

February 12, 2018

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

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

Local

2015-2016 RHNA Progress Report



On Jan 31, 2018 the California Department of Housing and Community Development (HCD) released the annual Regional Housing Needs Allocation (RHNA) progress report, detailing local jurisdictions progress towards meeting state housing goals. RHNA is a contributing factor in determining local allocation of transportation funding from MTC in the One Bay Area Grant (OBAG) program, which considers the level of growth expected during the RHNA cycle, and the progress towards meeting the RHNA targets.

The table below shows a summary of the RHNA cycle 5 from 2015-2023, with progress made during the years 2015 and 2016. In some cases, jurisdictions were eligible to include permits from 2014 in their 2015 annual report. 2017 data will be reported by local jurisdictions to HCD in April.

	RHNA TOTAL	TOTAL PERMITS	TOTAL % COMPLETE
BELVEDERE	16	0	0%
CORTE MADERA	72	200	278%
FAIRFAX	61	5	8%
LARKSPUR	132	107	81%
MARIN COUNTY	185	112	61%
MILL VALLEY	129	33	26%
NOVATO	415	71	17%
ROSS	18	4	22%
SAN ANSELMO	106	42	40%
SAN RAFAEL	1007	164	16%
SAUSALITO	79	31	39%
TIBURON	78	2	3%
County Total	2298	771	34%

East Sir Francis Drake Boulevard Construction Update



Construction is well underway and motorists traveling the corridor will see heavy equipment, temporary construction barriers and will experience lane shifts as crews work to complete the project by March 2018. Note the improvements will be complete prior to the opening of the Third Lane Eastbound on the Richmond San Rafael Bridge in April.

East Sir Francis Drake Boulevard Improvements include:

- Adding a double right-turn lane from Larkspur Landing Circle West onto westbound Sir Francis Drake Boulevard to provide more green time for east/west travelers; installing more effective and efficient traffic signals and improving pedestrian accessibility in the area.



- Relocating the existing eastbound lane drop on East Sir Francis Drake Boulevard approximately 1,000 feet to the east to reduce congestion that backs into the intersection at Larkspur Landing Circle East.

- Relocating a small portion of the existing Class 1 path to make room for the lane drop relocation and widen the shoulder to accommodate bicycle traffic.

This project is being sponsored by TAM in coordination with the City of Larkspur. The City of Larkspur is currently overseeing construction activities.

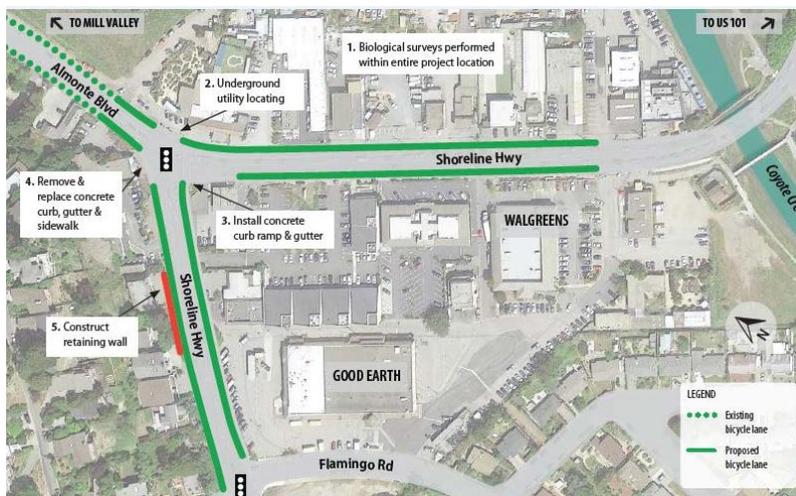
Please be cautious around construction areas and follow instructions from signage and traffic flaggers.



Tam Junction Project Update



Construction activity for the Tam Junction Bicycle and Pedestrian Improvement project is expected to be complete by the end of February. Construction crews have relocated utilities, added a retaining wall and realigned curbs and sidewalks to make room for the pedestrian and bicycle facility improvements. Upcoming activity includes relocating existing traffic delineators, installing traffic signal detectors and restriping the roadway with the new bike lanes.



