2009 ANNUAL REPORT

Transportation Authority of Marin

Making the Most of Marin County Transportation Dollars

ABOUT TAM

The Transportation Authority of Marin (TAM) is a joint powers authority 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 20-year, ½-cent sales tax for transportation – and to serve as Marin's Congestion Management Agency. The goal of Measure A is to improve mobility and reduce 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 and projects 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.

TAM
Transportation Authority of Marin

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Greetings,

The Transportation Authority of Marin, TAM, is pleased to present its 2009 Annual Report. As investors in transportation in Marin, your tax dollars have resulted in substantial achievements in reducing congestion, encouraging cycling and walking, and aiding in the safe passage of all who travel in Marin.

After over 20 years of investment, Marin's efforts to complete the carpool lane on Highway 101 through San Rafael finally paid off in early 2009 with the opening of the final three miles of new highway lanes. Over $200 million in federal, state, regional and local funds were needed to close the last 3 mile gap. An unprecedented sound-absorbing soundwall has provided the Lincoln Hill neighborhood of San Rafael with long-awaited abatement of freeway noise. A new high quality bike/pedestrian facility running from the top of Puerto Suello Hill down to Mission Avenue in San Rafael is set to be completed in August 2010. This Lincoln Hill pathway is a critical part of the North/South network of bike/pedestrian facilities that will connect Marin's city-centers to each other and will enhance access to local and regional transit facilities, such as the downtown San Rafael Bettini Transit Center. These elements would not have been constructed without the local transportation sales tax, passed by voters in 2004 and serving to address these various needs of Marin constituents, whether driving, biking and walking, or living near our transportation corridors. As well, TAM acknowledges, with great appreciation, the patience of drivers, and especially neighbors, in allowing these improvements to finally complete construction.

Also started in 2009, and set to be complete in 2010, is the permanent widening of the Westbound I-580 to Northbound Highway 101 connector. The connector facility is anchored by a new bridge on I-580 over Bellam Boulevard, with a network of related local street improvements. The adjacent Canal Neighborhood will benefit from wider sidewalks, on Bellam and portions of East Francisco Boulevard.

While freeways improve, our travel through Marin is still a challenge due to much needed improvements on local roads. The Federal Government helped to deliver over $6 million in funding to a number of major roads in Marin through the American Recovery and Reinvestment Act - ARRA. These funds were used on projects that gave our county a jobs boost in 2009. A number of additional ARRA funded projects were able to go forward when Marin was able to capture bid savings, including the paving of North San Pedro Road and Atherton Avenue, and the rehab of Sir Francis Drake Boulevard through the Town of Ross.

While improvements to our highways, streets and roads have continued, our youngest travelers have been the innovation leaders in developing healthier ways to travel which are good for the environment. Our school-aged children continue to walk and bike to school, learning how to bike safely, along with how and where to cross roads and get to school. More and more, parents and students are recognizing that biking and walking are healthy green ways to travel. Our Safe Routes to School program grew in 2009 with the expansion of Street Smarts, a unique messaging program that advises drivers of bike and ped safety needs at critical locations. Our Green Ways to School/SchoolPool efforts also kicked off, with a generous grant from the Marin Community Foundation, resulting in well over 1000 sign-ups since this web-based information exchange system launched in late 2009.

In the coming year, we hope to expand our ability to address the upcoming demands of climate change in creating or expanding a number of options for those who live and work in Marin. From expanding mobility for seniors and persons with disabilities, to expanding crossing guards and other school programs, we are looking at ways to increase much-needed revenues for these needs.

TAM would not be effective in addressing the ongoing demands of transportation in Marin without its local partners. TAM expresses thanks to the transit operators that work so hard to provide much needed services to Marin – Marin Transit, Golden Gate Transit, and SMART. We thank our cities, towns, and the county, without whom transportation projects and programs could not be implemented. TAM thanks its Citizens' Oversight Committee and its Technical Advisory Committee, along with its Bike Pedestrian Advisory Committee, all of whom guide decisions and oversee the actions of TAM to assure the highest priority needs are met and all of Marin's constituents benefit from TAM's programs and projects. Finally, the role of citizens and advocates in assisting TAM to bring improvements to the public is greatly appreciated as well.

TAM looks forward to continuing to serve all of Marin's travelers in the coming year.

