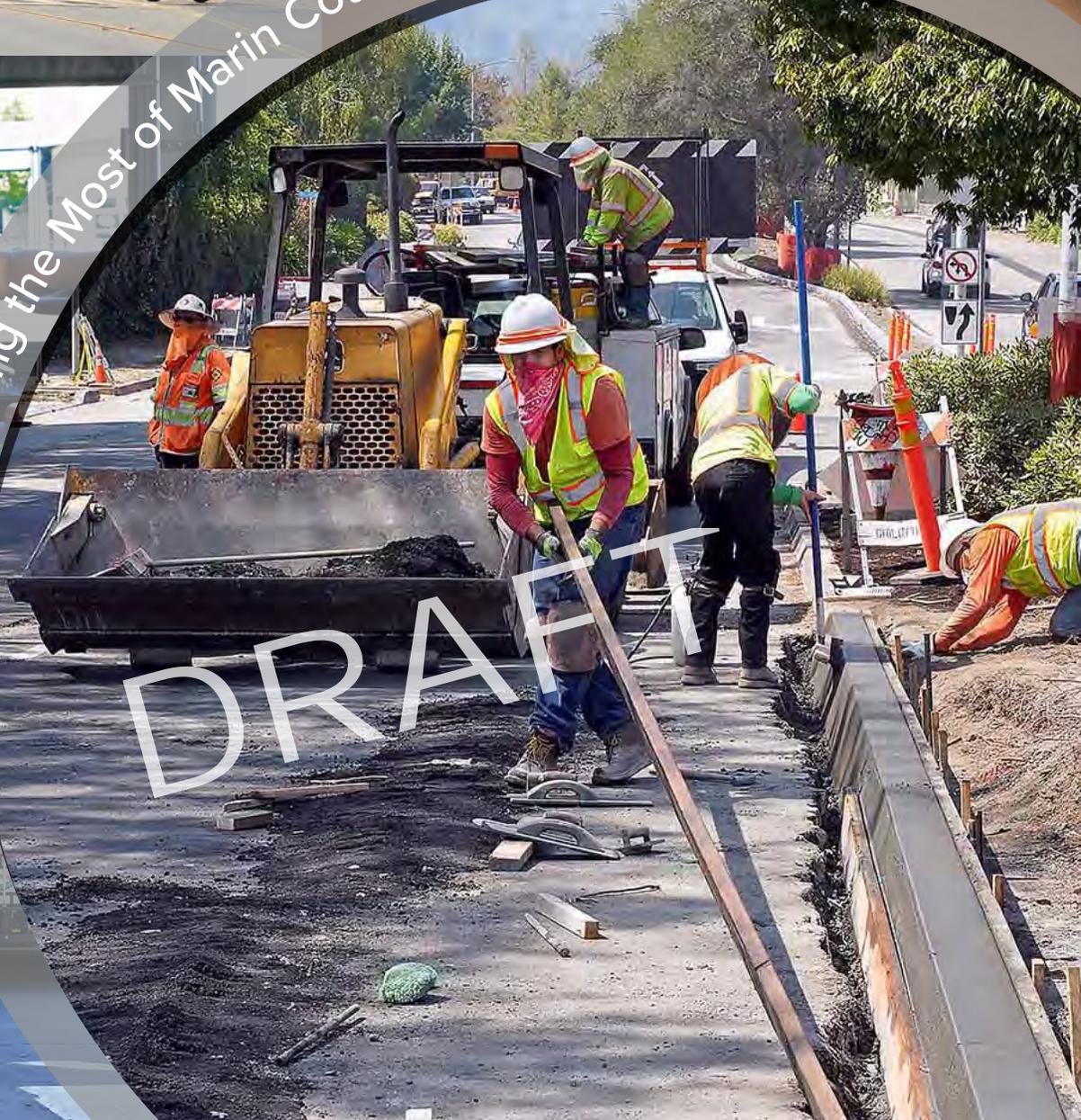




Making the Most of Marin County Transportation Dollars



DRAFT



# Message from the TAM Board of Commissioners Chairperson Judy Arnold

## TAM Board of Commissioners

### Belvedere

James Campbell

### Corte Madera\*

David Kunhardt/  
Charles Lee

### Fairfax

John Reed

### Larkspur

Dan Hillmer

### Mill Valley\*

Stephanie  
Moulton-Peters/  
Urban Carmel

### Novato

Eric Lucan

### Ross

P. Beach Kuhl

### San Anselmo

Brian Colbert

### San Rafael

Gary Phillips

### Sausalito

Susan  
Cleveland-Knowles

### Tiburon

Alice Fredericks

### County of Marin

Damon Connolly  
Katie Rice  
Kathrin Sears  
Dennis Rodoni  
Judy Arnold



The Transportation Authority of Marin, our community, and the world-at-large have been tested in 2020 by the COVID-19 pandemic. Amidst the challenges, I feel a sense of pride that we have come together as a community and have shown strength and support for one another during this time. At TAM, we have needed to stay on our toes to adjust to the new transportation environment, respond to fiscal impacts, re-invent our transportation programs, and reformat our methods of communication.

TAM evaluated the fiscal hit experienced by our partners and responded by releasing reserve funding to keep programs and transportation funding whole, to the degree possible. We helped communicate the new health and safety protocol adjustments for our transit providers and the many new adjustments for the Safe Routes to Schools program to engage students and families in safe and active transportation activities in the virtual environment. TAM continued to pursue funding opportunities and was successful in securing \$40.1 million for the long-awaited Marin-Sonoma Narrows project. Additionally, TAM initiated “quick-build” grants to support our community members and businesses as they respond to social distancing requirements and a surge in active transportation.

Overall, despite the unprecedented reality of 2020, we have been able to move forward, continue to enhance our transportation network and persevere, together. Marin Strong!

Judy Arnold  
*Chairperson of the Transportation Authority of Marin*

\*Representatives changed mid-year 2020



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## 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 provides details of TAM's progress to deliver transportation projects and programs funded by the local ½-Cent Transportation Sales Tax and Vehicle Registration Fee. The report also provides a status update of high priority transportation programs and projects that are paid for with other regional, state and federal funds. This annual report is prepared in fulfillment of statutory and Expenditure Plan requirements.

# About the Transportation Authority of Marin

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 transportation needs and distribute local, state and federal funds..

Marin is a "Self-Help County", one of 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 ½-Cent Transportation Sales Tax positions Marin to secure regional, state and federal grants that would otherwise be unavailable to us.

TAM coordinates a diverse mix of projects and programs to improve overall mobility in Marin County. These projects include road, highway and interchange work, sidewalk improvements, Safe Routes to Schools, bicycle lanes, transit, paratransit, and alternative commute options.

## 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 city and town councils. Each member serves a four-year term.



## TAM Citizens' Oversight Committee

The Citizens' Oversight Committee (COC) is an advisory body of twelve residents that is responsible for reviewing TAM's revenues and expenditures funded by Measure AA (renewal of the original 1/2-Cent Transportation Sales Tax, 2018), Measure B (\$10 Vehicle Registration Fee, 2010), and Measure A (original ½-Cent Transportation Sales Tax, 2004). COC 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 Citizens' Oversight Committee (COC)

Chairperson - Peter Pelham

## **COC Members/ Alternates**

**Peter Pelham (Chairperson)**  
*Major Marin Employers*

**Charley Vogt / Veda Florez**  
*Northern Marin Planning Area*

**Robert Burton (Vice-Chairperson)**  
**/ Jayni Allsep**  
*Southern Marin Planning Area*

**Joy Dahlgren / Jeffrey Olson**  
*Central Marin Planning Area*

**Allan Bortel**  
*Marin County Paratransit  
Coordinating Council*

**Kevin Hagerty / Kay Noguchi**  
*League of Women Voters  
Marin County*

**Kate Powers / Nancy Okada**  
*Environmental Organizations*

**Vince O'Brien**  
*Bicyclist / Pedestrian Groups*

**Paul Premo**  
*Taxpayer Groups*

**Paul Roye**  
*Ross Valley Planning Area*

**Scott Tye**  
*West Marin Planning Area*

**Zack Macdonald**  
*School Districts*



We would like to dedicate this Annual Report to one of our founding members and local civic leader, Robert Burton. Bob passed away peacefully in his Mill Valley home on December 13, 2020. We feel fortunate that the COC was able to celebrate Bob's 90th Birthday at our meeting in September 2020 and we greatly appreciate the time we spent with him and his dedication to the critical transportation issues and other civic matters in Marin.

