



COUNTYWIDE TRANSPORTATION PLAN WORKSHOP
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

OCTOBER 26, 2023
4:00 P.M.

900 Fifth Avenue
Suite 100
San Rafael
California 94901

MARIN WILDFIRE PREVENTION AUTHORITY BOARD ROOM
1600 LOS GAMOS DRIVE, ROOM 335
SAN RAFAEL, CALIFORNIA

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

www.tam.ca.gov

AGENDA

Belvedere
Nancy Kemnitzer

1. Chair’s Welcome/Roll Call

Corte Madera
Pat Ravasio

2. Countywide Transportation Plan Workshop (Discussion) – **Attachment**

Fairfax
Chance Cutrano

3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency’s jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)

Larkspur
Kevin Carroll

Mill Valley
Urban Carmel

Novato
Rachel Farac

How to provide public comment (limited to 2 minutes or less):

Ross
P. Beach Kuhl

Before the workshop: Please email your comments to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, October 25, 2023, to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

San Anselmo
Brian Colbert

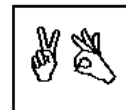
San Rafael
Kate Colin

During the workshop: The Board Chair will recognize persons from the audience who wish to address the Board during public open time or on a particular agenda item at the time that item is considered by the Board.

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan



Late agenda material can be inspected in TAM’s office between the hours of 8:00 a.m. and 5:00 p.m.
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.

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DATE: October 26, 2023

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning

SUBJECT: Countywide Transportation Plan Board Workshop (Discussion), Agenda Item No. 2

RECOMMENDATION

Discussion item only. The Board provides feedback on the development of the Countywide Transportation Plan (CTP).

BACKGROUND

TAM staff have begun work on the development of Marin County’s first CTP and a countywide Community Based Transportation Plan (CBTP). This planning process is expected to continue over the next year, culminating in an adopted CTP/CBTP by the end of 2024.

The CTP is expected to build consensus and provide a shared direction for Marin’s transportation system, in alignment with broader social, economic, and environmental goals in the county, region and state. The CTP is intended to develop a set of overarching strategies, specific policies, and targeted projects/programs that are competitive for federal, state and regional funding and establish the partnerships necessary to implement the shared short-term (10-year) and long-term (25-year) vision for our transportation system. The CTP/CBTP will incorporate findings from the various previously developed CBTPs for the county and identify priorities and a countywide strategy to address equity. Finally, the CTP/CBTP will guide TAM’s policy-making, and advance safety, equity, climate resiliency, transit recovery and priority, and transportation/land use integration in the county.

DISCUSSION/ANALYSIS

The CTP Board workshop offers the TAM Board members and the public a chance to discuss the development of the CTP and share their visions for the county’s transportation system in 2050. Staff and the project team will provide an overview of the CTP process and key activities scheduled for the next year.

Staff and the project team will provide context for the plan to help guide the vision development, including highlights of local, regional and state plans and policy direction, current and forecasted travel information, and emerging trends. This context will set the stage for a facilitated Board discussion on the vision for the transportation system, including the roles of TAM and partner agencies required to deliver improvements to the transportation system, and potential policies that can help advance the vision into implementation.

The development of the CTP will take into consideration a wide range of previous planning efforts, including the following:

- The 1973 Countywide Plan, which charted a course for protected open space and agricultural areas, by focusing on an urban spine centered on a contiguous public transit system currently delivered by Marin Transit, SMART and the Golden Gate Bridge, Highway and Transit District (GGBHTD).
- The passage of the ½-cent transportation sales tax in 2004, Measure A, which provided TAM with the critical revenue to support significant improvements to our local roads, transit systems, and communities through programs such as Safe Routes to Schools (SRS2), as well as provided opportunities to leverage and attract regional, state and federal funding.
- The 2017 Strategic Vision Plan, TAM's most recent visioning exercise, which influenced funding programs such as Regional Measure 3 (RM3), Measure AA (the renewal of Measure A), and Senate Bill (SB) 1.
- Regional, state and federal plans and policies to achieve meaningful climate action, safety, and increasing equity in transportation, among other policy goals.

Excerpts from the 2017 TAM Vision Plan, as well as from MTC's Plan Bay Area 2050 and the State's California Transportation Plan 2050 are included as Attachment B.

