



**Making the Most of Marin County Transportation Dollars**

## **2022 ANNUAL REPORT**

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**EIGHTEENTH CITIZENS' OVERSIGHT COMMITTEE ANNUAL REPORT**  
**FISCAL YEAR 2021 - 2022 | JULY 1, 2021 - JUNE 30, 2022**

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**OUR MISSION** TAM IS **DEDICATED** to MAKING THE MOST OF MARIN COUNTY *transportation dollars* and creating an **EFFICIENT** and *effective transportation* system that promotes **MOBILITY AND ACCESSIBILITY** by providing a variety of **HIGH-QUALITY** *transportation* options to **ALL** users.

This annual report provides details of TAM's progress to deliver transportation projects and programs funded by the local ½-Cent Transportation Sales Tax and \$10 Vehicle Registration Fee. The report also provides a status update of high priority transportation programs and projects that are paid for with other regional, state, and federal funds. This annual report is prepared in fulfillment of statutory and Expenditure Plan requirements.





# Message from the 2022 TAM BOARD CHAIRPERSON

*Stephanie Moulton-Peters*

I am pleased to have served TAM as the Board of Commissioners Chairperson during such an exciting time for transportation in Marin County. In 2022, TAM advanced many transportation projects and programs and we've reached some long-awaited milestones well worth celebrating! This annual report covers the key progress and headlines from projects big and small that are creating new transportation infrastructure, providing critical transportation services, and delivering innovative transportation programs throughout Marin. This report also outlines TAM's healthy financial footing, revenue generated, and key allocations that have been distributed to TAM and our partner agencies and jurisdictions.

Transportation is a core part of our everyday lives and the participation of our community as well as collaboration with our partners are integral to continuously improving our transportation system and moving our transportation priorities forward.

The community has identified needs, priorities, and goals through voting, submitting surveys, writing letters, commenting at public meetings, and speaking with us directly. I am dedicated, along with TAM staff and our Board of Directors, to continue to listen and, as you will see in this report, to make progress to improve our transportation network and look toward innovative solutions.

Notable examples of enacting community priorities in 2022 include initiating new campaigns and activities in our Safe Routes to Schools program, breaking ground on the Marin-Sonoma Narrows, identifying US-101 interchange improvements, opening the bicycle/pedestrian pathway over Corte Madera Creek, expanding our Alternative Fuels program, and launching a Marin Commutes Rewards program. These are just a few accomplishments to note, and I encourage you to read this Annual Report for all the details of the great progress on transportation projects, programs, and planning efforts.

Our local transportation funding is making a difference on the ground today and is helping us plan for the future of transportation in Marin. These accomplishments could not have occurred without the support of our community and our partners. Thank you for your involvement, insights, and collaboration!

**Moving forward together!**

*Stephanie Moulton-Peters*  
Stephanie Moulton-Peters

TAM 2022 BOARD OF COMMISSIONERS			
<b>BELVEDERE</b> James Campbell	<b>MILL VALLEY</b> Urban Carmel	<b>SAN RAFAEL</b> Kate Colin	<b>COUNTY OF MARIN</b> Damon Connolly
<b>CORTE MADERA</b> Charles Lee	<b>NOVATO</b> Eric Lucan	<b>SAUSALITO</b> Susan Cleveland-Knowles	Katie Rice
<b>FAIRFAX</b> Chance Cutrano	<b>ROSS</b> P. Beach Kuhl	<b>TIBURON</b> Alice Fredericks	Stephanie Moulton-Peters
<b>LARKSPUR</b> Dan Hillmer	<b>SAN ANSELMO</b> Brian Colbert		Dennis Rodoni
			Judy Arnold

# About TAM

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

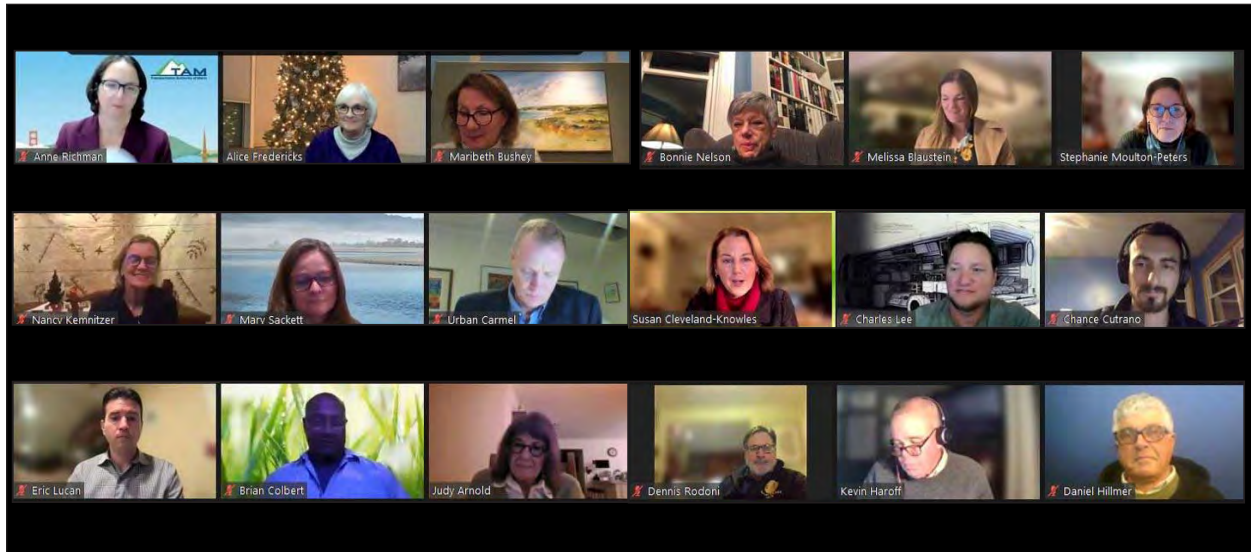
Marin is a “Self-Help County,” one of 25 in the State. Self-Help Counties are those that have chosen to tax themselves so they have dedicated voter-approved transportation funding. In addition to providing important funding, our ½-Cent Transportation Sales Tax positions Marin to secure regional, state, and federal grants that would otherwise be unavailable.

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

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## TAM Board of Commissioners

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



## TAM Citizens’ Oversight Committee

The Citizens’ Oversight Committee (COC) is an advisory body of twelve residents that is responsible for reviewing TAM’s revenues and expenditures funded by Measure A/AA, the ½-Cent Transportation Sales Tax (approved in 2004 and renewed in 2018) and Measure B, the \$10 Vehicle Registration Fee (approved in 2010, amendments presented in 2022, approval to be considered in 2023). COC members provide a wide range of knowledge and experience in finance, business, public and environmental policy, community engagement, active transportation, and transportation management.





# Message from the COC CHAIRPERSON

*Peter Pelham* – Representing Major Marin Employers

In 2022, the COC continued to confirm that local transportation funds are spent in accordance with the will of Marin County voters. A welcome change this year is that we once again started meeting in person at the TAM offices with remote access options for COC members and the public. It has been nice to meet around a table with our committee members again. This year we were also pleased to have the COC as the primary public forum to review and consider amendments to the Expenditure Plan for the Annual \$10 Vehicle Registration Fee, Measure B. This was the first review of Measure B which provided the opportunity for the Citizens’ Oversight Committee, our agency partners, and the public to analyze current expenditures and consider potential updates to the distribution of Measure B funds. After a series of meetings to receive information and provide input, the COC unanimously agreed on modifications to the Expenditure Plan that were presented to the TAM Board for consideration in December 2022.

In 2022, TAM also completed its 12th round of ½-Cent Transportation Sales Tax compliance audits and confirmed that all funds were spent according to the requirements of the Expenditure Plans and funding agreements. Results of the compliance audits, along with TAM’s FY2021-22 Annual Comprehensive Financial Report, are available on TAM’s website, [www.tam.ca.gov](http://www.tam.ca.gov).

The COC confirmed that TAM’s financial records for all its funds, including the ½-Cent Transportation Sales Tax and \$10 Vehicle Registration Fee, continue to be in good standing.

As the COC chairperson, I would like to remind community members that our meetings are open to the public and we invite interested parties to participate in our meetings. Join us to learn about transportation issues and provide ideas and input. Marin residents interested in more direct participation are encouraged to apply to serve on the COC as members or alternates.

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

Peter Pelham

## COC MEMBERS / ALTERNATES

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

**Kevin Hagerty** (*Vice-Chairperson*)  
**/Kay Noguchi**  
League of Women Voters  
Marin County

**Charley Vogt**  
Northern Marin Planning Area

**Debbie Alley**  
Southern Marin Planning Area

**Jeffrey Olson**  
Central Marin Planning Area

**Allan Bortel**  
Marin County Paratransit  
Coordinating Council

**Kate Powers / Nancy Okada**  
Environmental Organizations

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

**Kingston Cole / James Schmidt**  
Taxpayer Groups

**Paul Roye / Susannah Saunders**  
Ross Valley Planning Area

**Scott Tye**  
West Marin Planning Area

**Zack Macdonald**  
School Districts

# 2022 KEY UPDATES and HIGHLIGHTS

## FUNDING (p. 6 & 7)



Local, regional, state and federal funding keeps projects moving in Marin

## MARIN-SONOMA NARROWS (p.9)



July 2022, construction begins on the final HOV section!

## MARIN 101-580 MULTIMODAL AND LOCAL ACCESS IMPROVEMENT PROJECT (p. 11)



Public input focuses on options for environmental studies

## INTERCHANGE STUDIES (p. 12)



Implementation plan approved for Interchange and Approaching Roadways Studies

## MAJOR ROADS (p. 13)



Major Roads projects continue to make major progress

## NORTH-SOUTH GREENWAY (p. 16)



Grand opening of the new pathway over Corte Madera Creek



## STREET SMARTS–EYES UP MARIN! (p. 18)



Colorful new safety campaign pops up across Marin

## SAFE ROUTES TO SCHOOLS (p. 18)



22 years of providing education, encouragement, and infrastructure

## CROSSING GUARD OF THE YEAR (p. 19)



Carmel Morini, Serving Novato since 1978!

