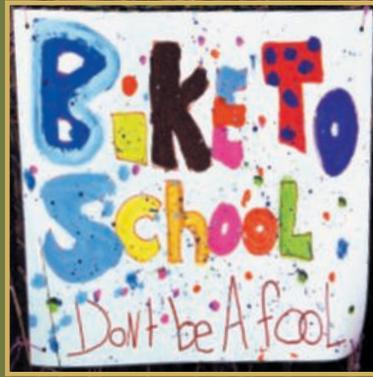


Transportation Authority of Marin

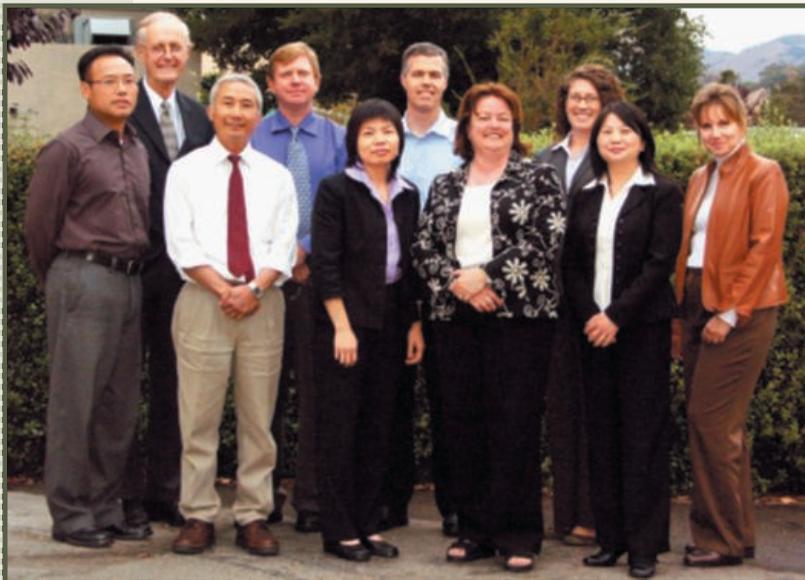
Making the Most of Marin County Transportation Dollars



2007 ANNUAL REPORT



LETTER FROM THE EXECUTIVE DIRECTOR



TAM Staff.

Greetings,

We are pleased to present the Transportation Authority of Marin's (TAM) third Annual Report. As investors in the 2004 transportation sales tax, Measure A, you will be happy to know that your multi-modal vision is continuing to be implemented.

As you read our report this year, you'll see that the Measure A-financed Marin County Transit District was reborn during 2007 as Marin Transit, a name and identity that represents reconfigured routes, higher ridership and productivity, service for the elderly and disabled and to rural areas of the county and new shuttles that fill in the gaps left uncovered by fixed-route buses. You'll learn about the most visible Measure A project, the Highway 101 Gap Closure, filling in the last three miles of carpool lanes, due to be open to the public in December 2008. We share our ongoing pride in our Safe Access to School Program, made possible by your sales tax dollars, with participation in over 45 schools countywide, over \$2 million made available in 2007 for multi-modal access improvements near schools, and 54 crossing guards in place making school trips safer. Last, but not least, we are proud to report progress on our urgently needed improvements to local streets and roads, including improvements for bicycles, pedestrians and those with disabilities, financed because of your support for Measure A.

As your Congestion Management Agency for Marin County, TAM is also proud to report on its progress implementing transportation projects beyond those financed by Measure A. In 2007, thanks to support from our business community, and local and state elected officials, TAM was able to secure \$102.4 million in State

Proposition 1B bond funding to address two critical areas of highway congestion: widening the westbound 580 to northbound 101 connector in San Rafael from one to two lanes, and starting critical carpool lane and safety work in the Marin-Sonoma Narrows. Just recently, we were pleased to learn of the State's commitment of their own funds to raise Highway 101 at San Antonio Creek, a project that when completed, will prevent highway closures due to flooding, as occurred once again this past storm season.

We are also pleased to report progress on our Greenbrae/Twin Cities Corridor project. One phase of the project - an additional lane eastbound on Sir Francis Drake under Highway 101 has been open to traffic and functioning very well. Another critical phase, the opening of the Cal Park Tunnel to bike/ped use, is due to begin construction later this year. Upcoming investments from our toll funds also include the first phase of the Central Marin Ferry Connection project which will carry bicyclists and pedestrians over Sir Francis Drake from the Cal Park Tunnel. And last but not least, we are starting to focus on a set of operational and safety improvements on Highway 101 from Sir Francis Drake Blvd. to Tamalpais/Paradise Drive. We thank all participants in our context sensitive design process over the last two years. This process will produce a set of highway and local road improvements that will improve safety and reduce congestion.

We continue to rely on our advisory teams, including the Citizens' Oversight Committee, Technical Advisory Committee, and, formed just this past fall, Bicycle Pedestrian Advisory Committee. Without their and all our faithful advocates' support, we could not have accomplished so much!

We hope this annual report shines a light on TAM's programs and generates in you the same pride and enthusiasm for Marin's transportation future that we feel. Stay tuned for more focus in the coming year on how to Green our Trips. Your elected representatives on our TAM Board of Commissioners will continue to guide us in how best to spend our dollars and reach that future goal of better options, less congestion, and an improved environment. To reach that future, we hope you'll join us in sharing what should be an exciting ride.