Staff will also highlight emerging issues such as climate adaptation, demographic trends, equity, infrastructure technology, land use and transportation integration, safety and transit, which will inform and influence plan development. This CTP/CBTP is expected to create opportunities to advance mobility and accessibility for our communities, and to best position Marin County for limited, competitive regional, state and federal funds.

While these topics will be discussed further as the plan is developed, Board direction early in the process will support upcoming development of:

- Transportation Vision, Goals and Strategies
- Needs Assessment & Prioritization
- Implementation Planning and Draft Plan

FISCAL CONSIDERATION

There are no fiscal impacts associated with this presentation.

NEXT STEPS

Based on the input received, staff will return to the TAM Board with a draft vision and will continue development of the CTP.

ATTACHMENTS

Attachment A – Staff presentation

Attachment B – Transportation Plan Excerpts: TAM 2017 Strategic Vision Plan Executive Summary, Plan Bay Area 2050 Executive Summary; California Transportation Plan Executive Summary.

Attachment C – Public Comment Letters Received

TAM Countywide Transportation Plan & Community Based Transportation Plan

Presentation to TAM Board of Commissioners
October 26, 2023 WORKSHOP

Agenda

- 1. Introduction**
- 2. CTP & CBTP Overview**
- 3. CTP Context**
 - a. Plan & Policy Review**
 - b. Emerging Issues**
- 4. Board Visioning Discussion**
- 5. Public Comments (5:40 pm)**



CTP/CBTP Overview

- ✓ **Identify emerging areas and future transportation needs**
- ✓ **Broaden understanding of community transportation goals**
- ✓ **Advance CBTP process**
- ✓ **Convene partner agencies and build consensus**
- ✓ **Strengthen partnerships needed to deliver the plan**
- ✓ **Align local, county planning with regional and state guidance where feasible**
- ✓ **Strengthen Marin's position in competitive regional, state, and federal funding**

Outcomes of CTP & CBTP

Approach to CTP & CBTP

- ✓ **Equity-centered Process**
- ✓ **Data-Informed and Performance Based**
- ✓ **Systemic Framework with Performance Measures**
- ✓ **Implementation Plan & Monitoring Element**

What we Heard So Far

- ✓ **Think boldly, be visionary**
- ✓ **Support Equity Populations**
 - ✓ **Seniors, Families, Transit Dependents**
- ✓ **Maximize safety of pedestrians and cyclists**
- ✓ **Support for highway improvements underway**
- ✓ **Support for growing transit services**
- ✓ **Congestion remains a community concern**
- ✓ **Need for resilient network for 21st century climate**
- ✓ **Multi-jurisdictional Planning is needed**
- ✓ **Cross Agency Collaboration is needed**
- ✓ **Align CTP with state and regional goals to maximize funding leverage**
- ✓ **Differences among areas of the County are important but many of the transportation challenges are the same**

CTP Schedule

- ✓ Two more board workshops Planned
- ✓ Additional Board Discussions at key milestones

OCT 23	NOV - DEC 23	JAN - FEB 24	MAR- MAY 24	JUN- AUG 24	OCT- NOV 24
Purpose & Context	Vision & Strategies	Needs Assessment	Co-Benefit Evaluation	Draft CTP	Final CTP

Upcoming Board Workshops

Workshop 1: Vision & Strategies (October 2023)

- ✓ **2050 Transportation Vision**
- ✓ **Identify policy goals and objectives**

Workshop 2: Needs & Co-Benefits (April 2024)

- ✓ Trade-off choices
- ✓ Set strategic priorities

Workshop 3: Implementation (June 2024)

- ✓ Consensus building tool to guide TAM decision-making
- ✓ Align planning with funding decisions and project delivery



CTP Context

California Transportation Plan 2050

Goals

Safety

Provide a safe and secure transportation system

Climate

Achieve statewide GHG emissions reduction targets and increase resilience to climate change

Equity

Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups

Accessibility

Improve multimodal mobility and access to destinations for all users

Quality of Life & Public Health

Enable vibrant, healthy communities

Economy

Support a vibrant, resilient economy

Environment

Enhance environmental health and reduce negative transportation impacts

Infrastructure

Maintain a high-quality, resilient transportation system

CTP 2050



Climate Action Plan for Transportation Infrastructure (CAPTI)



Building towards an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits



Making safety improvements to reduce fatalities and severe injuries of all users towards zero



