

Making the Most of Marin County Transportation Dollars



Transportation Authority of Marin

2006 Annual Report



www.tam.ca.gov

A Letter from our Executive Director



The Transportation Authority of Marin (TAM) is pleased to present its 2006 Annual Report. In this past year, we made substantial progress on the myriad of transportation projects and programs which local voters approved in November 2004 through Measure A, the ½-cent transportation sales tax. We continued to locate and draw upon numerous sources of transportation funding for important local initiatives such as Safe Routes to Schools, key Highway 101 corridor construction, and local bike/pedestrian improvements, just to name a few. We also grew internally, replacing our historic consultant support with several new staff to manage projects, programs, and resources. We continued to coordinate closely with Marin County, as well as our 11 cities and towns.

As our staff and responsibilities increase, it is important for Marin transportation users to recognize the benefits of Measure A. The following four strategies approved by voters are up and running now, addressing the broad range of transit and transportation needs in Marin County: developing a seamless local bus transit system; funding and completing the Highway 101 Gap Closure Project; improving Marin County's roads, bikeways, sidewalks, and pathways; and, reducing school-related congestion and providing safer access to schools. The quality oversight provided by our Citizens' Oversight Committee and Technical Advisory Committee continues to enable these achievements.

Besides our role in managing the transportation sales tax program in Marin County, TAM has made substantial progress in capturing funding and implementing projects and programs from federal, state, and regional transportation fund sources. As the Congestion Management Agency for Marin, TAM works closely with the County of Marin and all 11 cities and towns to implement projects and programs at the local level. TAM also continues its role as coordinator with Caltrans and MTC on projects affecting Marin. We look forward to continuing good relationships with these partners, as well as continuing strong partnerships with the Marin County Transit District (MCTD), Golden Gate Bridge, Highway and Transportation District (GGBHTD), Sonoma-Marín Area Rail Transit (SMART), and the Sonoma County Transportation Authority (SCTA).

A few notable accomplishments in 2006 include work to extend the carpool lane on Highway 101, with the realignment of Francisco Boulevard West completed ahead of schedule. The added lane on westbound Sir Francis Drake Blvd. under Highway 101 was opened in the Fall of 2006. Our Crossing Guard Program was implemented, which provides trained crossing guards at more than 50 locations throughout Marin County, so students have a safe and reliable way to walk or bike to their schools. Finally, we dedicated all \$1.7 million in local Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) Grants, providing small-scale, community-based transportation projects that encourage the use of alternative modes of travel.

TAM is proud of our accomplishments in 2006 and look forward to more exciting achievements in the years ahead. Our recent success in getting more than \$102 million in Proposition 1B Transportation Bond funds dedicated to Marin County is an example of what we can accomplish when we combine forces with our local press, economic community, elected officials, state and federal legislators, and enthusiastic public. All of our successes will continue to need the involvement of the communities we serve. We look forward to continuing to work with all of our partners to achieve success in the coming years.

Sincerely,

Dianne Steinhauser
Executive Director

Financial Highlights

Measure A sales tax revenues were higher than expected for 2006. TAM also experienced increases in various federal and state funding sources. Meanwhile, as a start-up agency, TAM has set aside a healthy reserve to prepare for unforeseen economic downturns or funding cuts. TAM also maintains sufficient cash flow to get ready for major capital projects that will ramp up in the near future.

TAM's economic condition reflects financial stability and the potential for organization growth. TAM will continue to keep a watchful eye over expenditures and remains committed to sound management practices to deliver the highest quality and most cost-effective service to the citizens of Marin.



*Prior year carry forward is the actual cash balance as of June 30, 2006.



**Interagency Agreements Category includes projects that received Transportation for Clean Air funding from the Bay Area Air Quality Management District and projects that received Regional Measure 2 funding from the Metropolitan Transportation Commission.

Community Involvement

TAM is committed to involving citizens of Marin County in responding to the transportation needs of residents, businesses, and commuters. Extensive community outreach ensures that all transportation improvements made in Marin County are efficient, effective, equitable, and safe for all users.



