



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

MONDAY, APRIL 11, 2022

2:00 PM

Zoom link:

<https://us02web.zoom.us/j/85390710355?pwd=cZlnSzVINXE2cnhXUVZoU3kwelA0QT09>

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Password: 571956

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815

Fax: 415/226-0816

www.tam.ca.gov

Belvedere

James Campbell

Corte Madera

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Katie Rice
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As allowed by Assembly Bill (AB) 361, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

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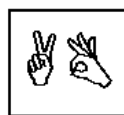
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How to provide comment on agenda items:

- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, April 10, 2022 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.

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. 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.)
5. Approval of Meeting Minutes from March 14, 2022 (Action) – **Attachment**
6. Adopt Positions on 2022 State Legislative Bills (Action) – **Attachment**
7. Proposed Changes to Crossing Guard Location Scoring Factors (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
March 14, 2022
2:00 p.m.

Virtual Meeting

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council, Committee Chair
Judy Arnold, County of Marin Board of Supervisors
Katie Rice, 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
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Administration Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Colbert called the meeting to order at 2:02 p.m.

Chair Colbert 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 Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

None.

2. Commissioner Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on Women's History Month; electrical vehicle (EV) awareness and events; the East Blithedale Project; additional transit funding from the American Rescue Plan; and the restoration of California's authority to set emission standards.

ED Richman also reported that on Wednesday, March 9, TAM announced an opportunity for public agencies in Marin County to identify project concepts for EV charging and fleet investments to transition the next wave of Zero Emission Vehicles in the county.

A press release was distributed to local media outlets and an email announcement was distributed to approximately 550 contacts, including staff at school districts, water districts, municipalities, emergency services, and other public entities. Selected projects will become part of a comprehensive effort by TAM to match them with local, regional, state, and federal funding sources aimed at supporting the transition to Zero (and near Zero) Emission Vehicles.

4. Open Time for Public Expression

Chair Colbert asked if any members 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 February 14, 2022 (Action)

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Commissioner Cleveland-Knowles moved to approve the Minutes of the February 14, 2022 meeting, which was seconded by Commissioner Arnold. A roll call vote was conducted, and the motion passed unanimously.

Item 7 was taken out of order.

7. Measure B Expenditure Plan Review (Discussion)

ED Richman introduced Senior Transportation Planner Scott McDonald to present this item for discussion.

Mr. McDonald provided an overview of the Measure B Expenditure Plan review requirement, including background, process, schedule, public outreach, nexus and Regional Transportation Plan (RTP) consistency requirements, and recommended timeline and next steps.

Commissioner Cleveland-Knowles expressed her support of the timely update and proposed schedule.

Commissioner Rice expressed her support of Commissioner Cleveland-Knowles' comments and also expressed her support of utilizing the Citizens' Oversight Committee (COC) and existing ad-hoc committees as venues for public input.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he moved to the next item.

Item 6 was taken out of order.

6. Adopt Positions on 2022 State Legislative Bills (Action)

Director of Programming and Legislation David Chan introduced Gus Khouri Director of Khouri Consulting to present this item, which recommends the Funding, Programs & Legislation (FP&L) Executive Committee review positions on 23 State Legislative bills and refer them to the TAM Board for adoption.

Of the 23 bills, staff recommends a Watch position on 16 bills, and a Support, Oppose, or Oppose Unless Amended position on 7 bills, as follows – Support: AB 1944, AB 2622, SB 922, SB 942, SB 1049; Oppose: AB 1638; and Oppose Unless Amended: AB 1778.

In response to Commissioners Arnold and Cleveland-Knowles, Mr. Khouri explained that AB 1638 would suspend the collection of state gas tax for 6 months. Mr. Khouri further explained that Governor Newsom's proposal leaves the gas tax intact but does not incorporate inflationary adjustments.

In response to Commissioner Rice, Mr. Khouri explained that the existing funds are constitutionally protected; and that the Vehicle Registration Fee is a progressive mechanism for collecting revenue.

In response to Chair Colbert and Commissioner Cleveland-Knowles, ED Richman explained that some jurisdictions have taken advantage of California Environmental Quality Act (CEQA) exemptions, but that usage is not widespread so far.

In response to Commissioner Rice, Mr. Khouri confirmed that SB 1049 establishes a federally-funded program for projects that address sea level rise risk and other climate change natural hazards.

Commissioner Cleveland-Knowles expressed concern about opposing a bill that prohibits freeway widening as it relates to reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

Commissioner Rice expressed her support for amending AB 1778 to address air quality issues in Assembly Member Garcia's district without putting an undue burden on projects in other areas of the State.

Commissioner Arnold expressed concern that AB 1778 would adversely affect future projects along State Route (SR) 37 and the 101/580 Direct Connector Project.

In response to Chair Colbert, Mr. Khouri explained that Assembly Member Garcia's district includes the Interstate 710 corridor, which connects directly to ports located in Southern California.

ED Richman further explained that AB 1778, as introduced, does not allow for exceptions such as for safety projects, high-occupancy vehicle (HOV) and transit lanes, and/or operational improvements.

In response to the Commissioners' discussion, Mr. Khouri recommended changing the position on AB 1778 from "Oppose Unless Amended" to "Watch".

In response to Commissioner Arnold, ED Richman explained that SB 1050 does not currently include any provisions for revenues to be used for an interim project on Segment A of SR 37.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed his support of AB 1944, AB 2622, SB 922, SB 942, and SB 1049. Mr. Wells also indicated that MCBC was tracking AB 1713, AB 1909, SB 392, AB 2047, AB 2336, and AB 2097. Mr. Wells further expressed his support of the FP&L Executive Committee changing its position on AB 1778 from "Oppose Unless Amended" to "Watch".

WTB-TAM representative Matthew Hartzell expressed his support of AB 1944, AB 2622, SB 922, SB 942, and SB 1049; and indicated that WTB-TAM is also tracking AB 1713, AB 1909, SB 392, AB 2047, AB 2336, and AB 2097. Mr. Hartzell further expressed his support of the FP&L Executive Committee changing its position on AB 1778 from "Oppose Unless Amended" to "Watch" and encouraged the Commissioners to consider the nexus between the intent of the bill as it relates to GHG emissions and air quality in the surrounding communities.

Commissioner Cleveland-Knowles moved to Support AB 1944, AB 2622, SB 922, SB 942, SB 1049; Oppose AB 1638; and Watch AB 1713, AB 1909, AB 1919, AB 1946, AB 2120, AB 2237, AB 2438, AB 2449, AB 2647, AB 2807, SB 873, SB 917, SB 1078, SB 1217, SB 1230, SB 1050 and AB 1778, and refer the bill positions to the TAM Board for adoption, which was seconded by Commissioner Kuhl. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 3:12 p.m.

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DATE: April 11, 2022

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

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

SUBJECT: Adopt Positions on 2022 State Legislative Bills (Action), Agenda Item No. 6

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the recommended new positions on Assembly Bill (AB) 2237 and AB 2438 of the 2022 State Legislative bills, shown in Attachment A, and refers it to the TAM Board for adoption.

