

Making the Most of Marin County
Transportation Dollars

2019 Annual Report Transportation Authority of Marin



Fifteenth Citizens' Oversight Committee Annual Report

Fiscal Year 2018-2019 | July 1, 2018 - June 30, 2019



Letter from the TAM Board Chairperson

TAM Board of Commissioners

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Judy Arnold



Transportation is integral to our daily lives, with traffic, public transit, and bicycle and pedestrian safety affecting where, when and how we work, go to school, socialize and play. Marin County is a unique and wonderful place to live; however, we face many of the same transportation challenges as other parts of the Bay Area.

We are fortunate that Marin County voters are both pragmatic and forward thinking. In 2018, 76.7% of Marin voters approved the renewal of our local ½-cent transportation sales tax, Measure AA, providing 30 years of dedicated transportation funding, and in 2010 voted for a countywide \$10 vehicle registration fee, Measure B, which provides reliable transportation dollars with no sunset date. These locally generated funds have been vital for protecting, repairing and improving our roads and expanding our transit system and carpool lanes, as well as our crossing guards and bicycle and pedestrian infrastructure. These local funds have also enabled Marin to qualify for additional state and federal grants.

We are indebted to our partners, including Marin’s 11 cities and towns, Marin County, Marin Transit (MT), Golden Gate Transit (GGT), Caltrans, the Metropolitan Transportation Commission (MTC), Bay Area Transportation Authority (BATA) and others, who work tirelessly with us to address Marin’s transportation priorities responsibly and transparently.

TAM has been serving the communities of Marin County for over 15 years, working to ensure tax dollars support projects that have the most impact on improving quality of life for residents, businesses and visitors. The purpose of this report is to provide a timely snapshot of the projects and programs TAM administers and to celebrate some of our achievements. I look forward to continued collaboration with our community and our partners to realize a healthy, strong transportation future in Marin.

Judy Arnold

Chairperson of the Transportation Authority of Marin



Table of Contents

Letter from the TAM Board Chairperson	2
Background/Overview	4
Message from the COC Chairperson	5
Funding	6
Projects	8
Transit	15
Programs	18
Planning and Coordination	22
Community Engagement	25
COC Featured Member of the Year	26

Our Mission

TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users.

This Annual Report, prepared in fulfillment of statutory and Expenditure Plan requirements, details the Transportation Authority's progress in delivering the local transportation sales tax program and vehicle registration fee program over the previous twelve months. It also provides an overview of progress in delivering programs and projects paid for with other funds under the Transportation Authority's jurisdiction.

Background/Overview

About the Transportation Authority of Marin

TAM is the congestion management agency and transportation sales tax authority of Marin. It was established by Marin County voters to support transportation infrastructure projects and programs that make the County easier, cleaner and safer for all to live, work and play. TAM works with towns, cities, transportation agencies and community groups to identify and prioritize needs and distribute local, state and federal funds.

Marin is a “self-help” county, one of the 25 in the State. “Self-help” counties are those that have chosen to tax themselves, so they have dedicated voter-approved transportation funding. In addition to providing important funding, our transportation tax positions Marin to secure matching regional, state and federal grants that would otherwise be unavailable to us.

TAM coordinates a diverse mix of projects and programs that are necessary for improving overall mobility. These include road and highway work, sidewalk improvements, Safe Routes to Schools, bicycle lanes, transit, and alternative commute options.



The TAM Board of Commissioners welcomes Anne Richman as the newly appointed Executive Director after the retirement of long-standing Executive Director Dianne Steinhauser. Anne comes to TAM with nearly 20 years of transportation funding and project management experience including over 12 years with MTC, and 7 years with the San Francisco Municipal Transportation Agency. She has diverse experience in policy development, project and program development, and long-range planning, including the assessment of impacts from legislation and overseeing consultants and vendors. She excels in forging strong partnerships and building consensus with stakeholders.

TAM Board of Commissioners

The Board of Commissioners is the governing body of TAM and is made up of 16 members, including the five members of the County Board of Supervisors and an elected official from each of the 11 Marin County’s cities and town councils. Each member serves a four-year term.

TAM Citizens’ Oversight Committee

The Citizens’ Oversight Committee (COC) is an advisory body that is responsible for the review of Measure AA (renewal of the original ½-cent sales tax, 2018), Measure B (\$10 vehicle registration fee, 2010), and Measure A (original ½-cent sales tax, 2004) revenues and expenditures of TAM. Committee members provide a wide range of knowledge and experience in finance, business, public and environmental policy, community engagement, active transportation and transportation management.



Message from the COC Chairperson



TAM's primary goal is to ensure the best value for public funds entrusted to its management, including both the ½-cent Transportation Sales Tax fund, and the \$10 Vehicle Registration Fee fund. The COC is an integral part of a rigorous system of checks and balances in place to ensure that both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee funds are spent efficiently and as promised. Annual independent audits are performed to ensure accountability and transparency as required by the expenditure plans, in addition to the COC oversight.

TAM also completed its 9th round of ½-Cent Transportation Sales Tax compliance audits for recipients of funds disbursed in and prior to FY2018-19. It's confirmed that all funds were spent according to the requirements of the ½-Cent Transportation Sales Tax Expenditure Plan and the funding agreements. Results of the compliance audits, along with TAM's FY2018-19 Comprehensive Annual Financial Report, are available on TAM's website, www.tam.ca.gov.

The COC is pleased to represent the community in our efforts to ensure local transportation tax dollars are being spent effectively and as intended by Marin County voters. As the Chairperson of the COC, I am happy to report that, for the 15th year in a row, financial records are in order and key projects and programs have been funded in accordance with the expenditure plans approved by Marin County voters.

COC meetings are open to the public and community members are welcome to attend to learn about transportation issues in Marin County and provide ideas and input. Residents are also encouraged to apply to serve on the COC when member and alternate positions area available.

On behalf of the COC membership, I would like to thank the community of Marin, our many partner agencies and community organizations for your ongoing support for transportation improvements in our County. Together we are making great strides for mobility in Marin.

