

TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

AUGUST 24, 2017

7:00 P.M.

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



AGENDA

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Tom McInerney

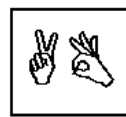
San Rafael
Gary Phillips

Sausalito
Ray Withy

Tiburon
Alice Fredericks

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

1. Convene in Open Session
2. Adjourn to Closed Session - Attachment
**CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
– SIGNIFICANT EXPOSURE TO LITIGATION**
**There is significant exposure to litigation against the Agency pursuant to
Government Code section 54956.9(d)(2)**
Number of Cases: 1
3. Reconvene in Open Session - Announcement
4. Chair’s Report (Discussion)
5. Commissioner Matters Not on the Agenda (Discussion)
6. Executive Director’s Report (Discussion)
 - a. Richmond-San Rafael Bridge Third Lane and Multi-Use Path Report
7. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Rice
 - c. SMART – Commissioner Sears

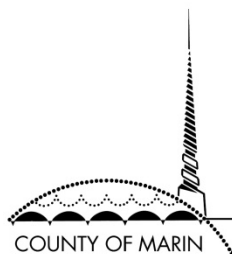


Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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

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

8. 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.)
9. CONSENT CALENDAR (Action) – Attachment
 - a. Approve TAM Board Meeting Minutes June 22 and July 10, 2017
 - b. Appointments to the Citizens' Oversight Committee
 - c. Award of Financial Advisory Services Contract
 - d. Authorize the exchange of OBAG Cycle 2 Priority Conservation Area (PCA) Funds between Marin County and Corte Madera
 - e. Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project
 - f. Authorize the Executive Director to Negotiate and Execute a Contract, Not to Exceed \$700,000, with BKF Engineers to Prepare 30 Percent Design Plans for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects
 - g. Appointments to the Technical Advisory Committee
10. Approve Updated Resolution on HOV Hours of Operation (Action) – Attachment
11. Receive a Presentation from Project Finance Advisory Ltd (PFAL) on Financial Opportunities to Fund State Route (SR) 37 Corridor Improvements (Discussion) - Attachment
12. Authorize Executive Director to Review and Pursue Caltrans Planning Grant Opportunities for State Route (SR) 37 and Novato Creek Flooding Mitigation (Action) - Attachment
13. Caltrans Report (Discussion)



OFFICE OF THE
COUNTY COUNSEL

Brian E. Washington
COUNTY COUNSEL

August 24, 2017

Jack F. Govi
ASSISTANT COUNTY COUNSEL

Board of Directors
Transportation Authority of Marin
900 5th Ave #100
San Rafael, CA 94901

Renee Giacomini Brewer
CHIEF DEPUTY COUNTY COUNSEL

Re: Closed Session – Significant Exposure to Litigation [GC section 54956.9(d)(2)]

Mari-Ann G. Rivers
Michele Keno
Patrick M. K. Richardson
Stephen R. Raab
Steven M. Perl
Edward J. Kiernan
Brian C. Case
Jenna J. Brady
Valorie R. Boughey
Kerry L. Gerchow
Tarisha K. Bal
Ayriel A. Bland

I request that you conduct a closed session, during your meeting on August 24, 2017 to discuss significant exposure to litigation. In my opinion, public discussion of this matter would prejudice your position. The specific reason and the legal authority for the closed session is Government Code section 54956.9(d)(2). A legislative body may hold closed sessions when, a point has been reached where, in the opinion of the legislative body of the local agency on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the local agency. In my opinion, a point has been reached where there is significant exposure to litigation against the County because of facts and circumstances that might result in litigation against the local agency but which the local agency believes are not yet known to a potential plaintiff or plaintiffs.

DEPUTIES

Jeanine Michaels
ADMINISTRATIVE ASSISTANT

It should be noted that Government Code section 54954.2(a)(1) requires that the Closed Session item be posted on the Board agenda. Government Code section 54954.5 recommends that the agenda description should read as follows:

The agenda description should read as follows:

Marin County Civic Center
3501 Civic Center Drive Suite
275
San Rafael, CA 94903
415 473 6117 T
415 473 3796 F
415 473 2226 TTY
www.marincounty.org/cl

**CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED
LITIGATION - SIGNIFICANT EXPOSURE TO LITIGATION
There is significant exposure to litigation against the Agency pursuant
to Government Code section 54956.9(d)(2)
Number of Cases: 1**

Respectfully submitted,

BRIAN C. CASE
Deputy County Counsel
Attorney(s) for Transportation Authority of Marin

cc: Clerk of the Board; Dianne Steinhauser, Executive Director

THIS PAGE LEFT BLANK INTENTIONALLY

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JUNE 22, 2017
7:00 PM

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



MEETING MINUTES

Members Present:

Stephanie Moulton-Peters, City of Mill Valley, TAM Chair
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair
Damon Connolly, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Diane Furst, Corte Madera Town Council
Dan Hillmer, Larkspur City Council
P. Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council
Bob McCaskill, Belvedere City Council (Alternate)
Tom McInerney, San Anselmo Town Council
Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors
John Reed, Fairfax Town Council
Katie Rice, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Ray Wityh, Sausalito City Council

Members Absent:

James Campbell, Belvedere City Council

Staff Members Present

Dianne Steinhauser, Executive Director
Bill Whitney, Deputy Executive Director
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Li Zhang, Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Moulton-Peters called the meeting to order at 7:00 p.m.

1. Chair's Report (Discussion)

Chair Moulton-Peters indicated she had nothing to report.

2. Commissioner Matters Not on the Agenda (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser administered the oath of office to Bob McCaskill, new alternate commissioner from the City of Belvedere.

ED Steinhauser reported on the first meeting of the TAM Sales Tax Renewal Expenditure Plan Advisory Committee (EPAC), which was held the previous day. She reviewed the discussions, including current projects funded by Measure A, activities of TAM and the role of the Committee. ED Steinhauser noted that the next meeting will be July 17, 2017, when the results of the poll relating to a possible increase/extension of the Measure A ½-cent sales tax will be reviewed, in addition to a Marin Transit presentation. She reviewed the tentative meeting schedule for this year as well, anticipating a recommendation will be made to the Board in November.

ED Steinhauser also updated the Board on Senate Bill (SB) 1, planned outreach regarding the bill and eligible projects/programs, Regional Measure (RM) 3, and the Lyft pilot program in conjunction with the start-up of SMART (Sonoma Marin Area Rail Transit) service.

a. Richmond – San Rafael Bridge Third Lane and Multi-Use Path Report

ED Steinhauser discussed the two projects, noting that the expected opening of the third lane will be delayed until December 2017 due to additional testing and care that is being taken with the changeable message signs to notify traffic when the lane is open. She noted as well that the city of Larkspur will soon be meeting to discuss and approve the agreement with TAM to make necessary improvements for the East Sir Francis Drake Blvd approach to the bridge, which they hope to advertise in early August. She indicated that the offramp at Bellam Boulevard is more complicated because of right-of-way issues but progress is ongoing with Caltrans, and construction is expected to begin in the summer of 2018.

Regarding the upper deck and the multi-use path, ED Steinhauser discussed the anticipated completion date, most likely, at the end of 2018, although she acknowledged the likelihood of delays, and she promised to provide more information as it becomes available.

b. Look Ahead Report

ED Steinhauser reviewed with the Board the quarterly Look Ahead Report. She pointed out that TAM currently has a call for projects out for TDA (Transportation Development Act) and TFCA (Transportation Fund for Clean Air) projects, with a staff recommendation to be made in early fall

There was no public comment on the Executive Director Report.

4. Commissioner Reports (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

TAM Commissioner Connolly, Marin's MTC Commissioner, presented the Report. He noted that Regional Measure 3, relating to raising bridge tolls, has been a focus at MTC recently, as well as with the state legislature,

and that it is expected to go to the voters in 2018. He also reported that the project priority list TAM submitted has been fully adopted by MTC and will be part of their recommendation to the legislature. He commented on the importance of TAM aligning with other affected North Bay counties to create a united front.

Mr. Connolly also discussed a recent meeting he attended with ED Steinhauser (and Chair Moulton-Peters by phone) with Contra Costa County regarding the 101-580 interchange. He acknowledged the amount of the toll increase has not been decided and there is much work still to be done before it goes to the voters.

b. Marin Transit Report

Commissioner Rice deferred her report to the General Manager of Marin Transit who would speak later in this agenda as part of Agenda Item No. 9.

c. SMART

Commissioner Sears reported on the ongoing audit by the Federal Railroad Administration (FRA), which is the last step before SMART can begin operating as a railroad. She discussed some of the detailed questions and requirements of the audit, including an ultrasound conducted on the equipment to determine if cracks exist in the rails, and she indicated she would let the Board know the results of the audit when it is completed.

ED Steinhauser commented that TAM will have a booth at the county fair this year and plans to share information on SMART as well as TAM's programs and projects.

Vice Chair Arnold reported that she has been asked by MTC to discuss her views on how the change in car pool lane hours should be handled. Commissioner Connolly said he received the same request, which he thought was ambiguous. ED Steinhauser commented on past action by the TAM Board on the topic, which resulted in a resolution, noting that she didn't think a decision has been made yet nor even whether Caltrans has completed its analysis. Therefore, she would treat these calls as exploratory in nature, and she recommended the commissioners reflect the concerns expressed by TAM, and she offered to send copies of the resolution to Vice Chair Arnold and Commissioner Connolly.

5. Open Time for Public Expression

Barry Taranto, a San Francisco taxi driver, commented on the licensing and testing mandatory for taxi drivers in Marin, and he expressed concern that Lyft drivers are unable to offer the same degree of safety and security to their passengers. He discussed current conditions in San Francisco that have resulted from another rideshare program like Lyft, and he noted his income has dropped by 50%. He indicated he would never take SMART because of the cooperation agreement with Lyft. ED Steinhauser responded that staff will seek information from Lyft regarding the issues raised by Mr. Taranto. She noted that TAM's agreement specifies that Lyft bears all the liability and added that the first six months of this partnership is a pilot program.

Chair Moulton-Peters confirmed with staff that they had checked with County Counsel regarding the liability issue, and she pointed out that taxis, as well as Lyft, will be available for use at the SMART stations.

6. **CONSENT CALENDAR** (Action)

- a. Approve TAM Board Minutes of June 1, 2017
- b. Authorize San Rafael to exchange Transportation Sales Tax (Measure A) Funds from the Grand Avenue Bridge Project with One Bay Area Grant (OBAG) Funds from the Francisco Boulevard West Multi-Use Path
- c. Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin
- d. Update Revenue Projections for the Transportation Sales Tax (Measure A) Strategic Plan
- e. Allocate Transportation Sales Tax (Measure A) Funds from Strategy 3.2 and Reserve Funds for Local Road and Related Infrastructure Projects
- f. Appointments to the Citizens' Oversight Committee
- g. Contract Addendum for Crossing Guard Services
- h. Changes to Crossing Guard Program Location Scoring Methodology
- i. Contract Award Street Smarts Banner Installation
- j. TAM Strategic Vision Plan Contract Extension
- k. Authorize One-Year Contract Extension for Safe Routes to School Program
- l. Approve Funding Agreement with the City of Larkspur for the East Sir Francis Drake Blvd Project Approaching the Richmond-San Rafael Bridge
- m. Review and Acceptance of 2017 Measure A Half-cent Transportation Sales Tax Compliance Audit Selection List
- n. Resolution of Appreciation to Assemblyman Jim Frazier and Senator Jim Beall for their sponsorship of AB1 and SB1, which created substantial funds to address transportation needs in California, the Road Repair and Accountability Act of 2017

There was no public comment on the Consent Calendar.

Vice Chair Arnold moved to approve the Consent Calendar. Commissioner Fredericks seconded the motion, which was approved unanimously.

Item 7b on the Agenda preceded Item 7a.

7. b. Update on Implementation of SB1 (Discussion)

ED Steinhauser introduced Program Manager David Chan and Gus Khouri, Khouri Consulting, whom she said would be presenting the staff reports for both items.

Mr. Chan began with an overview of SB 1, the Road Repair and Accountability Act of 2017, that provides significant state funding for transportation and roadway maintenance, as well as transit and non-motorized transportation. Mr. Chan stated that an estimated \$5.24 billion annually should be provided with programs administered primarily by the California Transportation Commission (CTC). He discussed funding sources, including fuel tax increases taking effect November 2017, and fee increases taking effect January 2018. Mr. Chan reviewed funding by programs including purpose of each, guidelines and type of projects – State Highway Operation and Protection Program (SHOPP), State & Local Partnership Program (SLPP) and its competitive funding process, Active Transportation Program (ATP) providing non-motorized project funding, Local Streets and Roads (LSR) Program, Congested Corridors Program, from which TAM should benefit with the Marin Sonoma Narrows being a candidate project, Trade Corridor Enhancement Program, Transit Programs that should receive funding on an annual basis, and the State Transportation Improvement Program (STIP) for which future funding should be stabilized.

ED Steinhauser added that under the SHOPP there is a category called “Bridges & Culverts”, that could provide funds to Marin. TAM is working with MTC on a study of Highway 37, together with the County Public Works Department and the Flood Control District to ultimately submit a flood management project for Highway 37 in Marin. She also discussed efforts to ensure that the guidelines for SB 1 are not too restrictive but will have flexibility with particular regard to the LSR program. In addition, ED Steinhauser briefly commented on the possibility of a referendum effort to repeal SB 1, which she believes is unlikely to succeed. Commissioner Connolly asked, and ED Steinhauser confirmed that the signatures required by June 2018 to add it to the ballot would be a percentage of all the voters in the state. ED Steinhauser also stated that although there will be annual funding for new projects, the applications submitted earlier and “shovel-ready” would have a greater likelihood of receiving funds in the earliest funding cycle.

Commissioner Lucan asked if the funding for local streets and roads would be in addition to what is already allocated and if so, could the funds currently allocated be used for other purposes. Staff acknowledged it might be possible and indicated they would seek confirmation.

Commissioner Phillips asked how the local streets and roads funding is allocated among the various entities. Mr. Chan said he thought it was by formula based on road miles and population. Commissioner Phillips questioned whether the formula should be reconsidered. He noted most of the roads in the county are about the same age, but the less densely populated areas still need to have their roads maintained. ED Steinhauser noted that the formula has been used by the State for many years and is unlikely to change.

Commissioner Rice said she thought that one of the early EPAC meetings should focus on how transportation funding has changed over time, regardless of Measure A. ED Steinhauser indicated that staff would provide an update on SB1 and RM3 at each of their meetings and noted that representatives from Public Works departments would be providing presentations on road funding issues at the next EPAC meeting.

Chair Moulton-Peters expressed appreciation to Mr. Chan for the excellent staff report and his presentation tonight.

a. State Legislative Update and Adopt Position on Senate Bill (SB) 86 (Action)

Gus. Khouri began his presentation of this item which recommended that the TAM Board adopts a position on SB 86. He provided additional information on the SB1 Local Partnership funds and the concern that has been expressed relating to allocation of those funds, specifically that only 50% will be distributed directly to sales tax counties, the remainder being competitive. Mr. Khouri discussed the Congested Corridor Program, which he explained calls for a holistic regional approach to address congestion needs. He noted that TAM has an advantage because one

of the five projects referenced in the legislation for SB1, under the Congested Corridor Program, is Marin and Sonoma's Highway 101 Carpool project - the Marin Sonoma Narrows.

