FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE MEETING

MONDAY, OCTOBER 11, 2021
2:00 PM

Zoom link:
https://us02web.zoom.us/j/85390710355?pwd=czlnSzVlNXE2cnhXUVZoU3kwelA0QT09

Webinar ID: 853 9071 0355
Password: 571956

As allowed by Governor Newsom's Executive Order N-15-21 and Assembly Bill 361, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend because state and local officials are recommending measures to promote social distancing. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

How to watch the live meeting:
https://us02web.zoom.us/j/85390710355?pwd=czlnSzVlNXE2cnhXUVZoU3kwelA0QT09

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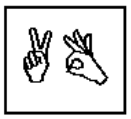
Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 2:00 PM on the day of the meeting: +1 669 900 6833; Webinar ID: 853 9071 0355; Access Code: 571956

How to provide comment on agenda items:

• Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, October 10, 2021 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

• During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov, early in the meeting.

• During the meeting (only): Ensure that you are in a quiet environment with no background noise. If participating by phone, raise your hand on Zoom by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.



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

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

Transportation Authority of Marin

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Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

AGENDA

1. Adopt TAM Resolution No. 2021-13 in Compliance with AB 361 (Action) – **Attachment**
2. Chair's Report (Discussion)
3. Commissioners Comments (Discussion)
4. Executive Director's Report (Discussion)
5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. Approval of Meeting Minutes from September 13, 2021 (Action) – **Attachment**
7. 2021 Congestion Management Program Report & 2020 Transportation System Monitoring Report (Action) – **Attachment**

DATE: October 11, 2021

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Adopt TAM Resolution No. 2021-13 in Compliance with AB 361 (Action), Agenda Item No. 1

RECOMMENDATION

The TAM Executive Committee adopts TAM Resolution No. 2021-13 as shown in Attachment A.

BACKGROUND

On March 4, 2020, Governor Newsom declared a State of Emergency to help the State prepare for a broader spread of COVID-19. In response to the COVID-19 pandemic, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place. Executive Order N-29-20 expired on September 30, 2021.

DISCUSSION

On September 16, 2021, Governor Newsom signed AB 361, which become effective immediately upon approval. AB 361 provides local government bodies that are subject to the Brown Act the ability to continue to use video and/or teleconferencing through December 31, 2023 under certain conditions, including when state or local officials have recommended social distancing during a proclaimed state of emergency.

On September 22, 2021, Director Benita McLarin of the Marin Health & Human Services issued a letter (Attachment B) to the County Board of Supervisors recommending that the County continue to use social distancing to enhance safety at public meetings. Director McLarin noted that safety measures can include using video/tele-conferencing for public meetings and spacing at in-person meetings so that individuals from different households are not sitting next to each other.

TAM Resolution No. 2021-13 would provide TAM with the option to use video and/or teleconferencing for the October 11 Executive Committee meeting and to continue to do so while the state proclamation of emergency remains in place. Staff intends to bring a similar resolution to the full Board at their meeting on October 28th.

FISCAL IMPACTS

There are no immediate fiscal impacts with the adoption of TAM Resolution No. 2021-13.

NEXT STEPS

Staff will continue to hold meetings remotely for the duration allowed by TAM Resolution No. 2021-13 and consider requesting the TAM Board to adopt another resolution to further authorize remote meetings when TAM No. 2021-13 is due to expire.

ATTACHMENTS

Attachment A – TAM Resolution No. 2021-13
Attachment B – Marin Health and Human Services Letter, dated September 22, 2021

TAM RESOLUTION NO. 2021-13

RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) MAKING FINDINGS THAT THE PROCLAIMED STATE OF EMERGENCY CONTINUES TO IMPACT THE ABILITY TO MEET SAFELY IN PERSON AND DECLARING THAT TAM WILL CONTINUE TO MEET REMOTELY IN ORDER TO ENSURE THE HEALTH AND SAFETY OF THE PUBLIC

WHEREAS, TAM is committed to preserving and nurturing public access and participation in meetings of the Board of Commissioners, TAM Executive Committees, and Citizens Oversight Committee (COC); and

WHEREAS, all meetings of TAM's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch TAM's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place; and

WHEREAS, as a result of Executive Order N-29-20, staff set up Zoom teleconference meetings for all Board of Commissioners, TAM Executive Committee and COC meetings; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

WHEREAS, since the issuance of Executive Order N-08-21, the Delta variant has emerged, causing a spike in COVID-19 cases throughout the state; and

WHEREAS, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the Marin County Director of Health and Human Services, the California Department of Public Health, and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law, as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency, provided certain conditions are met and certain findings are made; and

WHEREAS, the continued local rates of transmission of the virus and variants causing COVID-19 are such that the Director of Health & Human Services has recommended that the County continue to emphasize social distancing in order to minimize the potential spread of COVID-19 during indoor, public meetings; and

WHEREAS, TAM cannot maintain adequate safe social distance between members of the public, Board and Committee members, and staff in their respective meeting locations; and

WHEREAS, because of the rise in cases due to the Delta variant, TAM is concerned about the health and safety of attendees, the TAM's Board of Commissioners desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and Committee meetings remotely.

NOW, THEREFORE, **THE TAM EXECUTIVE COMMITTEE RESOLVES AS FOLLOWS:**

1. TAM has reconsidered the circumstances of the State of Emergency, and finds that:

   a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the TAM Board of Commissioners and TAM staff, and members of the public to meet safely in person; and

   b. State and local officials continue to recommend measures to promote social distancing.

2. TAM meetings will continue to be conducted remotely for the next 30 days in compliance with AB 361 and Government Code Section 54953(e)(2), in order to ensure the health and safety of the public while providing access to public meetings.

3. TAM will reconsider the circumstances of the State of Emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this Resolution.

4. If the TAM Board of Commissioners takes a contrary action at a public meeting (i.e. after taking up the matter at a public meeting, the TAM Board of Commissioners determines that its committees shall not utilize remote meetings under AB 361 or directs the use of hybrid meetings, etc.), this Resolution shall become null and void and any public meetings that have not already been noticed shall be carried out consistent with the action of the TAM Board of Commissioners.

REGULARLY PASSED AND ADOPTED this 11th day of October 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

_____
Jennifer Doucette
Clerk of the Board

COUNTY OF MARIN

DEPARTMENT OF
HEALTH AND HUMAN SERVICES
Promoting and protecting health, well-being, self-sufficiency, and safety of all in Marin County.

MARIN HEALTH & HUMAN SERVICES
Health, Well-being & Safety

Benita McLarin, FACHE
DIRECTOR

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September 22, 2021

Dennis Rodoni
President, Board of Supervisors
3501 Civic Center Drive, 3rd Floor
San Rafael, CA 94903

Re: Public Meetings/Social Distancing

Dear President Rodoni:

On September 20, 2021, Governor Newsom signed AB 361. The legislation provides that local agencies may continue to hold certain public meetings via video/tele-conference as they have done during the Covid-19 emergency. The legislation allows such meetings to continue during a proclaimed state of emergency if state or local officials have recommended measures to promote social distancing.

Local government meetings are indoor meetings that are sometimes crowded, involve many different and unfamiliar households, and can last many hours. Given those circumstances, I recommend a continued emphasis on social distancing measures as much as possible to make public meetings as safe as possible. These measures can include using video/tele-conferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. I will notify you if this recommendation changes while the Governor's state of emergency for COVID-19 remains in place.

Respectfully,

Benita McLarin
Director, Health & Human Services

cc: Matthew H. Hymel, CAO
Brian E. Washington, County Counsel

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
June 13, 2021
2:00 p.m.

Virtual Meeting

MEETING MINUTES

Members Present:	Beach Kuhl, Ross Town Council Eric Lucan, Novato City Council, Committee Chair Katie Rice, County of Marin Board of Supervisors Judy Arnold, County of Marin Board of Supervisors Susan Cleveland-Knowles, Sausalito City Council
Members Absent:	None
Staff Members Present:	Anne Richman, Executive Director Bill Whitney, Principal Project Delivery Manager Dan Cherrier, Principal Project Delivery Manager David Chan, Director of Programming and Legislation Jennifer Doucette, Executive Assistant/Clerk of the Board Helga Cotter, Senior Accountant/HR Specialist Derek McGill, Director of Planning Molly Graham, Public Outreach Coordinator Li Zhang, Deputy Executive Director/Chief Financial Officer Nick Nguyen, Principal Project Delivery Manager Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 2:06 p.m.