Sincerely,

Dianne Steinhauser
Executive Director

COMMUNITY INVOLVEMENT

TAM is committed to working with the citizens of Marin as full partners in the implementation of the 2003 Transportation Vision and the programs and projects made possible by passage of the Measure A transportation sales tax. Our transportation planning and implementation yields solutions that are relevant to all different kinds of interests and needs. Commuters, school children, the elderly and disabled, bicyclists, pedestrians, recreational travelers and transit users all look at transportation issues in different but equally valid ways. The goal of TAM's community involvement efforts is to ensure that all of these points of view are recognized and included in transportation decision making.

TAM takes a three-pronged approach to community involvement. First, the TAM Board of Commissioners is made up of elected officials from all of Marin's cities and towns and the county. Each of the five County Supervisors sits on the TAM Board along with council members from each of the eleven Marin cities and towns. The Board meets once a month, as does its smaller Executive Committee. Both monthly meetings are public with community comment welcomed. Second, TAM has created several special committees to assist in planning and implementation. Its Citizens Oversight Committee (COC), made up entirely of members of the community, reviews Measure A transportation sales tax revenue and expenditures, and reports its findings directly to the public. Its Technical Advisory Committee (TAC), which has both local technical staff and private citizens, reviews broad multi-modal needs, environmental preservation, and community acceptance associated with several of TAM's transportation programs and projects. The TAM Bicycle Pedestrian Advisory Committee (BPAC), has citizens appointed from geographic areas throughout the county and others who represent special perspectives on transportation issues. Third, TAM and its transportation partners hold special meetings, workshops and community gatherings to solicit maximum public input.

Each of TAM's joint power partner agencies, our cities, towns, and the county, conduct similar efforts to encourage the public to partner with them. Marin Transit, which uses TAM-administered Measure A funds, manages its activities through its own Board in an open public process. The TAM-funded Safe Routes to School Program is advised by school district task forces that team school officials and city public works staff with parents and children to define TAM funded safety improvements. Finally, all recipients of Measure A funding for improvements to local streets and roads go through a public process to ensure that money is spent wisely and well.

Among the most important communication devices in the TAM community involvement effort is the TAM website which was breached by unscrupulous hackers in 2007. This forced a shut-down of the website for several days, and use of a temporary site for several months while a new more secure site is being built. The improved website is scheduled to go on-line in Summer 2008. Before this date, critical information, including meeting notices and packages is still available at www.tam.ca.gov.



Highway 101 Greenbrae/Twin Cities Corridor Improvements Public Outreach Workshop.

MEASURE A TRANSPORTATION SALES TAX PROGRAMS



The new Marin Transit Shuttle launch event July, 2007.

STRATEGY 1: LOCAL BUS TRANSIT SYSTEM

The Marin County Transit District continues in its reincarnation as Marin Transit. As an independent transit operator managing local service in Marin County, Marin Transit manages four contracts to provide fixed route bus and shuttle services, rural transit, and paratransit services in Marin, and is responsible for nearly 40% of the bus service that was previously managed directly by Golden Gate Transit. When Marin voters approved Measure A, they provided a dedicated source of funds to support local public transit.

Marin Transit developed its first Short Range Transit Plan (S RTP) in 2006, a 10 year view of its goals for service. As a result of S RTP recommendations and the public outreach that produced them, Marin Transit implemented a new service design for all local bus and shuttle services and major service changes on the West Marin Stagecoach in 2006. These changes continue to be refined to improve operations and customer experience. In 2007, the Stagecoach expanded with an additional coastal route, and Marin Transit received Caltrans grant approval for funds to develop an in-depth transit needs assessment for West Marin. In July 2007, Marin Transit launched its new green logo and shuttle vehicle design, and welcomed the arrival of ten new articulated buses to serve the Canal Neighborhood of San Rafael. In Fall 2007, Marin Transit initiated development of a Strategic Marketing Plan with stakeholder participation and focus groups of riders and non-riders. Marin Transit worked closely with Muir Beach residents to develop a Dial-a-Ride program for travel between Marin City and Muir Beach, using a hybrid car.

Did you know that services provided by Marin Transit (local buses, the West Marin Stagecoach, shuttles) carry about 3.5 million passengers a year?

Did you know that over 40% of Marin Transit's riders identify Spanish as their first language?

Did you know that the Canal Neighborhood of San Rafael accounts for over a quarter of Marin Transit's total ridership?

Marin Transit's development of three new small shuttle routes represents a first for the county, providing low-cost service to communities where there is insufficient demand for traditional transit. In common with other transit service, shuttles improve the coverage and interconnectivity of the local system, meeting specific ridership targets over time. Another aspect of Marin Transit's planning is that selected regular bus routes are identified as candidates for small bus service. Smaller buses will be phased in as larger buses are replaced and ridership warrants. Marin Transit received approval to use Proposition 1B funds to purchase seven smaller hybrid electric buses for this purpose.



West Marin Stage Coach.

In support of Marin Transit's mission, TAM provided \$10 million in Measure A funds to Marin Transit in FY2007-08 to plan, operate, market, and maintain local fixed route bus services, rural transit services, and special needs transportation services, including paratransit for disabled residents under the Americans with Disabilities Act, travel training for seniors and developmentally disabled adults, and accessible taxi programs.

Find out more about Marin Transit and the services provided by visiting: www.marintransit.org

Did you know that carpools and vanpools will save approximately 15 minutes when the HOV lanes open?