In 2006, the TAM website became the focal point for project and program updates and information, from progress on the Greenbrae Corridor to Board and committee agendas to the status of the Highway 101 Gap Closure

project. The website also contains useful information and links on a wide array of transit and transportation systems throughout Marin County. We are dedicated to continuing to provide quality up-to-date information through our website.

TAM also engaged with Marin residents regarding a variety of programs and projects in 2006 in various parts of the County. We met with, listened to, and educated Marin residents about improvements to local transportation and transit systems. We met with local, state, and federal government officials to make sure Marin's transportation and transit needs were understood and fulfilled. We met and interviewed environmental organizations, bicycle groups, local businesses, local and regional transportation agencies, local schools, and other interested parties so that they could provide input on numerous improvement programs and projects. We also invited the citizens of Marin to participate in educational and participatory open houses for major capital improvement projects.



TAM will continue to involve the citizens of Marin County in the process of improving transportation and transit.

For more information about our community outreach program, current and upcoming projects, meeting agendas, dates, and reports, visit our website: www.tam.ca.gov

About TAM



The Transportation Authority of Marin was created to administer the Marin County Transportation Sales Tax Expenditure Plan — approved by Marin voters in November 2004 as Measure A, a ½-cent sales tax expected to generate approximately \$331.6 million for transportation over 20 years. At the same time, TAM assumed the congestion management agency responsibilities for the County of Marin, guiding federal, state and regional programs and projects.

TAM is responsible for coordinating funding for nearly all 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.



What We're Working On

Measure A Activities

Strategy 1: Local Bus Transit System

The Marin County Transit District (MCTD) 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 bus service that was previously managed directly by Golden Gate Transit. MCTD now contracts with Golden Gate Transit to provide local bus service. When Marin voters approved Measure A, they provided a dedicated source of funds to support local transit.

In November 2004, MCTD and TAM signed a Cooperative Agreement to support existing service levels in anticipation of MCTD completing its first Short Range Transit Plan (SRTP). The SRTP was approved by MCTD in March 2006, and accepted by TAM in June 2006. A significant component of the SRTP was a community needs assessment evaluating local service. The plan also analyzed local transit system and route level performance using criteria specified by Measure A. As a result of SRTP recommendations and the public outreach that produced them, MCTD implemented a new service design for all local bus and shuttle services in September 2006 and major service changes on the West Marin Stagecoach in July 2006. These changes were further refined in December 2006.



MCTD's development of three new small shuttle routes represents a first for the county. These routes provide low-cost service to communities where there is insufficient demand for traditional transit. At the same time, they improve the coverage and interconnectivity of the local system. In common with other

transit service, shuttles must meet specific ridership targets over time. Another new aspect of the SRTP is that selected bus routes operated by Golden Gate Transit are identified as candidates for small bus service. Smaller buses will be phased in as larger buses are replaced and as ridership warrants.

In support of MCTD's mission, TAM allocated \$8 million in Measure A funds to MCTD in 2006 to plan, operate, market, and maintain local fixed route bus services, rural transit services, and special needs transportation services, such as Paratransit and travel training.

Find out more about MCTD and the services provided by visiting www.marintransit.org

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 in Marin County. Phase One, Calpark Hill and Phase Two, Corte Madera Creek, are complete. Phase Three, Central San Rafael is under construction and is scheduled to be complete by December 2008. The final phase, Puerto Suello Hill, is scheduled to start construction in June 2007. This phase includes a Measure A funded multi-use path and sound absorbing soundwalls.



Strategy 3: Local Transportation Infrastructure

Strategy 3 addresses the need to "maintain, improve, and manage Marin County's local transportation infrastructure." This includes funding for major roads and related infrastructure and local roads and related infrastructure. The Marin Public Works Association (MPWA) and the Measure A Technical Advisory Committee (TAC) initiated a prioritization process for the major roads portion of the 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. In 2006, TAM allocated Measure A funds to the first two projects ready for development under the major roads category – Mill Valley's Miller Avenue Rehabilitation Project and Novato's Novato Boulevard Rehabilitation Project.