Sincerely,
Peter Pelham

COC Members/Alternates

Peter Pelham (*Chairperson*)
Charley Vogt/ Veda Florez
Robert Burton (*Vice-Chairperson*)/ Jayni Allsep
Joy Dahlgren/ Jeffrey Olson
Allan Bortel/ Rocky Birdsey
Kevin Hagerty/ Kay Noguchi
Kate Powers/ Nancy Okada
Vince O'Brien
Paul Premo
Paul Roye
Scott Tye
Zack Macdonald

Representing

Major Marin Employers
North Marin Planning Area
Southern Marin Planning Area
Central Marin Planning Area
Marin County Paratransit Coordinating Council
League of Women Voters Marin County
Environmental Organizations
Bicyclists and Pedestrians Groups
Taxpayer Groups
Ross Valley Planning Area
West Marin Planning Area
School Districts



Funding

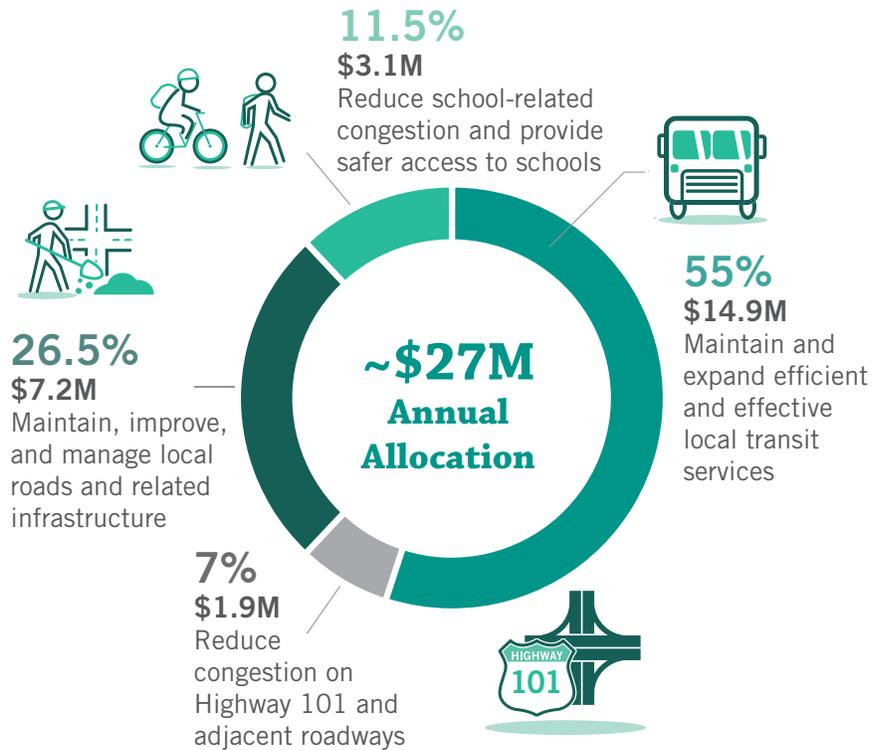
The essential transportation needs in Marin are funded with the suite of federal, state regional, and local funding sources raised through sales taxes, fuel taxes and various fees, such the vehicle registration fees. Marin’s dedicated local revenue measures, the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, provide over \$30 million annually for many of the high priority transportation projects and programs and also make Marin more competitive when applying for federal, state and regional funding.

Local Voter Approved Funding

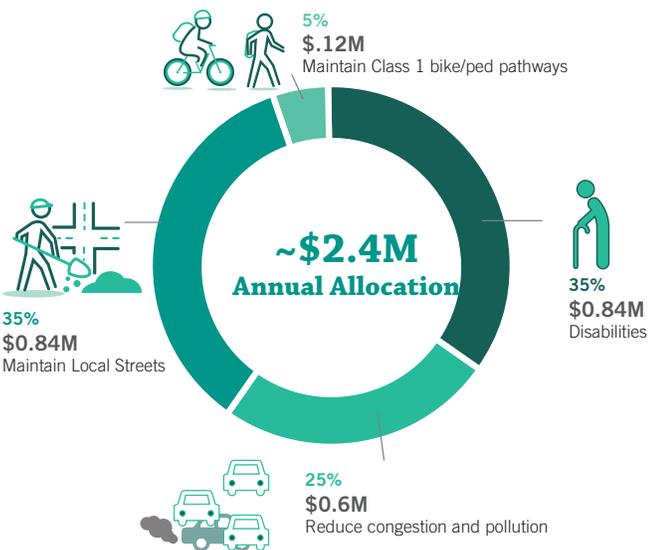
½-Cent Transportation Sales Tax

In November 2004, Measure A, Marin’s first ½-cent transportation sales tax measure was passed with 71.2% voter approval.

The measure was renewed in November 2018, as Measure AA with a 76.7% approval rate, and funding commitments are now captured through the new ½-Cent Transportation Sales Tax Expenditure Plan.



The ½-Cent Transportation Sales Tax Expenditure Plan lays out a clear path of how to fund our highest priority, core transportation needs, including local street and road maintenance, Safe Routes to Schools programs, high-quality transit service, and highway and interchange improvements. The development of the plan started in late 2016 with broad input from agencies and community members, including local neighborhood, business, civic, and advocacy groups.



\$10 Vehicle Registration Fee

In November 2010, a countywide \$10 Vehicle Registration Fee, also known as Measure B, was approved Marin voters.

Regional/Bay Area Funding

Regional Measure 3

Regional Measure 3 (or RM 3) was passed by Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls to fund significant transportation improvements and help solve some of the Bay Area's growing congestion problems. The measure is expected to generate up to \$4.45 billion dollars to fund major transportation projects in the toll bridge corridors. Two lawsuits challenging RM3 are currently pending in the Superior Court in the City and County of San Francisco. Funds from the toll increase implemented in 2019 are being placed into an escrow account managed by an independent trustee until the lawsuit is resolved.

Critical projects in Marin County that will receive funding from the Measure including:

- \$30 million:** The Downtown San Rafael Bettini Transit Center Permanent Relocation
- \$135 million:** NB Highway 101 to EB I-580 Direct Connector Project
- \$120 million:** Marin-Sonoma Narrows
- \$100 million:** State Route 37 Improvements Environmental Document
(four counties of Marin, Sonoma, Napa, and Solano)
- \$150 million:** San Francisco Bay Trail Improvements / Safe Routes to Transit
- \$40 million:** SMART Extension to Windsor and Healdsburg
- \$100 million:** North Bay Transit Access Improvements

State Funding

Road Repair and Accountability Act – Senate Bill 1

Senate Bill 1 (SB1), a landmark transportation funding package passed by the legislature in 2017, will invests \$54 billion over the next decade to fix local roads, highways and bridges in California communities. SB1 represents the biggest new state commitment to transportation solutions in more than 30 years. The transportation investment is generated by a combination of gas and diesel taxes and vehicle license fees.

The County of Marin and our Cities and Towns will receive approximately \$8 million annually from SB1 for local streets and roads maintenance and improvement projects.

Federal Funding

TAM receives Federal Highway Administration (FHWA) funding from the Metropolitan Transportation Commission (MTC) through the One Bay Area Grant (OBAG) Program. These federal funds have been programmed to various projects and programs sponsored by TAM and local jurisdictions. TAM's local funds have been used as requisite matching funds to federal funds. Our local and regional transit agencies also receive federal funding from the Federal Transit Administration for transit operations and capital projects.