BACKGROUND

The State Legislature convened on January 3, 2022 to start the 2022 Legislative Session, which is in the second year of a two-year session. All bills that do not progress through the legislative process in the second year of a two-year session are considered dead and must be re-introduced in a future legislative session. The milestones for the 2022 State Legislation Session include the following:

- February 18, 2022 - Deadline to introduce legislative bills
- August 31, 2022 - Last day for the Legislature to pass bills
- September 20, 2022 - Last day for the Governor to sign or veto bills
- January 1, 2023 - Bills passed in 2022 take effect unless they are considered urgency bills, which take effect immediately after they are enacted into law

DISCUSSION

Attachment A contains the initial set of 23 state bills that have been monitored by staff and Mr. Khouri. On March 24, 2022, the TAM Board adopted the positions shown in the below table:

Adopted Position	# of Bills	Bills
Support	5	AB 1944, AB 2622, SB 922, SB 942, SB 1049
Watch	17	AB 1713, AB 1778, AB 1909, AB 1919, AB 1946, AB 2120, AB 2237, AB 2438 , AB 2449, AB 2647, AB 2807, SB 873, SB 917, SB 1078, SB 1217, SB 1230, SB 1050
Oppose	1	AB 1638
	23	Total

Since the March 24th TAM Board meeting, new positions on two bills (bolded in above table) are being recommended by staff and Mr. Khouri. The two bills are discussed below.

- **AB 2237 (Friedman)** Transportation Planning – AB 2237 was significantly amended on March 22. The updated bill would require projects and programs included in each Regional Transportation Improvement Program (RTIP) be consistent with applicable Sustainable Communities Strategy (SCS) and the state’s climate goals. The bill would require the California Air Resources Board (CARB) in consultation with the Governor’s Office of Planning and Research (OPR), to determine whether projects and programs are consistent with SCS and the state’s climate goals and reallocate moneys from inconsistent projects or programs and also prohibit a regional transportation planning agency or county transportation commission from funding inconsistent projects or programs.

Staff recommends changing the adopted position from **Watch to Oppose** after AB 2237 was amended on March 22, 2022. AB 2237 has the ability to affect locally approved tax measures if projects involve state funding, such as RTIP funds. RTIP funds are state funds programmed at the discretion of local agencies. Local and county agencies have legal obligations to deliver projects and programs in expenditure plans of transportation tax measures as approved by voters. Often these projects have been planned for many years to leverage local funds with RTIP funds to complete funding plans. AB 2237 allows California State Transportation Agency (CalSTA), OPR, and CARB to determine the validity of locally approved projects and reallocate funds without local approval if projects and programs are considered inconsistent with applicable SCS and state’s climate goals. Furthermore, while all projects must already be consistent with the SCS for their region, the bill appears to grant those state agencies a new ability to re-review projects that have already been included in SCS’s and subsequently to deny them funding if found to be inconsistent with state goals.

- **AB 2438 (Friedman)** Transportation Planning – AB 2438 would require agencies that administer SB 1 programs, including the State Highway Operations and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP), to revise the guidelines or plans to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure (CAPTI), and specified greenhouse gas emissions (GHG) reduction standards. The bill would require CalSTA, Caltrans, and CTC, in consultation with CARB and the Strategic Growth Council, to jointly prepare and submit a report to the Legislature that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. This bill would require funds apportioned to cities or counties under the Local Streets and Roads Program to be expended consistent with CAPTI, and specified GHG reduction standards.

Staff recommends changing the adopted position from **Watch to Oppose Unless Amended** after AB 2438 was amended on March 21, 2022. Staff recognizes importance of climate goals but is concerned that AB 2438 impacts programs that address safety and maintenance programs, such as the SHOPP and Local Streets and Roads funding, as well as congestion management and mobility programs, such as the STIP and the SB1 Local Partnership Program. For the maintenance programs in particular, since those are based on asset management practices and are generally focused on state of good repair, it is not clear what it would mean to attach emission reduction goals to those programs. AB 2438 should be amended to not apply to the safety and maintenance programs or should significantly clarify how those programs relate to the CAPTI framework.

Letters of support or opposition may be developed at the appropriate time for each of the bills. TAM’s Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM’s positions on specific legislation.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM by taking the new positions on these bills.

NEXT STEPS

Continue to review proposed bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENT

Attachment A – TAM Bill Matrix – April 2022

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Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 1638 Kiley (R) Motor Vehicle Fuel Tax Law: suspension of tax	3/28/2022 Assembly Transportation Failed Passage	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	Oppose MTC: None CSAC: None League: Watch SHCC: Oppose
AB 1713 Boerner Horvath (D) Vehicles: required stops: bicycles	3/29/2022 Assembly Appropriations	This bill would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.	Watch MTC: None CSAC: Watch League: Watch
AB 1778 Garcia (D) State transportation funding: freeway widening	3/28/2022 Assembly Transportation	This bill would <u>require Caltrans to consult the California Healthy Places Index (CHPI), as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The CHPI is defined as an online resource developed by the Public Health Alliance of Southern California to describe local factors that predict life expectancy and compare community conditions across the state. The bill would require Caltrans to analyze housing and environmental variables through the index, as provided, and would</u> prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas <u>that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.</u> with high rates of pollution and poverty. In its current form, this bill may establish a precedent and impact funding, permitting, design, and other state activities related to highway projects in Marin County (and across the state). <u>Amended on 3/24</u>	Watch MTC: None CSAC: Watch League: Watch SHCC: Oppose

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 1909 Friedman (D) Vehicles: bicycle omnibus	3/29/2022 Assembly Appropriations	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) <u>on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail. The bill also authorizes a local authority to prohibit the operation of any class of electric bicycle on an equestrian trail, or hiking or recreational trail, a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor work only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour.</u> It also extends the authorization for an electric bike to cross an intersection when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill additionally would prohibit a jurisdiction from requiring any bicycle operating within its jurisdiction to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle. <u>Amended on 3/21</u></p>	Watch MTC: None CSAC: Watch League: Watch
AB 1919 Holden (D) Transportation: free transit passes	3/8/2022 Assembly Transportation Set for 4/4	<p>This bill is currently a spot bill stating the intent of the Legislature to enact future legislation to ensure all public school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free and unlimited access to student transit passes. <u>Amended on 3/7</u></p>	Watch MTC: None CSAC: Watch League: Watch
AB 1944 Lee (D) Local government: open and public meetings	2/18/2022 Assembly Local Government	<p>This bill would remove from the Brown Act the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. This is a majority vote bill that would take effect on January 1, 2023.</p>	Support MTC: Support CSAC: Support League: Watch

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 1946 Boerner Horvath (D) Electric bicycles: safety and training program	2/10/2022 Introduced	This bill would require Caltrans <u>the California Highway Patrol</u> , in coordination with the Office of Traffic Safety , to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles. <u>Amended on 3/11</u>	Watch MTC: None CSAC: Watch League: Watch
AB 2120 Ward (D) Transportation finance: federal funding: bridges.	3/29/2022 Assembly Appropriations	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission (CTC). <u>The bill would require the commission to annually allocate, at minimum, certain amounts of federal National Highway Performance Program funds and federal Surface Transportation Block Grant Program funds to the department for local bridge repair and replacement projects, as specified. The bill would delete the requirement that federal design standards be followed, and would instead authorize federal Highway Infrastructure Program funds, federal National Highway Performance Program funds, and federal Surface Transportation Block Grant Program funds allocated pursuant to the act to be used for local bridge project costs only if the local bridge project is consistent with the most recent edition of specified design standards.</u>	Watch MTC: None CSAC: Sponsor League: Support