## MARIN COMMUTES (p. 20)



In October, TAM launches new Marin Commutes Rewards Program

## ALTERNATIVE FUELS PROGRAM (p.21)



EV infrastructure installation and fleet adoption grows

## MARIN TRANSIT (p. 25)



Ridership rebounds



# FUNDING

Essential transportation needs in Marin are funded with a suite of federal, state, regional, and local funding sources raised through sales taxes, fuel taxes, and various fees, such as the vehicle registration fee. Marin's dedicated local revenue measures, the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, provide more than \$32 million annually for many of the high priority transportation projects and programs, and also make Marin more competitive when applying for federal, state, and regional funding.

## ½-CENT TRANSPORTATION SALES TAX / APPROXIMATELY \$32M / YEAR

(Approved November 2004. Renewed November 2018)



**11.5% Reduce school-related congestion and provide safer access to schools**



**26.5% Maintain, improve, and manage local roads and related infrastructure**



**55% Maintain and expand efficient and effective local transit services**



**7% Reduce congestion on US-101 and adjacent roadways**

## \$10 VEHICLE REGISTRATION FEE / APPROXIMATELY \$2.3M / YEAR

(Approved November 2010)



**5% Maintain Class I bike/ pedestrian pathways**



**35% Maintain local streets with an emphasis on bicycle and pedestrian improvements.**



**25% Reduce congestion and pollution**



**35% Improve transit for seniors and people with disabilities**

The ½-Cent Transportation Sales Tax is projected to provide more than \$1.2 billion over 30 years in reliable local transportation dollars. The voter approved funding supports the overarching goals in the expenditure plans to alleviate traffic congestion, support local public transportation, expand pedestrian and bike pathways, and provide safer routes to school. Our local transportation funding helps develop and improve our transportation system to provide more transportation options, networks, and facilities for those living, working, visiting, and traveling in Marin County.

In addition to the revenues generated by the ½-Cent Transportation Sales Tax, the \$10 Vehicle Registration Fee provides an additional \$2.3 million annually for transportation projects and programs to reduce pollution and congestion, improve senior and disabled transit, and support local roadway improvements.

## Regional Funding

### Regional Measure 3

Regional Measure 3 (RM3) was passed by Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls to fund significant transportation improvements and help solve some of the Bay Area's growing congestion problems. The measure is expected to generate up to \$4.45 billion dollars to fund major transportation projects in the toll bridge corridors. In 2019, a lawsuit challenged the measure. Funds from the \$1 toll increases added on January 1, 2019, and January 1, 2022, are being placed into an escrow account managed by an independent trustee until a lawsuit is resolved. On January 25, 2023, California Supreme Court dismissed challenges to RM3. The issue has been remanded to the appellate court and agencies remain optimistic that the funds will be permitted to flow to priority transportation projects supported by Bay Area Voters.

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**OVER \$9.5 MILLION** from Regional Active Transportation Program has come to Marin (see p. 17)

## State Funding

### Road Repair and Accountability Act – Senate Bill 1

Senate Bill 1 (SB1), a landmark transportation funding package titled the "Road Repair and Accountability Act," was passed by the California State legislature in 2017 and reaffirmed by voters in a sound rejection of a recall attempt in June 2018. The bill provides greatly needed funding for high priority projects. SB1 represents the largest state commitment to transportation solutions in more than 30 years. The projected \$5.4 billion annual transportation investment is generated by a combination of gas and diesel taxes and vehicle license fees. Under the Local Streets and Roads Program (LSRP) of SB1, Marin jurisdictions received approximately \$9 million annually for local streets and road improvements.

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**\$30 MILLION** from State funds for flood control projects introduced by Senate Majority Leader Mike McGuire:

- \$10 million for Flooding Issues on Highway 101 in Marin City
- \$20 million for the Highway 37 Project in Marin County

## Federal Funding

TAM receives Federal Highway Administration (FHWA) funding from the Metropolitan Transportation Commission (MTC) through the One Bay Area Grant (OBAG) program. These federal funds have been programmed to various projects and programs sponsored by TAM and local jurisdictions. TAM's local funds have been used as requisite matching funds to federal funds. Our local and regional transit agencies also receive federal funding from the Federal Transit Administration (FTA) for transit operations and capital projects. In 2021, the historic Infrastructure Investment and Jobs Act (IIJA) was passed. The biggest piece of the new infrastructure bill is an approximate \$475 billion reauthorization of the core federal transportation program for the next five years.

# PROJECTS

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

## Systems Approach

Many projects are advancing together to improve the overall transportation network.





# Marin-Sonoma Narrows Project

TAM, Sonoma County Transportation Authority, and Caltrans are working toward completion of the final segments of the 17-mile carpool lane from Novato to Petaluma, including continuous Class I and Class II bikeways. The overall \$762 million project, initiated in 2010, has been constructed in a series of contracts as funding became available. When the Marin-Sonoma Narrows (MSN) Project is complete, there will be a continuous 50-mile carpool lane network from Sausalito to Windsor.

In July 2022, construction commenced to build the final segment of MSN High Occupancy Vehicle (HOV) lanes from Novato to the County Line. This project, known as B7, will build 3.5 miles of northbound carpool lanes and 6 miles of southbound carpool lanes.

## KEY DATES FOR FINAL MSN HOV SEGMENT

**April 2022** Construction contract awarded to Ghilotti Construction

**July 2022** Construction Begins

**Summer 2025** Targeted Opening of HOV Lanes

Construction was able to begin in 2022 because MTC allocated \$75.7 million in May

2021 to fully fund the construction phase of the MSN B7 project. The allocation from MTC backfilled RM3 funding that continues to be held in escrow pending litigation (see p. 7).



## KEY ELEMENTS OF MARIN-SONOMA NARROWS

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



Elected Officials and TAM Staff Celebrate the Groundbreaking for the Final MSN HOV Lanes



## State Route 37 Project

State Route (SR) 37 is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR-37 has been the subject of various long-range planning studies and is being evaluated by an advisory committee comprised of transportation authorities from the counties of Marin, Napa, Solano and Sonoma, as well as Caltrans and the Metropolitan Transportation Commission.

### SR37 FLOOD CONTROL PROJECT IN MARIN COUNTY

Caltrans is conducting environmental studies for the proposed project to improve SR-37 in Marin to reduce recurrent flooding and address anticipated effects from sea level rise. In December 2022, Caltrans revised the project limit of the environmental clearance effort to end at Atherton Avenue, as well as the scope of work for the preferred project to align with the recommendations of the completed Planning and Environmental Linkage (PEL) study. The design sea level rise elevation would now be based on the ultimate year 2130 projection.

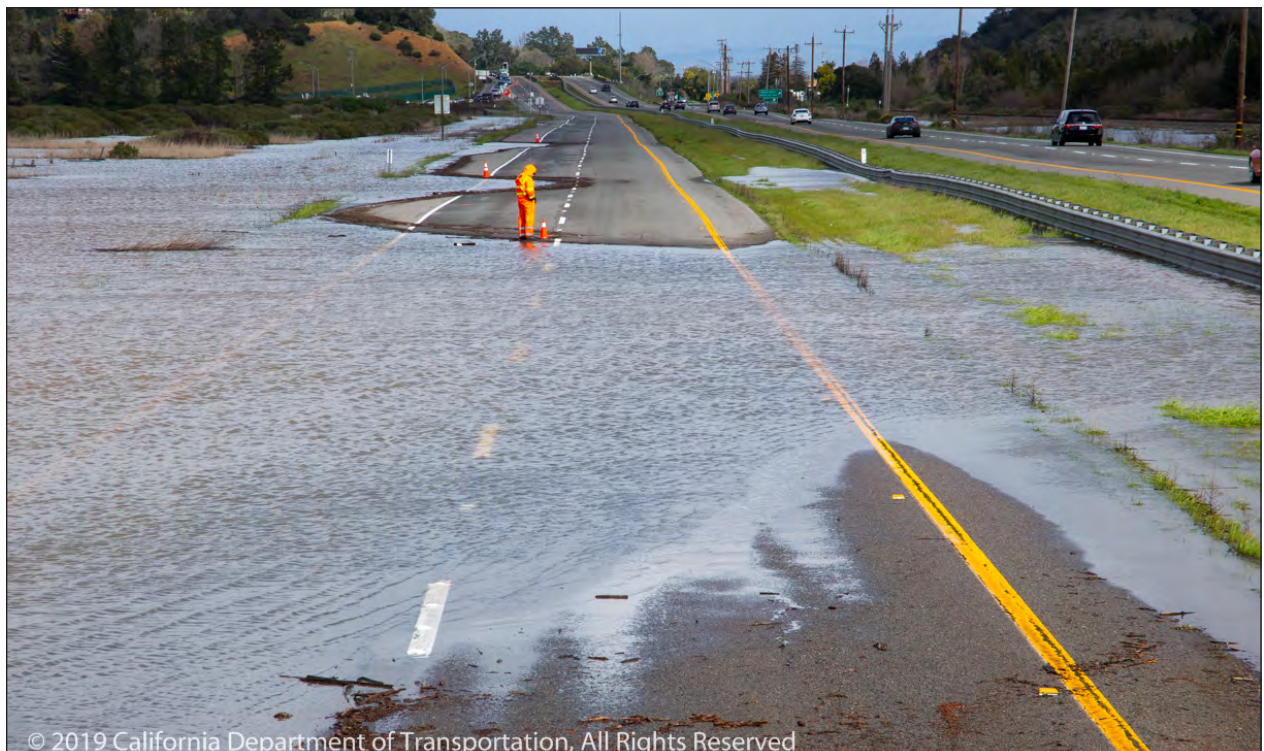
### SEARS POINT TO MARE ISLAND

Throughout 2022, Caltrans and project

partners have been advancing the draft environmental document for a project to improve SR-37 from west of the SR-121 intersection (Sears Point) to Mare Island, where the existing highway narrows to one lane in each direction. The project is focused on improving traffic flow during peak travel times, supporting equity, increasing vehicle occupancy in the corridor, and developing key environmental and watershed enhancements to support the long-term solution.

### PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

In December 2022, Caltrans completed the Planning and Environmental Linkages (PEL) study for SR-37. The PEL study is a “pre-environmental clearance” effort that seeks to collect preliminary input from stakeholders, develop initial project concepts, and facilitate the subsequent environmental clearance efforts for the long-term corridor-wide, sea level rise project. The PEL Study lays out a vision for the Highway 37 corridor by including different needs, activities, and projects in one umbrella document. The PEL Study will help Caltrans understand the sequencing for near-term solutions, such as traffic congestion, and longer-term solutions for sea level rise resiliency, mobility improvements, and environmental enhancements.



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# US-101 to I-580 Multimodal and Local Access Improvement Project

Bay Area and Marin County voters have approved funding to accelerate the delivery of a connection between i-580 to separate regional and local traffic, provide multimodal and local access improvements, and provide access to the Richmond-San Rafael (R-SR) Bridge.

Community and stakeholder engagement continued throughout 2022. Meetings were conducted with community groups, agency partners, and the Stakeholder Working Group to receive valuable insight and input.

In 2022, the project team submitted the Project Study Report (PSR) and continued to work with Caltrans to revise and finalize the PSR document. When the document is finalized, the project can initiate the environmental process and will be an eligible recipient of federal, state, regional, and local funds.

## KEY ISSUES

- Traffic on Bellam Boulevard remains congested
- Improved mobility and access are needed for pedestrians, bicycles and transit users in the project area
- Improved circulation is needed along the Bellam Corridor
- There is no direct access between Northbound 101 and Eastbound 580 to the Richmond-San Rafael Toll Bridge (one of only two toll bridges without direct access)
- Traffic volume and delays continue to grow (current 13 minute delay projected to grow to 25 minute delay in 2040)
- Building this connection has been identified as a priority for over 10 years and has received locally and regionally approved funding

## KEY PROJECT ELEMENTS

- Provide direct access between NB US-101 to EB I-580
- Create multimodal improvements along the Bellam Corridor
- Improve local access to neighborhoods and businesses in East San Rafael and Larkspur along the Sir Francis Drake Corridor
- Widen I-580 to three lanes between the new

- connector and the Sir Francis Drake Blvd. on-ramp to the R-SR Bridge
- Replace the EB I-580 structure over Bellam Blvd.

## LOOKING FORWARD THE PROJECT TEAM WILL:

- Finalize the Project Initiation Document/Project Study Report
- Develop Canal neighborhood leadership engagement and capacity-building/civic process modules
- Initiate neighborhood and community collaboration on design for traffic circulation improvements and bike/pedestrian options at the EB Bellam off-ramp and in the Bellam corridor
- Prepare for environmental scoping targeted for late-2023



## BELLAM BOULEVARD OFF-RAMP IMPROVEMENTS

As part of near-term local access improvements to Bellam Boulevard and the Richmond-San Rafael Bridge, modifications are proposed for the offramp from northbound 101/Eastbound I-580 to Bellam Boulevard. The project will widen the NB 101/EB I-580 offramp and add a left turn lane to Bellam Boulevard to improve traffic flow, turn movements, and safety. The design for the project is complete and under final review. Additional funding is being pursued to build the project once approved.



## INTERCHANGE AND APPROACHING ROADWAY STUDIES

Highway 101 serves as the primary north-south roadway in Marin County and is a key link between communities. However, many interchanges along Highway 101 in Marin County are outdated and do not meet current and future transportation needs.

TAM conducted extensive studies on 12 US-101 interchanges, including approaching roadways, and released detailed studies with an implementation plan in July 2022. The focus of the detailed study of each interchange is to improve the operation and safety for all users, allowing smoother travel to, from, and across Highway 101 and local roads.

The study results provide valuable insight and recommendations on how the interchanges could be made to work better for vehicles, transit, bicyclists, and pedestrians. Based on the evaluation process, an Implementation Plan identified three interchanges for further concept development and planning. These interchanges are East Blithedale/Tiburon Blvd (SR 131), Manual T. Freitas Parkway/Civic Center Drive, and Alameda Del Prado/Nave Drive.



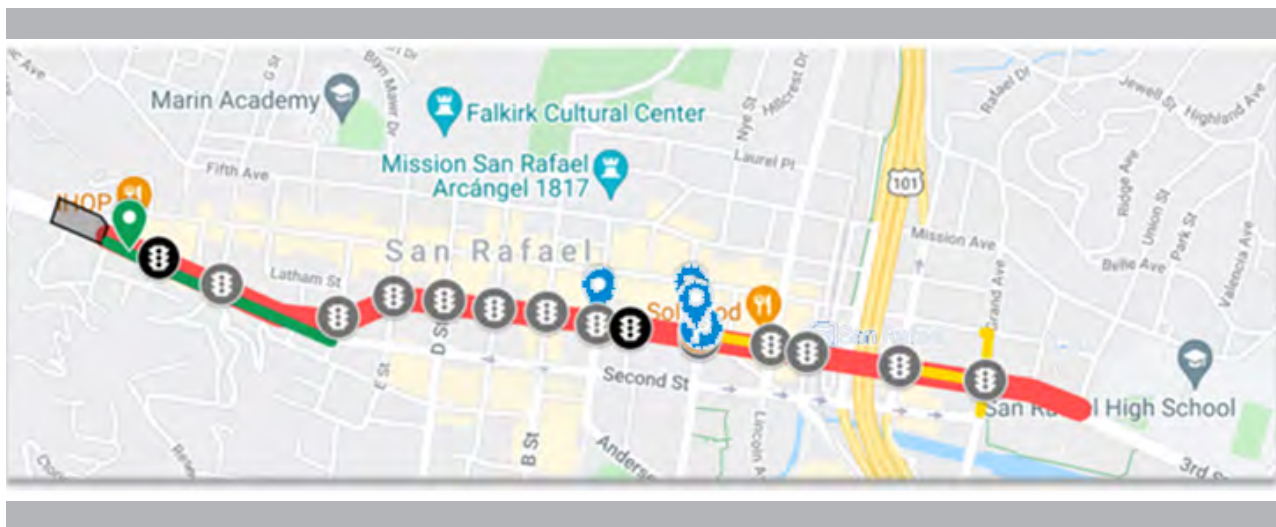
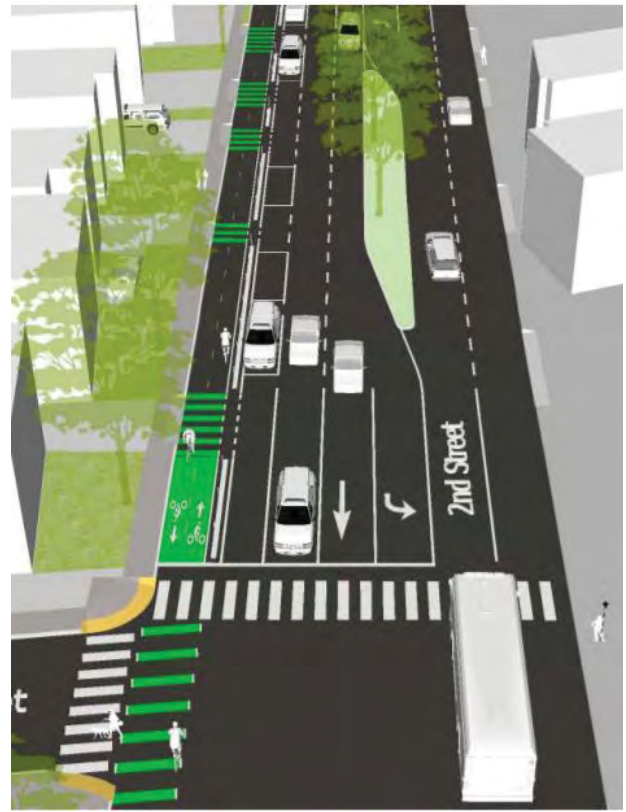
# Major Roads Projects

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

## THIRD STREET REHABILITATION PROJECT, SAN RAFAEL

In March 2022, construction started on the San Rafael Third Street Rehabilitation project. This major East-West corridor serves as one of Marin County’s major arterials and is heavily congested during peak travel times. The \$20.8 million San Rafael project is being conducted in cooperation with the San Rafael Sanitation District and the Marin Municipal District for efficiency with underground facility improvements. Throughout 2022, construction has made visible progress and is expected to continue through the summer of 2023.

The project consists of pavement rehabilitation, pedestrian and bicycle safety improvements, curb ramp and intersection improvements, utility infrastructure updates, intersection lighting and traffic signal upgrades, addition of trees, and reconfiguring the roadway between West Street and Shaver Street to allow room for an eight-foot-wide Class IV (separated) bicycle lane on the south side of Second Street with a dedicated sidewalk for pedestrians. Funding for the project includes \$12.9 million from TAM’s voter-approved ½-Cent Transportation Sales Tax.