Projects

Highway Projects

Highways are critical for regional connectivity and economic prosperity in the Bay Area. TAM funds highway projects that are designed to work as part of an integrated system to address mobility needs in Marin County and facilitate the movement of residents, workforce and visitors.

Marin-Sonoma Narrows Project

TAM and the Sonoma County Transportation Authority (SCTA) are making steady progress to complete the final segments of the 17-mile carpool lane from Novato to Petaluma, including continuous Class I and Class II bikeways. The overall project, initiated in 2010, was broken into multiple phases as funding became available -- and the project is now nearing completion.

December 2019 completion:

San Antonio Creek Bridge Replacement and Roadway Realignment (B3). A new bicycle connection was constructed from the San Antonio Frontage Road in Marin to Petaluma, north of San Antonio Creek, east of US-101 in Sonoma. In addition, approximately 8 miles of carpool lanes opened from Highway 116/Lakeville Highway to the Marin/Sonoma county line.



October 2019 construction start:

Sonoma County carpool lanes (C2) construction In October 2019, construction started to complete the final project in Sonoma County (C2). This project will add more than 3 miles of new carpool lanes from Lakeville Highway to the Corona Road overcrossing and is estimated to be completed in 2022.

In progress:

Design work is underway for the final segment of carpool and bike lanes in Marin from North Novato to Olompali State Park (B7/A8). TAM is using local funds for the current design work and the project is expected to be “shovel ready” early next year with construction targeted for summer 2020. TAM and Caltrans are awaiting release of RM3 funds and are seeking additional state funding to complete the final portion of the project.



- Widens 17 miles of US-101 from four to six lanes by adding carpool lanes in each direction
- Enhances public regional transit, creating a controlled access freeway
- Upgrades to current freeway standards from Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)
- Part of the overall regional plan to provide continuous carpool lanes through Marin and Sonoma counties

State Route 37 Project

Due to its strategic transportation role and environmentally sensitive natural footprint, State Route (SR) 37 has been the subject of various long-range planning studies by a number of organizations and agencies and is being evaluated by an advisory committee comprised of transportation authorities from the counties of Marin, Sonoma, Solano and Napa.

- Collaborative effort between the counties of Marin, Sonoma, Napa and Solano, Caltrans and MTC
- Addresses sea level rise and traffic congestion and transit options
- Provides options to transit and recreational users along the corridor

June 2019:

\$10 million environmental clearance funding awarded. The California Transportation Commission (CTC) approved \$10 million from the SHOPP (State Highway Operation and Protection Program) for Caltrans to begin the environmental clearance effort to reconstruct SR 37 in Marin and portions of Sonoma to address recurring flooding and future sea level rise. In recent winters, the Marin portion of this corridor has experienced multi-day closures due to flooding. This project will determine improvements to approximately 2.5 miles of SR 37 from US-101 to Atherton Avenue. Public outreach and input will occur as part of the environmental review process and throughout project development.

In progress: Congestion relief evaluation

MTC is reviewing solutions to address traffic congestion, sea level rise and flooding on segments of Highway 121 from Vallejo to Sonoma Raceway. The segments of highway that pass through Marin County include the interchange with US-101 and the segment from Highway 121 to US-101.



Northbound US-101 – Eastbound I-580 Direct Connector Project

As part of the Measure AA Expenditure Plan, voters approved over \$16 million over a 30-year period to accelerate the delivery of a direct freeway connection between Northbound (NB) US-101 and Eastbound (EB) I-580 to access the Richmond-San Rafael (RSR) Bridge and widen EB I-580 to three lanes between the new connector and the RSR Bridge.

- Creates a permanent two-lane connector from NB US-101 to EB I-580
- Constructs an auxiliary lane between Bellam Boulevard and the Sir Francis Drake Boulevard on-ramp to the Richmond-San Rafael Bridge
- Replaces the EB I-580 structure over Bellam Boulevard

Upcoming early 2020 kickoff: Environmental analysis

TAM is working with a consultant team to complete the environmental analysis to evaluate options and work with the community and stakeholders to select a preferred alternative. The NB US-101 to EB I-580 Direct Connector is a regional priority because the eastbound approach to the RSR Bridge is only accessible via low-speed local roads with traffic signals, resulting in traffic delays.



Richmond-San Rafael Bridge Access Improvements Project

A series of improvements, funded by the Bay Area Transportation Authority (BATA), are being made to the Richmond-San Rafael (RSR) Bridge corridor to reduce eastbound traffic congestion, improve connectivity and create better access for bicyclists and pedestrians.

- Reduces afternoon travel delays for commuters on the RSR Bridge with peak-period, eastbound third lane
- Improves access to new RSR Bridge third lane
- Improves traffic operations near Larkspur Landing Circle and Larkspur Ferry Terminal
- Widens more than 1,000 feet of Sir Francis Drake Boulevard
- Constructs additional Class I bicycle facility

November 2019 completion: Bicycle Pedestrian Path

The new bicycle and pedestrian path on the upper deck of the Richmond San Rafael Bridge provides a 6-mile extension of the Bay Trail, allowing cyclists and pedestrians to travel for the first time between Contra Costa County and Marin County. Pedestrians and cyclists are separated from car traffic by an innovative moveable barrier, similar to the one on the Golden Gate Bridge. TAM worked closely with BATA for associated bike/pedestrian access improvements on Francisco Boulevard East.



2019 design evaluation: Bellam Boulevard Improvements

In cooperation with Caltrans, TAM is designing improvements to the Bellam Boulevard intersection and on-ramp to I-580 to improve access to the RSR Bridge and the new eastbound third lane. Due to significant design issues, the project had been delayed and additional funding will be required for construction. The project is expected to begin construction in mid-2020 with completion in early 2021.



2019 construction funding approval: Interstate 580 connector to Sir Francis Drake Blvd

TAM approved \$1.3 million in funding for a project to add a barrier on the westbound off-ramp to Sir Francis Drake Boulevard to create a two-way bicycle path from Francisco Boulevard East at I-580 to Andersen Drive. This project will improve bicycle access to support the new bicycle and pedestrian path on the upper deck of the Richmond-San Rafael (RSR) Bridge. This project is being implemented with our partner agencies, Caltrans, BATA, and City of San Rafael. TAM is funding the project development and capital construction costs. Caltrans is funding staff to review and approve the project and BATA is funding construction support. The project is expected to be complete in the spring 2020.

Ramp Metering

Accessing US-101 in Marin causes significant congestion on local roads, which reduces the connectivity of communities across Marin. Ramp metering manages traffic entering a freeway by regulating the flow of traffic and making it smoother and safer for vehicles merging onto the freeway.

- Reduces traffic congestion and delays
- Improves safety and provides more efficient movement of traffic on NB US-101



April 2019 construction start: Ramp meters on US-101 NB from Spencer Avenue to Sir Francis Drake Boulevard

The project includes installation of ramp meters and metering equipment at 11 locations, including widening two on-ramps at Tiburon Boulevard and the on-ramp at Sir Francis Drake Boulevard. The ramp meters are expected to be activated in spring 2020.



