oversight Committee in October or November.

A study by University of California (UC) Berkeley of the current multi-use path pilot will be complete in mid-2024 and a decision will be made to either eliminate the barrier or continue with operation of the multi-use path.

Staff will also continue to monitor the development of the possible MMWD water pipeline.

ATTACHMENTS

Attachment A: Presentation

Richmond-San Rafael (RSR) Bridge Updates

Transportation Authority of Marin
Board of Commissioners
September 23, 2021

BAY AREA TOLL AUTHORITY

Caltrans

TAM
Transportation Authority of Marin

CONTRA COSTA
transportation
authority

AGENDA

1. Load Rating Study/Maintenance Projects
2. RSR Access Improvement Pilot Projects
3. RSR Forward
4. Westbound 3rd Lane Study
5. Marin Water Pipeline

ASSET MANAGEMENT STUDY

Toll Bridge Asset Management Plans (AMP)

- June 2020 RSR Specific Observations:
  - No need for immediate replacement.
  - Replacement cost controls over other costs.
  - Lowest-cost scenario using net present value is to maintain existing bridge in Desired State of Good Repair through extended service life.
  - Other considerations may render an earlier replacement more desirable.

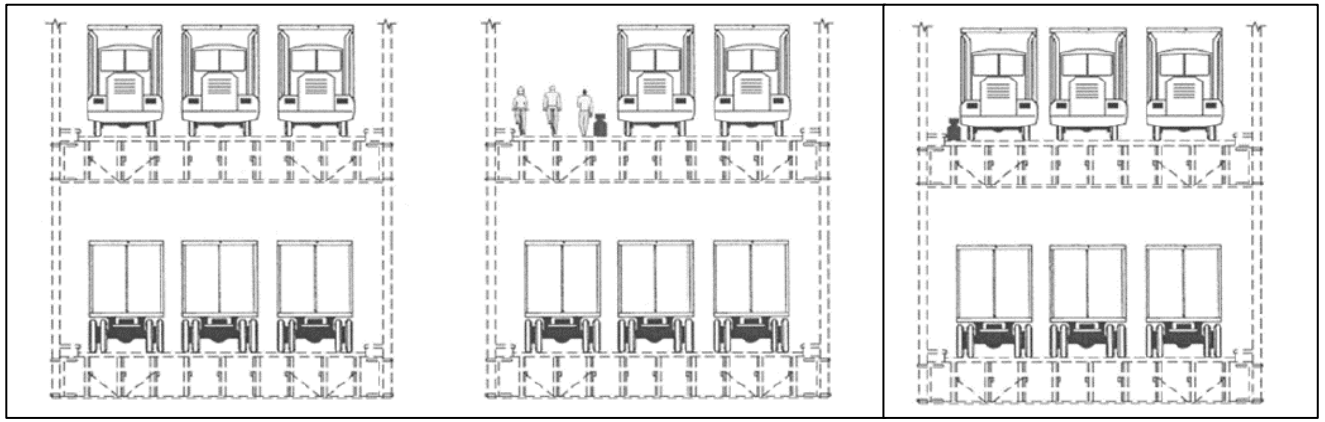
RSR Bridge: Opened in 1956

BAY AREA TOLL AUTHORITY
Caltrans
TAM Transportation Authority of Marin
CONTRA COSTA transportation authority

ASSET MANAGEMENT STUDY

Structural Load Rating Study Update

- Load rating study identified the need for localized strengthening of the superstructure for new Federal load and design requirements from MAP 21.
- Status: Retrofit is scheduled for completion in March 2022.



Original Configuration | **Current Configuration** | **Future Alternative Configuration**

BRIDGE REHAB/MAINTENANCE PROJECTS

Current and Upcoming Projects

Current	Lead	Expected Completion
All Electronic Tolling	BATA	2021
Bridge Painting and Lower Deck Joint Replacement	Caltrans	2023
Gusset Retrofit	Caltrans	2022

Upcoming	Lead	Expected Completion
Electrical Substation Upgrade	Caltrans	2023

BAY AREA TOLL AUTHORITY

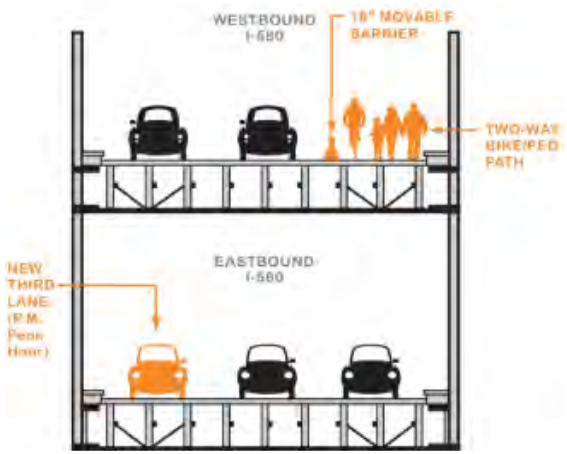
Caltrans

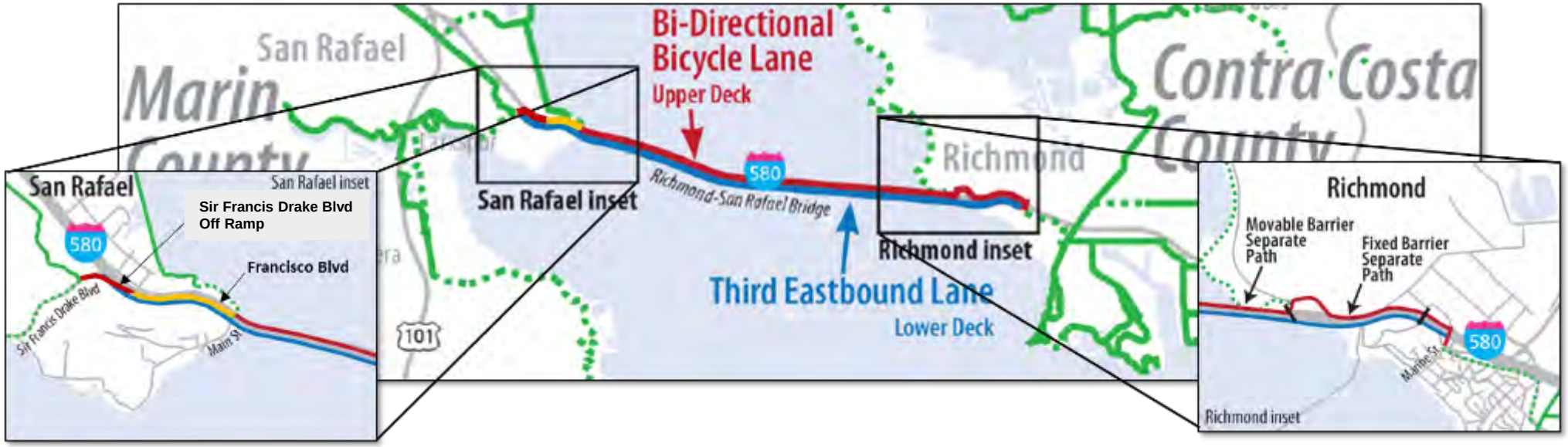
TAM Transportation Authority of Marin

CONTRA COSTA transportation authority

RSR ACCESS IMPROVEMENT PILOT PROJECTS

PKG	DESCRIPTION	STATUS
A	I-580 Eastbound: PEAK PERIOD USE LANE	OPENED APR. 2018
B1	I-580 Westbound: 10’ BICYCLE/PEDESTRIAN PATH Sir Francis Drake Blvd Off Ramp: 8’ BICYCLE PATH	OPENED NOV. 2019 OPENED AUG. 2020
B2	Francisco Blvd East: BICYCLE/PEDESTRIAN PATH (SIDEWALK)	FINAL DESIGN & R/W





RSR ACCESS IMPROVEMENT PILOT PROJECTS

Pilot Study

- Caltrans Headquarters and UC Berkeley PATH are leading the pilot studies and reports, which started in Summer 2018 and the Final Report is expected to be completed in Summer 2024.

- Scope includes collecting bike/ped counts, traffic data, maintenance impacts, incident data, surveys, conducting quarterly meetings, and preparing a final report.

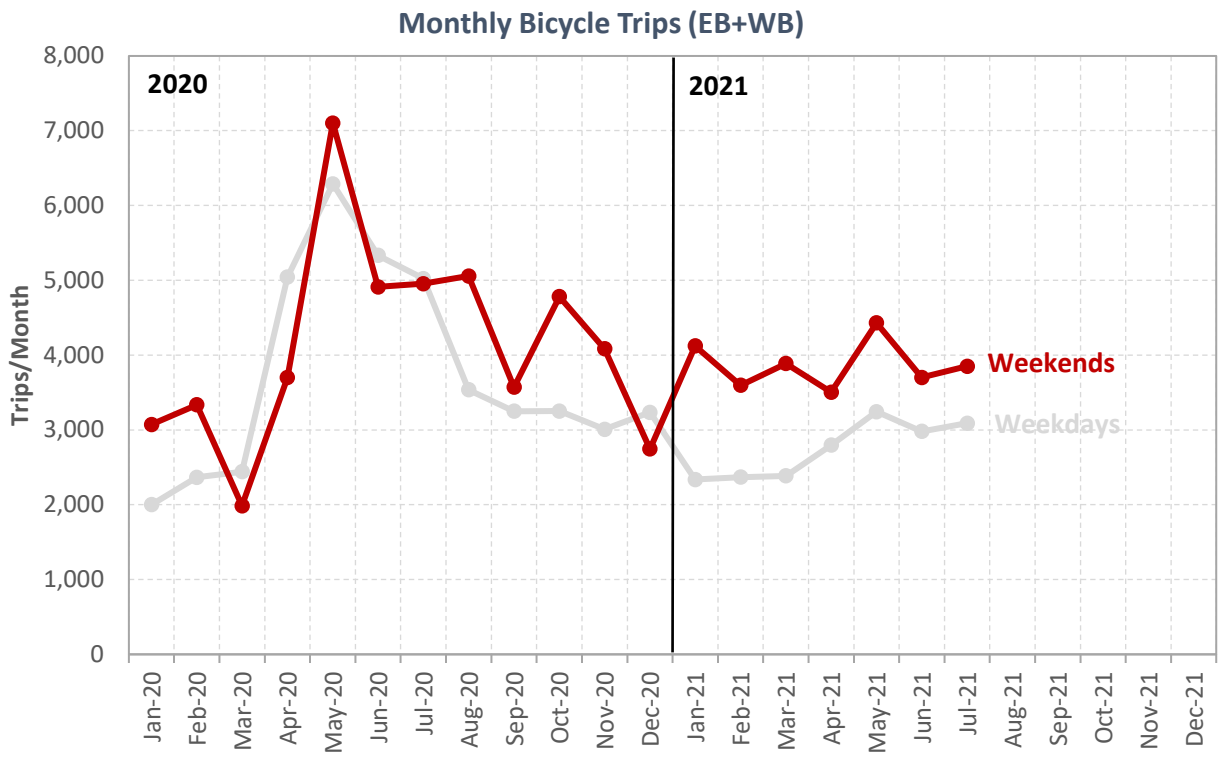
- Final decision on pilot projects is not expected until completion of pilot studies.

RSR ACCESS IMPROVEMENT PILOT PROJECTS

Bicycle Counts (up to June 2021)

- General Observations 2020:
  - Peak in May ’20, consistent through summer weather.
  - Lower in Fall/Winter ’20, likely due to poor air quality and colder weather.

- 2021 Monthly Trip Averages:
  - Weekends: 3,500 – 4,500 trips/month
  - Weekdays: 2,300 – 3,300 trips/month



Source: UC Berkeley PATH Quarterly Update 8/2

BAY AREA TOLL AUTHORITY
Caltrans
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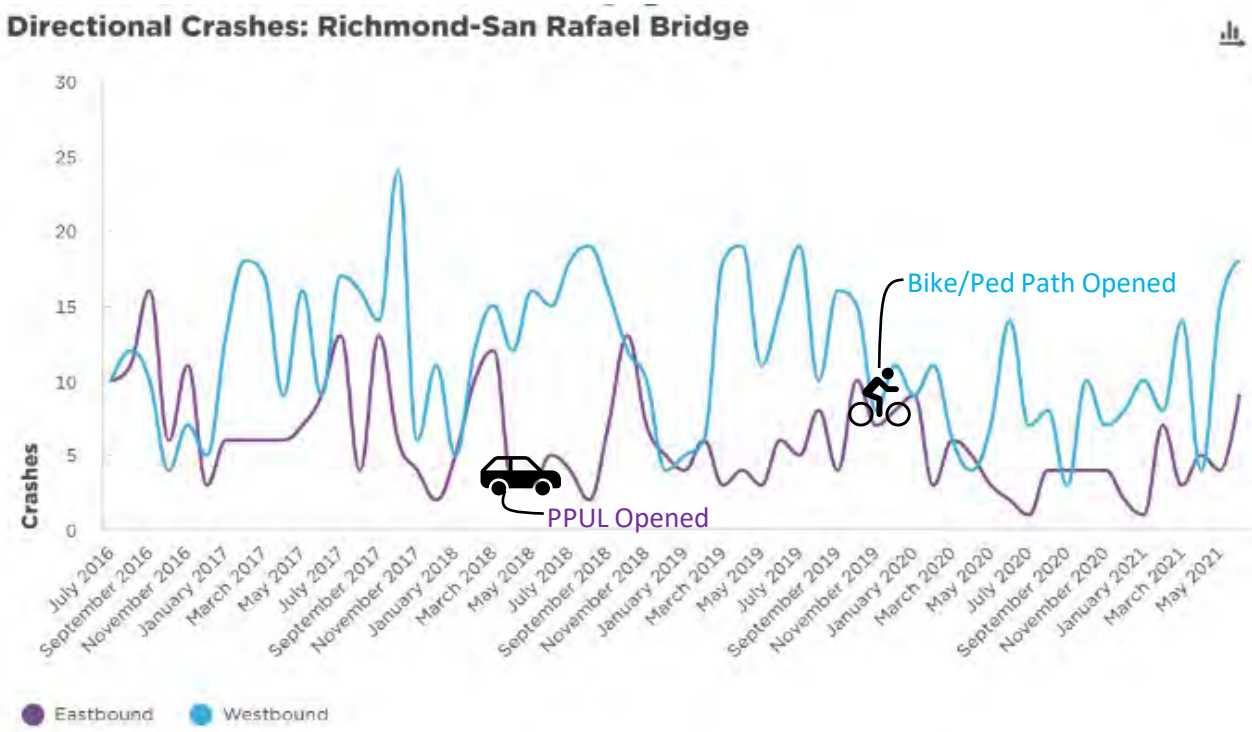
RSR ACCESS IMPROVEMENT PILOT PROJECTS

Vehicle Crashes Per Month



Source: Bay Area Incident Management Dashboard

Incident Management Plan
• Achieve incident response time of 30 minutes
• Added mileposts/markers to locate incidents, per Fire officials request
• Provide operational and maintenance training to CT, Fire Department, CHP
• Upper Deck: Implemented incident response measures due to elimination of shoulder (i.e., ATV, pusher wheels)
• Lower Deck: Coordinate with Caltrans to adjust lane arrows to assist with incident response

BAY AREA TOLL AUTHORITY
Caltrans
TAM Transportation Authority of Marin
CONTRA COSTA transportation authority

RSR FORWARD

(2020-2024)

E-BIKE COMMUTE PROGRAM

Rebates and Incentives

E-BIKE SHARE

First/Last Mile Connections

OPEN ROAD TOLLING

I-580 WB HOV LANE

RSR RIDES

Rides on Bridge led by local organizations and retailers

QUICK BUILD BIKE ACCESS IMPROVEMENTS

Signing & Striping

RICHMOND PKWY INTERCHANGE DESIGN ALTERNATIVE ASSESMENT

Improvements TBD based on Design Alternatives Assessment

INCREASE TRANSIT FREQUENCY

Increase frequency of Golden Gate Transit Transbay Route 40X

BIKE GAP CLOSURES/ IMPROVEMENTS

REWARDS

Miles App for Green Trips

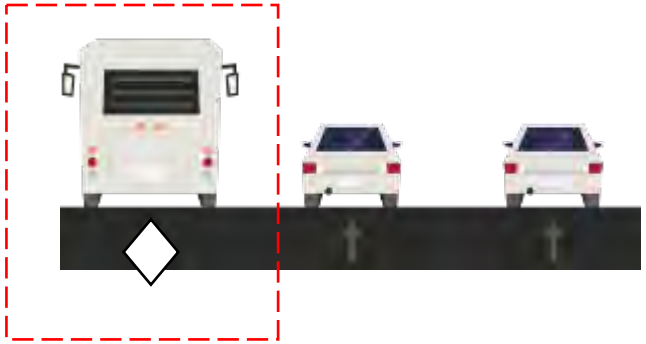
COMMUTE MANAGEMENT TECHNOLOGY PLATFORM

Inform & Support Employer TDM

RSR FORWARD

Open Road Tolling/I-580 WB HOV LANE Project (2024)

1 Open Road Tolling



3 Convert GP Lane to HOV

2 Richmond Pkwy Interchange

BAY AREA TOLL AUTHORITY

Caltrans

TAM Transportation Authority of Marin

CONTRA COSTA transportation authority

WB THIRD LANE STUDY

Traffic Study

- Show benefits/drawbacks of a third WB traffic lane between 5:00AM and 11:00AM on weekdays
  - Lane would be created by moving the barrier on the bridge daily
- Identify improvements in Marin County, if needed
- Previously collected traffic data was used to generate the results
  - Richmond side data: 2016
  - San Rafael side data: 2018-2019
  - Combined data set converted using Year 2019 INRIX data.