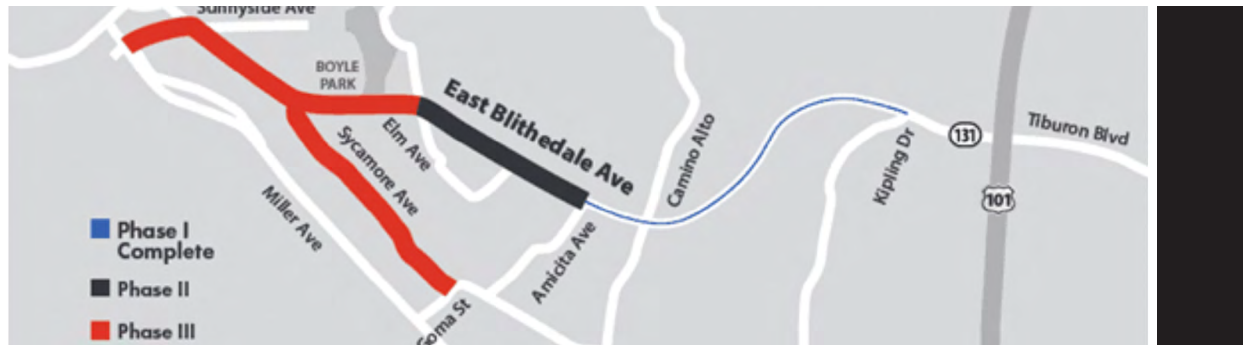




## EAST BLITHEDALE REHABILITATION PROJECT

The City of Mill Valley recognizes East Blithedale Avenue as a vital corridor between downtown Mill Valley and Highway 101 serving as the northern gateway into the City’s residential, school, and business areas. The project is divided into three phases to rehabilitate aging pavement conditions, install new bike facilities, upgrade existing traffic signals, and improve access to schools, businesses, and residential areas.

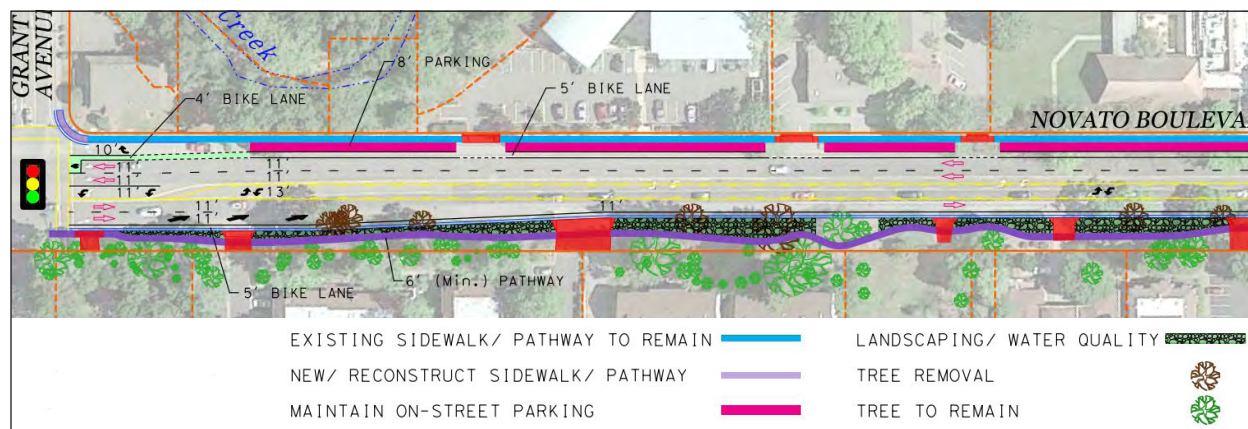
Phase I from US-101 to Amicita was completed in May 2022 and the overall project is expected to be complete in late 2023.



## NOVATO BLVD. IMPROVEMENTS PROJECT

In 2022, the City of Novato continued design for the City Council approved 3-lane layout of the final phase of the Novato Boulevard Improvements Project between Diablo Avenue and Grant Avenue. The conceptual design includes sidewalks and bicycle lanes in both directions, utility undergrounding, and new traffic signals at Diablo Avenue, Seventh Street, and Grant Avenue among other improvements.

The project covers 2.8 miles of roadway, and has been divided into three segments, of which the first two have been completed. Those improvements included pavement rehabilitation, minor signal upgrading, and upgrading of ADA amenities from Grant Avenue to Eucalyptus Avenue, and pavement rehabilitation from Eucalyptus Avenue to San Marin Drive. The third and final phase is expected to begin construction in 2023. \$10.64 million remains available from Measure A for construction.



## MAJOR ROADS PROJECTS COMPLETED TO DATE

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

**City of Novato:** Novato Blvd. Segment 3: Eucalyptus Avenue to San Marin Drive (2009)  
Novato Blvd. Segment 2: Grant Avenue to Eucalyptus Avenue (2011)

**County of Marin:** Sir Francis Drake Blvd. from Samuel P. Taylor Park to the Platform Bridge (2014)  
West Sir Francis Drake Blvd. Lagunitas Road to Wild Iris Drive (2018)  
Sir Francis Drake Blvd. Rehabilitation, US-101 to Ross (2021)

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

# Local Roads Projects

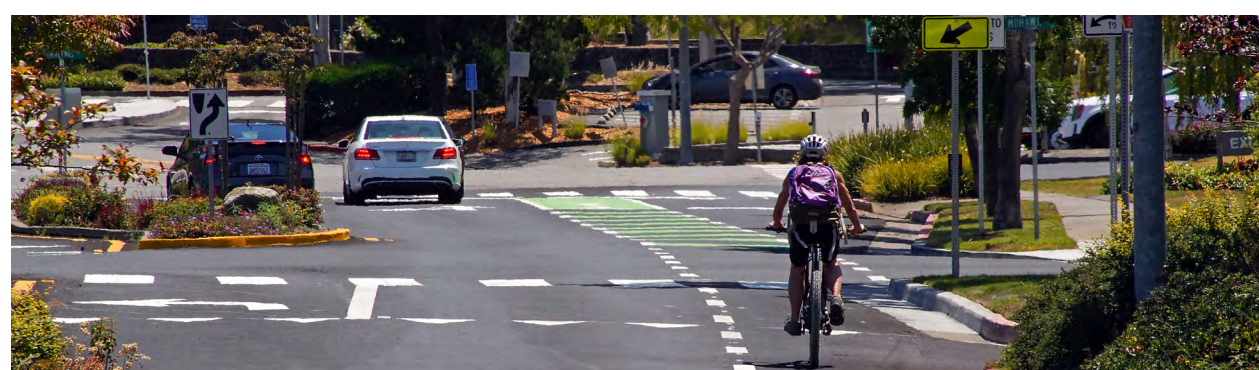
Local roads are an essential part of our overall transportation system and help connect our neighborhoods, schools, and business districts. Funding from both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, along with the infusion of new revenues from the Road Repair and Accountability Act of 2017 (SB1), has allowed cities and towns and the County of Marin to begin stabilizing the average condition of local roads.

Each year TAM distributes local funding to the 11 cities and towns and the County of Marin based on the miles of roadway lanes and population of each jurisdiction.

**FUNDING DIRECTLY TO JURISDICTIONS for Local Streets and Roads**  
 In 2022: **\$9.3 Million** Total Since 2005: **\$63 Million**

In June 2022, funding to cities, towns, and the County of Marin from TAM for local streets and roads included over \$9 million in Measures AA and B funds. Measure AA funds are distributed annually and Measure B Local Roads funds are distributed every 3 years. To date, TAM has provided a total of approximately \$63.3 million to local roads projects, from both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee revenues.

	Measure AA	Measure B	Measure A Reserve	Total
Belvedere	\$ 66,154	\$ 22,044	\$ 2,378	\$ 90,576
Corte Madera	\$ 249,193	\$ 83,038	\$ 8,956	\$ 341,187
Fairfax	\$ 186,245	\$ 62,062	\$ 6,694	\$ 255,001
Larkspur	\$ 267,240	\$ 89,052	\$ 9,605	\$ 365,896
Mill Valley	\$ 382,584	\$ 127,488	\$ 13,750	\$ 523,822
Novato	\$ 1,222,338	\$ 407,317	\$ 43,931	\$ 1,673,586
Ross	\$ 70,861	\$ 23,613	\$ 2,547	\$ 97,021
San Anselmo	\$ 299,995	\$ 99,967	\$ 10,782	\$ 410,744
San Rafael	\$ 1,322,378	\$ 440,653	\$ 47,527	\$ 1,810,558
Sausalito	\$ 187,139	\$ 62,360	\$ 6,726	\$ 256,224
Tiburon	\$ 235,146	\$ 78,357	\$ 8,451	\$ 321,954
County	\$ 2,284,159	\$ 761,145	\$ 82,094	\$ 3,127,398
<b>Total Available</b>	<b>\$ 6,773,432</b>	<b>\$ 2,257,095</b>	<b>\$ 243,440</b>	<b>\$ 9,273,967</b>





## Bicycle and Pedestrian Projects

TAM is committed to funding and improving routes for bicyclists and pedestrians to promote transportation equity, support a growing active transportation network, reduce greenhouse gas emissions (GHG), and improve health. There is increased adoption of active transportation options, on their own or combined with transit, to reduce auto use, mitigate traffic congestion, and contribute to improved air quality. Over the years, TAM has invested significant resources in various bicycle and pedestrian projects with the goal of connecting people and communities with healthy, active, and fun transportation choices

### NORTH-SOUTH GREENWAY OVER CORTE MADERA CREEK COMPLETED!

After many years of dedicated work, the North-South Greenway multiuse path over Corte Madera Creek was completed and open to the public in July 2022. This milestone is a key expansion of the North-South Greenway and fills another gap in the safe and separated multiuse path network between Sausalito and Novato.

The new path replaces the old 4-foot, narrow pathway with a 12-foot-wide multi-use path that features viewpoint lookouts described as “belvederes,” a smooth incline/decline that is Americans with Disabilities Act (ADA) compliant, ecological restoration, and sustainable stormwater treatment. The new path spans Corte Madera Creek between the touchdown of the Central Marin Ferry Connector Bridge and Old Redwood Highway in Larkspur. A second phase will continue the 12-foot-wide pathway along Old Redwood Highway to the Greenbrae Pedestrian Overcrossing on the east side of US-101. Construction of phase two is



expected to begin in Spring 2023. Significant funding for this project was provided by TAM in partnership with Caltrans, the City of Larkspur, the County of Marin, and the Metropolitan Transportation Commission.