The common refrain of 2020 is that it has been a year like no other. However, we are pleased to report that TAM has carried on with our commitment to fiscal responsibility in this unprecedented time, and the COC has continued to serve as part of the system of checks and balances to confirm that funds are spent efficiently and as promised.

In 2020, TAM completed its 10th round of ½-Cent Transportation Sales Tax compliance audits and confirmed that all funds were spent according to the requirements of the Expenditure Plan and funding agreements. Results of the compliance audits, along with TAM's FY2019-20 Comprehensive Annual Financial Report, are available on TAM's website, [www.tam.ca.gov](http://www.tam.ca.gov).

I am pleased to report that TAM's financial records for all its funds, including the ½-Cent Transportation Sales Tax and \$10 Vehicle Registration Fee, continue to be in good standing and Marin's transportation priorities have been funded in accordance with the Expenditure Plans approved by Marin County voters.

As the COC chairperson, I would like to remind everyone that all COC meetings are open to the public and community members are welcome to attend to learn about transportation issues and provide ideas and input. Marin residents are also encouraged to apply to serve on the COC when member and alternate positions are available.

On behalf of the COC, I would like to thank the community of Marin, our many partner agencies and community organizations for their ongoing support for transportation improvements in our County. Together we continue to make progress for enhanced mobility options and access in Marin.

Peter Pelham

**Mill Valley Council Awards  
Certificate of Thanks to  
Robert Burton for 50 Years  
of Community Service**



*This annual report is dedicated to Robert Burton*

# 2020 Key Updates and Highlights

**2020 Response to the Pandemic** The coronavirus has changed the way that most of us work, including TAM staff, the Board of Commissioners, committee members, volunteers, and our partners. Beginning in March of 2020, staff transitioned to remote work environments, setting up home offices that allow continued work to advance our existing projects and programs. Despite the distance, most projects were able to move forward, some were expedited, and a few such as the Crossing Guard program have been temporarily paused until students are able to return to regular in-person learning at schools. TAM continues to commit all appropriate and necessary resources to ensure that we support our agency and community partners, and that projects and programs move forward despite the changes in work environment, funding, and challenges that have accompanied this time.

## COVID-19 Transportation Impacts and Travel data

The COVID-19 pandemic and public health orders have resulted in an unprecedented reduction of travel in personal vehicles and public transportation and have spurred an increase in bicycling and walking. TAM collected and documented transportation data to assess the reduction in movement in the County and monitor mobility changes on our transportation systems.

## We Still Have Reasons to Celebrate. 2020 was a Milestone Year.

Even during this challenging time, we can find comfort in our community coming together to support each other and we can celebrate key milestones of positive events, ideas and programs. In 2020:

- Earth Day turned 50!
- Safe Routes to Schools turned 20!
- Transportation Authority of Marin turned 15!

## Highway Projects

**Marin-Sonoma Narrows** – In December 2020, the California Transportation Commission approved \$40.1 million in highly competitive funding for the final segment of the Marin-Sonoma Narrows Project. This section of the project, known as B7, will widen the roadway to build the final portion of carpool lanes from Novato to the Marin/Sonoma County line.

**Marin 101-580 Direct Connector** – In early 2020, TAM started the planning phase of a project to construct a direct highway connection from northbound US-101 to eastbound I-580 in Marin County. In June, July and August 2020, Stakeholder Working Group (SWG) meetings were conducted with 20 committee members representing residents, employees, employers, community groups, and commuters. The SWG was created to provide a forum for the project team to understand

community concerns and issues early in the project development process, and to create a structure for ongoing communication.

## Major Roads Projects

**Sir Francis Drake Boulevard** – In June 2020, construction began for a major rehabilitation project of Sir Francis Drake Boulevard, one of Marin's busiest thoroughfares. The project is rebuilding 2.2 miles of the roadway from Highway 101 to Ross to improve traffic flow and provide major pedestrian improvements along the corridor.



## Local Roads Projects

**Local Roads Funding Distributed** – In July 2020, as occurs each new fiscal year, funding was distributed to the 11 cities and towns and the County of Marin for local streets and roads improvements. This funding is distributed directly to jurisdictions to support their roadway improvements and priorities based on the population and roadway lane miles in each community.



## Bicycle and Pedestrian Projects

**Protected Cycle-Track Open** – In August 2020, a protected, two-way “cycle track” was installed on the flyover off-ramp from westbound I-580 to Sir Francis Drake Boulevard. The project improves bicycle access between Andersen Drive, Francisco Boulevard East and the new bicycle and pedestrian path on the upper deck of the Richmond-San Rafael Bridge.



## North-South Greenway

In November 2020, Caltrans awarded the construction contract for the North-South Greenway Gap Closure Project in Larkspur. The project will span the Corte Madera Creek with a 12-foot-wide multi-use path, replacing the existing 4-foot-wide pathway, linking the Larkspur Ferry Terminal and will fill a major gap in the bicycle/pedestrian network. This project has been a top priority and will continue the bicycle/pedestrian linkage between northern and southern Marin. Construction is slated to begin in early 2021.

## Transit

**Transit Responds to COVID-19** – The COVID-19 health crisis has had an enormous impact on our lives and our travel patterns. Local transit agencies are designated as essential services and they continue to provide a critical link to people who need to get to and from essential service jobs. However, with so many people sheltering in place and/or working from home, transit ridership is significantly reduced. Transit agencies are continuing to adjust their schedules and are following local, state and federal health and safety guidelines.



## Programs

**Safe Routes to Schools Adapts** - Safe Routes to Schools continues to fully support our school communities with distance learning activities to promote the physical and emotional well-being of students. A three-year evaluation report was released to provide an ongoing assessment of the project's continued evolution and success in reducing school-related traffic and promoting green transportation for students.

**Innovation Program Funds Quick Build Projects** – In July 2020, TAM approved 11 "Quick Build" projects providing grants of up to \$20,000 to cities, towns and the County of Marin. These projects are designed to support businesses, services, and institutions in Marin County in response to the COVID-19 pandemic. Projects include active transportation safety projects, slow streets projects and projects to support outdoor business and dining.



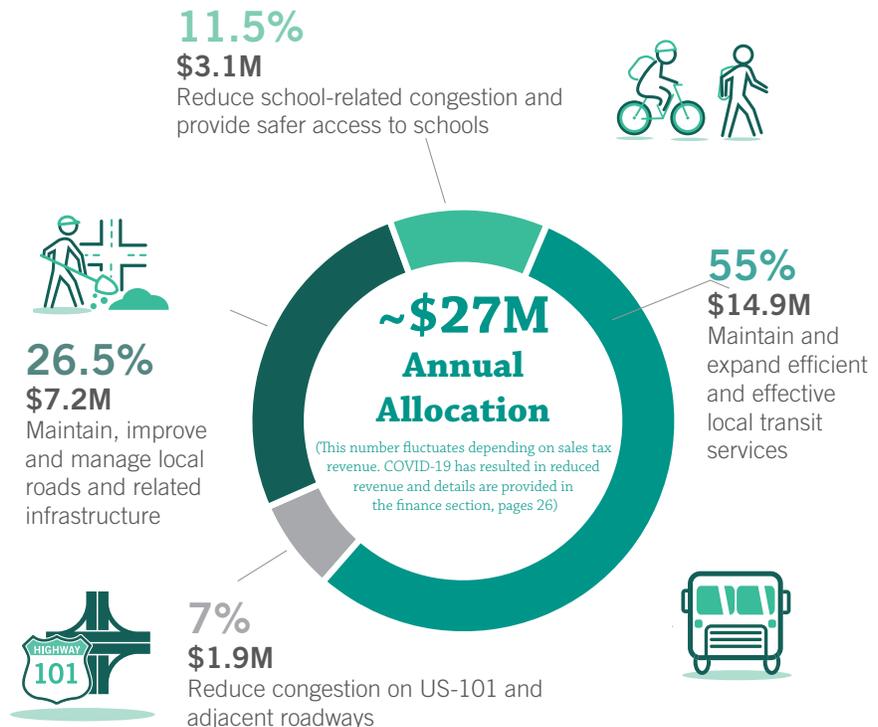
# Funding

Essential transportation needs in Marin are funded with a suite of federal, state, regional, and local funding sources raised through sales taxes, fuel taxes and various fees, such as the vehicle registration fee. Marin's dedicated local revenue measures, the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, provide nearly \$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.