Did you know that over \$200 million will have been invested to close the "gaps" in the HOV lanes between the Richardson Bridge and North San Pedro Road when construction is completed in early 2009?

Did you know that the project includes a bicycle and pedestrian multi-use path that is over a mile long connecting Puerto Suello Hill and Mission Street in San Rafael?

STRATEGY 2: HIGHWAY 101 CARPOOL LANE GAP CLOSURE PROJECT

The Highway 101 Gap Closure is a widening project that will ultimately provide a continuous carpool lane through Marin County. Funds have been reserved for over 10 years to enable this project to be completed, with the last segment only being possible through the dedication of Measure A sales tax. Segment Three through Central San Rafael is under construction and is scheduled to be completed by December 2008. The primary feature of the Segment Three Project is a new southbound 101 to eastbound 580 2-lane connector. The final Segment, Segment Four over Puerto Suello Hill, began construction during the summer of 2007. Construction is expected to last into 2009, with a goal of opening the HOV lanes by the end of 2008. This phase includes the Measure A funded multi-use path serving both regional bike/pedestrian trips as well as the local Lincoln Hill neighborhood. Segment Four also is applying for the first time in the Bay Area, a new soundwall technology that utilizes a special material capable of trapping sound, reducing the effects of reflected noise. We look forward to the completion of these sound-absorbing soundwalls in late 2008, and the benefit they will provide to the adjacent communities.



Widening work for the Puerto Suello Hill segment.



Concrete formwork being installed for the new SB 101 to 580 flyover.

STRATEGY 3: LOCAL TRANSPORTATION INFRASTRUCTURE

We continue to meet the ongoing needs of our local road system, so critical to Marin County navigation, through our local transportation infrastructure program, Strategy 3. Funding continues to be dedicated for major road and local road projects. The Marin Public Works Association (MPWA) and the Measure A Technical Advisory Committee (TAC) initiated a prioritization process for the major roads portion of this strategy. This process included performance criteria established in the Expenditure Plan and a project evaluation methodology. Major roads selected for priority funding were adopted in TAM's 2006 Strategic Plan. Since 2006, TAM allocated Measure A funds to the following projects ready for development under the major roads category - Mill Valley's Miller Avenue Rehabilitation Project, Novato's Novato Boulevard Rehabilitation Project, Marin County's Sir Francis Drake Boulevard Rehabilitation Project, and San Rafael's Fourth Street Rehabilitation Project.

Did you know that Measure A tax revenues will fund \$60 million in improvements to eight of Marin's major roads and another \$60 million to cities/towns and the County for numerous local road improvements that include significant bicycle and pedestrian improvements?



San Rafael, 4th Street Project.

We are pleased to report that development activity is going forward on Miller Avenue in Mill Valley. The City of Novato continues improvements on Novato Boulevard, with early pavement rehabilitation completed. The County of Marin is moving forward in a broad and complex technical effort to improve Sir Francis Drake through Samuel P. Taylor Park. And finally, the City of San Rafael is starting construction on its 4th Street West End project to enhance that critical business and travel corridor. TAM continues to receive regular updates on these projects, to make sure that the public is well-involved in the scope of projects, that our local environment is protected, and that all modes of travel are addressed.

For the local roads category, Measure A funds are distributed on an annual basis to each city, town, and Marin County, calculated from a formula based on a 50/50 split derived from miles of roads maintained and population. Funds from this category can be used for local street and road projects, local transit projects, and bicycle and pedestrian improvements. In FY2007-08, TAM allocated a total of \$2.62 million dollars to various cities, towns and Marin County.



San Rafael, 4th Street Project.

STRATEGY 4: REDUCE SCHOOL RELATED CONGESTION AND PROVIDE SAFER ACCESS TO SCHOOLS

Marin's Safe Routes to School program has achieved award-winning respect in California and nationwide through the dedication of volunteers, students, teachers, school administrators, neighborhood advocates, and, of course, terrific parents. Advised by a dedicated core of organizers funded by Measure A, the SR2S Education and Encouragement element of the program continues to effectively use events, contests and promotional materials to encourage children (and parents) to walk and bicycle to school, and teaches students about alternatives to being driven alone. Classroom lessons teach children skills necessary to navigate busy streets and persuade them to be active participants in the program. The planning element assists schools, communities and stakeholders to plan safer walking and bicycling routes to and from school, and to develop specific engineering and enforcement actions needed for safer access. Evidence indicates that the program has been successful with dramatic shifts in the number of students who walk, bike or carpool to school.



Tam Valley parade, Walk to School.

Did you know that 54 professional crossing guards are positioned throughout Marin to provide safer street crossings for the County's 29,000 school children? Approximately 58% of these children walk, bike, take transit or carpool to school (up from 45% in just a few short years) as a result of Marin's award winning Safe Routes to School program.

In 2007, the Safe Routes to School "School Pool" program was expanded, establishing opportunities for parents and students to bike and carpool to school. A new "Street Smarts" program was also initiated, aimed at changing unsafe travel behaviors around school sites and other hot spots in communities. Stay tuned for success in 2008, as these exciting new programs are implemented around the County.



TAM crossing guard.

The TAM Crossing Guard program, one of the first of its kind in the Bay Area, is a valuable local safety effort. The program, which is in its second year, deploys trained crossing guards at over 50 locations throughout Marin County. By making school trips safer, a key barrier to promoting walking and biking is eliminated, lessening the need for students to be driven to school. The program added summer school service in 2007.