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 2006, TAM allocated a total of \$2.3 million to various cities, towns and Marin County.



Strategy 4: Reduce School Related Congestion and Provide Safer Access to Schools

4.1 Safe Routes to School (SR2S): The SR2S Education and Encouragement element of this sub-strategy uses events, contests, and promotional materials to encourage children (and parents) to walk and bicycle to school and to teach 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.



4.2 Crossing Guard Program: This program is a valuable local safety effort, one of the first of its kind in the Bay Area. It was kicked off in Fall 2006, deploying trained guards at over 50 locations throughout Marin County. Because this sub-strategy makes school trips safer, a key barrier to promoting walking and biking is eliminated, lessening the need for students to be driven to school.

4.3 Safe Pathways to School: Safe Pathways is the capital improvement element of the SR2S program. It provides Measure A funds for engineering, environmental clearance, and construction of projects identified in the Safe Routes Plans developed under the SR2S planning element of this strategy. TAM has been working with local schools since early 2005 to finalize Safe Routes Plans for each school site. Now, with enough plans in place to claim funds, a call for projects will be released in early 2007.

Other TAM Activities

Bicycle and Pedestrian Plan Updates

In 2006, TAM began coordinating a three-year countywide effort to update all Bicycle and Pedestrian Plans in unincorporated Marin and each town and city in the county. Four sub-regional workshops were held in November 2006 to kick off the plan updates and to offer communities opportunities to provide input on network-wide projects without jurisdictional boundaries. Comments and suggestions from these workshops will be used to guide each individual plan update. Subsequently, work began on updating the Marin Unincorporated Bicycle and Pedestrian Plan and the Novato Bicycle and Pedestrian Plan. The remaining town and city plans will be updated in order of their expiration, with all plan updates completed by the end of 2008. Bicycle and Pedestrian plan updates are necessary to keep Marin communities eligible for a variety of funding sources.



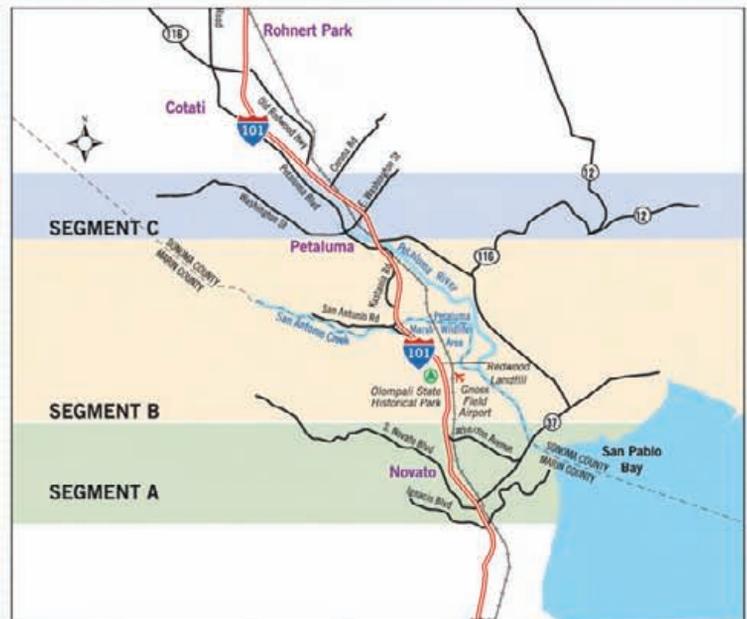
Canal Neighborhood Community-Based Transportation Plan

The Canal Neighborhood Community-Based Transportation Plan (CBTP) was a grassroots effort to allow minority and low-income communities to set their priorities and evaluate their options for meeting transportation needs in the community. TAM received a \$60,000 grant from the Metropolitan Transportation Commission (MTC) to assist with this collaborative planning effort. Significant input by the community resulted in 13 priority projects addressing transportation issues in the Canal Neighborhood. The Plan was completed in September 2006 and accepted by both the San Rafael City Council and the TAM Board. Extensive work on this plan resulted in the implementation of increased transit service in the neighborhood in 2006, traffic calming and bike and pedestrian improvements along Medway that are planned for construction in 2007, and a grant from San Francisco Bay Trails allowing the City of San Rafael to conduct further study to improve a canal front pathway recommended in the Canal Neighborhood CBTP. Further funding for projects recommended in the CBTP is being pursued by the City of San Rafael.