The ½-Cent Transportation Sales Tax is expected to provide more than \$1.2 billion over 30 years in reliable local transportation dollars as an essential step in implementing the “transportation vision” set forth for the County of Marin to alleviate traffic congestion, reinvent the public transportation system, build addition pedestrian and bike pathways, provide safer routes to school and many other benefits that will provide a transportation system with more options for those living, working, visiting and traveling in Marin County. In addition to the revenues generated by the ½-Cent Transportation Sales Tax, the \$10 Vehicle Registration Fee, provide additional \$2.4 million annually for many critical transportation projects and programs.

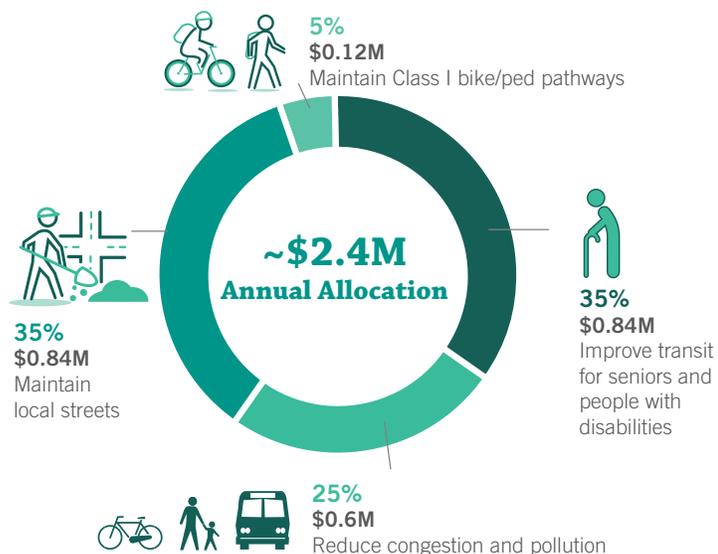
## ½-Cent Transportation Sales Tax

(Approved November 2004. Renewed November 2018)



## \$10 Vehicle Registration Fee

(Approved November 2010)



## Regional Funding

### Regional Measure 3

Regional Measure 3 (RM3) 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 over 25 years to fund major transportation projects in the toll bridge corridors. RM3 is currently facing a legal challenge which is under review by the California Supreme Court. 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 receiving RM3 funding:

- \$30 million:** The Downtown San Rafael Bettini Transit Center Permanent Relocation
- \$135 million:** NB US-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 (*Regionwide*)
- \$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 titled the “Road Repair and Accountability Act”, was passed by the California State legislature in 2017 and reaffirmed by voters in a sound rejection of a recall attempt in June 2018. The bill provides greatly needed funding for high priority projects. SB1 represents the largest state commitment to transportation solutions in more than 30 years. The projected \$5.4 billion annual transportation investment is generated by a combination of gas and diesel taxes and vehicle license fees.

**\$40.1 Million** The Solutions for Congested Corridor Program (SCCP), a competitive program funded by SB1, provides \$250 million annually to fund projects designed to reduce congestion in highly traveled and highly congested corridors. In December 2020, \$40.1 million was awarded from the SCCP to help fund the final highway segment of the Marin-Sonoma Narrows project.

## 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 (FTA) for transit operations and capital projects. In 2020 federal funding included the Coronavirus Aid, Relief and Economic Security (CARES) Act to help alleviate the financial impacts from the COVID-19 pandemic. The CARES act allocated \$1.3 billion for Bay Area transit agencies to provide support during unprecedented ridership and revenue losses.

# Projects

## Highway Projects

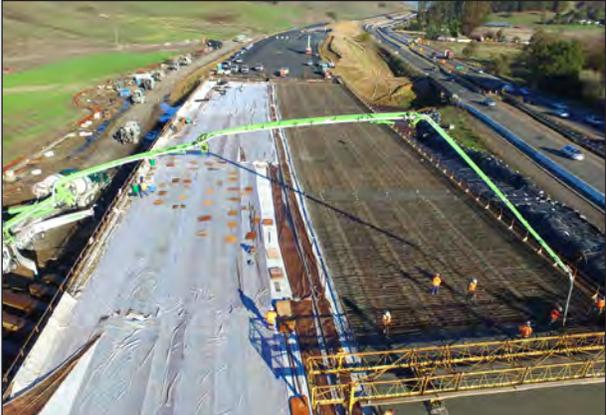
Highways are critical for regional connectivity and economic prosperity in the Bay Area. TAM funds highway projects that are designed to work as part of an integrated system to address mobility needs in Marin County and facilitate the movement of residents, the workforce and visitors.

### 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 divided into multiple phases as funding became available – and the project is now nearing completion.

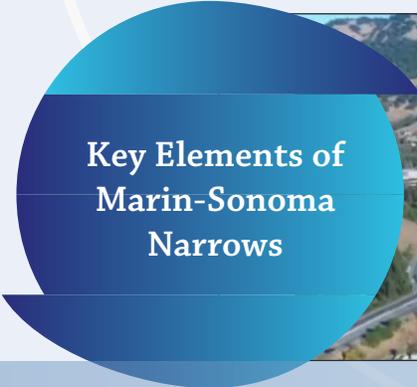
#### Final Design Completed

*Final design, North Novato to San Antonio Creek (B7):* Design work is complete, and the project team finalized a conditional “ready to list (RTL)” for the final highway segment of carpool and bike lanes in Marin. The RTL is conditional as the project team awaits release of RM3 funds in order to seek bids from contractors and proceed to construction. In December 2020, \$40.1 million in funding was approved for the B7 project by the California Transportation Commission from the highly competitive Solutions for Congested Corridors Program.



#### 2020 Sonoma County construction making progress

*Sonoma County carpool lanes construction underway (C2):* Construction pushes forward on the final highway mainline 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.



- Widens 17 miles of US-101 from four to six lanes by adding carpool lanes in each direction
- Enhances public regional transit and creates continuous Class I and Class II bikeways
- Creates a controlled access freeway and upgrades the corridor to current freeway standards from State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)
- Completes over 50 miles of continuous carpool lanes from north of the Golden Gate Bridge to Santa Rosa.

## 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, traffic congestion and transit options
- Provides options to transit and recreational users along the corridor

### February 2020

In February, the County of Marin released an Adaptation Strategies Report for the Highway 37 corridor in Marin County. The report contains a summary analysis of corridor-related studies conducted to date and provides four visions with design concepts. The study creates a framework to develop detailed project and funding approaches to address flooding and sea-level rise impacts in the corridor.



**June 2020 Marin sea level rise protection project environmental review:** Caltrans initiated preliminary steps to begin the environmental review for a project, or a series of projects, to address Sea Level Rise (SLR) and recurring flooding on State Route (SR) 37 from US-101 to 121. Flooding on SR 37 occurs during seasonal rain and high tide events, causing delays and closures. Over time, the existing road could erode and be inundated permanently, resulting in the loss of a safe, reliable transportation corridor.

**July 2020 – Sonoma, Napa and Solano Congestion Relief Project scoping conducted:** Caltrans and project partners initiated the environmental review for a project to improve SR 37 from west of the SR 121 intersection to Mare Island, where the existing highway narrows to one lane in each direction. The project is focused on traffic congestion relief by improving traffic flow during peak travel times and increasing vehicle occupancy within the travel corridor.