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 2237 Friedman (D) Regional Transportation Plan: Active Transportation Program	3/29/2022 Natural Resources	<p>This bill would require the Strategic Growth Council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on the California Transportation Plan, sustainable communities strategies, and alternative planning strategies that will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. The bill would require that the report be completed by July 1, 2024.</p> <p><u>This bill would require that those projects and programs included in each regional transportation improvement program (RTIP) also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission and the state's climate goals. The bill would require each regional transportation planning agency or county transportation commission, on or before December 15, 2025, and biennially thereafter, to submit a report to the state board determining whether the projects and programs in its most recent RTIP are consistent with its most recently prepared SCS and the state's climate goals. The bill would require CARB in consultation with the Office of Planning and Research, to also determine whether those projects and programs are consistent with the sustainable communities strategy and the state's climate goals, and to reallocate moneys from inconsistent projects or programs, and prohibit a regional transportation planning agency or county transportation commission from funding inconsistent projects or programs, as specified.</u></p>	<p>Watch <u>Oppose</u></p> <p>MTC: None CSAC: None League: Watch</p>

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 2438 Friedman (D) Transportation projects: Alignment with state plans	3/29/2022 Assembly Appropriations	<p>This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.</p> <p><u>This bill would require the agencies that administer SB1 programs, including the State Highway Operations and Protection Program (SHOPP) and State Transportation Improvement Program (STIP), to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by the California State Transportation Agency (CalSTA), and specified greenhouse gas emissions (GHG) reduction standards. The bill would require CalSTA, the Department of Transportation (Caltrans), and the CTC, in consultation with the California Air Resources Board (CARB) and the Strategic Growth Council (SGC), to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity. This bill would require funds apportioned to cities or counties under the Local Streets and Roads Program to also be expended consistent with CAPTI and specified GHG reduction standards. The bill would also express Legislative intent that other funds apportioned to cities and counties for these purposes be expended consistent with those plans and standards.</u></p>	<p>Watch <u>Oppose Unless Amended</u></p> <p>MTC: None CSAC: None League: Watch</p>

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 2449 Rubio, B (D) Open meetings: local agencies: teleconferences	3/3/2022 Assembly Local Government	<p>This bill allows a local agency to meet virtually without posting each member's location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease acting on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities.</p> <p>This bill is different from AB 1944 in that it: 1) requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.</p>	Watch MTC: None CSAC: Support League: Watch
AB 2622 Mullin (D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	3/17/2022 Assembly Revenue and Taxation	<p>This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.</p>	Support MTC: None CSAC: Neutral League: Watch
AB 2647 Levine (D) Local government: open meetings	3/10/2022 Local Government	<p>This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.</p>	Watch MTC: None CSAC: Support League: Sponsor
AB 2807 Bonta (D) Transportation funding programs: eligibility: public transportation ferries	3/17/2022 Assembly Transportation	<p>The bill would expand the purpose of the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, Low Carbon Transit Operations Program, the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program, to fund capital and operations needs for public transportation ferry systems.</p>	Watch MTC: None CSAC: None League: Watch

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
SB 873 Newman (D) California Transportation Commission: state transportation improvement program: capital outlay support	3/9/2022 Senate Transportation	This bill would require CTC to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with Caltrans, to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	Watch MTC: None CSAC: Watch League: Watch
SB 917 Becker (D) Seamless Transit Transformation Act	2/16/2022 Senate Transportation	This bill is the legislative vehicle for the Seamless Bay Area framework. It requires MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would also require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill is similar to AB 2057 from 2020.	Watch MTC: None CSAC: Watch League: Watch
SB 922 Wiener (D) CEQA exemptions; transportation-related projects	3/16/2022 Senate Environmental Quality	This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 sunset date to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provides additional requirements for projects over \$100 million.	Support MTC: Support CSAC: Support League: Watch

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
SB 942 Newman (D) Low Carbon Transit Operations Program: free or reduced fare transit program	3/28/2022 Senate Appropriations	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program.	Support MTC: None CSAC: Watch League: Watch
SB 1049 Dodd (D) Transportation Resilience Program	3/25/2022 Senate Appropriations	This bill would establish the Transportation Resilience Program in Caltrans, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the CTC for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	Support MTC: None CSAC: Support League: None
SB 1050 Dodd (D) State Route (SR) 37 Toll Bridge Act	3/22/2022 Senate Governance and Finance	This bill would create the SR 37 Toll Authority, which would be governed by the same board as the Bay Area Infrastructure Financing Authority (BAIFA). The bill would authorize toll bridge revenues to be used for capital improvements to repair or rehabilitate the toll bridge, expand capacity, improve toll bridge or corridor operations, reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the segment of SR 37, as specified. The bill would require the authority to develop and approve an expenditure plan for toll revenues and any revenue bonds, and to update that plan at least every 3 years. The bill would require that the authority's toll schedule provide a 50% discount to qualifying high-occupancy vehicles and between a 25% and 50%, inclusive, discount to low-income drivers who reside in the Counties of Marin, Napa, Solano, or Sonoma. <u>Amended 3/14</u>	Watch MTC: None CSAC: None League: Watch

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
SB 1078 Allen (D) Sea Level Rise Revolving Loan Pilot Program	3/25/2022 Senate Appropriations Set for 4/4	This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the OPC, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the OPC. The bill would require the conservancy, in consultation with the OPC to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. <u>Amended 3/23</u>	Watch MTC: None CSAC: None League: Watch
SB 1217 Allen (D) State-Regional Collaborative for Climate, Equity, and Resilience	3/28/2022 Senate Transportation	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	Watch MTC: None CSAC: None League: Watch

Attachment A

TAM Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
SB 1230 Limón (D) Greenhouse gas emissions: transportation	3/29/2022 Senate Environmental Quality Set for 4/20	This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the State Air Resources Board's 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions. <u>This bill provides instruction on the administration of the Clean Cars 4 All Program.</u>	Watch MTC: None CSAC: Watch League: None



DATE: April 11, 2022

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

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Proposed Changes to Crossing Guard Location Scoring Factors (Action), Agenda Item No. 7

RECOMMENDATION

The Funding, Programs & Legislation Executive Committee reviews the following proposed changes to the TAM Crossing Guard Program scoring process and criteria and refers them to the TAM Board for review and approval:

- 1) Create a new, separate scoring criterion for pedestrian/bicycle accident history with zero points for no documented accident history and one point for a documented accident history of conflicts between vehicles and pedestrians/bicyclists. The new criterion would have a weight of 10, and accident history would be removed from the “Other Factors” criteria;
- 2) Change the lower limit of the age range for “school-aged” pedestrian or bicyclist included in the volumes used for scoring from kindergarten to transitional kindergarten at locations that serve schools with a transitional kindergarten program; and
- 3) Use the highest regular posted speed limit along any approach to a location for scoring rather than a school-hours speed limit posted for “when children are present.” Note: the default (unposted) speed limit for most residential streets is 25 mph.