Steve Kinsey, Chairperson
Transportation Authority of Marin
Marin County Supervisor, District 4

2009 MEASURE A ACTIVITY HIGHLIGHTS

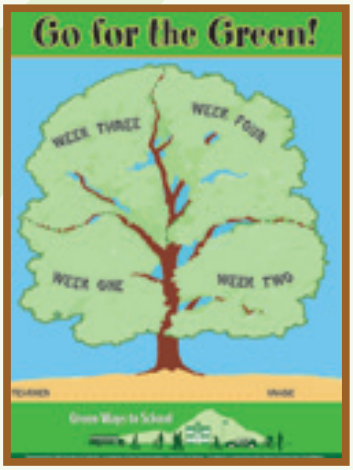
Young biking and walking advocates in Ross

Crossing Guard at Lagunitas School Intersection

Riding With Youth Workshop

MEASURE A PROJECTS/PROGRAMS

- $11.1 millions of Measure A revenue in 2009 was allocated in support of local transit operations and capital programs
- Marin Transit carried 3.3 million passengers in 2009
- The carpool lanes on Highway 101 in both directions were completed and opened in 2009
- City of San Rafael finished its Fourth Street Major Roads project on schedule and under budget
- $2.6 million was allocated to the cities/towns/ County for their local street and road needs
- Walk to School Day program is becoming more popular
- 63 Crossing Guards were funded by Measure A in 2009
- Six additional Safe Pathway projects were completed in 2009 to provide safe access to various schools



Green Ways to School poster

Taking the bus around

2009 CMA ACTIVITY HIGHLIGHTS

CMA PROJECTS/PROGRAMS

- TAM worked closely with local jurisdictions to scope and process "shovel ready" projects that are eligible for the American Recovery and Reinvestment Act (ARRA) funding and delivered a substantial portion of the $5.7 million ARRA projects in 2009.

- In 2009 the Street Smarts program was expanded to eight Marin communities. The program is designed to raise awareness, influence attitudes and change the behavior of drivers, pedestrians and bicyclists.

- TAM, along with other counties in the State, initiated in Fall of 2009, consideration of a vehicle registration fee (VRF) as an additional funding source for transportation related projects and programs in the county.

- TAM has supported Marin communities in pursuing planning efforts and meeting statewide goals for Greenhouse Gas reduction.

- TAM's Vanpool Incentive Program saw the creation of six (6) new vanpools with an average ridership of nearly 10 passengers per van.

- TAM announced the initiation of environmental studies for its Greenbrae Corridor Project and stakeholders offered comments regarding the proposed improvements to the highway that required a revised assessment of the scope of the studies.

- The environmental review process for the Marin-Sonoma Narrows Project was completed in October 2009.

- The WB I-580 to NB Highway 101 Connector Project was awarded in 2009 to create a permanent two-lane connector from Westbound 580 to Northbound Highway 101.

Street Smart Sign

Traffic on E. Francisco Blvd.

Highway 101 Greenbrae Corridor Project site

MEASURE A/PROJECTS/PROGRAMS

STRATEGY 1: LOCAL BUS TRANSIT SYSTEM

Marin voters provided a dedicated source of funds to Marin Transit to support all local public transit that originates and ends in Marin County when they approved Measure A in November 2004. As the local transit operator for the County, Marin Transit manages five contracts to provide local fixed route bus and shuttle services, rural transit services (the West Marin Stage), the Muir Woods Shuttle, and special needs transportation services. Special needs services include paratransit for disabled residents under the Americans with Disabilities Act, travel training for seniors and developmentally disabled adults, and accessible taxi programs. Dedicated local funding through the sales tax allows Marin Transit to leverage more state and federal funds for Marin Transit riders. TAM allocated $11.1 million in transportation sales tax revenue to Marin Transit in FY2008-09 (July 1, 2008 to June 30, 2009) to support local transit operations and capital programs.

What happened in 2009

- Marin Transit carried 3.3 million passengers in 2009
- Marin Transit completed an update of its 2006 Short Range Transit Plan (SRTP) in April 2009. The Plan completely redesigned the local bus system and provided a guide for future service decisions. Services and schedules continue to be refined to improve operations and the customer experience.
- Marin Transit initiated development of a Mobility Management Program to address transportation issues for older adults, the disabled, and residents with low incomes. Marin Transit is preparing to combine mobility management programs with its paratransit services contract for implementation beginning in July 2010.
- Marin Transit took responsibility for funding and operation of the Muir Woods Shuttle under a three year funding agreement with the U.S. National Park Service. The Muir Woods Shuttle operates from the first weekend in May through the end of September.
- Marin Transit was successful in obtaining federal economic stimulus funds for three projects, including an automated passenger information system for the Stage and the Marin Transit Shuttles, vehicle-based mobile data terminals to improve scheduling and dispatch of paratransit services, and a data management system.
- In Summer 2009, Marin Transit initiated a new period-based fare card system for daily, weekly, and monthly passes. These include discounts for seniors, youth, and disabled riders.
- In August 2009, Marin Transit established a new dial-a-ride service open to all Novato residents with expanded peak period service and all day service on weekends.