Chair Moulton-Peters recalled a SMART tour when State Transportation Secretary Brian Kelly commented on SMART providing an alternative to congested HWY 101 lanes, and she commented on the need to include SMART in project discussions. ED Steinhauser noted that TAM is already closely coordinating in terms of moving a collective suite of improvements forward for the corridor.

Mr. Khouri also discussed RM 3, how it will impact bridge tolls, the types of projects it will cover, and decisions still to be made in how the funding will be assigned. In addition, he commented on cap-and-trade issues. He concluded with a summary of current legislation, such as a potential raise in tuition fees for nonresidents. He discussed a budget bill, SB86, noting he was recommending that TAM adopt a "monitor" position while concentrating on SB1.

Commissioner Rice moved to adopt a monitor position on SB86, as recommended by Mr. Khouri, and Commissioner Fredericks seconded the motion. It carried unanimously.

8. Assessment of Crossing Guard Program (Action) - Attachment

ED Steinhauser introduced Project Manager Dan Cherrier and consultant James O'Brien to present the staff report, which recommended that the TAM Board Support the recommendation from the TAM Programming and Project Executive Committee to accept the 2017 Crossing Guard Assessment Report. She commented on the purpose and goals of the program, as well as the required periodic (every 3 years) evaluation of the program through the eyes of parents, students and schools.

Mr. Cherrier indicated Mr. O'Brien would be presenting the survey results and information gleaned, indicating there would also be time for questions.

Mr. O'Brien summarized the survey process, distribution (including online access), responses received, including an increase in online responses, and evaluation of the program in terms of cost-effectiveness (improved at all levels).

Commissioner Reed expressed appreciation for the report and the information presented. Mr. Cherrier directed his attention to one of the questions in the survey regarding whether the respondent is aware that Measure A pays for the program. He pointed out that 60% of the respondents were unaware Measure A funds the crossing guard program.

Commissioner Phillips indicated his support for the program. He agreed it is important to get input from parents and students; additionally, he recommended that the school superintendents and school principals should be consulted too in deciding which locations most need a crossing guard. Mr. Cherrier said both are already included in the guard location process, although the purpose in this instance was to assess how well the service is working from those who benefit directly from it.

Mr. O'Brien discussed interactions he has had with principals, teachers, school safety officers, etc. as well as contact with superintendents and principals during the certification or recertification process. He noted that they respond to issues raised by school personnel. Mr. Cherrier also reviewed the annual process for ranking the sites. He indicated this year staff will be working to ensure that the work is finished earlier to allow jurisdictions a greater period of time to change or rearrange guard locations ahead of the start of the new school year.

Chair Moulton-Peters opened and closed public comment on the item with no speakers coming forward.

Chair Moulton-Peters mentioned a comment made by Commissioner Rice at the Executive Committee meeting regarding the significance of having a guard in place in making parents and students feel safe and willing to walk or bike to school. She thanked Mr. Cherrier and Mr. O'Brien for the report and their work with the program. Chair Moulton-Peters suggested the crossing guards wear vests or jackets with the TAM logo to raise awareness.

Vice Chair Arnold moved to accept the Crossing Guard Assessment Report, and Commissioner Fredericks seconded the motion. It carried unanimously.

9. Marin Transit

- a. Marin Transit's Annual Presentation (Discussion)
- b. Allocate FY 17/18 Measure A Transportation Sales Tax Funds to Marin Transit (Action)
- c. Allocate FY 17/18 Vehicle Registration Fee (Measure B) Funds to Marin Transit (Action)

ED Steinhauser introduced this three-part item which included two recommendations. Staff recommended that the TAM Board 1) Allocate \$17,674,005 in Measure A Transportation Sales Tax (Measure A, hereinafter) funds to the Marin County Transit District (Marin Transit) from Strategy 1 of the Strategic Plan for FY 17/18 and 2) Allocate \$1,045,000 in Vehicle Registration Fee (Measure B) funds to Marin Transit for Element 2 of the Measure B Strategic Plan for FY 17/18.

Ms. Steinhauser introduced General Manager Nancy Whelan of Marin Transit to present their annual report. She acknowledged there is some overlap between the TAM Board and the Marin Transit Board, and expressed her appreciation of the information that TAM has received regarding the local transit operator and its programs and projects.

Ms. Whelan presented the Marin Transit Status Report, including an overview of progress over the years since 2004, and she noted that Measures A and B funds form the lion's share of revenue. She discussed the ways they have achieved service increases and addressed the drop in ridership, the 2017/18 Operations Budget revenue, the Measure A Expenditure Plan percentages and amounts spent for each strategy (local bus service, yellow bus service for students, rural transit service, Marin Access offering paratransit and other specialty services); capital programs for FY 17/18 and beyond, efforts to leverage the Measure A funds Marin Transit receives with grant funding, etc.; a summary of the FY 17/18 allocation request (from Measure A and Measure B).

In response to Chair Moulton-Peters, Ms. Whelan stated that the \$600,000 from SB 1 should double the total amount of state funds Marin Transit receives.

Commissioner Rice pointed out that the students pay a fee for the College of Marin bus pass program, which is thus not free.

In response to Commissioner Fredericks, Ms. Whelan said that TAM has awarded a grant for installation of charging facilities for the buses by Golden Gate Transit. She added that eventually they hope to have solar charging stations in their yard and a mostly electric fleet. Commissioner Fredericks asked about the range for the electric buses when fully charged, which Ms. Whelan indicated was about 120 miles on an overnight charge.

Ms. Whelan discussed future projects, including bus stop improvements and a new maintenance and operations facility. She discussed other funding opportunities using Measure A funds as a match, and four projects funded by Measure B, including programs for seniors.

Commissioner Rice thanked Ms. Whelan for the excellent report and commented on the array of services provided by Marin Transit.

In response to questions from Commissioner McInerney, Ms. Whelan commented on the anticipated increase in demand for paratransit services, especially given the elderly population, as well other services like Lyft, and she noted that people with disabilities usually use the fixed route services.

Commissioner Rice moved to approve the allocation of FY 17/18 Measure A Transportation sales Tax funds to Marin Transit. Commissioner Connolly seconded the motion:

Chair Moulton-Peters opened public comment on the item.

Barry Taranto noted that fixed route ridership could be increased if people knew when the next bus was coming. He discussed difficulty in accessing real-time bus route information and tracking the locations of the vehicles. Ms. Whelan indicated Marin Transit was making progress towards being able to implement the necessary support systems.

Seeing no further speakers, Chair Moulton-Peters closed public comment on the item.

The motion for approval carried unanimously.

Commissioner Rice also moved to approve the allocation of FY 17/18 Vehicle Registration Fee (Measure B) funds to Marin Transit. Commissioner Fredericks seconded the motion, which was unanimously approved.

10. Commute Alternatives Program Update (Action)

ED Steinhauser noted that Planning Manager Derek McGill and Senior Transportation Planner Scott McDonald would be presenting the staff report, as part of the annual budget cycle.

Mr. McDonald reviewed the purpose and goals of the transportation demand management (TDM) program, which promotes transportation alternatives to driving alone relating to employer/employees, accomplishments from the past year - Lyft pilot and bikeshare programs that relate to moving passengers to and from SMART stations, carshare expansion, emergency ride home that relates to workers who use public transportation, vanpools, technology exploration including discussions with App providers that could support green commute programs, and the phase-out of regional 511.

Mr. McGill continued the presentation with an overview of the plans for FY 17/18 relating to TDM – a new localized outreach program that will effect greenhouse gas reductions, details of the localized outreach brand development to encourage options besides single car users, such as the “GoBerkeley” program, core program elements and changes for the next year, including improvements in public outreach, and proposed changes to the budget for 17/18. Mr. McGill asked the commissioners to take an action by accepting next year’s program of activities.

Commissioner Reed expressed appreciation for the proposed changes, noting the TDM program is critical to the overall success of TAM. He thought that greater outreach and coordination of the TDM elements will show the community how they can partner with TAM to accomplish its goals.

Commissioner Connolly asked what the strategy would be for development of the TAM website, which Mr. McGill discussed.

Commissioner Rice asked how the programs will be implemented, including the complexities involved and staffing needs, and Mr. McGill explained it would be a combination of staffing types, including contractor support, as well as different kinds of outreach and old and new strategies. ED Steinhauser discussed the TDM “toolkits” that are used when a new employer wants to participate, and she noted that each combination of strategies is unique to the employer.

Commissioner Rice questioned whether a request for proposal might generate new ideas and approaches to the issues. Mr. McGill acknowledged that there was a vagueness to some of his answers because they would like to see if prospective consultants could offer their own creative ideas. He also noted that staff is still looking for incentives and variety for implementation.

Chair Moulton-Peters opened public comment on the item.

Mr. Taranto commented on a meeting in San Francisco regarding a pilot program, called “Scoot”, which he thought might be suitable to provide transportation to and from the SMART train.

Commissioner Fredericks moved to approve the staff recommendation, and Commissioner Reed seconded the motion. It was unanimously approved.

11. **Caltrans Report** (Discussion)

ED Steinhauser pointed out that the Executive Director’s Report referenced the funds that Caltrans is investing in emergency storm repairs in Marin, and the effect on roads as well as the recreational activities that are vital to the county. She also noted that the ramp metering project on 101 is active again and is expected to begin construction in 2018. She indicated that a Caltrans representative will be making a presentation this fall to the commissioners.

The meeting was adjourned at 9:05 p.m.

THIS PAGE LEFT BLANK INTENTIONALLY

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JULY 10, 2017
2:30 PM

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



MEETING MINUTES

Members Present:

Stephanie Moulton-Peters, City of Mill Valley, TAM Chair
Judy Arnold, Marin County Board of Supervisors, TAM Vice Chair
James Campbell, Belvedere City Council
Damon Connolly, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Diane Furst, Corte Madera Town Council
Dan Hillmer, Larkspur City Council
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
Kathrin Sears, Marin County Board of Supervisors
John Reed, Fairfax Town Council
Katie Rice, Marin County Board of Supervisors
Ray Withy, Sausalito City Council

Members Absent:

P. Beach Kuhl, Ross Town Council
Tom McInerney, San Anselmo Town Council
Dennis Rodoni, Marin County Board of Supervisors

Staff Members Present

Dianne Steinhauser, Executive Director
Bill Whitney, Deputy Executive Director
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Li Zhang, Chief Financial Officer
Nick Nguyen, Principal Project Delivery Manager
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Moulton-Peters called the meeting to order at 2:30 p.m.

1. **Convene in Open Session**
2. **Adjourn to Closed Session**

Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation
There is significant exposure to litigation against the Agency pursuant to Government Code section 54956.9(d)(2)
Number of Cases: 1

3. Reconvene in Open Session – Announcement

Chair Moulton-Peters reported that a Closed Session was held, with nothing to report out at this time.

4. Chair's Report (Discussion)

In the interest of time, Chair Moulton-Peters indicated she would waive her regular report.

5. Commissioner Matters Not on the Agenda (Discussion)

There were none.

Chair Moulton-Peters asked whether the Commission would consider tabling their usual monthly reports on Marin Transit, SMART and the Metropolitan Transportation (MTC).

Commissioner Fredericks moved to table the usual Commissioner reports on MTC, Marin Transit, and SMART. Commissioner Arnold seconded the motion, which was unanimously approved.

6. Executive Director's Report (Discussion)

Executive Director (ED) Dianne Steinhauser reported on TAM's recent participation at the county fair, Regional Measure 3's proposed toll increase embodied in SB 595 and its upcoming public hearing as well as efforts to get the bill before the governor during this session, a briefing hosted by Senator Mike McGuire regarding HOV (high occupancy vehicle) lane hours, and the upcoming meeting of TAM's Expenditure Plan Advisory Committee.

a. Richmond – San Rafael Bridge Third Lane and Multi-Use Path Report

ED Steinhauser also reported on the status of the San Rafael Bridge projects noting that the third lane is scheduled to open in December.

There was no public comment on the Executive Director report.

7. Commissioner Reports (Discussion)

As previously noted, the Commission voted to table the normal monthly Commissioner reports.

a. Metropolitan Transportation Commission (MTC) Report

Item tabled.

- b. Marin Transit Report

Item tabled.

- c. SMART

Item tabled.

8. Open Time for Public Expression

Cindy Winters discussed the future of driverless cars and the overall impacts on commute traffic.

Commissioner Sears left the meeting.

9. CONSENT CALENDAR (Action)

- a. Approve TAM Board Minutes of June 1, 2017
- b. Authorize San Rafael to exchange Transportation Sales Tax (Measure A) Funds from the Grand Avenue Bridge Project with One Bay Area Grant (OBAG) Funds from the Francisco Boulevard West Multi-Use Path
- c. Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin
- d. Update Revenue Projections for the Transportation Sales Tax (Measure A) Strategic Plan

There was no public comment on the Consent Calendar.

Vice Chair Arnold moved to approve the Consent Calendar. Commissioner Hillmer seconded the motion, which was approved unanimously.

10. First Steps Toward Becoming CalPERS Employer (Action)

Renee Brewer and Brian Case, members of the County of Marin's County Counsel office who serve as General Counsel to TAM presented this item which recommended to the TAM Board to:

- a. Adopt the Resolution of Intention for TAM to enter into a contract with CalPERS for retirement benefits (Action)
- b. Authorize Board President to Execute Reallocation Agreement and Instruct the Office of the County Counsel to present the Signed CalPERS Reallocation Agreement to Local Government Services (LGS) Executive Director Richard Averett and to set a 14-day (July 24, 2017) deadline for response (Action)
- c. Authorize the Office of the County Counsel to hire outside human resources consultant for retirement issues (Action)
- d. Direct the Office of the County Counsel to seek to renegotiate contractual relationship with LGS and RGS to provide for changes to CalPERS contracting advances (Action)

Mr. Case presented the staff report, discussing the current contract with Local Government Services (LGS), originally for Executive Director position and then expanded to include others as the agency grew. He noted that a CalPERS audit of LGS occurred and the final report issued in April 2017 which determined that LGS is not and never was eligible to enroll employees in CalPERS and, therefore, none of TAM staff should have been enrolled or are eligible for CalPERS membership. He reported that CalPERS notified staff that their service credit was at risk but could be preserved through a reallocation agreement whereby an employee's service earned while at LGS would be transferred to TAM, a new CalPERS member agency. Mr. Case reviewed a number of recommended actions as indicated in the staff report.

Chair Moulton-Peters discussed a letter she received from Dick Tait, a resident of Mill Valley, and she indicated copies were provided to the full Board prior to the start of this meeting.

For the record, Commissioner Furst disclosed that she is on the board for the Central Marin Police Authority and that the Authority contracts with Regional Government Services (RGS) for certain human resources services but that her role does not represent a conflict of interest in this issue. Chair Moulton-Peters disclosed that the City of Mill Valley also contracts with RGS for certain human resources services. Commissioners Phillips disclosed that the City of San Rafael contracts with RGS for certain human resources services. Commissioner Reed disclosed that the Town of Fairfax contracts with RGS for certain human resources services.