Interchange Studies

2019 approval: Studies for interchange Improvements

Accessing Highway 101 in Marin is a major source of congestion on local roads, which reduces the connectivity of communities across Marin. The renewed ½-cent sales tax, approved in 2018, included funding to analyze improvements to interchanges and access routes to and from Highway 101 throughout the county.

Measure AA funding will be used to initiate studies of interchanges and access routes along US-101. Interchanges will be analyzed for improvements to reduce congestion, improve local traffic flow, and improve user safety for vehicles, bicyclist and pedestrians. Studies are expected to begin in mid-2020 to define the existing conditions and identify constraints and improvement opportunities. The studies will also be used as a basis to pursue grants and other local, regional or state funding sources in the future.



Major Roads

Major roads projects target the most heavily traveled roads in Marin County for repairs, as well as safety and usability improvements for motorists, pedestrians, transit and cyclists.

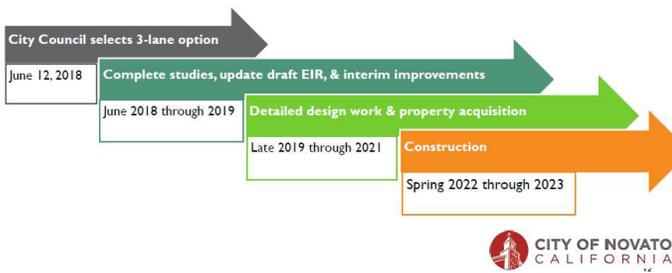
2019 Final Design: Sir Francis Drake Boulevard Corridor Rehabilitation

The County completed design and construction documents and the TAM Board approved a final allocation of \$11.9 million. The project will impact 2.2 miles from the Ross town limits to US-101, improving pavement, sidewalks, pedestrian crossings, traffic congestion, transit access, bicycle access and safety, and aging infrastructure. The County intends to begin construction in 2020 with project completion in 2022.



July 2019 funding allocation for design activity: Novato Boulevard Improvement Project

The TAM Board approved \$1 million to support right-of-way and design efforts for Novato Boulevard, including a new three-lane configuration for cars, as well as sidewalks and bicycle lanes on both sides of the street. \$10.64 million remains available from Measure A for future phases and construction.



2019 Preliminary engineering initiated: 3rd Street Rehabilitation Project, San Rafael

The TAM Board approved \$1 million to support preliminary engineering and environmental studies for 3rd Street in San Rafael. The project includes pavement repairs and drainage, pedestrian crossings and sidewalks, signal upgrades, improved traffic flow, and street trees. \$11.27 million remains available from the ½-cent sales tax revenue for final design and construction.

2019 Scoping completed and design to be initiated East Blithedale Avenue Rehabilitation, Mill Valley

The TAM Board allocated \$250,000 in June 2018 to support project scoping to rehabilitate East Blithedale Avenue from Sunnyside Avenue to Tiburon Boulevard. An additional \$1 million is expected to be allocated for design in 2020. The project is expected to be constructed in phases as funding becomes available and is anticipated to include sanitary sewer, pavement, curb, gutter and sidewalk upgrades.

Completed Projects to Date

City of San Rafael: Fourth Street/West End Village Revitalization Project (2009)

City of Novato: Novato Boulevard Segment 3 – Eucalyptus Avenue to San Marin Drive (2009) Novato Boulevard Segment 2 – Grant Avenue to Eucalyptus Avenue (2011)

County of Marin: Sir Francis Drake Boulevard from Samuel P. Taylor Park to the Platform Bridge (2014) West Sir Francis Drake Boulevard (Lagunitas Road to Wild Iris Drive) (2018)

City of Mill Valley: Miller Avenue Streetscape Improvement Project (2018)

Local Roads Projects

Local roads are part of the most important road system that provide safer and more efficient transportation options for all travelers. Funding from both the both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, along with the infusion of new revenues from the Road Repair and Accountability Act of 2017 (SB1), has allowed cities and towns and the County of Marin to begin stabilizing the average condition of local roads, and lift a significant percentage of the network from an at-risk into good condition.

June 2019 funding allocation: \$6.2 million distributed to local jurisdictions

The TAM Board approved the distribution of \$6.2 million to local jurisdictions for road improvement and transportation projects. Each year on July 1, TAM distributes local funding to the 11 cities and towns and the County of Marin based on the miles of roadway lanes and population of each jurisdiction.

The funding allocation to local jurisdictions for road improvement and transportation projects in FY2019-20 was significant more than the previous year because both funding from the ½-Cent Transportation Sales Tax (available annually) and the \$10 Vehicle Registration Fee (available every three year) were made available.

To date, TAM has provided a total of \$43.7 million to local roads projects, from both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee revenues.

	2019 - ½-cent Sales Tax	2019 VRF	2019 Total	2004-2019 Total
Belvedere	\$37,252	\$23,717	\$60,969	\$433,609
Corte Madera	\$134,019	\$85,324	\$219,343	\$1,495,370
Fairfax	\$104,958	\$66,822	\$171,779	\$1,216,782
Larkspur	\$151,353	\$96,360	\$247,713	\$1,737,743
Mill Valley	\$214,233	\$136,393	\$350,626	\$2,484,245
Novato	\$686,418	\$437,013	\$1,123,431	\$7,830,440
Ross	\$38,612	\$24,583	\$63,196	\$453,662
San Anselmo	\$168,288	\$107,141	\$275,429	\$1,951,431
San Rafael	\$742,914	\$472,982	\$1,215,896	\$8,568,511
Sausalito	\$106,229	\$67,632	\$173,861	\$1,193,055
Tiburon	\$131,281	\$83,581	\$214,862	\$1,489,007
Marin County	\$1,277,412	\$813,273	\$2,090,684	\$14,823,226
Total	\$3,792,969	\$2,414,821	\$6,207,790	\$43,677,090



Bicycle and Pedestrian Projects

Residents of Marin always have strong interest in walking and bicycling as communities across the Country realize the benefits associated with having transportation choices. There is growing awareness of the potential for walking and bicycling, individually or coupled with transit, to reduce auto use, mitigate traffic congestion and contribute to improved air quality. Over the years, TAM has invested significant resources in various bicycle and pedestrian projects with the hope to connect people and communities across the County with healthy, active and fun transportation choices.

Date 2019 project approval: North-South Greenway Gap Closure

This project, led by TAM in coordination with County of Marin, City of Larkspur and Town of Corte Madera, will close a key gap in the local and regional bicycle and pedestrian network between the Central Marin Ferry Connector Bridge over Sir Francis Drake Boulevard and the existing multi-use paths at the intersection of Old Redwood Highway and Wornum Drive. The initial phase of this project, expected to begin construction in spring 2020, will create a 12-foot-wide multi-use pathway over Corte Madera Creek along the NB US-101 off-ramp. Subsequent phases will continue the pathway along Old Redwood Highway to connect to the pedestrian overcrossing in Larkspur and eventually to existing pathways to the south.