To get more information about the services Marin Transit provides and to plan your trip, please visit www.marintransit.org.

Various Transit Passes

MEASURE A PROJECTS/PROGRAMS

STRATEGY 2: HIGHWAY 101 GAP CLOSURE CARPOOL LANE PROJECT

Project Description: The Highway 101 Gap Closure is a widening project that closes the gap in the existing carpool lane system to provide a continuous carpool lane in Marin County. The project consists of four segments.
Segment 1: Lucky Drive to north of Corte Madera Creek
Segment 2: North of Corte Madera Creek to Cal Park Hill
Segment 3: Cal Park Hill to Central San Rafael
Segment 4: Puerto Suello Hill
Project Cost: Estimated project cost at completion is over $200 Million
Project Funding: Various state, regional, local and federal funding sources
Project Schedule: Gap in carpool lane in southbound direction was closed in February 2009 and northbound in April 2009
Start Construction: Construction of first segment started in January 2002 and last segment started in summer 2007
Complete Construction: Construction of the project is anticipated to be completed in late Summer/early Fall 2010

Sound Wall and Multi-Use Path on Puerto Suello Hill

The final Segment of the Highway 101 Gap Closure Project, Segment 4 over Puerto Suello Hill, was made possible only through the dedication of Measure A transportation sales tax revenue. The construction of Segment 4 started during the summer of 2007. Construction is expected to complete in late Summer/early Fall of 2010. The southbound carpool lane was opened in February 2009 and the northbound carpool lane was opened in April 2009. This phase includes the 1.3 mile sales tax funded multi-use path serving both regional bike/ped trips as well as the local Lincoln Hill neighborhood. A new soundwall technology is being applied for the first time in the Bay Area in Segment 4, that utilizes a special material capable of trapping sound and reducing the effects of reflected noise. The completion of the carpool lanes in both directions provided the long-needed congestion relief in the Marin 101 corridor. The completion of the exemplary Class 1 bicycle/pedestrian facility will also be an overall improvement to the quality of life in Marin.

Completed Puerto Suello Hill Carpool Lanes

MEASURE A PROJECTS/PROGRAMS

STRATEGY 3: LOCAL TRANSPORTATION INFRASTRUCTURE

Strategy 3 is dedicated to the ongoing needs of Marin's local road system, which is critical to Marin County navigation. Funding continues to be committed for Major Infrastructure and Local Infrastructure projects, to accommodate vehicular, bicycle, and pedestrian traffic needs.

MILLER AVENUE IN MILL VALLEY In 2009, Mill Valley conducted a conceptual design study of Miller Avenue and began preliminary engineering. Mill Valley also established a Design Advisory Committee (DAC) to further develop the conceptual design for Miller Avenue based on recommendations made by the 2008 Streetscape Task Force. The DAC consists of local community leaders in the fields of landscape architecture, urban planning, construction and real estate. Mill Valley is currently working with the community to finalize a work plan to clearly identify the process for developing the Miller Avenue Streetscape Plan, including data collection, specialized studies, and community input and participation. This work will build upon the previous studies and design work conducted as part of this project. The Streetscape Plan will be a detailed conceptual plan with detailed technical studies allowing the City to smoothly transition into the construction phase of the project.

NOVATO BOULEVARD IN NOVATO The City of Novato continues its work on Novato Boulevard, which includes three segments of improvements. The environmental phase for Segment 1 continues to move forward. Segment 2 (Grant Avenue to Eucalyptus Avenue) and Segment 3 (Eucalyptus Avenue to San Marin Drive) are near completion. While minor miscellaneous work remains for Segments 2 and 3, all improvements implemented under the proposed scope of work have been opened for public use.

WEST SIR FRANCIS DRAKE BOULEVARD IN MARIN COUNTY The County of Marin is moving forward in a broad and complex technical effort to improve Sir Francis Drake through Samuel P. Taylor Park. This project is currently in the environmental phase. The preparation of the Draft Environmental Impact Report (DEIR) has included analyses of technical subjects such as biological and cultural issues. The DEIR was available for public review in April 2010. A public hearing will be conducted by the Board of Supervisors (BOS) in June 2010. It is anticipated that the document will be certified by the BOS in September 2010.