The Safe Pathways program is the capital improvement element of the Safe Routes to School program. It provides Measure A funds for engineering, environmental clearance, and construction of projects identified in Safe Routes Plans developed by our technical support team and a myriad of school volunteers. In the first round of funding in 2007, over \$1.7 million in funds were awarded to Corte Madera, Fairfax, Larkspur, Mill Valley, Ross, San Anselmo, San Rafael, the County of Marin, and the Tamalpais Union High School District for 13 projects that will improve bicycle and pedestrian safety and expand infrastructure surrounding Marin's schools.

OTHER 2007 PROJECTS

BIKE AND PEDESTRIAN PLAN UPDATES

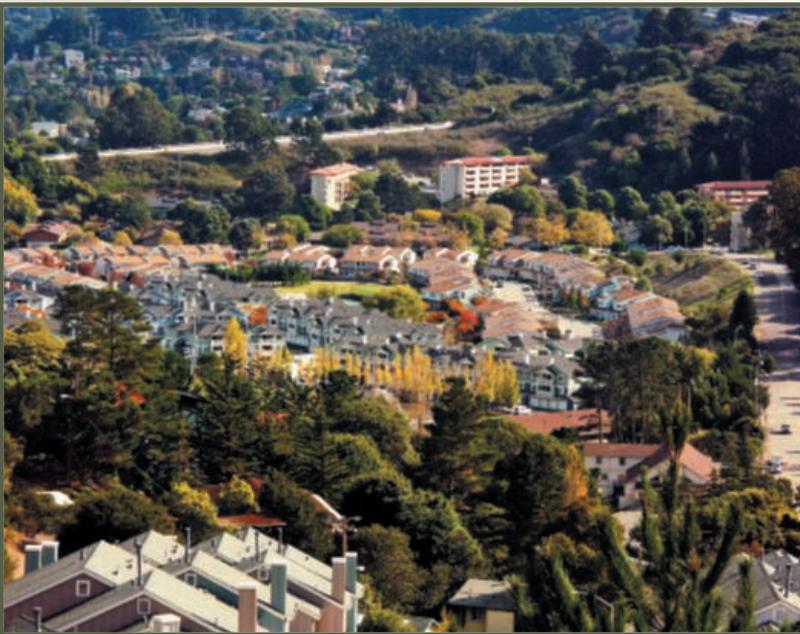
In 2007, TAM continued coordinating a 3-year county-wide effort to update all Bicycle and Pedestrian Plans in unincorporated Marin and in each town and city in the county. The revised Marin Unincorporated Bike and Pedestrian Plan and the Novato Bike and Pedestrian Plans were adopted in 2007. Towards the latter half of 2007, extensive work was conducted with Fairfax, San Anselmo, San Rafael, Corte Madera and Tiburon. Plans in these communities are expected to be adopted in early 2008. The remaining town and city plans will be updated in order of their expiration, with all plan updates completed by the middle of 2008. Bike and pedestrian plan updates are necessary to keep Marin communities eligible for a variety of funding sources.



Bikes at the C. Paul Bettini Transit Center.

COMMUNITY-BASED TRANSPORTATION PLANS

The Marin City Community-Based Transportation Plan (CBTP) is a grassroots effort to allow members of the community to set their priorities and evaluate their options for meeting transportation needs. TAM received a \$60,000 grant from the Metropolitan Transportation Commission (MTC) to assist with this collaborative planning effort. Significant input by the community will result in a prioritized list of projects, addressing transportation issues in Marin City. Ongoing meetings are held with a Stakeholder Committee and other community groups. An extensive community effort conducted over 300 surveys to determine transportation barriers. During 2008, a list of potential solutions to transportation issues identified by the community will be brought back to the community members and prioritized. Completion of the plan is expected in Summer 2008.



Marin City Community.

The earlier completion of a Community Based Transportation Plan in the Canal Neighborhood of East San Rafael has led to a number of its priority projects being implemented in 2007. Improvements on Medway are underway to enhance the neighborhood environment as well as bring needed bicycle and pedestrian improvements. Also, work to improve Bellam Boulevard from Kerner to Highway 101 will be starting later in 2008. Finally, local transit improvements continue to serve a substantial number of transit riders throughout the community.



Rendering of proposed two-way left turn lane, Fireside Apartments, Mill Valley.

TRANSPORTATION FOR LIVABLE COMMUNITIES AND HOUSING INCENTIVE PROGRAM

Marin's Local Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) grants provide support for small scale, community-based transportation projects, encouraging use of alternative modes. Over the last 3 years, \$1.7 million has been made available from funds reserved by the Metropolitan Transportation Commission for county use. TLC and HIP both fund transportation capital projects; but, HIP projects differ from TLC in that they reward local governments that give planning and zoning approvals to higher density housing, particularly affordable housing, and mixed-use developments at or near transit stops.

Did you know that over \$1.7 million in Transportation for Livable Communities funds went to Marin projects to encourage use of alternative modes near transit hubs?

In 2006, TAM reserved \$897,426 for three HIP projects in Corte Madera and two projects in the unincorporated communities of Marinwood and Kentfield. The Corte Madera San Clemente Family Housing project broke ground in May 2006, and was completed in early 2008. This family housing development paved the way for design of the HIP-funded Bayside Trail Improvement Project. This project will complete a partially developed segment of the San Francisco Bay Trail to provide bicycle and pedestrian transportation and recreation options for residents of the housing development. In 2007, the Toussin Senior Affordable Housing development in Kentfield received planning approvals from the County of Marin, clearing the path for development of a new ADA-accessible sidewalk from the development to the nearby Sir Francis Drake Boulevard transit stop. Due to the high level of interest by local agencies in HIP funding, TAM began a wait list for additional projects in the event more funding becomes available.