1. Chair's Report (Discussion)

Chair Eric Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

Chair Lucan noted that the meeting was taking place virtually, as allowed by Governor Newsom's Executive Order N-29-20, and that the September 2021 Board of Commissioners meeting will also be conducted virtually.

2. Commissioner Comments (Discussion)

None.

DRAFT

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the Marin Commutes Fall Campaign; the All Aboard Bay Area Transit campaign; the status of the Harbor Bridge Construction in San Rafael; and the Plan Bay Area 2050 webinar hosted by the Metropolitan Transportation Commission (MTC).

ED Richman also reported on the Infrastructure for Rebuilding America (INFRA) grant application debriefing provided by the United States Department of Transportation (USDOT) to TAM and MTC staff in late August. Staff was able to confirm that the Marin Sonoma Narrows (MSN) B7 application was very competitive and was one of 26 large-project applications that were short-listed out of 157 total applications.

ED Richman further reported on upcoming grant opportunities, including the Clean California Local Grant Program, the Caltrans Planning Grants, and the Federal Emergency Management Agency (FEMA) Fiscal Year 2021 Building Resilient Infrastructure and Communities Grants (BRIC).

In response to Commissioner Arnold, ED Richman explained that the INFRA grant recipients were located across the United States, including one near Sacramento and one in Los Angeles. ED Richman also explained that due to the flexibility of the eligibility requirements, this program is extremely competitive.

4. Open Time for Public Expression

Chair Lucan asked if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

5. Approval of Meeting Minutes from May 10, 2021 (Action)

Commissioner Cleveland-Knowles moved to approve the Minutes of May 10, 2021, which was seconded by Commissioner Arnold. A roll call vote was conducted, and the motion was approved unanimously.

6. Alternative Fuels Program Update & Outreach Activities (Action)

Director of Planning Derek McGill presented this item which requested that the Committee review and recommend to the TAM Board the authorization of the ED to enter into one-time agreements with the 12 Marin jurisdictions to conduct outreach activities related to the promotion of Alternative Fuel and Electric Vehicles (AFEV), not to exceed $4,500 per jurisdiction; and provide a $4,500 sponsorship to Cool the Earth to conduct a National Drive Electric Week Promotional Event in Marin County.

Mr. McGill provided an update on the Alternative Fuels Program, including the electric vehicle (EV) charger and EV fleet rebate programs; TAM technical assistance/outreach; outreach response to COVID-19; the Request for Proposal (RFP) for outreach services; local jurisdiction funding agreements; upcoming program activities; and program budget, including a recommendation to enter into a 3-year contract for program outreach efforts (with two optional one-year contract extensions) not to exceed an average of $100k per year.

In response to Commissioner Rice, Mr. McGill explained that funding for the county-wide EV readiness plan was approved by the TAM Board in 2020 and that the intent of the study is to highlight all of the requirements necessary for both public and private entities, and the general public to support EV activities, and be a comprehensive resource for local jurisdictions to advance their climate action goals.

DRAFT

In response to Commissioner Rice's request for clarification between the EV Readiness Plan and the EV Toolkit, Mr. McGill explained that the EV Readiness Plan is a broader level of policies and decisions that need to be in place to support electrification, while the TAM EV Toolkit provides the details to move a project forward in the project development process.

Commissioner Rice asked if the EV Readiness Plan would help local and countywide jurisdictions prioritize and identify charging infrastructure, to which Mr. McGill responded that the intent of the EV Readiness Plan is to provide that guidance.

Commissioner Rice also inquired about usage data collection and online location finders for the EV chargers installed to date.

Mr. McGill explained that the usage data collected by Main Clean Energy (MCE) is not shared with TAM; and that although many local jurisdictions list EV charges on publicly accessible applications and tracking sites, it is not currently a requirement of the rebate program.

Commissioner Rice commented that the operators of TAM-funded public accessible EV chargers should be required to list locations of those EV chargers on an online tracking site; and that data usage collection is necessary to analyze the effectiveness of different levels of charging.

Commissioner Cleveland-Knowles expressed her support of Commissioner Rice's comments and agreed that there should be a threshold requirement for public accessibility location finders. Commissioner Cleveland-Knowles also shared that the City of Sausalito's Sustainability Commission would have benefited from having more data or a list of factors/FAQs to determine the highest and best used locations for the City's EV charging stations.

Mr. McGill explained that TAM conducted an initial EV siting plan in 2011, with an update in 2018, to support electrical vehicle charging site determination. Mr. McGill further explained that some rural areas do not have the internet infrastructure to support charger location tracking.

In response to Commissioner Cleveland-Knowles' inquiry about National Drive Electric Week, Mr. McGill noted that National Drive Electric Week is scheduled to begin on Saturday, September 25th.

Commissioner Lucan asked what metrics are used to measure the success of an outreach services provider.

Mr. McGill explained that TAM staff is considering new metrics moving forward and that they will be incorporated into the outreach plan. Mr. McGill also commented that the current outreach program meets the plan goals.

In response to Commissioner Lucan's inquiry about outreach to students, Mr. McGill noted that there is an opportunity to reach students, especially with regard to charger installations within school districts; and that in the past, TAM has partnered with the Marin School of Environmental Leadership (MSEL) to develop strategies to engage future generations.

Chair Lucan opened the item to public comment.

Warren Wells, Marin County Bicycle Coalition (MCBC), asked if rebates for e-bikes are smaller than rebates for EVs; if TAM will be matching funds from the statewide Clean Vehicle Rebate Project (CVRP) program; and if there will be outreach specifically for e-bikes. Mr. Wells commented that cargo e-bikes can haul materials over short distances with a greater efficiency over electric cars, and that the same amount of material to produce one electric truck battery can produce one hundred e-bike batteries.

DRAFT

Mr. McGill explained that TAM provides rebates of up to one thousand dollars for e-bikes or any off-road zero-emission vehicle, and to date, TAM has funded approximately ten e-bikes. Mr. McGill also noted that TAM does not match the CVRP rebate but will look for opportunities to jointly promote both the TAM and CVRP rebate programs; and lastly, Mr. McGill confirmed that the outreach program will include e-bikes.

ED Richman noted that only public agencies are eligible to participate in TAM's EV and e-bike rebate program.

Chair Lucan added that some rebate programs for private consumers are administered through Clean Power agencies.

Commissioner Cleveland-Knowles thanked TAM for making a local jurisdiction grant available.

Commissioner Cleveland-Knowles made a motion to support the staff recommendation to authorize the ED to enter into one-time agreements with the 12 Marin jurisdictions not to exceed $4,500 per jurisdiction, provide a $4,500 sponsorship to Cool the Earth for National Drive Electric Week, and refer it to the full Board for approval, which was seconded by Commissioner Arnold. A roll call was conducted, and the motion passed unanimously.

7. Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action)

Senior Transportation Planner Scott McDonald provided an overview of the Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) funding programs; project applications; funding eligibility; and staff funding recommendations.

Chair Lucan opened the item to public comment.

Warren Wells, MCBC, thanked TAM staff and expressed support for the projects selected for funding.

Commissioner Rice made a motion to support the staff recommendation and refer it to the full Board for approval which was seconded by Commissioner Kuhl. A roll call vote was conducted, and the motion was approved unanimously.

8. One Bay Area Grant Program (OBAG) Cycle 3 (Discussion)

Director of Programming and Legislation David Chan presented an overview of the One Bay Area Grant Program (OBAG) Cycle 3, including program background; fund distribution; local policy conditioning; historical OBAG 1 and OBAG 2 funding; and informed the Committee that staff is seeking feedback from the Commissioners on policy approaches, overall programs, and any other additions.

Mr. Chan also provided information on the OBAG Cycle 3 schedule; key considerations; and funding programs under consideration, including planning and programming implementation; growth framework; climate initiatives; community-based transportation programs; healthy, safe and sustainable streets programs; conservation, open space and resilience programs; regional transit initiatives; system operations and performance; and other general considerations.