FOURTH STREET IN SAN RAFAEL The City of San Rafael's 4th Street/West End Village Revitalization project was completed and fully opened for use in 2009. This project was completed under budget. The unused construction funds of $371,744 were de-obligated and returned to Strategy 3.1 revenue for other projects. The 4th Street/West End Revitalization project improved almost every aspect under and on the public right of way along 4th Street, from D Street west to the Miracle Mile, including the replacement of outmoded underground utilities. Surface improvements include widened sidewalks, added curb ramps and other accessibility enhancements, improved bus-stops, landscaping, lighting, street amenities and pedestrian and bicyclist improvements.

New road construction in Marin

For the local roads category, Measure A sales tax funds are distributed on an annual basis to each city, town, and the county, calculated from a formula based on a 50/50 split derived by population and miles of roads maintained. Funds from this category can be used for local street and road projects, local transit projects, and bicycle and pedestrian improvements.

LOCAL ROADS ALLOCATION TABLE

LOCAL TRANSPORTATION INFRASTRUCTURE LOCAL ROADS

	FY2009-10 Allocation	Total FY To Date (Since FY2004-05)
Belvedere	$25,421	$128,530
Corte Madera	$85,235	$408,181
Fairfax	$68,786	$353,916
Larkspur	$97,447	$504,723
Mill Valley	$138,818	$726,597
Novato	$437,140	$2,191,382
Ross	$112,177	$112,177
San Anselmo	$110,656	$577,270
San Rafael	$487,732	$2,497,093
Sausalito	$139,346	$280,617
Tiburon	$84,736	$421,972
Marin County	$862,566	$4,318,791
Total	$2,650,060	$12,521,249

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

Safe Routes 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 and school administrators, neighborhood advocates, and parents.

In 2009, the Safe Routes to School program worked with students at over 50 schools, including elementary schools, middle schools and high schools. "Walking school buses" and "bike trains" were formed to encourage children to walk and ride their bikes to and from school with the assistance of parents. Pedestrian and bicycle safety courses were taught in conjunction with local police departments. Several high schools formed Safe Routes clubs focused on the environmental benefits associated with the program.

Eight regions in the county have formed community task forces, meeting on a periodic basis to discuss how to make it safer and more attractive for children to walk and bike to school. Thirty-five schools have developed travel plans spelling out the issues that prevent students from switching to greener modes and programs, developing solutions that would encourage more walking and biking.

Surveys conducted in 2009 showed that the Safe Routes to School program continues to decrease vehicle trips and increase walking, bicycling and carpooling trips to and from schools. Many schools showed a ten percent or more decrease in vehicle trips in 2009.

A happy Bike Award winner

Safe Routes to Schools sign

New bicycle path ribbon cutting in Ross

Green Ways to School

The newest initiative under Safe Routes to Schools is an updated SchoolPool program, utilizing computer software coordinated with TAM's Transportation Demand Management (TDM) efforts to match carpool drivers and riders via a web-based computer program. Development of the software and outreach for Marin's SchoolPool was funded by a grant from the Marin Community Foundation. Through the Safe Routes to School program, parents and students are signed up and matched by geographic location and can coordinate walk/bike and carpool trips via the internet. This electronic version of the existing SchoolPool program is an exciting innovation in coordinating trip reduction and reducing peak period traffic due to school-based auto trips.

The teachers, parents and students of SchoolPool Marin

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

Crossing Guards

The TAM Crossing Guard program, one of the most comprehensive in the Bay Area, is a valuable local safety effort. The program, which is in its fourth year, deploys trained school crossing guards at over 60 locations throughout Marin County. By making school trips safer, a key barrier to promoting walking and biking is eliminated, reducing the need for students to be driven to school. The program continued summer school service in 2009 to over 15 locations. Efforts are underway to re-evaluate the locations being served. Pedestrian and vehicle counts took place in early 2010 to assist in the evaluation of all potential sites throughout Marin.

Crossing Guard at Hall Middle School in Larkspur

Crossing Guard at Santa Rita School

Safe Pathways to School Projects

Over $2 million was received in grants to implement infrastructure projects, including a new pathway along several blocks of Evergreen Avenue serving Marin Horizon School in Mill Valley and crossing improvements on Belle Avenue for Coleman School in San Rafael. To date, the Safe Routes to School program has acquired over $13 million for school route infrastructure improvements, including walking and bicycling to school by an average of over 40 percent. There continues to be a heavy demand in identifying and implementing Safe Pathway infrastructure improvements by Marin's cities and towns.