BACKGROUND

The Transportation Authority of Marin (TAM) maintains a master list of candidate locations for crossing guards throughout Marin County. The list is used to determine which locations are eligible for funding from the TAM Crossing Guard Program (Program). The Program is currently funded by a combination of the transportation sales tax (Measure AA) and the Vehicle Registration Fee (Measure B). There are currently 161 locations on the master list of locations; 102 of them are funded through the Program. Note that the approved Program is for 96 locations and grows year to year in accordance with the TAM Board approved Changed Condition Policy; the Program will most likely return to 96 guards with the new approved list set to become effective in August 2023.

Locations on the master list are evaluated and scored during “recertification” cycles to comply with the requirements set forth in the Measure AA Transportation Sales Tax Expenditure Plan. The recertification process uses the “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009, as amended in 2017, to develop a relative ranking of the locations. The current scoring process guide is provided in Attachment A, and the 2019 location rankings approved by the TAM Board are in Attachment B.

During 2020, TAM formed a committee comprised of public works employees, staff from the Marin County Office of Education, community members familiar with the Program and TAM staff. The purpose of the committee was to review the scoring process used to evaluate the locations on the master list. Note, the committee process took longer than anticipated due to COVID-19 disruptions. The committee reviewed the existing scoring criteria and explored changes to the criteria. Staff reviewed the findings of the committee and recommended three changes to be considered. The recommendations were presented to the Marin Public Works Association (MPWA) at its February and March 2022 meetings. The MPWA reviewed and concurred with the recommendations. A comparison of the current and proposed scoring criteria is provided in Attachment C.

DISCUSSION/ANALYSIS

The candidate crossing guard locations on the master list have been evaluated and scored during “recertification” cycles since the inception of the Program to comply with the requirements set forth in the Measure A/AA Transportation Sales Tax Expenditure Plans. The current location scoring criteria, adopted in 2009 and amended in 2017, are based primarily on volumes of school-aged pedestrians/bicyclists and vehicles gathered at each location during the recertification process. Data is collected for individual crosswalks at the locations on the master list in accordance with the following procedures approved in 2017:

- 1) Pedestrian, bicycle and vehicle count data should be collected during the early part of the school year, i.e., before mid-November, so the scoring can take place to allow for a draft ranked list to be developed and distributed for review in the January-February timeframe.
- 2) Pedestrian, bicycle and vehicle count data should be collected using the most cost-effective method, or combination of methods, available to provide the data required for scoring. Data should be collected during morning and afternoon periods on two school days. Additional data can be collected for certain locations on a case-by-case basis to ensure sufficient data for scoring.
- 3) Continue to use the “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009, amended in 2017, for use in developing a relative ranking of the locations for determining which locations will receive funding through the Program.
- 4) In order to maximize the number of locations with a crossing guard, TAM limits the number of guards funded by the Program to one per location and encourages pedestrians and bicyclists to use the crosswalks with the guard (a guard can typically service two adjacent crosswalks).
- 5) A crossing guard can be stationed at locations where the pedestrians and bicyclists using a crosswalk do not experience any conflicts with vehicles due to traffic signal phasing, i.e., a zero vehicle count, if the location scores high enough to receive funding for a crossing guard.
- 6) A crossing guard can be deployed through the Program at a location that does not score high enough if requested by and funded by others, i.e., the sponsoring entity reimburses TAM for cost of crossing guard. Such locations must be included in the master list of candidate locations and evaluated with all other candidate locations.
- 7) Since Crossing Guards are technically traffic control devices, the Program allows for public works directors to make adjustments to guard locations within their jurisdictions

Each location is given a score for ranking relative to all other locations on the list based on the highest scoring individual crosswalk. The ranked list is then used to determine which locations will be funded through the Program until the next recertification cycle. The ranked list and number of guards funded is reviewed and approved by the TAM Board.

The TAM Board has adopted policies to address the need for adding locations to the list between recertification cycles, and for updating the scoring data for locations which experience changes in conditions affecting school travel patterns between recertification cycles. TAM staff maintains a current set of scoring data for each location on the master list.

The scoring review committee reviewed the current scoring process and explored new criteria and methods. Safety is paramount to the success of the Program and an important scoring criterion. One safety-related recommendation of the committee was to create a separate criterion based on the accident history involving pedestrians and bicyclists at a candidate location with a higher weight than the current criterion included under “Other Factors.”

The scoring review committee also examined options to score entire intersections as opposed to individual crosswalks. The options included using total intersection volumes for school-aged pedestrians/bicyclists and vehicles to score the locations rather than the volumes for individual crosswalks. Total intersection volumes tended to increase the scores, and relative rankings, for signalized intersections which tend to have higher total volumes than non-signalized intersections. The current scoring system uses volumes for school-aged pedestrians and bicyclists in individual crosswalks combined with the volume of vehicles making legal maneuvers that may conflict with the pedestrians and bicyclists in the crosswalk. Traffic signals typically eliminate a significant portion of the total intersection volume from conflicting with pedestrians and bicyclists in a crosswalk, thereby lowering the vehicle volume used for scoring.

A summary of the options for additional criteria and changes to existing criteria considered by the committee is provided in Attachment C.

Potential impacts of the three recommendations on scoring were analyzed using the current data for illustrative purposes. The actual impacts of the recommended changes to the scoring will be determined based on new data gathered and compiled as part of the next recertification cycle expected to occur during the 2022/2023 school year. The impacts of the recommended changes on the existing data are summarized as follows:

Recommendation No. 1:	Create a new, separate scoring criterion for pedestrian/bicycle accident history with zero points for no documented accident history and one point for a documented accident history of conflicts between vehicles and pedestrians/bicyclists. The new criterion would have a weight of 10, and accident history would be removed from the “Other Factors” criteria.
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Impact Analysis:	This recommendation would add five points to the weighted score for locations that currently score for having a documented pedestrian/bicycle accident history. The current scoring gives one point under “Other Factors” for locations with a documented pedestrian/bicycle accident history at a weight of five for a weighted score of five (5) points. The recommended change would create a separate criterion worth one point for locations with a documented pedestrian/bicycle accident history at a weight of ten for a weighted score of ten (10) points.
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This recommendation impacts the scoring for 40 locations with no location moving above or below the funding cutoff line. Currently, only locations for which the local jurisdiction has submitted evidence of the documented pedestrian/bicycle accident history have a score for this criterion. The onus for providing the proof of a documented history is on the local jurisdiction. The system will be expanded to look at additional data with this recertification cycle.