Commissioner Rice expressed support of TAM's effort to provide context for the OBAG program and collaborate with other County Transportation Agencies (CTA) to provide an understanding of the various funding streams. Commissioner Rice also commented that although Marin County has limitations on its transportation infrastructure due to its topography, an opportunity to reduce vehicle miles travelled (VMT) may be achieved by maximizing alternative modes of travel.

DRAFT

Commissioner Cleveland-Knowles commented that due to the breadth of the programming list, it may be advantageous for TAM staff to narrow the field of projects in order to focus the funding and increase achievement goals.

Mr. Chan noted that there is an increased number of programs included in the OBAG Cycle 3 and that TAM staff will recommend funding for programs strategically.

Chair Lucan commented that the OBAG program is federally funded and that in the past, small local jurisdictions faced challenges in identifying projects that were eligible for OBAG funding. Chair Lucan asked if similar conditions are anticipated with OBAG 3.

Mr. Chan explained that in some past cases, federal funding was provided to larger agencies that then in exchange provide non-federal funds to smaller jurisdictions, however, that was not the case with OBAG 2.

Chair Lucan opened the item to public comment.

Warren Wells, MCBC, asked for an example of allowing flexibility to shift funds between Local Streets and Roads (LSR) and bike/pedestrian categories to address county needs. Mr. Warren expressed concern that this consideration could lead to a loss of funds for bicycle and pedestrian projects, which are already limited and very competitive.

Mr. Chan explained that each county has specific needs, and that TAM staff will advocate flexibility with MTC in order to efficiently direct funds.

Chair Lucan asked if this item was scheduled to be brought to the full TAM Board of Commissioners.

ED Richman explained that this item will be brought to the Board after TAM staff receives more detailed information from MTC.

Chair Lucan asked if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

The meeting was adjourned at 3:35 p.m.

DRAFT

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DATE: October 11, 2021

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning
Scott McDonald, Senior Transportation Planner

SUBJECT: 2021 Congestion Management Program Report & 2020 Transportation System Monitoring Report (Action), Agenda Item No. 7

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews and recommends that the TAM Board accept the 2021 Congestion Management Program (CMP) and 2020 Transportation System Monitoring Report for Marin County.

The 2021 CMP concludes that no follow-up actions are required on any of the evaluated roadway segments.

BACKGROUND

As the Congestion Management Agency (CMA) for Marin, TAM must update the CMP every two years as required by state law to monitor Marin County's transportation network. The next CMP update is due to the Metropolitan Transportation Commission (MTC) by December 2021.

California Government Code Section 65089 requires that every county that includes an urbanized area adopts a CMP. The CMP shall include every city/town and the county. California Government Code Section 65088.1 defines urbanized areas as being over 50,000 in population. Marin County meets this definition. The requirements for the CMP were enacted with the passage of Assembly Bill 471 (1989) and became effective upon voter approval of the Prop 111 Blueprint Legislation passed in June 1990. The CMP sets the stage for local land use changes to not adversely impact current transportation service without committed transportation mitigation measures. The goal of the original legislation was to tie together land-use decisions with transportation investments. Proposition 111 provided for a nine-cent increase in the state gas tax. Note that since 1990 there has also been additional legislation linking transportation and land use, specifically AB 32 and SB 375.

TAM has engaged TJKM Associates to help prepare the 2021 CMP Report along with the associated 2020 Transportation System Monitoring Report. As with previous CMP updates, TAM has collected transportation data to measure system performance in even-numbered years, in this case, through the 2020 Transportation System Monitoring Report. The data is then utilized for the CMP, prepared this cycle in 2021.

The CMP measures automobile travel times to determine the level of congestion on all highways and principal arterial segments in Marin County. These segments were adopted by the Marin County CMA (TAM's predecessor agency) in the first CMP in 1994. The CMP evaluates the measured conditions against pre-established performance standards using a Level of Service (LOS) standard. The CMP then identifies segments of roadways with deficiencies requiring remedial action. The CMP uses Transportation Demand Management (TDM) and traffic relief strategies and compiles a Capital Improvement Program (CIP) to improve multi-modal system performance. Transportation system monitoring data collection is necessary to develop the CMP.

The CMP legislation makes the following requirements of a conformance determination for local jurisdictions:

- Maintain highway Level of Service (LOS) standards outlined in the CMP (LOS E for highways and LOS D for local arterials), with the exclusion of grandfathered segments;
- Participate in a program to analyze the impact of land-use decisions;
- Participate in the adoption and implementation of a deficiency plan when LOS standards are not maintained, with the exclusion of grandfathered segments.

Cities and counties have a vested interest in complying with the CMP requirements because their receipt of Proposition 111 gas tax subventions, along with other state and federal transportation funds, is conditioned on the development of and compliance with a CMP.

MTC published updates to its CMP Guidance on June 14, 2019. The CMP must be consistent with the latest adopted Regional Transportation Plan (RTP) and with the current MTC travel model. Changes to MTC's CMP Guidance include references to regional goals and policies established in Plan Bay Area.

TAM is required to conduct either a CMP or a countywide transportation plan (CTP) in order to maintain eligibility for MTC planning funds. MTC is encouraging counties to consider opting out of conducting CMPs, in alignment with state legislative trends and planning best practices to address VMT and greenhouse gas reductions. TAM staff will be assessing this request in the coming months.

DISCUSSION/ANALYSIS

Marin's CMP network of monitored roadways was adopted in 1994 by the CMA in response to state statutory requirements associated with the CMP legislation of 1990. The locations of the CMP roadways are identified in the table below:

Marin County CMP Network

Street	From	To	Roadway Type
SR 1	US 101	Tennessee Valley Rd	Arterial
SR 1	Northern Ave	Almonte Blvd	Arterial
SR 1	Sir Francis Drake Blvd	Pt. Reyes Station	Arterial
SR 37	US 101	Atherton Ave	Freeway
US 101	Golden Gate Bridge	Spencer Ave	Freeway
US 101 (SOV and HOV)	SR 131 (Tiburon Blvd)	Tamalpais Dr	Freeway
US 101 (SOV and HOV)	Sir Francis Drake Blvd	I-580	Freeway
US 101 (SOV and HOV)	I-580	Mission Ave	Freeway
US 101 (SOV and HOV)	Mission Ave	N. San Pedro Rd	Freeway

Street	From	To	Roadway Type
US 101 (SOV and HOV)	Freitas Pkwy	Lucas Valley Rd	Freeway
US 101	North of Atherton	Sonoma Co. Line	Freeway
SR 131 (Tiburon Blvd)	Redwood Hwy Front. Rd	E. Strawberry Dr	Arterial
I-580	Sir Francis Drake Blvd	Marin Co. Line	Freeway
I-580	Bellam Blvd	Sir Francis Drake Blvd	Freeway
Novato Blvd	San Marin Dr	Eucalyptus Ave	Arterial
Novato Blvd	Wilson Ave	Diablo Ave	Arterial
S. Novato Blvd	Sunset Pkwy	US 101	Arterial
Bel Marin Keys	US 101	Commercial Blvd	Arterial
Sir Francis Drake Blvd	Butterfield Rd	Willow Rd	Arterial
Sir Francis Drake Blvd	San Anselmo Ave	Red Hill Ave	Arterial
Sir Francis Drake Blvd	College Ave	Toussin Ave	Arterial
Sir Francis Drake Blvd	College Ave	Wolfe Grade	Arterial
Sir Francis Drake Blvd	US 101	Larkspur Landing Circle	Arterial
Red Hill Ave	Sir Francis Drake Blvd	Second St	Arterial
Second St	US 101	Marquard St	Arterial
Third St	US 101	Marquard St	Arterial
Bridgeway	Gate 5 Rd	Gate 6 Rd	Arterial

As its base, the CMP measures PM peak hour travel times along arterial and highway segments to determine system performance. Over time, the data collection process for travel times has changed from floating car surveys to big data sources including Inrix and PeMs.