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 now 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; and Segment C is from north of SR-116 (East) to Old Redwood Highway in Petaluma.



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 is the release of the Draft Environmental Impact Statement/ Environmental Impact Report anticipated in the summer of 2007. After final public review and comment, the project can enter the final stages of design and right-of-way acquisition, preparing it for construction to begin in late 2010.

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 the vehicle registration fee 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. On April 27, 2006, the TAM Board dedicated \$536,252 to the County of Marin for the Cal Park Hill Tunnel Rehabilitation project and

\$65,000 to the City of Sausalito for the Compressed Natural Gas (CNG) Slow-fill Fuel Station project.

Transportation for Livable Communities and Housing Incentive Programs

Marin's new Local Transportation for Livable Communities (TLC) and Housing Incentive Programs (HIP) Grants provide support for small scale, community-based transportation projects. Their aim is to create sustainable transportation projects that encourage the use of alternative modes and protect the environment. Over three years, \$1.7 million is available from funds reserved by the MTC for county selection. 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.



In 2006, TAM reserved \$897,426 for three HIP projects in Corte Madera and two projects in the unincorporated communities of Marinwood and Kentfield. In May 2006, the Corte Madera San Clemente Family Housing project broke ground, paving the way for construction 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. Due to the high level of interest from local agencies in HIP funding, TAM began a wait list for additional projects in the event more funding becomes available.

During 2006, 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) and the Fireside Pedestrian and Traffic Safety Improvement Project (\$198,906 TLC award) expect to begin construction in 2007.

Transit-Oriented Development

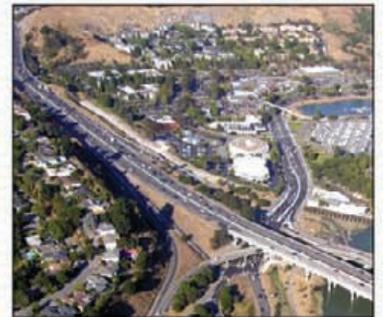
TAM is creating a Transit Oriented Development and Pedestrian Design (TOD/PeD) Toolkit to help local jurisdictions overcome barriers to implementing transportation projects in their communities. TAM worked with each of Marin's cities/towns, the county and business, environmental, bicycle, disabled, and neighborhood association stakeholders to help identify these 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. The TOD/PeD Toolkit is currently under development and is expected to be completed in Spring 2007.



Greenbrae Corridor Projects

In the summer of 2006, TAM, in partnership with the City of Larkspur and Caltrans, completed road work on Sir Francis Drake Boulevard, greatly improving access to Highway 101 from the Golden Gate Ferry Terminal. Focus now turns to the Highway 101 Greenbrae Corridor Improvements proposed to address traffic congestion in central Marin County. Highway 101, from Tamalpais Drive to the I-580 interchange, and its local roadway connectors are being analyzed for potential operational efficiency and safety improvements. A successful workshop was held in October 2006 to listen and discuss issues affecting surrounding stakeholders. Using feedback from this workshop, TAM is developing a set of improvement alternatives for further consideration and discussion.

A series of multi-modal transportation projects in this corridor are in various planning and design stages. TAM, in partnership with Marin County and SMART, has advanced the Cal Park Hill Multi-Use Pathway design to the 90% completion stage. A workshop in May was well attended and demonstrated



community support for facilities that promote alternative forms of transportation. Planning for the Central Marin Ferry Connection, also a multi-use pathway, is underway to provide better access to the Larkspur Ferry Terminal from both the Cal Park Hill Project and the communities south of Corte Madera Creek. All these projects are partially funded by the voter approved Regional Measure 2 Program, a \$1.00 increase on state-owned toll bridges.

