



TRANSPORTATION AUTHORITY OF MARIN CITIZENS' OVERSIGHT COMMITTEE MEETING

APRIL 17, 2023
5:00 P.M.

**TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA**

This meeting will be held in-person and via Zoom webinar.

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415-226-0815
Fax: 415-226-0816

www.tam.ca.gov

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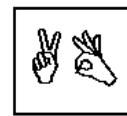
How to provide public comment (limited to 3 minutes or less):

Before the meeting: Email your comments to info@tam.ca.gov. Please email your comments no later than 1:00 P.M. Monday, April 17, 2023 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: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



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The TAM Office 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, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Call to Order (2 minutes)
2. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction (public is welcome to address the Committee, but according to the Brown Act, the Committee may not deliberate or take action on items not on the agenda)
3. [Review and Approval of March 20, 2023 Meeting Minutes](#) (Action) (5 minutes)
4. TAM Staff Report (Discussion) (20 minutes)
5. [Review of the Recommended Crossing Guard Location Selection](#) (Discussion) (30 minutes)
6. [Proposed Measure B Performance Metrics](#) (Discussion) (20 minutes)
7. [Review of TAM's Financial Audit Team Selection](#) (Action) (10 minutes)
8. Committee Member Hot Items Report (Discussion) (10 minutes)
9. Discussion of Next Meeting Date and Recommended Items for the Agenda (5 minutes)



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

MARCH 20, 2023
5:00 PM

MEETING MINUTES

Members Present: Peter Pelham, Major Marin Employers (Chairperson)
Kevin Hagerty, League of Women Voters (Vice-Chairperson)
Charley Vogt, Northern Marin Planning Area
Vince O'Brien, Bicyclists & Pedestrians Groups
Kate Powers, Environmental Organizations
Allan Bortel, Marin County Paratransit Coordinating Council
Kingston Cole, Taxpayer Groups

Alternates Present: Kay Noguchi, League of Women Voters
James Schmidt, Taxpayer Groups

Members/Alternate Present as Public: Paul Roye, Susannah Saunders

Staff Members Present: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer
Dan Cherrier, Director of Project Delivery
Grace Zhuang, Accounting and Payroll Specialist
Molly Graham, Public Outreach Coordinator
Mikaela Hiatt, Associate Transportation Planner
Ben Bogas, TAM Intern

Chairperson Peter Pelham called the Citizens' Oversight Committee (COC) meeting to order at 5:04 p.m.

1. Introductions and Welcome

Chairperson Pelham asked Grace Zhuang, Accounting and Payroll Specialist, to conduct the roll call. Ms. Zhuang did so and confirmed that a quorum was present. Ms. Zhuang stated the meeting order rules and instructions for the public to provide comments.

2. Open Time for Public Expression

No public expression was received.

3. Review and Approval of February 21, 2023 Meeting Minutes (Action)

Member Kate Powers stated that she had to drop out of the last meeting due to Zoom and phone connection problems. Deputy Executive Director/Chief Financial Officer (DED/CFO) Li Zhang stated that her departure would be noted in the final minutes.

Vice-Chairperson Kevin Hagerty moved to approve the February 21, 2023 Meeting Minutes. Member Kingston Cole seconded the motion, and the Minutes were approved with Member Powers abstaining.

4. TAM Staff Report (Information)

Executive Director (ED) Anne Richman reported that the TAM Board approved the amendments to Measure B Expenditure Plan as recommended by the COC at the Board's February meeting. ED Richman confirmed that the changes will go into effect on July 1, 2023, the start of the next fiscal year, and thanked the members again for participating in the process.

ED Richman reported that TAM is applying for a grant from the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program to close the funding gap for the Bellam Boulevard (Blvd). Offramp Project. The project will provide safety improvements at the intersection, including crosswalk and traffic signal upgrades and has already received local funding. ED Richman added that Golden Gate Bridge, Highway and Transportation District (GGBHTD) has also applied for a RAISE grant for the San Rafael Transit Center and that TAM provided a Letter of Support for its application.

In response to Vice-Chairperson Hagerty, ED Richman stated that TAM submitted a request for \$6.8 million, which should provide sufficient funding to complete the project.

In response to Member Powers, ED Richman stated that the Bellam Blvd Offramp Project was separate from the US 101/I- 580 Multi-Modal and Local Access Improvement Project, and many of the alternatives for the long-term project. She added that the grant program is very competitive; that approximately 400 applications were submitted in the 2022 funding round.

In response to Vice-Chairperson Hagerty, Director of Project Delivery Dan Cherrier stated that the project could be completed by early 2026 if the application for the RAISE Program is successful. ED Richman noted that the project has CEQA (California Environmental Quality Act) clearance and is in the design phase. She added that staff will continue to seek other funding sources if the RAISE application is not successful.

ED Richman reported that California Department of Transportation's (Caltrans') Local Highway Safety Improvement Program (HSIP) awarded \$3.4 million to 6 road projects in Marin. The purpose of the program is to fund projects that reduce traffic fatalities and injuries. Four of the road projects are in the County; one is in Mill Valley; and one is in San Rafael.

In response to Vice-Chairperson Hagerty, ED Richman responded that local agencies usually contribute their own funding to close project shortfalls when possible.

In response to Chairperson Pelham, ED Richman stated that none of the projects have received TAM funding because HSIP usually provides funding for projects that have not received funds from other sources.

In response to Member Powers, ED Richman stated that the County published a System Safety Analysis Report (SSAR) in 2017, which identified potential projects and locations in need of safety upgrades. ED Richman noted that it is probable a safety plan would need to be included with submittals in the next cycle of HSIP funding, and that TAM and the County are jointly updating the SSAR.

ED Richman also reported that federal electric vehicle (EV) infrastructure standards have been published; that a \$700 million nationwide competitive Notice of Funding Opportunity (NOFO) for the National Electric Vehicle Infrastructure (NEVI) Program was released for EV charging stations from the Infrastructure Investment and Jobs Act (IIJA); and that the goal is to fund 500,000 new EV chargers by 2030.

In response to Member Charley Vogt, ED Richman explained that the NEVI Program has been divided equally into a Corridor Program and a Community Program. ED Richman confirmed that Marin is

eligible to apply for funding from both programs. Member Vogt noted that Tesla has stated an intention to convert its Type 3 charging stations along interstates to universal use.

ED Richman thanked Member Vogt for reporting that the Petaluma River Bridge has recently been repaved. In response to Chairperson Pelham, Mr. Cherrier stated that bridges are structures which require a different process of renovation than repaving roadways and are often handled separately from road repaving projects. ED Richman confirmed Caltrans completed the Petaluma River Bridge repaving project and that the agency provides regular updates on projects via emails. ED Richman stated that staff would be happy to assist members who are interested in signing up to receive Caltrans project information. ED Richman noted that the unusually large rainfall has added to the deterioration of some roads.

ED Richman reported that TAM and Commute by Enterprise, which runs the regional vanpool program, will host a webinar on April 19 to promote the benefits of the vanpool program for Marin employees. ED Richman also reported that there are more in-person events coming up this Spring, such as North Bay Leadership Council on March 23, Bike to Work Day on May 11, and Rotary Day of Service on May 13.

Member Vogt commented on the success of last year's Day of Service on Earth Day and the participation of members of the COC and TAM staff. Public Outreach Coordinator, Molly Graham, thanked Member Vogt for inviting TAM staff to participate in the Rotary Day of Service event.

In response to Member Powers, ED Richman stated that staff will review the NOFO guidelines to determine if the EV charging level is specified and noted that projects would need to meet the federal standards for EV infrastructure.

Chairperson Pelham thanked ED Richman for her report.

5. Review of the Measure A/AA and the Measure B Revenue Projections and the FY2023-24 Annual Budget Development Schedule (Discussion)

Ms. Zhang presented the staff report, which asks the COC to review and provide comments on the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) Revenue Projections and the FY2023-24 Annual Budget Development Schedule. Ms. Zhang confirmed the TAM Board will be asked to review and approve the revenue projections and the schedule at its March 23 meeting. Ms. Zhang stated that the draft budget will be presented to the COC at the May meeting for input and the TAM Board is expected to adopt the final budget at its June meeting.

