

**TRANSPORTATION AUTHORITY OF MARIN
TECHNICAL ADVISORY COMMITTEE MEETING**

JUNE 15, 2017

3:00 P.M.

**CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CA 94901**



900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Tom McInerney

San Rafael
Gary Phillips

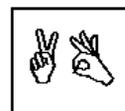
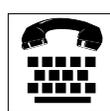
Sausalito
Ray Withy

Tiburon
Alice Fredericks

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

AGENDA – Page 1 of 1

1.	Introductions
2.	Administration of Oaths (if necessary)
3.	Staff Comments
4.	Committee Member Comments
5.	Open Time for Public Expression
6.	CONSENT CALENDAR (Action) - Attachment Approval of TAC Minutes of March 16, 2017 Meeting
7.	West Marin SFD Funding Request (Action) – Attachment
8.	Strategic Vision Plan (Information) - Attachment
9.	Next Meeting
10.	Adjournment



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

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

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**TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, March 16, 2017
3:00 P.M. – 5:00 P.M.
TAM Conference Room
900 Fifth Avenue, Suite 100
San Rafael, California**

TAC Members Present: Amy Van Doren, Vice Chair
Jonathan Goldman
Robert Goralka, Alternate
Mike Grant
Richard Myhre
Raymond Santiago, Alternate
Vin Smith, Alternate
Russ Thompson

Staff Members Present Dan Cherrier, Project Manager
Bill Whitney, Deputy Executive Director

Guests Present: V-Anne Chernock, COC liaison

Vice Chair Amy Van Doren called the Technical Advisory Committee meeting to order at 3:00 p.m. She commented on the increased frequency of meetings this year and indicated it was something that would be discussed later in the meeting.

1. Introductions

Self-introductions were made around the room.

1) Administration of Oaths

None needed.

3. Staff Comments

Project Manager Dan Cherrier He reminded everyone to say their name before speaking to help the minutes clerk. He pointed out the sign-in sheet also.

Mr. Cherrier further discussed the need for nominations to fill several member and alternate positions on the Committee, Committee members whose terms are expiring in May, the possibility of reducing the number of members overall (depending on requirements under the bylaws or the Expenditure Plan).

4. Committee Member Comments

None made.

5. Open Time for Public Expression

None.

6. Consent Calendar

a. Approval of Minutes of January 19, 2017 Meeting

Mr. Cherrier reviewed small changes made to the original Draft Minutes distributed last month, i.e. minor typos and additional information on the Crossing Guard item.

Member Mike Grant suggested changes to comments he had made at the meeting and submitted a written copy to staff.

Member Russ Thompson moved to approve the minutes of January 19, 2017 with proposed changes. Member Jonathan Goldman seconded the motion, which was unanimously approved.

7. Report out from Crossing Guard Ad-Hoc (Action)

Mr. Cherrier presented the staff report, reviewing the membership, information discussed (pedestrian and traffic counts, methodology, criteria used, intersection controls, and determining the number of crossing guards for each site) and recommendations from the Ad-hoc committee.

Mr. Cherrier introduced Bill Whitney, new Deputy Executive Director for TAM, who discussed his new role and its purpose (to assist with the day-to-day management of TAM activities and allow Executive Director Dianne Steinhauser to focus her efforts on the reauthorization of the Measure A sales tax). He noted as well that the position of

Deputy Executive Director is a temporary one and will be rotated among various staff, so he will continue his job duties as Project Manager at the same time.

Mr. Cherrier reviewed each recommendation from the Ad-hoc, which the TAC discussed:

- 1) **Pedestrian, bicycle and vehicle count data should be collected during the early part of the school year, i.e. before mid-November.**

Vice Chair Van Doren asked how the timeline would be different if the counts are done in the fall instead of the spring, which Mr. Cherrier discussed.

Member Thompson noted that if counts are done for all sites in the same time period, the relative results for the sites should be the same whenever the counts are done. Mr. Cherrier agreed and explained scheduling can be adjusted when bad weather interferes.

Member Myhre pointed out that bad weather days could be used, provided that all the counts are done under the same circumstances. Mr. Cherrier explained the process used in making the counts, including morning and afternoon peak traffic periods, the same three-day period to complete the counts for all the sites, consideration of any factors that might skew the results, and recording the highest count for each.