2019 Grand Opening - Grand Avenue Bridge

Local agencies, residents and stakeholders celebrated the opening of the Grand Avenue Bridge in the City of San Rafael. The bridge is a long-awaited connection to east San Rafael communities and provides better accessibility for bicyclists and pedestrians. The City of San Rafael is the sponsor of this project with funding support from TAM.



Goal of Bicycle and Pedestrian Projects

- Improves safety and accessibility for pedestrians and cyclists
- Provides alternatives to driving

Andersen Drive to Second Street Bicycle/ Pedestrian Pathway

The bicycle/pedestrian pathway from Andersen Drive to Rice Drive -- the San Rafael Segment of the North-South Greenway Gap Closure -- opened for public use. This is the initial section of a vital link for bicyclists and pedestrians to connect downtown San Rafael to the Cal Park Tunnel Path leading to the Larkspur Ferry Terminal. The next phase, from Rice Drive to Second Street, is seeking funding to close the remaining gap to allow construction. If the funding gap is closed, the project is expected to begin construction in 2020. The City of San Rafael is the sponsor of this project with funding support from TAM.

2019 Grant Awarded: Marin-Sonoma Bike Share Program

MTC awarded TAM and SCTA \$826,000 for a bike share system pilot program around the Sonoma Marin Area Rapid Transit (SMART) corridor in Marin and Sonoma counties. With an anticipated 2020 launch, the system will connect commuters to the SMART rail and bike corridor, as well as nearby destinations from Santa Rosa to Larkspur. Program goals include supporting train riders in getting to and from SMART stations, reducing vehicle miles traveled and greenhouse gas emissions, stimulating economic development, providing a low-cost alternative transportation option, and providing the benefits of bicycle transportation without the barriers of maintenance, storage, or transporting a bicycle on transit.

Transit

Local Transit

In 1964, Marin Transit was formed by a vote of Marin County residents to provide local transit service within Marin County. Marin Transit contracts for operations and maintenance of services and is directly responsible for planning, capital investments, financial management, and operations oversight as guided by the Short Range Transit Plan (SRTP). The SRTP includes 10 years of financial projections for operations and capital programs, and guides the expenditure of funds, including Measure A and Measure AA funds.

Marin Transit expended \$14.2 million in Measure A and Measure AA revenue to support local transit operations and capital programs in FY2018-19, during which nearly 3.3 million trips were taken on Marin Transit with over 251,000 revenue hours of service.

- *Provides local fixed-route bus and community shuttle services*
- *Provides rural transit services, including the West Marin Stagecoach, the seasonal Muir Woods Shuttle, the Novato Dial-A-Ride*
- *Provides supplemental school services*
- *Provides transportation and services for older adults and people with disabilities*



Marin Transit 2019 Highlights

Zero-emission bus pilot

Marin Transit added two 35-foot BYD Battery-Electric Buses with seating for 32 passengers to its fleet. Golden Gate Bridge Highway and Transportation District (GGBHTD) is operating and maintaining the vehicles, which enable Marin Transit and GGBHTD to test the new technology and operational logistics. The vehicles were purchased with a combination of Federal Section 5307, Measure A, and a grant from the Bay Area Air Quality Management District (BAAQMD). TAM also allocated \$75,000 through Measure B towards the vehicle purchase and installation of charging stations. Marin Transit is working on a plan to transition its fixed route fleet to zero-emission buses by 2040. The next planned purchase of electric buses is in FY2021.

Bus operations and maintenance facility

To enable Marin Transit to purchase land for an additional maintenance and storage facility, the Federal Transit Administration (FTA) awarded the Marin Transit \$4.4 million “5339 Bus Facilities” grant, which was matched locally with \$1.1 million for a total of \$5.5 million. Marin Transit also budgeted \$950,000 in Measure A funds and \$8 million of reserves towards the construction of a new facility. Additional funds are still needed to construct the facility, purchase equipment, and acquire furnishings.

Fare Free at the Fair Campaign

During the July 3-7 Marin County Fair, Marin Transit offered increased transit service and free fares, and carried a total of 35,792 passengers system-wide, excluding the Muir Woods Shuttle and Marin Access services. This represents a 27% system-wide ridership increase compared to 2018.

Transit Services for Older Adults and Persons with Disabilities

Marin Transit provides a suite of programs that serve older adults, persons with disabilities, and other Marin County residents who cannot or choose not to drive. Specialized services for these populations are offered through a family of mobility management programs that fall under the umbrella of Marin Access. In FY2018-19, Travel Navigators staffed nearly 60 events across the county, reaching 2,670 members of the public.

Student transit

Marin Transit works with public middle and high schools to offer supplemental transit services for students. To support operation of five existing yellow bus programs in Marin County, Marin Transit distributed the first \$600,000 of Measure AA funds that will be distributed annually for the next three years. The programs help reduce roadway congestion during peak travel hours and extend accessibility via reduced-price Youth Passes for families with income hardships.

Transit

Rural transit

In FY2018-19, 114,570 trips were taken on rural transit services, an x% increase over the previous year, illustrating the continued demand for these programs. The West Marin Stagecoach Routes 61 and 68 provide community mobility and regional connections to the US-101 corridor and serve a significant recreational and tourist market, particularly during summer and on weekends, and help reduce congestion in the rural areas. Marin Transit also provides two general public, demand response services in West Marin: Dillon Beach/ Tomales Dial-A-Ride and Point Reyes Dial-A-Ride, which connect rural communities to shopping in Novato and Petaluma.



Marin Transit Connect pilot

In FY2018-19, more than 12,000 trips were taken on Connect, providing data that is being used to evaluate the efficacy and value of a new smartphone app designed to support increased transit use. Connect is an on-demand, fully

accessible general public transit service in northern San Rafael designed to provide accessible same-day service to people with disabilities and to increase first/last mile commuter connections to major employers. The app enables riders to easily request, manage and pay for trips to and from transit stops.

In progress:

Bettini Transit Center Relocation

Golden Gate Transit is working through a multi-year process to develop a new transit center for San Rafael, which is affected by the extension of SMART to Larkspur. Currently, a temporary configuration of the Transit Center is accommodating the new train tracks; however, ultimately the transit center must move to another location in downtown San Rafael. This is an opportunity to create a more accessible transit facility for all users and improve both connectivity and safety. Several agencies, including City of San Rafael, Golden Gate Transit, Marin Transit and TAM, are partnering to identify a new transit center site and configuration that will provide for the current and future mobility needs of San Rafael and Marin County.