Ms. Zhang provided an overview of the economic conditions. She reported on her attendance of the University of California Los Angeles (UCLA) Economic Outlook conference on March 15, where a 50% chance of a recession was discussed for the upcoming year. Ms. Zhang discussed national economic data from *Forbes* that was released in February 2023, which mainly reported a downtrend in the economy. She stated that the job market remained strong; the price of housing fell more than 15% between February 2022 and February 2023; that the outlook for the stock market remains neutral; and the inverted Treasury Yield Curve indicates the possibility of a recession.

In response to Vice-Chairperson Hagerty, Ms. Zhang stated that the later part of the presentation will cover economic data for the Bay Area and Marin County, which affects TAM's funding levels more directly.

Ms. Zhang noted that consumer confidence remains relatively high, but the Small Business Optimism Index indicated less confidence. She summarized the 15 national data points used by *Forbes*, which indicate 5 positive data points, 2 neutral data points, and 8 negative data points. Ms. Zhang confirmed the downward trend is expected to continue and she commented on the effects of the geopolitical situation on the global and US economies, and recent problems in the banking industry.

Ms. Zhang discussed the economic outlook for the Bay Area and noted that there are 21,000 fewer jobs than before the Pandemic, which represents a 1% drop, and that the layoffs were mainly due to over-hiring by large companies. She noted that smaller companies have been able to absorb the additional labor but the trend is unlikely to continue. Ms. Zhang discussed a reduction in the population level in the San Francisco and San Jose Metro Areas, which lost 147,000 people during the Pandemic, and she noted that some became remote workers. Ms. Zhang also noted that the office vacancy rate in San Francisco was 28% as of Q4 in 2022, compared to 4% in Q4 in 2019, and she discussed the sales tax revenue collection in San Francisco, which is still way below pre-Pandemic level.

Member Vogt noted that, while international travel is down, domestic travel appears to have increased, which should support sales tax revenue. He reported that revenue from the Transient Occupancy Tax (TOT) remains neutral, and Member Cole stated that conventions generate three times the amount of tax revenue than visitors.

Ms. Zhang reported that many of Marin's residents were able to work remotely during the Pandemic and, with the strong housing market, contributed to the higher levels of sales tax revenue in the County. She noted that the anticipated recession should be relatively mild; that an impact on Marin's sales tax revenue should be relatively light due to Marin's high-income level; that many residents still work remotely and Marin continues to be a destination for visitors, which all contribute to Marin's sales tax funds. Ms. Zhang noted that the Wayfair ruling, which mandates businesses without a physical presence in a state to collect sales taxes on transactions in the state, has also contributed to some of the revenue growth during the last two years.

Ms. Zhang discussed long-term economic projections and staff's conservative recommendation of 0.5% sales tax revenue growth rate for the upcoming fiscal year, and the 2% annual sales tax growth rate recommended for all future years after FY2023-24. She discussed the downward trend in the number of registered vehicles in the County and its impact on the Measure B VRF revenue, which provides a relatively small amount of funding every year, and reminded the members that TAM has reserve funds to weather difficult economic times. Staff recommends a reduction in the Measure B budget level to \$2.25 million, due to the decreasing trend in the number of vehicle registrations, and to assume a flat level for all future years for the revenue update of the Measure B Strategic Plan.

Vice-Chairperson Hagerty and Ms. Zhang discussed the effects of inflation on project costs. Ms. Zhang noted that some of the material costs of a major project can be locked into the bid and she expressed a desire to match available funding to project costs and to deliver most projects.

Member Powers expressed concern that an economic downturn might impact some of TAM's programs that help the County's low earning population, and she discussed the possibility of being able to change the funding share in the Measure A/AA and Measure B Expenditure Plans (EPs). Ms. Zhang noted that the COC recently ended a long process to amend the Measure B EP, which the TAM Board can do at least every 10 years. She also noted that there is a provision to review the Measure AA EP every 6 years. She also noted that Marin Transit's Measure AA funds have accumulated a healthy balance because the agency received much more federal funding during the Pandemic for its operations.

Chairperson Pelham noted that there might be funding shortfalls if program costs increase and funding levels remain static or decrease. Ms. Zhang discussed methods that could be employed to reduce project costs, such as reducing the scope of work.

Member Cole discussed the significant funding problems experienced by Bay Area Rapid Transit (BART) and San Francisco Municipal Railway (MUNI) due to the loss of fare revenues. ED Richman stated that MTC has been considering future ballot measures to raise revenue for housing and transportation, among other possible strategies.

Member Vogt noted that Marin Transit's ridership has almost recovered to pre-Pandemic levels.

In response to Member Powers, Mr. Cherrier explained the process for changing the scope of work for construction projects. He stated that the project managers would discuss the need for design changes after the design phase is completed and before the construction phase begins.

6. Committee Member Hot Items Report (Discussion)

Ms. Zhang stated that County Counsel confirmed that Assembly Bill (AB) 2449 will allow remote attendance only for reasons of Just Cause or Emergency that prevents a member from attending a meeting in person. She explained that COC members/alternates have the option to attend via Zoom as members of the public if they do not meet the Just Cause or Emergency criteria and cannot attend the meeting in person.

In response to Chairperson Pelham, Ms. Zhang confirmed that members/alternates attending the meeting remotely under the allowed circumstances of Just Cause or Emergency, would be counted as part of the quorum and could vote on action items. She stated that an announcement would be made at the beginning of the meeting confirming their attendance as voting members of the COC and that each member could participate virtually for Just Cause or Emergency reasons up to two times each year.

Mr. Cherrier confirmed that a quorum of members would be needed to take action to allow a member to participate virtually under the Emergency clause.

Member Powers discussed her preference for participating in COC meetings remotely as a member and stated she would ask Assemblymember Damon Connolly if he would sponsor legislation to allow that. ED Richman noted that legislation is being considered to allow members on advisory committees to participate remotely.

Member Vogt discussed an article in the Marin Independent Journal on State Route (SR) 37, which reported that public agencies have agreed to a temporary expansion of the road from Sears Point to Mare Island at a cost of \$500 million, and to start the planning process for an elevated highway, which would require \$8 billion in funding.

Member Vogt also discussed a semi-truck that was blown over by the wind on the Richmond-San Rafael Bridge, which blocked eastbound traffic for 2 hours and caused a 90-minute delay for drivers using SR 37.

7. Discussion of Next Meeting Date and Recommended Items for the Agenda

The next meeting was tentatively scheduled for Monday, April 17, 2023. Items for review will include the development of the Measure B Strategic Plan. Potential meetings were scheduled for May 15 and June 19, 2023 to review the proposed FY2023-24 budget and Measure B Strategic Plan.

The meeting was adjourned at 6:15 p.m.

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DATE: April 17, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
Molly Graham, Public Outreach Coordinator

SUBJECT: Review of the Recommended Crossing Guard Location Selection (Discussion),
Agenda Item No. 5

RECOMMENDATION

The COC reviews the recommended crossing guard location selection, which was reviewed and supported by the Marin Public Works Association (MPWA), and provides any input.

The TAM Board is expected to act on the recommended list at its April 27 meeting and any input provided by the COC will be shared with the Board.

BACKGROUND

TAM has been funding the Marin County Crossing Guard Program since 2006. Funding for the program comes from the transportation sales tax, Measure AA, and from the vehicle registration fee, Measure B. In the current fiscal year, the program is expected to cost approximately \$2.19 million.

A key decision in managing the program is to determine the locations for guards. In summary, the decision process involves assessing locations near schools throughout the County, developing a ranked list based on certain criteria, and assigning guards to the top locations, with the number of guards provided based on fiscal concerns. The Measure AA Expenditure Plan specifies a base level of 96 guards. Typically, this evaluation process can take a year, due to the intensive data collection and analysis. Ranked lists were developed in 2010, 2014, and 2018, with one expected in 2022. However, because of school operation disruptions early in the pandemic, staff felt it was prudent to delay the development of the 2022 ranked list to 2023 in order to obtain more consistent data.