Member Goralka said even though there would be a year from when the counts are done to when they are implemented, it would only be six months from when the recommendations are made, which will allow time for the schools to be notified and given the opportunity to make other plans or take other action. Mr. Cherrier reviewed how/when the notification process is done.

Member Thompson asked about the list of sites from the staff report. Mr. Cherrier confirmed it was a list of the current sites, and he explained which sites fall below the cutoff point for available funding. He also reviewed new guard locations and ones that will no longer be eligible.

Member Grant pointed out after the last time that spring counts were done, the TAC had decided they would never do it again in the spring. This seemed to him an important recommendation that should be adopted.

Vice Chair Van Doren asked whether the staff work plan for this item allows for such a change, which Mr. Cherrier confirmed.

The TAC agreed by consensus to the recommendation for changing the timing for the counts.

- 2) Pedestrian, bicycle and vehicle count data should be collected using the most cost-effective method, or methods, available to provide the data required for scoring. Data should be collected for two days, unless circumstances warrant additional collection to ensure sufficient data for scoring.**

A member suggested adding the wording, "*Unless circumstances warrant, at which time a third day of counting will be done.*" Mr. Cherrier said he thought that would only work if three days of video are collected at the same time as the first two days.

Member Thompson asked what the difference in cost would be for two days as opposed to three. Mr. Cherrier said the difference would be about \$25,000 to \$50,000.

Member Goldman commented on the balance of providing defensible, equitable counts so politics do not result in crossing guards being put in solely in response to the squeakiest wheel. He also pointed out that the decisions made for this year's counts will probably not be permanent, but the evaluation process will be ongoing to seek that balance.

Mr. Cherrier indicated it would be most practical to keep three days or go to two days without allowing for later recounts. Vice Chair Van Doren noted the TAC would probably rely on staff's decision regarding the number of days.

Member Goldman questioned whether the public works staff of the various jurisdictions should be brought into the discussion on this one.

In response to a question from Vice Chair Van Doren, Mr. Cherrier confirmed that the schools and jurisdictions are not told when the counts are being done, in order to keep the process neutral.

Member Myhre said he supported the change to two days; he noted staff could always hold back one of the guard positions until the process is finished, to allow flexibility if a dropped site can justify their greater need.

By consensus, the TAC agreed with the recommendation to reduce the number of count days to two.

- 3) New data should only be collected for locations that were not ranked in the top 40 or that ranked below 110 in the 2012 and 2014 rankings as shown in Attachment A.**

During his presentation of this recommendation, Mr. Cherrier recommended changing the top 40 to the top 30, to prepare for the eventual increased costs for

the Crossing Guard Program and subsequent decrease of number of locations TAM can fund in 2018.

Member Grant suggested adding that if a public works director for one of the top 30 sites or the sites ranked lower than 110 can request a count be made.

In response to a question from Vice Chair Van Doren, Mr. Cherrier explained the TAC is the primary advisory group regarding the Crossing Guard locations.

After Mr. Cherrier reviewed the details of this recommendation, Vice Chair Van Doren asked the TAC members if they supported it. One member expressed confidence in staff ability to decide whether to reduce the top 40 sites to the top 30 sites.

The Committee as a whole supported the staff recommendation.

4) The “TAM Crossing Guard Program Location Scoring Criteria” adopted in 2009 should continue to be used in developing a relative ranking of the locations for determining which locations will receive funding through the Crossing Guard Program.

The Committee expressed support for this recommendation with no comments or questions.

5) The limit of only one guard per location, even where opposite crosswalks qualify, should be continued.

After Mr. Cherrier explained why the question comes up every time recertification is done, Mr. Goldman reviewed details regarding the controls currently in place at the intersection for which a second guard has been requested repeatedly, as well as school policies and new technologies that could be instituted to make the intersection safer without an additional guard. He indicated his support for continuing the single guard per intersection limit.

Member Myhre confirmed that the policies recommended by staff to increase safety at the intersection without adding another guard would be easy to implement and would cost less as well. He also noted that allowing two guards at one location would result in multiple locations asking for that same. He indicated TAM is offering a service through the Crossing Guard Program and is not responsible for covering every aspect of pedestrian safety issues.