The project is a culmination of community input and agency cooperation to close a gap between Class II bike lanes in the area. The project is constructing bike lanes on both sides of Shoreline Highway from Flamingo Avenue to the Coyote Creek Bridge and along both sides of Almonte Boulevard from Tam Junction to Helen Avenue. Drainage improvements at the Almonte Boulevard and Shoreline Highway intersection were included in the project to assist with periodic flooding. A community celebration is upcoming, so stay tuned for more information

Lifeline Transportation Program Cycle 5

MTC recently issued the adopted guidelines for the Lifeline Transportation Program Cycle 5. The Lifeline Program is intended to fund projects that result in improved mobility for low-income residents. TAM has adopted a policy to use Lifeline funds for projects in a Community-Based Transportation Plan (CBTP). If all eligible applications from CBTPs have been funded, only then would applications from non-CBTPs be considered. The three CBTPs are located in Marin City, Canal Neighborhood in San Rafael, and Novato.

TAM will be receiving \$560,204 from Cycle 5 to program Lifeline projects. Of this amount, \$386,041 is State Transit Assistance (STA) funds and \$174,163 is Federal Transit Assistance (FTA) Section 5307 funds. The only eligible recipients of STA and FTA funds are Marin Transit and Golden Gate Transit. As in the past, exchanging funds with eligible recipients would be needed for Cycle 5 to fund some of the selected projects in CBTPs. This exchange would need to be agreed to by our transit operators, particularly Golden Gate, Marin Transit, and SMART.

Staff will be reviewing the guideline before issuing a Call for Projects in late February 2018. Applications will be due early April 2018. Staff will bring recommended projects to the TAM Board for approval on May 24, 2018. An approved program of projects is due to MTC on May 31, 2018.

The TAM Traveler – Your New Source for Marin County Transportation News!



TAM has started publishing a newsletter that highlights important transportation projects and programs in Marin County. Sign-up on the www.tam.ca.gov to learn more about roadway projects, safety improvements, transportation funding, local programs, and public meetings.

Regional

Marin-Sonoma Narrows



Construction crews are preparing for a traffic shift of southbound traffic on the Marin-Sonoma Narrows project at the Marin-Sonoma county line. Motorists can see construction progressing on the future roadway alignment and the new bridge over San Antonio Creek. In March, southbound traffic will be shifted to the west and onto the new bridge that was completed in December. A video of the recent concrete pour for the new bridge deck is available on the www.tam.ca.gov website.

After southbound traffic is moved onto the new alignment, crews will begin building the new northbound roadway right over the old southbound lanes. Northbound traffic will be shifted to the new alignment in the fall of 2018 and construction of the project is expected to be complete in winter 2018/2019.

The project spans approximately three miles at the Marin-Sonoma County line and over San Antonio Creek. The roadway is being widened to three lanes for the future carpool lane and is being realigned approximately 50 feet to the west, and raised out of the floodplain. The project also eliminates driveways and at-grade crossings, improves sightlines for safety, and builds a bicycle facility across San Antonio Creek to connect San Antonio Road with the Petaluma Boulevard South frontage road, removing bicycles from their allowed usage of the Highway 101 shoulder.

The current phase of construction was designed and managed by TAM, and is being constructed by Caltrans, in close coordination with the Sonoma County Transportation Authority (SCTA).

Regional Measure 3 (RM 3)

On Tuesday, February 13, the County of Marin Board of Supervisors will consider adopting a resolution, on behalf of the Bay Area Toll Authority and the Metropolitan Transportation Commission, calling for a special election to place Regional Measure 3, the Bay Area Traffic Relief Plan, on the June 5, 2018, ballot.



The goal of RM 3 is to reduce traffic congestion and improve transportation options in the Bay Area's toll bridge corridors and along their approach routes. The measure would fund major roadway and public transit improvements via an increase in tolls on the Bay Area's seven state-owned toll bridges.