## Northbound US-101 to Eastbound I-580 Direct Connector Project



As part of the renewed ½-Cent Transportation Sales Tax Expenditure Plan, voters approved \$16 million 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 Blvd. and the Sir Francis Drake Blvd. on-ramp to the RSR Bridge
- Replaces the EB I-580 structure over Bellam Blvd.

### Early 2020 kick off

**Environmental analysis:** TAM is working with a consultant team to begin the planning process and outreach to evaluate options and work with the community and stakeholders. 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.

### June 2020

**Stakeholder Working Group Convened:** TAM created a Stakeholder Working Group (SWG) to provide community input to the project team. The SWG provides a forum for the project team to understand community concerns and issues early in the project development process and creates an ongoing communication channel.

## Richmond-San Rafael Bridge Access Improvements Project

A series of improvements to the Richmond-San Rafael (RSR) Bridge corridor have been made or are in process to improve connectivity, reduce eastbound traffic congestion, and create better access for bicyclists and pedestrians. These included the new bicycle and pedestrian path on the upper deck of the RSR Bridge which opened in November of 2019 as well as the following project updates:

### 2020 final design underway

**Bellam Boulevard improvements:** In cooperation with Caltrans, TAM designed improvements to the Bellam Blvd. intersection and the on-ramp to I-580 to improve access to the RSR Bridge and the new eastbound third lane. Final design is nearly complete and the project is expected to begin construction in mid- 2021 with completion in late 2021.

### 2020 Protected Bicycle Path Open

**The new bicycle connection from the Richmond-San Rafael Bridge to Andersen Drive and Sir Francis Drake Boulevard:** In August 2020, a new protected, two-way bicycle path was opened on off-ramp from westbound I-580 to Andersen Drive and Sir Francis Drake Boulevard. The protected “cycle-track” utilizes the same custom barrier that was developed for the bicycle/pedestrian path across the Richmond-San Rafael Bridge. This project provides improved access to and from the new bicycle and pedestrian path on the upper deck of the RSR Bridge. This project was implemented with our partner agencies, Caltrans, MTC and BATA.

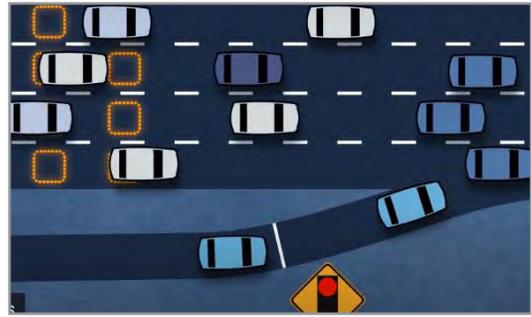


## Ramp Metering

Accessing US-101 at various on-ramps 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.

### 2020 equipment installed

**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 Blvd. and the on-ramp at Sir Francis Drake Blvd. The ramp meters are expected to be activated 2021.



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

## Interchange Studies

Interchanges can be a major source of congestion on local roads and can create barriers for bicycle and pedestrian access. The renewed ½-Cent Transportation Sales Tax includes funding to analyze improvements to interchanges and access routes to and from US-101 throughout the county.

### 2020 project kickoff

**Studies for interchange improvements:** Funding from the ½-Cent Transportation Sales Tax is being used to initiate studies of 12 interchanges and adjoining access routes along US-101. Interchanges are being analyzed for improvements to reduce congestion, improve local traffic flow, and improve user safety for vehicles, bicyclists and pedestrians. Studies began in mid-2020 to define the existing conditions and identify constraints and improvement opportunities. In the fall and winter of 2020 the project team conducted a series of outreach meetings with stakeholders including municipalities and transit agencies to help inform these studies and understand local priorities. The interchange studies will also be used as a basis to pursue other local, regional or state funding sources in the future.





**City of San Rafael:**

Fourth Street/  
West End Village  
Revitalization  
Project (2009)

**City of Novato:**

Novato Blvd.  
Segment 3  
Eucalyptus Avenue  
to San Marin Drive  
(2009)

Novato Blvd.  
Segment 2 Grant  
Avenue to Eucalyptus  
Avenue (2011)

**County of Marin:**

Sir Francis Drake  
Blvd. from Samuel  
P. Taylor Park to  
the Platform Bridge  
(2014)

West Sir Francis  
Drake Blvd.  
Lagunitas Road  
to Wild Iris Drive  
(2018)

**City of Mill Valley:**

Miller Avenue  
Streetscape  
Improvement Project  
(2018)



## Major Roads Projects

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.

### Sir Francis Drake Blvd. Corridor Rehabilitation Project, County of Marin June 2020

**Construction begins:** The County completed design and construction documents in 2019 and the TAM Board approved a final allocation of \$11.9 million. Construction began in June of 2020 with new sidewalks, center median construction and underground utility consolidation taking place. The project spans 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 bring the project to completion in 2022.



### Third Street Rehabilitation Project, San Rafael November 2020

**Public outreach and design work advances:** In November, the Third Street Corridor Project team presented to the San Rafael City Council. Project design work is advancing with ongoing community engagement and the team has received valuable feedback from the community to incorporate into the design concepts. Updated information is posted on the project website,

including the revised Second Street Bicycle Path concept that shows details of this critical section of the east-west bicycle/pedestrian connection.

The TAM Board approved \$1 million to support preliminary engineering and environmental studies for Third Street in San Rafael. The project includes pavement repairs and drainage, pedestrian crossings and sidewalks, signal upgrades, improved traffic flow, and landscaping. Additional outreach, final design and construction will proceed in 2021.

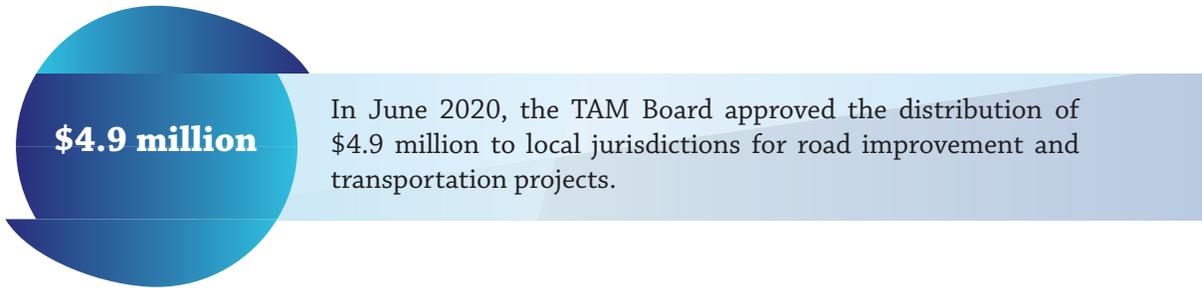
### East Blithedale Avenue Rehabilitation Project, Mill Valley

**2020 Public outreach and project design underway:** In fall 2020, the City of Mill Valley conducted community outreach to receive input on design elements of the East Blithedale Avenue Rehabilitation Project. The project will rehabilitate the roadway and improve multimodal access to local residential, school, and business areas from US-101 to Sunnyside Avenue. The project will be constructed in phases over the next 3-4 years. The first phase of the project from Camino Alto to US-101 has the highest multimodal demands and is expected to be in construction in summer 2021. This segment will include the construction of Class II bike lanes.

## Local Roads Projects

Local roads are an essential part of our overall transportation system and help connect our neighborhoods, schools and business districts. Funding from 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.

Each year 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.



**\$4.9 million**

In June 2020, the TAM Board approved the distribution of \$4.9 million to local jurisdictions for road improvement and transportation projects.

In June 2020, funding to Cities, Towns and the County of Marin from TAM for local streets and roads included \$4.6 million in Measure AA funds and \$250,600 in Measure A reserve funds for a total of approximately \$4.87 million in FY 20/21. To date, TAM has provided a total of \$48.5 million to local roads projects, from both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee revenues.