Recommendation No. 2:	Change the lower limit of the age range for “school-aged” pedestrian or bicyclist included in the volumes used for scoring from kindergarten to transitional kindergarten at locations that serve schools with a transitional kindergarten program.
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Impact Analysis:	<p>This recommendation would potentially increase the pedestrian volume counts at locations serving schools with transitional kindergarten (TK) programs by including the number of TK children using the crosswalks in the pedestrian volume of “school-aged” children used for scoring.</p> <p>The number of locations impacted by this recommendation has not been quantified. That would require recounting every location to see if TK children were present and not included in the pedestrian volume used for scoring.</p>
Recommendation No. 3:	<p>Use the highest regular posted speed limit along any approach to a location for scoring rather than a school-hours speed limit posted for “when children are present.” Note: the default (unposted) speed limit for most residential streets is 25 mph.</p>
Impact Analysis:	<p>This recommendation would increase the weighted score for locations that currently score zero for the speed limit criterion for having a school-hours speed limit of 25 mph posted for “when children are present.” Any additional points will be based on a sliding scale for the regular, non-school hours speed limit with one additional point for every 5 mph above 25 mph.</p> <p>This recommendation impacts the scoring for nine (9) locations with no location moving above or below the funding cutoff line.</p>

FISCAL CONSIDERATION

There are no significant fiscal impacts attributable to the recommended actions.

NEXT STEPS

Upon approval of the TAM Board, staff will incorporate the recommended changes to the TAM Crossing Guard Program scoring process into the next recertification cycle expected to occur during the 2022/2023 school year. Staff will be returning early this summer with a recommendation for award of a contract to conduct the necessary counts this Fall.

ATTACHMENTS

Attachment A – Current TAM Crossing Guard Program Scoring Guide – June 2019
Attachment B – 2019 TAM Crossing Guard Program Location Rankings
Attachment C – Current and Proposed TAM Crossing Guard Program Crosswalk Scoring Criteria
Attachment D – PowerPoint Presentation

TAM Crossing Guard Program Scoring Process Guide

- **7 Criteria used for scoring crosswalks at locations on Master List**
- **Criteria related to vehicular and school-aged pedestrian volumes dependent on actual volumes counted**
- **“Qualifying” vehicular and school-aged pedestrian volumes for scoring based on MUTCD CA 2012 Update**
- **Individual weighting factors for each criterion used to establish “Weighted Score”**
- **Locations ranked by the highest Weighted Score of all crosswalks at the location**
- **Scoring instructions for each criterion on following pages**
- **TAM Crossing Guard Program Location Scoring Criteria Summary (attached)**

Criteria No. 1: Vehicular Volume**1. Stop Sign**

$$\frac{\text{Peak Hour Volume from Counts}}{350} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

2. Traffic Signal

$$\frac{\text{Turning Movement Peak Hour Volume from Counts}}{300} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

3. Uncontrolled Rural

$$\frac{\text{Peak Hour Volume from Counts}}{300} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

4. Uncontrolled Urban

$$\frac{\text{Peak Hour Volume from Counts}}{350} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

Criteria No. 2: School-Aged Pedestrian Volume**1. Stop Sign**

$$\frac{\text{Peak Hour Pedestrian Volume from Counts}}{40} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

2. Traffic Signal

$$\frac{\text{Peak Hour Pedestrian Volume from Counts}}{40} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

3. Uncontrolled Rural

$$\frac{\text{Combined a.m/p.m. Pedestrian Volume from Counts}}{30} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

4. Uncontrolled Urban

$$\frac{\text{Combined a.m/p.m. Pedestrian Volume from Counts}}{40} (\%) \quad \text{Multiplied by} \quad \frac{1 \text{ Point}}{10\%} = \text{SCORE (Rounded)}$$

Criteria No. 3: Intersection Skew Angle**All Intersection Control Types**

Maximum skew from 0 to 5 degrees	0 Points
Maximum skew from 6 to 15 degrees	1 Point
Maximum skew from 16 to 25 degrees	2 Points
Maximum skew from 26 to 35 degrees	3 Points
Maximum skew from 36 to 45 degrees	4 Points
Maximum skew greater than 45 degrees	5 Points

Criteria No. 4: Stopping Sight Distance**All Intersection Control Types**

Stopping sight distance not impaired	0 Points
Stopping sight distance slightly impaired	1 Point
Stopping sight distance significantly impaired	2 Points

Criteria No. 5: Horizontal Curve**All Intersection Control Types**

Intersection not located on a curve with posted warning or speed reduction sign 0 Points

Intersection located on a curve with posted warning or speed reduction sign 1 Point

Criteria No. 6: Speed Limit**All Intersection Control Types**

Posted speed limit (highest on any approach to crossing) 25 mph or less	0 Points
Posted speed limit (highest on any approach to crossing) 26 mph to 30 mph	1 Point
Posted speed limit (highest on any approach to crossing) 31 mph to 35 mph	2 Points
Posted speed limit (highest on any approach to crossing) 36 mph to 40 mph	3 Points
Posted speed limit (highest on any approach to crossing) 41 mph to 45 mph	4 Points
Posted speed limit (highest on any approach to crossing) 50 mph or more	5 Points

Criteria No. 7: Other Factors**All Intersection Control Types**

Use cumulative score (i.e. total for all factors with maximum total score of 4)

Ped-Vehicular accident history documented	1 Point
Multiple ingress-egress within 50 feet of crosswalk	1 Point
Crossing more than 4 lanes total (i.e. both directions)	1 Point
Other factor(s) documented/concurred by Public Works	<u>1 Point ea.</u>

Total Score
(Max. = 4)

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June 2019 Ranking	Location	City/Community	Total Weighted Score	TAM-Contract Guard for 2019/2020	Notes
1	Bahia Way & Kerner Boulevard	San Rafael	Note 1	X	2014 Score = 145
2	Nova Albion Way at Vallecito School	San Rafael	Note 1	X	2014 Score = 140
3	Sir Francis Drake Boulevard & Oak Tree Lane	Fairfax	Note 1	X	2014 Score = 140
4	Center Road & Leland Drive	Novato	Note 1	X	2014 Score = 134
5	East Blithedale Avenue & Lomita Avenue	Mill Valley	Note 1	X	2014 Score = 133
6	Sutro Avenue & Dominic Drive	Novato	Note 1	X	2014 Score = 133
7	Paladini Road & Vineyard Road	Novato	Note 1	X	2014 Score = 132
8	East Strawberry Drive at Strawberry School	Marin County	Note 1	X	2014 Score = 129
9	Sir Francis Drake & Glen Drive	Fairfax	Note 1	X	2014 Score = 129
10	Camino Alto & Sycamore Avenue	Mill Valley	Note 1	X	2014 Score = 127
11	Tiburon Boulevard & Lyford Drive	Tiburon	Note 1	X	2014 Score = 124
12	Miller Avenue & Evergreen Avenue	Mill Valley	Note 1	X	2014 Score = 122
13	Woodland Avenue & Lindero Street	San Rafael	Note 1	X	2014 Score = 120
14	Sutro Avenue (in front of Pleasant Vly Elementary)	Novato	Note 1	X	2014 Score = 120
15	Butterfield Road & Green Valley Court	San Anselmo	Note 1	X	2014 Score = 118
16	San Ramon Way & San Benito Way	Novato	Note 1	X	2014 Score = 116
17	177 North San Pedro Road	San Rafael	Note 1	X	2014 Score = 115
18	Miller Avenue & Almonte Boulevard	Mill Valley	146	X	
19	Sunset Parkway & Merritt Drive	Novato	141	X	
20	Doherty Drive & Rose Lane (East) (at Piper Park)	Larkspur	140	X	
21	Sunset Parkway & Ignacio Boulevard	Novato	133	X	
22	Shoreline Highway & Almonte Boulevard	Mill Valley	132	X	
23	Ross Common (at Post Office)	Ross	128	X	
24	Kerner Boulevard & Canal Street	San Rafael	124	X	
25	Lomita Drive (in front of Edna Maguire School)	Mill Valley	118	X	
26	Mohawk Avenue (in front of Neil Cummins School)	Corte Madera	115	X	Note 4
27	Tiburon Boulevard & San Rafael Avenue	Tiburon	114	X	
28	McAllister Avenue & Stadium Way	Kentfield	113	X	
29	College Avenue & Stadium Way	Kentfield	112	X	
30	San Ramon Way & San Juan Court	Novato	112	X	
31	Lovell Avenue & Old Mill Street	Mill Valley	112	X	
32	Tiburon Boulevard & Avenida Mireflores	Tiburon	111	X	
33	Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive	Larkspur	110	X	
34	Bell Lane & Enterprise Concourse	Mill Valley	110	X	
35	Bahia Way at School Entrance	San Rafael	110	X	
36	5th Avenue & River Oaks Drive	San Rafael	110	X	