The tolls would increase incrementally in the amount of \$1 in 2019, an additional \$1 in 2022 and an additional \$1 in 2025. There are several important projects in Marin County that would receive funding from the Measure including:

The tolls would increase incrementally in the amount of \$1 in 2019, an additional \$1 in 2022 and an additional \$1 in 2025. There are several important projects in Marin County that would receive funding from the Measure including:

- The Downtown San Rafael Bettini Transit Center Permanent Relocation - \$30 million
- NB Highway 101 to EB I-580 Direct Connector Project – \$135 million (\$210m for overall Richmond San Rafael Bridge Improvements)
- Marin-Sonoma Narrows HOV Lane & Multi-Use Path - \$120 million
- State Route 37 Improvements – \$100 million for Environmental Document (4 counties of Marin, Sonoma, Napa, and Solano)
- San Francisco Bay Trail Improvements / Safe Routes to Transit - \$150 million (Bay Area wide)
- SMART Extension to Healdsburg and Windsor- \$40 million
- North Bay Transit Access Improvements – \$100 million (4 North Bay counties and Contra Costa)

TAM's Support of Air District's Application to the California Energy Commission's Electric Vehicle Communities Challenge Grant for a Regional Blueprint Effort

In February TAM provided a support letter for the Bay Area Air Quality Management District's grant application to the California Energy



CALIFORNIA
ENERGY COMMISSION

Commission's for an Electric Vehicle Ready Blueprint Plan. This grant would help fund the development and implementation of a blueprint to accelerate the deployment of electrified transportation. The Air District's proposal, supported by TAM through a letter of support, is developed to plan accelerate the adoption of Electric Vehicles in the San Francisco Bay Area, which includes Marin County.

The Transportation Authority of Marin has expanded support significantly over the years to accelerate EV adoption, with investment from our local vehicle registration fee, grants through the Air District, and grants from other resource agencies. TAM will work with the Air District on this plan should it be awarded, promote Air District's incentives and continue to advance its own programs for funding for EV infrastructure, fleet vehicles, along with events to promote awareness.

Federal

Federal Infrastructure Plan



U.S. House of Representatives Democrats on February 8th proposed \$1 trillion in new infrastructure spending over 10 years - five times the amount President Donald Trump is expected to offer in his upcoming plan to spur states and cities to seed new public works projects.

Trump will outline his long-awaited plan to use \$200 billion to try to generate at least \$1.5 trillion in infrastructure improvements over 10

years next Monday February 12th, a White House official confirmed earlier this week.

But Democrats want far more government spending, including \$100 billion on schools alone as well as billions to expand rural broadband internet service, improve airports, mass transit, roads and ports, boost energy efficiency and improve aging water systems. House Democratic Leader Nancy Pelosi said Trump's plan was a "disappointment" and spends too little federal money. The plan "shifts the burden onto cities and states," she added.

A leaked document last month disclosed administration plans to reduce federal cost-sharing for projects to no more than 20 percent of the costs from the traditional 80 percent. The Trump administration has previously rejected Democrats' call to spend \$1 trillion in new government spending as not fiscally responsible.

On Wednesday, Democratic and Republican congressional leaders unveiled a spending deal that includes an additional \$20 billion over two years "to invest in infrastructure, including programs related to rural water and wastewater, clean and safe drinking water, rural broadband, energy, innovative capital projects, and surface transportation."

Specific spending details will be left up to members of Congress when they write legislation later this year.

Trump will meet with state and local officials Monday to tout his plan, which includes \$100 billion in incentives for state and local projects, \$50 billion in grants for rural projects, \$30 billion for government lending programs and \$20 billion for transformative projects, sources briefed on the matter said.

Trump plans a separate meeting with congressional leaders later next week and is expected to travel to Florida for an infrastructure event next Friday, two officials said.

One big question is how improvements will be paid for. Democrats did not propose a specific funding mechanism Thursday, and the Trump administration has said it plans to rely on spending cuts to pay for the plan. The White House has not ruled out potential new revenue streams, such as an increase in the gas tax. (Source: Reuters)