In response to further remarks by Commissioner Phillips regarding costs involved with the recommendation to hire a human resources consultant as well as other costs associated with this matter and if TAM could seek reimbursement from LGS, Mr. Case said that County Counsel's office would consider this and would consult with the TAM Board in a closed session setting to discuss that.

Vice Chair Arnold moved to approve the four recommendations, and Commissioner Fredericks seconded the motion.

Commissioner Furst expressed appreciation to the County Council for their work on this issue, especially given the importance and complexities of the matter. She explained how much clearer her understanding of the decision made by CalPERS and the Attorney General's office that TAM's employees should have been TAM employees all along. She noted that the clarity she received helped to inform her regarding how to look at the issue. She added that by becoming a CalPERS agency all employees become CalPERS members under TAM's umbrella which is how the agency should have been structured from the beginning. She finalized her comments by stating that her vote is based on how this- the agency can rectify what should have occurred many years ago and that she views this as a "housekeeping" action with little flexibility on the Board's part to handle it differently.

Mr. Case added the key factor for the determination was that TAM controls the manner and methods of the work done by the employees who sought employment through LGS.

Commissioner Phillips expressed, first, that he would be voting in support of the four recommendations but suggested that a letter crafted by the Chair to the staff to express the Board's appreciation for their good work as well as the Board's intention to abate the uncomfortable situation regarding staff's potential loss of service credit. Secondly, he stated he would like the Board to consider, at a future date, the possibility of the payoff of unfunded liabilities.

Commissioner Fredericks supported comments made by Commissioner Furst and added that, as a long-standing member of this Board, she confirmed that it was always the intention of TAM to find the most cost-efficient way to provide CalPERS benefits and that there is no change as to the intention or impact by approving the recommended actions.

Chair Moulton-Peters commended County Counsel as well, expressing confidence that County Counsel will work through the next steps in the process together with TAM's HR Ad Hoc Committee.

The motion for approval carried unanimously.

11. Release Strategic Vision Plan Draft for Public Review (Discussion)

ED Steinhauser introduced the item, noting that Planning Manager Derek McGill would present the staff report.

Mr. McGill noted that the Strategic Vision Plan Draft had been received and printed by TAM earlier this day, acknowledging there are some typos in the report that will be corrected before being distributed to a wider audience. He reviewed the different components contained in the draft, the length of the public review and comment period, and the broad distribution of the draft. He also highlighted especially Chapter 5 – Moving Forward, which includes up-to-date information on SB 1.

In response to a question from Commissioner Withy regarding the start date of the 60-day comment period, Mr. McGill stated that staff intended to release the draft document for comment later in the week with September 22 being the deadline for submitting comments. Commissioner Campbell asked for the data source for the information on congestion contained in Table 7 on page 28, questioning the validity that there is no congestion in the afternoon from the Golden Gate Bridge to San Rafael Avenue. Mr. McGill indicated that was one of the areas that needs to be reviewed and corrected before it is released.

ED Steinhauser confirmed that staff will pore through the document carefully before it is released. Commissioner Rice asked, and staff also confirmed the draft will come back to the Board for further review after the public comment period is over.

Commissioner Hillmer asked if staff would place a label of his jurisdiction, the City of Larkspur, on the map.

Chair Moulton-Peters thanked the Board and staff for their hard work for this meeting.

The meeting was adjourned at 4:15 p.m.

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Li Zhang, Chief Financial Officer

SUBJECT: Appointments to the Citizens' Oversight Committee (Action), Agenda Item No. 9b

RECOMMENDATION:

The TAM Board accepts the nomination and appoints the following COC member to serve the remainder of the current four-year term for the League of Women Voters seat on TAM's Citizens' Oversight Committee (COC).

- Member: Kevin Hagerty, League of Women Voters

BACKGROUND:

The COC oversees the Measure A Half-cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee revenue and expenditure activities. As an independently functioning group, the COC assure that the voter approved Measure A 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 the diversity 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.

DISCUSSION/ANALYSIS:

Pamela Gach, a devoted COC member who served as the member of the League of Women Voters since 2013, had to resign from the Committee in June this year since her and her family moved to San Diego to be near her daughter and grandchildren. Staff will truly miss Ms. Gach for her great local knowledge and important input provided to all the important transportation related issues. The Board of the League of Women Voters has appointed Kevin Hagerty as representative to the COC at its July meeting. Mr. Hagerty brings to the COC a rich governmental work experience and abundance of local community knowledge. He will serve the remainder of the current term, which will expire in May 2019.

TAM Citizens’ Oversight Committee Membership Table

| Position | Candidate | Term Expiration |
|--|--|------------------------|
| Northern Marin Planning Area – (1) | Member – V-Anne Chernock Alternate – Vacant | 2021 |
| Central Marin Planning Area – (1) | Member - Joy Dahlgren Alternate – Jeffrey Olson | 2021 |
| Ross Valley Planning Area – (1) | Member – Paul Roye Alternate – Vacant | 2019 |
| Southern Marin Planning Area – (1) | Member - Robert Burton Alternate – Jayni Allsep | 2019 |
| West Marin Planning Area – (1) | Member – Scott Tye Alternate – Vacant | 2019 |
| Marin County Paratransit Coordinating Council – (1) | Member - Allan Bortel Alternate – Rocky Birdsey | 2019 |
| Advocacy Group Representing Bicyclists and Pedestrians – (1) | Member – Vince O’Brien Alternate – Vacant | 2019 |
| Environmental Organizations – (1) | Member – Kate Powers Alternate – Nancy Okada | 2021 |
| School Districts – (1) | Member – Vacancy Alternate – Vacancy | 2021 |
| Major Marin Employers – (1) | Member – Peter Pelham Alternate – Vacant | 2021 |
| Taxpayer Group – (1) | Member – Paul Premo Alternate - Vacancy | 2021 |
| League of Women Voters – (1) | Member – Kevin Hagerty Alternate – Kay Noguchi | 2019 |

FISCAL CONSIDERATION:

Not Applicable.

NEXT STEPS:

Staff will continue to actively solicit nominations and applications to fill the remaining expiring and vacant positions and will bring the names of qualified candidates to a future TAM Board meeting for consideration.



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Li Zhang, Chief Financial Officer

SUBJECT: Award of Financial Advisory Services Contract (Action), Agenda Item No. 9c

RECOMMENDATION:

The TAM Board approves the selection of Sperry Capital as TAM’s financial advisor and authorizes the Executive Director to negotiate and enter into contract with the team. \$20,000 is included in the FY2017-18 Annual Budget for potential financial advisory services needed.

BACKGROUND:

Sperry Capital, a Marin based financial advisory services company, was awarded the contract in 2006 and again 2011 through a competitive Request for Proposals (RFP) process and provided TAM with quality financial advisory services on various transportation funding and financing related issues over the last 10 years. The 2011 Financial Advisory Services Contract between TAM and Sperry Capital expired on January 31, 2017.

DISCUSSION/ANALYSIS:

Per TAM’s procedures in utilizing public funds responsibly, a RFP for Financial Advisory Services was released on June 1, 2017, with a due date of June 23, 2017. Staff received two proposals during the RFP process. An evaluation panel, comprised of Erin McGrath, Chief Financial Officer of Sonoma Marin Area Rail Transit, Patricia Reavey, Deputy Executive Director of Finance and Administration of Alameda County Transportation Commission, and Li Zhang, TAM’s Chief Financial Officer, reviewed the proposals received, conducted onsite interviews with the teams, and recommended the selection of the team from Sperry Capital, which has both the historical and local knowledge of Marin’s transportation projects/programs and transportation needs, and can best meet TAM’s various transportation financing advisory needs at this time.

FISCAL CONSIDERATION:

\$20,000 is included in the FY2017-18 Annual Budget for potential financial advisory services needed. Staff expects this will meet the financial advisory needs of the current fiscal year and will bring a budget amendment to the Board for approval if necessary. Initial contact will be for 3 years with the option to be

extended up to 5 years. Proposed annual amount not to exceed amount is \$36,000, with a total of \$108,000 for the initial 3-year contract period.

NEXT STEPS:

The Executive Director will negotiate and enter into contract with Sperry Capital for the agency's financial advisory service needs.



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Authorize the exchange of OBAG Cycle 2 Priority Conservation Area (PCA) Funds between Marin County and Corte Madera (Action), Agenda Item No. 9d

RECOMMENDATION

Authorize Corte Madera to exchange \$312,000 in federal PCA funds from the Paradise Drive Multiuse Pathway Gap Closure Project with Marin County for \$234,000 in local funds from the Hicks Valley/Wilson Roads Rehabilitation Project on the condition that subsequent authorizing resolutions to the funding exchange proposal will be provided by Marin County and Corte Madera.

In addition, Corte Madera will be required to complete the project as scoped in its PCA application and prohibited from seeking TAM funds (except Measure A funds for local roads under Strategy 3.2) to defray the shortfall created by this funding exchange proposal.

BACKGROUND

Under the One Bay Area Grant (OBAG) Cycle 2 Program, the Metropolitan Transportation Commission (MTC) included the Priority Conservation Areas (PCA) Program to support Plan Bay Area goals such as preservation and enhancing the natural, economic and social value of rural lands. MTC set aside \$8.2 million for the four North Bay Counties with each County receiving \$2.05 million for programming over FY 17/8 to FY 21/22. PCA funds are federal Surface Transportation Program (STP) funds and must comply with all federal requirements.

On July 28, 2016 and February 23, 2017, the TAM Board programmed the available PCA funds of 2.05 million to six projects shown in the below table.

| PCA Programming (as of February 23, 2017) | | |
|--|--|--------------------------|
| Sponsor | Project | Amount Programmed |
| NPS | Fort Baker's Vista Point Trail | \$500,000 |
| Corte Madera | Paradise Drive Multiuse Pathway | \$312,000 |
| Marin County | Wilson Road Rehabilitation Project | \$500,000 |
| Marin County | Hicks Valley Road Rehabilitation Project | \$369,700 |

| | | |
|--------|--|--------------------|
| Novato | Carmel Open Space Land Acquisition | \$103,950 |
| Novato | Hill Recreation Area Bike/Ped Improvements | \$264,350 |
| | Total | \$2,050,000 |

PCA FUNDING EXCHANGE PROPOSAL

Corte Madera staff recently approached TAM staff on the idea of exchanging the programmed amount of \$312,000 from the Paradise Drive Multiuse Pathway with local funds from another project to avoid “federalizing” the Paradise Drive Multiuse Pathway. TAM staff provided Corte Madera staff with the suitable parameters to facilitate the funding exchange, namely exchanging funds with a PCA eligible project.

Corte Madera staff then approached Marin County on exchanging the \$312,000 in PCA funds from Paradise Drive Multiuse Pathway with local funds from the Wilson Road Rehabilitation Project that is also receiving PCA funds. The two agencies agreed to a 75% exchange rate whereby Marin County would receive \$312,000 in PCA funds and Corte Madera would receive \$234,000 in Marin County’s local funds to be used on the Paradise Drive Multiuse Pathway.

While Corte Madera is receiving less local funds than the amount programmed by the TAM Board, Corte Madera is still obligated by TAM to complete the Paradise Drive Multiuse Pathway as originally scoped in its PCA application by committing sufficient amount of its own local funds needed to complete the project. Corte Madera will be prohibited from seeking TAM funds (except Measure A funds for local roads under Strategy 3.2) to defray the shortfall created by this funding exchange proposal.

Marin County will use the additional \$312,000 in PCA funds from Corte Madera to join the Hicks Valley Road Rehabilitation Project with the Wilson Road Rehabilitation Project as one project. The additional PCA funds will allow Marin County to add an extra stretch of road to link the two projects and rehabilitate one continuous corridor.

To facilitate this funding exchange, both parties will need an approved resolution from its respective governing board. Staff from both agencies will be seeking respective approval from Town Council on September 19, 2017 and the Board of Supervisors on September 26, 2017.

| PCA Programming – Requested Revisions | | | |
|--|--|--------------------------------|----------------------------------|
| Sponsor | Project | Prior Programmed Amount | Revised Programmed Amount |
| NPS | Fort Baker's Vista Point Trail | \$500,000 | \$500,000 |
| Corte Madera | Paradise Drive Multiuse Pathway | \$312,000 | \$0 |
| Marin County | Wilson Road Rehabilitation Project | \$500,000 | \$0 |
| Marin County | Hicks Valley Road Rehabilitation Project | \$369,700 | \$0 |
| Marin County | Hicks Valley/Wilson Roads Rehabilitation Project | \$0 | \$1,181,700 |
| Novato | Carmel Open Space Land Acquisition | \$103,950 | \$103,950 |
| Novato | Hill Recreation Area Bike/Ped Improvements | \$264,350 | \$264,350 |
| | Total | \$2,050,000 | \$2,050,000 |

STAFF RECOMMENDATION

TAM staff is recommending the TAM Board approve the funding exchange proposal between Marin County and Corte Madera on the condition that Board of Supervisors for Marin County and the Town Council for Corte Madera provide subsequent authorizing resolutions to the funding exchange proposal, including the conditions as outlined.

NEXT STEPS

Submit PCA applications to MTC for programming as shown in the Revised Programmed Amount column in the above table after appropriate resolutions have been received by the respective agencies.

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project (Action),
Agenda Item No. 9e

RECOMMENDATION:

Authorize Executive Director to increase the Not to Exceed amount of Contract C 14/15-10 by \$34,000 to \$249,000. Contract term to remain unchanged. Funding is available in the Project and TAM FY 18 budgets.

BACKGROUND:

TAM staff were made aware of pedestrian and bicycling circulation needs in the TAM Junction area of Tam Valley and agreed to look into a potential project. During preliminary engineering, Caltrans informed TAM that pedestrian improvements were the responsibility of the State and that a project currently scheduled for construction in 2019 would be completed to provide a continuous sidewalk from the Coyote Creek Bridge to Flamingo Road on the southwest side of State Route 1. TAM is sponsoring a separate project for bicycle access improvements. TAM has coordinated with Caltrans to make sure that the two projects can co-exist without having to redo work.

TAM has utilized a variety of fund sources to further the project. Part of this effort included assisting Caltrans in the development of a Project Study Report for the entire corridor, assuring the bike and pedestrian improvements are well-coordinated and both are proceeding to be constructed. On December 1, 2016 the TAM Board authorized the Executive Director to award a contract for Construction. Since that time, unanticipated environmental issues have arisen, significantly delaying the start of the Project.

DISCUSSION/ANALYSIS:

The local community has identified bicycle movement through the TAM Junction area as a significant need. Of particular concern is the high volume of Mill Valley Middle School students riding the wrong way in the shoulder areas of Route 1.

This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing path. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve periodic flooding.

TAM awarded the construction contract to Ghilotti Brothers of San Rafael on December 1, 2016. After award, the State Department of Transportation working as the Federal environmental lead required several unanticipated environmental studies (bird and Archaeological), for areas that initially were believed to be outside the impact area of the Project. These studies along with additional electrical and traffic signal work has led to unanticipated work by our consulting team requiring additional budget.