During 2007, the two TLC projects selected by TAM in 2005 continued to move through final design, environmental and engineering phases. The Fairfax Center Boulevard Streetscape Redesign Project (\$500,000 TLC award) began construction in January 2008 and the Fireside Pedestrian and Traffic Safety Improvement Project (\$198,906 TLC award) expects to complete construction at the end of 2008.

TRANSIT-ORIENTED DEVELOPMENT

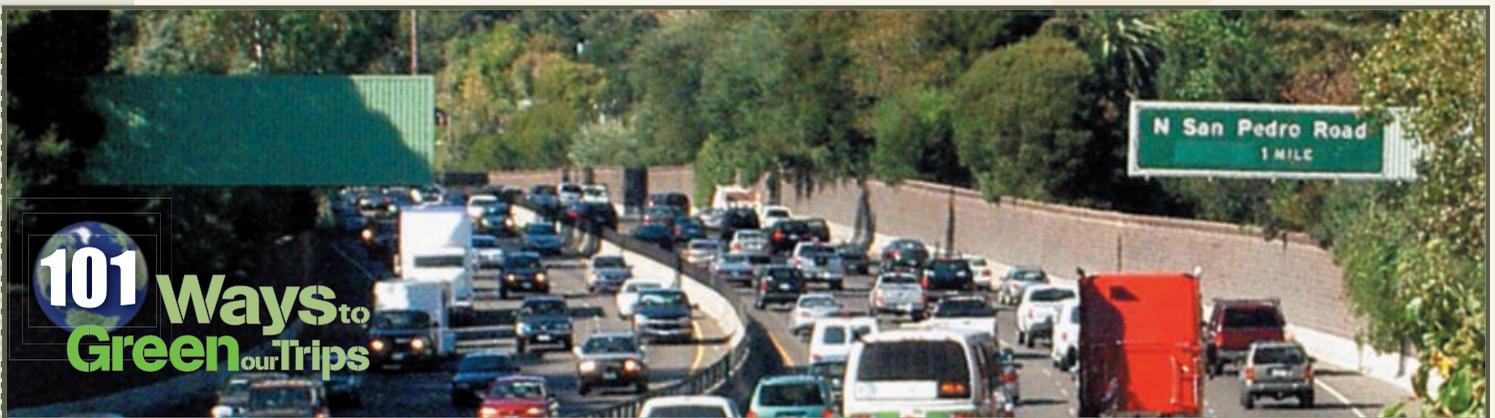
In 2007, TAM introduced its Transit Oriented Development and Pedestrian Design (TOD/PeD) Toolkit to help local jurisdictions overcome barriers to implementing transit and pedestrian-friendly projects in their communities. TAM worked with each of Marin's cities/towns, the county, and business, environmental, bicycle, disabled and neighborhood association stakeholders to help identify barriers and collaborate on tools that would be helpful to overcome them. The tools are intended to be applicable to unique Marin challenges and are based on "best practices" employed in other places where tools are used to solve similar problems. In 2008, TAM is implementing a toolkit outreach program designed to spread the document's message and raise consciousness of TOD/PeD concerns amongst citizens, elected officials and development professionals. The aim of this is to create a TOD/PeD orientation for all development decisions in Marin, with a focus on greening our trips.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Did you know that, despite increasing congestion on Highway 101, use of the existing carpool lane between Highway 37 and Puerto Suello Hill fell in the first half of this decade?

To maximize use of the Highway 101 Gap Closure carpool lane extension, scheduled for opening at the end of 2008, TAM has worked in concert with the business community, the Metropolitan Transportation Commission, and our cities/towns and the County to devise a Transportation Demand Management (TDM) action plan. The goal is to make our tremendous investment in

the Highway 101 carpool lane produce maximum travel benefit, by promoting ridesharing, transit and other alternative modes over single occupant automobile use. Elements of the action plan may include a combination of increased employer and employee outreach, a guaranteed emergency ride home program for employees within Marin County, incentives for carpool and vanpool use, and improved information services for ridesharing alternatives. Travel time savings associated with the Gap Closure Project will create an incentive for mode shift. With an outlook for success there will be substantial congestion relief, benefits to air quality and the reduction of greenhouse gas emissions, and preservation of the quality of life in Marin.



TAM launches 101 Ways to Green our Trips Campaign.

CENTRAL/SOUTHERN MARIN TRANSIT STUDY

In 2008, TAM will manage, in conjunction with partners Golden Gate Transit and Marin Transit, a study aimed at producing a plan for incremental transit improvements in Central and Southern Marin. The study will examine Highway 101 "trunkline" bus service, local bus service connecting to the "trunk" and improvements to facilities and procedures necessary for upgrading the transfer between the two. The study will locate a "transit hub" in Southern Marin. Other highlights of the study include improvements to speed and efficiency such as Bus Rapid Transit (BRT) and BRT-"light," and examination of the costs and benefits of providing feeder bus service to ferries. It will include a separately financed effort to examine the cost and feasibility of streetcar service in the Sausalito to Mill Valley corridor. The study will begin in the Summer of 2008.