	<b>2020 ½-Cent Transportation Sales Tax</b>	<b>2004-2020 Total</b>
<b>Belvedere</b>	\$ 47,855	\$ 481,464
<b>Corte Madera</b>	\$ 172,165	\$ 1,667,535
<b>Fairfax</b>	\$ 171,779	\$ 1,351,612
<b>Larkspur</b>	\$ 194,433	\$ 1,932,176
<b>Mill Valley</b>	\$ 275,209	\$ 2,759,454
<b>Novato</b>	\$ 881,792	\$ 8,712,232
<b>Ross</b>	\$ 49,603	\$ 503,265
<b>San Anselmo</b>	\$ 216,187	\$ 2,167,618
<b>San Rafael</b>	\$ 954,369	\$ 9,522,880
<b>Sausalito</b>	\$ 136,466	\$ 1,329,521
<b>Tiburon</b>	\$ 168,648	\$ 1,657,655
<b>Marin County</b>	\$ 1,640,999	\$ 16,464,225
<b>Total</b>	\$ 4,872,556	\$ 48,549,637

*\* includes local streets and roads funds provided under both the 1/2-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee.*

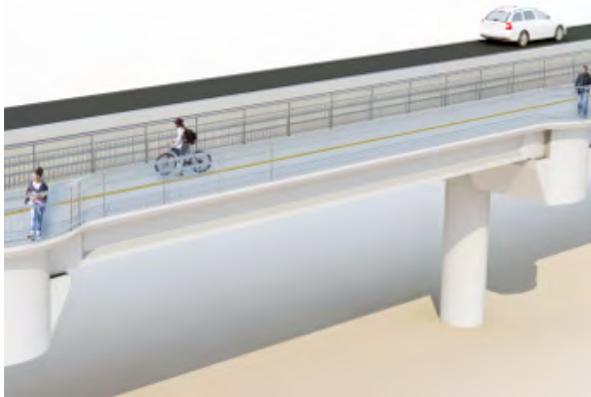


## Bicycle and Pedestrian Projects

Enhancing walking and bicycling facilities is beneficial to the health, wellness and mobility of our community members. There is growing awareness of the potential for active transportation options, on their own or combined 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 goal to connect people and communities with healthy, active and fun transportation choices.

### North-South Greenway Gap Closure Project

**November 2020 construction contract awarded:** In November 2020, the North-South Greenway Project moved one step closer to construction. Caltrans awarded the construction contract for the bicycle/pedestrian improvement project in Larkspur and construction is slated to begin in early 2021. The project will span the Corte Madera Creek with a 12-foot-wide multi-use path, replacing the existing 4-foot-wide pathway. The project will fill a major gap in the bicycle/pedestrian network and will expand the bicycle/pedestrian link between northern and southern Marin. The project is led by TAM in coordination with Caltrans, the County of Marin, City of Larkspur and Town of Corte Madera.



#### Goals of Bicycle and Pedestrian Projects

- Improve safety and accessibility for pedestrians and cyclists
- Provide alternatives to driving

### Andersen Drive to Second Street Bicycle/ Pedestrian Pathway Project

**December 2020: path open:** The Andersen Drive to Second Street Bicycle/Pedestrian Pathway Project was substantially completed in December 2020. This pathway is 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 first phase of the project from Andersen Drive to Rice Drive was completed during the summer of 2019. The second phase of the project from Andersen Drive to Second Street consists of a separated two-way Class IV cycle track on Francisco Blvd. West. Automotive traffic on Francisco Blvd. West was converted to one-way to make room for this significant and long-needed connector project. The City of San Rafael was the sponsor of this project with funding support from TAM.

### Marin-Sonoma Bike Share Program

**2020 vendor agreement reached:** In February 2020, TAM and the Sonoma County Transportation Authority (SCTA) authorized an agreement with Gotcha Mobility to provide services for a fleet of 300 electric bikes that will be stationed at and near SMART stations. The project has been delayed by COVID-19 and will resume roll-out planning in 2021.

The Bike Share Program was initiated with a \$826,000 grant from MTC. 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 to get to/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

Local transit is an essential part of our transit network. 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 of services and is directly responsible for planning, capital investments, financial management, and operations oversight as guided by its Short Range Transit Plan (S RTP).



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

## Marin Transit Highlights

### Response to COVID-19 Pandemic

The COVID-19 pandemic has led to unprecedented times of change for the District. Upon the Governor's Stay-At-Home order in March of 2020, Marin Transit suspended Muir Woods Shuttle service and school routes due to park and school closures. In response to the pandemic, Marin Transit has implemented additional measures to limit disease transmission such as enhanced cleaning protocols, requiring drivers and passengers to wear facial coverings while onboard a bus, limiting the number of passengers onboard at any given time to allow for adequate physical distancing, and when possible, buses have been equipped with hand sanitizer and drivers keep windows open while

the bus is in service to increase the flow of fresh air. To mitigate the impact of the limited bus capacities and potential passenger pass-ups, Marin Transit has added 5 new supplemental routes to provide additional service on high demand routes. These routes serve the US-101 corridor between Marin City and Novato, Mill Valley to San Rafael via Strawberry, College of Marin to San Rafael via San Anselmo, and the Canal to San Rafael Transit Center corridor.

The District continues to see significant drops in ridership and corresponding fare revenue under COVID-19 restrictions compared to historic data. Near-term financial conditions enable Marin Transit to temporarily expand some services to mitigate the pass-up activity. The long-term financial picture, however, is unclear. Marin Transit staff will be working to

understand how limited boarding capacity will affect future service and operations as the economy reopens.

### Zero Emission Fleet

In 2020, Marin Transit initiated the purchase of four 40-foot Gillig Battery-Electric Buses with delivery expected in fall of 2021. The purchase is made possible through a combination of Federal funds for replacement vehicles, California's Low Carbon Transit Operations Program funds, and local ½ Cent Transportation Sales Tax (Measure AA). Marin Transit continues to test its two active 35-foot BYD Battery-Electric Buses with operational and maintenance support from Golden Gate Transit. The next planned purchase of Electric Buses is in FY2026 as Marin Transit advances its plan to transition its fixed route fleet to zero emission buses..





### **Operations & Maintenance Facility**

Marin Transit purchased a site in Novato for a permanent bus facility in FY2020. This acquisition allows Marin Transit to increase competition for contracted services, reduce long term risks and uncertainties, and help Marin Transit continue to provide cost effective local transit. In 2020, Marin Transit began the process of installing charging capability at the property for its electric buses. The facility will be initially used to park a portion of its fleet.

### **Fare & Eligibility Policy**

In 2020, Marin Transit adopted changes to fare policies, Marin Access program eligibility, and the Low-Income Fare Assistance program. New policies reduced the price of a local fixed route 31-Day pass to \$40 for adults and to \$20 for seniors and people with disabilities. The new fare policy also included updated Catch-A-Ride, Dial-A-Ride, and paratransit fares, increased the reimbursement rate for volunteer driver programs and standardized eligibility requirements for Marin Access programs that serve Marin's senior and ADA communities. The new Low-Income Fare Assistance (LIFA) program is expanded to be used on all Marin Access programs, and offers eligible low-income riders a free pass to use on Marin Transit local bus service.

In addition, as of November 23, 2020, Marin Transit joined other Bay Area transit agencies in MTC's pilot program using the Clipper transit fare payment system to reduce the cost of transportation for low-income adults. Marin Transit offers a 50% fare discount to eligible low-income riders with the new Regional Clipper START. This program offers a coordinated fare policy in Marin County for local and regional riders and will complement other discount fare programs offered by the District.



### **Connect2Transit**

Marin Transit and TAM partnered to launch Connect2Transit in 2020. This new program offers three new features for riders within the Uber app: Marin Transit's Connect service, real-time departure information for all transit options in Marin County, and ride discounts from TAM on Uber or Connect trips taken to SMART stations and major bus stops in Marin. Connect is an on-demand, fully accessible general public transit service designed to provide accessible same-day service to those with disabilities and to increase first/last mile commuter connections to major employers. Riders who do not have access to a smartphone or are unable to create an Uber account can call in to schedule a ride and pay cash onboard.