Staff has reviewed the recent budget increase request from CSW and feel the increase is justified. Therefore, an increase of \$34,000 is recommended.

Staff note that additional budget adjustments will likely be required to fund design services during construction. Information is being compiled related to construction services, contractor contingencies, and potential increased Right of Way costs associated with utility relocations. A funding plan to complete the project is expected to be presented at the September Projects and Programming Executive Committee meeting.

FISCAL CONSIDERATION:

This project has a variety of funding sources:

\$48,000 from CMA Planning for Preliminary Engineering;
\$20,000 from TDA Article 3 for Environmental;
\$175,000 from OBAG1 for Environmental and Final Design;
\$80,000 from TFCA for Construction Management;
\$350,000 from TAM Safe Pathways for Construction Capital and Construction Management; and
\$178,000 from Measure A 5% Bonding Reserve.

This funding is no longer sufficient to complete the full project. Options will be presented at the September Projects/Programming Executive Committee meeting to discuss the remaining need or to consider reducing a portion of the project scope. Sufficient funding is available to continue with construction scheduled to start in late August; however, additional funds will likely be required as the project advances.

The approved project funding as illustrated in the approved TAM FY18 budget is sufficient to allow the \$34,000 increase without modification.

NEXT STEPS:

The contractor obtained their permit from Caltrans a few weeks ago and construction is expected to begin during the last week of August. Note, this project will require extensive coordination with local business and TAM staff are planning to be heavily involved in this necessary outreach process.

ATTACHMENTS: None



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nicholas Nguyen, Principal Project Delivery Manager

SUBJECT: Authorize the Executive Director to Negotiate and Execute a Contract, Not to Exceed \$700,000, with BKF Engineers to Prepare 30 Percent Design Plans for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects. (Action), Agenda Item No. 9f

RECOMMENDATION:

Move to authorize the Executive Director to negotiate and execute a contract, not to exceed \$700,000, with BKF Engineers to initiate design plans and associated work for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects.

BACKGROUND AND PAST ACTIONS:

The Marin-Sonoma Narrows Project is widening approximately 17 miles of US 101 from four to six lanes by adding carpool lanes in each direction; creating a controlled access freeway and upgrading the highway to current freeway standards from Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County). It is part of the overall regional plan to provide continuous carpool lanes through Marin and Sonoma Counties.

In addition to the carpool lanes, new interchanges and frontage roads are being built to remove unsafe access from private properties and local roads. The project also includes continuous Class I and Class II bikeways between Novato and Petaluma.

The US 101 Corridor is a Lifeline Corridor that connects our major cities - San Francisco, San Rafael, Novato and Santa Rosa - serving goods movement, recreational travel and commuters. Construction of the 17-mile project is progressing with a combination of local funds and state funds. But critical funding gaps still exist, impeding the delivery of goods, services and workers all along Highway 101 from San Francisco, through Marin and Sonoma Counties. To deliver this project, TAM, Sonoma County Transportation Authority (SCTA) and Caltrans have initiated a strategy of dividing the 17-mile project into a series of fundable contracts and are building the project in phases based on operational priority and funding availability.

With SCTA's two remaining MSN projects ready for construction and the State's Senate Bill (SB)-1 providing upcoming transportation funding for projects like the Narrows, it is imperative that TAM begins design of the last two major segments (B1 Phase 2 and A4) in Marin to position itself for additional advance design funding, as well as key construction funding, to complete the entire corridor. The design work is for the final completion of both the northbound and southbound HOV Lane.

DISCUSSION/ANALYSIS:

Towards this end, the first step in the public procurement process was to advertise and select a design firm. A Request For Qualifications and Proposal (RFQ/P) was distributed through a variety of channels, including noticing to known transportation design firms, noticing on TAM's website, and publishing in the Marin Independent Journal. Four submittals were received on July 17th; from Wood Rodgers, WMH, Mark Thomas & Co, and BKF Engineers. Staff reviewed the submittals thoroughly, and interviewed two firms. Of the two firms, BKF Engineers was ranked the highest by the interview panel.

Staff is currently reviewing the firm's submittal, and based on initial review deem that BKF Engineers is a qualified firm with good references to perform the needed services.

Staff recommends that the Board authorize the Executive Director to negotiate and execute a contract, not to exceed \$700,000, with BKF Engineers to initiate design plans and associated work for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects, pending complete review of the firm's submittal. Future contract amendment will be necessary as additional funds become available to expand the scope and provide 100 percent complete, construction-ready plans.

FISCAL CONSIDERATION:

The TAM Board approved OBAG2 funds for this 30% Design work. Funds are available in this fiscal year's budget to perform the work, and no budget adjustment will be required to meet the needs of this contract award.

Note that the design of the Narrows has become an urgent need due to the sudden availability of major capital construction funding through SB1. TAM's funds will only enable a portion of the design. Most of SB1 funds are available for only capital construction. TAM staff are diligently seeking other fund sources to complete design; shortfall is approximately \$3.5 million. If TAM cannot secure the remaining design funds, it may fall out of the capital funding competition being enabled by SB1.

The 30% Design will be completed in early Spring 2018. It will behoove TAM and its partners, Caltrans, the CTC and MTC to locate the remainder of the design funds by then to keep the projects moving forward.

NEXT STEPS:

If authorized, the Executive Director will negotiate and execute a contract with BKF Engineers.



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Appointments to the Technical Advisory Committee (Action), Agenda Item No. 9g

RECOMMENDATION:

The TAM Board accepts the nomination and appoints the following alternate to a four-year term on TAM's Technical Advisory Committee (TAC).

- Alternate – Adam Wolff, Marin County Planning Directors

BACKGROUND:

The TAC is a requirement of the expenditure plan for the Transportation Sales Tax approved by the voters in 2004. Specific duties include recommendations for projects and allocations associated with the Major Road program. Also, the members of the TAC are tasked with making recommendations for the placement of crossing guards and have been instrumental in the development of the current location selection criteria.

DISCUSSION/ANALYSIS:

A vacancy on TAM's TAC was created with the departure of Vin Smith who represented the Marin County Planning Directors Alternate seat. At a recent meeting of the Marin County Planning Directors, staff requested that the organization nominate one of their members to fill this vacancy. This resulted in the nomination of Adam Wolff.

The application was reviewed and the applicant was found to meet the qualifications for the position.

The table below illustrates all TAC Positions as of September with the appointments requested by your Board shown in a bold font:

TAM Technical Advisory Committee Membership Table

| Position | Candidate | Term Expiration |
|--|---|------------------------|
| Marin Managers Association– (2) | Member – Garrett Toy Alternate – Vacant Member – Regan Candelario Alternate – Vacant | 2021 |
| Marin Public Works Association – County - (1) | Member - Craig Tackabery Alternate – Robert Goralka | 2019 |
| Marin Public Works Association – Small City - (1) | Member – Jonathon Goldman Alternate – Julian Skinner | 2019 |
| Marin Public Works Association – Large City - (1) | Member – Russ Thompson Alternate – Vacant | 2021 |
| Marin County Planning Directors – (1) | Member – Scott Anderson Alternate – Adam Wolff | 2019 |
| Marin County Paratransit Coordinating Council – (1) | Member – Rocky Birdsey Alternate – Allan Bortel | 2019 |
| Golden Gate Bridge Highway & Transportation District – (1) | Member – Raymond Santiago Alternate - Vacant | 2021 |
| Marin Transit – (1) | Member – Amy Van Doren Alternate – Robert Betts | 2021 |
| Marin County Office of Education – (1) | Member – Mike Grant Alternate – Mary Jane Burke | 2019 |
| Environmental Organizations of Marin County – (1) | Member – Doug Wilson Alternate – Vacant | 2021 |
| Bicycle and Pedestrian Groups – (1) | Member – Tim Gilbert Alternate – Vacant | 2021 |
| Business Organizations – (1) | Member – Richard Myhre Alternate – Vacant | 2019 |

FISCAL CONSIDERATION:

Not Applicable.

NEXT STEPS:

TAM staff continues to solicit membership for the various alternate positions that remain vacant. Future appointments to the TAC will be brought to the TAM Board for approval.

ATTACHMENTS:

None



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Approve updated Resolution on HOV Hours of Operation, (Action), Agenda Item 10

RECOMMENDATION

Recommend confirmation of Resolution 2017-2, attached, unanimously approved by the TAM Board June 1st, 2017, stating TAM's concerns and conditions regarding MTC's proposal to expand High Occupant Vehicle (HOV) hours of operation on Highway 101 in Marin. Authorize the updated resolution to be sent to the Metropolitan Transportation Commission (MTC).

BACKGROUND

High Occupancy Vehicle (HOV) Lanes began operation in Marin in 1976 with an occupancy requirement of three + people. In 1988 the occupancy requirement was reduced to two+ persons. The hours of operation in July 1998 were changed to 5 to 9 am and 3 to 7 pm Monday through Friday. After much community pressure, the Highway 101 HOV hours were returned to 6:30 to 8:30 am in the southbound direction and 4:30 to 7:00 in the northbound direction. Since that time, the existing gaps in the carpool lanes have been closed by constructing new HOV Lanes resulting in continuous HOV lanes through much of Marin.

The MTC Managed Lanes Implementation Plan (MLIP) was conducted in 2016 to identify projects that can be easily implemented to better manage the freeways in the region. The MLIP recommendations included potential locations for new HOV Lanes, HOV Lane conversion to Express Lanes, Express Buses, Park & Ride Lot Improvements, and extended or regionally consistent HOV hours.

As part of the MLIP recommendation for Marin, MTC originally proposed revised HOV hours of 6:30 to 10:00 am and 3:00 to 7:00 in the afternoon. These proposed changes would be implemented in two six-month pilot periods and then assessed for further consideration for continued operation. The first pilot would have changed the hours in the Southbound direction in summer 2017. The Northbound direction hours were proposed to be changed in early 2018.

Upon considering concerns raised by TAM in Marin, MTC has revised their proposal to increase the hours of operation by 30 minutes in the southbound direction. The resulting southbound HOV hours of operation would be 6:30 to 9:00, and would be implemented as a pilot for 3 months from October through December 2017. In a briefing sponsored by Senator McGuire in July, MTC and Caltrans presented additional information and announced the new proposal.

DISCUSSION/ANALYSIS

A traffic study was completed in late June that showed delay in the general-purpose lanes, for travelers not able to utilize the HOC/ Carpool lane options. This study was shared with the project partners including TAM. The study results indicate results for both the original proposal of a 90-minute extension and the modified proposal of a 30-minute extension:

- For the 90-minute proposal, the increase was most pronounced during the time period of 9:30 to 10:00 when each user would experience a travel time delay increase from 2 minutes to 9.3 minutes.
- For the 30-minute proposal, the attached shows a 6-7-minute additional delay that would be experienced by all other travelers not able to utilize the carpool lane options.

An analysis was also completed and presented to the partners that shows the peak period extending beyond the current hours. It remains a concern that a longer period of congestion on Highway 101 would possibly result in additional accidents or incidents, an impact that should be carefully considered and ideally mitigated.

A final significant element to the revised proposal is the lack of clarity on what the benefit is that would offset the additional delay and increased accidents or incidents. There has not been clarity on how much bus service would be added; it has been reported that all Golden Gate buses utilizing the carpool lane are already full.

It is also not clear if the carpool lane being completely full for several segments of the corridor would result in more high occupancy vehicles wanting to - or being able to - use the lane. Concerns over violators in the carpool lanes are not addressed; in fact, requests for additional support for the California Highway Patrol to both enforce violators or address additional incidents have been rejected.

RECOMMENDATION

Based on the above analysis of the revised proposal for an HOV Lane Hours of Operation extension of 30 minutes, from the current 6:30 to 8:30 AM, to a new 6:30 to 9:00 AM on Southbound Highway 101, TAM staff recommend re-submittal of the original Resolution of concern and conditions, modestly updated, as attached.

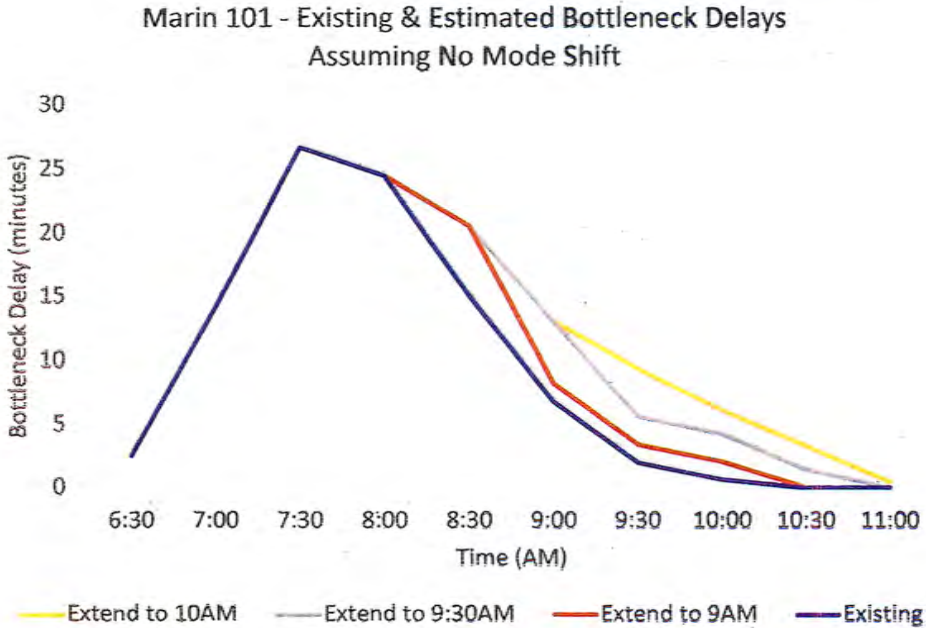
FISCAL CONSIDERATION

None

ATTACHMENTS

- 1) Traffic Study results regarding increased congestion
- 2) Draft TAM Resolution

Additional 6-7 Minutes Delay in General Purpose Lanes If No Mode Shift (Worst Case), but Carpools and Buses Can Bypass Entire Bottleneck & Save Time



| | Current Bottleneck Delay (Minutes) | Additional Delay Due to HOV Hours Extension (Minutes) Assuming No Mode Shift | | |
|----------|------------------------------------|--|------------------|----------------|
| | | Extend to 9AM | Extend to 9:30AM | Extend to 10AM |
| 6:30 AM | 3 | - | - | - |
| 7:00 AM | 14 | - | - | - |
| 7:30 AM | 27 | - | - | - |
| 8:00 AM | 24 | - | - | - |
| 8:30 AM | 15 | 6 | 6 | 6 |
| 9:00 AM | 7 | 1 | 6 | 6 |
| 9:30 AM | 2 | 1 | 4 | 7 |
| 10:00 AM | 1 | 1 | 4 | 5 |
| 10:30 AM | 0 | 0 | 1 | 3 |