With the development of the non-motorized transportation pilot program and increased focus on transit services in the county, TAM has modified the approach to system monitoring over the years to reflect additional transit and bike and pedestrian reporting. A major expansion of this effort started in 2016, in response to needs for better data on growing traffic congestion on our highways and local roads. The TAM Board authorized an expanded set of data collection effort to include:

- Expanding the bike and pedestrian count locations over a 14-hour period on weekdays
- Expanding the 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, which included the following locations this cycle (found on page 72 of the system monitoring report):

Additional Non-CMP Arterials in 2020

1	Bridgeway	Olive St to Spring St (Sausalito)
2	Paradise Dr	Paradise Cove Rd to Seafirth Ln (Tiburon)
3	Paradise Dr	Ranch Rd to Robin Dr (Tiburon)
4	Miller Ave	South of Sunnyside Ave (Mill Valley)
5	Corte Madera Ave	Redwood Ave to Bahr Ln (Corte Madera)
6	Magnolia Ave	Creekside Dr to Doherty Dr (Larkspur)
7	2nd St	Shaver St to E St (San Rafael)
8	Fifth Ave	G St to H St (San Rafael)

9	Sir Francis Drake Blvd	El Camino Bueno to Winship Ave (Ross)
10	Lucas Valley Rd	San Anselmo Blvd to Red Hill Ave (County of Marin)
11	San Marin Dr	Somerset Dr to W. Campus Dr (Novato)
12	Atherton Ave	Bugeia Ln to Archibald Ln (Novato)
13	Tennessee Valley Rd	Marin Ave to Villa Garden Dr (County of Marin)
14	Trestle Glen Blvd	Hacienda Dr to Turtle Rock Ct (Tiburon)
15	Panoramic Hwy	Kent Wy to Bayview Dr (County of Marin)
16	Edgewood Ave	Daffodil Ln to Sunset Ln (Mill Valley)

This data collection effort has been shaped by our member agencies, specifically with input from public works staff.

The resultant 2020 System Monitoring Report provides system performance information on a wide range of quantitative travel information from roadway speeds and volumes, transit performance, and bike and pedestrian volumes. Tube counts were conducted at roadway locations and video technology was used at the identified bike and pedestrian count locations. Vehicle data was collected on Tuesdays, Wednesdays, and Thursdays and bike and pedestrian data was collected on a Thursday and Saturday. Holidays and days with special events or extreme weather conditions were avoided.

Local Roadway Volumes

Roadway volumes collected during this process showcases a 3-day (Tuesday-Thursday) average, with approximated peak period of 6-10 AM and 3-7 PM. These volumes have been shared with local jurisdictions' public works and planning staff.

Local Roadway Service Levels

In the 2020 Monitoring Cycle, none of the arterial roadway segments fell below the LOS goal "D" for the PM peak of the 17 arterial roadways monitored. Therefore, no follow-up actions are required on any of these segments.

Although AM period is not included as a performance standard for the CMP, TAM also measures AM peak periods as part of the system monitoring report, and no arterial segments fell below the LOS goal "D."

Highway Service Levels (Mixed Flow Lanes)

In the 2020 monitoring cycle, no mixed flow highway segment fell below the minimal established LOS goal of "E" in the PM period. TAM also measures AM peak periods, and no highway segment fell below the LOS goal of E. With traffic of this cycle being highly influenced by pandemic conditions, the LOS levels improved greatly across all segments.

High Occupancy Vehicle (HOV) Lane Service Levels

In the 2020 monitoring cycle, all HOV lanes met the LOS goals for HOV lane performance in the PM period. In the AM period, which is not required to be monitored under the CMP, monitoring was conducted and no segments of US 101 HOV lanes fell below the established goal of LOS level "E."

Other System Performance Measures

Transit Services

The CMP measures total transit ridership across Marin Transit, Golden Gate Transit, and Sonoma Marin Area Rail Transit (SMART), and reports on data collected through 2020. Due to the COVID-19 pandemic, the traffic monitoring report notes drastically reduced service, and many routes were suspended. Across transit operator services in Marin, boardings reduced accordingly in the FY19/20 fiscal year.

Bike and Pedestrian Activity

Bicycle and pedestrian activity is monitored at various locations in Marin County as mentioned above. Bridgeway at Princess Street remains the highest level of activity among all the locations monitored.

Due to various methodologies used for bike and pedestrian counts, there is limited consistent historical data available for review. To account for this limited historical data set, the CMP compares peak hours of bike/ped activity at consistent locations across the CMPs. Based on this peak hour analysis, 2018 was a record high for bike/ped usage. From the significantly increased level in 2018, average bicycle volumes decreased by 7% in 2020 monitoring, while average pedestrian volumes fell by 41% between 2018 and 2020 based on a total of 28 bicycle/pedestrian locations this cycle. This decrease may have been highly impacted by the focused data collection process, overall commute trips and remote work impacts during the pandemic. It is worth noting that bike facility volumes in particular, more so than pedestrian volumes, showed large increases in some locations and large decreases in others.

Travel Demand Modeling and Land Use Analysis

The CMP is required to identify consistency with MTC's Regional Travel Demand Model Methodology and databases used in the Regional Travel Demand Model. MTC published updates to its CMP Guidance on June 4, 2019. As done in previous CMP cycles, the 2021 CMP Update must be consistent with the latest adopted RTP (Plan Bay Area 2040, adopted July 2017) and with the current MTC travel model. There have been no changes to the regional guidance since TAM's adoption of the 2019 CMP. MTC and CMA staff around the region are in discussions about future CMP guidance and modeling requirements.

The intent of the Land Use Analysis Program (LUAP) is to improve the linkage between local land-use decisions and regional transportation facility decisions; to better assess the impacts of development in one community on another; and to promote information sharing between local governments when the decisions made by one jurisdiction have an impact on another. TAM acts as a resource to local governments in performing transportation analyses of land-use changes on the CMP-designated transportation network.

CIP

The CIP portion of TAM's CMP is the basis for determining which projects are included in the State Transportation Improvement Program (STIP). The CIP must also show consistency with regional air quality attainment plans.

Both Marin's ½-Cent Transportation Sales Tax (Measure A/AA) and $10 Vehicle Registration Fee (Measure B) Expenditure Plans provide dedicated local funding to transportation projects and programs which are identified through the RTP and included in the CIP. Please note that as of now, Marin is not expecting any RTIP (Regional Transportation Improvement Program) funds out of the STIP for approximately 10 years due to advanced funding provided to the Highway 101 Gap Closure project.

Monitoring, Conformance and Deficiency Planning

Local jurisdictions must meet the CMP conformance requirements to receive Proposition 111 gas tax subvention funding. The process of conformity has not substantively changed in the 2021 CMP. LOS monitoring did not report any new deficiencies and local jurisdictions that conform to LUAP requirements are expected to remain in conformance.

Congestion Maps
New for this cycle, congestion maps were developed along with the CMP, based on commercially available INRIX speed data for all CMP network segments. These countywide speed maps allow comparison between 2019 (pre-pandemic) and 2020 conditions showing travel times in both the AM and PM peak hours. These maps, while not required by the CMP, can further illustrate the CMP LOS levels through a new section on TAM's website located at: https://www.tam.ca.gov/cmp/#interactivemap.

Pandemic Impacts
The COVID-19 pandemic in 2020-2021 caused drastic changes on traffic volumes and patterns in Marin County. For arterials, freeways, and many bike/pedestrian facilities, the COVID-19 pandemic drastically reduced traffic likely as a result of stay-at-home guidance, increased telecommuting, and virtual learning. Lighter than usual traffic conditions were observed in most locations.

FISCAL CONSIDERATION

The CMP was conducted within the contract budget and schedule and there are no fiscal considerations for this item.

NEXT STEPS

The final CMP is required to be submitted to MTC by December 2021. Once the TAM Board reviews and accepts the CMP, staff will submit it to MTC as required.