BAY AREA TOLL AUTHORITY
Caltrans
TAM Transportation Authority of Marin
CONTRA COSTA transportation authority

WB THIRD LANE STUDY

Scenarios Evaluated

Existing Conditions (2019)

Baseline (2025)
- Assume RSR Forward project is implemented
- Shoulder stays as a multi-use path
- No other improvements in Marin County

Build Alternative 1 (2025)
- Assume RSR Forward project is implemented
- Assume capital improvements on the Marin side are implemented (see next slide)

Build Alternative 2 (2025)
- New Connector from WB I-580 to SB US 101 is added
- Same as Alternative 1 except Third Lane ends at New Connector (instead of SFD)

WB THIRD LANE STUDY

Capital Improvements Summary

Costs Escalated to 2025

Build Alternative 1

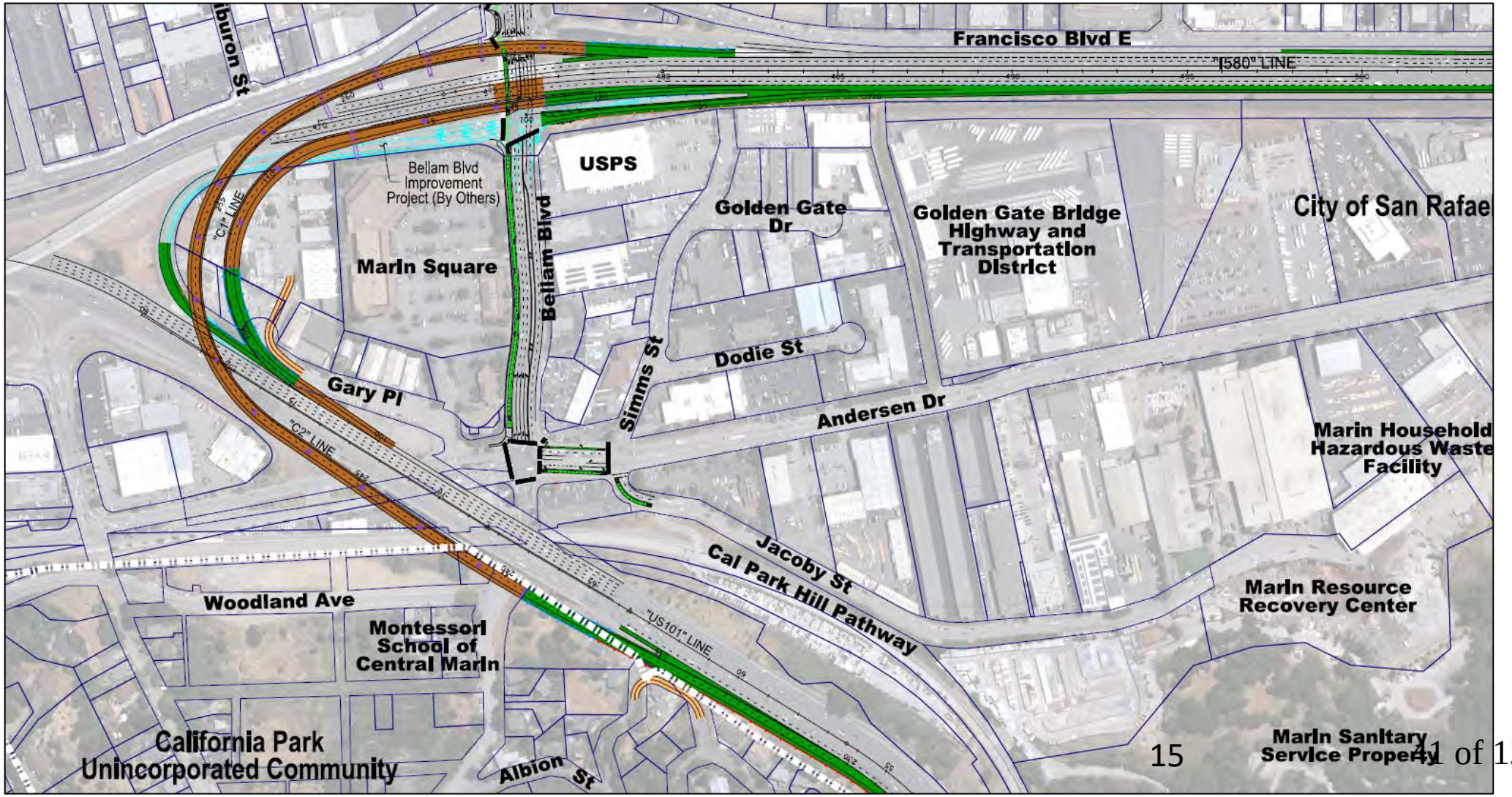
- Improvements on RSR Bridge (signage): up to $20 M
- Widening of portion of RSR bridge: $30 M
- Relocate Francisco Blvd. on-ramp and widen I-580: $35 M
- Barrier Operating Costs ($1M per year for 5-Year Pilot): $5 M
- **Total: Approximately $70-$90 M**

Build Alternative 2

- Build Alternative 1: $90 M
- Direct Connector near Bellam: $220 M
- **Total: Approximately $310 M**

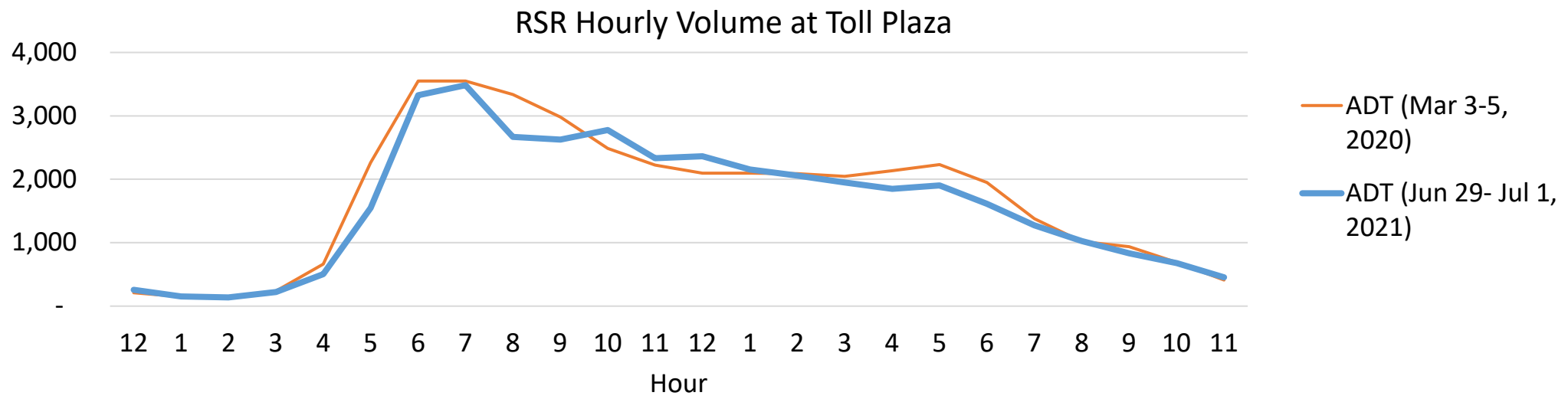
WB THIRD LANE STUDY

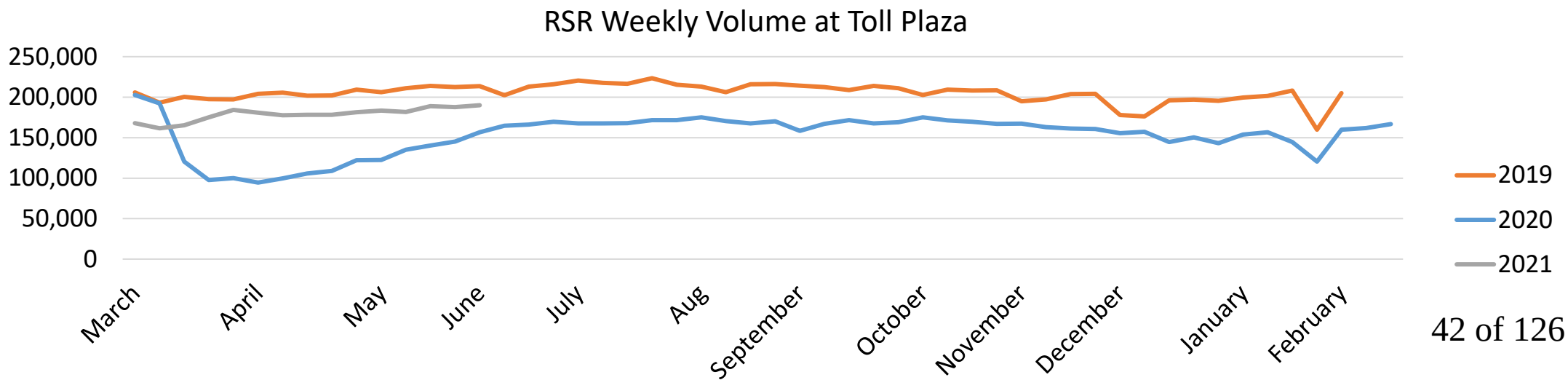
Conceptual WB 580 to SB US 101 Connector



WB THIRD LANE STUDY

WB I-580 Bridge Vehicle Travel (2019 to 2021)



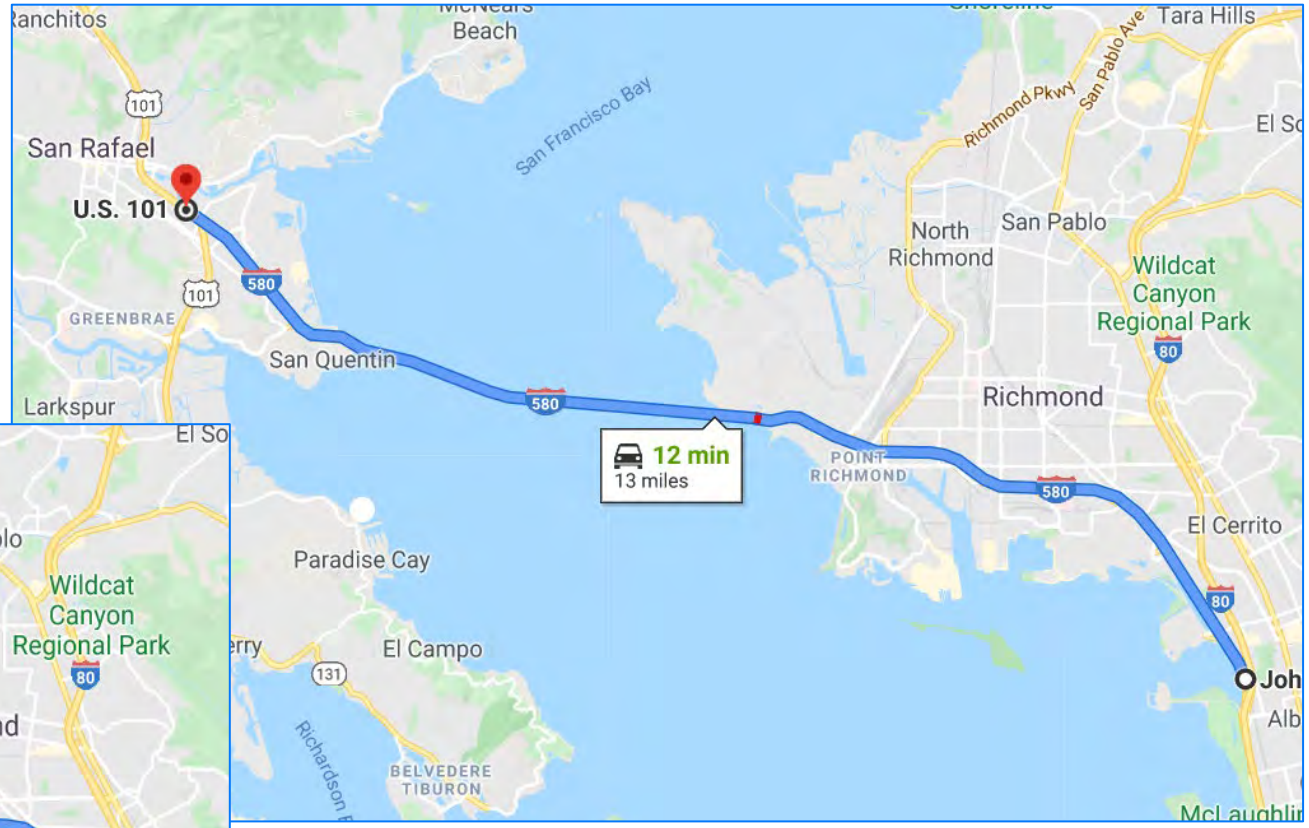


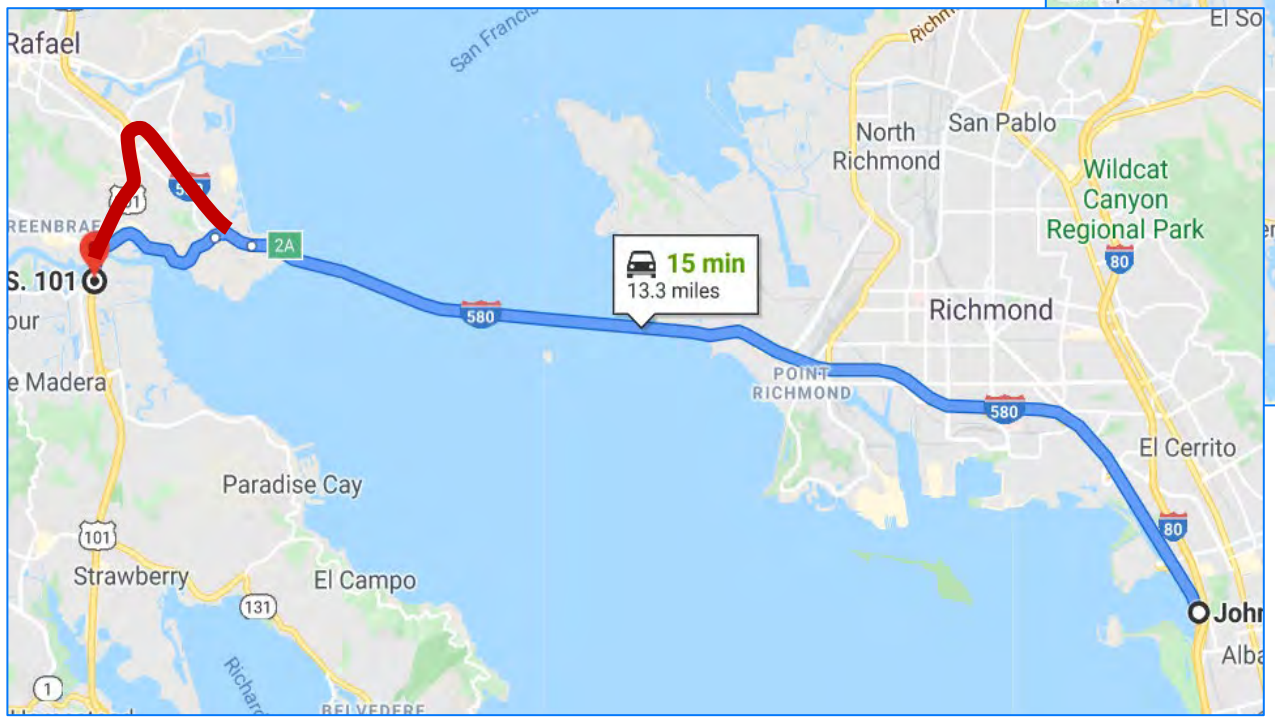
WB THIRD LANE STUDY

Origin-Destination Pairs

Study results are reported by OD Pair

- I-80/I-580 Split to NB US 101
- I-80/I-580 Split to SB US 101





WB THIRD LANE STUDY

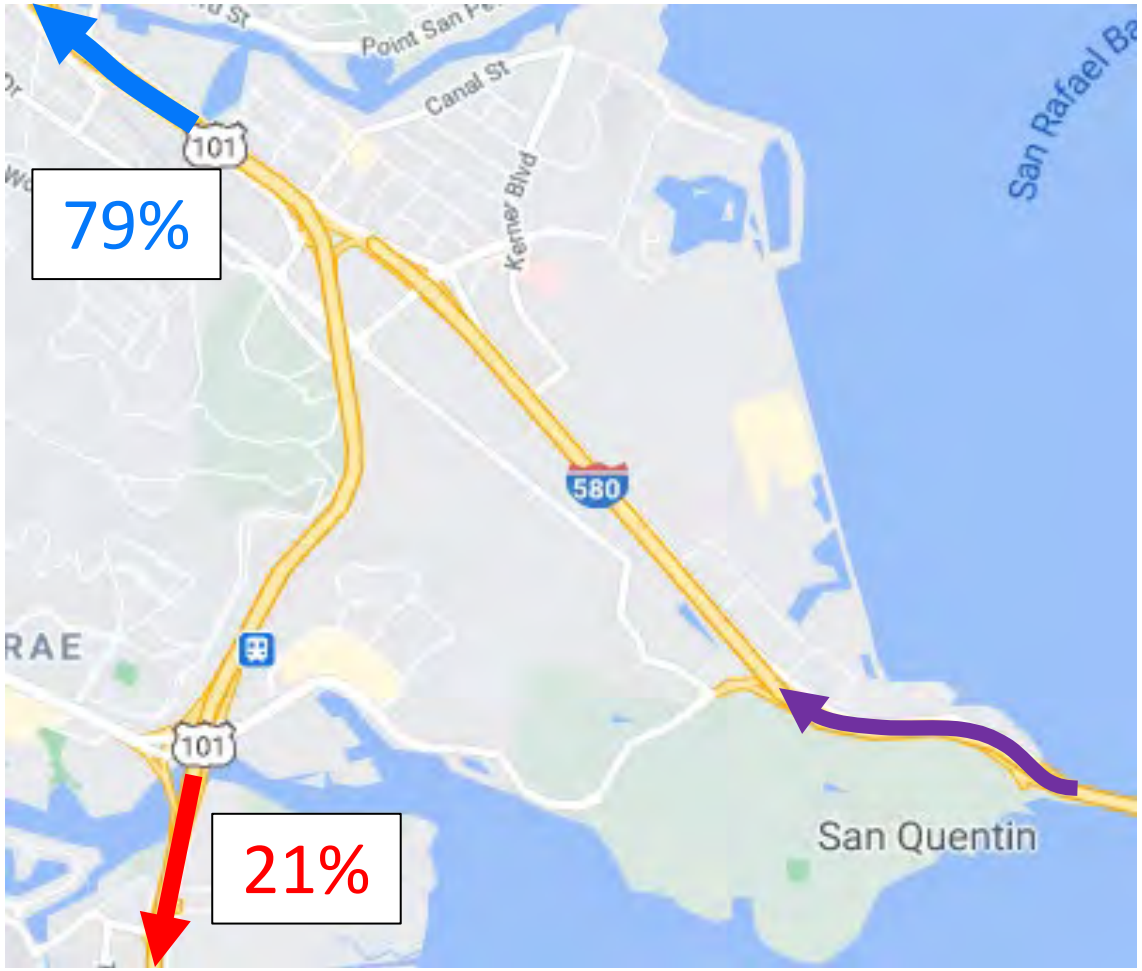
WB I-580 to US 101 Traffic Split

2018 Origin/Destination Data Shows:

Of the traffic that comes across the bridge and continues to US 101

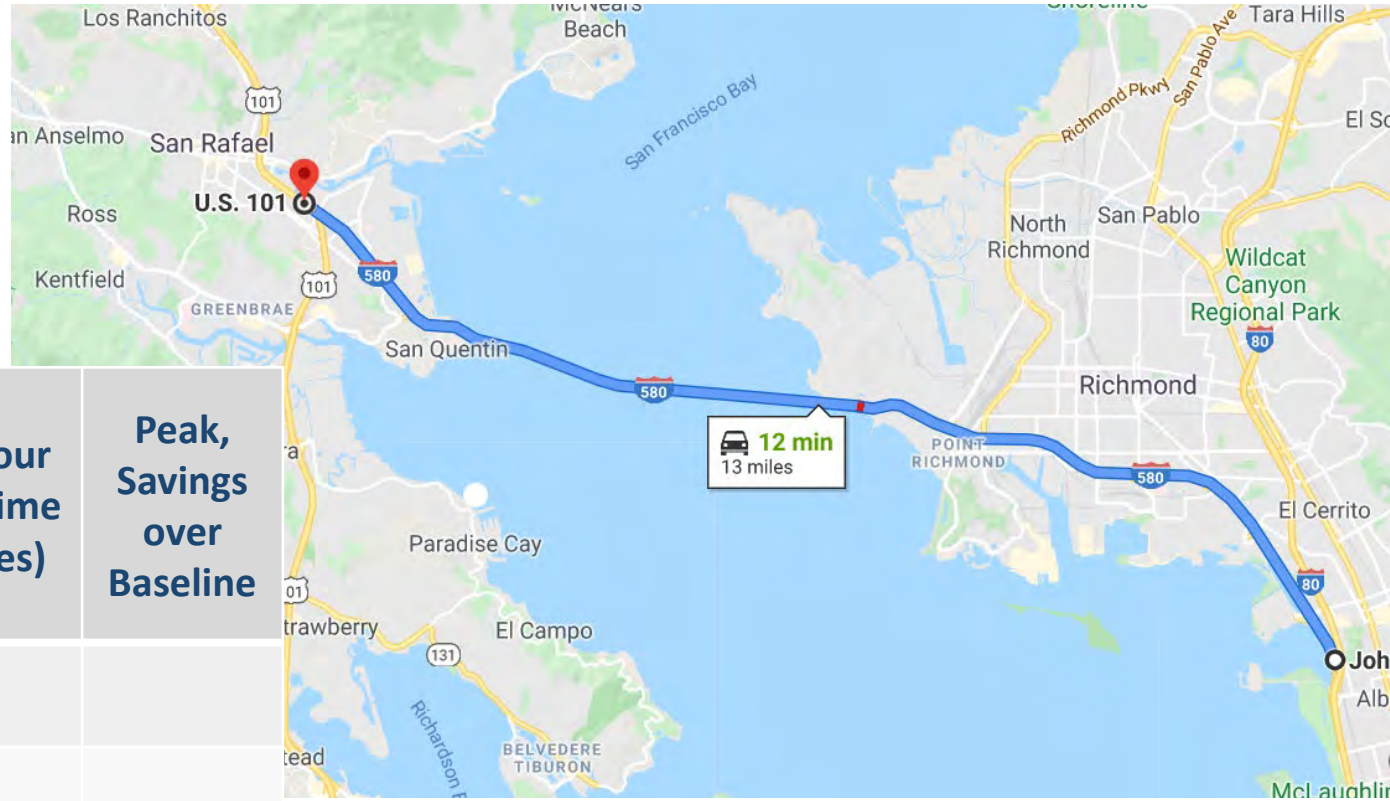
- **79%** of AM traffic continues north onto NB US 101
- **21%** of AM traffic continues south onto SB US 101