Regional Transit

Golden Gate Transit

The Golden Gate Bridge, Highway and Transportation District operates regional bus services between Marin County and Sonoma, San Francisco, and Contra Costa Counties. The Bus services include Transbay Basic Service and Transbay Commute Service. Basic service routes operate all day, seven days a week, and provide the “backbone” service within Marin County and between Marin and neighboring counties. The Transbay Commute Service provides 17 routes that operate on weekdays connecting residential neighborhoods within Marin County to the San Francisco Financial District and Civic Center employment centers during the AM and PM commute periods.

Golden Gate Ferry

The Golden Gate Bridge, Highway and Transportation District also operates ferry services from Larkspur, Sausalito, and Tiburon to the San Francisco Ferry Building via conventional and high-speed ferries. Additional service includes the San Francisco Giants Game Ferry that operates on game days and transports people to the ferry dock at the San Francisco Giants baseball park.



Sonoma-Marin Area Rail Transit (SMART)

Sonoma-Marin Area Rail Transit (SMART) is a new passenger rail service in Sonoma County and Marin County that began service in August 2017. The SMART initial operating segment ran from San Rafael Transit Center in downtown San Rafael, to its northern terminus at the Sonoma County Airport in Santa Rosa. In December 2019, the service was expanded to include the Larkspur Station at the southern terminus, and a new infill station in Downtown Santa Rosa. SMART also has planned extensions north to Windsor, Healdsburg, and Cloverdale. The Windsor extension is expected to be open by 2021, while Healdsburg and Cloverdale are subject to funding availability. The agency is also looking into the feasibility of rail service east to Sonoma, Napa, American Canyon, and Fairfield/Suisun City.



Programs

Safe Routes to Schools Programs

- **Education and Encouragement and Infrastructure (Graphic)**

Safe Routes to Schools programs offer classroom curriculum, events, contests and promotional materials to encourage children (and parents) to walk and bike safely to school – and help reduce traffic congestion. Programs provide lessons about safety, health and the environment, and supports volunteer organizers with ongoing consultation.

X% participation increase: Safe Routes to Schools (SR2S)

- **Helps reduce traffic congestion**
- **Helps reduce pollution**
- **Increases pedestrian/bicycle safety**
- **Encourages exercise/healthy lifestyle**
- **Builds community**

This program encouraged approximately 50% of students in Marin County to “green” their commute to school in 2019, via walking, biking, taking the bus and carpooling. Parent volunteer leaders and SR2S staff kicked-off the season with an orientation luncheon to prepare for the school year and fun promotions like the Green Sneaker Challenge and the new successful “Park and Walk” initiative. The program also helps improve safety, promote a healthy lifestyle for youth and enhance the sense of community in neighborhoods through classroom education, special events, infrastructure improvements, a crossing guard program, and other strategies.

October 2, 2019: 50+ school participation in International Walk and Roll to School Day

The Safe Routes to School program was successful again in 2019 in motivating the highest level of participation in “green” student travel on International Walk to School Day (iWalk).



Safe Pathways

The Safe Pathways to Schools Program is the capital improvement element of the SR2S Program. The program funds engineering, environmental clearance and construction of capital improvement projects that make the trip to school safer.

2019 Funding:

In 2019, \$5.2 million was distributed for 27 Safe Pathways Project including \$700,000 for 14 small projects (up to \$50,000) and \$4,461,000 for 13 large projects (up to \$400,000).



Crossing Guard Program

Measure AA, the renewal of Measure A, significantly increased the funding share for the Crossing Guard Program and enabled TAM to provide 98 crossing guards in 20 locations for the 2018/19 school year. Crossing guards are a key component of the SR2S Program because they help ensure the safety of students and parents who walk or bike to school.

Miguel Angel Aguerrebere: Crossing Guard of the Year 2018/2019



Every day that kids are in school in Marin County, a team of dedicated and professionally trained crossing guards help to keep thousands of children safe twice a day as they walk, bike, scooter, and skateboard to school. Each year, TAM awards one particularly outstanding crossing guard the honor of “Crossing Guard of the Year.” This year’s award goes to Miguel Aguerrebere who has been working as the crossing guard at Sun Valley Elementary School in San Rafael for the past eight years.



Miguel has become an integral part of the community and can be seen each day safely crossing kids to and from Sun Valley Elementary School, waving hello, and high-fiving students, parents, and teachers. At the October 24 TAM Board meeting, Kate Colin, San Rafael City Councilmember, presented Miguel with his award and Sonia Dorado, Community Liaison from Sun Valley Elementary translated the presentation into Spanish. School Principal Julie Harris honored Miguel in front of the entire student assembly and students sang the Sun Valley school song to Miguel in appreciation. Congratulations, Miguel!

Miguel in front of the entire student assembly and students sang the Sun Valley school song to Miguel in appreciation. Congratulations, Miguel!

You represent the best of the TAM Crossing Guard program, and we know that each and every one of the children and families that you serve appreciate you as well!

“Miguel embodies the spirit of Sun Valley, and his broad smile is like a little beacon of warmth awaiting you at the corner. Amazingly, he also seems to have nurtured a personal relationship with every family & child who passes his way, sharing quick words of insight or humor to everyone every day.” -- Sal Reyes



Thanks for honoring Miguel as Crossing Guard of the Year. We are so grateful to TAM for providing us with two fabulous crossing guards that ensures that 500 students get safely to and from school each day!

Warmly,

Julie

Julie Harris, Sun Valley School Principal





Trip Reduction Programs

Marin Commutes

Launched in January 2019, Marin Commutes is as a comprehensive public engagement strategy to promote the benefits of alternative transportation options to single occupancy driving trips and to build awareness of the incentives and tools available to Marin commuters. The program includes public outreach, workplace outreach, and seasonal and targeted campaigns. Marincommutes.org serves as an information hub, outreach platform and focal point for commute options and promotions, providing localized information for those living and working in Marin County.



- Encourages green trips to reduce pollution! 
- Encourages electric vehicle adoption 
- Reduces traffic congestion 



GETSMART Lyft Partnership

In 2019, the GETSMART program provided more than 14,000 first/last mile rides, or approximately 40 rides per day. The program provides a \$5 discount off of Lyft’s shared ride service for riders to and from SMART Stations in Marin. The Program is intended to provide service for riders beyond the existing walking, biking, or transit options, test shared ride services at SMART stations in Marin, and provide a more cost-effective option than the traditional shuttle services. Additionally, this Program provides planning level data for determining the new travel markets that result from introduction of the SMART service. In order to provide wheelchair accessible vehicles as part of this program, TAM has also partnered with Whistlestop to deliver ADA-accessible services. Given the ridership success and the cost effectiveness of the program, TAM is exploring options for a next phase of this program along with our transit operator partners.