An improved Bicycle Path in Ross

Newly Constructed Safe Pathwys To School Project

CMA PROJECTS/PROGRAMS

PURSUIT OF SB83 VEHICLE REGISTRATION FEE INCREASE

TAM, along with other counties in the State, initiated in Fall 2009, consideration of a vehicle registration fee (VRF) as an additional funding source for transportation related projects and programs in the county. Under Senate Bill 83, Congestion Management Agencies can place an initiative on the county ballot to obtain up to $10 in additional revenue from vehicle registration payments. In 2009, TAM began evaluating the viability for obtaining revenues and the possibility of supporting a variety of underfunded transportation efforts. The process could result in a ballot measure for simple majority approval to fund some transportation projects/programs through vehicle registration fees in the November 2010 election.

SB375 – LAND USE PLANNING FOR REDUCING VEHICLE TRIPS

Planning for statewide initiatives to reduce Greenhouse Gases accelerated in 2009 with the progression of state directives to implement policies from Senate Bill 375 – a planning approach to accommodate growth and reduce future auto-related travel via condensing land uses. TAM has represented Marin in this effort within the MTC region and supported Marin communities in pursuing planning efforts and meeting statewide goals for GHG reduction. This includes support for locating more housing and jobs near SMART rail stations, as well as frequent bus service, with the goal of reducing auto-based transportation. TAM participates in regional and statewide processes such as transportation modeling to ensure Marin is represented and contributing to its share of GHG reduction.

Nissan's new Leaf Electric Vehicle

SUPPORT FOR MARIN'S TRANSITION TO ELECTRIC VEHICLES

During 2009, TAM sponsored two workshops on Electric Vehicles (EV) and an EV Working Group to gather interested stakeholders and educate on the potential for active EV use in this county. Marin localities and businesses have participated in several grant opportunities to fund EV charging stations, including those funded under TFCA. In Winter 2009, TAM supported another effort to fund equipment and installation of EV charging stations for cities and towns as part of a region-wide effort to build up EV infrastructure in the Bay Area. Six Marin cities and towns submitted proposals for equipment under a grant from the California Energy Commission (AB 118) which could result in 34 new charging stations for electric vehicles in the County. This effort would put Marin into the Bay Area EV Corridor project and part of a network of charging stations in the region.

Change Is Coming Poster

CMA PROJECTS/PROGRAMS

SMART GROWTH/ TRANSPORTATION FOR LIVABLE COMMUNITIES

TAM has facilitated ongoing as well as new policies of the Metropolitan Transportation Commission (MTC), including participation in funding programs and technical study efforts to foster livability, improve the quality of development patterns, and enhance alternatives to auto travel in Marin.

Ongoing efforts under this category include:

Station Area Planning TAM coordinated with jurisdictions who are planning for increased growth around Marin's upcoming SMART (Sonoma Marin Area Rapid Transit) stations. During 2009, MTC put out a call for Station Area Planning grants focused on SMART. TAM has been supporting the planning work for participating Marin stations.

Transit-Oriented Development 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 and is continuing to promote its use.

Transportation for Livable Communities Marin's Local Transportation for Livable Communities (TLC) and Housing Incentive Programs (HIP) Grants provide support for small scale, community-based transportation projects, encouraging the use of alternative modes. Over the last several years, over $2 million has been made available from funds reserved by MTC for county use.

Community-Based Transportation Planning (CBTP) TAM made significant strides in 2008 and has continued to pursue opportunities to advance planning initiatives in the two communities with CBTP: Marin City, an unincorporated county area of Marin, and the Canal Neighborhood of San Rafael.

Smart Mobility Project sites around the US

TRANSPORTATION FUNDS FOR CLEAN AIR

The Transportation Funds for Clean Air (TFCA) Program was established to fund transportation projects that most effectively 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 the vehicle registration fee collected by the Department of Motor Vehicles. In 2009, the following projects/programs were funded by TFCA:

- San Anselmo's Electric Charging Stations $13,463
- San Anselmo's Hybrid Electric Vehicle Purchase $4,000
- GGBHTD's Electric Police Scooter Purchase $11,000
- GGBHTD's PM/NOx Filter Retrofit Project $45,000
- Marin County's Marin City Transit Hub $146,000
- Marin County's Sir Francis Drake Bike Lane $45,837
- Marin County's Tennessee Valley Pathway $265,000
- TAM's Emergency Ride Home Program $50,000
- TAM's Vanpool Program $25,000
- Tiburon's Tiburon Blvd. Commuter Lot $314,207

Bicyclists enjoying the new bike lane on SFD

CMA PROJECTS/PROGRAMS

STREET SMARTS

Street Smarts is a public education campaign designed to promote behavioral changes by drivers, pedestrians, and bicyclists. Through education and focused community outreach, the program aims to raise awareness, influence attitudes and change behaviors.