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Protecting natural and working lands



Developing a zero-emission freight transportation system

CAPTI



CAPTI

Climate Action Plan for Transportation Infrastructure

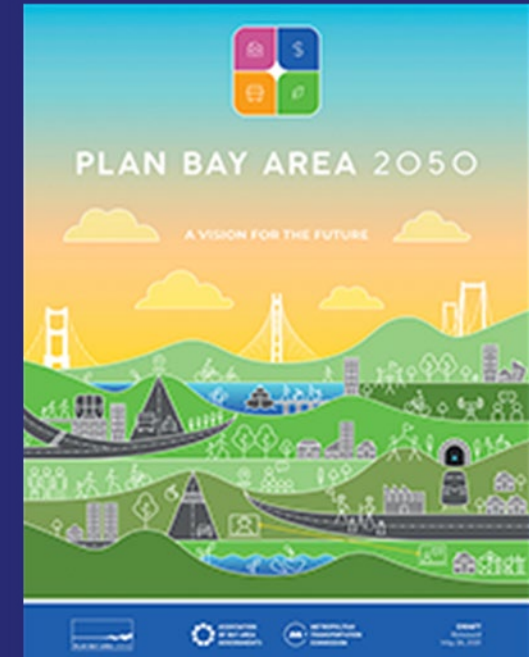


July 2021 • Final Draft

PBA 2050 is a 30-year regional plan for the nine county Bay Area with a horizon year of 2050. The heart of Plan Bay Area 2050 is 35 strategies, grouped into four elements.

ELEMENT	GOALS
HOUSING	<ul style="list-style-type: none"> ✓ Protect and preserve affordable housing. ✓ Spur housing production for residents of all income levels. ✓ Create inclusive communities
ECONOMY	<ul style="list-style-type: none"> ✓ Improve Economic Mobility ✓ Shift the Location of Jobs
TRANSPORTATION	<ul style="list-style-type: none"> ✓ Maintain and Optimize the Existing System ✓ Create Healthy and Safe Streets ✓ Build a Next-Generation Transit Network
ENVIRONMENT	<ul style="list-style-type: none"> ✓ Reduce Risks from Hazards ✓ Expand Access to Parks and Open Space ✓ Reduce Climate Emissions

MTC Plan Bay Area 2050

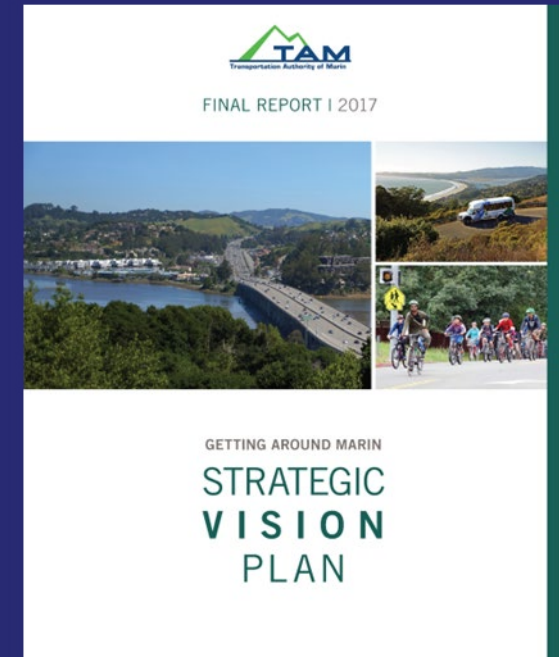


Marin Transportation History

YEAR	WHAT HAPPENED?
1928	Golden Gate Bridge and Highway District established
1964	Marin County Transit District formed
1970-72	Inaugural Golden Gate Ferry & Bus service
1973	First Marin Countywide Plan adopted
1974	First segment of US 101 HOV lane opened as busway
1991	Congestion Management Plan (CMP) state law
2002	SMART established by state legislation
2003	Vision Plan framework created by CMA
2004	Measure A sales tax approved, TAM established
2010	Measure B vehicle registration fee approved
2017	Strategic Vision Plan
2018	Measure AA approved. Sales tax extended for 30 years.
2022	Marin agencies opted out of CMP
2024	Inaugural CTP adopted by TAM Board