Early in the program's history, locations were based on recommendations from local public works officials and on criteria from the California Manual of Uniform Traffic Control Devices (CMUTCD). MPWA and the former TAM Technical Advisory Committee developed a scoring system in 2009 that was based in part on the CMUTCD criteria and other factors. The TAM Board-approved scoring system utilizes vehicle volumes, pedestrian volumes, skew angle of the intersecting streets, stopping sight distance if impaired, designation if on the crest of a vertical curve, speed limit of any approaching roadway, accident history, and other relevant factors. Committees were formed in 2017 and 2021 to see if any changes should be made to the scoring system.

MPWA and the TAM Board approved the latest changes to the scoring methodology in April 2022. Recent changes include using posted speed limits rather than school speed limit zones when

determining the crosswalk speed limit; dropping the lower age of school age pedestrian to four years old to account for new transitional kindergarten (T-K) programs; and increasing the scoring weight of recent accidents at or near the crosswalk involving bicycles or pedestrians. The new scoring criteria is shown in Attachment B. It is important to have a standard process for evaluating the sites to reduce potential liability associated with location selection.

DISCUSSION/ANALYSIS

In order to obtain some of the needed data for this cycle, a contract was signed with a video counting firm this past summer. The video firm supplied the vehicle counts for the 161 intersections evaluated. The work was supplemented by the TAM on-call contractor TYLin, which supplied the pedestrian counts from the video. TYLin also gathered the accident and speed limit data. TAM staff performed quality control on the vehicle and pedestrian counts and performed all the site scoring.

The scores for the sites were then placed in a ranked list. Scores ranged from 2 to 154, out of a possible 210 points. Several sites had the same score and when necessary, additional sorting was performed using Peak Hour pedestrian values. The Ranked List is shown in Attachment A.

Based on the Measure AA Expenditure Plan base level of 96 guard locations, (plus one additional site explained in the next section) there are some changes in the new list compared to the current guard locations:

- Some current locations have fallen below the funding cutoff. These locations are shown in red on Attachment A.
- Some locations (previously below the cutoff line), shown in green, are now above the cutoff line and are being proposed for crossing guard services.
- In one instance, a local jurisdiction is proposing to exchange locations, shown in gold. Crossing guards are defined as a traffic control device and the Public Works Director for each jurisdiction has final approval for guard placement. The Public Works Director for Corte Madera opted to move a guard that scored above the funding cutoff at Pixley/Redwood to Tamalpais/Eastman, which was scored under the funding cutoff.

Status of sites that have no coloring remain the same as now, either guarded or unguarded, depending on if they are above or below the funding cutoff.

There are numerous reasons for the changes, including: capital projects that have been completed in the last several years that are designed to improve safety conditions (some projects were funded by TAM), such as reconfigured intersections and crosswalks, removal of uncontrolled crosswalks (several along Sir Francis Drake Blvd.), and realigned bicycle lanes; changes to signal timing; significant and in most cases declining school enrollment (see Attachment C); better video quality for this cycle to discriminate right turns on red versus right turns on green; grade level reconfiguration; and school closing or combining (Greenwood School closed, and Willow Creek/MLK Academy combined).

The Ranked List was reviewed and approved by MPWA at its March meeting. The Measure AA Expenditure Plan states that MPWA should recommend the list to the TAM Board for final approval.

FISCAL CONSIDERATION

During the preparation of the Measure AA Expenditure Plan, staff determined that a base level of 96 guards was sustainable until the end of the Sales Tax Measure in 2048. This calculation utilized

expected revenues from multiple sources as well as all costs associated with the Program operation and evaluation.

The number of crossing guard locations traditionally has grown by two each year due to the "New and Changed Condition Policy". Since the current base crossing guard list was approved in 2018, the number of locations paid for by the Program has grown from 96 to 103 (the change included one location that was discontinued due to a school closure). This growth was expected in the cash flow analysis and is acceptable as long as the Program resets to 96 guards upon the introduction of each new evaluation and list. Staff recalculated the estimated base now that five years of the 30-year measure have actual costs and determined that a base of 96 guards is still sustainable going forward. However, it is important to note that the projections made certain assumptions, including about the cost of the Program. With the upcoming end and re-bidding of the current guard contract, it remains to be seen whether cost/wage pressures will be in line with the projections. More information about the next contract is expected to be available later this summer.

There is a tie-breaking system in place when creating the list. Since there is a tie (even with the tie-breaking process) between Rank 96 and 97 during this evaluation, staff is recommending that TAM funds a total of 97 locations during this round. This level is sustainable based on current revenue projection and cash flow analysis.

NEXT STEPS

TAM staff has reached out to superintendents at affected school districts about the changes and is in the process of meeting with the districts. Staff will also be attending Safe Routes to Schools Task Forces and working with the principal's office at affected schools to notify students/parents of the proposed changes. Leaflets will be distributed before the end of school at crosswalks where crossing guard service will be discontinued.

ATTACHMENTS

- Attachment A – Proposed 2023 Crossing Guard List
- Attachment B – Current Crossing Guard Scoring Criteria
- Attachment C – School Enrollment Changes 2017 to 2022
- Attachment D – Crossing Guard Presentation