TAM initially launched Street Smarts in 2008 in three communities: Corte Madera, Larkspur and Mill Valley. Due to success of the pilot-test, in 2009 the program was expanded to five additional jurisdictions: Belvedere, Fairfax, Ross, San Anselmo and Tiburon. Each community identified and targeted the "Top 5" traffic-safety issues specific to the community. The Street Smarts campaign then launched with a series of banners and signs aimed at specific "hot spots". Behaviors addressed included speeding, stopping violations, right-of-way violations, distracted driving, and bicyclist violations and safety.

Community outreach was expanded in 2009 with the development of "neighborhood kits", which included a 50-slide presentation titled "Get Street Smart – Did You Know?" used to communicate with schools, civic and business groups, and others.

The program was evaluated for its effectiveness in the eight communities. A comprehensive survey provided evidence that there is wide-spread support for the Street Smarts Marin program among residents and agency representatives and that the campaign is already starting to have an impact with its key messages. Driver, bicyclist and pedestrian attitudes and behaviors have started to change. All eight communities want to continue to be involved in the Street Smarts program. As additional funding is secured, TAM plans to work with other communities to expand Street Smarts.

TAM Street Smarts Marin poster

Marin Emergency Ride Home, a service for regular carpoolers

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TAM worked throughout the 2009 year to implement its TDM action plan. Staff continued to work in close collaboration with MTC's 511 Rideshare Program. Aggressive efforts to outreach employers continued, in order to reduce vehicle congestion and emissions in Marin County. TAM's Vanpool Incentive Program, which offers $3,600 incentives (over a period of twenty-four months) to newly formed vanpools traveling to or from Marin County, saw the creation of six (6) new vans with an average ridership of nearly 10 passengers per van! TAM's Emergency Ride Home Program is being developed and incorporated into TAM's new, user-friendly, web-based TDM software program, which is expected to launch in 2011.

Happy vanpoolers on their way to work

CMA PROJECTS/PROGRAMS

HIGHWAY 101 TRAFFIC & REVENUE STUDY

TAM awarded a contract in 2009 to explore managed lanes as a tool for congestion relief. Projects are underway in Alameda and Santa Clara Counties to introduce the idea of Express Lanes. Solo drivers have the option of using the HOV lane by paying a toll, thereby avoiding traffic congestion on the non-HOV lanes. Studies have shown that users of the system are from all income levels and the majority of the users do not use the Express Lane option on a daily basis.

The Traffic and Revenue Study will explore the feasibility of such a system in Marin as well as other tolling options. The study will estimate potential revenue generated along with associated costs. TAM is conducting a survey at www.101survey.org to assist a Technical Advisory Committee in narrowing the choice of study options. The study is designed to gather information to test the validity of such an idea in Marin. No decision has been made as to the applicability of Express Lanes in the County.

Highway 101 From the Sky

WB I-580 TO NB HIGHWAY 101 CONNECTOR PROJECT

Project Description: add a second lane to the connector where westbound I-580 merges into northbound Highway 101 in Central San Rafael and provide multi-modal transportation improvements in the adjacent neighborhood
Project Status: design approved, ready to start construction
Project Cost: $20 Million
Project Funding: Prop 1B Bond Funds
Start Construction: Spring 2010
Complete Construction: End of 2010

TAM has been managing the design of this project, with its partners Caltrans and the City of San Rafael. Bids were opened in late September 2009 and were 20% below the engineer's estimate. The contract has been awarded and construction is scheduled to continue through the end of 2010 with the majority of the work occurring during Spring and Summer 2010. During the Spring and Summer of 2010 traffic will be reduced to one-lane for both directions of I-580. Project specifications require the contractor to maintain access for local businesses and maintain pedestrian and bicycle travel paths.

Westbound 580 To Northbound 101 Connector Project Site

GREENBRAE CORRIDOR PROJECTS

Project Description: Provide multi-modal transportation improvements for the highway corridor between the Greenbrae Interchange at Sir Francis Drake Blvd and the Tamalpais Interchange.
Project Status: environmental impact study underway and to be released in 2011
Project Cost: $120-140 Million
Project Funding: Regional Measure 2 bridge toll with potential additional federal funds
Start Construction: 2013
Complete Construction: 2016

Rendering of the proposed southbound over-crossing off-ramp at the Fifer Ave. on-ramp.