Below: The North-South Greenway over Corte Madera Creek Opened to the Public in July 2022



**The TAM website** includes current Bicycle and Pedestrian Plans for all jurisdictions, and a detailed map that depicts the existing and proposed bike and pedestrian network as adopted in local Bicycle and Pedestrian Plans.





## ACTIVE TRANSPORTATION PROGRAM FUNDING FOR BICYCLE AND PEDESTRIAN PROJECTS

The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as walking and biking, and to support Safe Routes to Schools projects. In 2022, the California Transportation Commission (CTC) requested applications for ATP projects and the following Marin projects were recommended to receive over \$9.5 million:

- **Corte Madera - Central Marin Regional Pathways Gap Closure Project (\$1,500,000)**
- **San Rafael - San Rafael Canal Crossing Project (\$3,925,000)**
- **San Rafael - Canal Neighborhood Active Transportation Enhancements (\$4,123,000)**

Passage of Senate Bill 1 in 2017 directs \$100 million annually to the ATP, significantly augmenting the available funding for this popular program.

## MARIN-SONOMA BIKE SHARE PROGRAM

A Marin-Sonoma Bike Share Pilot Program was initiated with a \$826,000 grant from MTC as a partnership between TAM and the Sonoma County Transportation Authority (SCTA). In 2021, a coordination agreement

was entered into with vendor Bolt Mobility with the intended launch in 2022 of a pilot bikeshare program consisting of 300 e-bikes along the SMART corridor. Unfortunately, Bolt Mobility ceased operations, thus halting the planning and launch of the program. TAM staff and partners will work closely with the TAM Board, SCTA, MTC, and the local agency partners involved in the bike share program to determine future options for collaborating on a regional program. To date, none of the \$826,000 grant has been spent.





# PROGRAMS

## Safe Routes to Schools Program

The Safe Routes to Schools (SR2S) offers a broad spectrum of curriculum, events, contests, and promotional materials to encourage children to walk, bike, carpool, and take transit to school. The program helps improve safety, promotes a healthy lifestyle for youth and enhances the sense of community in neighborhoods through classroom education, special events, infrastructure improvements, a crossing guard program, and other strategies.

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

Safe Routes to Schools started in 2000 with two \$50,000 grants from the US Department of Transportation to Marin County, California, and Arlington, Massachusetts.

The SR2S program has returned to in-person learning with ongoing programs and new, fresh programs. The popular Walk and Roll Wednesday encouragement campaign continues to thrive, and new incentives have been unveiled including the "Buddy Up!" contest to encourage students and their families to walk (Park and Walk), bike, carpool or ride the bus together, and a new "Pump it Up!" PE contest within the school curriculum. The Bi-Lingual Program continues to expand to serve new schools and students.

**Approximately 50% of students in Marin County participate in "greening" their commute to school, by walking, biking, taking the bus, and carpooling**

Each sign includes the 'Eyes Up, Marin' logo and a small graphic of a person walking or biking.



## Eyes Up Marin! Bright New Campaign for Marin Street Smarts Program

Street Smarts is a traffic safety program that educates drivers, pedestrians, and cyclists about safety issues, including distracted driving. The goal is to encourage people to adopt new attitudes and behaviors that will reduce the number of traffic-related accidents and make our streets safer for everyone.

This year, TAM updated the campaign with bold colors and clear safety messages in English and Spanish. The messages were distributed throughout Marin through hundreds of street pole banners, signs near schools, and lawn signs provided through local municipalities.

**The Street Smarts Program utilizes a data-driven focus to place messaging at "hotspots" throughout Marin County where traffic problems occur most frequently.**





## Crossing Guard Program

TAM's crossing guard program was first implemented in 2006 with 54 crossing guards and has grown to nearly 100 locally funded crossing guards. Funding is provided by Marin's local ½-Cent Transportation Sales Tax and the local \$10 Vehicle Registration Fee. We appreciate the group of dedicated crossing guards who help to make street crossings safe for Marin students.



In May, Carmel Morini was recognized as Crossing Guard of the Year, with her 44 years of service! Ms. Morini has been faithfully helping get kids to school in Novato since 1978. When Ms. Morini became a crossing guard, the program was managed by the Novato Police Department with funding from a variety of sources including cities, towns, and school districts. The passage of Marin's ½-Cent Transportation Sales Tax in 2004 (renewed in 2018) and the \$10 Vehicle Registration Fee in 2010 created a reliable source of funding for crossing guards.



Thank you, Carmel!  
You are an inspiration!

### Appreciation for Crossing Guards for Years of Service

The Crossing Guards in Marin have shown dedication to their job that is truly worth commending. Many of our guards have served many years in their positions to help children get to school safely. There are 13 Crossing Guards who have served over 15 Years, 17 who have served over ten years, and 24 who have served over 25 years. The names and photos of these long-serving guards are on the TAM website and have been shared with the community for recognition of their important role in our community.





# Trip and Pollution Reduction Programs

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

## Marin Commutes

Marin Commutes is a comprehensive public engagement strategy to promote the benefits of alternative transportation options to single occupancy driving trips and to build awareness of the incentives and tools available to Marin commuters. Marincommutes.org serves as an information hub, outreach platform, and focal point for resources, providing localized information for those living and working in Marin County.

Started on October 1, the new Marin Commutes Rewards program allows anyone living or working in Marin County to earn rewards for logging eligible green trips. Participants earn rewards for walking, biking, taking transit, carpooling, vanpooling and working from home.



Participants can also compete for a position on the leaderboard, earn badges, and see the impact of their trips with a dashboard that tracks savings on gas, calories burned from walking or biking, greenhouse gas reductions, and more.

## CONNECT2TRANSIT

In 2022 the Connect2Transit Program continued supporting transit recovery, and workers returning to in-person work locations in the county. Connect2Transit is based on a partnership with TAM, Marin Transit, and Uber. Connect2Transit offers features in the Uber app including discounts on shared rides to and

from major transit stations and on-demand wheelchair accessible microtransit service.

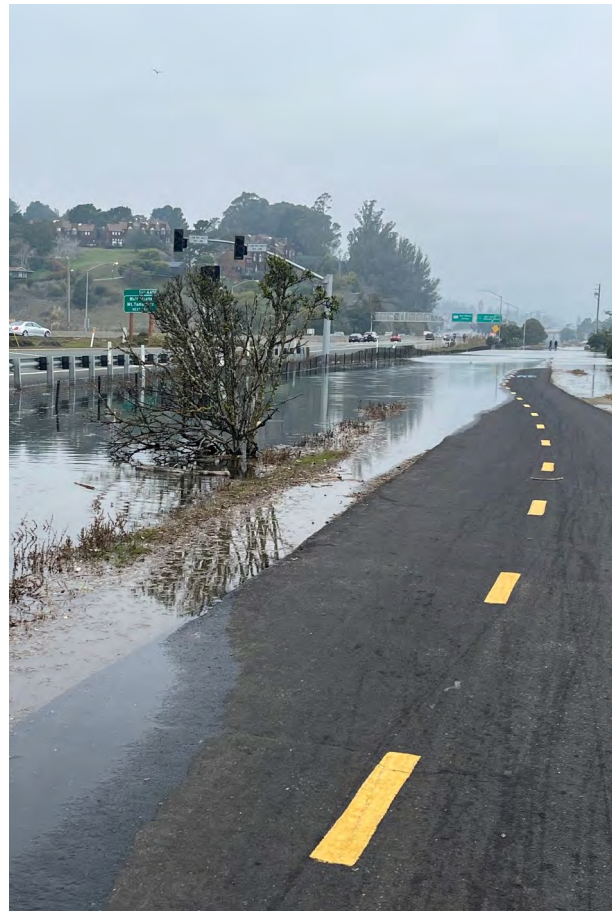
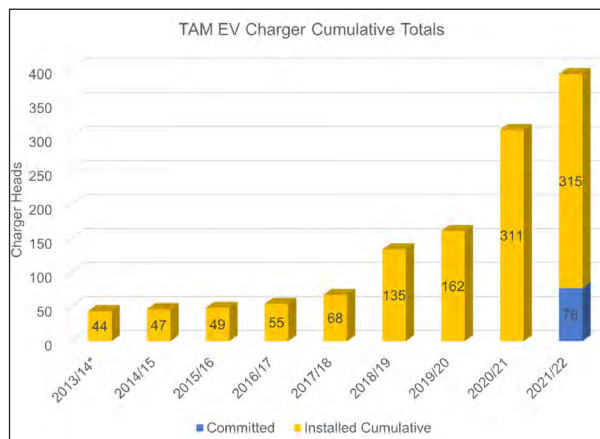
The program is designed to support transit ridership and encourage shared mobility options that reduce congestion and pollution and has been approved to continue through June 2023.



## Alternative Fuels/Electric Vehicle Programs

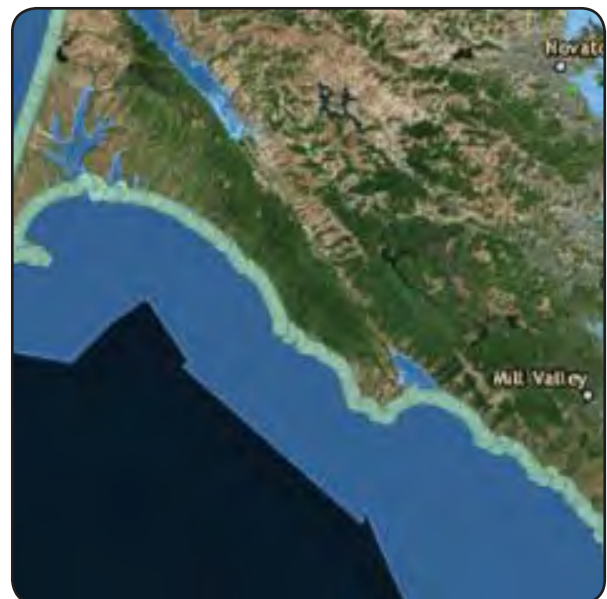
TAM's Alternative Fuels/Electric Vehicle (Alt. Fuels/EV) Programs support the transition from fossil-fuel based transportation to more sustainable alternative fuel vehicles and EVs. Switching to alternative fuel vehicles and EVs reduces harmful air pollution levels and decreases greenhouse gas emissions.