Mr. Cherrier added that TAM also offers additional guards at the group rate to any jurisdiction that is willing to pay the additional cost.

A member expressed agreement with the current policy of one guard per intersection. Mr. Cherrier noted there is a new Public Works Director in the city,

and staff can see whether there is any interest in trying any of the other options. Another member noted black out technology is available which blocks right turns when pedestrians are crossing.

The Committee agreed with this staff recommendation as well.

6) Locations at which pedestrian/vehicle conflicts do not potentially exist based on traffic control devices and/or configuration should continue to be scored and funded if ranked above the cutoff line.

Vice Chair Doren asked if the guard functions to guide the students in crossing even though the traffic controls are automated. Mr. Cherrier acknowledged that is true, but the primary role is timing of the crossing.

A member of the Committee pointed out there are some intersections with traffic signalization where the guard works to group the students as they cross. There was discussion also of the inefficiencies with in-pavement crosswalks that trigger automatically when a person approaches.

Member Golden pointed out that the needs are different for elementary students than for junior high or high school students.

Member Myhre asked, and staff confirmed that the recommendation in this case represents no change. The TAC supported this recommendation also.

7) Locations that have ranked above the funding cutoff line, and subsequently been exchanged for another location below the cutoff line for two consecutive regular school years should be removed from the list for future consideration for funding through the TAM Crossing Guard Program.

Mr. Cherrier discussed existing locations that fit this scenario and why staff was recommending the change. A member expressed opposition to the recommendation because it could result in the loss of a high-ranking site if the lower ranking site eventually qualifies on its own.

Mr. Cherrier pointed out that it is ultimately the Public Works Director who is responsible for the safety of the intersections. He commented on the time and cost to TAM to repeatedly evaluate a site that the Public Works Director is never going to prefer.

Member Goldman suggested freezing the score of such a location with no additional counts needed until the Public Works Director requests it.

Mr. Cherrier also noted that no location with children aged 5-13 can be given a score zero.

At the request of Member Goldman, Mr. Cherrier reviewed additional examples where a swap of locations was done. After further brief discussion, the Committee indicated they did not support the recommendation.

8) Locations at which TAM is providing a crossing guard funded by others should remain on the master list of locations, and scoring data for such locations should be collected during recertification cycles.

The Committee was supportive of the recommendation.

There was no public comment on the item.

Vice Chair Van Doren summarized the preferences of the Committee for the eight staff recommendations.

Member Thompson moved to approve the staff recommendation for the Crossing Guard Location review process, except for revising Recommendation #3 to specify the top 30 rather than top 40 and no on the Recommendation #7. Member Santiago seconded the motion, which was unanimously approved.

Mr. Cherrier reviewed next steps in the process. In response to questions from the Committee, he also reviewed anticipated future funding limitations.

Member Grant commented on the importance of this subject to parents and teachers, indicating when the time is right, he will be giving a heads up to the school community, which might allow for alternative funding to be found.

Member Thompson asked about the bid process, which Mr. Cherrier discussed. Other suggestions were made, including programs by the county and CSAA.

8. Next meeting (Discussion)

The next meeting date was set for April 20, 2017. Potential agenda items included a possible major road allocation request from Novato and input regarding the renewal of Measure A.

9. Adjournment

The meeting was adjourned at 4:44 p.m.

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DATE: June 15, 2017

TO: Technical Advisory Committee (TAC)

FROM: David Chan, Programming Manager

SUBJECT: Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin (Action), Agenda Item No. 7

RECOMMENDATION

Recommend the allocation of \$702,000 in Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in West Marin to complete construction.

BACKGROUND

The Measure A Expenditure Plan provides funds for Major Roads and Related Infrastructure under Strategy 3, Sub-strategy 3.1. Projects funded under this strategy are described as the most heavily traveled, and include significant roads and their related infrastructure. A list of eligible roads was adopted with the Measure A Expenditure Plan.