ATTACHMENTS

Attachment A – Draft 2021 CMP Report (https://bit.ly/TAM-CMP-2021)
Attachment B – Draft 2020 Transportation System Monitoring Report (https://bit.ly/TAM-TSM-2020)
Attachment C – Congestion Maps (https://www.tam.ca.gov/cmp/#interactivemap)
Attachment D – Presentation

Congestion Management Program & Transportation System Monitoring Report

Transportation Authority of Marin

Funding, Programs and Legislation Executive Committee

October 11, 2021

CMP Background & Overview

- CMP Legislation – 1990
- Assess local jurisdictions' impact on regional road network
- Biennial Update
- Transportation System Monitoring conducted every even year (2020)
- CMP report every odd year (2021)
- MTC Guidance from 2019, may be updated soon

Expanded Data Collection

- In 2015, TAM Board authorized expanded traffic monitoring

- Key Features this Cycle:
  - 33 arterial road locations (17 CMP locations, 16 additional locations)
  - 28 bike/ped locations
  - New Congestion Map for 2019 and for 2020 to display pre-pandemic and post-pandemic conditions
  - Use of INRIX Big Data for Congestion Map

Congestion Management Program

- TAM as CMA is required to perform CMP for Marin

ARTERIALS

Speed	Level of Service (LOS)
25 mph	A
20 mph	B
13 mph	C
10 mph	D
7 mph	E
< 7 mph	F

Source: Highway Capacity Manual

FREEWAYS

Speed	Level of Service (LOS)
60 mph	A
57 mph	B
54 mph	C
46 mph	D
30 mph	E
< 30 mph	F

Source: Highway Capacity Manual

- Freeways - LOS Standard 'E'
- Arterials – LOS Standard 'D'
- Grandfathered Segments are Exempt
- Corrective Measures Needed for Deficient Segments

Arterial Roads

- SR 1
- SR 131 (Tiburon Blvd)
- Novato Blvd
- Bel Marin Keys
- Sir Francis Drake Blvd
- Red Hill Ave, 2nd St, 3rd St
- Bridgeway

Arterial Roads – AM Conditions

- LOS Standard for Arterials – D
- 17/17 segments performed above LOS standard in 2020
- In 2018, 16/17 performed above LOS D
- Sir Francis Drake US 101 to Larkspur Landing Circle moved up from LOS D in 2018 to LOS A in 2020

Arterial Roads – PM Conditions

- LOS Standard for Arterials – D
- In 2020, 17/17 segments perform above LOS D
- In 2018, 12/17 performed above LOS D
- Sir Francis Drake US 101 to Larkspur Landing Circle at LOS F in 2018 and LOS B in 2020

Arterial Road – Historical Performance (PM)

Roadway	Segment	2006	2008	2010	2012	2014	2016	2018	2020
SR 1	US 101 to Tennessee Valley Rd	-	B	B	C	C	D	C	B
SR 1	Northern Ave to Almonte Blvd	B	A	A	B	A	B	B	C
SR 11	Sir Francis Drake Blvd to Pt. Reyes Station	A	A	A	A	A	A	A	A
SR 131 (Tiburon Blvd)	Redwood Hwy Frontage Rd to E. Strawberry Dr	A	A	B	A	A	B	B	A
Novato Blvd	San Marin Dr to Eucalyptus Ave	B	C	A	B	B	A	A	A
Novato Blvd	Wilson Ave to Diablo Ave	C	B	C	B	B	C	C	A
S. Novato Blvd	Sunset Pkwy to US 101	A	A	A	B	A	B	B	A
Bel Marin Keys	US 101 to Commercial Blvd	B	C	B	B	A	C	C	C
Sir Francis Drake Blvd	Butterfield Rd to Willow Rd	D	F	D	C	E	D	E	C
Sir Francis Drake Blvd	San Anselmo Ave to Red Hill Ave	C	C	C	B	C	C	D	B
Sir Francis Drake Blvd	College Ave to Toussin Ave	C	D	D	C	E	C	E	B
Sir Francis Drake Blvd	College Ave to Wolfe Grade	C	A	B	B	B	B	B	A
Sir Francis Drake Blvd	US 101 to Larkspur Landing Cir	F	E	C	D	F	F	F	B
Red Hill Ave	Sir Francis Drake Blvd to Second St	B	D	D	C	C	C	B	A
Second St	US 101 to Marquard St	-	-	C	C	B	D	D	B
Third St	US 101 to Marquard St	-	-	C	C	B	C	B	C
Bridgeway	Gate 5 Rd to Gate 6 Rd	B	C	D	C	B	B	C	B

Freeways

Freeways

- I-580 (2 Segments)
- US 101 (7 Segments)
- SR 37 (1 Segment)
- US 101 HOV (5 Segments)

Freeways – Mixed Flow AM Conditions

- LOS Standard for Highways – E
- 6/6 segments perform above LOS Standards
- Last Cycle 1 Segment fell below standard
- US 101 Freitas Parkway to Lucas Valley (SB)
- In 2020, Location moved from LOS F to A

Freeways – Mixed Flow PM Conditions

- LOS Standard for Highways – E
- All but one segment performed above LOS Standard
- US 101 from SR131 to Tamalpais (NB) moved from LOS F in 2018 to LOS E in 2020

Freeway – Historical Performance (PM)

Roadway	Segment	2006	2008	2010	2012	2014	2016	2018	2020
SR 37	US 101 to Atherton Ave	A	B	A	A	A	A	N/A	A
US 101	Golden Gate Bridge to Spencer Ave	A	A	D	E	D	E	E	C
US 101	SR 131 (Tiburon Blvd) to Tamalpais Dr	F	F	F	F	F	F	F	E
US 101	Sir Francis Drake Blvd to I-580	F	E	D	D	D	E	C	B
US 101	I-580 to Mission Ave	F	E	E	D	E	D	C	B
US 101	Mission Ave to N. San Pedro Rd	C	F	E	D	B	C	B	A
US 101	Freitas Pkwy to Lucas Valley Rd	A	A	D	B	E	B	A	A
US 101	North of Atherton Ave to Sonoma County Line	E	F	E	E	F	F	N/A	B
I-580	Sir Francis Drake Blvd to Marin County Line	F	E	A	E	E	F	N/A	A
I-580	Bellam Blvd to Sir Francis Drake Blvd	E	E	D	E	F	F	N/A	A

HOV Lane LOS Levels

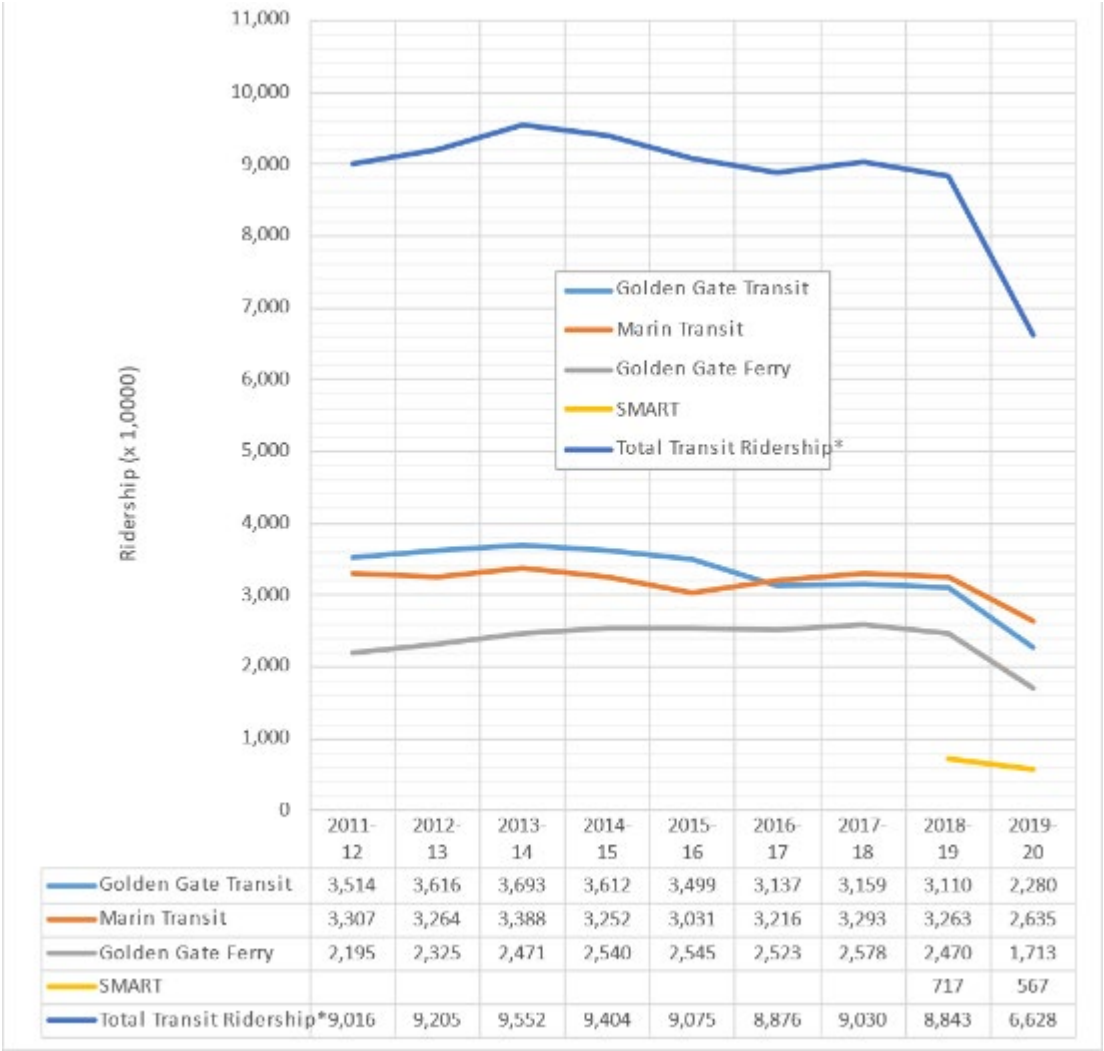
AM Peak (Southbound Direction)