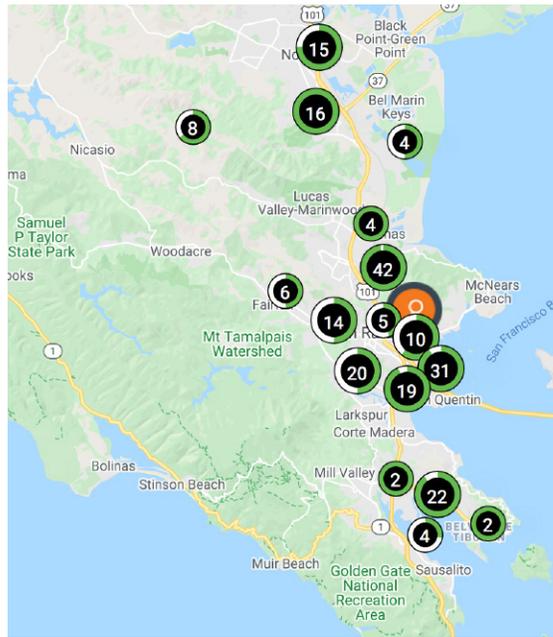
The transportation sector contributes 53% of the greenhouse gas emissions in Marin County. One of the best actions to take is to reduce the total miles we drive. And, if driving is necessary, we encourage you to carpool and/or drive an electric vehicle. Visit Marincommutes.org for information on alternatives to driving alone and about converting to an electric vehicle.

Alternative Fuel/Electric Vehicle Programs:

As part of its program to support the transition from fossil-fuel-based transportation to more sustainable alternate fuel vehicles, TAM successfully installed electric vehicle (EV) charging ports in Marin County, bringing the total number to 128. Switching to alternate fuel vehicles such as electric vehicles reduces harmful air pollution levels and decreases greenhouse gas emissions. TAM plans to install 106 more charging ports by 2022.

EV Vehicle Fleet growth: Public Agency Fleet Rebate Program

In 2019, TAM helped X public agencies, municipalities, and school districts progress in converting their fleets to electronic vehicles (EVs). TAM provides up to \$5,000 per vehicle to replace older more polluting vehicles with EVs, as well as technical assistance, information on funding sources, and other support needed. The EV public agency fleet rebate program covers new plug-in vehicles, e-bikes, small utility EVs, and used electric vehicles.



Test drive events: Electric vehicle awareness

TAM works with Marin residents, businesses, local events and organizations to help with public outreach and EV promotion, including supporting EV test drive events each year. These test drives and informational events feature the latest EVs and allow attendees to experience them at no cost in an environment free from sales pressure. Participants can ask questions and learn about the new technology while being able to drive an array of EVs and e-bikes.



Planning and Coordination

Planning Activities

To help meet the needs of current and future Marin County residents, employees, students, businesses and visitors, TAM engages in planning activities to ensure we are pursuing effective and impactful projects and programs. Our planning efforts help guide transportation development and funding decisions and seek to be responsive to existing needs as well as future mobility trends.

CMP Update and Traffic System Monitoring Report

Every other year, TAM updates its Congestion Management Plan (CMP) and its supporting documentation, the Transportation System Monitoring Report. The CMP assesses travel speeds on our major roads and highways in Marin County, and reports on travel conditions and a wide range of travel information throughout the county, including transit and other active transportation modes.

TAM's extensive Traffic Monitoring and Reporting includes the following major efforts:

- **Collecting bike and pedestrian counts from 28 locations over a 14-hour period on weekdays.**
- **Expanded hours of the data collection to gather average daily traffic (ADT) and determine peak hour counts.**
- **Expanding the weekend data collection process to better compare weekend ADT to weekday ADT.**
- **Expanding data collection outside the CMP roadway network including approximately 40 new roadway locations.**

Origin and Destination Travel Study

In 2019, [description of what was achieved] This comprehensive travel behavior study, accepted by the TAM board in 2018, looks at a wide range of travel data, referred to as TAM's Origin and Destination Study. The study uses anonymized data from GPS devices, such as cell phones and automobiles, to determine origin and destinations of trips occurring within and to Marin County. The study provides a first-ever look at traffic behaviors not typically gained through traffic count data.



TAM Travel Demand Model Development

The TAM board accepted the TAM Travel Demand Model (TAMDM), a state-of-the-practice activity-based model used for estimating travel demand on transportation facilities. This tool is required as part of TAM's CMA duties and is used to estimate demand on the transportation system from regional growth, new transportation projects, new land use/development projects or large planning efforts like general plans. The model provides an estimation of volumes, vehicle to capacity (ratios), vehicle miles traveled (VMT), and other metrics for use in detailed traffic studies. TAMDM is an activity-based model based on MTC's upcoming Travel ModelTwo, which is currently under development.

Bus on Shoulder Feasibility Study

TAM was awarded a \$350,000 Caltrans planning grant for a Bus on Shoulder Feasibility Study on US-101 between the City of Novato and the City of San Rafael. "Bus on shoulder" is a concept that has been successfully implemented in various parts of the country and piloted in California. During peak hours, public transit buses are allowed to operate on the shoulder of the highways to bypass areas of traffic congestion. The goal is to significantly improve travel times for transit users and make transit services more attractive.



Local and Regional Coordination

TAM coordinates on local and regional activities related to transportation planning in Marin County. This work entails a wide range of activities, including:

Transit Planning

Coordination with local transit operators on planning issues related to local services.

Regional Planning

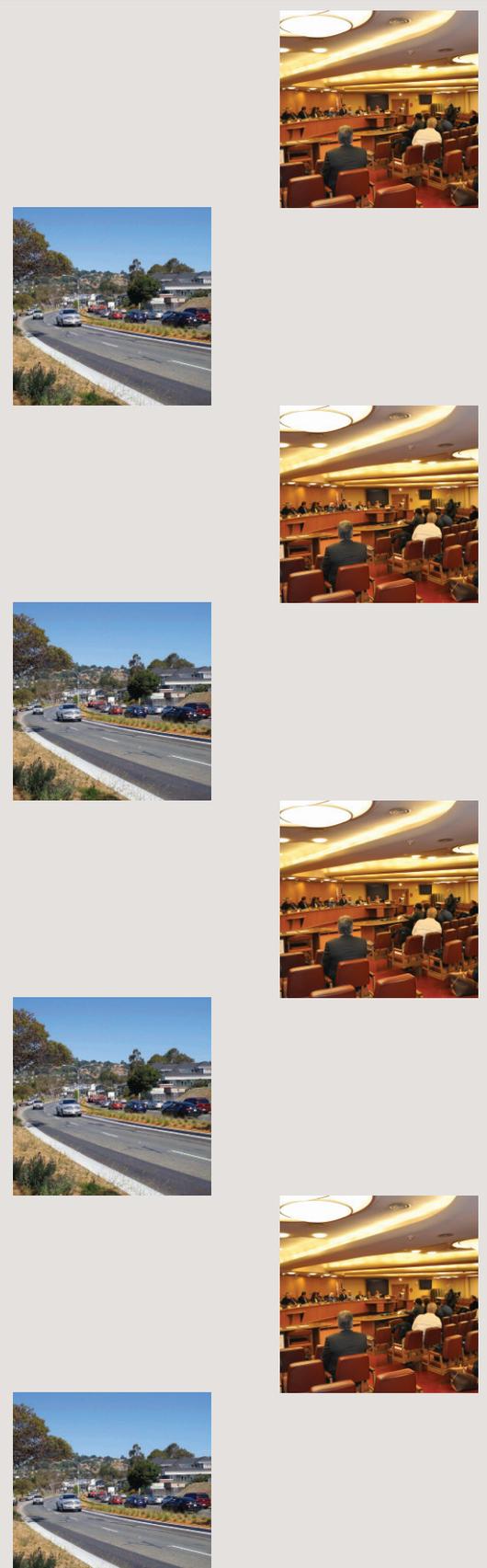
Coordination on regional transportation planning activities such as the development of regional plans, transportation and land use funding discussions, and regional policy development.