The Expenditure Plan assigned the responsibility for establishing priorities for Sub-strategy 3.1 funding to the Marin Public Works Directors in collaboration with the TAM Technical Advisory Committee (TAC) based on criteria such as condition of roadway, average daily traffic, transit frequency, bicycle and pedestrian activity, school access, accident history, matching funds opportunity, and geographic equity.

Based on a thorough process of evaluation over many months, the Marin Public Works Association (MPWA) and TAC selected Sir Francis Drake Blvd from Platform Bridge to Samuel P. Taylor Park as the first prioritized project in the West Marin Planning Area and Sir Francis Drake Blvd from Samuel P. Taylor Park to Fairfax limit as the second prioritized project.

Marin County completed construction on the first prioritized project (SFD from Platform Bridge to Samuel P. Taylor Park) in 2013. The first prioritized project used approximately \$7.9 million of the \$8.7 million available for the West Marin Planning Area, leaving approximately \$802,000 available for the second prioritized project (SFD from Samuel P. Taylor Park to Fairfax limit).

PROJECT DESCRIPTION

With \$802,000 available, Marin County will not be able to complete the entire stretch of SFD Blvd from Samuel P. Taylor to Fairfax limit. Marin County is concentrating the available funds in Lagunitas from Lagunitas Road to Wild Iris Drive, a distance of 1.35 miles and within the unincorporated Marin County through downtown Lagunitas. This segment of Sir Francis Drake Boulevard is an arterial roadway that acts as the major thoroughfare between Olema, the San Geronimo Valley and urban areas of Marin County. The road will be resurfaced as the existing pavement is in poor condition and has an average Pavement

Condition Index (PCI) of 28. The project improvements will comply with the current American Disability Act standards and will further analyze opportunities to improve pedestrian safety as there are two existing crosswalks and two transit stops within the project limits. Minor improvements to improve bicycle safety will also be considered as part the of the design process.

REMAINING FUNDS AVAILABLE

TAM previously allocated \$7.9 million in Measure A funds the Marin County for the first prioritized project that was completed in 2013, leaving \$802,000 available in the West Planning Area. These remaining funds are eligible for the second prioritized project after the completion of the first prioritized project.

PRIOR ALLOCATION

In October 2016, the TAM Board allocated \$100,000 to Marin County to complete preliminary engineering on Sir Francis Drake Blvd between Lagunitas Road and Wild Iris Drive to get the project ready for construction.

CURRENT ALLOCATION REQUEST

Marin County is requesting the remaining amount of \$702,000 in Measure A funds from the Major Road category (Strategy 3.1) to complete construction of the Sir Francis Drake Blvd Rehabilitation Project from Lagunitas Road and Wild Iris Drive. Marin County has completed design and can commence with construction as soon as July 2017.

NEXT STEP

Upon the recommendation from the TAC, staff will bring an item to the June 22nd TAM Board meeting for approval.

ATTACHMENT

Attachment A – Marin County Allocation Request Form

ATTACHMENT A

ALLOCATION REQUEST FORM

Fiscal Year of Allocation: 2016/17

Expenditure Plan: Strategy 3.1 Major Roads and Related Infrastructure

Project Name: Sir Francis Drake Boulevard Road Rehabilitation in Lagunitas

Implementing Agency: County of Marin

Scope of Work: The project will analyze opportunities and constraints and conduct preliminary engineering, design and construction for improvements to Sir Francis Drake Boulevard between Lagunitas Road and Wild Iris Drive, a distance of 1.35 miles and within the unincorporated Marin County through downtown Lagunitas. This segment of Sir Francis Drake Boulevard is an arterial roadway that acts as the major thoroughfare between Olema, the San Geronimo Valley and urban areas of Marin County.

The road will be resurfaced as the existing pavement is in poor condition and has an average Pavement Condition Index (PCI) of 28. The project improvements will comply with the current American Disability Act standards and will further analyze opportunities to improve pedestrian safety as there are two existing crosswalks and two transit stops within the project limits. Minor improvements to improve bicycle safety will also be considered as part the of the design process.

Cost of Scope:

Preliminary Engineering & Design	\$100,000
<u>Construction & Construction Management</u>	<u>\$702,000</u>
Total Cost	\$802,000

Previous Allocation: None

Strategic Plan Programmed Amount: \$802,000 total, \$100,000 was previously allocated for PE in October 2016.