- *These numbers do not include traffic that exits to local roads*



WB THIRD LANE STUDY

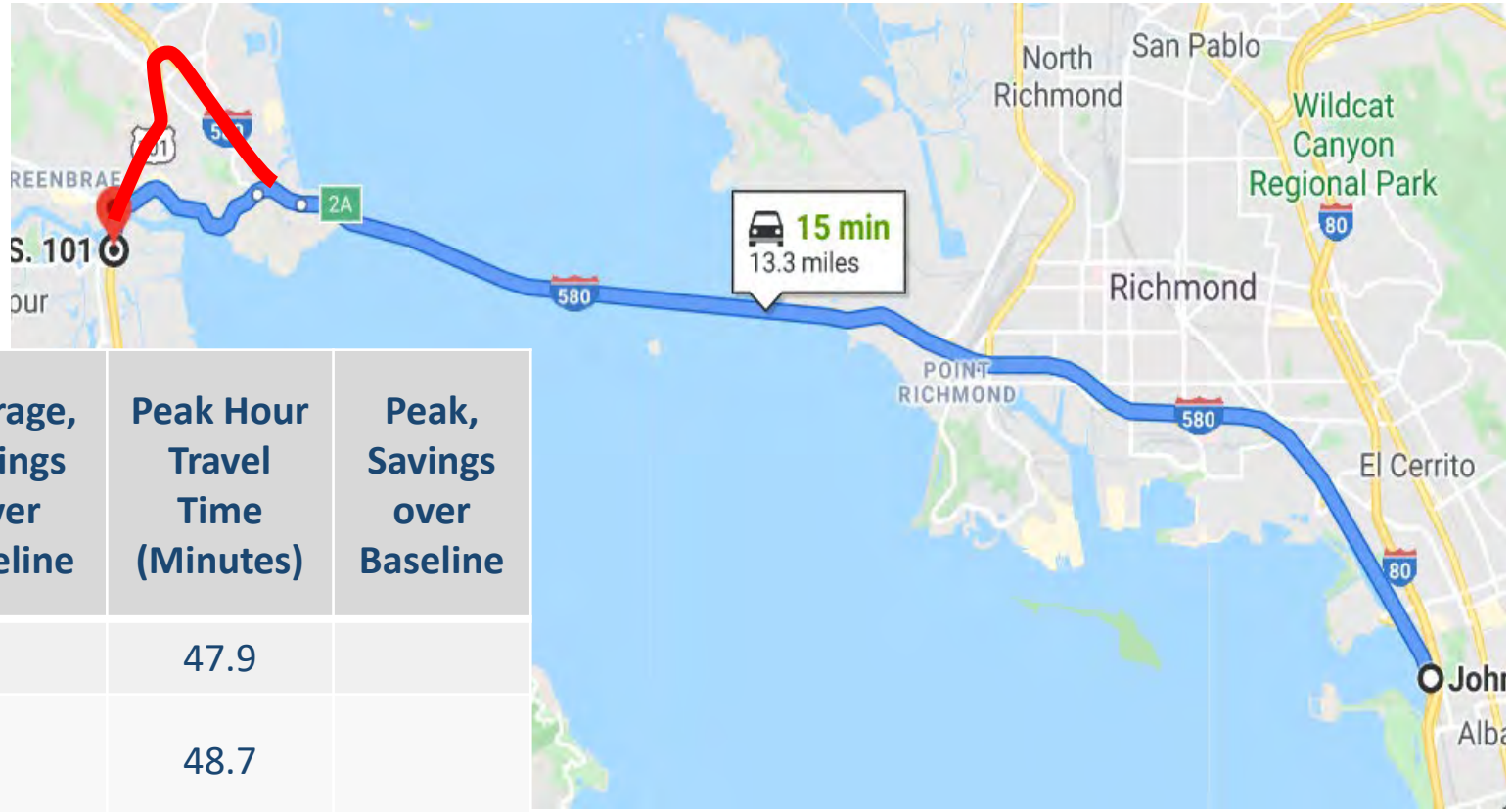
WB I-580 Travel Time: From I-80/I-580 Split to NB US 101 (Downtown San Rafael)



Scenario	Cost Est. (millions)	Average Travel Time Albany to 101 (Minutes)	Average, Savings over Baseline	Peak Hour Travel Time (Minutes)	Peak, Savings over Baseline
Existing (2019)	N/A	23.7		34.7	
Baseline (incl. RSR Forward)	BATA-funded	24.3		43.0	
Alt 1: Part time lane to SFD	$70-90	22.7	7%	32.0	27%
Alt 2: Part time lane to DC	~$310	19.2	21%	31.5	27%

WB THIRD LANE STUDY

WB I-580 Travel Time: From I-80/I-580 Split to SB US 101



Scenario	Cost Est. (millions)	Average Travel Time Albany to 101 (Minutes)	Average, Savings over Baseline	Peak Hour Travel Time (Minutes)	Peak, Savings over Baseline
Existing (2019)	N/A	30.4		47.9	
Baseline (incl. RSR Forward)	BATA-funded	32.6		48.7	
Alt 1: Part time lane to SFD	$70-90	35.5	<9%>	52.0	<6%>
Alt 2: Part time lane to DC	~$310	20.6	37%	32.7	31%

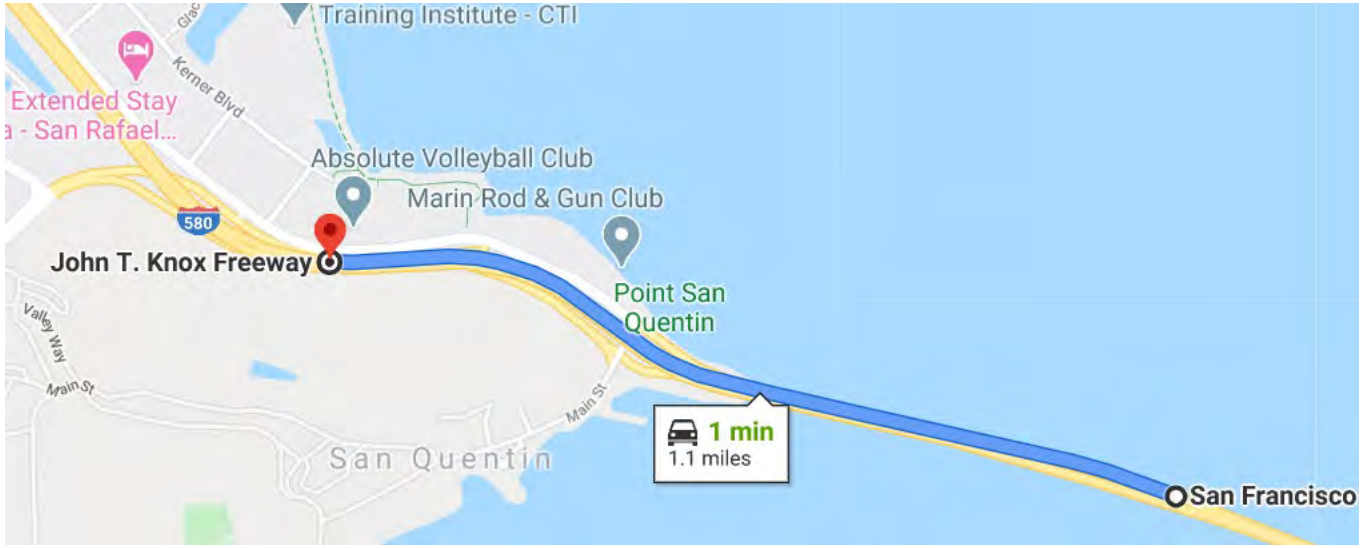
WB THIRD LANE STUDY

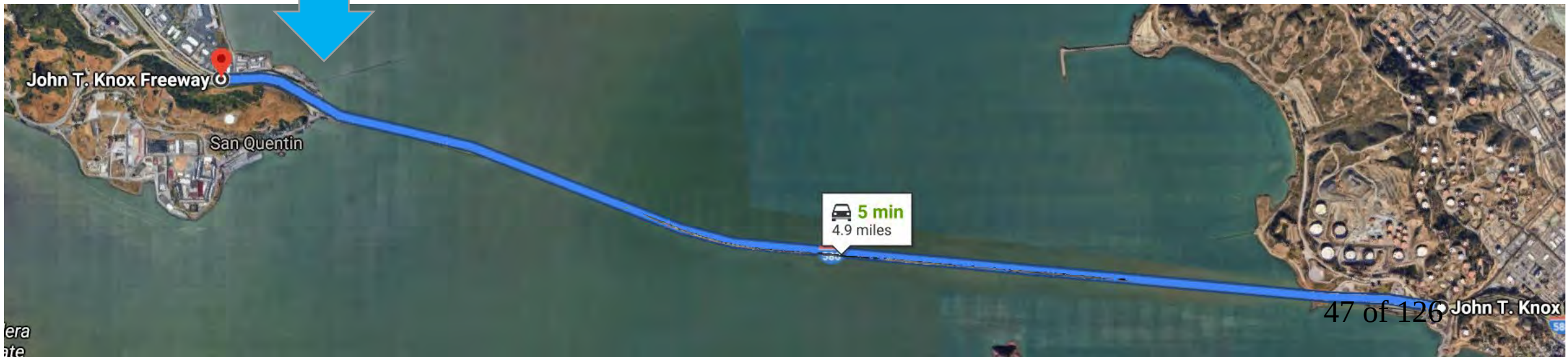
WB I-580 Maximum Queue Length at Sir Francis Drake

Existing: 0.8 Miles (7:45AM)

No Build 2025: 1.1 Miles (8:30AM)

Build Alternative 1: 4.9 Miles (9:15 AM)





WB THIRD LANE STUDY

Summary

- Peak period use lane on the upper deck would require significant new construction on the Marin County side.
- Direct access from Francisco Boulevard East/Morphew Street to Sir Francis Drake Boulevard would not be able to be maintained with the project.
- Traffic headed to northbound US 101 would have a peak hour time savings of 11 minutes with the project (Alt 1) in 2025.
- However, traffic headed to southbound US 101 would have an increased peak hour delay of 3 minutes with the project (Alt 1) in 2025.
    - Travel time savings only possible with construction of WB-SB Direct Connector.
- The Project may shift the congestion and bottlenecks from the toll plaza area to Sir Francis Drake Blvd.
- MTC/BATA has raised concerns that the PPU Lane will result in Induced Demand for vehicles WB on the Bridge, potentially in conflict with the goals of RSR Forward.

MARIN WATER PIPELINE

MARIN WATER

- Marin Municipal Water District (MMWD) is exploring a water pipeline on the RSR Bridge to mitigate for drought, with an aggressive operational schedule by Summer 2022.
- Caltrans is reviewing feasibility for pipeline on bridge, impacts are unknown at this time.
- MMWD is studying two options for a water pipeline on the RSRB including one in the multi-use path.
- Impacts of the multi-use path option are being evaluated, likely would preclude use of the right lane for any future vehicle lane.

BAY AREA TOLL AUTHORITY
Caltrans
TAM Transportation Authority of Marin
CONTRA COSTA transportation authority

SUMMARY

- **Asset Management Study** resulted in no immediate need for bridge replacement and identified need for retrofit/maintenance projects.
- **RSR Access Improvement Project Pilot** studies are ongoing and Final Report is expected in Summer 2024.
- **RSR Forward** near-term strategies to improve transportation demand management and relieve congestion on the westbound bridge approach.
- **Westbound 3rd Lane Study** shows improvement in peak hour travel time savings for some drivers/destinations, slightly worsens others; would require significant new construction in Marin. Cost to implement estimated at $70-90M.
- **Marin Water** evaluating pipeline options across bridge in response to drought.

THANK YOU

BAY AREA TOLL AUTHORITY

Caltrans

TAM Transportation Authority of Marin

CONTRA COSTA transportation authority

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DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: State Legislative Update (Discussion), Agenda Item No. 8

RECOMMENDATION

No action is needed. This is a discussion item only.

BACKGROUND

In January 2021, TAM adopted a Legislative Platform in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies. The TAM Board has also directed staff to monitor relevant legislative bills and adopt positions of support and opposition on bills pertinent to TAM. When appropriate, staff has proposed comment letters to convey TAM's positions on these bills and policies. These bills are arranged in TAM's Bill Matrix for monitoring as the bills progress through the legislative process.

In addition to reporting on legislative bills, staff and Khouri Consulting, TAM's Legislative Consultant, have periodically provided the Board with updates on the state budget and other relevant state issues applicable to TAM. For the September TAM Board meeting, Mr. Khouri will provide updates on:

- FY 21/22 State Budget
- 2022 Senate Bill (SB) 1 Competitive Programs
- Active Transportation Program (ATP) Augmentation Funding
- TAM Bill Matrix

DISCUSSION

FY 21/22 State Budget

In July, Mr. Khouri reported that the State Budget includes a $76 billion surplus, with $38 billion in discretionary spending. A considerable amount of the surplus funds was anticipated for transportation. However, budget trailer bills were needed to determine projects and funding distribution. The state's high speed rail project was one of the focal points for the surplus funds at the time. Mr. Khouri will provide an overview of developments since the State Budget was signed into law on June 28, 2021. A summary on those developments and other related issues can be found in a report (Attachment A) provided by Mr. Khouri.

SB 1 Programs

The California Transportation Commission (CTC) has initiated guideline development workshops for the 2022 SB 1 Competitive Programs that include ATP, the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP).

The series of workshops will last through the end of the year before proposed guidelines are presented to the CTC for adoption. Calls for Projects will follow shortly after guidelines adoption for each program. TAM staff will be participating in the guideline workshops to look for opportunities to favorably position Marin projects for funding.

TAM staff does not believe that projects in Marin would be viable candidates for TCEP funds from the 2022 SB 1 Competitive Programs. TCEP is intended to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. Corridors in Marin are not considered strong candidates for TCEP funds.

TAM was successful in securing $40.1 million in SCCP funds for the MSN Project in December 2020 from the last cycle of funding. TAM staff will be working with our partners on the possibility of submitting an application for SCCP funds for the interim project on State Route 37 from the upcoming cycle.

TAM staff believes that projects in Marin will be competitive for ATP and LPP funds. Corte Madera and San Rafael submitted applications for the last cycle of ATP that scored well and came close to receiving funds. TAM staff will encourage and assist Corte Madera, San Rafael, and others to submit applications for ATP funds, as well as LPP funds.

ATP Augmentation Funding

In May, staff reported that the FY 21/22 State Budget could include $500 million in funds to augment the ATP. The CTC proposed to use these funds to fund more projects submitted through the 2021 ATP cycle. However, the State Budget also required subsequent legislation be enacted before October 10, 2021 for the funds to be released.

Subsequent legislation required to release the $500 million ATP augmentation did not materialize before the Legislature adjourned. The $3.3 billion appropriated for the Governor’s transportation package, including the appropriations for ATP, will revert to the General Fund to be available for potential allocation during the 2022 budget process. As a result, the CTC cannot augment the 2021 ATP with additional funds as previously reported.

TAM Bill Matrix

The TAM Board has directed staff and Mr. Khouri to monitor relevant bills since the beginning of the 2021 State Legislative Session, which are listed in the TAM Bill Matrix shown in Attachment B. September 10, 2021 was the last day for the Legislature to pass bills.

The final TAM Bill Matrix contains 30 bills, of which 29 are state bills and 1 federal bill. Of the 29 state bills, 14 bills were passed by the Legislature and sent to the Governor for signatures. Of the 14 bills, the following have been signed by the Governor as of September 16, 2021:

- AB 128 (Committee on Budget) – Budget Act of 2021
- AB 129 (Committee on Budget) – Transportation Budget Trailer Bill
- AB 361 (Rivas, Robert) – Open Meetings: Teleconferencing
- SB 129 (Skinner) – Supplemental Budget Bill of FY 21/22

The Governor has until October 10, 2021 to sign or veto the remaining 10 bills that include:

- AB 14 (Aguiar-Curry) – Broadband Services
- AB 41 (Wood) – Broadband Infrastructure
- AB 43 (Friedman) – Traffic Safety: Vision Zero
- AB 72 (Petrie-Norris) – Sea Level Rise: Regulatory Review and Permitting
- AB 339 (Lee) – Open and Public Meetings
- AB 955 (Quirk) – Encroachment Permit: Broadband Facilities
- AB 1499 (Daly) – Design-Build Contracts
- SB 4 (Gonzales) – Communications: California Advanced Services Fund
- SB 339 (Wiener) – Road Usage Charge Pilot Program
- SB 643 (Archuleta) – Fuel Cell Electric Fueling Infrastructure

Bills that are not signed or vetoed by the Governor automatically become laws. Since the 2021 Legislative Session is the first year of a two-year legislative session, legislators will have an opportunity to re-introduce legislation that did not pass to the 2022 Legislative Session. A number of bills have already been designated as two-year bills and could remain viable for the 2022 Legislative Session.

AB 361 provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies. AB 361 will extend the exemptions to December 31, 2023, providing more certainty than relying on continuing Executive Orders. Besides the current pandemic, AB 361 also applies to other emergencies, such as floods and wildfire evacuations, if needed. An urgency clause was included in AB 361 that allows the bill to go into effect immediately upon enactment, as opposed to January 1, 2022. TAM penned a letter to the Governor on September 15, 2021, urging him to sign AB 361. On September 16, 2021, the Governor signed AB 361 into law.

FISCAL IMPACTS

No immediate fiscal impacts. Any potential fiscal impacts from the FY 21/22 State Budget to TAM will be reported to the TAM Board at future meetings.

NEXT STEPS

Continue to monitor bills in TAM's Bill Matrix for enactment, developments with the FY 21/22 State Budget, and developments on guidelines for the 2022 SB 1 Competitive Programs.

ATTACHMENTS

Attachment A: Khouri Consulting Report on State Legislative Update – September 2021
Attachment B: TAM Bill Matrix – September 2021

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Attachment A

September 15, 2021

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER 2021

GENERAL UPDATE

The Legislature adjourned the first year of the 2021-22 Session on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session. Majority vote bills go into effect January 1, 2022, urgency items become effective immediately upon enactment.

On September 14, more than 9.1 million votes were cast in the recall election of Governor Newsom. The recall effort failed by a resounding margin of 63.9% to 39.1% per unofficial results reported on the Secretary of State's website. County elections officials must report final official results to the Secretary of State by October 15, 2021. The Secretary of State will summarize and certify the county reports in the official Statement of Vote (Official Results) on October 22, 2021.

FY 2021-22 State Budget Summary

Governor Newsom has signed AB 128 (Ting), the main FY 2021-22 budget bill, and SB 129 (Skinner), the supplemental budget bill, authorizing $262.6 billion in spending, including revenue for transportation infrastructure as follows:

- **Transit and Intercity Rail Capital Program (TIRCP) - $2.6 billion** in funding to augment the annual $500 million, for a total of $3.1 billion divided as follows: $1 billion for rail in preparation for the 2028 Los Angeles Olympics, $1 billion for rail infrastructure statewide, $500 million for grade separations, and $100 million for zero-emission rail and transit equipment purchases.

- **Road Infrastructure - $2 billion** ($1.1 billion special funds through 2028, and $968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.

- **Regional SCS Implementation - $600 million** ($100 million from the General Fund and $500 million federal funds) for Housing and Community Development Department to provide additional planning and implementation grants to regional entities for Sustainable Communities Strategies (SCS) implementation, infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.

- **Active Transportation Program - $500 million** (General Fund) to help clear the backlog for Cycle 5 for active transportation projects and projects identified for completion prior to 2028.

- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure** - **$407 million** ($100 million General Fund, $280 million Public Transportation Account, and $27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.

- **Zero-Emission Buses and Trucks - $1.4 billion** ($1.3 billion General Fund, $87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.

- **Zero-Emission Vehicle (ZEV) Infrastructure** - **$3.2 billion** over three-years for ZEV infrastructure.