List of Proposed TAM Crossing Guard Program Locations

Location	City/Community	Type of Control Primary Crossing	Crit. No. 1	Crit. No. 2	Crit. No. 3	Crit. No. 4	Crit. No. 5	Crit. No. 6	Crit. No. 7	Crit. No. 8	Weighted Score	Rank
			Veh. Volume	Ped. Volume	Skew Angle	Stopping Sight	Horiz. Curve	Speed Limit	Accidents	Other Factors		
			2	5	1	Scoring Weight 10	5	2	10	5		
Sir Francis Drake & Glen Drive	Fairfax	Uncontrolled	20	20	0	0	0	2	1	0	154	1
Doherty Drive & Rose Lane (East) (at Piper Park)	Larkspur	Uncontrolled	20	20	0	0	0	0	1	0	150	2
Nova Albion Way at Vallecito School	San Rafael	Uncontrolled	20	19	0	0	0	0	1	0	145	3
Miller Avenue & Almonte Boulevard	Mill Valley	Uncontrolled	20	20	0	0	0	2	0	0	144	4
Center Road & Wilson Avenue	Novato	Stop Sign	11	20	1	0	0	2	1	1	142	5
East Strawberry Drive at Strawberry School	Marin County	Uncontrolled	12	20	0	0	0	0	1	1	139	6
Center Road & Leland Drive	Novato	Uncontrolled	17	20	0	0	0	1	0	0	136	7
Sunset Parkway & Merritt Drive	Novato	Uncontrolled	20	18	1	0	0	0	0	0	131	8
Olive Avenue (in back of school)	Novato	Uncontrolled	15	20	0	0	0	0	0	0	130	9
Sir Francis Drake Boulevard & Oak Tree Lane	Fairfax	Uncontrolled	20	17	0	0	0	0	0	1	130	10
Lagunitas Road & Ross Common	Ross	Uncontrolled	13	20	1	0	0	0	0	0	127	11
Ross Common (at Post Office)	Ross	Uncontrolled	13	20	0	0	0	0	0	0	126	12
Sir Francis Drake Boulevard & Marinda Dr	Fairfax	Uncontrolled	20	17	0	0	0	0	0	0	125	13
East Blithedale Avenue & Lomita Avenue	Mill Valley	Signal	2	20	2	0	0	2	1	1	125	14
Sir Francis Drake Boulevard & Manor Road	Kentfield	Uncontrolled	4	20	0	0	0	3	1	0	124	15
Sir Francis Drake Boulevard & Wolfe Grade	Kentfield	Signal	5	20	1	0	0	3	0	1	122	16
Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive	Larkspur	Signal	2	20	0	0	0	0	1	1	119	17
Sutro Avenue (in front of Pleasant Vly Elementary)	Novato	Uncontrolled	9	20	0	0	0	0	0	0	118	18
College Avenue & Stadium Way	Kentfield	Signal	0	20	2	0	0	0	1	1	117	19
Camino Alto & Sycamore Avenue	Mill Valley	Signal	2	20	1	0	0	1	1	0	117	20
Happy Lane & 5th Avenue	San Rafael	Uncontrolled	8	20	1	0	0	0	0	0	117	21
Paladini Road & Vineyard Road	Novato	Stop Sign	8	20	0	0	0	0	0	0	116	22
Las Gallinas Avenue & Elvia Court	San Rafael	Stop Sign	20	15	1	0	0	0	0	0	116	23
Mohawk Avenue (in front of Neil Cummins School)	Corte Madera	Uncontrolled	5	20	0	0	0	0	0	1	115	24
Woodland Avenue & Lindaro Street	San Rafael	Stop Sign	7	20	0	0	0	0	0	0	114	25
San Ramon Way & San Juan Court	Novato	Uncontrolled	7	20	0	0	0	0	0	0	114	26
Woodland Avenue & Eva Street	San Rafael	Stop Sign	9	18	0	0	0	0	0	1	113	27
Magnolia Avenue & Wiltshire Avenue	Larkspur	Uncontrolled	20	11	1	0	0	0	1	1	111	28
Bahia Way at School Entrance	San Rafael	Uncontrolled	5	20	0	0	0	0	0	0	110	29
Wilson Avenue & Vineyard Road	Novato	Stop Sign	11	17	3	0	0	0	0	0	110	30
Sutro Avenue & Dominic Drive	Novato	Uncontrolled	16	15	1	0	0	1	0	0	110	31
Bell Lane & Enterprise Concourse	Mill Valley	Stop Sign	4	20	0	0	0	0	0	0	108	32
Belle Avenue (in front of school)	San Rafael	Uncontrolled	4	20	0	0	0	0	0	0	108	33
Donahue Street & Drake Avenue (NW)	Marin County	Uncontrolled	6	19	0	0	0	0	0	0	107	34
Karen Way (in front of school)	Tiburon	Uncontrolled	3	20	0	0	0	0	0	0	106	35
Hickory Avenue (near Mohawk Avenue)	Corte Madera	Uncontrolled	3	20	0	0	0	0	0	0	106	36
Miller Avenue & Evergreen Avenue	Mill Valley	Uncontrolled	20	13	0	0	0	0	0	0	105	37
Redwood Avenue & Pixley Avenue	Corte Madera	Uncontrolled	1	20	2	0	0	0	0	0	104	38
Calle Empinada & Calle Paseo	Novato	Uncontrolled	2	19	1	0	0	0	0	0	100	39
Shoreline Highway & Pine Hill Road	Mill Valley	Uncontrolled	20	7	0	1	0	0	0	3	100	40
Kerner Boulevard & Canal Street	San Rafael	Stop Sign	3	14	4	0	0	0	1	1	95	41
McAllister Avenue & Stadium Way	Kentfield	Uncontrolled	4	16	0	0	0	0	0	1	93	42
Butterfield Road & Green Valley Court	San Anselmo	Uncontrolled	18	11	0	0	0	1	0	0	93	43
Alameda De La Loma & Calle De La Mesa (East)	Novato	Stop Sign	3	17	1	0	0	0	0	0	92	44
Oak Manor Drive (mid-block at school)	Fairfax	Uncontrolled	11	14	0	0	0	0	0	0	92	45
Bahia Way & Kerner Boulevard	San Rafael	Stop Sign	9	12	1	0	0	0	1	0	89	46
Almonte Boulevard & Rosemont Avenue	Mill Valley	Uncontrolled	20	9	0	0	0	2	0	0	89	47
Lagunitas Road & Allen Avenue	Ross	Stop Sign	13	12	2	0	0	0	0	0	88	48
Tiburon Boulevard & Avenida Miraflores	Tiburon	Signal	3	15	1	0	0	3	0	0	88	49
San Ramon Way & San Benito Way (North)	Novato	Stop Sign	6	15	0	0	0	0	0	0	87	50
Lovell Avenue & Old Mill Street	Mill Valley	Uncontrolled	6	15	0	0	0	0	0	0	87	51
South Novato Boulevard & Yukon Way	Novato	Uncontrolled	20	7	0	0	0	3	0	1	86	52
North San Pedro Road & Roosevelt Avenue	San Rafael	Uncontrolled	20	7	0	0	0	0	1	0	85	53
177 North San Pedro Road	San Rafael	Uncontrolled	20	7	0	0	0	0	1	0	85	54
Sir Francis Drake Boulevard & Tamal Avenue	San Anselmo	Signal	1	13	0	0	0	1	1	1	84	55
Tiburon Boulevard & Lyford Drive	Tiburon	Signal	2	14	2	0	0	2	0	0	80	56
5th Avenue & River Oaks Drive	San Rafael	Uncontrolled	4	14	2	0	0	0	0	0	80	57
Tiburon Boulevard & Mar West Street	Tiburon	Uncontrolled	20	6	0	0	0	2	0	1	80	58
Shoreline Highway & Almonte Boulevard	Mill Valley	Signal	8	10	0	0	0	2	0	2	80	59
Throckmorton Ave & Old Mill Street	Mill Valley	Stop Sign	6	13	0	0	0	0	0	0	77	60