TAM has continued to advance EV adoption in the county, with public agency rebates available for fleet vehicles and charging stations. TAM conducted a solicitation of public agency EV project concepts in the county, leading to an updated program focused on delivering new project concepts and addressing project delivery of EV charging stations. With 82 EV charging rebates in progress, TAM rebates remain among the highest of EV charging station rebates available. TAM rebates are anticipated to support 397 EV chargers as rebate projects are delivered. Additionally, over 2022, there has been an increase in EV fleet interest from police agencies, creating opportunities to grow electric vehicle adoption among police fleets in the county.



## Sea Level Rise Program

In 2022, TAM advanced scoping of the Sea Level Rise Program and is seeking to advance concept planning and design for vulnerable roadway and transportation systems in the county. TAM has been engaging with BayWave, C-SMART, and Caltrans to assess opportunities for partnerships on upcoming projects and to advance planning on major sea level rise initiatives in the county.





# PLANNING AND COORDINATION

## Planning Activities

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

### CONGESTION MANAGEMENT PROGRAM UPDATE

TAM serves as the Congestion Management Agency for Marin County, and over the course of 2022 worked with our local jurisdictions to “opt-out” of the preparation of the Congestion Management Program. TAM will continue to address congestion management through projects and programs identified in Measures AA and B.

### COUNTYWIDE TRANSPORTATION PLAN

The TAM Board directed staff to begin preparation of a countywide transportation plan, a first for Marin county, to build consensus toward a countywide transportation vision, guide long-term decision-making, reflect local policies and priorities, and inform transportation funding decisions. This planning effort will begin in 2023 and build on previous planning efforts including TAMs 2017 Strategic Vision Plan and local expenditure plans, among other efforts.

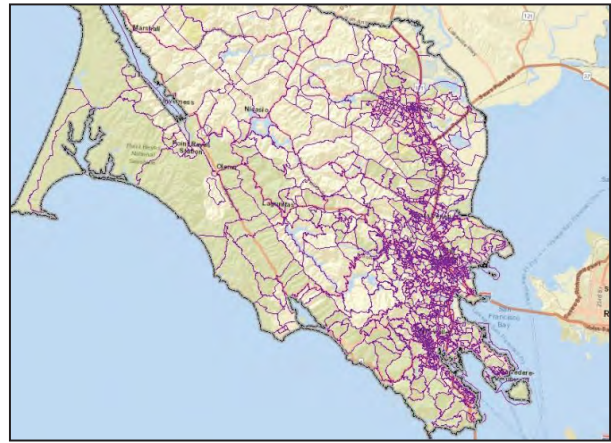
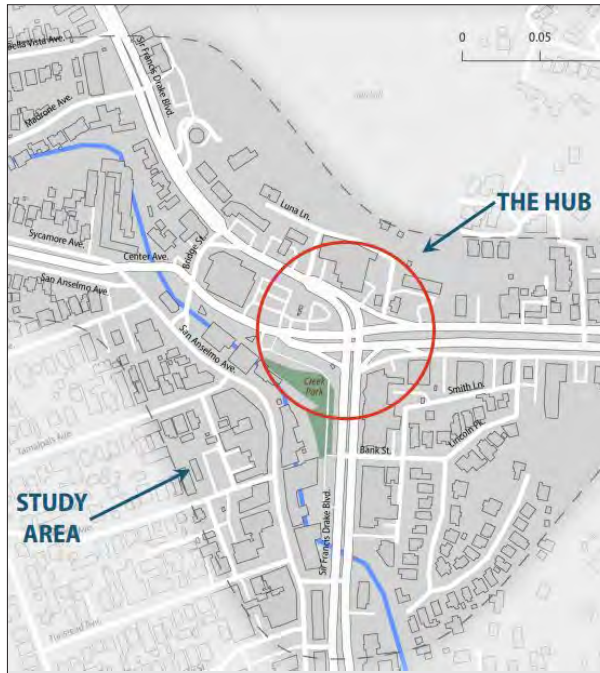
### SAN RAFAEL COMMUNITY BASED TRANSPORTATION PLAN (CBTP)

In 2022, TAM and the City of San Rafael created the 2022 Canal Neighborhood Community-Based Transportation Plan (CBTP). This plan brings residents, community organizations, and transportation professionals together to improve mobility options for low-income communities. These plans identify the most important transportation challenges in low-income neighborhoods and develop strategies to overcome them. This CBTP identifies street lighting, transit improvements, and traffic calming as priorities to the community. TAM, the City of San Rafael, and local transit agencies can use this plan to identify and apply for grant funding sources to complete the desired improvements.



## THE SAN ANSELMO HUB STUDY UPDATE

The Town of San Anselmo is studying improvements to “The Hub,” a critical intersection connecting Sir Francis Drake Boulevard, Miracle Mile, and Center Boulevard. The Town has advanced conceptual design options to improve travel to and through the Hub for motorists, cyclists, pedestrians, and those using public transit.



## TAM TRAVEL DEMAND MODEL FORECASTING

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

## PART-TIME TRANSIT LANE (BUS ON SHOULDER) FEASIBILITY STUDY

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

In 2022, TAM submitted grant proposals to advance this project into the design phase.





# Local and Regional Coordination

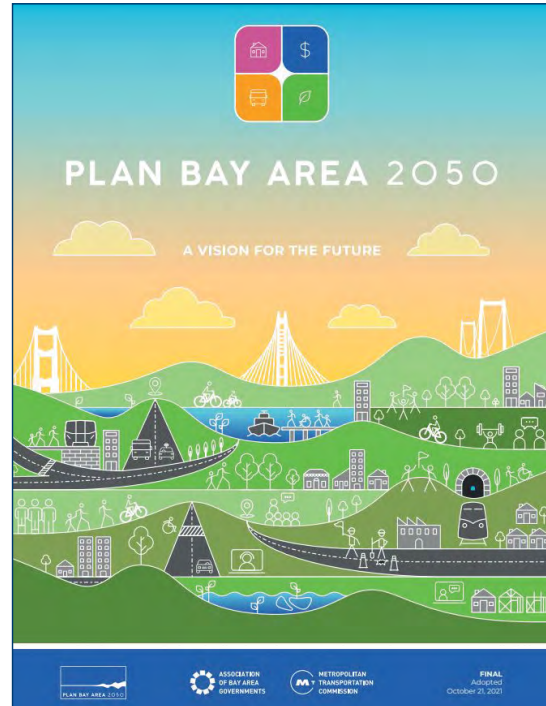
TAM's responsibilities include functioning as Marin County's Congestion Management Agency (CMA). In this role, TAM serves as a coordinating agency representing Marin and its local transportation needs with local, regional, state, and federal agencies. TAM represents Marin County for regional transportation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

## TRANSIT PLANNING

TAM coordinates with local transit operators on planning issues related to local services and capital investments. Discussions include service plans, operations planning, transit access, and supporting local community mobility options. TAM has coordinated closely with Marin Transit, Golden Gate Transit, and SMART on transit recovery during the pandemic, and emerging transit needs during this period.

## REGIONAL TRANSPORTATION PLANNING

TAM coordinates with partners on regional transportation planning activities such as the development of regional plans, transportation and land use funding discussions, and regional policy development. Regional efforts include coordination with agencies and community organizations and representing Marin County in planning efforts such as the Plan Bay Area 2050 adopted in October 2021. TAM's involvement ensures that Marin County's transportation needs and investments are considered as part of regional plans through the year 2050.



## CLIMATE CHANGE

TAM participates in the Marin Climate and Energy Partnership to develop climate action plans for the cities, towns, and the County of Marin.



# TRANSIT

## Local Transit

Local transit is an essential part of our transit network. In 1964, Marin Transit was formed by a vote of Marin County residents to provide local transit service within Marin County. Marin Transit contracts for operations of services and is directly responsible for planning, capital investments, financial management, and operations oversight as guided by its Short Range Transit Plan (SRTP).



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

### MARIN TRANSIT RIDERSHIP REBOUND

Marin Transit has experienced very strong ridership recovery once the COVID-19 pandemic began waning. Currently, Marin Transit's ridership is at 85% of pre-COVID levels, a higher share of pre-pandemic ridership than any other transit agency in the Bay Area.

### MARIN TRANSIT OPENS NEW MARIN ACCESS OPERATIONS & MAINTENANCE FACILITY

In May 2022, Marin Transit officially opened its new Marin Access Operations Center, located at 3000 Kerner Blvd., San Rafael. The new facility houses the Marin Access call center, travel navigator team, and dispatch for all Marin Access services, including Paratransit, Dial-A-Ride, and Connect. It also serves as the centralized vehicle maintenance site for all Marin Access vehicles. The facility's opening is a strong step toward Marin Transit's goal of facility ownership, securing the ability to continue operating efficiently into the future.