- **State and Local Climate Adaption - $400 million** from the General Fund for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.

- **Clean California Program - $1.1 billion** (General Fund) to be appropriated as follows:
  - **$296 million** for local projects on local streets and roads, tribal land, parks, pathways, and at rail and transit centers.
  - **$335 million** for statewide litter cleanup on the state highway system.
  - **$287 million** for beautification projects.

SB 129 also includes language, specifically pertaining to ATP ($500 million), TIRCP ($2.5 billion), and the State and Local Climate Adaption funding ($400 million), stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining $4.2 billion Proposition 1A appropriation for high-speed rail. Governor Newsom is requesting the funds to complete high-speed rail construction in the San Joaquin Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.

The legislature has been reluctant to grant the funding, citing those investments into existing rail systems would be more beneficial. There has also been a difference of opinion on electrifying the high-speed rail system versus examining the usage of alternative fuel sources, such as hydrogen to propel the system. Hydrogen technology however is not advanced enough to allow for travel at high speeds, which is a requirement of Proposition 1A.

Given that the legislature and Governor were unable to come to an agreement on exhausting the $4.2 billion appropriation of Proposition 1A funds for high-speed rail, the $3.4 billion in General Fund money proposed for the Transit and Intercity Rail Capital Program (TIRCP) ($2.5 billion), Active Transportation Program ($500 million), and State and Local Climate Adaption ($400 million), are no longer available. Conversations are expected to be renewed in January with the release of the 2022-23 State Budget and funds may be reconsidered.

Farebox Recovery Relief

On July 16, Governor Newsom signed AB 149 (Committee on Budget). This bill extends statutory relief in meeting farebox ratio recovery (FRR) requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program, and State of Good Repair funds, through FY 22-23. It also suspends Transportation Development Act and STA penalties for this duration. The bill also adds a list of new exemptions from the FRR calculation including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.

Governor's Climate Action Plan for Transportation Infrastructure

On July 12, the California State Transportation Agency announced its adoption of the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI). The purpose of the plan is to implement Governor Newsom's Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled reduction, and investments into passenger rail prioritized over highways, particularly capacity projects. Impacted funding programs include the Highway Safety Improvement Program (HSIP), State Transportation Improvement Program (STIP), Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), SHOPP, Trade Corridor Enhancement Program (TCEP), and Transit and Intercity Rail Capital Program (TIRCP).

CAPTI policy could require TAM to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure AA. While the state cannot make adjustments to locally approved sales tax expenditure plans, as the owner/operator of the state highway system, it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources.

2022 SB 1 Cycle 3 Competitive Grant Programs

2022 SB 1 Cycle 3 guidelines will be discussed later this Fall through December with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, and program adoption expected in summer of 2023.

Active Transportation Program (ATP)
The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded $450 million this March for Cycle 5.

Solutions for Congested Corridors Program (SCCP)
The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes $250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Local Partnership Program (LPP)
The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at $100 million annually.

Trade Corridor Enhancement Program (TCEP)
The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately $300 million provided per year (programmed in 2-year increments) for the competitive program.

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 11 (Ward) **Climate Change: Regional Climate Change Authorities**	1/25/21 Two-Year Bill Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 14 (Aguiar-Curry) **Communications: broadband services: California Advanced Services Fund: surcharges**	9/9/21 Sent to the Governor	This bill would authorize the Public Utilities Commission to impose the surcharge to fund the CASF until December 31, 2032 instead of through 2022. The purpose of the bill is to provide broadband access to no less than 98% of all Californians.	**Support** **MTC: None** **CSAC: Support** **League: Support**
AB 34 (Murasutchi) **Communications: Broadband for All Act of 2022**	5/20/21 Assembly Appropriations Held in Committee	This would enact the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of $10 billion in state general obligation bonds to fund increased infrastructure and access to broadband services.	**Watch** **MTC: None** **CSAC: Support** **League: Support**
AB 41 (Wood) **Communications: Broadband Infrastructure**	9/10/21 Governor's Desk	This bill would require Caltrans, as part of those projects that are specifically funded in this year's Budget and are located in priority areas, to ensure that construction includes the installation of conduits capable of supporting optic communication cables.	**Watch** **MTC: None** **CSAC: None** **League: None**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 43 (Friedman) **Traffic Safety: Vision Zero**	9/9/2021 Governor's Desk	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian-and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	**Support** **MTC: None** **CSAC: Support** **League: None**
AB 51 (Quirk) **Climate Change: Regional Climate Adaptation Planning Groups and Plans**	1/11/2021 Two-Year Bill Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 67 (Petrie-Norris) **Climate Change: Sea-Level Rise Working Group**	4/14/2021 Assembly Appropriations Held in Committee	This bill would require a state agency to consider the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 72 (Petrie-Norris) **Natural Resources Agency: Coastal Adaptation Projects: Sea Level Rise: Regulatory Review and Permitting: Report**	9/7/2021 Governor's Desk	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	**Watch** **MTC: None** **CSAC: None** **League: None**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 117 (Boerner Horvath) **Electric Bicycles**	8/27/2021 Senate Appropriations Held in Committee	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Incentive Pilot Project to provide incentives for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill has been amended to prioritize incentives for low-income households, which do not exceed 120 percent of the area's median income. This bill is superseded by SB 129, Chapter 69, Statutes of 2021, which contains $10 million to establish the Electric Bicycle Incentives Project by no later than July 1, 2022, to provide financial incentives for purchasing electric bicycles. The California Air Resources Board would administer the program.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 128 (Committee on Budget) **Budget Act of 2021**	7/13/21 Signed by the Governor Chapter 21, Statutes of 2021	This bill is the main budget bill, which contains over $5.4 billion in funding for transportation infrastructure.	
AB 149 (Committee on Budget) **Transportation budget trailer bill**	7/16/21 Signed by the Governor Chapter 81, Statutes of 2021	This bill would extend the relief for farebox recovery requirements for receiving STA, LCTOP and State of Good Repair funds, through FY 22-23. It also suspends TDA and STA penalties for this duration. The bill adds several new exemptions from the FRR calculation including on-demand service and micro transit service beyond fixed-route service; costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 339 (Lee) **State and local government: open and public meetings**	9/8/2021 Governor's Desk	This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option. In-person testimony would be required, except in the case of a declared emergency. The bill also requires that a local official's address to be posted for purposes of providing public comment, which does not seem necessary if a virtual medium is provided. TAM should seek an amendment allowing for flexibility to continue to meet remotely, in-person or both simultaneously.	**Support if amended** **MTC: None** **CSAC: Oppose** **League: Oppose**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 361 (Rivas, Robert) **Open Meetings: Local Agencies: Teleconferences**	9/10/2021 Signed by Governor	This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	**Support** **MTC: None** **CSAC: Support** **League: Support**
AB 629 (Chiu) **San Francisco Bay Area: Public transportation**	4/26/2021 Two-Year Bill Assembly Appropriations	Requires the Metropolitan Transportation Commission (MTC) to consult with transit agencies in the nine-county San Francisco Bay Area to provide more seamless service across its jurisdiction.	**Watch** **MTC: Support** **CSAC: None** **League: None**
AB 745 (Gipson) **Air pollution: Clean Cars 4 All Program**	4/22/2021 Two-Year Bill Assembly Appropriations	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection. This item was addressed in the state budget by providing $500 million through SB 129.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 786 (Cervantes) **CTC Executive Director**	2/16/21 Two-year bill Assembly Transportation	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the Commission's Executive Director.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 955 (Quirk) **Highways: encroachment permits: broadband facilities**	9/8/2021 Governor's Desk	This bill would establish additional procedures for Caltrans' review of an application for an encroachment permit for a broadband facility. Caltrans would have 30 days to process a permit.	**Watch** **MTC: None** **CSAC: None** **League: None**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1049 (Davies) **Public Transportation Account: Loan Repayment**	3/4/21 Two-Year Bill Assembly Transportation	The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to $55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require $54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1069 (Lackey) **Zero-Emission Vehicles for Underrepresented Communities**	3/4/21 Two-Year Bill Assembly Transportation	This bill would set a goal of having 60% of all zero-emission vehicles to be purchased by underrepresented communities, which is defined as an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, or who self-identifies as gay, lesbian, bisexual, or transgender.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1499 (Daly) **Design-Build Contracts**	9/7/21 Governor's Desk	This bill would extend the sunset date of January 1, 2024, until 2034, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 4 (Gonzalez) **Communications: California Advanced Services Fund**	9/9/21 Governor's Desk	This bill would require the Governor's Office of Business and Economic Development ("GO-Biz") to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity. The purpose of the bill is improve internet speeds statewide, particularly in unserved areas, that have limited speeds of 10 mbps. Appropriations amendments limit the amount collected statewide each year to $100 million.	**Support** **MTC: None** **CSAC: Support** **League: Support**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 129 (Skinner) **Supplemental Budget Bill of 2021-22**	6/28/21 Signed by the Governor Chapter 69, Statutes of 2021	This "budget bill junior" amends the Budget Act of 2021 by adding and repealing items of appropriation and making other changes. It contains many items related to transportation infrastructure including $2.7 billion in zero-emission vehicle infrastructure. The bill also includes language, specifically pertaining to Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining $4.2 billion Proposition 1A appropriation for high-speed rail.	**MTC: None** **CSAC: None** **League: None**
SB 261 (Allen) **Regional Transportation Plans: Sustainable Communities Strategies**	4/19/21 Two-year bill Senate Transportation	This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	**Watch** **MTC: None** **CSAC: Oppose** **League: None**
SB 339 (Wiener) **Road Usage Charge Pilot Program**	9/9/21 Governor's Desk	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 542 (Limón) **Zero-emission Vehicles: Fees**	6/1/21 Two-year bill Senate Floor Inactive File	This bill has been amended to apply to discounting the vehicle license fee (VLF) for medium or heavy duty zero-emission trucks. Since the VLF does not impact transportation funding, the bill no longer has an impact on TAM.	**Watch** **MTC: None** **CSAC: None** **League: None**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 551 (Stern) **California Electric Vehicle Authority**	8/19/21 Assembly Appropriations Held in Committee	This bill would establish the California Electric Vehicle Authority within the Governor's office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, and economic development. Appropriations amendments are technical in nature.	**Support** **MTC: None** **CSAC: None** **League: None**
SB 643 (Archuleta) **Fuel Cell Electric Fueling Infrastructure**	9/9/21 Governor's Desk	This bill would require the California Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 674 (Durazo) **Public Contracts: workforce development: transportation-related contracts**	9/9/21 Assembly Floor Inactive File	This bill has been amended to require the Labor and Workforce Development Agency (LWDA) to create the California Jobs Plan (CAJP), which requires private entities bidding on covered transportation-related contracts over $10 million, excluding contracts for road, bridge, or highway construction, to include as part of their application a CAJP form stating information about jobs created and retained, and specifies that the CAJP is scored as part of the overall application and included in the awarded contract as a material term.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 771 (Becker) **Sales Tax on Zero-Emission Vehicle Exemption**	5/26/21 Two-year bill Held at Assembly Desk	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. The requested amendment would be to restore the local reimbursement provision for lost local sales tax revenues. The bill no longer impacts local sales tax revenue given the author's May 11 amendment, and for that reason, the recommendation is to change TAM's position from "Oppose Unless Amended" to a Watch.	**Watch** **MTC: None** **CSAC: Neutral** **League: None**

Attachment B

TAM Bill Matrix – September 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
HR 1019 (Panetta, Blumenauer) **E-Bike Act: Federal Tax Credit for E-Bikes**	2/11/2021 House - Ways and Means	This federal bill creates a tax credit that covers 30% of the cost of an electric bike (e-bike), up to $1,500 (or $3,000 for joint returns), applicable to e-bikes costing under $8,000, and is fully-refundable, allowing lower-income workers to claim the credit. Credit can be applied to e-bikes that have pedals, a saddle, a motor of less than 750 watts and that meet one of the three-class definitions: class 1 (20 mph max with no throttle), class 2 (20 mph max with throttle), or class 3 (28 mph max with no throttle). The credit can only be used for new e-bikes.	**Watch** **MTC: None** **CSAC: None** **League: None**

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action), Agenda Item No. 9

RECOMMENDATION

The TAM Board adopts programming priorities as recommended in Attachment C for FY21/22 and FY22/23 Transportation for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 Funds.

At its September 13, 2021 meeting, the Funding, Programs & Legislation (FPL) Executive Committee reviewed the item and unanimously voted to refer staff's recommendation to the TAM Board for approval.

BACKGROUND

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. BAAQMD has the discretion to review projects based on their ability to reduce emissions and must approve all projects submitted.

TAM receives relatively small amounts of funding from TFCA and TDA Article 3 annually, and received comments from the TAM Bicycle and Pedestrian Committee (BPAC) and the Marin County Public Works Association (MPWA) in the past that it would be more effective to program the funds on a 2-year cycle. Staff took the suggestion and started the 2-year programming cycle of the two funding sources in 2019.

Staff issued a Multi-Fund Call for Projects on May 20, 2021, initially with $728,254 in TFCA funds and $545,000 in TDA Article 3 funds. Subsequently, TAM staff amended the funds available based on an updated July 2021 TDA Revenue Report from MTC that increased the FY21/22 funds available to $742,316. While the included amounts for FY21/22 are based on confirmed amounts available, the amounts included in the Call for Projects for FY22/23 are estimates based on historical trends, and allocations will be adjusted based on actual revenues. Any additional funding above and beyond the estimated FY22/23 amounts will be used to supplement funding for the highest ranked project shown in Attachment C; if for any reason revenues are reduced, the funding will be reduced from the lowest ranked project. In total, $1,307,316 is included in the Call for Projects, based on the amounts in the following table:

	TFCA	TDA 3	FY Totals
FY21/22	$393,254	$349,062*	$742,316
FY22/23	$335,000**	$230,000**	$565,000
Fund Source Totals	$728,254	$579,062	$1,307,316

*MTC Adjusted from $314,803 to $349,062 in July 2021
**Estimated amounts for FY22/23

DISCUSSION/ANALYSIS

By the application deadline of July 6, 2021, seven applications were received from seven sponsors, requesting a total of $2.1 million, as shown below:

- Town of Corte Madera: Corte Madera Path/Echo Avenue Connector - $175,000
- County of Marin: Lomita Drive Gap Closure Project - $287,500 (only eligible for TDA 3)
- City of Larkspur: Doherty Drive Safe Pathways to Schools Phase II - $500,000
- Marin County Parks: Mill Valley Sausalito Pathway Resurfacing Project - $100,000 (only eligible for TDA 3)
- Town of Ross: Laurel Grove Safe Pathways Project Phase III - $75,000 (only eligible for TDA 3)
- City of San Rafael: Grand Avenue Class IV Cycle Track - $650,000
- TAM: North - South Greenway Gap Closure Project in Central Marin Northern Segment - $315,000 (only eligible for TDA 3)

Project Evaluation

Each application was screened by TAM staff, and evaluated based on the following criteria:

- Regional Significance
- Readiness to Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity

For this cycle, TAM staff added a criterion to the application asking sponsors to identify how/whether their project supports equity. Other criteria remained largely the same as in previous cycles.

The evaluation panel recommended funding the top-ranking projects, while considering funding eligibility, and with the goal of funding projects that are shovel ready and can go to construction relatively soon. The recommendation of the panel is concurrent with the programming priorities as recommended in Attachment C of the item.

As noted in Attachment C, the North - South Greenway Project was ranked highest for its major regional significance, gap closure, other major funding commitments, and the need to close the funding gap caused due to unforeseen project complications during construction. TAM staff will return to the TAM Board with additional information about the project in an upcoming Board Meeting.

Bicycle Pedestrian Advisory Committee and Marin Public Works Association Input

The BPAC met on July 21, 2021 to review the applications and staff's funding recommendations. The meeting took place without sufficient attendance for a quorum. However, all BPAC members present unanimously supported staff's recommendation after hearing presentations from project sponsors and discussing the merits of each project.

On August 18, 2021, TAM staff circulated the recommendation shown in Attachment C to the public works directors of MPWA, requesting input regarding recommended programming. The comments provided in response demonstrated support for the recommendations.

FISCAL CONSIDERATION

The TFCA revenue is included in TAM's annual budget. Expenditures associated with the projects that will receive TFCA funds will be included in TAM's annual budget during the years the expenditures will occur. Following Board approval, TAM will enter into funding agreements with those project sponsors.

The TDA Article 3 funds have no direct fiscal impacts to TAM. Project sponsors will be entering into funding agreements with MTC and seek reimbursements from MTC directly.

NEXT STEPS

Following approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC. Please note that TFCA guidelines require a recommended list of projects to be submitted to BAAQMD by November 2021. TAM has already received tentative approval from BAAQMD staff for the funds programming in FY21/22 and FY22/23. However, TAM staff must formally have BAAQMD review and approve the funding programmed for FY21/22 this year and funding programed for FY22/23 next year since the guidelines for the program change annually. On the other hand, the TDA Article 3 funds can be programmed any time, and the funds programmed for FY21/22 can be made available immediately upon submittal to MTC, while the funds programmed for FY22/23 can be approved concurrently but not allocated until FY22/23.

ATTACHMENTS

Attachment A: Project Descriptions & Images
Attachment B: Project Application Eligibility Determination
Attachment C: Project Ranking & Funding Recommendations
Attachment D: Presentation