### **Fare Free Election Campaign**

Marin Transit offered free local transit rides county-wide on all fixed route services during the November 2020 General Election. This campaign offered a free transportation option to the polls or ballot drop-off sites. The four free fare days ensured a touchless boarding process, minimized interaction between riders and drivers, reduced boarding times at bus stops, and eliminated a potential cost barrier for riders to use local transit.

### **Rural Transit**

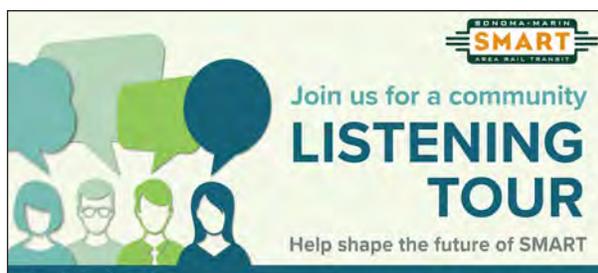
The West Marin Stagecoach Routes 61 and 68 provide community mobility and regional connections to the Highway 101 corridor, serve a significant recreational and tourist market, particularly during summer and on weekends, and help reduce congestion in the rural areas. Marin Transit also provides two general public Dial-A-Ride services in Dillion Beach/Tomales and Pt. Reyes, which connect those communities to amenities in Novato and Petaluma. All rural vehicles carry up to two wheelchairs and two bicycles. In FY2019-20, Stagecoach routes carried over 90,000 passengers.

## **Regional Transit \***

### **Regional Bus and Ferry Services**

Golden Gate Bridge Highway and Transportation District (District) operates the regional bus service connecting Sonoma, Marin and San Francisco Counties, and ferry service to San Francisco from Larkspur, Sausalito and Tiburon. And as with all transit agencies, the District experienced unprecedented ridership and revenue losses from the COVID-19 pandemic and shelter-in-place orders. In 2020, the District continued to maintain essential functions including Golden Gate Transit and Golden Gate Ferry public transportation services. Transit and Ferry service was reduced to better match ridership demand and capacity was reduced on board vehicles and vessels to maintain adequate social distancing.

Visit GGBHTD's website, [www.goldengate.org](http://www.goldengate.org)



### **Regional Rail Service**

Sonoma-Marin Area Rail Transit (SMART) provides regional rail service between Marin and Sonoma Counties. SMART service started in 2017 with six stations in Sonoma County and four stations in Marin County. In 2019, SMART's service was expanded to include stations in Larkspur and Downtown Novato. SMART has planned extensions north to Windsor, Healdsburg and Cloverdale.

In March 2020, voters did not provide the 2/3 majority approval needed for an early renewal and extension of their 1/4-cent sales tax. In response to the COVID-19 pandemic, SMART has instituted service reductions and schedule adjustments. Beginning in September 2020, SMART initiated a series of listening forums across Sonoma and Marin counties to bring community members together to exchange ideas on how to best position SMART for the future.

Visit: [www.sonomamarintrain.org](http://www.sonomamarintrain.org)



### **Bettini Transit Center Relocation**

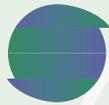
With the extension of SMART rail service to Larkspur, a new permanent transit center was deemed necessary for downtown San Rafael while a temporary configuration of the Bettini Transit Center is accommodating the new train tracks. This is an opportunity to create a more accessible modern transit facility for all users and improve both connectivity and safety. To make this happen, Golden Gate Transit, the City of San Rafael, 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. This process continued throughout 2020 through a series of public outreach meetings.

\* Regional transit services are not funded by TAM voter-approved local funding sources but 0.5% of the ½-Cent Transportation Sales Tax is dedicated to expanding access to ferries and regional transit.

# Programs

## Safe Routes to Schools Program

The Safe Routes to Schools (SR2S) Program offers classroom curriculum, events, contests and promotional materials to encourage children (and parents) to walk and bike safely to school. Programs provide lessons about safety, health and the environment, and support volunteer organizers with ongoing consultation.



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

Twenty years ago the Safe Routes to Schools (SR2S) program was launched in Marin County, inspired by two visionary advocates. SR2S is now a national movement with the sole goal of helping to get kids to and from school in an active, safe, and healthy manner. TAM has been providing funding and support for this important program since 2004 - when TAM was created with the original, voter approved 1/2-cent transportation sales tax. A three-year evaluation report was released in early 2020 that reviewed the efficacy of existing programs as well as looking forward to continually improve offerings and engage even more students.

The SR2S program was heavily impacted by the COVID-19 pandemic, forcing schools to conduct distance learning classes and curtail in-person SR2S programs. The TAM SR2S team quickly responded by rapidly creating online curricula and designing contest and activities that would keep students and families active and engaged at home. SR2S engineering staff mobilized to help create new socially-distanced “pop up” sites on or near school properties that would facilitate safe and efficient movement of students



and traffic for the times that students were permitted on campus. When in-person learning resumes the SR2S team will return with a new and improved toolbox to keep students safe and engaged.

Prior to COVID-19 program approximately 50% of students in Marin County participated in “greening” their commute to school, 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, promotes a healthy lifestyle for youth and enhances the sense of community in neighborhoods through classroom education, special events, infrastructure improvements, a crossing guard program, and other strategies.



**\$5.2  
Million**

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

## Safe Pathways

TAM's Safe Pathways to Schools Program funds construction projects that make getting to school safer. Funding covers the engineering, environmental clearance and construction of pathway and sidewalk improvements, including safety improvements at street crossings. Funding is approved in cycles as projects are completed and funding becomes available for future projects.

The most recent cycle of funding was approved in October 2019, awarding \$5.2 million for 27 Safe Pathways Projects including \$4.46 million for 13 large projects (up to \$400,000 each), and \$700,000 for 14 small projects (up to \$50,000 each). Small Safe Pathway projects are considered small scale safety projects that are relatively inexpensive and quicker to implement than large Safe Pathway projects.

In June 2020, Larkspur received \$100,000 for two projects, the South Eliseo Crosswalk Improvement

Project, and the South Eliseo Bike Lane – Splitter Island Project. The County of Marin was also awarded \$50,000 to install Rectangular Rapid Flashing Beacons (RRFBs) at three locations: Almonte Blvd/Rosemont Ave, Pt. San Pedro Rd./Marina Blvd, and Los Ranchitos Rd./Ranch Rd.



## Crossing Guard Program

In 2020, Meredith Groves was selected as Crossing Guard of the Year for her positive attitude and professional attention the safety of students crossing the road to school. In her role, she was also a town greeter, providing smiles and waves to community members as they traveled by the school. John Carroll, Superintendent of the Bolinas-Stinson Unified School District, noted that the crossing guard is often the first person students encounter as their school day begins, and Ms. Groves always made children feel safe and welcome. Mr. Carroll and school board trustees commended her attention to safety and welcoming nature as a crossing guard.

*Ms. Groves is highly attentive to student safety and to the maintenance of a safe zone immediately in front of our school. She exceeds expectations by remaining unusually attentive to the entire traffic environment and has been effective in assisting drivers in recognizing that they are in an area where students and staff may be walking. Ms. Groves helps children arrive at school with an attitude conducive to learning, strongly supporting the mission of the school. Thank you, Meredith!*

– John Carroll, Superintendent

**Crossing Guard  
of the Year**

**Meredith  
Groves –  
Bolinas School**



# Trip Reduction Programs

TAM's Trip Reduction programs are designed to reduce traffic congestion and pollution and to encourage electric vehicle adoption.



## Marin Commutes

Marin Commutes is 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. During 2020, the program developed tools to support remote work activities, public transit schedule and safety adjustments, and active transportation choices. Marincommutes.org serves as an information hub, outreach platform and focal point for resources, providing localized information for those living and working in Marin County.