↑
9AM Option Recommended

↑
9 AM Option Recommended

Existing HOV Hours
HOV Hours Extension



THIS PAGE LEFT BLANK INTENTIONALLY

TAM RESOLUTION NO. 2017-XX

A RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) ON THE MTC PILOT PROPOSAL TO MODIFY THE HIGHWAY 101 HIGH OCCUPANCY VEHICLE (HOV) LANE HOURS OF OPERATION

WHEREAS, On April 27, 2017 the Metropolitan Transportation Commission (MTC) made a presentation to the TAM Board to review and discuss a pilot proposal to modify the Highway 101 High Occupancy Vehicle (HOV) Lane Hours of operation; and

WHEREAS, the TAM Board sent a resolution urging further studies before action is taken on June 1, 2017, and

WHEREAS, The intended action by MTC is to modify the operating hours of the HOV lanes within Marin County on Highway 101 to allow transit trips to and from Sonoma County to operate more effectively and create a common standard around the Bay Area; and

WHEREAS, MTC has since reduced the hours of the pilot proposal; and

WHEREAS, MTC intends to implement the changes in hours as a three-month pilot in in the southbound direction, increasing hours to 6:30-9:00 AM, from the current 6:30-8:30 AM; and

WHEREAS, There are currently over 125,000 daily users on the section of Highway 101 in northern Marin, and 160,000 daily users in southern Marin and congestion is severe; and

WHEREAS, The area served by Highway 101 uniquely lacks a strong local road network, as such, Highway 101 serves as Main Street, often with intra-county trips that stay on the highway for just one or two interchanges before exiting. These short trips preclude the use of the HOV lanes by many of our residents. Longer HOV hours would reduce the capacity of the highway for residents by 25% during those longer hours; and

WHEREAS, A recent study shows a substantial increase in delay between 8:30 and 9:00 for the majority of users on Highway 101. The same study shows effects from the change will still be present until 10:30; and

WHEREAS, When Caltrans changed the hours of operation in July of 1998, there was significant public concern eventually leading to a return of the current hours a few months later. The underlining concerns of Marin residents have not changed during the intervening years. A reduction of 25% of the available capacity, could be detrimental to our businesses who rely on workers traveling into Marin every day, as well as our residents using Highway 101 as an urban arterial; and

WHEREAS, Requests for the change in hours have been received from Golden Gate Transit and Marin Transit. Each feel that the extended hours can allow their transit system to operate more efficiently and effectively attract additional transit users. TAM actively supports the use of transit, vanpools, and carpools on Marin's busiest highway. TAM recognizes the importance of providing alternatives to driving alone; and

WHEREAS, The California Highway Patrol has raised concerns regarding increased incidents from the added congestion that will occur due to compressing the users into fewer general purpose travel lanes. Increased congestion and incidents related to that congestion are unacceptable, and be it

RESOLVED, While the TAM Board supports HOV Lane hours that support transit, it will be in the best interest of Marin commuters not to suddenly introduce these changes as a stand-alone effort. TAM believes a more comprehensive approach to managing highway traffic is warranted and should be implemented in a coordinated effort that includes: the implementation of ramp metering; a commitment of funds supporting additional HOV Lane enforcement of violators; and support for a Bus-on-Shoulder lane. TAM believes these complementary elements would result in more effective operational improvements, and be it further

RESOLVED, that the TAM Board wishes to supplement the June 1,2017 Resolution with this revised Resolution, and be it further

RESOLVED, Prior to initiating the pilot project, it is imperative that there is a clear agreement regarding what constitutes success – and what constitutes unacceptable impacts, specifically regarding additional congestion in the mixed-flow lanes and local roads, with delays affecting our residents and businesses;

Prior to implementing the pilot project, MTC and Caltrans should study the effect of the changed HOV Lane hours. Predicting potential impacts and mitigations must precede the decision to implement the pilot. Both before and after evaluations clearly establishing the metrics of pilot success should be done including but not limited to:

- Total number of people moving through the Highway 101 Corridor,
- Total length of congestion in the Mixed Flow and HOV Lanes,
- Change in travel time for Mixed Flow and for HOV Lane users,
- Advantage to transit and resultant growth in transit ridership, and increases in carpools, vanpools, and low/zero emission vehicles.
- Potential impacts to local roads

TAM requests a robust public information campaign prior to the change in HOV hours, along with an assessment of carpool and transit options and incentives be conducted in advance of the pilot. Our residents, employers, employees, and recreational visitors should all be afforded an opportunity to plan their trips knowing these restrictions on Highway 101 are going to occur; and be it further

RESOLVED, TAM requests MTC and Caltrans implement the change in HOV hours of operation after the aforementioned studies have been completed, reviewed, and agreed upon by all parties and that the potential impacts are acceptable. All parties shall revisit the proposed change in the HOV Lane hours of operation during the pilot to assess successful performance or should the pilot experience intolerable negative impacts consider appropriate steps to terminate the pilot program.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 24th day of August 2017, by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director

DRAFT

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nicholas Nguyen, Principal Project Delivery Manager

SUBJECT: Receive a Presentation from Project Finance Advisory Ltd (PFAL) on Financial Opportunities to Fund State Route (SR) 37 Corridor Improvements (Discussion), Agenda Item No. 11

RECOMMENDATION:

Receive and provide comments to a presentation from Project Finance Advisory Ltd (PFAL) on financial opportunities to fund State Route (SR) 37 corridor improvements.

BACKGROUND AND PAST ACTIONS:

Highway 37 is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, Highway 37 has been the subject of a long-range planning study conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans). In addition, staff and elected officials from the four counties have been in discussion over the past three years about how local transportation authorities might play a role in advancing improvements in the corridor. The corridor is broken up into 3 segments. Segment A is from Hwy 101 to Hwy 121 with 3.4 miles in Marin and 3.9 miles in Sonoma. Segment B is from Hwy 121 to Mare Island with 2.3 miles in Sonoma and 7 miles in Solano. Segment C is 4.4 miles entirely in Solano.

In September 2015, the TAM Board approved entering into a memorandum of understanding between the Napa Valley Transportation Authority (NVTA), the Solano Transportation Authority (STA), and the Sonoma County Transportation Authority (SCTA). The intent of the MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor. The resultant Policy Advisory Committee is tasked with examining options to address the threat of sea level rise, traffic congestion, transit options and recreational activities. The MOU constitutes a guide to the intentions and strategies of the parties involved, and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor. The created SR 37 Policy Committee on which Chair Moulton-Peters, Commissioners Arnold and Connolly serve representing TAM has been meeting for nearly two years.

In January 2016, the TAM Board approved an agreement to fund TAM's share of a financial consultant to help assess likely costs, revenue sources and financial opportunities that will need to be addressed to complete a project in the corridor. Project Finance Advisory Ltd (PFAL) was selected. They have shared results with the Policy Advisory Committee, including numerous interest groups and members of the public. To bring all TAM's Board members up to speed on what is being considered by the 4-County PAC, the PFAL team will present their findings tonight. (See the attached presentation.)

DISCUSSION/ANALYSIS:

On-going related Activities

1. In January 2017, the TAM Board approved \$20,000 as TAM's contribution to matching funds for the SR 37 Transportation and Sea Level Rise Corridor Study, also referred to the Design Alternatives Analysis (DAA) to be conducted by MTC's consultant Kimley Horn. The nearly \$1 million scope of work, funded primarily through MTC, includes:
 - A. Corridor Plan from Hwy 101 to Hwy 80
 - i. Data Collection
 - ii. High level frame work
 1. Capacity Constraints
 2. Sea level rise, Storm Surge, Flooding
 - iii. Identify Priority Segments
 - B. Design Alternative Assessment of Priority Segment B for near and long term projects
 - i. Definition and detailed analysis:
 1. Traffic operation
 2. Design
 3. Cost Estimates
 4. Environmental Screening
 - C. Shoreline Protection
 - i. Identify key areas vulnerable to sea level rise and flooding
 - ii. Provide planning level projects and costs.

The draft Design Alternatives Assessment will be released at the September 7, 2017, SR 37 Policy Committee meeting. This plan will be presented to the full TAM Board at a future meeting.

2. In anticipation of the release of information from the DAA, Caltrans has hired MIG as a communications consultant to carry out several public outreach tasks; first of which will be outreach "open houses" that will take place starting in September. In Marin County, one such open house to present the draft Corridor Plan is tentatively scheduled on September 20th, from 6pm-8pm, in the Key Room at the Next Key Center (385 N. Hamilton Parkway, Novato, CA). The DAA will be released this winter followed by another public workshop, an online survey, focus groups and a telephone town hall.
3. At the SR 37 Policy Committee held on May 5, 2016, United Bridge Partners presented an unsolicited proposal addressing the section of highway between Highway 121 and Mare Island, but after two rounds of questions and answers with UBP they did not answer the questions with enough information to adequately evaluate their proposal. The unsolicited proposal has significant gaps in information, requires legislation, precludes a competitive process and includes significant risk to the corridor partners, while also not addressing any improvement opportunities within Marin's Segment A. The risks, challenges and unanswered questions of the UBP proposal make it necessary to remain open to other delivery methods.
4. On a separate track, MTC is working on Regional Measure 3 (AB 595, Beall). This legislation will grant MTC authority to place a bridge toll increase on the ballot in the Bay Area in 2018. There is an opportunity to include in the legislation an option for MTC/BATA to establish some yet-to-be-determined component of SR 37 as a future toll bridge corridor. The proposed language in the bill would not commit to the BATA delivery model or require immediate tolling but would keep the option open and streamline future delivery if the BATA model is selected.

5. At the SR 37 Policy Committee held on May 4, 2017, Supervisor James Spring of Solano County and Chair of the Solano Transportation Authority (STA), announced STA plans to proceed as the lead agency for Segments B and C. At the May 10, 2017, STA Board meeting they acted to support this approach and transmitted letters to the other North Bay Counties indicating their desire (see attached letters along with STA Board item).

There are many next steps to advance improvements in the corridor once the DAA is completed. Over time, the SR 37 Policy Committee, with input from MTC and Caltrans, will evaluate and implement both near and long term solutions for traffic operations, sea level rise, storm surge and flooding. The first priority is to fund an environmental document for a long-term, ultimate, solution. Due to the large financial commitments for these next steps, PFAL was engaged to analyze initial planning level costs and revenue opportunities.

FISCAL CONSIDERATION:

There are no new fiscal impacts to this action.

NEXT STEPS:

The Executive Director and staff will continue to work with the Policy Committee to complete the Design Alternative Assessment and finalize the deliverables from PFAL.

ATTACHMENTS:

1. PFAL Presentation
2. STA Board Item 12.B Staff Memo – May 10, 2017
3. STA letters to Policy Committee Members

THIS PAGE LEFT BLANK INTENTIONALLY



SR 37: AFFORDABILITY ANALYSIS & FINANCING OPTIONS



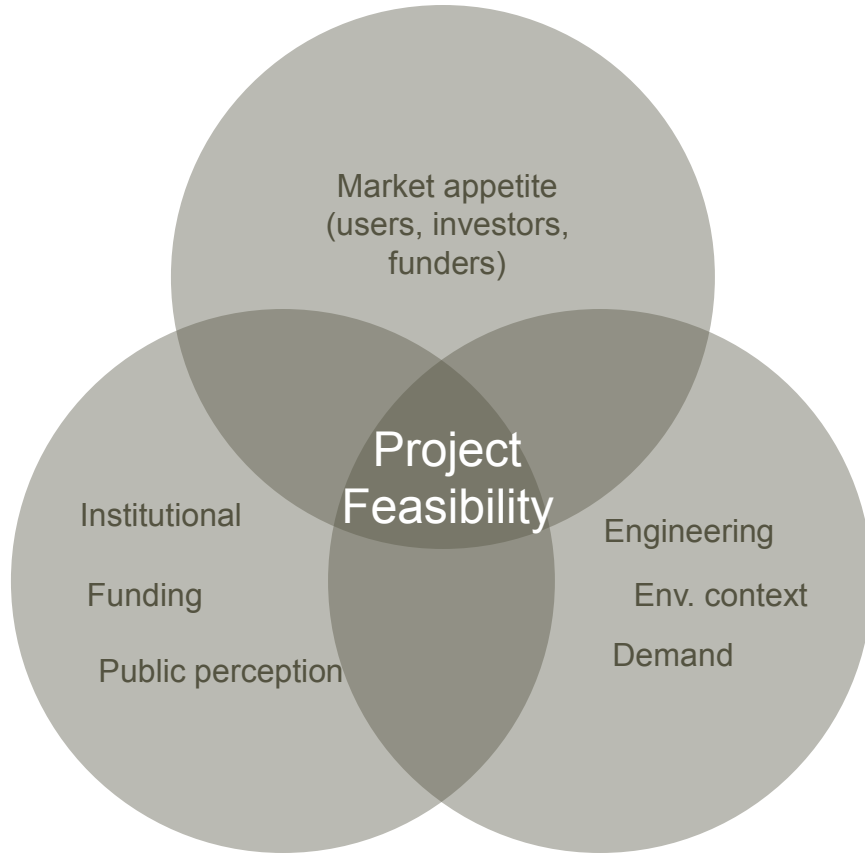
AGENDA

1. Introduction
2. Affordability analysis
3. Next steps
4. Q&A

PFAL ROLE & SCOPE

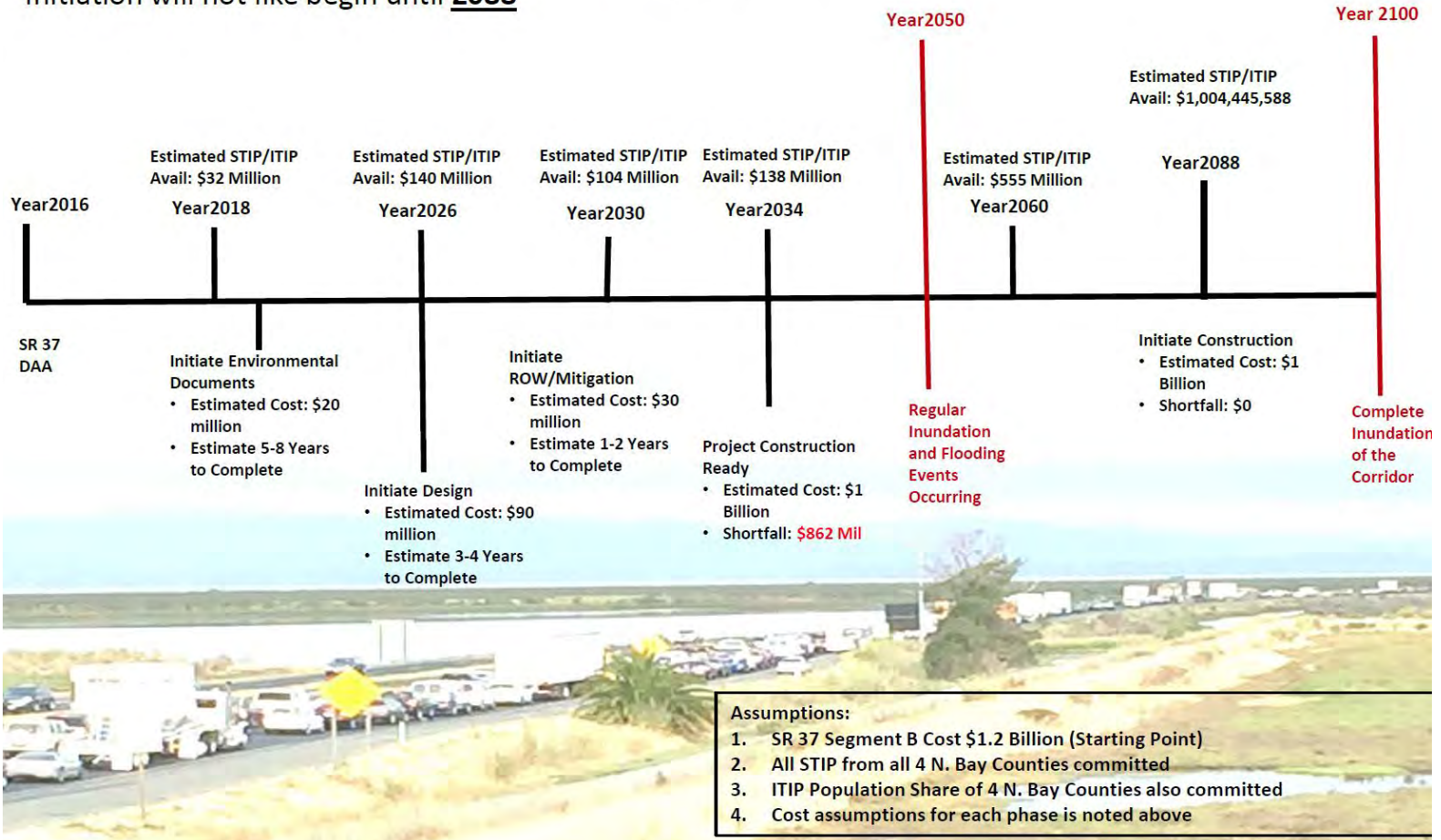
- Financial and policy resource expertise for the SR 37 Policy Committee and Transportation Authorities of Marin, Napa, Solano and Sonoma Counties
- Scope included:
 - Deriving lessons learned from case studies (6) for similar facilities
 - Creating a decision making roadmap for project delivery alternatives
 - Traditional design-bid-build
 - Public Private Partnership (P3)
 - Bay Area Toll Authority Model (public-public)
 - Privatization
 - Sampling investor and developer market interest and feedback for a new project of this size and type
 - Developing high-level revenue forecasts for different tolling concepts
 - Defining financial affordability thresholds to define a project “feasibility envelope”

FEASIBILITY ENVELOPE



RATIONALE

Traditional Public Finance Option Timeline: Under Ideal Traditional Funding Circumstances, Construction Initiation will not like begin until **2088**



GETTING TO THIS POINT

May 2016

- Education & Background

Jul.-Aug. 2016

- Six Case Studies

January 2017

- Key Revenue & Affordability Concepts

March 2017

- Revenue & Affordability Analysis

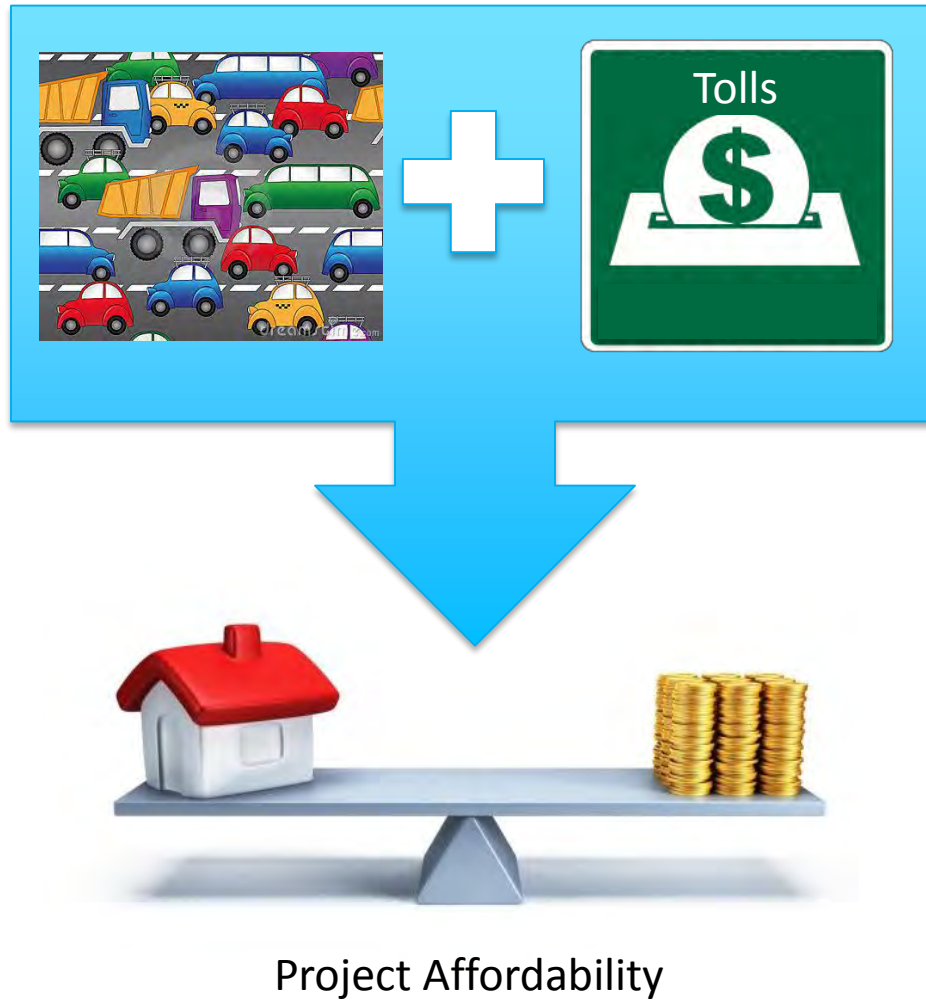
April 2017

- Industry/Market Outreach & Feedback

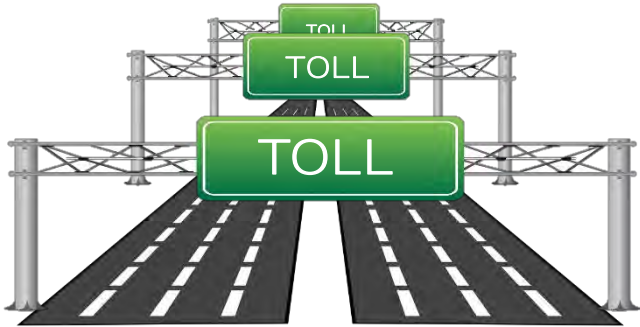
May 2017

- Summary Findings & Next Steps

PROCESS OVERVIEW



TOLLING CONCEPTS



“Toll Road”

Three toll locations

Toll charge per mile travelled

| Segment | Toll |
|---------|--------|
| A | \$1.70 |
| B | \$2.25 |
| C | \$1.05 |
| Total | \$5.00 |



“Toll Bridge”

One toll location

Toll charge per “crossing”

| Segment | Toll |
|---------|--------|
| A | - |
| B | \$5.00 |
| C | - |
| Total | \$5.00 |

ALTERNATIVE TOLL REVENUE GENERATION SCENARIOS TESTED

| Scenario | Toll Rate | Toll Option | Total Revenue |
|--------------------------------|-----------|---|---------------|
| Four lanes tolled | \$5 ⇄ | Toll Road (3 locations) | \$12.5 b |
| | | Toll Bridge (1 location) | \$9.3 b |
| Two lanes tolled one direction | \$7 → | Toll Road (3 locations) | \$9.4 b |
| | | Toll Bridge (1 location) | \$7.5 b |
| One reversible lane tolled | \$5 ⇄ | Toll Bridge (1 location) AM – westbound PM - eastbound | \$0.3 b |

* Total revenue generated over 50 years of tolling. Toll rate escalated over this period.

Order-of-magnitude comparison, for illustrative purposes only.

e/w = each way; o/w = one way

TOLL REVENUE CONCLUSIONS

Tolling

Necessary to Accelerate Project Delivery

- Tolling is required to fund a replacement project.
- There are scenarios that generate enough toll revenue to fund a major replacement project.

Revenue Potential

Preliminary Analysis Supports Business Case

- Toll revenue generated is \$300 million to \$12.5 billion over 50 years depending on tolling strategy (i.e. toll road vs. toll bridge), toll rates and number of tolled lanes.

Tolling Two Lanes

Necessary to Support Project Costs

- Tolling at least two lanes in one direction is necessary to fund a viable project.
- Tolling only one reversible lane (i.e. leaving at least one lane free in each direction) is insufficient to fund the lowest cost \$1 billion solution.

Additional Cash

Surplus Expected in the Long Term

- Potential for “additional cash” beyond initial investment scope, which could be used for other project improvements in the corridor.

Traffic Diversion

Next Phase of Study

- Further analysis required to assess the impact of increased traffic diversion to “free” alternatives, if a toll is imposed on the SR 37 facility.

FINANCING THE PROJECT - NEXT STEPS

Q1: What financing strategy(ies) should we pursue?

The strategy will determine what project size we can afford using a combination of tolling and financing options.

TECHNICAL ALTERNATIVES



1. Levee/Embankment

| Segment | Construction Cost in 2030 | Construction Cost in 2022 |
|--------------|---------------------------|---------------------------|
| A | \$0.5 b | \$0.4 b |
| B | \$0.7 b | \$0.5 b |
| C | \$0.1 b | \$0.1 b |
| Total | \$1.3 b | \$1.0 b |



2. Slab Bridge Causeway

| Segment | Construction Cost in 2030 | Construction Cost in 2022 |
|--------------|---------------------------|---------------------------|
| A | \$1.3 b | \$1.0 b |
| B | \$2.2 b | \$1.7 b |
| C | \$0.3 b | \$0.3 b |
| Total | \$3.8 b | \$3.0 b |



3. Box Girder Causeway

| Segment | Construction Cost in 2030 | Construction Cost in 2022 |
|--------------|---------------------------|---------------------------|
| A | \$1.4 b | \$1.1 b |
| B | \$2.5 b | \$2.0 b |
| C | \$0.4 b | \$0.3 b |
| Total | \$4.3 b | \$3.4 b |

Source: UC Davis Study, 2016

DELIVERY OPTIONS

1.
Traditional

- **Revenue:** non-tolled facility
- **Facility Ownership:** public
- **Contract:** traditional inter-agency agreements
- **Funding:** only public funds (local/state/fed grants)
- **Delivery Method:** Design-Bid-Build (DBB)

2.
Public-private
partnership (P3)

- **Revenue:** tolls, sales tax
- **Facility Ownership:** public
- **Contract:** long term lease with private partner (e.g. 30 to 50 years)
- **Funding:** mix of public funds (local/state/fed grants) and private funds (equity & debt)
- **Delivery Method:** Design-Build-Finance-Operate-Maintain (DBFOM), DBFM and DBF

3.
Public-Public

- **Revenue:** tolls, sales tax
- **Facility Ownership:** public
- **Contract:** Cooperative Agreement e.g. Bay Area Toll Authority (BATA)
- **Funding:** publicly financed (e.g. revenue bonds), grants
- **Delivery Method:** DBB, DB

4.
Privatization

- **Revenue:** tolls
- **Facility Ownership:** private
- **Contract:** Acquisition & Development Agreement
- **Funding:** 100% privately financed (equity & debt)
- **Delivery Method:** full private responsibility for asset

Goals/Objectives:
Roles &
Responsibilities

Determine
"Best Value"
approach via
Value-for-
Money
Assessment

Industry/Market
Feedback

AFFORDABILITY CONCLUSIONS

Minimum Toll Rate

- Toll Road: \$6 one-way or \$3 each-way funds \$1 billion solution for Segment A, B & C.
- Toll Bridge: \$4 one-way or \$ 2 each-way funds \$500 million solution for Segment B.

Upper End Toll Rate

Comparable to other Bay Area toll facilities

- Toll Road: \$7 each-way funds \$2.6 billion project.
- Toll Bridge: \$7 each-way funds \$1.9 billion project.

Responsibilities & Transfer of Risk

Opportunities to create efficiencies in delivery

- Identify acceptance and transfer of risk.
- Desire for risk transfer needs to be balanced with a potential to have a higher or lower investment return.

Note: affordability assessment includes funding design, construction, O&M, full lifecycle and financing costs for years 1-50

DELIVERY - NEXT STEPS

Q1: What risks and responsibilities can the public sector transfer to the private sector?

Q2: How will the public sector fund the risks and responsibilities it chooses to retain?

Trade-off analysis (considering cost, availability of funding, level of control and revenue sharing potential) will determine which delivery method is most appropriate.

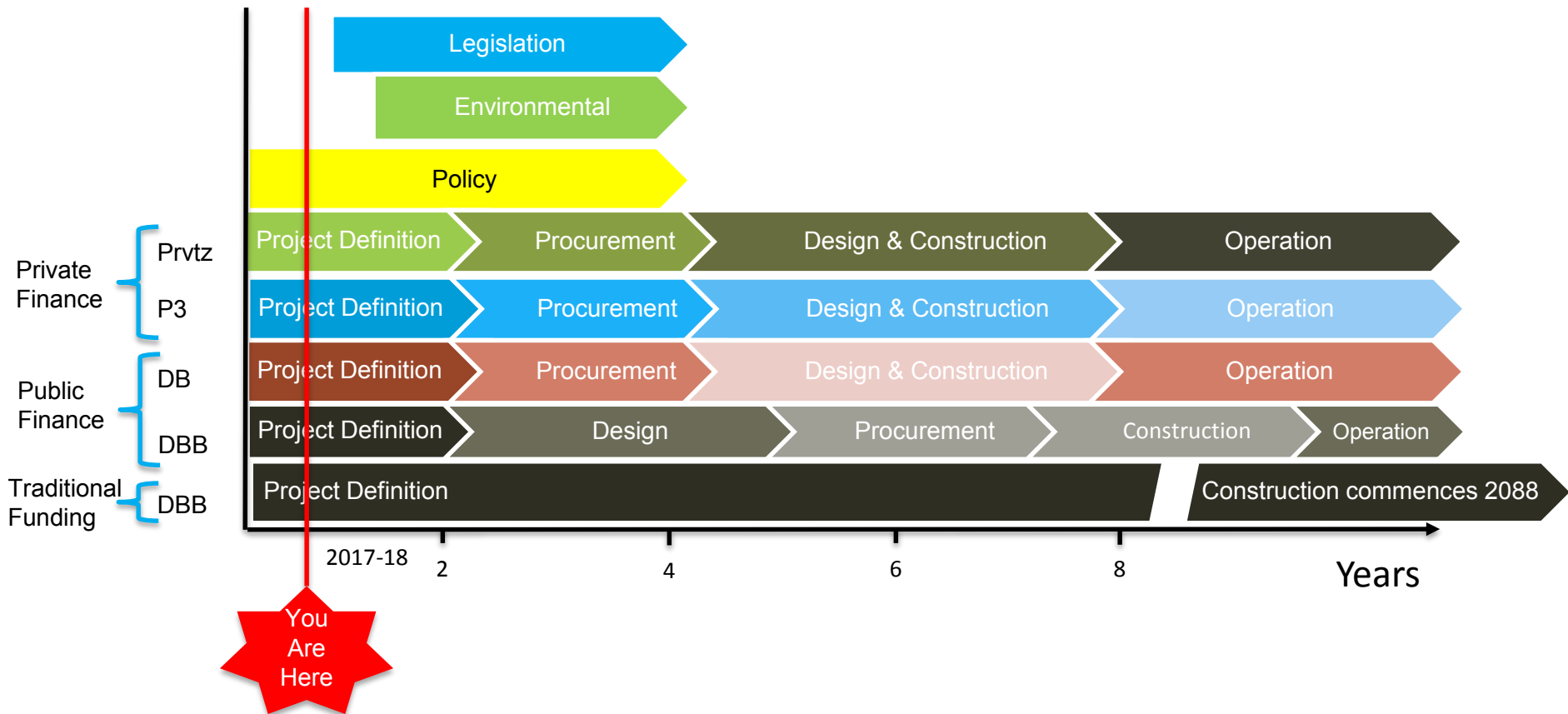
RISK TRANSFER

Typical risk transfer and funding responsibility under alternative delivery methods. Trade-offs include availability of public funding, level of control and revenue sharing.