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Project Descriptions

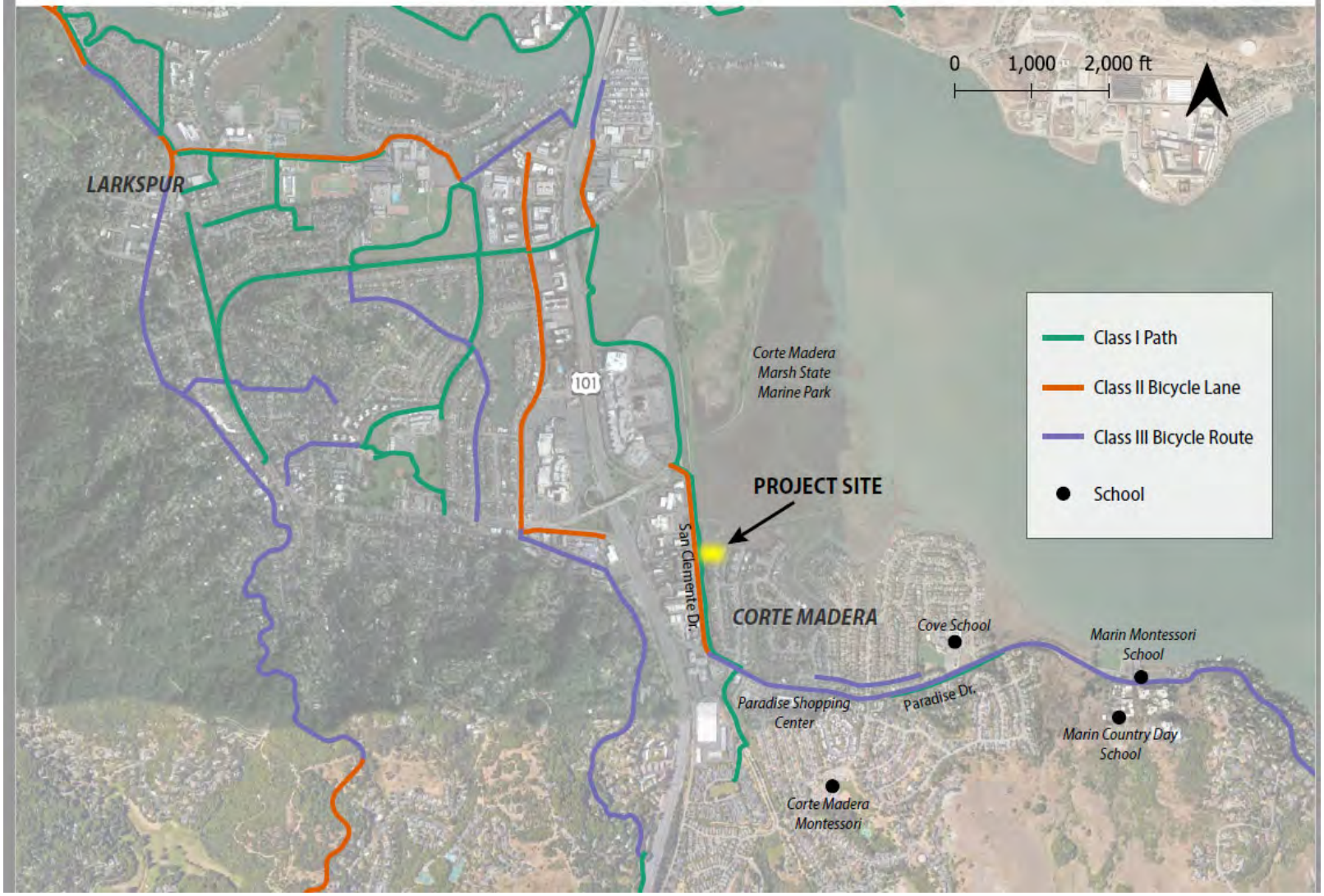
Sponsor	Project	Description
Corte Madera	Corte Madera Path/Echo Avenue Connector	The project is a multi-use path (MUP) connecting the Corte Madera Path at San Clemente Drive with Echo Avenue in Corte Madera. This part of the Bay Trail is a popular walking and cycling route for recreation, general transportation, and commuting to nearby schools. Pedestrians and cyclists currently use a worn, 5-foot-wide dirt path to reach Echo Avenue, letting them bypass one block of busy Paradise Drive on quieter roads and allowing neighborhood residents direct access to the Path. This unofficial trail is narrow and can be slippery when wet. A paved connector between San Clemente Drive and Echo Avenue would enhance user safety and comfort. The MUP would have a width of 8 feet with two-foot buffers, accommodating bi-directional traffic.
County of Marin	Lomita Drive Gap Closure Project	The project will construct an approximately 450' long sidewalk along Lomita Drive east of Shell Road. Vehicles, bicycles and pedestrians all share the roadway from Shell Road to the end of road at the Horse Hill multi-use path to Corte Madera. With pedestrians walking in the roadway which is also heavily used by cyclists, combined with the roadway's slope and sharp curve visibility is limited. The project will provide a continuous sidewalk for pedestrians between the multi-use path and the existing sidewalk that continues westward from Shell Road towards Edna Maguire School and the Mill Valley-Sausalito path.
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	This project will complete the gap in pedestrian and bicycle improvements from the Riviera Circle/Redwood High School driveway to the Doherty Drive/Lucky Drive/Redwood High School driveway in the City of Larkspur. Project proposal includes: separated, ADA-accessible and paved multi-use pathway for pedestrians and bicyclists, improved connection to the multi-use trail to the east of Redwood High School, and removal of visual barriers adjacent to the project limits that reduce available sight distance.
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	The 1.4 mile portion of 10' wide Class 1 pathway from Gate 6 to Almonte Boulevard, has not been repaved or resurfaced since 1981. This busy pathway sees on average 2,500 users per day and over 5,000 on busy days. It serves as a key non-motorized commuter link, as well as being part of the Safe Routes to Schools, Bay Trail, and North-South Greenway routes. The southern pathway is deteriorated, with extensive longitudinal and transverse cracking, depressions, and raveling. This project will address short-term maintenance issues through a micro-surfacing and crack sealing treatment, for an overall improved pathway surface.

Project Descriptions

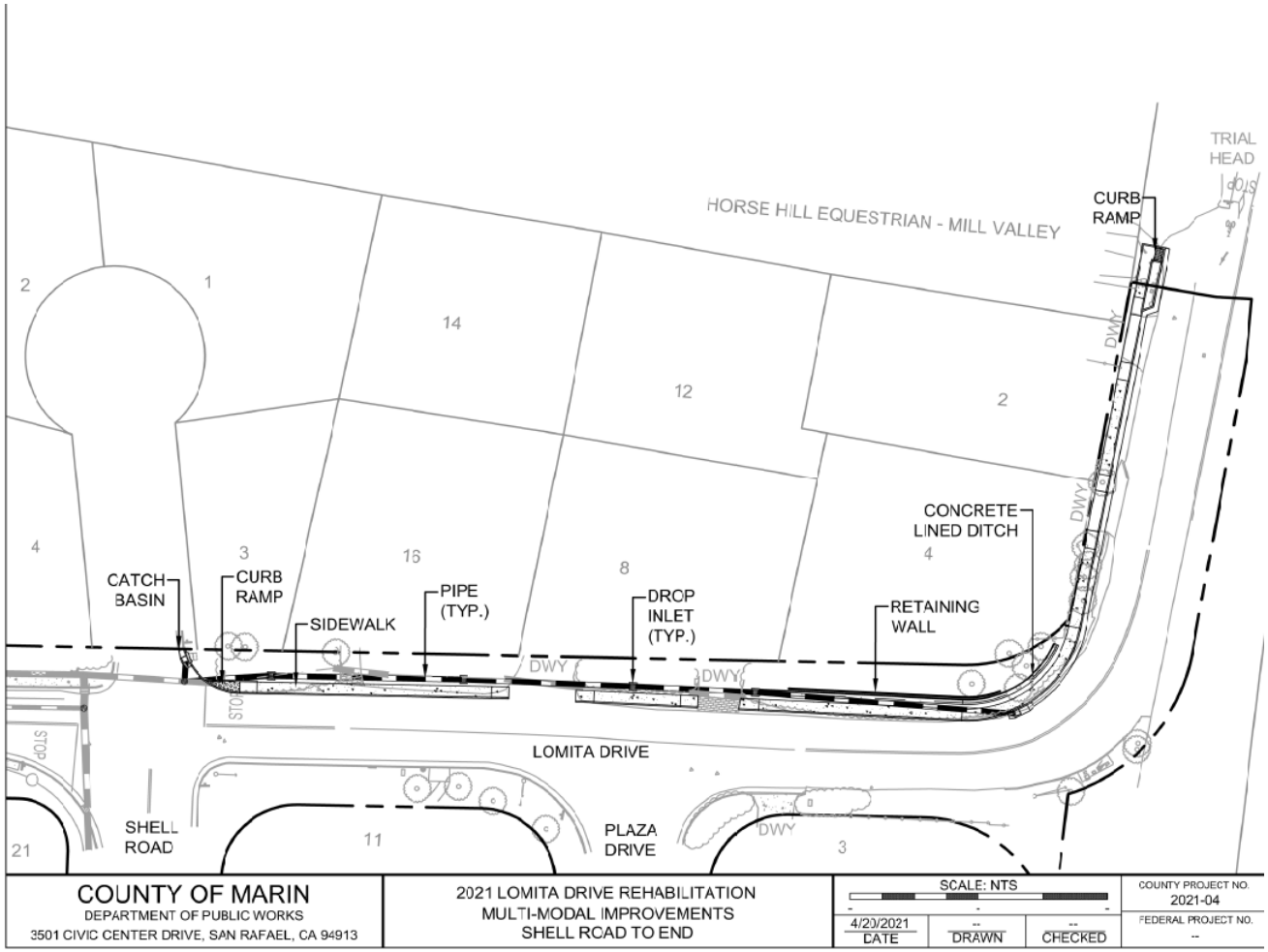
Sponsor	Project	Description
Ross	Laurel Grove Safe Pathways Project Phase III	The Laurel Grove Safe Pathways Project is an ongoing effort by Ross to provide a continuous and safe minimum 4' wide pathway for pedestrians walking to and from Ross School on Laurel Grove between Kentfield and Sir Francis Drake Boulevard. Laurel Grove is the only route available for pedestrians, bicyclists, and automobiles to get to/from the east side of Ross to Ross School/Common and downtown. Phase III of the project will continue south from the Phase II limits at Canyon Rd. toward the Ross Town Limit at Makin Grade. The project will require widening portions of Laurel Grove in Ross and may require some grading, retaining walls, and relocation of minor drainage facilities within the existing right of way to accommodate the pathway.
San Rafael	Grand Avenue Class IV Cycle Track	The proposed 600 foot long separated bikeway (Class IV) and sidewalk on Grand Avenue from Second Street to Fourth Street in San Rafael is top-ranked project in the Bicycle and Pedestrian Master Plan and a critical trail extension project on the San Francisco Bay Trail. This project would provide a safe and separated bicycle connection for residents and visitors of East San Rafael to the downtown business district and Bettini Transit Center. This project would carve out dedicated and protected space for pedestrians and bicyclists in the city's bustling downtown area alongside a multi-laned arterial street currently without any dedicated bicycle facilities and narrow sidewalks without buffers between pedestrians and moving vehicles.
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	Caltrans, in cooperation with TAM and the City of Larkspur, propose improvements to pedestrian and bicycle facilities along the northbound Highway 101 off-ramp to Sir Francis Drake Boulevard. The improvements will include the construction of a new Class I multi-use path that would connect the Central Marin Ferry Connector bridge that crosses Sir Francis Drake Boulevard with the Pedestrian Overcrossing of Highway 101 in the City of Larkspur. The project will replace the existing narrow sidewalk along the Northbound off-ramp with a wider multi-use pathway and will improve pedestrian and bicycle access along a section of Old Redwood Highway. This project will greatly enhance safety and accessibility for non-motorized travel in central Marin.

CORTE MADERA PATH/ECHO AVENUE CONNECTOR

PROJECT LOCATION



County of Marin- Lomita Drive Gap Closure Project



CITY OF LARKSPUR
DOHERTY DRIVE
SAFE PATHWAYS TO SCHOOL PROJECT

LEGEND

SYMBOL	DESCRIPTION
— — —	RIGHT OF WAY LINE
—— SD ——	STORM DRAIN LINE
○	MAN HOLE
—— W ——	WATER LINE
o——o	WATER BACK FLOW PREVENTER
⊠wv	WATER VALVE
▼	SIGN
X ←	DETAIL REFERENCE NUMBER
Y–Z ←	DETAIL REFERENCE DRAWING

ABBREVIATIONS

AB	AGGREGATE BASE	OFF	OFFSET
AC	ASPHALT CONCRETE	PCC	POINT OF COMPOUND CURVE
APPROX	APPROXIMATE	PRC	POINT OF REVERSE CURVE
BC	BEGIN HORIZONTAL CURVE	PSI	POUNDS PER SQUARE INCH
BOC	BACK OF CURB	R	RADIUS
Beg	BEGIN	R&R	REMOVE AND REPLACE
BOW	BACK OF WALK	RC	RELATIVE COMPACTION
C&G	CURB AND GUTTER	RD	ROAD
CB	CATCH BASIN	Reinf	REINFORCEMENT
CONC.	CONCRETE	Ret	RETAINING
EC	END HORIZONTAL CURVE	ROW / R/W	RIGHT OF WAY
Elev	ELEVATION	RRFB	RECTANGULAR RAPID FLASHING BEACON
EP	EDGE OF PAVEMENT		
Exist./(E)	EXISTING	R+	RIGHT OF STATION LINE
FL	FLOW LINE	SD	STORM DRAIN
FOC	FACE OF CURB	Shld	SHOULDER
FT	FOOT/FEET	SS	SANITARY SEWER
GB	GRADE BREAK	STA	STATION
HMA	HOT MIX ASPHALT	STD	STANDARD
INV	INVERT	ST	STREET
LF	LINEAR FEET	SW	SIDEWALK
L+	LEFT OF STATION LINE	TC	TOP OF CURB
MAX	MAXIMUM	Tot	TOTAL
MH	MANHOLE	Typ	TYPICAL
MIN	MINIMUM	Var	VARIES
NTS	NOT TO SCALE	W	WATER
OD	OUTSIDE DIAMETER	WV	WATER VALVE
		W/	WITH

LOCATION MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENTLY ADOPTED EDITIONS OF THE STANDARD PLANS AND SPECIFICATIONS, PROCEDURES MANUALS, AND ALL APPLICABLE REGULATIONS AND JURISDICTIONAL AGENCIES, UNLESS OTHERWISE NOTED.
2. CONTRACTOR WILL MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES EXCEPT FOR THE PERIODS SPECIFICALLY ALLOWED BY THE ENGINEER.
3. POST INFORMATION SIGNS WARNING OF POTENTIAL TRAFFIC DELAYS AT LEAST 48 HOURS PRIOR TO ANY LANE CLOSURE.
4. UTILITIES SHOWN ON THE PLAN ARE IN APPROXIMATE LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY UTILITY LOCATIONS AND OVERHEAD AND UNDERGROUND CLEARANCES WITH AFFECTED UTILITIES PRIOR TO START OF WORK.
5. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT.
6. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS, AND OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND WORKER SAFETY IN ACCORDANCE WITH CALTRANS AND CAL–OSHA SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO START OF CONSTRUCTION.
7. IF ANY CULTURAL FEATURES OR ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING EXCAVATION WORK, ALL WORK WITHIN ONE HUNDRED FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST CERTIFIED BY THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY OR SOCIETY OF CALIFORNIA ARCHAEOLOGY TO RECOMMEND APPROPRIATE MITIGATION MEASURES.
8. THE CONTRACTOR SHALL ADHERE TO THE CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) ISSUED BY MARIN COUNTY STORMWATER POLLUTION PREVENTION PROGRAM.
10. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.
11. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE, AND ALL OTHER EXISTING CONDITIONS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, GRADING, STRIPING, ETC. AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS, TRAFFIC CONTROLS AND HAZARDOUS CONDITIONS.
12. THE CONTRACTOR IS RESPONSIBLE TO REPAIR ANY IRRIGATION LINES OR HEADS DAMAGE DURING CONSTRUCTION AND SHALL REPAIR THE IRRIGATION SYSTEM BACK TO WORKING ORDER.
13. THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND ADEQUACY OF THE DESIGN CONTAINED HEREIN.

APPLICABLE CALTRANS REVISED STDS, DATED 2018

A20A	– A20D	PAVEMENT MARKERS AND TRAFFIC LINES
A24A	– A24F	PAVEMENT MARKINGS
A88A	– A88B	CURB RAMP AND PASSAGEWAY DETAILS
T13	– T13	TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

APPLICABLE MARIN COUNTY STDS, DATED MAY 2008

105	–	CURB, GUTTER AND SIDEWALK DETAILS
265	–	GRATED DROP INLET AND TURNING STRUCTURE
330	–	TRENCH DETAILS

INDEX OF SHEETS

SHEET	DRAWING	DESCRIPTION
1	T–1	TITLE SHEET
2	S–1	SURVEY CONTROL AND DEMOLITION
3	X–1	CROSS SECTIONS
4	L–1	LAYOUT PLAN
5	L–2	LAYOUT PLAN
6	L–3	LAYOUT PLAN
7	PD–1	PAVEMENT DELINEATION AND SIGNS
8	PD–2	PAVEMENT DELINEATION AND SIGNS
9	PD–3	PAVEMENT DELINEATION AND SIGNS
10	D–1	DETAILS
11	D–2	DETAILS
12	D–3	IRRIGATION DETAILS

CITY OF LARKSPUR

PUBLIC WORKS DIRECTOR DATE

Parisi TRANSPORTATION CONSULTING
1750 Bridgeway, Suite 2000
Sausalito, CA 94965
(415) 646-8000