Roadway	Segment	2014	2016	2018	2020
US 101	Golden Gate Bridge to Spencer Ave	-	D	C	A
US 101	SR 131 (Tiburon Blvd) to Tamalpais Dr	A	A	A	A
US 101	Sir Francis Drake Blvd to I-580	A	B	D	A
US 101	I-580 to Mission Ave	A	B	A	D
US 101	Mission Ave to N. San Pedro Rd	A	C	B	A
US 101	Freitas Pkwy to Lucas Valley Rd	D	E	A	A

PM Peak (Northbound Direction)

Roadway	Segment	2014	2016	2018	2020
US 101	Golden Gate Bridge to Spencer Ave	-	D	D	B
US 101	SR 131 (Tiburon Blvd) to Tamalpais Dr	F	F	F	E
US 101	Sir Francis Drake Blvd to I-580	B	D	F	A
US 101	I-580 to Mission Ave	A	C	E	E
US 101	Mission Ave to N. San Pedro Rd	A	B	A	B
US 101	Freitas Pkwy to Lucas Valley Rd	A	A	A	A

Transit Ridership Trends



	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Golden Gate Transit	3,514	3,616	3,693	3,612	3,499	3,137	3,159	3,110	2,280
Marin Transit	3,307	3,264	3,388	3,252	3,031	3,216	3,293	3,263	2,635
Golden Gate Ferry	2,195	2,325	2,471	2,540	2,545	2,523	2,578	2,470	1,713
SMART								717	567
Total Transit Ridership*	9,016	9,205	9,552	9,404	9,075	8,876	9,030	8,843	6,628

Bike and Pedestrian Counts

- Facilities with the Highest Weekday Daily Volumes:
  - Bridgeway – 3,830 weekday bike and peds
  - Downtown San Anselmo – 2,274 weekday bike and peds
  - Downtown Fairfax – 1,847 weekday bike and peds
- Average Peds down 41%, Bikes Down 7%; results for individual locations mixed

Weekday Bike Counts

COUNT LOCATION DESCRIPTION AND CITY	2020 Weekday 14-Hour Total (6 AM - 8 PM)	% Change (2018-2020)
Magnolia Avenue @ Ward Street, Larkspur	401	75%
Pacheco Hill Path @ Alameda del Prado, Novato	172	50%
Los Ranchitos Road @ Lincoln Hill Multi-Use Pathway, San Rafael	316	48%
San Anselmo Avenue @ Tunstead Avenue, San Anselmo	701	40%
Bellam Boulevard @ Andersen Drive, San Rafael	250	26%
Larkspur-Corte Madera Path @ Baltimore Avenue, Larkspur	614	24%
Camino Alto @ E. Blithedale Avenue, Mill Valley	455	20%
Broadway @ Bolinas Road, Fairfax	734	19%
Corte Madera Creek Path @ Bon Air Road, Greenbrae	426	15%
S. Novato Boulevard @ Rowland Way, Novato	137	10%
Enfrente Bike Path @ S. Novato Boulevard, Novato	116	6%
Doherty Drive @ Larkspur Plaza Drive/Rose Lane West, Larkspur	516	5%
Nicasio Valley Road @ Nicasio School, Nicasio	67	3%
Tiburon Boulevard @ Main Street, Tiburon	389	-10%
Mill Valley-Sausalito Path @ Tennessee Valley , Tam Junction	1,028	-17%
Andersen Drive @ Cal Park Tunnel Path, San Rafael	293	-23%
Tiburon Boulevard @ S. Knoll Road, Mill Valley	110	-26%
Mill Valley-Sausalito Path @ E. Blithedale Avenue, Mill Valley	517	-44%
Bridgeway @ Princess Street, Sausalito	848	-50%
Average	**426**	**-7%**
	8,090	

Weekday Pedestrian Counts

COUNT LOCATION DESCRIPTION AND CITY	2020 Weekday 14-Hour Total (6 AM - 8 PM)	% Change (2018-2020)
Enfrente Bike Path @ S. Novato Boulevard, Novato	76	65%
Pacheco Hill Path @ Alameda del Prado, Novato	36	44%
Los Ranchitos Road @ Lincoln Hill Multi-Use Pathway, San Rafael	83	34%
Andersen Drive @ Cal Park Tunnel Path, San Rafael	122	3%
Mill Valley-Sausalito Path @ Tennessee Valley, Tam Junction	814	2%
Larkspur-Corte Madera Path @ Baltimore Avenue, Larkspur	768	-6%
Corte Madera Creek Path @ Bon Air Road, Greenbrae	658	-10%
Bellam Boulevard @ Andersen Drive, San Rafael	201	-12%
Magnolia Avenue @ Ward Street, Larkspur	1,301	-32%
San Anselmo Avenue @ Tunstead Avenue, San Anselmo	1,573	-36%
Doherty Drive @ Larkspur Plaza Drive/Rose Lane West, Larkspur	521	-37%
Tiburon Boulevard @ Main Street, Tiburon	972	-38%
Camino Alto @ E. Blithedale Avenue, Mill Valley	134	-40%
Broadway @ Bolinas Road, Fairfax	1,113	-51%
S. Novato Boulevard @ Rowland Way, Novato	175	-53%
Bridgeway @ Princess Street, Sausalito	2,982	-55%
Mill Valley-Sausalito Path @ E. Blithedale Avenue, Mill Valley	219	-62%
Tiburon Boulevard @ S. Knoll Road, Mill Valley	44	-63%
Nicasio Valley Road @ Nicasio School, Nicasio	1	-67%
Average	**621**	**-41%**
	11,793	

Congestion Maps

- Displays LOS for most major roadways in Marin
- Based on average speeds from INRIX data in October 2019 and 2020
- View AM or PM peaks
- Zoom in on a particular road or view an entire area to see average congestion
- Each link shows average speed, direction, segment length, and LOS
- Opportunity to compare pre-pandemic and pandemic traffic conditions

2019 Congestion Map

The map shows Level of Service (LOS) on arterials and freeways in Marin County, averaged for typical weekdays (Tue-Wed-Thu) between October 1 and October 31, 2019.

AM Peak Period - 7 a.m. to 9 a.m.
PM Peak Period - 4 p.m. to 6 p.m.

INSTRUCTIONS

STEP 1: Click on the icons below to toggle between AM and PM Peak Period maps.