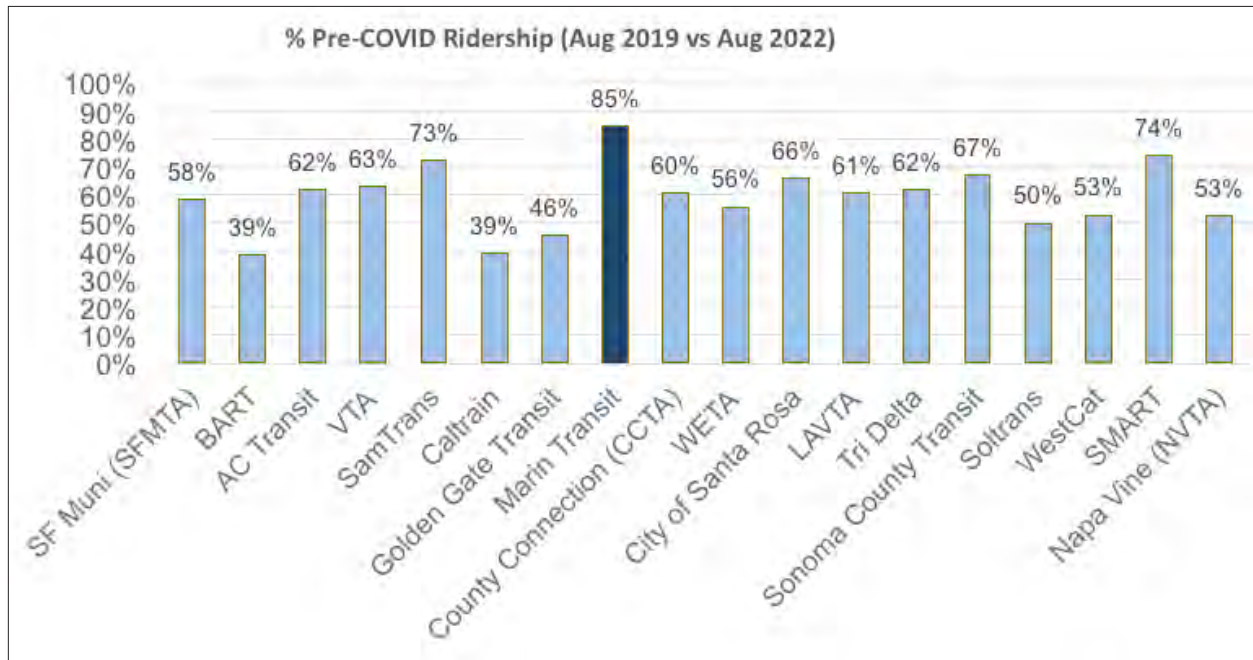


## RIDERSHIP RECOVERY

The COVID-19 pandemic led to unprecedented changes for Marin Transit. In the first full month of the pandemic, April 2020, transit agencies across California experienced steep ridership declines due to the Governor's Stay-At-Home order; transit agencies in other parts of the country experienced similar ridership effects as other states followed suit. Marin Transit experienced a 78% drop in ridership that first month.

However, Marin Transit has experienced strong ridership recovery. Currently, Marin Transit's ridership is at 85% of pre-COVID levels, a higher share of pre-pandemic ridership than any other transit agency in the Bay Area. During the peak of COVID and throughout the recovery, Marin Transit has taken several measures to retain riders and continue providing services to those most in need. The robust ridership recovery proves that these measures have been successful.

First, during the peak of COVID, Marin Transit did not cut core services. Although supplemental school routes, yellow bus, and the Muir Woods Shuttle were cut due to the closure of schools and the national monument, local and shuttle service remained constant, providing riders, and especially essential workers, with a reliable ride to get where they needed to go. In fact, to compensate for limits set on bus capacity to allow for social distancing, Marin Transit actually did some targeted service increases to ensure riders were not left behind.



In FY 2022, Marin Transit restored service on yellow bus, supplemental school routes, and the Muir Woods Shuttle. Several fare promotions throughout FY 2022 helped bring riders back to transit, even attracting some new riders. Summer 2022 saw the restoration of service on the Muir Woods Shuttle. Fall 2022 saw the reorganization of some supplemental school routes to focus service on the students who need and use the service most, along with changes to select local service to ensure Marin Transit continues to meet the needs of all riders. Staff continue to monitor ridership needs and adjust service.



## MARIN ACCESS

Since 2012, Marin Transit has developed and expanded a suite of mobility programs to help meet the growing needs of riders and community members under the brand Marin Access. Mobility is not a one-size-fits-all service and with the support of funding through Measure AA and Measure B, Marin Transit has successfully introduced a wide range of transportation options for Marin County residents. These options go well beyond traditional Americans with Disabilities (ADA) paratransit service and offer more flexibility and convenience than mandated ADA services. Today, Marin Transit provides ADA paratransit service and a full suite of mobility programs and services under the Marin Access brand to meet people where they are and get them to where they want to go, supporting county residents ability to age in place and maintain a high quality of life as they age.

As Marin County's population continues to get older, Marin Transit is committed to ensuring that there is a robust transit system that will empower older adults and people with disabilities to live independently, travel with confidence, and remain connected to the community. Based on community feedback, the vision for Marin Access is to further unify all of its services and programs so riders can call one phone number or click one link to learn about mobility options, complete the eligibility process, and schedule trips. This will simplify the rider experience and make it easier to identify what transportation options are right for each unique rider.

## FARE PROMOTIONS

In FY 2022, the Marin Transit conducted a series of promotional fare and pilot programs on Marin Transit Local Service. These programs included free fares for seniors and ADA riders from October 2021 through March 2022, free transit access to families of low-income students, free youth rides in summer 2022, and several fare-free days for events such as Earth Day and the Marin County Fair.

## VEHICLE ELECTRIFICATION

Marin Transit continues to make advancements towards a carbon-free future by furthering the electrification of its vehicle fleet. In 2022, Marin Transit acquired four new electric buses, which will help reduce carbon emissions, reduce harmful particulate matter emissions throughout the County, and reduce the cost of fuel for service operations.



To keep the electric buses running, the Marin Transit also installed new electric bus charging facilities at its Novato parking facility. Four charging stations were installed onsite and the infrastructure is in place to further expand charging capabilities at the facility. This improvement, along with the acquisition of a new site at 3010-3020 Kerner Blvd., San Rafael, represents a significant milestone for the Marin Transit's ongoing goal to increase operational stability through the acquisition and development of capital facilities.

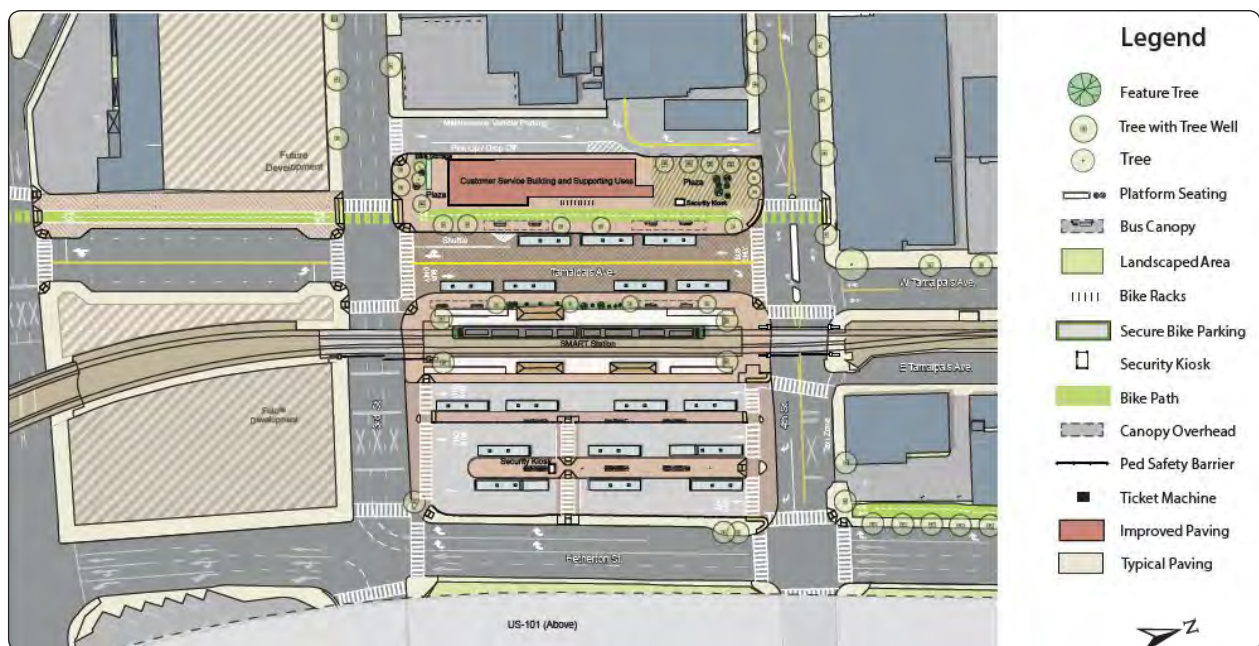


# Regional Transit

## BETTINI TRANSIT CENTER RELOCATION

With the extension of SMART rail service to Larkspur, a new permanent transit center was deemed necessary for downtown San Rafael while a temporary configuration of the Bettini Transit Center is accommodating the new train tracks. This is an opportunity to create a more accessible modern transit facility for all users and improve both connectivity and safety. Golden Gate Transit is leading an effort in coordination with the City of San Rafael, Marin Transit, and TAM to identify a new transit center site and configuration that will provide for the current and future mobility needs of San Rafael and Marin County.

The Golden Gate Bridge, Highway and Transportation District (District) released the final Environmental Impact Report for the San Rafael Transit Center Replacement Project. The "Move Whistlestop" Alternative was identified as the District's preferred alternative project. The site is generally between West Tamalpais Avenue to the west, Hetherton Street to the east, 4th Street to the north, and 3rd Street to the south. Additional improvements are included to shift West Tamalpais Avenue to the east from 2nd Street to 4th Street.



# COMMUNITY ENGAGEMENT

Open and consistent dialogue with the community is a cornerstone of our agency philosophy and culture. At TAM we strive to provide many tools and opportunities for engagement with our community.

## TAM in the Community

TAM staff is happy to provide information and presentations to community organizations, interest groups, and individuals. It is important for us to meet with community members to learn about issues and priorities and to provide information about how transportation dollars are being spent to improve transportation in Marin. In 2020 and 2021 we met remotely with community groups to share information while observing health guidelines. To schedule a presentation, either in-person or by videoconference, contact TAM's Community Outreach Coordinator, Molly Graham at [mgraham@tam.ca.gov](mailto:mgraham@tam.ca.gov) or 415-990-0292.