| Delivery Option | Project Definition | Environmental | Design | Construction | Operations & Maintenance | Toll Revenue |
|--------------------|--------------------|---------------|--------|--------------|--------------------------|-------------------|
| Traditional (DBB) | Public | | | | | N/A |
| P3 (DBFOM) | Public | Private | | | | Public or Private |
| Public (DBB or DB) | Public | Private* | | | Public | Public |
| Privatization | Private | | | | | Private |

* Private sector does not fund or finance but is compensated on a “pay-go” basis

PROJECT DEVELOPMENT INDICATIVE TIMELINES



Delivery models: Prvtz = Privatization, P3 = Public Private Partnership, DB = Design Build, DBB = Design Bid Build

Private finance means private debt/equity e.g. developer/infrastructure funds, bank debt, private placement, PABs;
 Public finance means municipal/federal debt e.g. revenue bonds, TIFIA loan;
 Traditional funding means the highway is not tolled e.g. federal/state/local funding such as STIP/ITIP;

TOLL REVENUE CONCLUSIONS

Tolling

Necessary to Accelerate Project Delivery

- Tolling is required to fund a replacement project.
- There are scenarios that generate enough toll revenue to fund a major replacement project.

Revenue Potential

Preliminary Analysis Supports Business Case

- Toll revenue generated is \$300 million to \$12.5 billion over 50 years depending on tolling strategy (i.e. toll road vs. toll bridge), toll rates and number of tolled lanes.

Tolling Two Lanes

Necessary to Support Project Costs

- Tolling at least two lanes in one direction is necessary to fund a viable project.
- Tolling only one reversible lane (i.e. leaving at least one lane free in each direction) is insufficient to fund the lowest cost \$1 billion solution.

Additional Cash

Surplus Expected in the Long Term

- Potential for “additional cash” beyond initial investment scope, which could be used for other project improvements in the corridor.

Traffic Diversion

Next Phase of Study

- Further analysis required to assess the impact of increased traffic diversion to “free” alternatives, if a toll is imposed on the SR 37 facility.

Q&A

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: May 1, 2017
 TO: STA Board
 FROM: Daryl K. Halls, Executive Director
 RE: Authorization to Serve as Lead Agency for Delivery of State Route 37 (SR 37) Corridor Segments B and C

Background:

Recognizing current and future congestion and sea level rise challenges facing the SR 37, Napa, Marin, Solano and Sonoma County Transportation Authorities have agreed to partner in planning near term and long term solutions for the corridor. In December 2015, a Memorandum of Understanding (MOU) was signed by all four North Bay County Transportation Authorities and the four county transportation authorities have been meeting for the past 16 months to begin identifying options for funding improvements to SR 37 and to determine initial phased improvements. In 2016, the SR 37 Corridor MOU, called the SR 37 Policy Committee, made progress in three specific areas.

First, the SR 37 Policy Committee now serves as the forum for discussion of the SR 37. This has been particularly beneficial during the recent winter storms during the month of January 2017 when portions of Segment A in Marin County and the off ramp at Mare Island in Segment in C were closed on several occasions due to a combination of heavy rains and King Tides. Attachment A denotes the three segments. Caltrans has regularly updated the Policy Committee on the status of flood protection efforts which resulted in an \$8 million repair project in Segment A in Marin County.

Second, the SR 37 Policy Committee formally requested the Metropolitan Transportation Commission (MTC) assist in providing funding for a Project Initiation Document (PID) equivalent, and was successful. Funding from MTC and the four transportation authorities has enable the initiation of a SR 37 Corridor Study that will identify necessary improvements to the entire SR 37 Corridor and an initial set of projects to be initiated by the appropriate project sponsors. Subsequently, Caltrans stepped up to fund the public outreach component for this Corridor Study. This Study is scheduled to conclude by the end of 2017 with initial recommendations expected in September 2017.

Finally, the four county transportation authorities funded a consultant study to assess the potential options for funding improvements to the corridor that looked preliminarily at the potential for public private partnerships, public financing, and facility tolling. This analysis concluded that if facility tolling is implemented that some combination of public, public/private or private financing would generate enough revenue to fund a viable first phase of project improvements for SR 37.

Concurrently, all four North County Transportation Authorities have submitted the SR 37 as a new priority project as part of the new Regional Transportation Plan, called Plan Bay Area.

Discussion:

SR 37 is 21 miles in length from Hwy 101 in Marin to I-80 in Solano. It has been divided into three Segments, Segment A which is located in Marin and Sonoma Counties, Segment B which is located in Solano and Sonoma Counties, and Segment C which is located in Solano County. Most of the immediate traffic problems occur in Segment B which is the two lanes Segment, while Segments A and C have four to six lanes (2/4 in each direction). All three Segments are projected to be impacted by future sea level rise and are vulnerable to near-term flooding.

The primary focus of the SR 37 Corridor Study is Segment B, from SR 37/SR 121 intersection in Sonoma County to the Mare Island Interchange in Solano County. The majority of Segment B is located in Solano County (approximately 70% of the corridor between Mare Island and SR 121 is within Solano County). In addition, early traffic analysis indicated that nearly 70% of the Average Annual Daily Traffic originates from Solano County. Segment C is located within Solano County and the majority of this Segment was elevated and widened to four lanes by Caltrans and STA back in 2005. A priority for this Segment is access improvements and flood protection at the Mare Island Interchange and access improvements at Fairgrounds Drive near Six Flags.

A critical next step once the Corridor Study is completed will be to begin advancing the project. This will require the designation of a lead agency that would be responsible for working with Caltrans, the Bay Area Toll Authority (BATA), and the SR 37 Policy Committee to advance the initial set of projects on SR 37 that will be identified in the SR 37 Corridor Study. Designation of a lead agency for the project will also enable more meaningful consideration on various options for financing the first set of SR 37 Corridor projects. This would include discussions with BATA, Caltrans, CalSTA, and potential private sector partners.

Based on recent discussions with Solano County's three representatives on the SR 37 Policy Committee, STA staff is recommending the STA Board authorize the STA to serve as the lead agency for Segments B and C of the SR 37 Corridor. The past ten years, STA staff has developed extensive experience in the various phases of project delivery. This has included completing nine environmental documents, 10 design documents, right of way activities for seven projects, and managed six construction projects. Equally important, the STA Board has exhibited the political leadership to provide policy direction and take action in support of these efforts.

STA project delivery staff has outlined the next steps necessary to transition from the Corridor Study to delivering the project. An important task will be to identify funding for the environmental phase of SR 37 project improvements.

Fiscal Impact:

None at this time.

Recommendation:

Authorize the STA to serve as the lead agency for Segments B and C of the SR 37 Corridor.

Attachment:

- A. SR 37 Fact Sheet

State Route 37



ATTACHMENT A



Corridor Description

SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between Marin, Sonoma, Solano and Contra Costa and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

Congestion and Traffic Forecasting

Growing housing demand in the North Bay counties has produced a housing market that a high percentage of household cannot afford. Consequently, many have to live far away from their jobs. This jobs/housing imbalance is one cause of congestion Bay Area wide, and specifically for SR 37. Average Annual Daily Trips are projected to increase from 45,000 in 2013 to 58,000 by 2040.

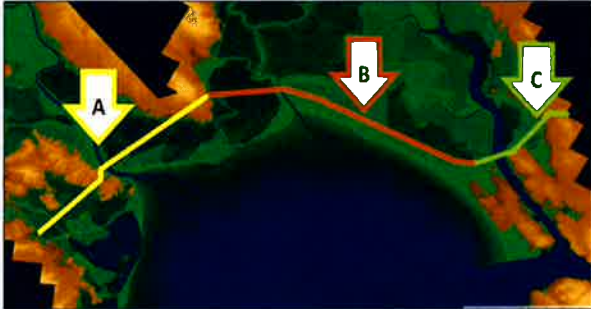
Sea Level Rise

SR 37 is protected by a complex system of interconnected levee which makes the corridor vulnerable to Sea Level Rise inundation and flooding now and in future.

SR 37 Policy Committee

In December 1, 2015, the Congestion Management Agencies (CMA) of Marin, Napa, Solano and Sonoma Counties have agreed to form the Policy Committee through a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

The SR 37 Policy Committee membership include 3 elected officials from Marin, Napa, Solano and Sonoma Counties.



| SEG | 2013 VOLUMES | | 2040 FORECASTS | |
|-----|--------------|--------|----------------|--------|
| | 2013 AADT | | 2040 AADT | |
| | EB | WB | EB | WB |
| A | 20,300 | 20,100 | 34,650 | 37,500 |
| B | 20,350 | 19,100 | 35,800 | 34,500 |
| C | 49,200 | 45,200 | 56,000 | 58,200 |

Source: Caltrans SR 37 TCR (2015)



January and February 2017 Corridor Closure

For more information please contact:


Robert Guerrero
 STA Senior Project Manager
 707.399.3211
rguerrero@sta.ca.gov





State Route 37



**SR-37
Corridor Segments**

Segment A  US 101 (NOVATO) IN MARIN COUNTY TO SR 121 (SEARS POINT) IN SONOMA COUNTY

Segment B  SR 121 (SEARS PT.) IN SONOMA COUNTY TO MARE ISLAND (VALLEJO) IN SOLANO COUNTY

Segment C  MARE ISLAND (VALLEJO) TO I-80 INTERCHANGE IN SOLANO COUNTY

Corridor Characteristics

| SEGMENT | A | B | C | COMMENTS |
|----------------------------|--------|--------|--------|---|
| LANE MILES | 7.1 | 9.3 | 4.4 | |
| GENERAL PURPOSE LANES | 4-E | 2-C | 4-F | (E=EXPRESSWAY, C=CONVENTIONAL HIGHWAY, F=FREEWAY) |
| NATIONAL HIGHWAY SYSTEM | YES | YES | YES | |
| STAA TRUCK RTE | YES | YES | YES | |
| POSTED SPEED LIMIT | 65 mph | 55 mph | 65 mph | |
| IMPACTED BY SEA LEVEL RISE | YES | YES | YES | |

Source: Caltrans SR 37 TCR

Toll Revenue Consideration

Even under optimal traditional transportation funding circumstances, **construction initiation will not likely begin until 2088**. Therefore, the SR 37 Policy Committee agreed to consider non traditional financing options such as a toll road or toll Bridge.

The recent **SR 37 Affordability Analysis** developed by Project Financial Advisory Limited (PFAL) estimated a potential toll revenue range of **\$4.6 Billion to \$16.9 Billion** based on several scenarios considered.



Toll Road Option



Toll Bridge Option



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

June 7, 2017

Page 1 of 2

Supervisor David Rabbitt
Sonoma County Board of Supervisors, 2nd District
Chair, Sonoma County Transportation Authority
Chair, SR 37 Policy Advisory Committee (PAC)

Supervisor Susan Gorin
Sonoma County Board of Supervisors, 1st District
Member, SR 37 Policy Advisory Committee (PAC)

Mayor Jake Mackenzie
City of Rohnert Park
Chair, Metropolitan Transportation Commission
Member, SR 37 Policy Advisory Committee (PAC)

RE: 1. STA Taking on Lead Agency for SR 37 Corridor Segments B and C
2. Partnership with STA for Delivery of Improvements to Segments B and C of SR 37 Corridor

Dear Supervisor Rabbitt, Supervisor Gorin, and Mayor Mackenzie:

I am writing to follow up with you, as the Sonoma County members of the SR 37 Policy Advisory Committee, to report that on May 10, 2017, the Solano Transportation Authority (STA) Board unanimously supported a recommendation from City of Vallejo Mayor Bob Sampayan, and myself, for STA to take responsibility for serving as lead agency for the delivery of Segments B and C of the SR 37 Corridor. STA would like to invite the Sonoma County Transportation Authority (SCTA) to partner with us in the project delivery and development of a funding strategy for segment B which is located in both Solano and Sonoma Counties and Segment C which is located within Solano County.

The past year, STA has worked in partnership through the SR 37 Corridor Memorandum of Understanding (MOU) with SCTA, the Transportation Authority of Marin (TAM) and the Napa Valley Transportation Authority (NVTA) to conduct an initial financial assessment of the SR 37 Corridor and to fund a SR 37 Corridor Study with assistance from the Metropolitan Transportation Commission (MTC). STA is ready to start the work necessary to advance the initial project into the various stages of project development (environmental, design, etc.), to pursue both initial funding to initiate the environment process for the first phase of corridor improvements to Segments B and C of SR 37, and to examine in more detail potential financing options in order to determine a preferred strategy for financing these initial set of SR 37 corridor improvements.

STA remains committed to the continuation of our proactive participation in the SR 37 Corridor MOU group at both the policy and staff level and we look forward to reviewing and discussing the results and recommendations from the SR 37 Corridor Study with initial recommendations scheduled to be ready by September of this year. At the same time, our STA Board is of the opinion that the longer we wait, the longer it will take to deliver the initial set of SR 37 projects.

STA Ltr. dated June 7, 2017 re. STA Taking on Lead Agency & Partnership with STA for Delivery Improvements for SR 37 Corridor Segments B/C

With the recent flooding episodes that closed segments of SR 37 on multiple occasions this year in Marin County and in the City of Vallejo and recent data that identifies drivers on SR 37 are now regularly experiencing trips with 80 minutes of delay in the eastbound direction (100 minutes versus 20 minutes during free flow) and 25 minutes of delay in the westbound direction (45 minutes versus 20 minutes of free flow), the time to begin advancing improvements is now.

Segment B, specifically, has a combination of capacity, design, sea level rise vulnerability, flooding, and environmental issues and constraints. Advancing improvements for SR 37 from concept to reality will be arduous and challenging. STA policymakers and staff would like to begin working with SCTA policymakers and staff so that we can transition from discussion to project implementation. We plan to begin coordinating and communicating with the Bay Area Toll Authority (BATA), Caltrans, private investments groups, and other potential financial and project delivery partners.