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June 2019 Ranking	Location	City/Community	Total Weighted Score	TAM-Contract Guard for 2019/2020	Notes
37	Sir Francis Drake Boulevard & Laurel Grove Avenue (East)	Kentfield	109	X	
38	Alameda De La Loma & Calle De La Mesa (East)	Novato	109	X	
39	Karen Way (in front of school)	Tiburon	108		Guard Provided by others
40	Lagunitas Road & Allen Avenue	Ross	108	X	
41	Redwood Avenue & Pixley Avenue	Corte Madera	107	X	Note 5
42	Hickory Avenue (near Mohawk Avenue)	Corte Madera	106	X	
43	Spindrift Passage & Prince Royal Passage	Corte Madera	106	X	
44	Knight Drive & Ashwood Court	San Rafael	106	X	
45	Las Gallinas Avenue & Elvia Court	San Rafael	105	X	
46	Magnolia Avenue & Wiltshire Avenue	Larkspur	101	X	
47	Lagunitas Road & Ross Common	Ross	99	X	
48	South Novato Boulevard & Lark Court	Novato	96	X	
49	Center Road & Wilson Avenue	Novato	93	X	
50	Tiburon Boulevard & Mar West Street	Tiburon	93	X	
51	Throckmorton Ave & Old Mill Street	Mill Valley	92	X	
52	Sir Francis Drake Boulevard & Marinda Dr	Fairfax	92	X	
53	Sir Francis Drake Boulevard & Manor Road	Kentfield	91	X	
54	Tiburon Boulevard & Stewart Drive	Tiburon	91	X	
55	Buchanan Drive & Wateree Street	Sausalito	89	X	Note 5
56	Shoreline Highway & Pine Hill Road	Mill Valley	89	X	
57	Tiburon Boulevard & Trestle Glen Boulevard	Tiburon	88	X	
58	Wilson Avenue & Vineyard Road	Novato	87	X	
59	Oak Manor Drive (mid-block at school)	Fairfax	87	X	
60	South Novato Boulevard & Yukon Way	Novato	86	X	
61	Buchanan Drive (at school driveway)	Sausalito	84	X	Note 5
62	East Blithedale Avenue & Elm Avenue	Mill Valley	82	X	
63	San Benito Way & San Ramon Way (south)	Novato	82	X	
64	Mt Shasta Drive & Idylberry Road	Lucas Valley	81	X	
65	Tiburon Boulevard & Kleinert Way/Ned's Way	Tiburon	81	X	
66	Sir Francis Drake Boulevard & Bon Air Road	Kentfield	79	X	
67	Nova Albion Way & Montecillo Road	San Rafael	78	X	
68	Olive Avenue (in back of school)	Novato	78	X	
69	College Avenue & Woodland Avenue/Kent Avenue	Kentfield	75	X	
70	Butterfield Road & Rosemont Avenue (in front of School)	San Anselmo	75	X	
71	Blackstone Drive & Las Gallinas Avenue	San Rafael	74	X	
72	San Marin Drive & San Ramon Way	Novato	74	X	
73	Adams Street & Johnson Street	Novato	73	X	

TAM Crossing Guard Program - June 2019

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June 2019 Ranking	Location	City/Community	Total Weighted Score	TAM-Contract Guard for 2019/2020	Notes
74	Redwood Highway & NB Off-Ramp/DeSilva Drive (at POC)	Marin County	73	X	
75	Olema-Bolinas Road (in Front of School)	Bolinas	73	X	
76	Las Gallinas Avenue & Miller Creek Road	San Rafael	72	X	
77	Woodland Avenue & Eva Street	San Rafael	70	X	
78	Magnolia Avenue & King Street	Larkspur	70	X	
79	Tiburon Boulevard & East Strawberry Drive	Marin County	70	X	
80	Redwood Highway & Southbound Seminary Drive On-Ramp	Mill Valley	70	X	
81	Sir Francis Drake Boulevard & College Avenue	Kentfield	69	X	
82	One Main Gate Road at School	Novato	69	X	
83	Ricardo Lane & East Strawberry Drive	Marin County	68	X	
84	Happy Lane & 5th Avenue	San Rafael	68	X	
85	Blackfield Drive & Cecilia Way	Tiburon	68	X	
86	Gibson Avenue & Shoreline Highway	Tamalpais Valley	67	X	
87	Belle Avenue (in front of school)	San Rafael	67	X	
88	East Blithedale Avenue & Buena Vista Avenue	Mill Valley	67	X	
89	Center Road & Tamalpais Avenue	Novato	65	X	
90	Avenida Mireflores at School	Tiburon	65	X	
91	North San Pedro Road & Roosevelt Avenue	San Rafael	65	X	
92	Marinwood Avenue & Miller Creek Road	San Rafael	65	X	
93	Woodland Avenue & Lovell Avenue	San Rafael	64	X	
94	Corte Madera Avenue & Tamalpais Drive (& Redwood)	Corte Madera	63	X	
95	Wilson Avenue at X-walk to field	Novato	63	X	
96	Bon Air Road & South Eliseo Drive	Marin County	62	X	Note 7
97	Ross Avenue & Kensington Road	San Anselmo	61	X	
98	Nova Albion Way & Arias Street	San Rafael	61	X	
99	Sir Francis Drake Boulevard & Oak Manor Drive	Fairfax	61	X	
100	South Novato Boulevard & Sunset Pkwy	Novato	61	X	TAM Funding Cutoff
101	West Castlewood Drive & Knight Drive	San Rafael	60		
102	Woodland Avenue (at back of Wade Thomas school)	San Anselmo	59		
103	Tiburon Boulevard & Blackfield Drive	Tiburon	59	X	Guard from Rank 39
104	Almonte Boulevard & Rosemont Avenue	Mill Valley	59		
105	Sunset Parkway & Lynwood Drive	Novato	57	X	Guard funded by others (Note 6)
106	Sir Francis Drake Boulevard & Broadmoor Avenue	San Anselmo	54		
107	Richmond Road & Belle Avenue	San Anselmo	54		
108	Shoreline Highway (in front of West Marin School)	Point Reyes Station	53		
109	Sir Francis Drake Boulevard & Saunders Avenue	San Anselmo	52		
110	Golden Hind Passage (in front of school)	Corte Madera	52		