Requested Amount: \$702,000 for Construction & Construction Management

Other Funding: \$0

Cash flow Availability: 100% available upon TAM Board approval based on reimbursement.

Project Delivery Schedule (include start & completion milestones):

Project Component	Start Date	Estimated Completion
Survey, PE & Design	September, 2016	May, 2017
Construction	July, 2017	October, 2017

Environmental Clearance: A Categorical Exemption in compliance with the California Environmental Quality Act (CEQA) is anticipated for completion in February of 2017 as all work is anticipated to occur within the existing roadway prism.

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DATE: June 15, 2017

TO: Transportation Authority of Marin Technical Advisory Committee

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager

SUBJECT: Strategic Vision Plan Overview, Item 8, **(Discussion)**

RECOMMENDATION

Discussion Item Only.

BACKGROUND

In 2003 TAM's predecessor agency, the Marin County Congestion Management Agency prepared "Moving Forward: a 25-year Transportation Vision for Marin County." This 2003 Vision Plan provided direction for planning activities and future revenue discussions, ultimately assisting in the development of TAM's ½-cent Transportation Sales Tax Expenditure Plan. As many of the projects and programs envisioned have been carried out, an update to the original vision plan was warranted. The process to update to this vision plan was approved by the TAM board in February 2015.

The overall goal of the vision plan is to build consensus around "what we want to accomplish in the future." The update to this plan, known as the Strategic Vision Plan 2017 will:

- incorporate the past developments and accomplishments made to the Transportation System,
- incorporate a substantial amount of planning and studies that have advanced our understanding of the local and regional issues our transportation system faces,
- Consider the expansive public outreach and stakeholder outreach that has occurred since 2003,
- Provide guidance and strategies for new revenue sources
- Incorporate examples of technological advancement and innovations

TAM staff have brought forth elements of the plan in pieces, beginning in May 2015 with the Public Outreach Plan for the Regional Transportation Plan (RTP) and Strategic Vision Plan (SVP) outreach of 2015. Since that time TAM has:

- Conducted Round 1 of outreach - Summer 2015
- Adopted Principles of RTP/SVP - July 2015
- Submitted Long Range Projects for RTP - October 2015
- Revised Long Range Projects - June 2016
- Board discussion on Transportation Setting - April 2016
- Conducted round 2 of Public Outreach - Fall 2016
- Board Discussion on public outreach - January 2017
- TAM Innovation Workshop - February 2017

TAM discussed this item with both Executive Committees in April and will follow this item with a subsequent discussion in May at the TAM board meeting to release the Draft Vision Plan, and finalize the plan this summer.

DISCUSSION/ANALYSIS

Since the development of the 2003 Vision Plan, TAM and partner agencies have advanced our Transportation System with the following major efforts:

- Passage of the Transportation Sales tax in 2004 providing a reliable local funding stream for local streets and roads maintenance, Major Roadway improvements, Safe Routes to Schools and Local Transit Services.
- Expansion of Local Transit Services, Paratransit Services, West Marin transit services, and the Muir Woods Shuttle, and institution of Marin’s Senior Mobility Consortium of efforts
- Ongoing success of the Safe Routes Program’s Education and Outreach program, with an average of over 50% Green Trips in over 55 schools countywide; funding and implementation of nearly \$20 million in Safe Pathways capital projects around schools, and placement of 82 Crossing Guards near schools.
- Finished the US 101 Gap Closure Project in San Rafael, completing the HOV lane, and Class 1 Multi-Use Path, through Central Marin
- Major Progress in the Marin Sonoma Narrows including Phase 1 grade separations, redirection of driveways to new frontage roads, and implementation of new Class 1 and Class 2 bike/pedestrian path systems.
- Major Completion of the SMART rail service to San Rafael and agreement on full funding for the SMART Larkspur Extension
- Passage of the Marin \$10 Vehicle Registration Fee to support ongoing road and pathway maintenance needs, Senior Mobility, Employer/Employee support programs, and alternative fuel specifically electric vehicle infrastructure needs
- Major Road improvements including 4th Street in San Rafael, Miller Avenue in Mill Valley, Sir Francis Drake thru Samuel P. Taylor Park in West Marin, and portions of Novato Boulevard in Novato.
- Bike and Pedestrian Investments through Regional Measure 2 fund sources including the Central Marin Ferry Connector, Cal Park Hill Tunnel and progress on the North South Greenway in Corte Madera and Larkspur.
- Employer/employee support programs including a substantial Vanpool Incentive program, Emergency Ride Home, and TAM’s upcoming LYFT incentive program for first/last mile trips to SMART