List of Proposed TAM Crossing Guard Program Locations

Location	City/Community	Type of Control Primary Crossing	Crit. No. 1	Crit. No. 2	Crit. No. 3	Crit. No. 4	Crit. No. 5	Crit. No. 6	Crit. No. 7	Crit. No. 8	Weighted Score	Rank
			Veh. Volume	Ped. Volume	Skew Angle	Stopping Sight	Horiz. Curve	Speed Limit	Accidents	Other Factors		
			Scoring Weight									
			2	5	1	10	5	2	10	5		
Blackstone Drive & Las Gallinas Avenue	San Rafael	Stop Sign	3	14	0	0	0	0	0	0	76	61
Magnolia Avenue & King Street	Larkspur	Stop Sign	13	8	0	0	0	0	1	0	76	62
South Novato Boulevard & Lark Court	Novato	Uncontrolled	20	5	0	0	0	3	0	1	76	63
Tiburon Boulevard & Stewart Drive	Tiburon	Uncontrolled	20	4	0	0	0	3	1	0	76	64
Sunset Parkway & Ignacio Boulevard	Novato	Stop Sign	8	10	0	0	0	2	0	1	75	65
College Avenue & Woodland Avenue/Kent Avenue	Kentfield	Stop Sign	20	4	0	0	0	0	1	1	75	66
Lomita Drive (in front of Edna Maguire School)	Mill Valley	Stop Sign	9	11	0	0	0	0	0	0	73	67
Gibson Avenue & Shoreline Highway	Tamalpais Valley	Signal	1	11	1	0	0	2	1	0	72	68
Trumbull Avenue & Vineyard Road	Novato	Stop Sign	2	13	2	0	0	0	0	0	71	69
Woodland Avenue & Siebel Street	San Rafael	Uncontrolled	2	13	1	0	0	0	0	0	70	70
Butterfield Road & Rosemont Avenue (in front of School)	San Anselmo	Stop Sign	20	6	0	0	0	0	0	0	70	71
West Castlewood Drive & Knight Drive	San Rafael	Stop Sign	11	9	2	0	0	0	0	0	69	72
Tiburon Boulevard & Kleinert Way/Ned's Way	Tiburon	Uncontrolled	20	5	0	0	0	2	0	0	69	73
Sir Francis Drake Boulevard & Meadow Way	San Geronimo	Uncontrolled	15	7	0	0	0	2	0	0	69	74
Sunset Parkway & Lynwood Drive	Novato	Uncontrolled	4	12	0	0	0	0	0	0	68	75
One Main Gate Road at School	Novato	Uncontrolled	20	5	0	0	0	1	0	0	67	76
Redwood Highway & NB Off-Ramp/DeSilva Drive (at POC)	Marin County	Signal	2	7	2	1	1	2	0	1	65	77
Tiburon Boulevard & East Strawberry Drive	Marin County	Uncontrolled	6	3	0	1	0	4	1	2	65	78
Redwood Highway & Southbound Seminary Drive On-Ramp	Mill Valley	Stop Sign	12	6	1	0	0	2	0	1	64	79
Tiburon Boulevard & San Rafael Avenue	Tiburon	Signal	1	10	1	0	0	3	0	1	64	80
San Benito Way & San Ramon Way (south)	Novato	Uncontrolled	6	10	0	0	0	0	0	0	62	81
Ross Avenue & Kensington Road	San Anselmo	Stop Sign	3	11	0	0	0	0	0	0	61	82
Sir Francis Drake Boulevard & College Avenue	Kentfield	Signal	4	7	2	0	0	2	1	0	59	83
Wilson Avenue at X-walk to field	Novato	Uncontrolled	10	6	0	0	0	2	0	1	59	84
San Marin Drive & San Ramon Way	Novato	Stop Sign	15	5	0	0	0	2	0	0	59	85
Tiburon Boulevard & Trestle Glen Boulevard	Tiburon	Signal	3	8	2	0	1	3	0	0	59	86
Adams Street & Johnson Street	Novato	Stop Sign	1	11	1	0	0	0	0	0	58	87
Sir Francis Drake Boulevard & Butterfield Road	San Anselmo	Signal	0	11	0	0	0	1	0	0	57	88
Avenida Miraflores & Hilary Drive	Tiburon	Uncontrolled	8	6	0	0	0	0	0	2	56	89
Las Gallinas Avenue & Miller Creek Road	San Rafael	Stop Sign	4	7	0	0	0	0	1	0	53	90
Avenida Miraflores at School	Tiburon	Uncontrolled	9	6	0	0	0	0	0	1	53	91
Nova Albion Way & Arias Street	San Rafael	Signal	1	10	0	0	0	0	0	0	52	92
Sutro Avenue & Center Road	Novato	Stop Sign	5	6	0	0	0	1	1	0	52	93
Mt Shasta Drive & Idylberry Road	Lucas Valley	Stop Sign	3	9	0	0	0	0	0	0	51	94
Knight Drive & Ashwood Court	San Rafael	Uncontrolled	13	5	0	0	0	0	0	0	51	95
Marinwood Avenue & Miller Creek Road	San Rafael	Stop Sign	13	2	0	0	0	0	1	1	51	96
Center Road & Diablo Avenue	Novato	Stop Sign	12	3	0	0	0	1	1	0	51	97
Sir Francis Drake Boulevard & Lagunitas Road	Ross	Signal	1	8	1	0	0	1	0	1	50	98
Nova Albion Way & Montecillo Road	San Rafael	Stop Sign	10	6	0	0	0	0	0	0	50	99
Sir Francis Drake Boulevard & Saunders Avenue	San Anselmo	Uncontrolled	20	0	0	0	0	0	1	0	50	100
Sir Francis Drake Boulevard & Laurel Grove Avenue (East)	Kentfield	Signal	0	8	0	0	0	2	0	1	49	101
Woodland Avenue & Lovell Avenue	San Rafael	Uncontrolled	3	8	3	0	0	0	0	0	49	102
Corte Madera Avenue & Tamalpais Drive (& Redwood)	Corte Madera	Signal	4	6	1	0	0	0	1	0	49	103
Sir Francis Drake Boulevard & Barber Avenue/Ross Avenue	San Anselmo	Signal	2	6	0	0	0	2	1	0	48	104
Sir Francis Drake Boulevard & Bolinas Avenue	San Anselmo	Signal	2	5	0	0	0	2	1	1	48	105
Bolinas Avenue & Shady Lane	Ross	Uncontrolled	11	5	1	0	0	0	0	0	48	106
East Blithedale Avenue & Elm Avenue	Mill Valley	Signal	0	7	2	0	0	0	0	2	47	107
Melrose Avenue & Evergreen Avenue	Tamalpais Valley	Stop Sign	4	6	1	0	0	0	0	1	44	108
Racquet Club Drive & 5th Avenue	San Rafael	Stop Sign	13	3	3	0	0	0	0	0	44	109
Shoreline Highway (in front of West Marin School)	Point Reyes Station	Uncontrolled	17	2	0	0	0	0	0	0	44	110
Sir Francis Drake Boulevard & Broadmoor Avenue	San Anselmo	Signal	5	4	1	1	0	1	0	0	43	111
Tamalpais Drive & Eastman Avenue	Corte Madera	Signal	0	5	0	0	0	1	1	1	42	112
Sir Francis Drake Boulevard & South Eliseo Drive	Kentfield	Signal	2	6	2	0	0	3	0	0	42	113
Olema-Bolinas Road (in Front of School)	Bolinas	Uncontrolled	8	5	0	0	0	0	0	0	41	114
Center Road & Tamalpais Avenue	Novato	Stop Sign	11	3	0	0	0	1	0	0	39	115

List of Proposed TAM Crossing Guard Program Locations

Location	City/Community	Type of Control Primary Crossing	Crit. No. 1	Crit. No. 2	Crit. No. 3	Crit. No. 4	Crit. No. 5	Crit. No. 6	Crit. No. 7	Crit. No. 8	Weighted Score	Rank
			Veh. Volume	Ped. Volume	Skew Angle	Stopping Sight	Horiz. Curve	Speed Limit	Accidents	Other Factors		
			Scoring Weight									
			2	5	1	10	5	2	10	5		
Richmond Road & Belle Avenue	San Anselmo	Uncontrolled	4	6	0	0	0	0	0	0	38	116
Bellam Boulevard & I-580 on ramp	San Rafael	Signal	13	1	1	0	0	3	0	0	38	117
Arthur Street & Cambridge Street	Novato	Stop Sign	11	3	0	0	0	0	0	0	37	118
Evergreen Avenue & Ethel Avenue	Tamalpais Valley	Stop Sign	3	6	0	0	0	0	0	0	36	119
Ricardo Lane & East Strawberry Drive	Marin County	Uncontrolled	5	4	1	0	0	0	0	1	36	120
Blackfield Drive & Karen Way	Tiburon	Uncontrolled	5	5	0	0	0	0	0	0	35	121
Diablo Avenue & Hotchkin Drive	Novato	Uncontrolled	14	1	0	0	0	1	0	0	35	122
Nova Albion Way & Las Gallinas Avenue	San Rafael	Signal	10	1	0	0	0	0	1	0	35	123
Bellam Boulevard & I-580 off ramp	San Rafael	Signal	7	1	0	0	0	3	1	0	35	124
Marin Street & Bayview Street	San Rafael	Stop Sign	2	6	0	0	0	0	0	0	34	125
Arthur Street & Taft Court/Tyler Street	Novato	Uncontrolled	12	2	0	0	0	0	0	0	34	126
Blackfield Drive & Cecilia Way	Tiburon	Uncontrolled	4	4	1	0	0	0	0	1	34	127
Wilson Avenue & Hansen Road	Novato	Uncontrolled	10	1	0	0	0	2	0	1	34	128
East Blithedale Avenue & Buena Vista Avenue	Mill Valley	Uncontrolled	3	3	2	0	0	0	0	2	37	129
Golden Hind Passage (in front of school)	Corte Madera	Uncontrolled	5	4	2	0	0	0	0	0	32	130
Bellam Boulevard & Anderson Drive	San Rafael	Signal	5	1	1	0	0	3	1	0	32	131
Bon Air Road & South Eliseo Drive	Marin County	Signal	3	3	0	0	0	0	1	0	31	132
Sir Francis Drake Boulevard & Bon Air Road	Kentfield	Signal	0	3	0	1	0	3	0	0	31	133
Sir Francis Drake Boulevard & Oak Manor Drive	Fairfax	Signal	0	5	1	0	0	2	0	0	30	134
Tiburon Boulevard & Blackfield Drive	Tiburon	Signal	6	2	0	0	0	4	0	0	30	135
Paradise Drive & Seawolf Passage	Corte Madera	Signal	0	5	1	0	0	1	0	0	28	136
San Marin Drive & San Carlos Way	Novato	Stop Sign	4	1	0	0	0	0	1	1	28	137
Spindrift Passage & Prince Royal Passage	Corte Madera	Uncontrolled	2	4	0	0	0	1	0	0	26	138
Drake Avenue & Phillips Drive (N)	Marin County	Uncontrolled	5	3	1	0	0	0	0	0	31	139
South Novato Boulevard & Sunset Pkwy	Novato	Signal	1	1	0	0	0	2	1	1	26	140
Grand Avenue & Jewell Street	San Rafael	Stop Sign	1	4	3	0	0	0	0	0	25	141
Woodland Avenue (at back of Wade Thomas school)	San Anselmo	Uncontrolled	2	4	0	0	0	0	0	0	24	142
Kleinert Way & Neds Avenue	Tiburon	Uncontrolled	6	1	0	0	0	0	0	1	22	143
Harvard Avenue & Wellesley Avenue	Tamalpais Valley	Uncontrolled	7	1	1	0	0	0	0	0	20	144
Montford Avenue & Melrose Avenue	Tamalpais Valley	Stop Sign	5	2	0	0	0	0	0	0	20	145
Tiburon Boulevard & Rock Hill Drive	Tiburon	Signal	2	2	0	0	0	3	0	0	20	146
Richmond Road & Mariposa Avenue	San Anselmo	Uncontrolled	2	3	0	0	0	0	0	0	19	147
Buchanan Drive (at school driveway)	Sausalito	Uncontrolled	3	2	3	0	0	0	0	0	19	148
Buchanan Drive & Wateree Street	Sausalito	Uncontrolled	1	3	0	0	0	0	0	0	17	149
Arias Street & Trellis Drive	San Rafael	Uncontrolled	3	2	0	0	0	0	0	0	16	150
Lincoln Avenue & Paloma Avenue	San Rafael	Signal	0	3	0	0	0	0	0	0	15	151
Olive Avenue & Summers Avenue	Novato	Uncontrolled	2	2	1	0	0	0	0	0	15	152
Sir Francis Drake Boulevard & Aspen Court	San Anselmo	Signal	1	2	0	0	0	1	0	0	14	153
Olema-Bolinas Road & Mesa Road	Bolinas	Stop Sign	5	0	0	0	0	2	0	0	14	154
Main Gate Road & C Street	Novato	Uncontrolled	3	1	0	0	0	1	0	0	13	155
Bridgeway & Nevada Street	Sausalito	Signal	2	1	0	0	0	2	0	0	13	156
Bellam Boulevard & Francisco Boulevard East	San Rafael	Signal	0	1	1	0	0	1	0	1	13	157
Sequoia Drive & Red Hill Avenue (Miracle Mile)	San Anselmo	Signal	1	1	0	0	0	2	0	0	11	158
End of Tinker Way	Novato	Uncontrolled	2	1	0	0	0	0	0	0	9	159
Arthur Street & Hayes Street	Novato	Uncontrolled	1	1	0	0	0	0	0	0	7	160
Nevada Street & Tomales Street	Sausalito	Uncontrolled	1	0	0	0	0	0	0	0	2	161