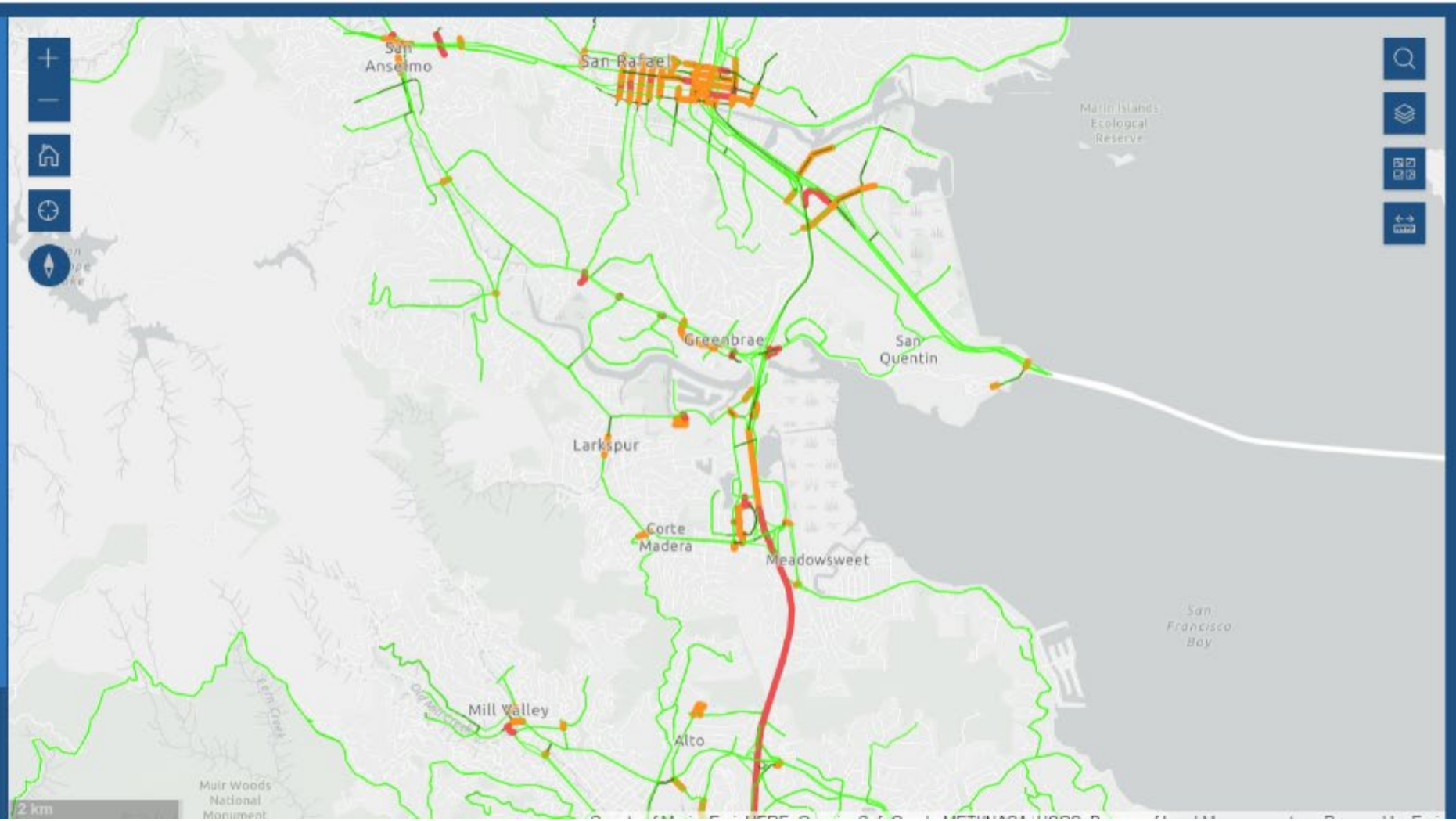
- Level of Service (AM Peak Period)
- Level of Service (PM Peak Period)

STEP 2: Click on any segment on the map to view their details (segment length, direction, average travel time, average speed, and level of service).

STEP 3: Zoom in and out of the map to view your desired location.

LEGEND

- LOS C or Better
- LOS D
- LOS E
- LOS F



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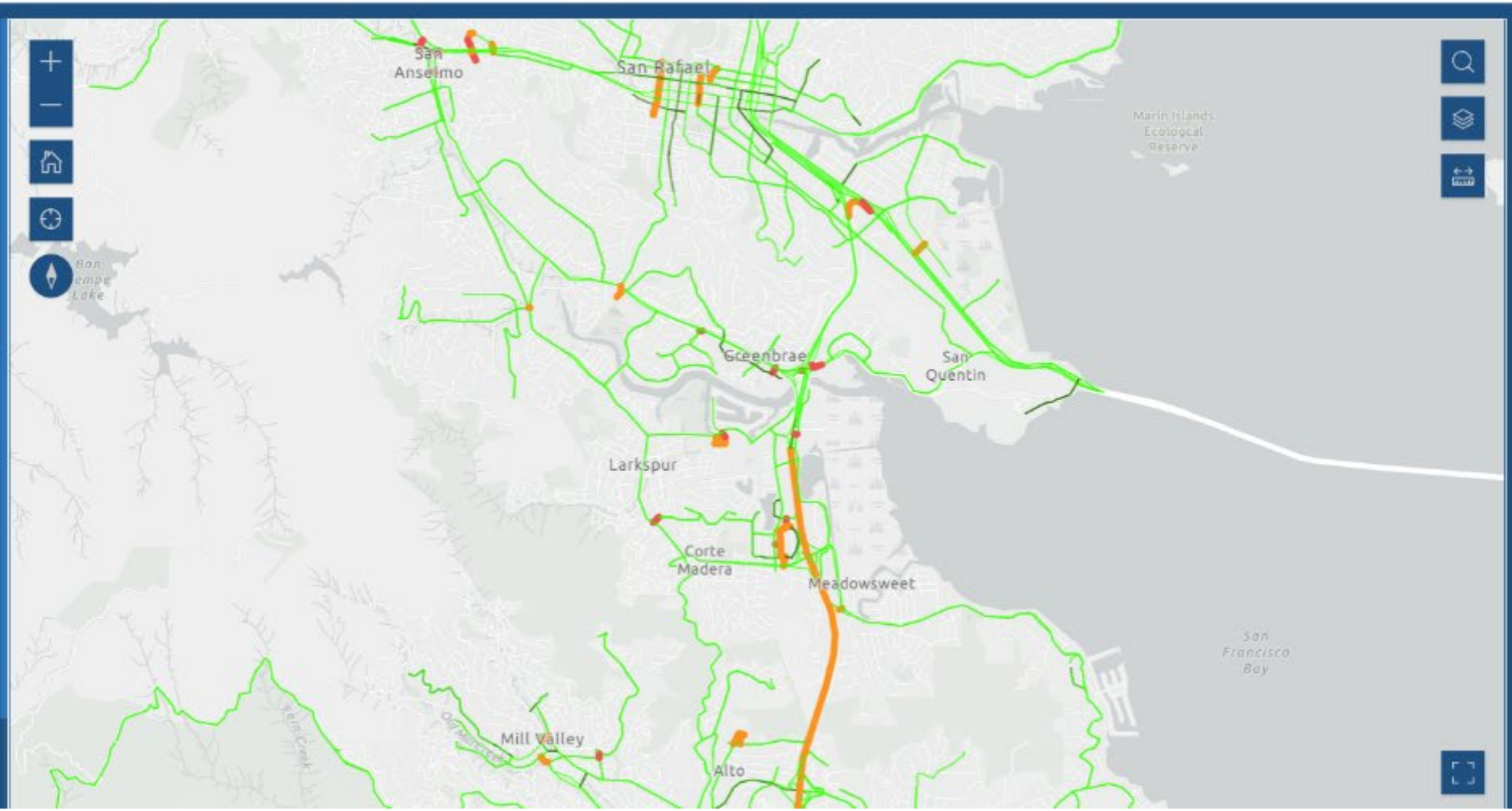

View Attributes

The map shows Level of Service (LOS) on arterials and freeways in Marin County, averaged for typical weekdays (Tue-Wed-Thu) between October 1 and October 31, 2019.