DRAWN: AT CHECKED: AL
REVIEWED: PAH APPROVED: DP

CITY OF LARKSPUR
DOHERTY DRIVE SAFE PATHWAYS TO SCHOOL PROJECT
TITLE SHEET

REVISIONS

NO	DESCRIPTION
1	REVISED BASED ON PHASE 1 CONSTRUCTED IN 2021

DATE: 04/15/2021
SCALE: NO SCALE
T-1
SHEET NO. 1 OF 12

Mill Valley-Sausalito Pathway Resurfacing Project

06 July 2021_Multifund TFCA and TDA Application

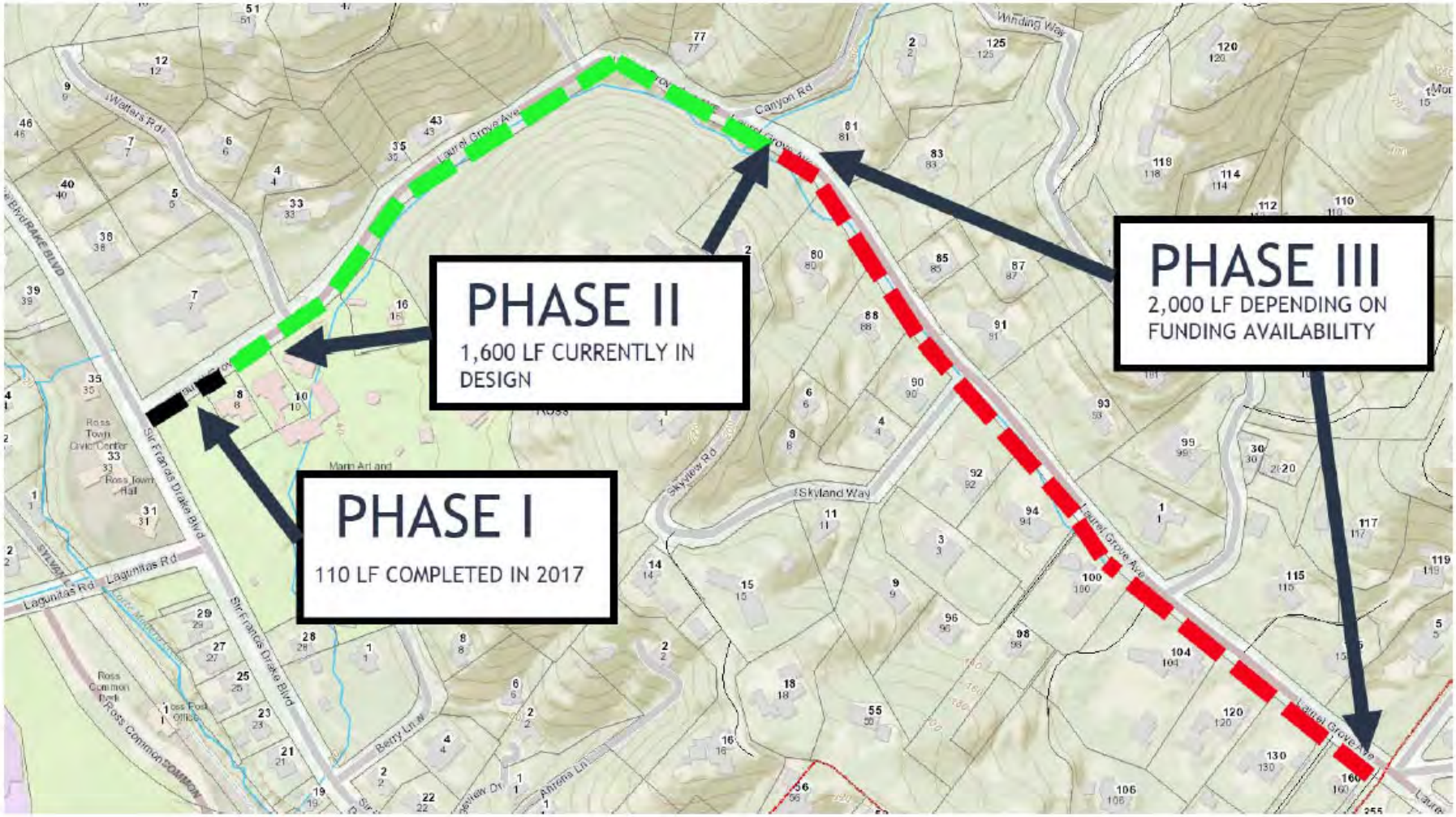
Project Scope Map

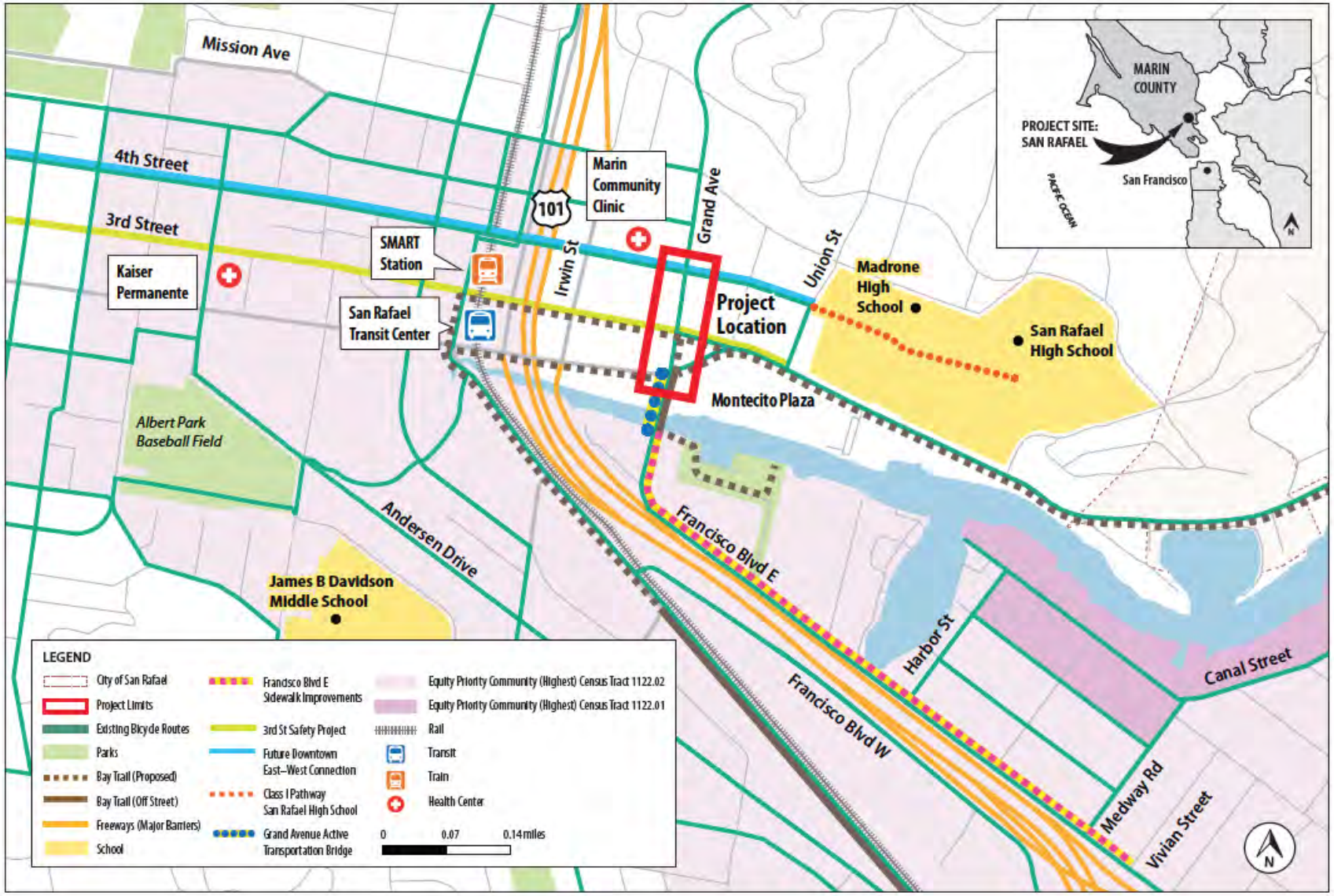
NTS

Pathway resurfacing extents

MARIN COUNTY PARKS
PRESERVATION · RECREATION

T.A.M. MULTI-FUNDS CALL FOR PROJECTS
PROJECT MAP - LAUREL GROVE SAFE PATHWAYS, ROSS, CA





SAN RAFAEL
THE CITY WITH A MISSION

Grand Avenue Class IV Cycle Track
City of San Rafael

TAM
Transportation Authority of Marin

Central Marin North-South Greenway

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TFCA & TDA 3 Funding Eligibility

Project Applications Received and Eligibility Determination					
			Preliminary Fund Eligibility [1]		
Sponsor	**Project Title**	**Request $**	**TFCA [2]**	**TDA**	**Comments**
Corte Madera	Corte Madera Path/Echo Avenue Connector	$175,000	Yes	Yes	Bay Trail segment (Class 1 MUP)
County of Marin	Lomita Drive Gap Closure Project	$287,500	No	Yes	Sidewalk Pedestrian Improvement
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	$500,000	Yes	Yes	MUP Gap Closure
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	$100,000	No	Yes	Resurfacing project
Ross	Laurel Grove Safe Pathways Project Phase III	$75,000	No	Yes	Design of a Bike and Pedestrian Path
San Rafael	Grand Avenue Class IV Cycle Track	$650,000	Yes	Yes	Class IV Cycle Track
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	$315,000	No	Yes	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA

[1] Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

[2] TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

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TFCA & TDA 3 Funding Recommendations

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding		
						TFCA	TDA	Fiscal Year
Corte Madera	2	Corte Madera Path/Echo Avenue Connector	$230,000	$175,000	Bay Trail segment (Class 1 MUP)	$175,000		FY21/22
County of Marin	5	Lomita Drive Gap Closure Project	$328,000	$287,500	Sidewalk Pedestrian Improvement	N/E	$130,000	FY22/23
Larkspur	6	Doherty Drive Safe Pathways to Schools Phase II	$500,000	$500,000	MUP Gap Closure	$218,254		FY21/22
Marin County Parks	4	Mill Valley Sausalito Pathway Resurfacing Project	$305,000	$100,000	Resurfacing Project	N/E	$100,000	FY22/23
Ross	7	Laurel Grove Safe Pathways Project Phase III	$930,000	$75,000	Design of Bike and Pedestrian Path	N/E	$75,000	FY21/22
San Rafael	2	Grand Avenue Class IV Cycle Track	$1,406,000	$650,000	Class IV Cycle Track	$335,000		FY22/23
TAM	1	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	$17,711,000	$315,000	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA	N/E	$274,062	FY21/22
		Total	**$21,410,000**	**$2,102,500**	**Recommended**	**$728,254**	**$579,062**	
					Total Available Funds [1]	**$728,254**	**$579,062**	
					Remaining	**$0**	**$0**	

[1] TFCA – $728,254 ($393,254 from FY21/22 revenue, and $335,000 estimated from FY22/23 revenue)
TDA Article 3 – $579,062 ($349,062 from FY21/22 revenue and $230,000 estimated for FY22/23) Allocations from FY22/23 will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues. Should revenues decrease, the reduction will be made to the lowest ranked project shown above.

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Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds

TAM Board Meeting

September 23, 2021

Transportation Authority of Marin

Making the Most out of Marin Transportation Dollars

TFCA & TDA 3 Programming

- From June-Aug, conducted a Call for Projects
- The following funds are being made available through the call, to include 2 years of TFCA and TDA 3 funds:

CALL FOR PROJECTS	
Transportation Fund for Clean Air (TFCA)	$728,254
Transportation Development Act (TDA) Article 3	$579,062
Approximate Total Available for Programming	**$1,307,316** [1]

[1] TFCA – $728,254 ($393,254 in FY21/22 revenue, $335,000 in FY22/23)
TDA Article 3 – $579,062 ($349,062 in FY21/22, $230,000 in FY22/23)

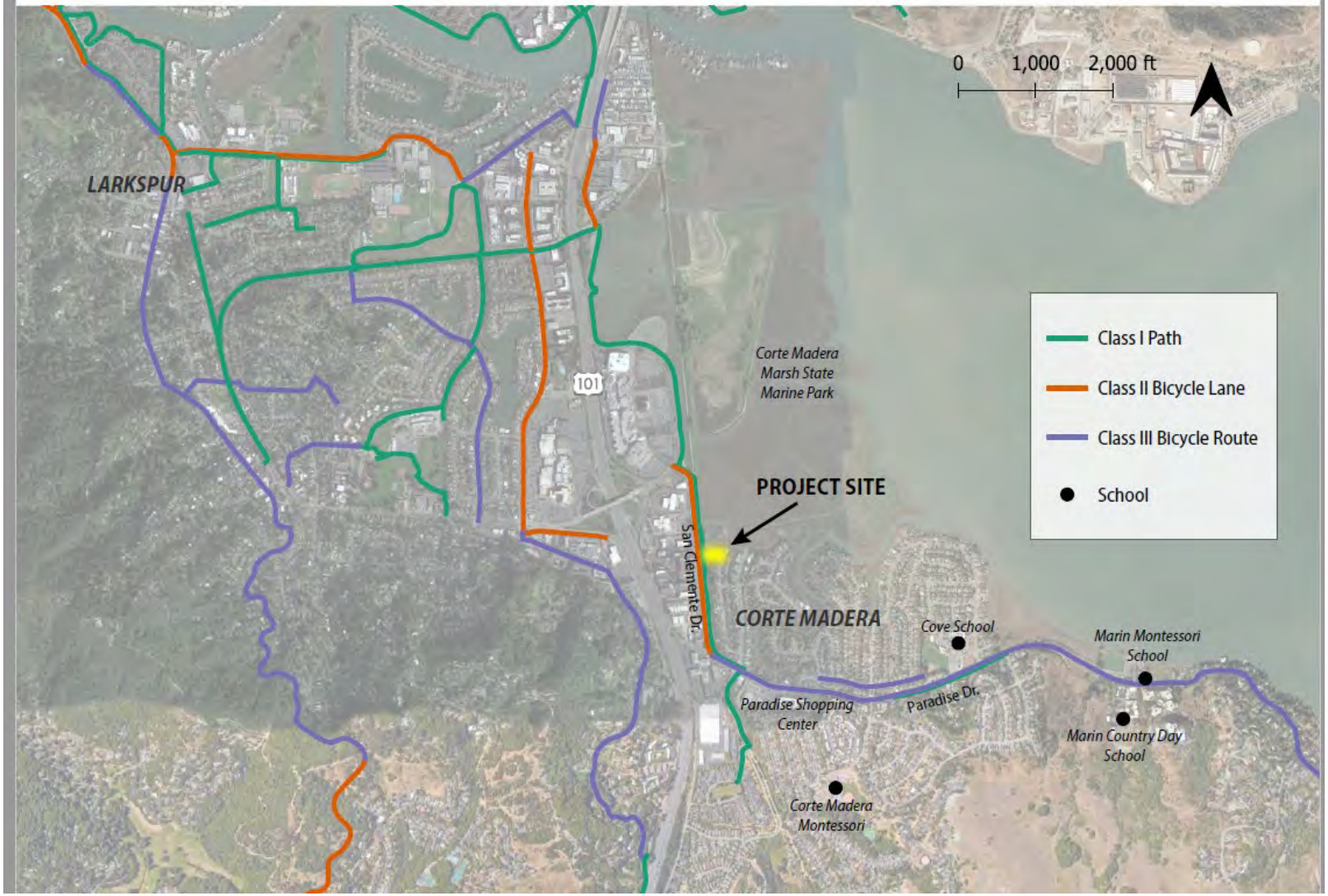
Project Applications

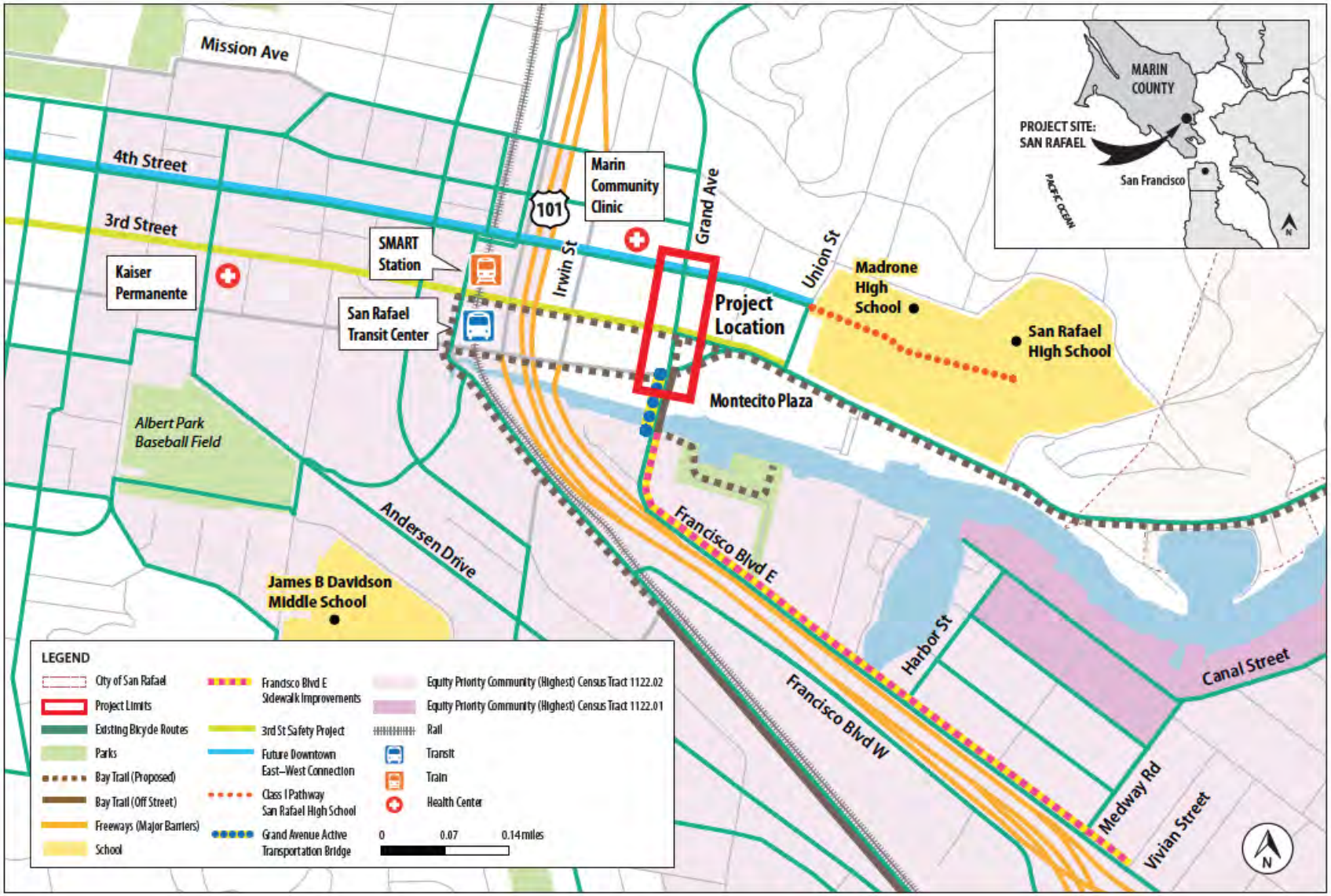
Sponsor	Project	Amount Requested
TAM	North-South Greenway Gap Closure Northern Segment	$315,000
Corte Madera	Corte Madera Path/Echo Avenue Connector	$175,000
San Rafael	Grand Avenue Class IV Cycle Track	$650,000
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing	$100,000
County of Marin	Lomita Drive Gap Closure Project	$287,500
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	$500,000
Ross	Laurel Grove Safe Pathways Project Phase III	$75,000

San Rafael
San Rafael SMART Station
San Rafael
Bettini Transit Center
San Rafael Multi Use Path
(2nd Street to Andersen Drive)
San Rafael - Larkspur
Rail Extension
CalPark Tunnel
Path
Larkspur Station
CMFC Bridge over
Sir Francis Drake Blvd
Greenbrae
North Segment
N/S Greenway Gap Closure Project
in Larkspur
South Segment
Larkspur
San Quentin
Richmond
TAM
Transportation Authority of Marin
Central Marin North-South Greenway

CORTE MADERA PATH/ECHO AVENUE CONNECTOR

PROJECT LOCATION





SAN RAFAEL
THE CITY WITH A MISSION

Grand Avenue Class IV Cycle Track
City of San Rafael

Mill Valley-Sausalito Pathway Resurfacing Project

06 July 2021_Multifund TFCA and TDA Application

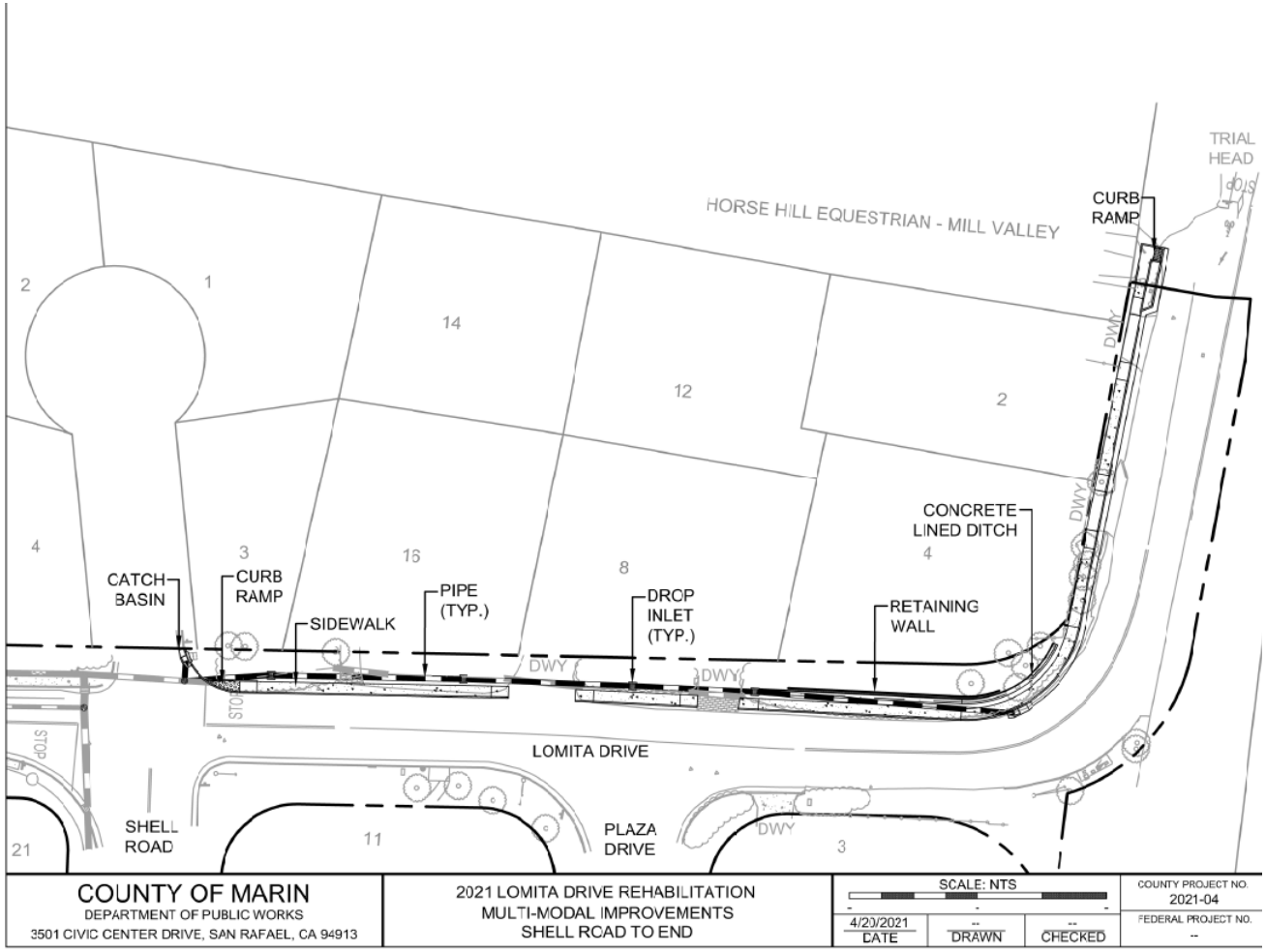
MARIN COUNTY PARKS
PRESERVATION · RECREATION

Project Scope Map

NTS

Pathway resurfacing extents

County of Marin- Lomita Drive Gap Closure Project



CITY OF LARKSPUR
DOHERTY DRIVE
SAFE PATHWAYS TO SCHOOL PROJECT

LEGEND

SYMBOL	DESCRIPTION
— — — —	RIGHT OF WAY LINE
—— SD ——	STORM DRAIN LINE
○	MAN HOLE
—— W ——	WATER LINE
o——o	WATER BACK FLOW PREVENTER
⊠ WV	WATER VALVE
—▬—	SIGN
X ←	DETAIL REFERENCE NUMBER
Y–Z ←	DETAIL REFERENCE DRAWING