Climate Change

Participation in the Marin Climate and Energy Partnership to develop climate action plans for the cities and county of Marin, including a robust, community-led climate change planning process, called Drawdown Marin. TAM is actively involved in the Drawdown Marin process serving on the Transportation Committee and Executive Steering Committee.

Traffic Studies

Workshops and discussions with local jurisdictions to educate and inform about the effects of changes in California Environmental Quality Act (CEQA)'s transportation analysis guidelines and how to promote a consistent traffic impact analysis process.



Community Engagement

Open and consistent dialogue with the community is a cornerstone of our agency philosophy and culture. At TAM we strive to provide many tools and opportunities for engagement with our community, including meetings, presentations, events, social and traditional media, workshops and one-on-one communications.

TAM in the Community

TAM staff is happy to come and talk with members of your organization, interest group or workplace. It is important for us to meet with community members to hear about your priorities and let you know how transportation dollars are being spent to improve transportation in Marin. We are available to give presentations as well as participate in environmental and community fairs. Contact TAM's Community Outreach Coordinator to schedule a visit! 415-226-0822, mgraham@tam.ca.gov

TAM Meetings

TAM meetings are open to the public and we encourage your input and attendance. TAM Board of Commissioners meetings are generally held the fourth Thursday of the month at 6:00 p.m. at the Marin County Civic Center, 3501 Civic Center Drive, Room 330, San Rafael. TAM Executive Committee meetings are generally held the second Monday of the month beginning at 2:00 p.m. at the TAM offices, 100 Fifth Avenue, San Rafael. Please visit the calendar page of the TAM website, www.tam.ca.gov for meeting details and agendas.

The TAM Traveler

TAM produces a monthly electronic newsletter, the TAM Traveler, to help keep people informed about current TAM activities and transportation related news in the region. Please visit our website, www.tam.ca.gov to sign-up to receive the TAM Traveler.

Please visit TAM's website to check out the meeting schedule and locations, and sign up to receive the TAM Traveler email for monthly news and updates about transportation in Marin County

www.tam.ca.gov





COC Featured Member

Kay Noguchi

The COC is pleased to honor Kay Noguchi as this year's featured committee member. Kay has been a dedicated member of the COC for seven years as an alternate representative for the League of Women Voters. Kay lives in Terra Linda with her husband Mark and their dog Buddy in the home they bought in 1996.

Kay retired after 14 years working for the San Rafael Public Library as supervising librarian and was the lead grant writer to attain funding for the Pickleweed Library. Kay has consistently been an active volunteer in civic affairs and while working, she served on the Vision in Action Committee for North San Rafael (1998-2003), San Rafael's 2020 General Plan Steering Committee (2000-2003), and the Citizens Advisory Committee for Redevelopment (2007-2011).

After retiring, Kay joined the board of the Marin chapter of the League of Women Voters (LWV), and she now serves on the League's Education Foundation board. In addition to the COC and the LWV, Kay continues her community involvement as an elder at Christ Presbyterian Church and as a Marin coordinator for Opera a la Carte, an opera in the schools program through the San Francisco Opera Guild. Her favorite volunteer work is pulling invasive plants on Kent Island in Bolinas Lagoon, a project now in its seventh year. Kay is also a "Scrabble pro" at Montessori de Terra Linda, and humbly states that she "loses games to fourth, fifth, and sixth graders once a month."



Kay was raised in Minnesota is a Golden Gopher through and through, starting at the lab school at the University of Minnesota when she was 11, and graduating with her B.A. from the U with a double major in journalism and art history. Kay returned to complete an M.A. in library science at age 30 and moved to Hawaii where she met her husband Mark. Mark happens to be a Tam High graduate and over the years, the two have enjoyed living in both California and Hawaii.

Kay and Mark travel extensively in the US and abroad. Recent travels include Greece, Turkey, Japan and a backpacking trip in British Columbia. Home travels are enjoyed road-tripping with their dog in their RoadTrek 19-foot RV Sprinter Van. The happy trio has logged more than 90,000 miles ranging from Nova Scotia, British Columbia TX, AZ, MN, WA, OR and throughout CA.

Kay feels very blessed to consider herself at home in Minnesota, Hawaii, and Marin.



How long have you been serving on the COC?

I am now in my seventh year.

What brought you to COC and what made you stay?

I was asked by the League of Women Voters board to serve as their alternate member. I have worked with very faithful members league members. I think it is important to attend meetings as an alternate since the issues are complex and the learning curve is steep; staying abreast of the acronyms alone is challenging.

Do you think the COC has made a difference in addressing transportation issues and the transportation future in Marin?

The voters of Marin have twice chosen to tax themselves to support the Transportation Authority of Marin (TAM), in part because they were assured that a Citizens Oversight Committee (COC) would make certain that the funds would be used responsibly for their intended purpose. The members of the COC, who are also taxpayers, take this role very seriously. They listen closely to reporting from the TAM staff as well as outside consultants and auditors, ask probing questions, and contribute pertinent input. Many COC members worked with the TAM board to develop the priorities for funding to present to the voters when they were asked to renew and extend the sales tax measure in November 2018. The expenditure plan reflects the vision for going forward to serve the transportation needs of Marin County, with flexibility for revision if needs change.



What do you value most about the COC?

I admire the high level of competence as well as the mutual respect between the COC members and the TAM staff. The meetings are well run and very informative. On the dry side, there is a lot of reviewing of budgets and audit reports. But there is also the passion and Big Ideas for ways to enhance the quality of life in Marin through an improved transportation network of service. So what I value most is the camaraderie, the learning, and the opportunity to serve.





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