Notes:

Gold indicates a swapped location

Green indicates a site that is not currently guarded but is expected to have a guard beginning August 2023

Red indicates a site that currently has a guard but is now under the funding line, not all are TAM funded

TAM Crossing Guard Program Scoring Process Guide

- **8 Criteria used for scoring crosswalks at locations on Master List**
- **Criteria related to vehicular and school-aged pedestrian volumes dependent on actual volumes counted (school-aged = transitional kindergarten through 8th grade)**
- **“Qualifying” vehicular and school-aged pedestrian volumes for scoring based on MUTCD 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

(Note: Use posted speed limit for regular hours, i.e. not school-zone time-restricted limit.)

Criteria No. 7: Pedestrian-Vehicular Accident History

All Intersection Control Types

No documented pedestrian-vehicular accident history	0 Points
Documented pedestrian-vehicular accident history	1 point

Criteria No. 8: Other Factors

All Intersection Control Types

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

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)

TAM Crossing Guard Program Location Scoring Criteria Summary - Approved April 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 hourly volume counted (a.m. or p.m.) to applicable "qualifying volume." (Maximum of 20 points)		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
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

Enrollment Change 2017 to 2022

Source: Ed Data for public schools

School Name	2017	2022	Change	Percent Change
Mill Valley Middle	1,050	816	(234)	-22.3%
Bel Aire Elementary	503	327	(176)	-35.0%
San Jose Middle	726	555	(171)	-23.6%
Edna Maguire Elementary	588	430	(158)	-26.9%
Del Mar Middle	568	410	(158)	-27.8%
White Hill Middle	808	664	(144)	-17.8%
Greenwood - Closed	127	0	(127)	-100.0%
Davidson Middle	1,203	1,079	(124)	-10.3%
Bacich Elementary	645	523	(122)	-18.9%
Vallecito Elementary	510	397	(113)	-22.2%
Glenwood Elementary	417	304	(113)	-27.1%
Strawberry Point Elementary	355	255	(100)	-28.2%
Hamilton K-8	613	518	(95)	-15.5%
Reed Elementary	371	283	(88)	-23.7%
Cove Elementary	445	365	(80)	-18.0%
Hidden Valley Elementary	320	241	(79)	-24.7%
Kent Middle	588	511	(77)	-13.1%
Neil Cummins Elementary	580	504	(76)	-13.1%
Pleasant Valley Elementary	463	389	(74)	-16.0%
Lucas Valley Elementary	406	336	(70)	-17.2%
San Ramon Elementary	476	412	(64)	-13.4%

Enrollment Change 2017 to 2022

Source: Ed Data for public schools

School Name	2017	2022	Change	Percent Change
Tamalpais Valley Elementary	482	419	(63)	-13.1%
Mary Silveira Elementary	433	376	(57)	-13.2%
Wade Thomas Elementary	378	321	(57)	-15.1%
Sinaloa Middle	826	775	(51)	-6.2%
Park Elementary	310	259	(51)	-16.5%
Sun Valley Elementary	501	461	(40)	-8.0%
Hall Middle	516	481	(35)	-6.8%
Brookside Elementary	320	288	(32)	-10.0%
Coleman Elementary	401	370	(31)	-7.7%
Lu Sutton Elementary	365	335	(30)	-8.2%
Ventia Valley K-8	711	683	(28)	-3.9%
Lagunitas K-8	164	136	(28)	-17.1%
Loma Verde Elementary	415	394	(21)	-5.1%
Old Mill Elementary	298	278	(20)	-6.7%
Ross K-8	387	369	(18)	-4.7%
Rancho Elementary	369	352	(17)	-4.6%
West Marin K-8	145	128	(17)	-11.7%
Marin Primary K-8	356	343	(13)	-3.7%
Novato Charter	268	261	(7)	-2.6%
Bolinas K-8	91	94	3	3.3%
St. Anselm K-8	258	262	4	1.6%

Enrollment Change 2017 to 2022

Source: Ed Data for public schools

School Name	2017	2022	Change	Percent Change
Mark Day K-8	382	390	8	2.1%
Miller Creek Middle	632	645	13	2.1%
Olive Elementary	312	327	15	4.8%
Bahia Vista	561	580	19	3.4%
Marin Horizon K-8	248	298	50	20.2%
Laurel Dell Elementary	179	240	61	34.1%
MLK - Willow Creek	127	391	264	207.9%
Mount Tam K-8	?	240	N/A	N/A

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Citizens' Oversight Committee Crossing Guard Location Recertification

Transportation Authority of Marin

April 17, 2023



Crossing Guard – 2023 Evaluation & Revised Location List

- 5th list of Crossing Guard locations
- Previous lists 2006, 2010, 2014, 2018
- Evaluation postponed to 2023 due to COVID-19
- Prior lists were recommended by MPWA and the TAM TAC
- This newly evaluated list was recommended by MPWA at its March meeting
- The TAM FPL Executive Committee reviewed the list at its April 10 meeting
- Approval to be considered by the TAM Board in April