Similar to SCTA, STA has extensive experience in delivery of large capital projects. Since 2005, STA has delivered 9 environmental documents, completed 10 design documents, successfully completed 7 project related right of way activities totaling over 90 properties, and managed 6 construction projects. This has included partnering with Napa Valley Transportation Authority (NVTA) and Caltrans to design, fund and construct the award winning SR 12 Jameson Canyon Widening Project and our current partnership with the Bay Area Toll Authority (BATA) and Caltrans to environmentally clear and design 18 miles of the I-80 Express Lanes.

Having our two agencies work together to deliver improvements to Segments B and C will help ensure that local needs and issues are addressed as part of the environmental and design phases of the project which is particularly important for both Solano and Sonoma counties as improvements to the SR 37/SR 121 Intersection and SR 37 Mare Island Interchange are intended to be included as part of the initial phases of SR 37 Corridor improvements.

We look forward to discussing the delivery and financing of improvements to the SR 37 Corridor with you and your Sonoma County colleagues. Please give me call at (707) 784-6136, if you have any questions regarding this invitation to partner with the STA in support of SR 37.

Sincerely,



James P. Spering, Chair
Solano Transportation Authority
3rd District Supervisor, Solano County Board of Supervisors

Cc: Supervisor Erin Hannigan, 1st Supervisorial District and Vice-Chair, SR 37 PAC
Mayor Bob Sampayan, City of Vallejo and Member of SR 37 PAC
Suzanne Smith, Executive Director, SCTA



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov • Website: sta.ca.gov

June 8, 2017



Page 1 of 2

Supervisor Damon Connolly
Marin County Board of Supervisors, 1st District
Board Member, Metropolitan Transportation Commission
Member, SR 37 Policy Advisory Committee (PAC)

RECEIVED

JUN 12 2017

Supervisor Judy Arnold
Marin County Board of Supervisors, 5th District
Member, SR 37 Policy Advisory Committee (PAC)

Transportation Authority of Marin

Vice Mayor Stephanie Moulton
City of Mill Valley
Member, SR 37 Policy Advisory Committee (PAC)

RE: 1. STA Taking on Lead Agency for SR 37 Corridor Segments B and C
2. Continued Partnership in SR 37 Memorandum of Understanding (MOU)

Dear Supervisor Connolly, Supervisor Arnold, and Vice Mayor Moulton:

I am writing to follow up with you, as the Marin County members of the SR 37 Policy Advisory Committee, to report that on May 10, 2017, the Solano Transportation Authority (STA) Board unanimously supported a recommendation from City of Vallejo Mayor Bob Sampayan and myself for STA to take responsibility for serving as lead agency for the delivery of Segments B and C of the SR 37 Corridor. STA would also like to convey that we remain committed to continuing to partner with the Transportation of Marin (TAM) and the transportation authorities of Napa and Sonoma through the SR 37 Memorandum of Understanding (MOU) at both the policy and staff level.

The past year, STA has worked in partnership through the SR 37 Corridor Memorandum of Understanding (MOU) with TAM, the Napa Valley Transportation Authority (NVTA), and the Sonoma County Transportation Authority (SCTA) to conduct an initial financial assessment of the SR 37 Corridor and to fund a SR 37 Corridor Study with assistance from the Metropolitan Transportation Commission (MTC). We look forward to reviewing and discussing the results and recommendations from the SR 37 Corridor Study with initial recommendations scheduled to be ready for review by September of this year.

STA is ready to start the work necessary to advance the initial project into the various stages of project development (environmental, design, etc.), to pursue initial funding to initiate the environment process for the first phase of corridor improvements to Segments B and C of SR 37, and to examine in more detail potential financing options in order to determine a preferred strategy for financing these initial set of SR 37 corridor improvements. We are supportive of TAM's efforts to also advance efforts for segment A of the SR 37 corridor.

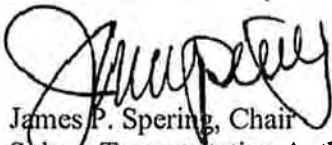
STA Ltr. To TAM dated June 8, 2017 re. STA Taking on Lead Agency & Partnership with
STA for Delivery Improvements for SR 37 Corridor Segments B/C

At the same time, our STA Board is of the opinion that the longer we wait, the longer it will take to deliver the initial set of SR 37 projects. With the recent flooding episodes that closed segments of SR 37 on multiple occasions this year in Marin County and in the City of Vallejo and recent data that identifies drivers on SR 37 are now regularly experiencing trips with 80 minutes of delay in the eastbound direction (100 minutes versus 20 minutes during free flow) and 25 minutes of delay in the westbound direction (45 minutes versus 20 minutes of free flow), the time to begin advancing improvements is now.

Segment B, specifically, has a combination of capacity, design, sea level rise vulnerability, flooding, and environmental issues and constraints. Advancing improvements for SR 37 from concept to reality will be arduous and challenging. STA policymakers and staff would like to transition from discussion to project implementation. We plan to begin coordinating in more detail with SCTA in order to determine the specifics of improvements to segments B that are located in Solano and Sonoma counties, will continue to coordinate with the NVTa which is adjacent to segment C and to begin communicating with the Bay Area Toll Authority (BATA), Caltrans, private investments groups, and other potential financial and project delivery partners.

We look forward to discussing the delivery and financing of improvements to the SR 37 Corridor with you and your Marin County colleagues. Please give me call at (707) 784-6136, if you have any questions.

Sincerely,



James P. Spering, Chair
Solano Transportation Authority
3rd District Supervisor, Solano County Board of Supervisors

Cc: Supervisor Erin Hannigan, 1st Supervisorial District and Vice-Chair, SR 37 PAC
Mayor Bob Sampayan, City of Vallejo and Member of SR 37 PAC
Dianne Steinhauser, Executive Director, TAM



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov • Website: sta.ca.gov

June 8, 2017

Page 1 of 3

Supervisor Alfredo Pedroza
Napa County Board of Supervisors, 4th District
Board Member, Metropolitan Transportation Commission
Member, SR 37 Policy Advisory Committee (PAC)

Supervisor Belia Ramos
Napa County Board of Supervisors, 5th District
Member, SR 37 Policy Advisory Committee (PAC)

Mayor Leon Garcia
City of American Canyon
Member, SR 37 Policy Advisory Committee (PAC)

- RE: 1. STA Taking on Lead Agency for SR 37 Corridor Segments B and C**
2. Partnership with STA for Delivery of Improvements to Segments B and C of SR 37 Corridor

Dear Supervisor Pedroza, Supervisor Ramos, and Mayor Garcia:

I am writing to follow up with you, as the Napa County members of the SR 37 Policy Advisory Committee, to report that on May 10, 2017, the Solano Transportation Authority (STA) Board unanimously supported a recommendation from City of Vallejo Mayor Bob Sampayan and myself for STA to take responsibility for serving as lead agency for the delivery of Segments B and C of the SR 37 Corridor. STA would like to invite the Napa Valley Transportation Authority (NVTA) to continue to partner with us in the delivery of initial SR 37 project improvements and in the development of a funding strategy for segment B which is located in both Solano and Sonoma Counties and Segment C which is located within Solano County in recognition of the close proximity of Napa County to SR 37.

The past year, STA has worked in partnership through the SR 37 Corridor Memorandum of Understanding (MOU) with NVTA, the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) to conduct an initial financial assessment of the SR 37 Corridor and to fund a SR 37 Corridor Study with assistance from the Metropolitan Transportation Commission (MTC). STA is ready to start the work necessary to advance the initial project into the various stages of project development (environmental, design, etc.), to pursue initial funding to initiate the environment process for the first phase of corridor improvements to Segments B and C of SR 37, and to examine in more detail potential financing options in order to determine a preferred strategy for financing these initial set of SR 37 corridor improvements.

STA remains committed to the continuation of our proactive participation in the SR 37 Corridor MOU group at both the policy and staff level and we look forward to reviewing and discussing the results and recommendations from the SR 37 Corridor Study with initial recommendations

STA Ltr. To NVTA dated June 8, 2017 re. STA Taking on Lead Agency & Partnership with STA for Delivery Improvements for SR 37 Corridor Segments B/C

scheduled to be ready by September of this year. At the same time, our STA Board is of the opinion that the longer we wait, the longer it will take to deliver the initial set of SR 37 projects. With the recent flooding episodes that closed segments of SR 37 on multiple occasions this year in Marin County and in the City of Vallejo and recent data that identifies drivers on SR 37 are now regularly experiencing trips with 80 minutes of delay in the eastbound direction (100 minutes versus 20 minutes during free flow) and 25 minutes of delay in the westbound direction (45 minutes versus 20 minutes of free flow), the time to begin advancing improvements is now.

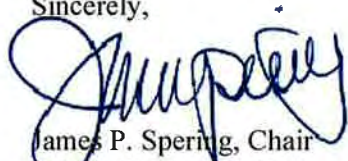
Segment B, specifically, has a combination of capacity, design, sea level rise vulnerability, flooding, and environmental issues and constraints. Advancing improvements for SR 37 from concept to reality will be arduous and challenging. STA policymakers and staff would like to transition from discussion to project implementation. We plan to begin coordinating in more detail with the Sonoma County Transportation Authority (SCTA) in order to determine the specifics of improvements to segments B that are located in Solano and Sonoma counties and to begin communicating with the Bay Area Toll Authority (BATA), Caltrans, private investments groups, and other potential financial and project delivery partners.

In recent years, STA has obtained extensive experience in delivery of large capital projects. Since 2005, STA has delivered 9 environmental documents, completed 10 design documents, successfully completed 7 project related right of way activities totaling over 90 properties, and managed 6 construction projects. This has included our award winning partnership with Napa Valley Transportation Authority (NVTA) and Caltrans to design, fund and construct the picturesque SR 12 Jameson Canyon Widening Project and our current partnership with the Bay Area Toll Authority (BATA) and Caltrans to environmentally clear and design 18 miles of the I-80 Express Lanes.

We have scheduled meeting with you and your staff in the forthcoming months to discuss issues pertaining to SR 37 segments B and C. Having our two agencies continue to work together to deliver improvements to Segments B and C will help ensure that local needs and issues are addressed as part of the environmental and design phases of the project. We would also be interested in coordinating with NVTA's Vine Transit and Solano County Transit (SolTrans), of which STA is a member, to plan for future transit service along this congested corridor. In recent years, STA and NVTA have successfully partnered to fund the Vine 21 transit service that provides transit service, with growing ridership, between the City of Napa and the cities of Fairfield and Suisun City and the Solano Napa Commuter Information (SNCI) program that provides rideshare services for employers and employees from both Napa and Solano Counties.

We look forward to discussing the delivery and financing of improvements to the SR 37 Corridor with you and your Napa County colleagues. Please give me call at (707) 784-6136, if you have any questions regarding this invitation to partner with the STA in support of SR 37.

Sincerely,



James P. Sperring, Chair
Solano Transportation Authority

3rd District Supervisor, Solano County Board of Supervisors

STA Ltr. To NVTA dated June 8, 2017 re. STA Taking on Lead Agency & Partnership with STA
for Delivery Improvements for SR 37 Corridor Segments B/C

Cc: Supervisor Erin Hannigan, 1st Supervisorial District and Vice-Chair, SR 37 PAC
Mayor Bob Sampayan, City of Vallejo and Member of SR 37 PAC
Kate Miller, Executive Director, NVTA

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nicholas Nguyen, Principal Project Delivery Manager

SUBJECT: Authorize Executive Director to Review and Pursue Caltrans Planning Grant Opportunities for State Route (SR) 37 and Novato Creek Flooding Mitigation (Action), Agenda Item No. 12

RECOMMENDATION:

Move to authorize the Executive Director to review and pursue Caltrans planning grant opportunities for State Route 37 and Novato Creek flooding mitigation in coordination with Marin County Public Works and approve local match funding.

BACKGROUND AND PAST ACTIONS:

Due to its strategic transportation role and environmentally sensitive natural footprint, Highway 37 has been the subject of a long-range planning study conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans). In addition, staff and elected officials from the four counties have been in discussion over the past three years about how local transportation authorities might play a role in advancing improvements in the corridor and expediting the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities.

In January 2017, the TAM Board approved \$20,000 as TAM's contribution to matching funds for the SR 37 Transportation and Sea Level Rise Corridor Study, also referred to the Design Alternatives Analysis (DAA) to be conducted by Metropolitan Transportation Commission's (MTC) consultant Kimley Horn. The nearly \$1 million scope of work, funded primarily through MTC, consists of (a) a high-level Corridor Plan from Hwy 101 to Hwy 80, (b) Design Alternatives of Priority Segment B, from Highway 121 to Mare Island, for near and long term projects, and (c) a high-level Shoreline Protection analysis. The draft Corridor Plan will be released at the September 7, 2017, SR 37 Policy Committee meeting.

While the DAA will prove to be very helpful in furthering the understanding of the issues and needs for the corridor, it will not provide enough detail and specific opportunities to address the concerns found along SR 37 in Marin County, Segment A, where the highway was closed for approximately three weeks due to flooding and subsequent Caltrans emergency repairs earlier this year. While Caltrans made over \$5million in emergency repairs and upgrades at the approaches to the Novato Creek bridge where a private levee breach occurred during King tides and steady rain events, which combined to flood the highway in late January and early February, Caltrans has indicated that SR 37 could suffer further flooding and potential closures.

DISCUSSION/ANALYSIS:

Since MTC's DAA will not provide sufficient clarity and Caltrans has not spoken with one voice regarding whether their upgrades are adequate for the foreseeable future, TAM staff is recommending further analysis be conducted along Segment A to better ascertain flood protection and sea level rise adaptation opportunities. Towards this end, Caltrans has informed TAM of available planning grants: Transportation Planning Grants and Climate Change Adaptation Planning Grants. Applications for either grant programs are due October 20th, 2017, and would require a minimum 11.5 percent local match.

Caltrans has encouraged TAM to apply for further planning as there is a need to bring the owners of the assets together to develop a joint scope of improvements covering Novato Creek, locally owned properties, local roads, and the state highway.

Caltrans grant program objectives include sustainability, preservation, innovation, mobility, safety, and local and regional adaptation planning efforts on the transportation system. TAM staff has reached out to Marin County Public Works to discuss this opportunity and potentially partner in one or more applications for SR 37. Public Works has indicated interest in supporting this effort, indicating coordination with both them and the Flood Control District if warranted. The specific scope details of the application are yet to be determined.

Staff is proposing to coordinate with Marin County to develop a scope of work for the application in an approximate amount of \$215,000 and how to best apply. If for some reason TAM is the sole applicant, then an 11.5 percent local match is needed in the amount of \$24,725.

FISCAL CONSIDERATION:

TAM will seek to coordinate with local partners, such as Marin County, to submit an application and share in the local fund matching requirement. However, if TAM is the sole applicant, then a fund commitment of \$24,725 should be expected.

NEXT STEPS:

If authorized, the Executive Director will coordinate with local partners to develop a scope of work for the application and how to best apply.