AM Peak Period - 7 a.m. to 9 a.m.
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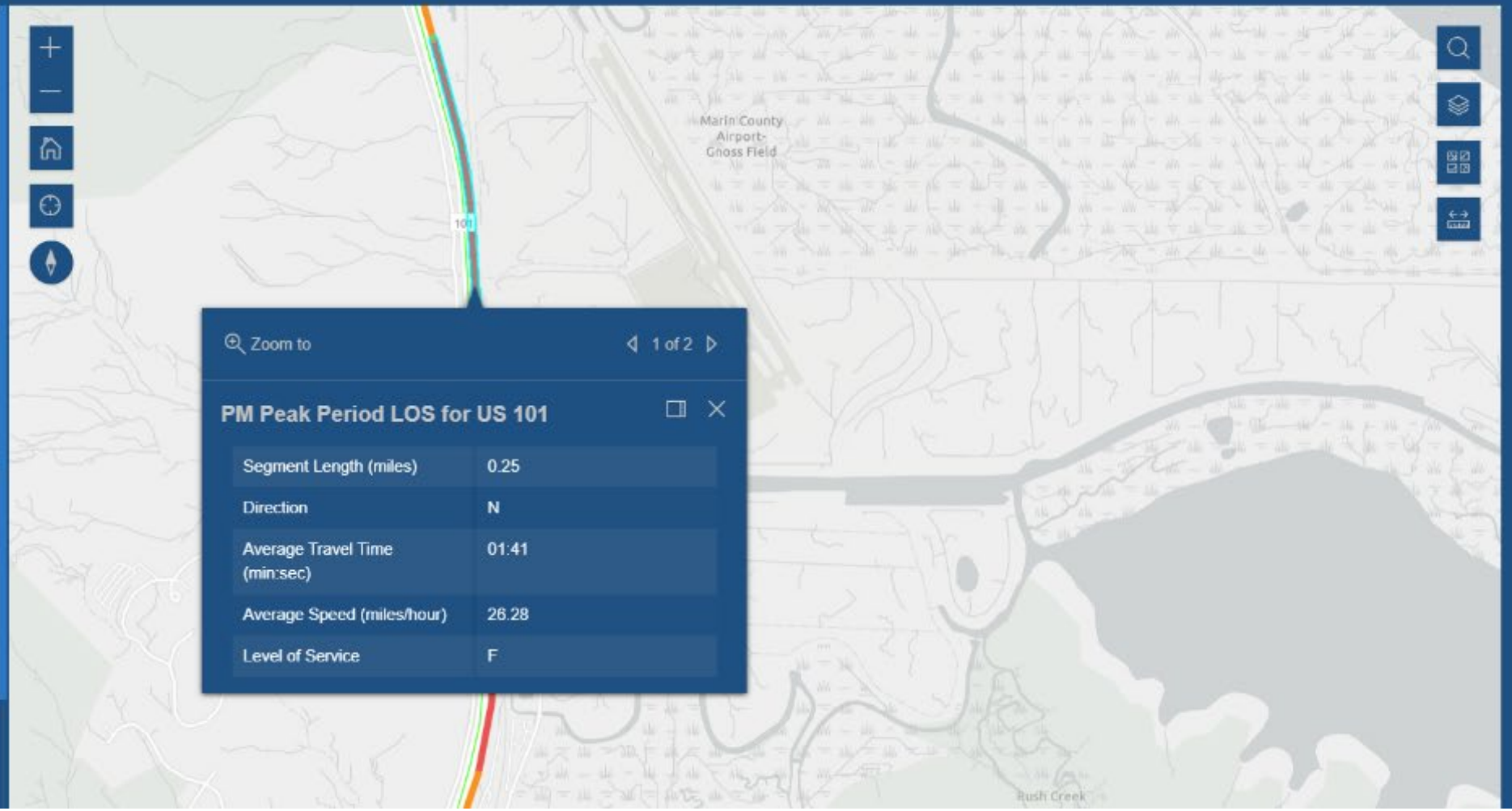
LEGEND

- LOS C or Better
- LOS D
- LOS E



View Areas

The map shows Level of Service (LOS) on arterials and freeways in Marin County, averaged for typical weekdays (Tue-Wed-Thu) between October 1 and October 31, 2019.

AM Peak Period - 7 a.m. to 9 a.m.
PM Peak Period - 4 p.m. to 6 p.m.

INSTRUCTIONS

STEP 1: Click on the icons below to toggle between AM and PM Peak Period maps.

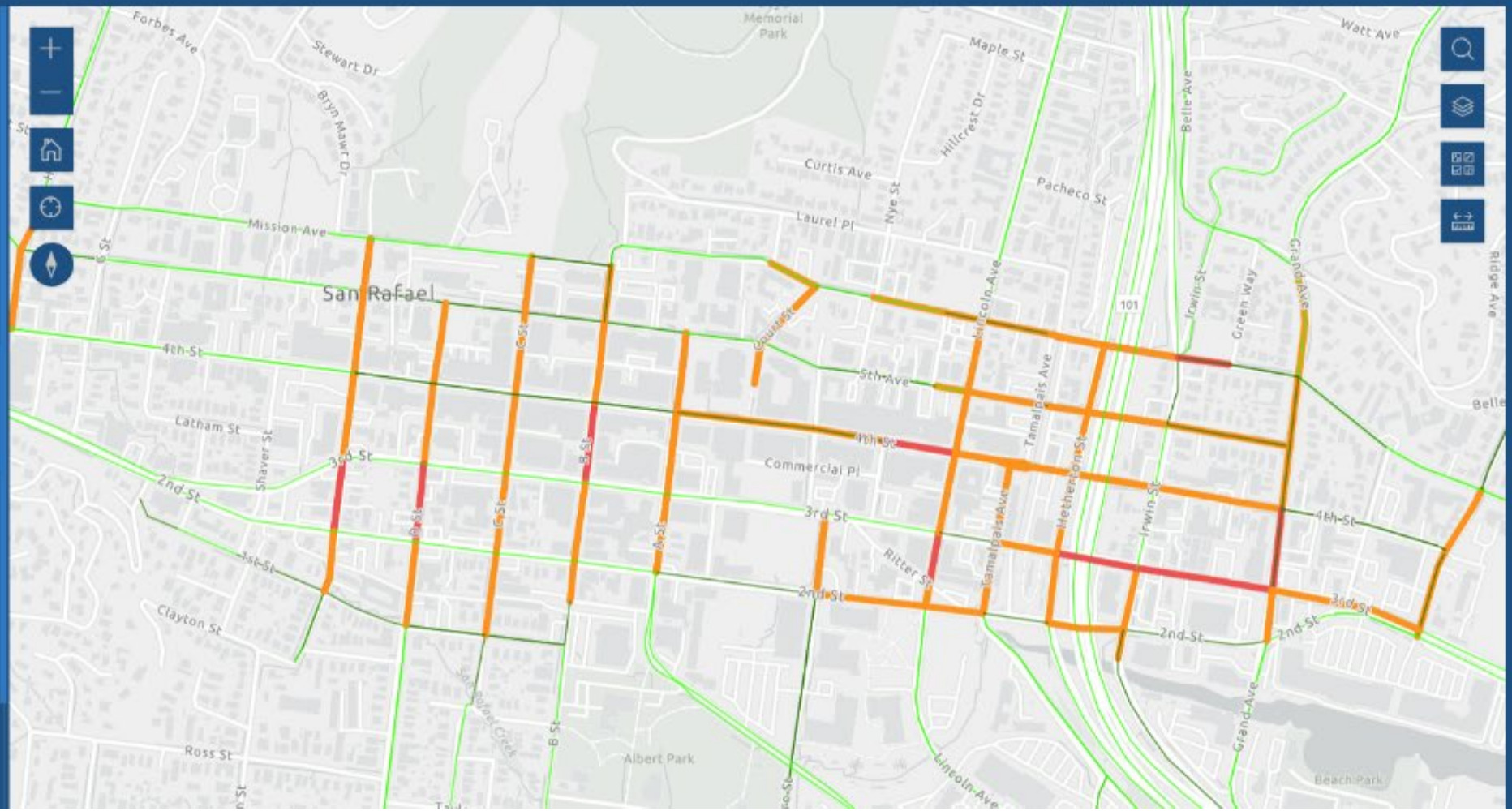
- Level of Service (AM Peak Period)
- Level of Service (PM Peak Period)

STEP 2: Click on any segment on the map to view their details (segment length, direction, average travel time, average speed, and level of service).

STEP 3: Zoom in and out of the map to view your desired location.

LEGEND

- LOS C or Better
- LOS D
- LOS E



CMP Summary

- COVID had major impact on trips – both congestion and volumes
  - Arterial Roads - No segments failed/major traffic reduction
  - Freeways - No Mixed Flow Lanes Failed, Freeway segments improved
  - Pandemic impact most influential on AM traffic, PM fewer changes.
  - No action is required by the CMP
- Bike/Ped monitoring shows decline in average activity since 2018 counts but mixed depending on location. Commute trips and tourism impacted greatly by COVID.
- Transit ridership decline is evident in reported data
- This cycle overall traffic reduced significantly from changes associated with the pandemic

Questions?

Thank you!

Scott McDonald

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