The COVID-19 crisis has changed many things, including decisions about how and when you travel. Whatever changes you may be experiencing, Marin Commutes will continue to provide the information and resources to get where you need to go. The Marin Commutes website has been updated with the latest tips and resources for remote work, biking and walking, and safe travel practices for transit, carpooling and vanpooling.



## Connect2Transit

In July 2020, TAM, Marin Transit and Uber launched a new program, Connect2Transit, the next phase of TAM's first/last mile program and the expansion of Marin Transit Connect, Marin Transit's fully accessible, on-demand service. People in Marin County now have access to a range of new on-demand services. Uber users now see shared ride transit options and have access to vouchers for up to \$5 off shared-ride trips to and from Sonoma Marin Area Rail Transit (SMART) stations in Marin County, major bus stops, and the Larkspur Ferry Terminal.

The program is designed to support transit ridership and encourage shared mobility options that reduce congestion and pollution.



## Alternative Fuel/Electric Vehicle Programs

TAM's Alternative Fuel/Electric Vehicle (Alt. Fuel/ EV) Programs support the transition from fossil-fuel based transportation to more sustainable alternative fuel vehicles and EVs. Switching to alternative fuel vehicles and EVs reduces harmful air pollution levels and decreases greenhouse gas emissions.

### **TAM's Agency EV Toolkit:**

Agencies around Marin are adding electric vehicles to their fleet and installing or upgrading electric vehicle charging equipment. TAM created a toolkit to assist agencies in adding more electric vehicles to their fleet and installing the right level of charging equipment. By taking advantage of resources, rebates and incentives, agencies can simplify the process and save thousands of dollars along the way.

### **Electric Vehicle Fleet growth:**

**EV charging infrastructure rebate:** TAM's rebate program to support EV charger installation for public agencies grew steadily in 2020. Thanks to the recent efforts by the San Rafael City Schools and the College of Marin, there are 149 new electric vehicle charging heads that have been activated in Marin. In October 2020, TAM approved \$245,000 in funding as part of a rebate program to encourage public agencies to install charging stations and convert fleets to electric vehicles. Funding was also generously provided by MCE, the Bay Area Air Quality Management District and PG&E. San Rafael City Schools installed 117 charging heads and College of Marin installed 32. With these latest charging stations, TAM has supported installation of 311 charging stations - exceeding the goal of 305 stations set in the 2018 Site Plan Update.. TAM provides up to \$3000 for each level two charging head installed.

**Public agency fleet rebate:** TAM helps public agencies, municipalities, and school districts progress in converting their fleets to 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 vehicles and used EV's.

### **EV Awareness:**

**Outreach, educational materials and test drive events:** TAM works with Marin residents, businesses, local events and organizations to

expand EV promotion and education, including supporting EV test drive events each year. During the COVID-19 pandemic outreach shifted from in-person to virtual. In Zoom meetings including break-out rooms, participants were able to ask questions and learn about the new technology while discussing an array of benefits and options with owners of EVs and e-bikes

## Innovation Program

### **Innovation Funding Supports Active Transportation and Local Economic Recovery**

In July 2020, the TAM Board of Commissioners unanimously voted to approve 11 "Quick Build" projects providing grants of up to \$20,000 to cities, towns and the County of Marin. These projects are designed to support businesses, services, and institutions in Marin County in response to the COVID-19 pandemic. Funding for these local agency projects was provided through the Innovation Program identified in the Measure AA 1/2-cent Transportation Sales Tax. Projects support active transportation modes, business recovery efforts, and help to advance equity in Marin's communities.

### **Projects are:**

- Sausalito - *Caledonia Street Closure*
- Mill Valley - *Temporary Road Closure Toolbox*
- Tiburon - *Main Street Outdoor Dining/Market*
- Fairfax - *Outdoor Dining and Retail Public Space Improvements*
- Novato - *Sunset Parkway Neighborhood Speed Management Project*
- San Rafael - *Downtown Parking Space Outdoor Dining Project*
- San Anselmo - *San Anselmo Ave. Improvements for Pedestrian Access, Comfort and Usability*
- Corte Madera - *Old Corte Madera Square Outdoor Dining and Seating Program*
- Ross - *Redwood Drive Seasonal Market*
- County of Marin - *Quick Build Projects at Various Schools*
- Larkspur - *Magnolia Avenue Project*



# 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.

## Congestion Management Plan (CMP) Update and Traffic System Monitoring Report

Every other year, TAM updates its Congestion Management Program (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.



### Monitoring and Reporting includes:

- Collecting bike and pedestrian counts from 28 locations over a 14-hour period on weekdays.
- Expanding 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.

## Traffic

## COVID-19 Transportation Impacts and Travel Study

The COVID-19 pandemic and public health orders have resulted in an unprecedented reduction of travel in personal vehicles and public transportation and have spurred an increase in bicycling and walking. TAM collected and documented transportation data to assess the reduction in movement in the County and monitor mobility changes on our transportation systems. Key findings include:

- Highway volumes are growing but congestion delays are less than pre-pandemic
- Efforts to maintain/grow transit ridership levels over previous years are at risk
- Transit services that provide for “Choice Riders” are suffering largest transit declines
- Auto speeds have increased along with auto incidents
- Active transportation modes are up on multi-use paths
- Greenhouse gas emissions have fallen along with vehicle miles traveled

## TAM Travel Demand Model Forecasting

The TAM Travel Demand Model (TAMDM) is 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 congestion management agency 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 planning reports and traffic studies.



## Part-Time Transit Lane (Bus on Shoulder) Feasibility Study

TAM was awarded a \$350,000 Caltrans planning grant for a Part-Time Transit Lane 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.



TAM has kicked off the public outreach for the Part-Time Transit Lane study in November 2020. The study will analyze the feasibility and potential benefits of allowing buses to bypass heavy traffic on US 101 by using the existing shoulder between Atherton Avenue/San Marin Drive in Novato and San Rafael. The outreach effort includes a project webpage on the TAM website ([www.tam.ca.gov/pttl](http://www.tam.ca.gov/pttl)), a public survey, and posters and postcards to be distributed on Golden Gate Transit and Marin Transit buses. A report will be released in 2021.

## Local and Regional Coordination

TAM's responsibilities include functioning as Marin County's Congestion Management Agency (CMA). In this role, TAM serves as a coordinating agency representing Marin and its local transportation needs with local, regional, state and federal agencies. TAM represents Marin County for regional transportation issues including planning for regional projects, regional programs designed to improve transportation and for scarce transportation funding.

### Transit Planning

TAM coordinates with local transit operators on planning issues related to local services. Discussions include service plans, operations planning, transit access and supporting local community mobility options. TAM has coordinated closely with Marin Transit on their Marin Connect pilot program and future efforts to expand on-demand transit services that accommodate seniors and persons with disabilities.

### Regional Planning

TAM coordinates with partners on regional transportation planning activities such as the development of regional plans, transportation and land use funding discussions, and regional policy development. Regional efforts include coordination and representing Marin County in initiatives like MTC Horizon and the Plan Bay Area 2050 process. TAM's involvement ensures that Marin County transportation needs, and investments are considered as part of regional plans through the year 2050.

### Climate Change

TAM participates 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.



# 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. During social distancing requirements in 2020, we continued to conduct meetings, give presentations, engage through social and traditional media, and we are always available for one-on-one discussions with community members.

## TAM in the Community

TAM staff is happy to provide information and presentations to community organizations, interest groups and individuals. It is important for us meet with community members to learn about issues and priorities and to provide information about how transportation dollars are being spent to improve transportation in Marin. In 2020, we began meeting remotely with community groups to share information while observing health guidelines. Contact TAM's Community Outreach Coordinator, Molly Graham, to schedule Zoom meeting or an in person visit when permitted. 415-226-0822, [mgraham@tam.ca.gov](mailto:mgraham@tam.ca.gov)

## TAM Meetings

TAM meetings have been conducted via Zoom in 2020 and we encourage community input and attendance.

- Board of Commissioners meetings are generally held on the fourth Thursday of the month at 6:00 p.m.
- Executive Committee meetings are generally held on the second Monday of the month beginning at 2:00 p.m.
- Citizens' Oversight Committee meetings are generally held on the third Monday of every other month (odd numbered months) beginning at 5:00 p.m.