TAM Crossing Guard Program - June 2019

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June 2019 Ranking	Location	City/Community	Total Weighted Score	TAM-Contract Guard for 2019/2020	Notes
111	San Marin Drive & San Carlos Way	Novato	52		
112	Sir Francis Drake Boulevard & Lagunitas Road	Ross	51		
113	Center Road & Diablo Avenue	Novato	51	X	Guard funded by others (Note 6)
114	Arthur Street & Hayes Street	Novato	48	X	Guard funded by others (Note 6)
115	Sir Francis Drake Boulevard & Butterfield Road	San Anselmo	47		
116	Marin Street & Bayview Street	San Rafael	46		
117	Racquet Club Drive & 5th Avenue	San Rafael	45		
118	Nevada Street & Tomales Street	Sausalito	44		Note 5
119	Arthur Street & Cambridge Street	Novato	43	X	Guard funded by others (Note 6)
120	Grand Avenue & Jewell Street	San Rafael	43		
121	Sir Francis Drake Boulevard & Tamal Avenue	San Anselmo	42		
122	Blackfield Drive & Karen Way	Tiburon	42		
123	Sutro Avenue & Center Road	Novato	42		
124	Melrose Avenue & Evergreen Avenue	Tamalpais Valley	41		
125	Arthur Street & Taft Court/Tyler Street	Novato	41		
126	Sir Francis Drake Boulevard & Wolfe Grade	Kentfield	40	X	Guard funded by others (am only)
127	Bridgeway & Nevada Street	Sausalito	39		Note 5
128	Bellam Boulevard & I-580 on ramp	San Rafael	38		
129	Arias Street & Trellis Drive	San Rafael	38		
130	Avenida Mireflores & Hilary Drive	Tiburon	38		
131	Montford Avenue & Melrose Avenue	Tamalpais Valley	35		
132	Paradise Drive & Seawolf Passage	Corte Madera	35	X	Guard funded by others
133	End of Tinker Way	Novato	34		
134	Wilson Avenue & Hansen Road	Novato	34		
135	Nova Albion Way & Las Gallinas Avenue	San Rafael	33		
136	Tamalpais Drive & Eastman Avenue	Corte Madera	32		
137	Woodland Avenue & Siebel Street	San Rafael	31		
138	Bellam Boulevard & I-580 off ramp	San Rafael	31		
139	Lincoln Avenue & Paloma Avenue	San Rafael	29		
140	Main Gate Road & C Street	Novato	27		
141	Tiburon Boulevard & Rock Hill Drive	Tiburon	27		Note 7
142	Kleinert Way & Neds Avenue	Tiburon	27		
143	Sir Francis Drake Boulevard & Bolinas Avenue	San Anselmo	23	X	Guard funded by others (Service starts August 2019)
144	Bellam Boulevard & Anderson Drive	San Rafael	19		
145	Bellam Boulevard & Francisco Boulevard East	San Rafael	16		
146	Trumbull Avenue & Vineyard Road	Novato	14		
147	Olive Avenue & Summers Avenue	Novato	13		

TAM Crossing Guard Program - June 2019

June 27, 2019 Board Approved

June 2019 Ranking	Location	City/Community	Total Weighted Score	TAM-Contract Guard for 2019/2020	Notes
148	Diablo Avenue & Hotchkin Drive	Novato	5		
149	Evergreen Avenue & Ethel Avenue	Tamalpais Valley	Note 2		2014 Score = 41
150	Sir Francis Drake Boulevard & Meadow Way	San Geronimo	Note 2		2014 Score = 39
151	Sir Francis Drake Boulevard & South Eliseo Drive	Kentfield	Note 2		2014 Score = 37
152	Richmond Road & Mariposa Avenue	San Anselmo	Note 2		2014 Score = 36
153	Sir Francis Drake Boulevard & Barber Avenue/Ross Avenue	San Anselmo	Note 2		2014 Score = 29
154	Olema-Bolinas Road & Mesa Road	Bolinas	Note 2		2014 Score = 28
155	Sequoia Drive & Red Hill Avenue (Miracle Mile)	San Anselmo	Note 2		2014 Score = 25
156	Sir Francis Drake Boulevard & Aspen Court	San Anselmo	Note 2		2014 Score = 21
157	Harvard Avenue & Wellesley Avenue	Tamalpais Valley	Note 2		2014 Score = 20
Notes: <ol style="list-style-type: none"> 1) No 2017 volume data collected. Ranked 30 or above in last two count cycles (shown in same ranked order as in 2014 ranked list) 2) No 2017 volume data collected. Ranked 110 or below in last two count cycles (shown in same ranked order as in 2014 ranked list) 3) Tie breaker for locations with the same score is based on the peak hour pedestrian volume (not combined volumes). 4) District providing guard at Mohawk Avenue (in front of Neil Cummins School) (Rank 26) discontinued for 2019/2020 school year. 5) Site added June 2019 (i.e. after last Recertification) 6) NUSD funding four locations - locations subject to change 7) Site added November 2018 (i.e. after last Recertification) 					

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Current

TAM Crossing Guard Program Crosswalk Scoring Criteria

Index	Criterion	Scoring	Score	Weight	Weighted Score
1	Actual vehicular volume crossing crosswalk as percent of qualifying volume (use highest hourly volume a.m. or p.m.) (See Note 1)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m.) to applicable "qualifying volume." (Maximum of 20 points)		2	0
2	Actual school-aged pedestrian volume as percent of qualifying volume (use highest hourly volume a.m. or p.m., or combined a.m./p.m. volume depending on the type of intersection control) (See Note 2)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or combined a.m./p.m.) to applicable "qualifying volume." (Maximum of 20 points)		5	0
3	Intersection Skew Angle	Maximum skew from 0 to 5 degrees = 0 Maximum skew from 6 to 15 degrees = 1 point Maximum skew from 16 to 25 degrees = 2 points Maximum skew from 26 to 35 degrees = 3 points Maximum skew from 36 to 45 degrees = 4 points Maximum skew greater than 45 degrees = 5 points		1	0
4	Stopping Sight Distance at Intersection	Stopping sight distance not impaired = 0 Stopping sight distance slightly impaired = 1 point Stopping sight distance significantly impaired = 2 points		10	0
5	Location of intersection on a horizontal curve with posted warning or speed reduction sign(s)	No = 0 Yes = 1 point		5	0
6	Posted speed limit (highest on any approach to pedestrian crossing)	Posted Speed Limit 25 mph or less = 0 Posted Speed Limit 30 mph = 1 point Posted Speed Limit 35 mph = 2 points Posted Speed Limit 40 mph = 3 points Posted Speed Limit 45 mph = 4 points Posted Speed Limit 50 mph or greater = 5 points		2	0
7	Other factors	Use total score (i.e. total for all factors) (Maximum of 4 points total) Ped-Vehicular accident history documented = 1 point Multiple ingress-egress within 50 feet of crosswalk = 1 point Crossing more than 4 lanes total (i.e. both directions) = 1 point Other factor documented/concurred by Public Works = 1 point ea.		5	0
Notes: 1) Qualifying Vehicular Volumes based on Type of Intersection Control: Stop Sign = 350; Signal = 300; Uncontrolled Rural = 300; and Uncontrolled Urban = 350. 2) Qualifying School-aged Pedestrian Volumes based on Type of Intersection Control: Stop Sign = 40; Signal = 40; Uncontrolled Rural = 30; and Uncontrolled Urban = 40.					Total
					0