Building on these successes TAM has developed the draft vision by incorporating a number of elements discussed with the TAM board including:

- Transportation setting
- Existing Plans
- Agency Outreach
- Public Outreach
- Innovation Workshop

Transportation Setting and on-going challenges

With changes to our transportation system and on-going transportation challenges, the transportation system of Marin County increasingly relies on limited transportation funding from the region, the state and the federal government to maintain and operate the existing transportation system. Modernizing and adapting

the local system to new needs like sea level rise, increasing congestion levels, and aging infrastructure needs puts further strain on our existing funding sources.

With economic recovery, very strong since the recession of 2007-2010, traffic has returned and grown substantially in Marin. With new housing very limited, Marin imports its workers from adjacent counties and affordable housing areas in counties as far away as Solano. TAM has assessed both traffic growth and origins and Destinations of trips and will incorporate this into the Setting portion of the Strategic Vision Plan.

Previous Planning Framework and Partner Agency Outreach

Marin's transportation agencies have developed a number of specific transportation plans over the last several years, and overall, each agency does a great job of planning for specific transportation investments in the County. As the agency that is most directly involved with overall transportation planning and investment in the county, TAM's transportation planning efforts are represented in our updates to the MTC Regional Transportation Plan, and in the Measure A Transportation Sales Tax and Measure B Vehicle Registration Fee Annual Strategic Plans. These planning documents derive from various transit, highway, bike/pedestrian, community-based and non-motorized transportation plans. Throughout each of these plans, TAM coordinates with local agencies, transit operators and the general public. Together this tapestry of planning efforts informs the development of the vision plan, by furthering the understanding of the local system needs.

A summary of planning efforts will be included, along with their recommendations, in the Strategic Vision Plan.

Public Outreach

Furthering the individual outreach efforts related to specific plans and projects, TAM has engaged the Public through the vision plan process with two rounds of public outreach. The first round of public outreach in 2015 served to further understand projects and priorities for the public when it comes to designating the County share of future investments in the MTC 25-year Regional Transportation Plan. The second round of outreach in 2016 served to inform the broader understanding of the values people make when determining their transportation options, a survey effort specific to the Strategic Vision Plan. These two public outreach focal points have been augmented by public discussions with local groups through TAM's ongoing public coordination, and through public discussions with the TAM Board and Executive Committees.

Results of these outreach efforts, along with an update to the projects and programs the public designated as most valuable, will be spelled out in the Strategic Vision Plan.

Innovation Workshop

Building the understanding that innovation in the transportation sector is likely to have major implications to how we travel around the county TAM hosted its first Innovation Workshop to get expert opinions on how transportation is likely to change with Autonomous Vehicles and shared mobility services. TAM and local agencies are looking at the state of the practice ideas that can be currently implemented to improve our system, and the long-range implications of these technologies are considered in the draft vision discussed below.

The Draft Vision

The Draft Vision is organized around an overall vision statement, and the TAM adopted 3 E's framework; Equity, Environment and Economy. This framework serves as a comprehensive listing of projects/programs that address a transportation need and are supported by local agencies.

Rather than aiming to just serve as a list of needs for our transportation system, the Vision aims to identify a high-level plan for how we address each element of our system. For example, one of the needs identified in the Vision, improvements to our local park and rides, the Strategic Vision Plan will identify potential funding sources like highway operations funds or regional grants, and provide guidance and context for future improvement discussions and future revenue discussions. This allows the Strategic Vision plan to serve as a reference for ongoing planning discussions and in addressing the growing needs in the county.

The Draft Vision is grounded through a Vision Statement that serves as a readily identifiable goal for the vision.

“Make it **convenient, easy, and safe** to travel in Marin, through **strong** neighborhood, local and countywide **multimodal connections**.”