## TAM Staff



**TAM Meetings** were conducted via Zoom in 2022 and are now hybrid. We encourage community input and attendance.

- Board of Commissioners meetings are generally held on the fourth Thursday of the month at 6:00 p.m.
- Executive Committee meetings are generally held on the second Monday of the month beginning at 2:00 p.m.
- COC meetings are generally held on the third Monday of every other month beginning at 5:00 p.m.

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

## The TAM Traveler

Produced monthly, the TAM Traveler is an electronic newsletter that keeps the community informed about current TAM activities and transportation-related news in the region. Please visit our website, [www.tam.ca.gov](http://www.tam.ca.gov), to sign-up for the TAM Traveler.

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





# FEATURED 2022 COC MEMBER

## *Nancy Okada – Environmental Organizations*

Nancy Okada has been a dedicated member of the COC, serving as the alternate representative for Environmental Organizations since 2011. Born and raised in the East Bay, Nancy has been a resident of San Anselmo for over 30 years.

Nancy has always been interested in caring for the environment and became actively involved in the Sierra Club Marin Group in 2010. Her environmental issues of concern are far ranging, including water desalinization, pesticide reduction, trail protection, and promoting alternative transportation options.

Nancy has a great love for nature and animal habitat, and great respect for WildCare San Rafael and their mission to protect and rehabilitate wildlife.

Nancy encourages everyone to reduce the use of commonly used harmful chemicals including herbicides, pesticides and plastics.

She believes strongly that simply using a reusable shopping bag, carpooling with a friend, or using non-toxic products can help us all protect our environment.

Nancy is a big fan of public transportation, using BART and MUNI while living in the East Bay and San Francisco. She enjoys taking the AMTRAK Train-bus connections to Lake Tahoe, Los Angeles and Yosemite, calling them “local adventures.” She supports all alternatives to driving and enjoys arranging carpools with others as often as possible.

Her enthusiasm for alternative transit also influenced Nancy’s son, Kiyoshi. She arranged a variety of carpools during his school years and was thrilled when he continued to successfully use only public transit during the years he attended UCLA and UC Irvine

**How long you been serving on the COC?** I have served on the COC since 2011. It is hard to believe I have been serving on the COC for over 10 years. The COC meetings have been helpful to understand the challenges of transit needs in Marin. Having the continuity with the COC over the years allows me to see progress and change throughout the County.

**What brought you to the COC and what made you stay?** I participated in the Countywide plan through the Sierra Club and that piqued my interest in transportation and the local work of TAM.

I was nominated to serve on the COC by the Sierra Club Marin Group, and then joined the Sierra Club San Francisco Bay Chapter Transportation Committee. That led to my participation on the Highway 37 corridor committee, with Sierra Club members from Solano and Sonoma counties. We have been actively providing input on reducing VMT, increasing public transit, assuring habitat protection along Highway 37, and exploring using rail link-ups to reduce truck traffic.

Within the Sierra Club SF Bay Chapter, I am also active on the Transportation, Water, Federal Lands and East Bay Public Lands committees. At the state level of the Sierra Club, I am chair of the Water Committee’s Coastal Subcommittee. We monitor and comment at monthly meetings of the California Coastal Commission. I enjoy my participation in these local issues and encourage others to join me.

**Do you think the COC has made a difference in addressing transportation issues and the transportation future in Marin?** Yes. I do think the COC makes a difference. It has been fantastic to see how we can voice our opinions and make improvements a reality.

Real change happens when local citizens can speak to elected officials in a casual setting. That was what happened during a TAM workshop in 2014. During a lunch discussion we were talking about traffic congestion, and we asked: “What about a third lane on the Richmond-San Rafael Bridge?” That got the ball rolling, and now the lane on the Richmond-San Rafael Bridge helps ease congestion.

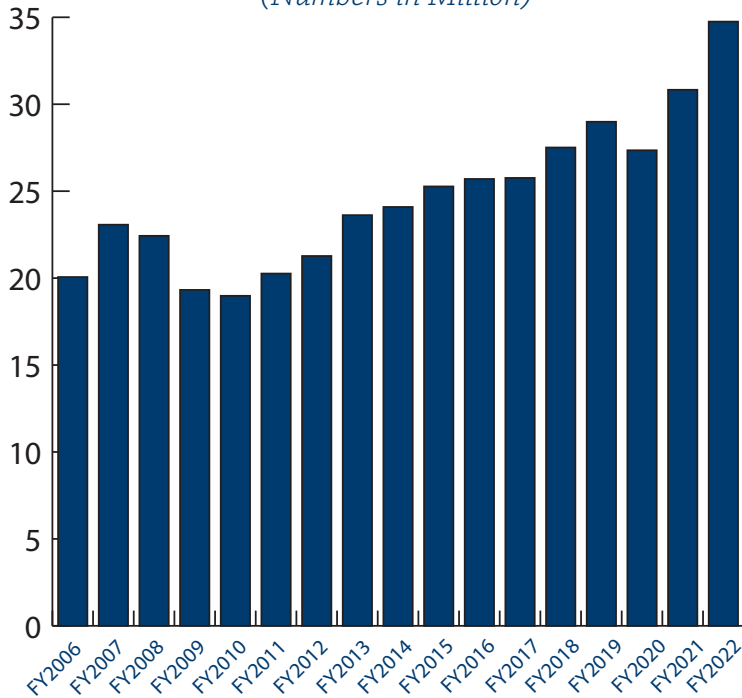
Community input that is heard is very important. We can work together to make these improvements happen. TAM and the COC allows that to happen.

**What do you value most about the COC?** What I value most is getting updated and accurate information about current transportation issues and projects. I enjoy being able to ask questions and sharing answers with my colleagues and community members. They like to be informed and I encourage them to provide their input and ideas. I am happy to play a role in increasing public awareness about the many transit options in Marin.

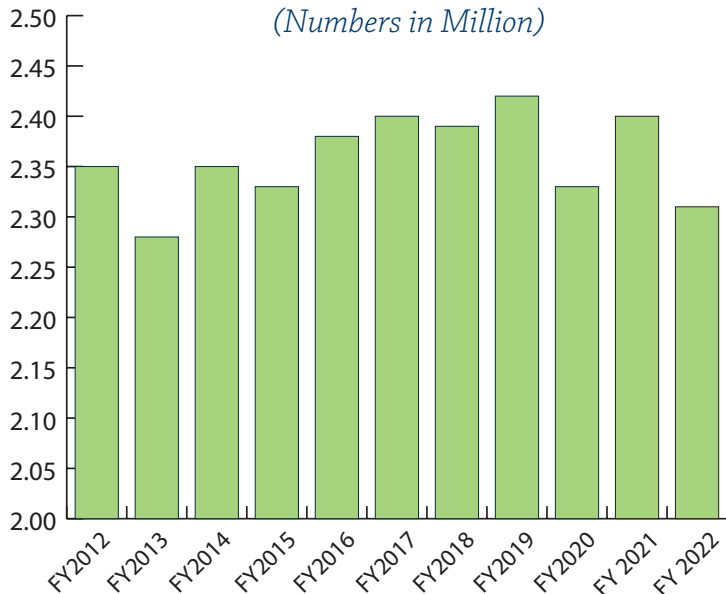


# FINANCIAL PICTURE

1/2-Cent Transportation Sales Tax Revenue Trend  
(FY2005-06 to FY2021-22)  
(Numbers in Million)



\$10 Vehicle Registration Fee Revenue Trend  
(FY2011-12 to FY2021-22)  
(Numbers in Million)



In FY2021-22, a total of \$25.1 million from the 1/2-Cent Transportation Sales Tax and the \$10 VRF was used to fund many of the critical transportation projects and programs.

Transit Operation and Capital Needs  
\$9.7 million

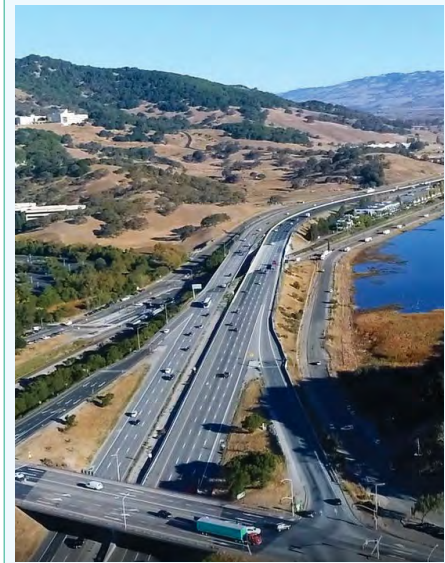
Local Streets and Roads  
\$5.2 million

SR2S and Crossing Guards  
\$3.9 million

Highway Improvement  
\$1.7 million

Major Road Projects  
\$3.4 million

Bike/Ped Pathways and Other Transportation Programs  
\$1.2 million







# KEY CAPITAL IMPROVEMENT PROJECTS





- Marin-Sonoma Narrows
- Novato Boulevard Improvement Project
- State Route 37
- Third Street Rehabilitation
- Bettini Transit Center Relocation
- Northbound US-101 to Eastbound I-580 Direct Connector
- Sir Francis Drake Boulevard Rehabilitation
- Richmond-San Rafael Bridge Access Improvements
- North-South Greenway Gap Closure
- East Blithedale Boulevard Rehabilitation
- Ramp Metering



San Francisco Bay

Pacific Ocean

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**PROJECT MANAGEMENT, CONTENT, ART DESIGN & LAYOUT:**

Joanne Roessler, Li Zhang, Molly Graham

**PHOTO CREDITS:** Peter Oppenheimer, TAM Staff and Caltrans

**WRITING/EDITING CREDITS:** COC Annual Report Sub-Committee & TAM Staff

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**DAVID CHAN**  
*Director of Programming and Legislation*

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*Senior Transportation Planner*

**2022 TAM/FY2021-22 COC  
ANNUAL REPORT  
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**KAY NOGUCHI**

**KEVIN HAGERTY**

**KINGSTON COLE**

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