Rev 03/16/17

Proposed

TAM Crossing Guard Program Location Scoring Criteria - Proposed 2022

Index	Criterion	Scoring	Score	Weight	Weighted Score	
1	Actual vehicular volume crossing crosswalk as percent of qualifying volume (use highest hourly volume a.m. or p.m.)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or daily) to applicable "qualifying volume." (Maximum of 20		2	0	
2	Actual school-aged pedestrian (TK-8th grade) volume as percent of qualifying volume (use highest hourly volume a.m. or p.m., or combined a.m./p.m. volume depending on the type of intersection control)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or combined a.m./p.m.) to applicable "qualifying volume." (Maximum of 20 points)		5	0	Recommendation No. 2
3	Intersection Skew Angle	Maximum skew from 0 to 5 degrees = 0 Maximum skew from 6 to 15 degrees = 1 point Maximum skew from 16 to 25 degrees = 2 points Maximum skew from 26 to 35 degrees = 3 points Maximum skew from 36 to 45 degrees = 4 points Maximum skew greater than 45 degrees = 5 points		1	0	
4	Stopping Sight Distance at Intersection	Stopping sight distance not impaired = 0 Stopping sight distance slightly impaired = 1 point Stopping sight distance significantly impaired = 2 points		10	0	
5	Location of intersection on a horizontal curve with posted warning or speed reduction sign(s)	No = 0 Yes = 1 point		5	0	
6	Posted speed limit (highest on any approach to pedestrian crossing). Note: this does not include school zone speed limits.	Posted Speed Limit 25 mph or less = 0 Posted Speed Limit 30 mph = 1 point Posted Speed Limit 35 mph = 2 points Posted Speed Limit 40 mph = 3 points Posted Speed Limit 45 mph = 4 points Posted Speed Limit 50 mph or greater = 5 points		2	0	Recommendation No. 3
7	Pedestrian-Vehicular Accident History	Pedestrian-Vehicular accident history documented? No = 0 Yes = 1 point		10	0	Recommendation No. 1
8	Other factors	Use total score (i.e. total for all factors) (Maximum of 4 points total) Multiple ingress-egress within 50 feet of crosswalk = 1 point Crossing more than 4 lanes total (i.e. both directions) = 1 point Other factor documented/concurred by Public Works = 1 point ea.		5	0	
Total					0	



Funding Programs & Legislation TAM Executive Committee

Transportation Authority of Marin

Proposed Revisions to Crossing Guard Location Scoring

April 11, 2022

TAM Crossing Guard Program

- Program first placed guards in 2006
- Program now at a base of 96 guards with 102 currently deployed
- Recertification of locations historically every four years, 2010, 2014, 2018
- Five year cycle this time due to COVID-19
- Last two recertification cycles utilized video for counts
- Next counts to occur this Fall

TAM Crossing Guard Location Scoring

- Current scoring factors and weighting approved by TAM Board in 2009 and modified in 2017
- Committee formed in 2020 and met for over a year to consider changes to the process
- Several ideas considered including total vehicle volumes, total pedestrian volumes, modifying the weights of certain factors, and adding additional intersection control
- TAM staff rescored the data from the 2017 list for each new idea and prepared reranked lists for the committee to compare to the current list
- Most changes resulted in Signal controlled intersections scoring much better at the detriment of stop sign controlled and uncontrolled intersections

Committee Recommendations

- The committee recommended the following three changes to the scoring process. These changes were presented to the Marin Public Works Association and received their concurrence
- Change #1 – Remove safety from the “other factors” category and place in a new category with a weight of 10 (in “other factors”, the weight is only 5)
- Change #2 – Change the definition of a school age pedestrian to include Transitional Kindergarten (age 4) at schools that offer TK
- Change #3 – Change the definition of speed limit to remove the use of speed limits associated with school zones only. This was done to acknowledge the actual speeds traveled near school crosswalks.

TAM Crossing Guard Location Scoring Criteria – Proposed 2022

Index	Criterion	Scoring	Score	Weight	Weighted Score
1	Actual vehicular volume crossing crosswalk as percent of qualifying volume (use highest hourly volume a.m. or p.m.)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or daily) to applicable "qualifying volume." (Maximum of 20		2	0
2	Actual school-aged pedestrian (TK- 8 th grade) volume as percent of qualifying volume (use highest hourly volume a.m. or p.m., or combined a.m./p.m. volume depending on the type of intersection control)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or combined a.m./p.m.) to applicable "qualifying volume." (Maximum of 20 points)		5	0
3	Intersection Skew Angle	Maximum skew from 0 to 5 degrees = 0 Maximum skew from 6 to 15 degrees = 1 point Maximum skew from 16 to 25 degrees = 2 points Maximum skew from 26 to 35 degrees = 3 points Maximum skew from 36 to 45 degrees = 4 points Maximum skew greater than 45 degrees = 5 points		1	0
4	Stopping Sight Distance at Intersection	Stopping sight distance not impaired = 0 Stopping sight distance slightly impaired = 1 point Stopping sight distance significantly impaired = 2 points		10	0
5	Location of intersection on a horizontal curve with posted warning or speed reduction sign(s)	No = 0 Yes = 1 point		5	0
6	Posted speed limit (highest on any approach to pedestrian crossing). Note: this does not include school zone speed limits	Posted Speed Limit 25 mph or less = 0 Posted Speed Limit 30 mph = 1 point Posted Speed Limit 35 mph = 2 points Posted Speed Limit 40 mph = 3 points Posted Speed Limit 45 mph = 4 points Posted Speed Limit 50 mph or greater = 5 points		2	0
7	Pedestrian-Vehicular Accident History	Pedestrian-Vehicular accident history documented? No = 0 Yes = 1 point		10	0
8	Other factors	Use total score (i.e. total for all factors) (Maximum of 4 points total) Multiple ingress-egress within 50 feet of crosswalk = 1 point Crossing more than 4 lanes total (i.e. both directions) = 1 point Other factor documented/concurred by Public Works = 1 point ea.		5	0
				Total	0

Recommendation No. 2

Recommendation No. 3

Recommendation No. 1

Overall Program Considerations

- Staffing still an issue in some parts of the County
- Program financial picture improved compared to last two years
- COVID long-term impacts still to be determined – Demographic changes? School operation changes? Equity considerations? Labor market?
- Current Crossing Guard contract with ACMS expires July 2023

Next Steps

- Proposed Executive Committee and full Board approval of scoring changes
- RFP process/issue contract and conduct counting in Fall 2022
- Results to TAM Board for approval in Spring 2023
- New list goes into effect for Fall 2023



Questions and Discussion

Transportation Authority of Marin