ABBREVIATIONS

AB	AGGREGATE BASE	OFF	OFFSET
AC	ASPHALT CONCRETE	PCC	POINT OF COMPOUND CURVE
APPROX	APPROXIMATE	PRC	POINT OF REVERSE CURVE
BC	BEGIN HORIZONTAL CURVE	PSI	POUNDS PER SQUARE INCH
BOC	BACK OF CURB	R	RADIUS
Beg	BEGIN	R&R	REMOVE AND REPLACE
BOW	BACK OF WALK	RC	RELATIVE COMPACTION
C&G	CURB AND GUTTER	RD	ROAD
CB	CATCH BASIN	Reinf	REINFORCEMENT
CONC	CONCRETE	Ret	RETAINING
EC	END HORIZONTAL CURVE	ROW / R/W	RIGHT OF WAY
Elev	ELEVATION	RRFB	RECTANGULAR RAPID FLASHING BEACON
EP	EDGE OF PAVEMENT		
Exist/(E)	EXISTING	Rt	RIGHT OF STATION LINE
FL	FLOW LINE	SD	STORM DRAIN
FOC	FACE OF CURB	Shld	SHOULDER
FT	FOOT/FEET	SS	SANITARY SEWER
GB	GRADE BREAK	STA	STATION
HMA	HOT MIX ASPHALT	STD	STANDARD
INV	INVERT	ST.	STREET
LF	LINEAR FEET	SW	SIDEWALK
Lt	LEFT OF STATION LINE	TC	TOP OF CURB
MAX	MAXIMUM	Tot	TOTAL
MH	MANHOLE	Typ	TYPICAL
MIN	MINIMUM	Var	VARIES
NTS	NOT TO SCALE	W	WATER
OD	OUTSIDE DIAMETER	WV	WATER VALVE
		W/	WITH

UNDERGROUND SERVICE ALERT

LOCATION MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENTLY ADOPTED EDITIONS OF THE STANDARD PLANS AND SPECIFICATIONS, PROCEDURES MANUALS, AND ALL APPLICABLE REGULATIONS AND JURISDICTIONAL AGENCIES, UNLESS OTHERWISE NOTED.
2. CONTRACTOR WILL MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES EXCEPT FOR THE PERIODS SPECIFICALLY ALLOWED BY THE ENGINEER.
3. POST INFORMATION SIGNS WARNING OF POTENTIAL TRAFFIC DELAYS AT LEAST 48 HOURS PRIOR TO ANY LANE CLOSURE.
4. UTILITIES SHOWN ON THE PLAN ARE IN APPROXIMATE LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY UTILITY LOCATIONS AND OVERHEAD AND UNDERGROUND CLEARANCES WITH AFFECTED UTILITIES PRIOR TO START OF WORK.
5. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT.
6. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS, AND OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND WORKER SAFETY IN ACCORDANCE WITH CALTRANS AND CAL–OSHA SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO START OF CONSTRUCTION.
7. IF ANY CULTURAL FEATURES OR ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING EXCAVATION WORK, ALL WORK WITHIN ONE HUNDRED FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST CERTIFIED BY THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY OR SOCIETY OF CALIFORNIA ARCHAEOLOGY TO RECOMMEND APPROPRIATE MITIGATION MEASURES.
8. THE CONTRACTOR SHALL ADHERE TO THE CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) ISSUED BY MARIN COUNTY STORMWATER POLLUTION PREVENTION PROGRAM.
9. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.
10. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE, AND ALL OTHER EXISTING CONDITIONS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, GRADING, STRIPING, ETC. AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS, TRAFFIC CONTROLS AND HAZARDOUS CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE TO REPAIR ANY IRRIGATION LINES OR HEADS DAMAGE DURING CONSTRUCTION AND SHALL REPAIR THE IRRIGATION SYSTEM BACK TO WORKING ORDER.
12. THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND ADEQUACY OF THE DESIGN CONTAINED HEREIN.

APPLICABLE CALTRANS REVISED STDS. DATED 2018

A20A – A20D		PAVEMENT MARKERS AND TRAFFIC LINES
A24A – A24F		PAVEMENT MARKINGS
A88A – A88B		CURB RAMP AND PASSAGEWAY DETAILS
T13 – T13		TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

APPLICABLE MARIN COUNTY STDS. DATED MAY 2008

105	–	CURB, GUTTER AND SIDEWALK DETAILS
265	–	GRATED DROP INLET AND TURNING STRUCTURE
330	–	TRENCH DETAILS

INDEX OF SHEETS

SHEET	DRAWING	DESCRIPTION
1	T–1	TITLE SHEET
2	S–1	SURVEY CONTROL AND DEMOLITION
3	X–1	CROSS SECTIONS
4	L–1	LAYOUT PLAN
5	L–2	LAYOUT PLAN
6	L–3	LAYOUT PLAN
7	PD–1	PAVEMENT DELINEATION AND SIGNS
8	PD–2	PAVEMENT DELINEATION AND SIGNS
9	PD–3	PAVEMENT DELINEATION AND SIGNS
10	D–1	DETAILS
11	D–2	DETAILS
12	D–3	IRRIGATION DETAILS

CITY OF LARKSPUR

PUBLIC WORKS DIRECTOR _____ DATE

Parisi TRANSPORTATION CONSULTING
1750 Bridgeway, Suite 3000
Sausalito, CA 94965
(415) 549-9300

DRAWN: AT	CHECKED: AL
DESIGNED: PAH	APPROVED: DP

TAM

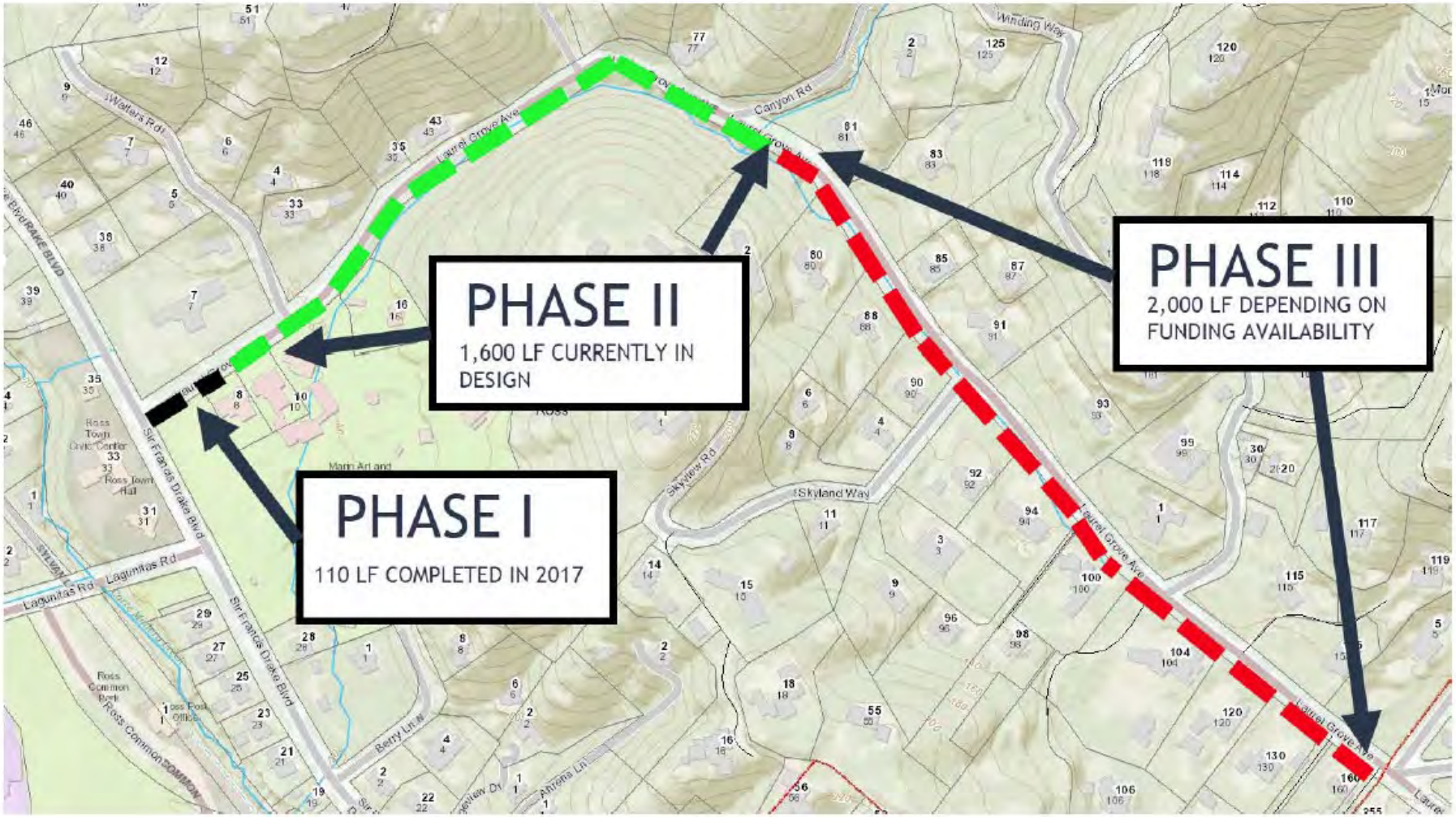
CITY OF LARKSPUR
DOHERTY DRIVE SAFE PATHWAYS TO SCHOOL PROJECT
TITLE SHEET

REVISIONS

5	
4	
3	
2	
1	REVISED BASED ON PHASE 1 CONSTRUCTED IN 2020.

DATE: 04/15/2021 SCALE: NO SCALE
PW PROJECT NO. 15055
DRAWING: T-1
SHEET NO. 1 OF 12

T.A.M. MULTI-FUNDS CALL FOR PROJECTS
PROJECT MAP - LAUREL GROVE SAFE PATHWAYS, ROSS, CA



Funding Eligibility

Sponsor	Project	Eligibility
TAM	North-South Greenway Gap Closure Northern Segment	TDA Only
Corte Madera	Corte Madera Path/Echo Avenue Connector	TFCA & TDA
San Rafael	Grand Avenue Class IV Cycle Track	TFCA & TDA
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing	TDA Only
County of Marin	Lomita Drive Gap Closure Project	TDA Only
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	TFCA & TDA
Ross	Laurel Grove Safe Pathways Project Phase III	TDA Only

Staff Funding Recommendation

Sponsor	Project	Amount Recommended
TAM	North-South Greenway Gap Closure Northern Segment	$274,062 (TDA)
Corte Madera	Corte Madera Path/Echo Avenue Connector	$175,000 (TFCA)
San Rafael	Grand Avenue Class IV Cycle Track	$335,000 (TFCA)
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing	$100,000 (TDA)
County of Marin	Lomita Drive Gap Closure Project	$130,000 (TDA)
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	$218,254 (TFCA)
Ross	Laurel Grove Safe Pathways Project Phase III	$75,000 (TDA)

Transportation Authority of Marin

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning

SUBJECT: Alternative Fuels Program Update & Outreach Activities (Action), Agenda Item No. 10

RECOMMENDATION

The TAM Board approves the following items:

a) Authorize the executive director to enter into one-time agreements with the 12 Marin jurisdictions to conduct outreach activities related to the promotion of Alternative Fuel and Electric Vehicles, not to exceed $4,500 per jurisdiction
b) Authorize the executive director to provide a $4,500 sponsorship to Cool the Earth to conduct a National Drive Electric Week Promotional Event in Marin County
c) Authorize the executive director to enter into contract with Reach Strategies for a three-year contract (with two additional one-year contract extensions) not to exceed $300,000 (approximately $100,000 annually)

The Funding, Programs & Legislation (FPL) Executive Committee reviewed item a) and b) of the recommended actions and voted unanimously to refer those two items to the TAM Board for approval at its September 13, 2021 meeting.

BACKGROUND

With the passage of Measure B, the $10 Vehicle Registration Fee (VRF) in 2010, TAM developed an Alternative Fuel Program as designated in Element 3, Reduce Congestion and Pollution, of the VRF Expenditure Plan. The Alternative Fuel Program provides funding for three main areas:

- Public Property Electric Vehicle (EV) Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

In October 2020, building on the successful implementation of previous years' programs and a February 2020 TAM Board discussion, the TAM Board approved an Alternative Fuel Program directing staff to:

- Increase the TAM match for the EV charger program from 88.25% to 100% of the total cost up to $3,000 per charger head (calculated after all other rebates are provided).
- Develop a streamlined application process for EV charging stations partnering with MCE.
- Complete technical assistance efforts including the development of an EV toolkit for public agencies, an e-bike study, and a review of public parking lots for potential EV charging stations.
- Enter into a funding agreement with Marin Climate & Energy Partnership (MCEP) to develop a countywide EV Readiness Plan.

- Conduct a Request for Proposals (RFP) for a multi-year outreach program.
- Develop an equity-based outreach program.
- Conduct an EV Fleet workshop.
- Conduct a call for projects/letter of interest for Innovative EV Charging/EV fleets.

Many of these items have been completed or are in progress, and some are the subject of today's recommended actions. Additional information is below.

DISCUSSION/ANALYSIS

Since the Alternative Fuels Program was adopted by the TAM Board in October 2020, staff have continued to conduct Program activities.

Staff has made significant progress in advancing public agency EV charging installations in the County, with over 300 connectors installed. This FY marked the closing out of the installation of 117 connectors at San Rafael City Schools campuses and 32 connectors at College of Marin campuses. New rebate reservations have been secured for 60 additional connectors at 10 new locations. In addition, staff has also developed a streamlined application process as a piggyback to MCE applications, where MCE rebates are applicable. This streamlined application is currently in use.

EV fleet rebates have remained steady as the pace of fleet replacement in the County is relatively flat. TAM has received 15 rebate reservations for new vehicles from 4 agencies, an uptick from previous years for this program element. Staff conducted a webinar with representatives from MCE, Bay Area Air Quality Management District (BAAQMD), and the state Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) to share information and seed the next wave of medium and heavy-duty fleet investments. Staff from 15 agencies attended the webinar. Staff anticipates releasing a letter of interest request for Marin Public Agencies in the coming weeks to solicit medium and heavy-duty fleet opportunities, innovative charging concepts, and other fleet vehicle opportunities such as e-bikes or mission critical fleet purchases.

In addition to these EV charging and fleet programs, staff is working with MCEP to develop a Countywide EV Readiness Plan. Work is currently underway on this plan and is expected to be finalized this fiscal year. The Countywide EV Readiness Plan will provide a framework of actions to support Climate Action Plan goals and accelerate the transition to lower emission vehicles. The plan is expected to be presented to various town committees and councils, and the TAM Board in 2022.

Finally, TAM has completed an E-bike study, public parking lot review, and an EV Toolkit for local public agencies' use. The EV Toolkit is available in print and online format and contains resources to guide public agencies through the installation or procurement of vehicles.

Alternative Fuels Program Outreach Activities

On July 14th, TAM released a Request for Proposals (RFP) to support outreach activities for the Alternative Fuels Program. The RFP requested qualified outreach firms to submit proposals that met TAM program goals identified in the October 2020 TAM Board update, including:

- Accelerate EV connector installations on public property in Marin County
- Accelerate EV fleet investments in public agency fleets
- Improve consumer awareness of the benefits of EVs while supporting equitable access to EVs and EV infrastructure

The scope of work in the RFP included developing an outreach plan, conducting outreach activities, updating marketing materials and developing an equity-based outreach program. TAM received 6 responses to the RFP from the following teams:

- We Us Them, Inc.
- Kearns & West and Cool the Earth
- Convey Inc.
- Drive Clean Bay Area (Co-leads: Acterra and Cool the Earth)
- Placeworks
- Reach Strategies

Staff convened a selection panel with members from MTC, Contra Costa Transportation Authority (CCTA), Town of San Anselmo and TAM staff, to evaluate the responses. The teams were evaluated along the following criteria:

- Qualifications and availability of the firm(s), the designated project manager, and key staff
- Demonstrated experience working with public agencies
- Qualifications and experience with electric vehicles or air quality initiative
- Overall approach to management of the work and demonstrated ability to meet the requirements of the RFP
- Cost effectiveness of the approach
- Demonstrated understanding of the goals of TAM's Alternative Fuel Program
- Demonstrated ability to deliver creative solutions

Based on the selection panels review of the responses, 4 teams were invited for interviews on September 1st. Based on the combined proposals and interviews the selection panel determined the following ranking of firms:

1. Reach Strategies
2. Convey Inc.
3. Kearns & West and Cool the Earth
4. Placeworks
5. Drive Clean Bay Area (Co-leads: Acterra and Cool the Earth)
6. We Us Them, Inc.

The selection panel unanimously identified Reach Strategies as the top-ranked firm. Staff conducted reference checks on the top two ranked firms and recommend entering into contract with Reach Strategies. The contract value is expected to provide $100,000 annually, with a not to exceed amount of $300,000 for the initial three-year period.

In addition to the outreach efforts solicited through the formal RFP process, in late June and into July, staff received funding requests from multiple local jurisdictions to conduct public outreach efforts through a local non-profit, Cool the Earth. TAM staff recognizes that these local efforts can support local Climate Action Plan goals and TAM's Alternative Fuel Program. Working with MCEP, staff reviewed the requested funding proposals and identified specific activities that can support TAM's program. Staff then reached out to all local jurisdictions, and all 12 jurisdictions expressed interest in receiving $4,500 each to conduct outreach in support of TAM's Alternative Fuel Program goals.

These funds may be used to support National Drive Electric Week events, or other alternative fuel program outreach needs, consistent with TAM's program and the Measure B funding policies. Staff recommends that the funds not to be made available for general consumer vehicle purchases, or to any specific vendor or contractor. Staff is also recommending that local agencies use these funds to leverage BAAQMD, MCE and other funds, and consider shared services or joint actions to maximize the value of these funds.

TAM has historically sponsored National Drive Electric Week Events in Marin County, beginning with Golden Gate Electric Vehicle Association and recently with Cool the Earth. Last year, TAM sponsored on-line events due to pandemic restrictions. Staff is recommending sponsorship of $4,500 to Cool the Earth for events this year. National Drive Electric Week is September 25 – October 5, 2021.

FISCAL IMPACTS

Based on the revenue and expenditure information shown in **Attachment C**, revenues for this program have been assigned from Measure B Element 3.3 funding and are available to the program for use. The current budget of $345,000 is anticipated to be sufficient to conduct the program this year.

NEXT STEPS

Following Board approval, TAM will enter into contract with Reach Strategies and conduct program outreach activities. TAM will also enter into funding agreements with local jurisdictions not to exceed $4,500 each, providing funding for local outreach activities consistent with TAM's program. A sponsorship of $4,500 will be provided to Cool the Earth for National Drive Electric Week.

Staff intend to return to the Board at a future meeting with the results of the Letter of Interest request from public agencies for Innovative EV Projects and Fleet Vehicles.

ATTACHMENTS

Attachment A: Program Revenues and Expenditures
Attachment B: Program Frequently Asked Questions
Attachment C: Staff Presentation

Attachment A: TAM Alternative Fuels Program Budget Information

Three Year Alternative Fuel Program Revenues and Expenditures

	FY 18/19	**FY 19/20**	**FY 20/21**	**FY 21/22**
Measure B Element 3.3 Alt Fuels Budget	435,000	345,000	488,522*	345,000
Total Expenditures	222,196	210,627	317,361	TBD
Carryover for 3.3	212,804	134,373	27,639	
Program Reserves	*212,804*	*347,177*	*374,816*	*TBD*

*Initial budget of $345,000 available for carryover.

FY 21/22 Alternative Fuel Program Budget Detail

EV Fleet Rebates	10,000
EVSE Rebates	138,000
EV Outreach Contract	100,000
Countywide EV Readiness Plan	43,000
Local Jurisdiction Funding Agreements	54,000
Program Total	**345,000**

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Attachment B: TAM Alternative Fuels Program Frequently Asked Questions (FAQ)

What Electric Vehicle (EV) rebates does TAM offer?

TAM offers Marin County public agencies EV Connector and EV Fleet rebates.

Does TAM install EV connectors?