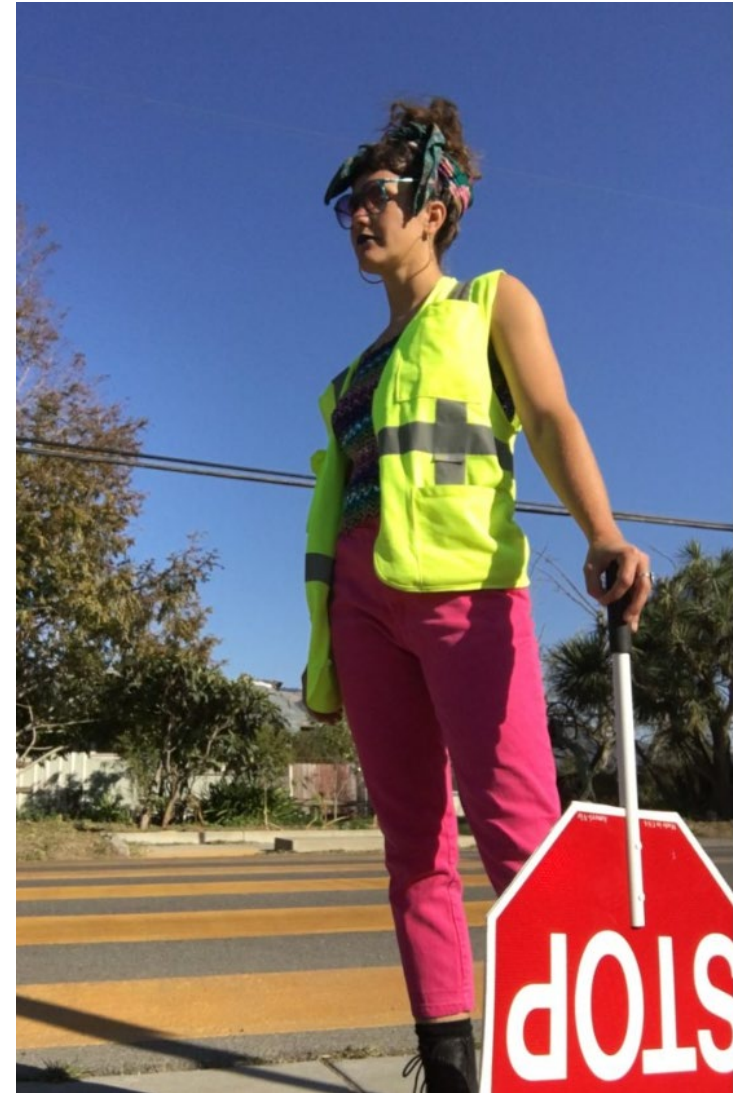
Basis of Program

- Included in Measure AA and Measure B
- Measure AA Renewal in 2018 increased local funding for Crossing Guards from 4.2% to 7%
- Created a base of 96 Guards
- Current cash flow analysis indicates that a base of 96 Guards can be maintained



Number of Guards/Locations

- Start with Base of 96
- “Changed condition policy” allows sites to be evaluated upon request (outside of regular evaluation cycle)
- If the changed condition site scores above the existing approved sites, the new site can be added
 - Average of 2 guards added each year due to changed condition
- Current list includes 105 Guards due to changed condition policy
 - 103 Guards are paid for by TAM
 - Larkspur-Corte Madera and Kentfield School Districts pay for one additional guard each
- New evaluation resets the list at 96 guards (97 guards this year due to a tie)



List Methodology

- The Crossing Guard list is based on a scoring system that has been refined over time
 - Crossing Guards are considered a traffic control device
 - The California Manual on Uniform Traffic Control Devices is the basis for the scoring system
 - Current scoring system began in 2010 with modification in 2017 and 2022
 - MPWA has participated in changes to the scoring system
 - Current List created using criteria approved by TAM Board in April 2022



List Methodology – Weighted Scoring Criteria

- Vehicular volume crossing crosswalk
- School-aged pedestrian volume
- Intersection skew angle
- Stopping sight distance at intersection
- Location of intersection (on a horizontal curve with posted warning or speed reduction sign(s))
- Posted speed limit (highest on any approach to pedestrian crossing)
- Pedestrian-Vehicular Accident History
- Other Factors (ingress/egress, lanes, DPW considerations)
- Recent refinements include
 - Using posted speed for roadway rather than limit for school zone
 - Separate category for safety
 - School age lowered to 4-y.o. due to T-K



List Methodology – Process

- Crosswalks are scored individually
- Crosswalks are put into one of 4 categories:
 - Uncontrolled Rural
 - Uncontrolled Urban
 - Stop Sign
 - Signal
- The site score is the highest crosswalk score
- Vehicle volumes are paired with school age pedestrian volumes
- Highest scoring crosswalk used even if not the one that has the highest pedestrian count
- School age pedestrians from opposite crosswalk included if no crossing guard

New Evaluation & Crossing Guard List

Some changes affecting sites, examples include:

- Declining school enrollment
- Completed capital projects such as:
 - Removal of uncontrolled crosswalks
 - Realigned bike lanes
 - Realigned crosswalks
- Signal timing
- No Right on Red
- School closure/consolidation

Funding Level

- Staff recommends keeping the base at 96 but fund 97 locations this round due to a tied scoring condition
- Sufficient carryover exists to fund the guards at a base of 96 for this certification cycle with 2% annual revenue growth projected
- Projections assume similar costs/wages with inflation adjustment, new contract to be bid this year

List – Recommendations and Next Steps

- Communication including:
 - TAM staff will meet with each jurisdiction that is affected
 - TAM to place informational signs at each site that will not have a guard in the coming school year
 - TAM staff to attend SR2S Task Force meetings
- TAM Board to consider approval on April 27
- Staff recommends that the next evaluation be for the 2026-2027 school year
 - Travel patterns may be different than pre-Covid
 - Enrollment reductions may stabilize

Questions?



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DATE: April 17, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

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

SUBJECT: Proposed Measure B Performance Metrics (Discussion), Agenda Item No. 6

RECOMMENDATION

The Citizens' Oversight Committee (COC) reviews the proposed Measure B project and program performance metrics as shown in Attachment A for inclusion in the development of the draft Measure B Strategic Plan and provides comments and input.

BACKGROUND

On February 23, 2023, the TAM Board adopted the Amended Measure B Expenditure Plan. The adopted Amended Measure B Expenditure Plan directs staff to prepare a Measure B Strategic Plan, which will identify the priorities for projects and programs, annual funding available for each element, and timing of allocations. The Measure B Strategic Plan is also used to reconcile the timing of expected revenues with the schedule for when funds are needed in order for sponsors to deliver projects and services. Lastly, the Measure B Strategic Plan will also include implementation guidelines for recipients to comply with including metrics and reporting.

The Measure B Strategic Plan must be approved by the TAM Board, following a public hearing and a 30-day public comment period. The Measure B Strategic Plan will be updated every other year as needed. However, the revenue and expenditure component of the Measure B Strategic Plan will be updated annually to ensure accurate fund estimates for recipients for the coming fiscal year.

Staff intends to bring the draft Measure B Strategic Plan to the TAM Board on June 22, 2023 for review and to open a 30-day public comment period. The TAM Board will conduct a public hearing prior to the adoption of the Measure B Strategic Plan, expected at its July 27, 2023 meeting.

DISCUSSION/ANALYSIS

As noted above, the Amended Measure B Expenditure Plan directs staff to include performance metrics in the development of the Measure B Strategic Plan. Each element and sub-element identified in the Measure B Expenditure Plan will include specific performance metric to gauge how well they meet the goals of Measure B.

Attachment A includes the proposed list of performance metrics for each element and sub-element for discussion that include:

- Element 1.1 – Enhance Bicycle, Pedestrian, and Safety Improvements on Local Network

- Element 1.2 – Maintain Class I Bicycle/Pedestrian Pathways
- Element 2 – Improve Transit for Seniors and Persons with Disabilities
- Element 3.1 – Maintain Crossing Guards and Street Smart Related Programs
- Element 3.2 – Enhance/Expand Commute Alternative Programs
- Element 3.3 – Support Alternative Fuels Infrastructure and Promotion

The proposed metrics are intended to provide information about how the Measure B funds are being expended and the reach/effectiveness of the programs. Staff has tried to strike a balance between collecting useful information and not making the process overly administrative or burdensome. Since this is the initial round of metrics and reporting, staff will be working with funding recipients as well as the COC and the Board over time to gauge the value of the reporting and develop improvements if needed.