Did you know that a comprehensive examination of local and regional bus transit in Southern Marin has not been undertaken since 1979?



Westbound I-580/101 connector – Rendering of new bridge.

WB I-580 TO NB HIGHWAY 101 CONNECTOR PROJECT

Marin received \$20 million in voter approved infrastructure bond funds to add a second lane to the connector where westbound I-580 merges into northbound Highway 101 in Central San Rafael. In addition to improving the capacity of the connector, the project will improve bicycle and pedestrian circulation along Bellam Boulevard. TAM is managing the project, with its partners Caltrans and the City of San Rafael. Construction is planned to start in the Spring of 2009.

Did you know that TFCA revenues can be used to fund small innovative projects such as Guaranteed Ride Home, Vanpool Incentive, and Bicycle Parking Rack programs that are ineligible from traditional funding sources?

TRANSPORTATION FUNDS FOR CLEAN AIR

The Transportation Funds for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (BAAQMD's) Clean Air Plan. Funds are generated from a \$4 surcharge on vehicle registration fees collected by the Department of Motor Vehicles.

As the local program manager, TAM annually develops Marin County's projects for TFCA Local Program Manager funds. In 2007, the TAM Board allocated \$520,000 to the Puerto Suello Hill Multi-Use Path on the Highway 101 Gap Closure Project, \$153,000 to the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) to purchase and install 3-bike racks on 153 buses, and \$29,163 to Marin County to install a westbound Class II bike lane on Sir Francis Drake Boulevard from Baywood Canyon to Brown Bridge. Once completed, these projects will aid our efforts to green our trips.



Novato police officers on their TFCA funded bicycles.



Highway 101 Greenbrae/Twin Cities corridor improvements – Greenbrae Interchange.

GREENBRAE/TWIN CITIES CORRIDOR IMPROVEMENTS

Did you know that in 2005 over 87,000 vehicles per day entered and exited the highway using the Greenbrae Interchange?

Did you know that in the past five years over 650 vehicle collisions were reported in the Greenbrae/Twin Cities Highway Corridor?

Over the past year, TAM continues to work with our partners in the Greenbrae/Twin Cities corridor to identify and develop transportation improvements as part of the toll-financed congestion relief program approved by Bay Area voters in 2004. A series of multi-modal transportation projects are currently in various stages of development. The Central Marin Ferry Connection Pathway, intended to provide non-motorized access to adjacent transit facilities, is in design engineering phase. Also, TAM is working with

SMART and the County of Marin to initiate construction of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway. These two improvement projects are major investments in infrastructure and are a great example of the desire and commitment of the local community to promote alternative modes of travel as a long term solution to our congestion problems.

The Highway 101 Greenbrae/ Twin Cities Corridor is one of the most congested sections of highway in the Bay Area. Old highway design standards in the corridor contribute to a higher than average accident rate and also increase the congestion in the area. When the highway becomes congested, the local street network is quickly overloaded which significantly impacts the mobility of surrounding communities. TAM has been actively working with our partners to develop potential operational and safety improvements in the corridor. The owner/operator of the highway, Caltrans, has provided valuable input to guide TAM and our local partners, as we study the entire corridor. During our detailed evaluation, over twenty improvement options have been looked at. Using feedback received during the “context sensitive design” outreach program, the best options were presented and discussed with the community at public workshops. These options are being further refined as part of the development process.

All these projects are primarily funded by the voter approved Regional Measure 2 Program, a \$1.00 increase on state-owned toll bridges in the Bay Area.



NB US 101 just south of the County line.

MARIN-SONOMA NARROWS PROJECT

The Marin-Sonoma Narrows project proposes to address congestion by extending the current High Occupancy Vehicle (HOV) lane from where it ends in Novato 17 miles northward through the City of Petaluma. The project area is divided into three segments. Segment A is from SR-37 to Atherton Avenue in Novato. Segment B is from Atherton Avenue to north of SR-116 (East) in Petaluma. Segment C is from north of SR-116 (East) to Old Redwood Highway in Petaluma. The project includes continuous bicycle facilities through the length of the corridor.

The expressway to freeway conversion, along with the 17-mile HOV lane, has been the subject of nearly 10 years of project evaluation and environmental studies. The culmination of that effort was the release of the Draft Environmental Impact Statement/ Environmental Impact Report in late 2007. The Environmental Document is expected to be completed in the fall of 2008, at which time the project can enter the final stages of design and right of way acquisition, preparing it for first phases of construction to begin in early 2011.

Did you know that the Marin-Sonoma Highway 101 corridor is the third most congested corridor in the Bay Area, with over 16,000 vehicle hours of delay daily?

Did you know that there are nearly 50 uncontrolled access points (driveway, roads and left turns) through the Narrows between Novato and Petaluma?

Did you know that in 2007 TAM competed successfully for \$82.4 million Proposition 1B funds towards improvements in the Narrows?



Segment B looking south for the Redwood Landfill Interchange.

FUTURE ACTIVITIES

KEY PRODUCTS IN 2008:

MARIN CITY COMMUNITY-BASED TRANSPORTATION PLAN (CBTP)

With the Canal Neighborhood CBTP completed, TAM kicked off efforts in 2007 on the Marin City CBTP. A Stakeholder Committee will continue to meet during 2008 to guide a grassroots planning effort to address transportation gaps in this minority and low-income community. The extensive community involvement effort is expected to be completed in Summer 2008.

TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)

TAM awarded a portion of Local Transportation for Livable Communities funds to two local projects in 2005: \$500,000 to Fairfax's Center Boulevard Streetscape Redesign project and \$198,906 to the Fireside Pedestrian and Traffic Safety Improvements project in the Mill Valley area. Construction on both of these projects is expected to be completed in 2008.

BIKE AND PEDESTRIAN PLAN UPDATES

2007 proved to be a big year for bike and pedestrian plan updates, which yielded adopted updates to unincorporated Marin County and Novato Bike and Pedestrian Plans. Work began on updating plans in San Anselmo, Fairfax, Corte Madera, and San Rafael in the last half of 2007. Updating the remaining community plans will start in the beginning of 2008. All plan updates are expected to be completed in 2008. Watch for community meetings coming to your town as updates move forward and check the TAM website for the most up-to-date information.

STREET SMARTS

In 2008, TAM will work with Mill Valley, Larkspur, and Corte Madera to implement our pilot Street Smarts bike/ped safety campaign to help guide future implementation of a county-wide program and to build public and private partnerships. Street Smarts is a public information and outreach effort aimed at raising awareness of traffic safety issues. It focuses on the most urgent safety issues (speeding, red light running, bicycle and pedestrian safety, traffic safety around schools, etc.) in a given community and gently reminds potential violators of the consequences of their actions through attractive and effective signing and messaging. While Corte Madera, Larkspur and Mill Valley are the first participants in Street Smarts, if the pilot is successful at changing behavior, the program will expand to the Ross Valley and eventually to the rest of Marin.

THE HIGHWAY 101 GAP CLOSURE

Construction began in July 2007 on the last phase of the Highway 101 Gap Closure Project, the Puerto Suello Hill Segment. The project includes a Class 1 bike/pedestrian path from the top of Puerto Suello Hill down to Mission Avenue in San Rafael as well as sound-absorbing soundwalls. The plan is to open the HOV lanes by the end of 2008, providing continuous HOV lanes from Richardson Bridge in southern Marin to Highway 37 in Novato.

GREENBRAE/TWIN CITIES CORRIDOR IMPROVEMENTS

As a product of an extensive public outreach effort referred to as "Context Sensitive Design," the TAM Board will be presented with a series of potential multi-modal improvement projects along this corridor to address traffic congestion. Using a community based approach to identify and develop transportation solutions early in the process, TAM will accelerate efforts in 2008 to complete environmental studies and more of the detailed design. In November 2007, The TAM Board authorized work to begin on the Central Marin Ferry Connection Project. This initial phase consists of environmental and design engineering necessary to advance the project. A portion of the pathway can be independently delivered and placed into service, providing a much-needed connection between the Cal Park Hill Multi-Use Pathway and the Larkspur Ferry Terminal.

MARIN-SONOMA NARROWS

Caltrans plans to complete the Environmental Document for the entire Marin-Sonoma Narrows (MSN) Project in the Fall of 2008. Design of four individual contracts that comprise Phase 1 of the project will get underway in the Summer of 2008. TAM is leading the design effort on two of the contracts; the Southerly Interchange serving San Antonio Road, and the San Antonio Curve Correction at the county line.

FINANCIAL HIGHLIGHTS

Did you know that since the inception of the Measure A program, Marin citizens contributed more than \$60 million to various transportation programs in the County as of March 2008?

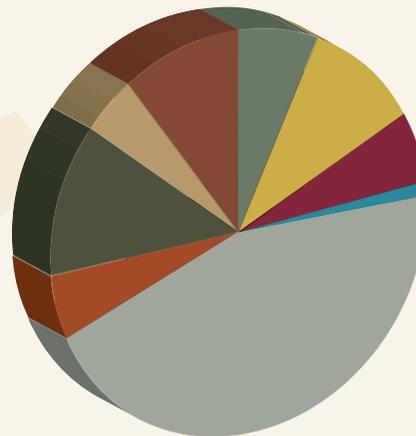
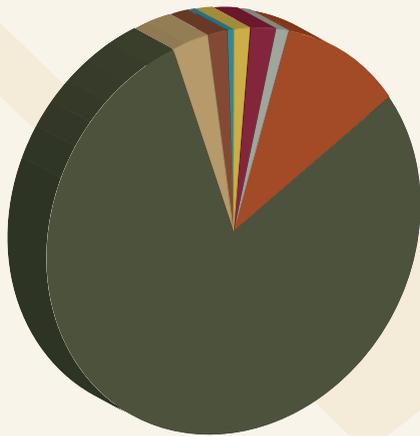
MEASURE A SALES TAX REVENUE

TAM's primary source of funding for transportation projects and programs continues to be the Marin transportation sales tax Measure A, which is available from FY2004-2005 to FY2024-2025. In FY2006-07, TAM collected \$23.1 million, which is 79.3% of the total revenue received by TAM.

SALES TAX FUNDING FOR PROJECTS/PROGRAMS

In FY2006-07, TAM allocated \$8.7 million to Marin Transit to support and improve local transit services for Marin residents. TAM also set aside \$2.35 million to meet the cash flow needs of the 101 Gap Closure Project. A total of \$776,000 was also allocated to fund three major capital projects under the major roads strategy. Those funds were used for major road improvements in Mill Valley, Novato and San Rafael. The 11 cities/towns and the County of Marin received a total of \$2.3 million for local roads and related infrastructure. Nearly a million dollars was also allocated to the Safe Routes to School program, to reduce school related congestion and provide safer access to schools.