TAM works with public agency site hosts to build out the EV connector infrastructure in Marin County. Local jurisdictions or property owners such as special districts are responsible for project development and EV connector installations. TAM supports public agencies with technical assistance to identify potential locations, support site planning, rebate applications, and the whole suite of contracting and project development.

Does TAM provide funding for EV Connectors at Commercial or Retail properties?

TAM does not use local transportation funds on chargers at private commercial or retail properties. The EV charging market has expanded over the last few years, and significant private investment is occurring in this space in Marin County.

Does TAM provide funding for EV Connectors at Multi-Unit Family properties?

TAM does not use local transportation funds to provide rebates for privately-owned multi-unit family properties. Agencies like MCE and the Bay Area Air Quality Management District (BAAQMD), among others, may provide rebates for multi-unit properties, and can administer programs to existing customers.

Does TAM provide funding for EV Connectors at Community Centers?

Yes, TAM will provide funding for libraries, town halls, and other public agency properties in the County. Public agencies wanting to install EV connectors at these locations should contact TAM staff to apply for rebates.

Does TAM provide funding for Level 3 or DC Fast Chargers (DCFC)?

TAM's EV Connector Rebate program focuses on Level 2 charging. Level 3 or DCFC charger availability is growing widely due to an established private market. Additionally, Level 3 chargers are costly and would limit the capacity of TAM's program to deliver benefits to the community. Local public agencies that have plans for medium or heavy-duty fleet conversions are expected to need DCFC charging, and TAM will consider potential pilot programs for public agencies wanting to explore the next wave of technology.

Does TAM provide rebates for consumer EV purchases?

TAM currently provides funding for chargers within public properties in Marin County, including many areas accessible to the public. TAM also provides funding for public agencies to convert their fleet of vehicles. Consumers who wish to purchase an EV may be eligible to receive rebates and tax credits through other sources, and more information can be found here:
https://evcharging.enelx.com/resources/federal-and-state-electric-vehicle-incentives

How does TAM address equity in the Alt Fuels Program?

TAM conducts community-based transportation plans, a grassroots effort working with designated communities to identify and improve mobility options. This collaborative planning process involves residents and community-based organizations that serve them. TAM is currently retaining a contractor to establish an equity-based outreach program to support the Alt Fuels program.

What can TAM do to make the application easier for local jurisdictions?

TAM continually works to ensure our program is responsive to local agency needs while maintaining fiscally responsible requirements in using taxpayer funds. TAM's rebate applications are consistently cited by local agencies as one of the easiest rebates available. For public agencies utilizing MCE rebates, TAM and MCE have a single joint application for both agencies.

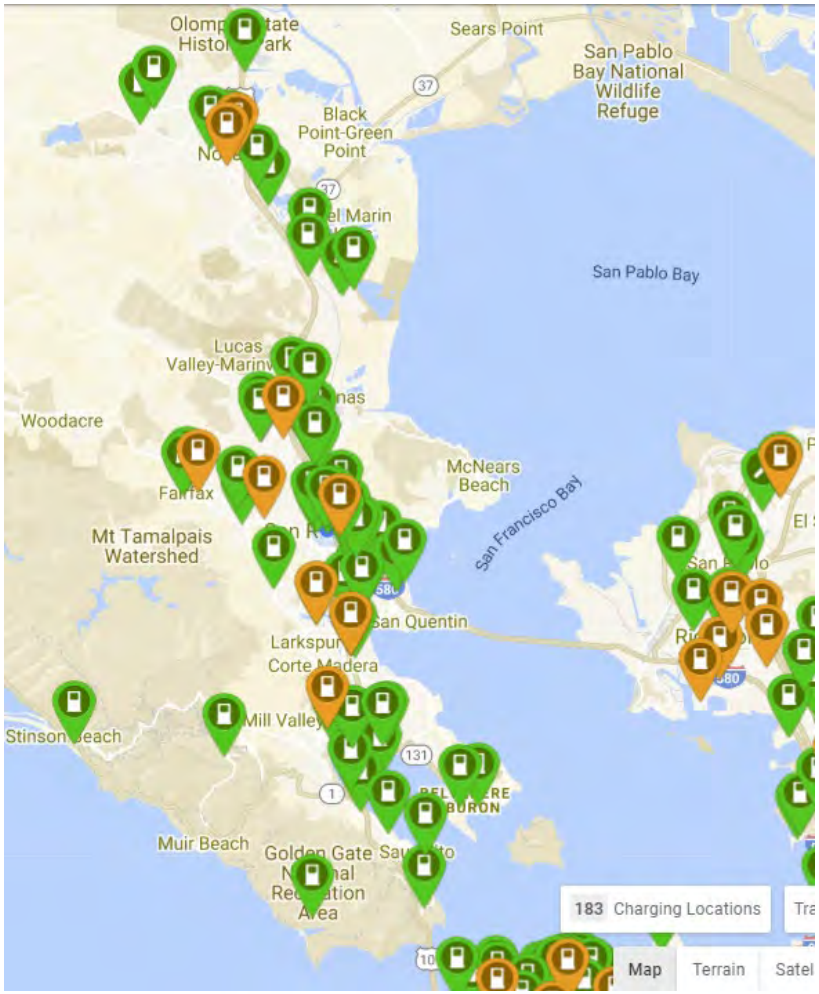
FY2021/22 Alternative Fuels Program & Outreach Activities

TAM Board of Commissioners

September 23, 2021

Alternative Fuels Program Overview

- Measure B Element 3.3
- Program in place since 2011
- Works with Transit, Safe Routes, and Multimodal focus to reduce GHG emissions
- Major Updates to program in 2019, 2020
- Focuses on
  - Public Agency EV Charging Infrastructure
  - Public Agency Fleet Conversion
  - Outreach/Technical Assistance



TAM Public Agency EV Charger Rebate Program

- Public Agency
- High Grant Levels
- Priority is Level 2 Charger Installations
- *Program Details:*
  - 2-20 Heads
  - Up to $3,000 Rebate/Head
- TAM & MCE combined = $6,000/Connector
- Pilot Program Support

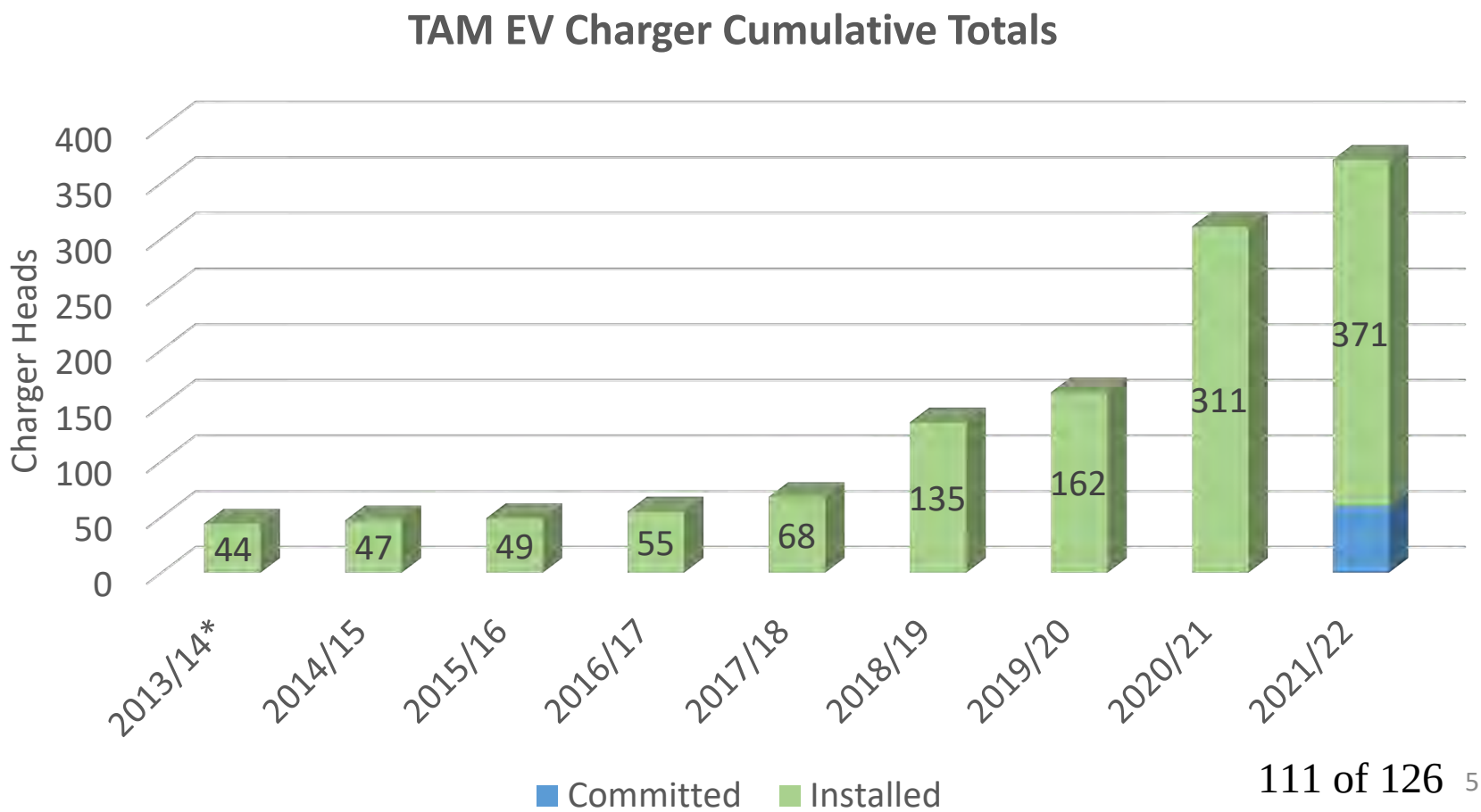
EV Charger Rebate Program Update

- Completed a streamlined application process for EV charging stations partnering with MCE
- New reservations underway:

Lead Agency	Location	Charger Ports Reserved
Marin County	GSA Building	13
Marin County	Point Reyes Station Playground	10
Fairfax	Parkade Parking Lot	1
Sausalito	Muni Lot 2	4
Ross	Post Office Parking Lot	4
Novato	Multiple Locations	14
Belvedere Tiburon Library Agency	Tiburon Library	4
Mill Valley	Community Center	2
Belvedere	Town Hall	4
Belvedere	Public Works Yard	4
	Total	*60*

EV Charger Rebate Program Update

- Over 300 charger ports now installed!



TAM EV Fleet Rebate Program

- Public Agency Focus
- TAM provides up to $5k/vehicle
- TAM matches CVRP Funding, up to $10k/vehicle is available
- *Program Details:*
  - Include Vehicle Leasing
  - Include Used Vehicles
  - Include E-bikes and Other Zero Emission Vehicles
- Pilot Program Support

TAM EV Fleet Rebate Program Update

- Provided approximately 35 Vehicle Rebates to date
- TAM hosted EV Fleet Webinar
- Pace of rebate request remains steady

Lead Agency	Vehicle Type	Rebate Requested
Belvedere	BEV	1
Novato	BEV	3
Marin Transit	BEV (Passenger Vehicle)	1
Central Marin Fire Authority	BEV	5
Central Marin Fire Authority	PHEV	5

TAM Technical Assistance/Outreach Update

EV toolkit, E-bike study, Public Parking lot study	• Completed and In Use
Countywide EV Readiness Plan	• Funding Agreement in Place and Work Underway • Draft Scheduled for Spring 2022, Final in Summer 2022
Letter of interest for Innovative EV Charging/EV Fleets procurement	• Upcoming Effort • Target state and regional grants/rebates • Seed Medium/Heavy duty/Mission Critical Fleets

Outreach Response to COVID-19

Covid-19 redefined approach to outreach

- Ride & drives mostly on pause
- May Madness reformatted

Shift to online/virtual engagement

- Continued Local NGO Support
- CTE Drive Clean Sponsorship

RFP for Outreach Services

- RFP to support TAM Program goals:
  - Accelerate EV connector installations on public property in Marin County
  - Accelerate EV fleet investments in public agency fleets
  - Improve consumer awareness of the benefits of EVs while supporting equitable access to EVs and EV infrastructure.
- Scope overview
  - Broad approach
    - Develop an outreach plan
    - Develop equity-based outreach program
    - Conduct outreach

RFP for Outreach Services

- Selection Panel Convened
  - Staff from TAM, MTC, CCTA, Town of San Anselmo
- Proposals Received
  - We Us Them, Inc
  - Drive Clean Bay Area (Acterra/Cool the Earth)
  - Convey, Inc
  - Placeworks
  - Reach Strategies
  - Kearns & West and Cool The Earth
- Selection Panel Unanimously Recommended Reach Strategies
  - 3-year contract (with 2 one-year optional extensions) not to exceed $300,000 for an average of $100k annually.

Local Jurisdictions Funding Agreements

- 7 unsolicited proposals received
  - Mix of direct funding request to TAM and through local jurisdictions
- Over $100k in funding requested
- TAM reached out to MCEP and local jurisdictions
  - TAM support of Climate Action Plan goals
  - Consider equity
  - Leverage TAM funding
  - Promote shared services
  - Support a multi-modal focus
- Staff recommends providing/offering $4,500 in outreach funds to each local jurisdiction (12) to support Alt Fuels Program goals, totaling $54,000

Upcoming Program Activities

- Continue development of Countywide EV Readiness Plan
- Sponsorship for National Drive Electric Week
- Letter of Interest for Innovative Charging/EV Fleets
- Work with agencies on requested charger and fleet rebates
- Enter into Funding Agreements with local jurisdictions for outreach funds
- Upon Board approval, enter into contract with selected firm to refine outreach strategy and equity-based program

Program Budget

- Funds are available within existing budget
- Pace of rebate requests remains steady
- Letter of Interest process will identify additional needs
- Upcoming state and federal leveraging opportunities

	FY 18/19	**FY 19/20**	**FY 20/21**	**FY 21/22**
Measure B Element 3.3 Budget	435,000	345,000	488,522	345,000
Total Expenditures	222,196	210,627	317,361	TBD
Carryover for 3.3	212,804	134,373	27,639	
Total Reserves	*212,804*	*347,177*	*374,816*	*TBD*

Recommended Actions

- Staff recommends that the Board authorizes the Executive Director to:
  - enter into one-time agreements with the 12 Marin jurisdictions not to exceed $4,500 per jurisdiction;
  - provide a $4,500 sponsorship to Cool the Earth for National Drive Electric Week
  - enter into a 3-year contract for program outreach efforts (with two optional one-year contract extensions) for $300k (an average of $100k per year) with Reach Strategies.

Questions?

Derek McGill, TAM Director of Planning

DATE: September 23, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Resolution to Oppose Coal Transport Through Marin County (Action), Agenda Item No. 11

RECOMMENDATION

Staff recommends that the TAM Board adopts the attached Resolution No. 2021-08 (Attachment A) to oppose the possibility of coal transport by freight rail through Marin County and inform the Surface Transportation Board and other relevant stakeholders of TAM's position.

BACKGROUND

The North Coast Railroad Authority (NRCA), a California entity that oversees rail lines in Northern California, sought the federal Surface Transportation Board's permission to abandon failed, unused rail segments between Willits and several points in Humboldt County. The railroad was closed by federal safety officials after destructive rainstorms in 1998 washed out hillsides and collapsed tunnels.

NCRA also requested to "railbank" the dilapidated train tracks for the proposed Great Redwood Trail. The intent of NCRA's railbank request is to convert the right of way for completion of the 320-mile Great Redwood Trail connecting San Francisco and Humboldt Bay for use by hikers, cyclists, and equestrians.

Railbanking means converting unused tracks for other public purposes, although the tracks can potentially be restored for rail traffic later. NCRA estimates that costs to restore the tracks for freight traffic would exceed $2 billion and will still remain unreliable due to the regular slides and washouts, especially along the environmentally sensitive Eel River Canyon.

DISCUSSION

A newly formed corporation, North Coast Railroad Company, LLC, based in Wyoming, recently filed an objection with the Surface Transportation Board to the railbanking request from NRCA and the Great Redwood Trail proposal. The filing says the corporation wants to restore the railway for "future, high-volume traffic flows".

The filing did not specifically mention coal transport but many, including State Senator Mike McGuire and Congressman Jared Huffman, suspect that the North Coast Railroad Company, LLC, has ambition to transport millions of tons of coal from Montana, Utah and Wyoming through Northern California including the counties of Marin, Sonoma, Mendocino, Trinity, and Humboldt. The final domestic destination is believed to be the Port of Humboldt Bay before the transported coal is exported to foreign destinations.

The fate of the rail line will be determined by the Surface Transportation Board that will look at the financial viability of the applicant and could potentially make a narrow determination based on whether the corporation is adequately capitalized to reopen the rail line for freight traffic. North Coast Railroad Company, LLC, also asserted that federal policy requires the Surface Transportation Board to prioritize maintenance or restoration of a rail line wherever possible. It is conceivable that the Surface Transportation Board may grant the petition filed by the North Coast Railroad Company, LLC.

A broad-based coalition of stakeholders, including the aforementioned State Senator Mike McGuire and Congressman Jared Huffman, NCRA, counties along the impacted rail line, and others have expressed opposition to the petition by the North Coast Railroad Company, LLC, for a myriad of health and safety issues related to coal and the transport of coal, and strong support for the Great Redwood Trail proposal.

TAM staff believes that it is important to express support to stakeholders who are trying to convince the Surface Transportation Board to reject the petition filed by the North Coast Railroad Company, LLC.

Furthermore, the TAM Board adopted a Legislative Platform in January 2021 that directs staff to support legislation that mitigates climate change and protects the environment. Adopting the attached draft resolution is consistent with TAM's Legislative Platform.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM with adopting a resolution to oppose the transport of coal by freight rail through Marin County.

NEXT STEPS

Upon Board adoption, a signed copy of the resolution will be transmitted to the Surface Transportation Board and other relevant stakeholders, including but not limited to State Senator Mike McGuire and Congressman Jared Huffman.

ATTACHMENTS

Attachment A: Draft Resolution No. 2021-08

Attachment A

TAM RESOLUTION NO. 2021-08

RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) OPPOSING THE POSSIBILITY THAT COAL MAY BE TRANSPORTED THROUGH MARIN COUNTY AND INFORMING THE SURFACE TRANSPORATION BOARD OF TAM'S POSITION

WHEREAS, A new corporation, North Coast Railroad Company, LLC, based in Wyoming has recently submitted paperwork to the federal Surface Transportation Board objecting to the Railbanking for the Great Redwood Trail with the intend to purchase the railroad; and

WHEREAS, It has been widely reported and corroborated that North Coast Railroad Company, LLC, is intending to use the railroad to transport coal, which is mined in other states, across the state of California through Marin County, and then north through Sonoma, Mendocino, Trinity, and Humboldt counties to the Port of Humboldt Bay; and

WHEREAS, Coal is the single biggest contributor to climate change; and

WHEREAS, The burning of coal is responsible for nearly 50% of the carbon dioxide emissions worldwide, and accounts for over 70% of the greenhouse gas emissions from all electrical generation; and

WHEREAS, According to railroad studies, between five hundred to two thousand pounds of coal and coal dust can escape from each loaded train car; and

WHEREAS, Coal dust can cause devastating disease in humans and animals, cause spontaneous fires, and degrade and destabilize the rail bed; and

WHEREAS, Loose coal can cause devastating impacts to our drinking water, watersheds, and surrounding environment; and

WHEREAS, The Russian and Eel Rivers supply drinking water to nearly one million people of Northern California, and habitat for numerous threatened and endangered species; and

WHEREAS, Shipping large amounts of coal through California's North Coast could present a serious danger to communities in the region; now, therefore, be it

RESOLVED, That the Transportation Authority of Marin hereby notifies the Surface Transportation Board of its strong opposition to the North Coast Railroad Company, LLC's application; and be it further

RESOLVED, THAT the Transportation Authority of Marin hereby urges the Surface Transportation Board to reject the request from North Coast Railroad Company, LLC; and be it further

Attachment A

RESOLVED, That the Transportation Authority of Marin encourages the Surface Transportation Board to grant the request of the North Coast Railroad Authority to railbank its rail line from Willits to Humboldt Bay.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 23rd day of September 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

_____
Jennifer Doucette
Clerk of the Board