TAM continues to work with its partners in the Highway 101 Greenbrae/Twin Cities Corridor to identify and develop transportation improvements as part of the regional bridge toll-financed congestion relief program approved by voters in 2004. A series of multimodal transportation projects are currently in various stages of development including exploring operational and safety improvement alternatives for the highway and local road system, planning for the Central Marin Ferry Connection Pathway and monitoring the construction progress on the first phase of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway. These projects are major investments intended to improve mobility while reducing congestion within the corridor.

Cal Park Hill Tunnel Multi-use Path

Rehabilitation of the Cal Park Hill Railroad Tunnel has moved forward with great success. The extra wide tunnel has been restored and converted to accommodate passenger rail service and a new pedestrian and bicycle path connecting San Rafael and Larkspur. The Central Marin Ferry Connection Pathway planning efforts continue. This new facility will provide a safe and convenient southern connection to the future Larkspur train station and the Cal Park Pathway. Preliminary engineering and environmental studies are underway.

Cal Park Hill Tunnel Construction work

Improvement options in the Greenbrae Corridor continue to be developed and refined during the year. In October 2008, the TAM Board adopted the conclusions of the screening and outreach efforts that support alternatives to be carried forward. These options continue to be further refined as TAM works closely with partner agencies and the surrounding community. As a result, the overall scope of the southbound improvements has been modified to meet the expectations of the surrounding community. TAM will continue to explore all operational and safety improvements within the corridor. Proposed improvements are now being assessed as part of the environmental review process.

MARIN-SONOMA NARROWS PROJECT

Project Description: add High Occupancy Vehicle (HOV) facilities to Highway 101 from the junction of State Route (SR) 37 in the City of Novato to north of the Corona Road Overcrossing in the city of Petaluma
Project Status: EIR/EIS approved October 2009
Project Cost: Estimated total project cost $746 million
Project Funding: Phase I available funding $278 million
Start Construction: Phase I construction expected to start in Fall 2010
Complete Construction: Phase I construction expected to complete end of 2014

The expressway-to-freeway conversion, along with the 17-mile carpool lane, has been the subject of nearly 10 years of project evaluation and environmental studies. Caltrans released the final Environmental Document in October 2009. The Phase 1 work consists of four individual projects:

Project 1 provides congestion relief on Highway 101 in Marin County by adding a northbound HOV lane from SR 37 to Atherton Avenue and a southbound HOV lane from Rowland Boulevard to SR 37. The scope includes the new HOV lanes in the median, sound walls, and traffic operations system (TOS) improvements, such as monitoring stations and ramp metering on mainline and ramps.

Project 2 includes upgrading the Redwood Landfill Interchange to State standards, and adding frontage roads and Class I and Class II bicycle/pedestrian facilities. The new frontage roads will eliminate existing direct driveway access to Highway 101 and provide access to Highway 101 from San Antonio Road.

Project 3 realigns Highway 101 to the west from the vicinity of San Antonio Road to Kastania Road to correct horizontal alignment and flooding issues at San Antonio Creek. Project features include a new six lane bridge over San Antonio Creek, frontage roads, a Class II bicycle/pedestrian facility along frontage roads and a bicycle/pedestrian facility along San Antonio Creek.

Project 4 will construct a new interchange at Petaluma Boulevard South. Project features also include frontage roads, ramp metering, and a Class II bicycle/pedestrian facility along frontage roads. The new frontage roads will eliminate existing direct driveway access to Highway 101 and provide access from Kastania Road.

Design work for Project 1 started after the approval of the Environmental documents (EIR/EIS) in October 2009. Design teams are evaluating options that can further minimize the environmental impacts by reducing project footprint and other potential design modifications.

Proposed freeway and bike path at San Antonio Creek

Existing freeway condition without soundwall next to Redwood Blvd.

Proposed freeway with soundwall next to Redwood Blvd.