This vision statement is supported by an overall statement for each of the 3E’s that further guides the vision into multi-modal categories of projects that reinforce the overall TAM goals.

The draft vision aims to “Support a strong **economy** by making it easy for residents, visitors and Marin’s workforce to get to work and places they want to be.” The vision identifies the following projects/programs that support this strategy:

- Regional Transit Operations
- Regional Transit Capital Improvements
 - Park and Ride Improvements
 - Bus On Shoulder Facilities
 - Ferry Service Expansion
- Traffic Signal Synchronization in Major Corridors
 - Adaptive Signal Technology and Connected Corridors
 - Smart Infrastructure
 - Transit Signal Priority
- Major Roadway Improvements
 - Measure A Designated Major Roadways
 - Safety Improvements
 - Intersection Improvements
- Interchange modernization and Improvements
- Innovation Programs
 - Autonomous Vehicles
 - Shared Mobility
 - Delivery Economy
 - Micro Transit
- Large Projects
 - Marin Sonoma Narrows
 - Highway 37
 - 101-580 Direct Connector
 - Bettini Transit Center Relocation
- Local Street and Roads Maintenance and Improvements
- Local Bridge Replacement Program
- Transportation Demand Management (TDM) Programs
 - Commute Alternatives Programs

The vision also aims to “promote **equity** by providing transportation that is accessible and convenient for all of Marin County.” The vision identifies the following projects/programs that support this strategy:

- Transit operations and maintenance

- Ongoing existing local services
- Community shuttles
- Demand responsive services
- Rural transit services
- Muir Woods Shuttle
- New Service Expansion
- Transit Technology
- Senior Mobility Programs
- Yellow School Bus and Student transportation
 - Yellow School Bus Parking Facility
 - Yellow School Bus Services
- Safe Routes to School
 - Education and Encouragement Programs
 - Safe Pathways
 - Crossing Guards
- Complete Streets Programs and Streetscape Improvements
- Senior Mobility Programs
- Transit Capital
 - Bus on shoulder Facilities
 - Access to SMART
 - O&M Facility
 - Fleet Replacement
 - Other Capital Needs

And finally, the Vision aims to “Improve **sustainability** and protect the **environment** by providing choices that make it possible for people to get around without driving alone.” The vision identifies the following projects/programs that support this strategy:

- Active Transportation Programs
 - Safe routes to school Programs
 - Regional Bike Paths
 - Local Bike Paths
- Transit Capital programs
 - Park and Ride program
- Transit O&M
 - Fleet Replacement
 - O&M Facility
 - Muir Woods Shuttle
- Transportation Demand Management Program
 - Parking management
 - Technology and Apps
 - Carpools, Vanpools and alternative modes
- Alternative Fuels Program
- Sea Level Rise and Coastal Flood Mitigation Program

The Draft Vision aims to develop a high-level plan to address each element or program listed above, including a high-level funding discussion of what funds are typically used for each program. The report will address the following funding sources:

- Regional Toll Measure 3
- Cities and Towns tax base
 - Cities and Towns Parcel Taxes
 - Cities and Towns Sales Taxes that include transportation

- County Sales Taxes
- Future State Funding
 - Funding for Local Roads
 - Funding for Highway improvements
 - Transit Funding (capital and operating)
- Federal Funding

Executive Committee Comments

Changes from comments received at the Executive Committees are included in this staff report including the following:

- Changes to the Vision Statement to highlight *multi-modal* connections.
- Changes to the economy strategy to highlight transit, specifically *regional transit* services as programs to support this vision. Changes to the economy strategy statement, reflecting residents, workforce and visitors as distinct user groups.
- Changes to the environment strategy to distinguish between regional and local bike path/networks.

FISCAL CONSIDERATION

Discussion Item Only.

NEXT STEPS

TAM will accept comments and clarification on the Draft Vision Plan Outline and prepared a draft Strategic Vision Plan document for release. Local agencies including our transit operators, member agencies- cities, towns and the county, climate and energy partners, TAM’s Citizen’s Oversight Committee and Technical Advisory Committee, and other interested organizations and individuals will have an opportunity to review and comment on the final document.

ATTACHMENTS

N/A