Reporting Intervals

Each element and sub-element also include a duration when the performance metrics are expected to be collected. All but Element 1.1 and Element 3.1 will be collected annually.

Element 1.1 will allocate five years of estimated collection of revenues in June 2023. Projects will be placed on a reimbursement schedule to coincide with the available cashflow. Proposed performance metrics for Element 1.1 will be collected upon project completion.

Proposed performance metrics for Element 3.1 involve a survey to solicit feedback from parents and students, and a program evaluation conducted by a consultant team; both require a long period of time and more effort so the duration for Element 3.1 is being proposed for every four years to coincide with the duration of the crossing guard location evaluation.

FISCAL CONSIDERATION

There are no immediate fiscal impacts associated with the review of the proposed performance metrics. Fund recipients may need to use staff or contractor resources to provide the requested metric reporting.

NEXT STEPS

Staff will consider suggestions provided by the COC and refine the performance metrics for inclusion in the development of the draft Measure B Strategic Plan. Any material changes to the proposed performance metrics will be discussed with the relevant recipients.

ATTACHMENTS

Attachment A – Proposed Measure B Performance Metrics

Attachment A

Proposed Measure B Performance Metrics**Element 1.1 - Enhance Bicycle, Pedestrian, and Safety Improvements on Local Network**

For each project, sponsor shall describe (as appropriate for the project):

- Sidewalks in linear feet
- Accessibility improvements – describe improvements and number of improvements
- Multiuse paths (Class I) in linear feet
- Class IV Bikeways in linear feet
- Striping/ Stencil Class II and Class III bicycle facilities, number of stencil and linear feet of path
- Median modifications to accommodate new pedestrian and bicycle facilities - describe improvements and number of improvements
- Landscape Enhancements - describe improvements and number of improvements
- Bike/ Ped Signage in number of signs
- Pedestrian Lighting in number of lights
- Curb ramps in number of new ramps
- Signals Heads with advance leading pedestrian interval and/or audio notification capability – number of signal improved
- Pedestrian activated warning signals - number of signed improved
- Rectangular Rapid Flashing Beacon (or equivalent) – number of RRFB installed
- Sidewalk amenities, benches, trash cans – describe improvements and number of improvements
- Safety improvements – Describe improvements, how they benefit bicyclist and/or pedestrians, and number improvements

Reporting Interval: at completion of each project

Element 1.2 – Maintain Class I Bicycle/Pedestrian Pathways

For each project/allocation, sponsor shall describe/confirm (as appropriate for each project):

- Path is clean and free of debris
- Landscaping is healthy and trimmed
- Path is free of potholes
- Graffiti has been removed
- Lighting is operational
- Trash cans emptied
- Path is in a state of good repair
- Frequency of maintenance

Reporting Interval: annually

Element 2 – Improve Transit for Seniors and Persons with Disabilities

Fund recipients shall report on the following:

Performance Measure	Metric
Implement Mobility Management Program	Number of customers contacted
Operate Travel Training Program	Number of riders trained
Support and Enhance paratransit	
Paratransit	Number of trips provided
Travel Navigators	Number of customers contacted
Create a “Paratransit Plus” program to serve older seniors who may not qualify for service under that Americans With Disabilities Act	Rides Provided (limited by funding percentage of program, Catch A Ride, Transit Connect)
Implement other innovative programs to provide mobility to seniors as an alternative to driving	
Gap Grants	Describe purpose of grants and amounts given
Volunteer Driver	Low Income Scholarships (amount and trips)
Ambassador Program	Volunteer driver trips

Reporting Interval: annually

Element 3.1 – Maintain Crossing Guards and Street Smart Related Programs

Conduct survey to determine:

1. The level of awareness of the Measure AA/Measure B Crossing Guard Program;
2. Whether or not the presence of crossing guards influences travel choices for students that walk or ride a bicycle to and from school on most school days; and
3. Whether or not the communities served by the Crossing Guard Program consider the expenditure of Measure AA/Measure B funds a good investment.

Reporting Interval: every four years, next survey is scheduled for FY 23/24

Element 3.2 – Enhance/Expand Commute Alternative Programs

Performance Measure	Metric
Awareness of Commute Alternatives	Website traffic Meetings/presentations/events Emergency Ride Home (ERH) website engagement
Participation in Commute Alternatives	Registered users Newsletter/mailling list subscribers Partners and employer contacts registered Vanpool utilization
Impact of Commute Alternatives	SOV trips reduced SOV miles avoided CO2 emissions savings
Funding and Partnerships	Leveraged funding/formed partnerships

Reporting Interval: annually

Element 3.3 – Support Alternative Fuels Infrastructure and Promotion

Performance Measure	Metric
Encourage EV Adoption	New sales data for EVs
EV Charger Deployment	TAM EV charging rebates submitted and reimbursed
EV Charge Deployment	Countywide publicly accessible EVSE deployments (level 2 and 3)
Public Agency EV Fleet Deployment	EV Fleet Rebates submitted and reimbursed
Increase Awareness of Programs	Number of agencies/departments served by rebates
Leverage of Funds	Total amount of other funding sources attracted

Reporting Interval: annually

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DATE: April 17, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer

SUBJECT: Review of TAM's Financial Audit Team Selection (Action), Agenda Item No. 7

RECOMMENDATION

Staff recommends that the Citizens' Oversight Committee (COC) reviews the selection of Maze and Associates as TAM's audit team and refers the selection to the TAM Board for approval at its April 27, 2023 meeting.

BACKGROUND

TAM is required by its Measure A/AA ½ Cent Transportation Sales Tax and Measure B \$10 Vehicle Registration Fee Expenditure Plans and the Public Utilities Code (PUC)180105(c) to conduct an annual financial audit. The COC is required to report the results of the TAM Annual Financial Audit, as well as the results of the compliance audits conducted for Measure A/AA, to the residents in Marin in its annual report.

DISCUSSION/ANALYSIS

TAM's financial audit services contract with Eide Bailly, LLP expired upon the completion of TAM's FY2021-22 Financial Audit. Staff issued a Request for Proposals for TAM's Financial Audit Services on March 1, 2023 to start the selection process for a new contract.

Staff received a total of four proposals by the March 24, 2023 deadline, all of them qualified audit teams known in the governmental audit sector. The professional evaluation panel consisted of three members: Daria Carrillo, Director of Finance with the Town of Corte Madera; Emily Tong, TAM's Senior Accountant, and Li Zhang, TAM's Deputy Executive Director/Chief Financial Officer. The panel ranked the proposals based on a set of evaluation criteria. The top three firms were invited to participate in interviews with the professional panel on Tuesday, April 4, 2023.

Maze and Associates was the top ranked firm after the first round of interviews and was invited to participate in the second round of interview with Peter Pelham, COC Chairperson and Ms. Zhang on Friday, April 7, 2023. Chairperson Pelham and Ms. Zhang confirmed Maze and Associates' experiences working with the citizens' oversight groups of other transportation authorities, and most recently with the Alameda County Transportation Commission, and feel very confident with the team's abilities to conduct TAM's financial audit as well as effectively communicate with the COC and to address any questions or concerns from the Committee when necessary.

FISCAL CONSIDERATION

The proposed cost is between \$20,000 and \$24,000 annually for the three-year contract, depending on the final audit work scope. The amount needed to start the FY2022-23 audit cycle is included in the current year's budget and the remaining needs will be included in the draft TAM FY2023-24 Annual Budget.

NEXT STEPS

Upon approval of the TAM Board, staff will start the negotiation process with Maze and Associates, finalize the contract, and begin coordinating plans for field work related to the FY2022-23 financial audit.

ATTACHMENTS

None