Please visit the calendar page of the TAM website, [www.tam.ca.gov](http://www.tam.ca.gov) for meeting details and agendas.

## Language Translation

TAM's website is accessible in various languages using the newly added translation feature



## The TAM Traveler

TAM produces a monthly electronic newsletter, the *TAM Traveler*, to help keep the community informed about current TAM activities and transportation related news in the region. Please visit our website, [www.tam.ca.gov](http://www.tam.ca.gov) to sign up for the *TAM Traveler*.

**Contact Us** Email: [info@tam.ca.gov](mailto:info@tam.ca.gov) | Call: 415-226-0815



## Featured 2020 COC Member Paul Roye

The COC is pleased to honor Paul Roye as this year's featured committee member. Paul has been a devoted member of the COC for ten years, first as the alternate and then the member of the Ross Valley Planning

Area. Paul and his wife Sylvia first moved to Mill Valley in 1971, then Greenbrae in 1987 and have been Marin residents for almost 50 years. They raised their son Michael in Marin, who now is a project manager at Chevron.

Born and raised in Los Angeles, Paul graduated college in 1962 with a B. S. degree in Business. He later joined the Army, spent time at Fort Ord, Fort Lewis and came to San Francisco in 1964 serving at the Presidio. Paul began his business career with a local CPA firm, switched to financial analyst in the brokerage business in 1966, and retired from the brokerage business in 2006.

Still wanting to be active and giving back to the community, Paul began his second career after retirement and devoted himself to various volunteering opportunities and help and support others in whatever capacities needed. Over the years, Paul has served on various Citizens Oversight Committees and continued his dedication to TAM's COC for more almost 10 years now. He served on the Marin County Civil Grand Jury for the 2007-08 term, was a CA licensed Ombudsman for eight years, and continue to advocate for the rights of residents in skilled nursing facilities. Paul currently volunteers for the Central Marin Police Authority in Larkspur, Corte Madera and San Anselmo, performing duties that help free up personnel for real police work. Paul has been an American Association of Retired Persons (AARP) "Smart Driver" course instructor for the last ten years and though classes are currently on hold, he expects that AARP will be offering these important classes again, soon. Paul also serves on FAST - Financial Abuse Specialist Team for Marin County and offered his professional knowledge to assist in the investigation of cases of alleged elder



financial abuse. In his spare time, whenever he could find some, before the pandemic shut down large social gatherings, Paul also worked as a bartender for Cline Cellars and Jacuzzi Family Vineyards in Sonoma for weddings and corporate events.

Paul and Sylvia have been happily married for almost 40 years. As regular cyclists, they travel frequently bicycling in the US and Europe with active vacation



companies. They both enjoy cooking, gardening, reading, attending local theatrical productions and the outdoors. Just so you know, Paul is also a Master Gardener in Marin County, accredited by The University of California Agricultural & Natural Resources Department!

### ***How long you been serving on the COC?***

I first joined the COC in February 2010 and stayed on since then.

### ***What brought you to the COC and what made you stay?***

I was looking for some community involvement to participate in local issues and become more aware of things needing to be done. At those first meetings the vibe was electric, questions were well thought out, everyone respected everyone else. I wanted to be a part of learning, deciding, approving and discussing issues involving our local areas.

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

The COC is a small part of the bigger picture including every other agency dealing with transportation. The work, effort and painstaking time put in by members of the COC are unfortunately only appreciated by a handful of devoted civic minded citizens. However, the value of this organization in addressing transportation issues and the transportation future in Marin is a key element in understanding the concerns of the public.

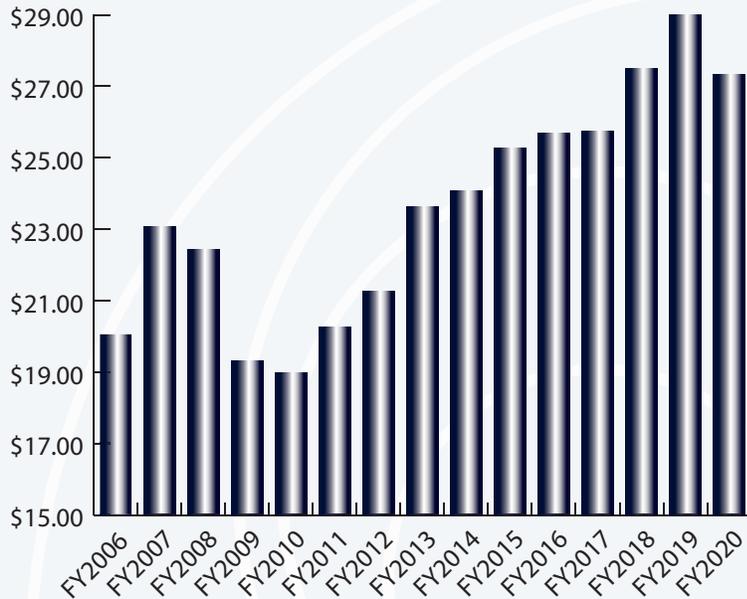
### ***What do you value most about the COC?***

The dedicated people who are so concerned about the needs, wants and safety around transportation in our area is uppermost with me. I feel I have gained so much insight by being around the COC members and am grateful for my time spent with members, staff and elected officials.

# Financial Picture

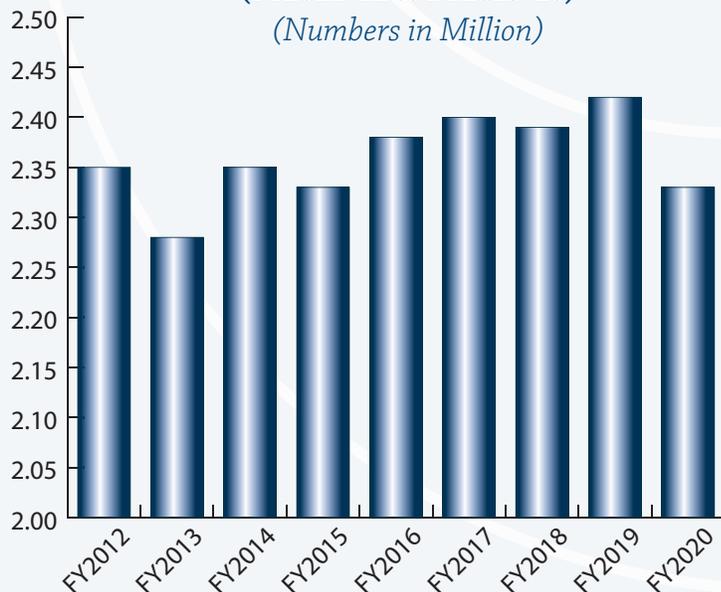
**1/2-Cent Transportation Sales Tax Revenue Trend**  
(FY2005-06 to FY2019-20)

*(Numbers in Million)*



**\$10 Vehicle Registration Fee Revenue Trend**  
(FY2011-12 to FY2019-20)

*(Numbers in Million)*



**In FY2019-20, a total of \$32 million from the 1/2-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee was used to fund many of the critical transportation projects and improvements.**

**Transit Operation and Capital Needs**

\$17 million

**Local Streets and Roads**

\$6 million

**SR2S and Crossing Guards Services**

\$3 million

**Highway Improvement**

\$4 million

**Major Road Projects**

\$1 million

**Bike/Ped Pathways and other**

**Transportation Programs**

\$1 million



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.



## TAM Staff

Anne Richman  
*Executive Director*

Denise Merleno  
*Executive Assistant*

Bill Whitney, P.E.  
*Principal Project Delivery Manager*

Dan Cherrier, P.E.  
*Principal Project Delivery Manager*

David Chan  
*Manager of Programming and Legislation*

Derek McGill  
*Planning Manager*

Grace Zhuang  
*Accounting and Administration Specialist*

Helga Cotter  
*Senior Accountant*

Joanne O'Hehir  
*Administrative Assistant*

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