FY2006-07 REVENUES AND EXPENDITURES



FY2006-07 REVENUES (\$29.1 MILLION)

- City/Town/County Contributions • \$434,257/1.5%
- Surface Transportation Program/Congestion Management Air Quality Fund • \$622,500/2.1%
- Transportation for Clean Air Fund • \$360,179/1.2%
- Regional Measure 2 Bridge Toll Fund • \$3,114,900/10.7%
- Measure A Sales Tax Revenue • \$23,068,785/79.3%
- Interest Revenue • \$901,967/3.1%
- Corte Madera Bridge Fund • \$421,351/1.4%
- Other Revenues • \$160,542/0.6%

FY2006-07 EXPENDITURES (\$19.7 MILLION)

- Administration • \$1,390,610/7.1%
- Professional Services • \$2,032,711/10.3%
- Measure A Reserve • \$1,153,439/5.9%
- Measure A Project Management • \$215,617/1.1%
- Measure A Strategy 1 - Transit • \$8,670,458/44.1%
- Measure A Strategy 2 - Gap Closure • \$1,031,500/5.2%
- Measure A Strategy 3 - Streets & Roads • \$2,339,582/11.9%
- Measure A Strategy 4 - Safe Routes • \$885,471/4.5%
- Interagency Agreements • \$1,948,417/9.9%

TAM's overall financial condition is healthy and stable. TAM and its Citizens' Oversight Committee will continue to keep a watchful eye over expenditures and remain committed to sound management practices to deliver the highest quality and most cost-effective services to Marin residents. For a copy of TAM's Basic Financial Statements for the Fiscal Year Ended June 30, 2007, along with the Single Audit, please visit TAM's website at www.tam.ca.gov.

ABOUT TAM

Did you know that TAM has the ideal structure for decision making in Marin with all 11 cities and towns, as well as all five County supervisors, sitting on the TAM board?

The Transportation Authority of Marin (TAM) is a joint powers agency comprised of Marin's 11 cities and towns and the County of Marin. It was created to administer the Marin County Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004 as Measure A, a 1/2-cent sales tax for transportation over 20 years, and to serve as Marin's Congestion Management Agency. The goal of Measure A is to improve mobility and reduce local congestion for the citizens of Marin County and surrounding communities by providing a transportation system that is efficient, effective and attractive.

TAM is responsible for coordinating funding for many of the transportation programs in Marin County.

The TAM Board of Commissioners includes elected officials from each city and town in Marin County, plus the five members of the Board of Supervisors.

Read more about TAM on our website at www.tam.ca.gov. You can also visit us at 750 Lindero St., Suite 200, San Rafael or call (415) 226-0816.



BOARD MEMBERS

Steve Kinsey, Chair.....	County of Marin
Albert J. Boro, Vice Chair	City of San Rafael
Judy Arnold	County of Marin
Carole Dillon-Knutson.....	City of Novato
Susan L. Adams	County of Marin
Harold C. Brown, Jr.....	County of Marin
Peter Breen	Town of San Anselmo
Michael Skall.....	Town of Ross
Paul Albritton.....	City of Sausalito
Joan Lundstrom	City of Larkspur
Mary Ann Maggiore.....	Town of Fairfax
Charles McGlashan	County of Marin
Alexandra Cock	Town of Corte Madera
Thomas Cromwell.....	City of Belvedere
Alice Fredericks	Town of Tiburon
Stephanie Moulton-Peters.....	City of Mill Valley

ALTERNATES

John Telischak	City of Belvedere
Michael Lappert.....	Town of Corte Madera
Larry Bragman	Town of Fairfax
Larry Chu.....	City of Larkspur
Shawn Marshall	City of Mill Valley
Barbara Thornton	Town of San Anselmo
Pat Eklund	City of Novato
Amy Belser.....	City of Sausalito
Richard Collins	Town of Tiburon
Damon Connolly.....	City of San Rafael

TECHNICAL ADVISORY COMMITTEE

Jean Bonander	Luke McCann	Craig Tackabery
Andy Preston	Karen Nygren	Rabi Elias
Farhad Mansourian	Merv Giacomini	Linda Jackson
Hamid Shamsapour	Angela Colombo	Ron Downing
Bob Brown		Mary Jane Burke
Alan Zahradnik	ALTERNATES	Doug Wilson
Rocky Birdsey	Daniel Keen	Chris Lang
Amy Van Doren	Glenn Young	

CITIZENS' OVERSIGHT COMMITTEE

Barbara George	Ann Batman	Sean Braniff
Teri Meadows	Scott Tye	Raphael Durr
Robert Burton	Allan Bortel	Sue Beittel
Amanda Eichstaedt		Michael Ongerth
Don Wilhelm	ALTERNATES	
Annan Paterson	Bernard Meyers	
Ray Hirsch	Joy Dahlgren	

TAM STAFF

Dianne Steinhauser	Executive Director
Denise Merleno.....	Executive Assistant/Clerk to the Board
David Chan.....	Manager of Programming and Legislation
Bill Gamlen	Project Delivery Manager
Bill Whitney	Associate Project Delivery Manager
Eric Schatmeier	Manager of Planning
Tho X Do	Associate Civil Engineer
Grace Zhuang	Accounting & Administration Specialist
Li Zhang.....	Manager of Finance & Administration
Nannette Brown	Receptionist
Carey Lando	Senior Transportation Planner