Future Activities

The \$19.9 billion Transportation Infrastructure Bond promised tremendous benefits for the Bay Area and Marin County. TAM and the Sonoma County Transportation Authority (SCTA) received \$258 million in commitments from the California Transportation Commission when they adopted the first element of funding, the Corridor Mobility Improvement Account (CMIA) on February 28, 2007. Marin will benefit from \$20 million in funds for widening the westbound 580 to the northbound 101 connector and beginning the carpool lane extension and the safety improvements in the Marin-Sonoma Narrows.



Key projects and programs expected in 2007:

Congestion Management Program: Since passage of Proposition 111 in 1990, many counties in California's urbanized areas are required to prepare a Congestion Management Program (CMP) every two years. This program uses the latest traffic survey data, land use projections, and travel model demand analyses to define transportation problems and suggest a Capital Improvement Program to address them. In 2007, TAM will prepare the county's CMP.

Canal Neighborhood Community-Based Transportation Plan (CBTP): After the CBTP laid the foundation in 2006, TAM will support the City of San Rafael's efforts to implement recommended projects designed to address transportation gaps in this minority and low-income community. Throughout 2007, TAM will continue to collaborate with the City to explore further funding opportunities to help strengthen transportation and transit in this area.

Marin City Community-Based Transportation Plan (CBTP): With the Canal Neighborhood CBTP completed, TAM will kick off efforts in early 2007 on the Marin City CBTP. A Stakeholder Committee will meet approximately five times during 2007 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 take one year to complete.



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 these projects is expected to be underway in Spring 2007.

Bike and Pedestrian Plan Updates: 2007 will prove to be a big year for Bicycle and Pedestrian plan updates. Early 2007 will yield updates to Unincorporated Marin County and Novato Bicycle and Pedestrian Plans. Work will begin on updating plans in San Anselmo, Fairfax, Corte Madera, Larkspur, Sausalito and San Rafael in late Winter/early Spring. Work on Ross and Mill Valley's plans will begin in late Spring 2007 and Tiburon's update will begin in early Fall 2007. 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: TAM will develop and implement a pilot of the Street Smarts Program to raise public awareness about bicyclists and pedestrians on our streets. In 2007, TAM will work with a small number of cities and towns in Marin to implement a focused Street Smarts campaign to help guide future implementation of a county-wide program and to build public and private partnerships.

The Highway 101 Gap Closure: The last one-plus mile phase of the Highway 101 carpool lane over Puerto Suello Hill will begin construction in Summer 2007. 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.



Highway 580/101 Connector: Design will begin during the third quarter of 2007. Construction is planned for 2009. This project will construct a second lane on Highway 580 connector to merge into Highway 101.

Highway 101 Greenbrae Corridor: As a product of an extensive public outreach effort referred to as "Context Sensitive Design," this summer the TAM Board will be presented with a series of potential improvement projects along this corridor. Using a community based approach to identify and develop transportation solutions early in the process, TAM anticipates future project development efforts will be accelerated. TAM is committed to using a multi-modal approach to address traffic congestion. This multi-modal approach is designed to improve the operational efficiency of the highway and its connector roads, create new pathways that encourage alternative forms of transportation as well as improve access to, and use of, our transit services.

Marin-Sonoma Narrows: In the summer of 2007, the Draft Environmental Impact Statement/ Environmental Impact Report will be released for the Marin-Sonoma Narrows project. The Narrows HOV lane additions address needs for mobility and goods movement in the North Bay and all along the North Coast.

Board of Commissioners for 2007

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| Patrick Seidler | Allan Bortel | Walter Strakosch | Scott Tye |
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Alternates

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- Larry Chu**, City of Larkspur
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- Barbara Thornton**, Town of San Anselmo
- Pat Eklund**, City of Novato
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- Paul Smith**, Town of Tiburon
- Barbara Heller**, City of San Rafael



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