Proposed frontage road with freeway near Landfill

FINANCIAL HIGHLIGHTS

FY2009-10 MEASURE A REVENUE AND EXPENDITURE BY CATEGORY

FY2009-10 REVENUE

Administration	$966,011
Project Management	846,660
Measure A Strategy 1 - Transit	8,841,614
Measure A Strategy 2 - Gap Closure	1,978,332
Measure AStrategy 3 - Streets & Roads	4,183,234
Measure A Strategy 4 - Safe Routes	1,538,326
Total	$18,354,177

FY2009-10 EXPENDITURES

Administration	$772,379
Project Management	262,439
Measure A Strategy 1 - Transit	10,937,344
Measure A Strategy 2 - Gap Closure	1,754,366
Measure AStrategy 3 - Streets & Roads	6,373,732
Measure A Strategy 4 - Safe Routes	1,506,250
Total	$21,606,509

TAM COMBINED STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

(NUMBERS IN THOUSANDS)

REVENUES	FY2007-08	FY2008-09
Measure A Sales Tax	22,427,786	19,320,196
Interest Revenue	1,178,106	698,590
City/Town/County Contribution	430,000	430,000
Federal Planning Funds	485,111	476,329
State Project/Programming/Monitoring Funds	142,147	569,343
Regional Measure 2 Bridge Toll Funds	1,366,128	3,606,263
Traffic Congestion Relief Program Funds		1,784,874
Prop 1B Bond Funds	2,722,636	1,399,321
Transportation Funds for Clean Air	365,003	343,429
Other Revenues	222,127	187,791
EXPENDITURES		
Administration	2,243,015	1,965,958
Professional Services	4,151,210	6,075,837
Measure A Projects/Programs	15,787,962	20,752,315
Interagency Agreement	248,197	1,124,813
Other Capital Expenditures		724,271
Excess (deficiency) Over Expenditures	5,787,270	(2,793,068)
Beginning Fund Balances	24,217,846	31,126,505
Reserve	1,121,389	966,010
Ending Fund Balances	31,126,505	29,299,447

Riding With Youth Workshop

COMMUNITY INVOLVEMENT

TAM is committed to working with the citizens of Marin in the implementation of Marin's 2003 Transportation Vision and the programs and projects made possible by the 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 utilizes various outreach media, such as TAM's website, public meetings, workshops, etc, to reach out to the residents and stakeholders in Marin. Several workshops on various important transportation-related issues took place in 2009:

101 HOT Lane Workshop High Occupancy Toll (HOT) lanes, a concept that combines HOV (High Occupancy Vehicle) lanes usage and pricing strategies by allowing single occupancy vehicles to gain access to HOV lanes by paying a toll, was a hot topic in 2009. On April 28, 2009 TAM held a workshop to help residents in Marin better understand this concept and activity around the Bay Area and the State on this topic. Teams from the Alameda Congestion Management Agency and the Santa Clara Valley Transportation Authority provided presentations on current Bay Area HOT Lane projects taking place in their jurisdictions. Staff from the Bay Area Toll Authority was present to address questions. Participants requested that any study of this concept include an examination of Greenhouse Gas impacts. Information was gathered to help guide the scope development for the Highway 101 Traffic and Revenue study being conducted by TAM.

Electric Vehicle Workshops During 2009, TAM sponsored two workshops on Electric Vehicles (EV) and an EV Working Group to gather interested stakeholders and educate participants on the potential for active EV use in this county.

Climate Change Workshop On November 7, 2009, with the title "Climate Change Fantasy Camp…with a Yogi Berra Perspective" TAM provided an array of speakers and information about what Marin can do to address climate change. Regional strategies, smart growth development perspectives, local agency approaches regarding the reduction in automobile use were presented, including a break out session where attendees could provide TAM with advice on how this agency could participate in climate action initiatives for transportation. TAM has been looking at how Marin mobility can be improved and greener in the future. As Yogi Berra would say…"the future ain't what it used to be."

Greenbrae Corridor Project Workshop TAM held two workshops in 2009 for the Greenbrae Corridor Project. Participants had the opportunity to review project improvement options and studies developed to date, provide input on issues to be addressed in the environmental studies, and learn about the project study process, project schedule, and upcoming studies for the project.

Greenbrae Corridor Project Information and Scoping Workshop

Greenbrae Corridor Project Information and Scoping Workshop

TAM's Successful November 2009 Climate Change Workshop

TAM received valuable opinions from those workshops on the important transportation projects and programs it works on and also use those opportunities to educate the residents in Marin.

FUTURE ACTIVITIES

PROJECTS:

WB580 to NB101 Connector Project

Greenbrae/Twin Cities Corridor Improvements

Marin-Sonoma Narrows Project

Miller Avenue in Mill Valley

Novato Boulevard Rehabilitation

West Sir Francis Drake Boulevard Project

PROGRAMS:

Street Smarts

SchoolPool

Crossing Guards

Safe Routes to School

Transportation Demand Management (TDM)

PLANNING ACTIVITIES:

SB83 - Potential Vehicle Registration Fee Increase

Climate Change Initiatives

SB375 – Greenhouse Gas Reduction

Station Area Planning Activities

Planned Development Area Study

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