2017 Strategic Vision Plan

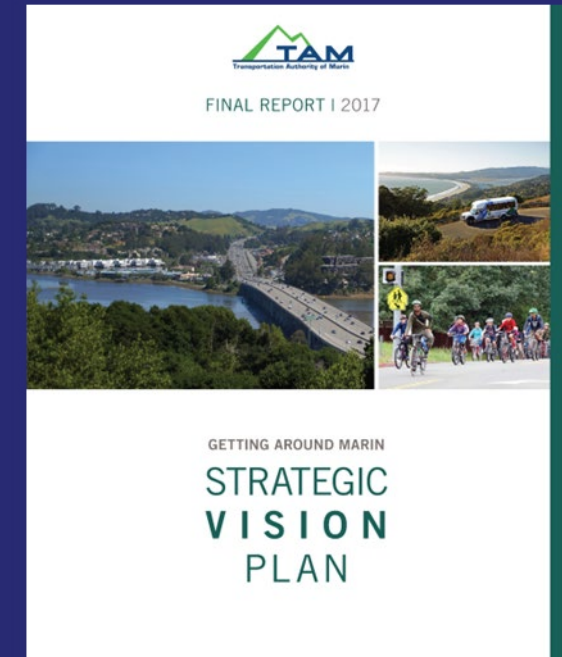
“TAM’s **vision** is to have an efficient and effective transportation system, one that enhances our scenic environment, provides equity for all of our users (including our vulnerable populations), and grows our economy for our residents, visitors, and workforce.”



Key SVP Strategies

- Multimodal Transportation System
- Incremental vs Large Projects
- No substantial road widening
- Manage Demand
- Operational Improvements

2017 Strategic Vision Plan



Marin's Historical Approach to Congestion

- ✓ HOV Lanes
- ✓ SMART Commuter Rail, GG Ferries
- ✓ Local & Regional Bus Transit
- ✓ Safe Routes to Schools
- ✓ Interchanges
- ✓ Transportation Demand Management
- ✓ Bikeways & Pedestrian Improvements

Addressing Congestion

Managing demand
through multimodal
approaches

What has changed since 2017?

Federal & State Funding

- ✓ **2021 - Federal Infrastructure Investment and Jobs Act (IIJA)** – estimated to provide \$42 billion for CA
- ✓ **2018 - Regional Measure 3** – \$4.45 billion for Bay Area highway and transit improvements in the toll bridge corridors and their approach routes (SR 37, 101-580, R-SR Bridge, Ferries, North Bay Transit Access).
- ✓ **2018 - Measure AA** - \$35 million annually for transit service, local roads, safe routes to school, and 101 improvements.
- ✓ **2017 – CA Senate Bill 1** - \$5.4 billion annually over 10 years with estimated \$15 billion for local road maintenance and \$7.5 billion for transit operations and capital.

What has changed since 2017?



Demographics



Environment



Equity



**Land Use-
Transportation
Connectivity**



Safety



**Post Covid Travel
Behavior & Vehicle
Technology**

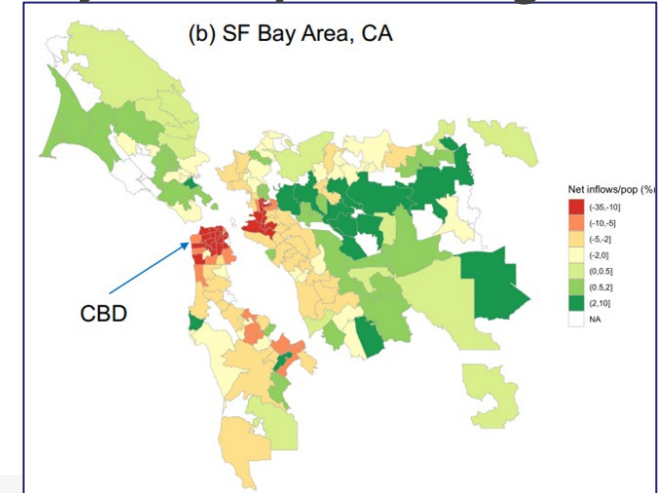
What has changed since 2017?



Demographics
(Aging Population,
Population & Job
Shifts, Work Trends)

25%
Marin County
65 and over

Item 2 - Attachment A Bay Area Population Migration



Back to Work Barometer

OCCUPANCY OVER TIME - MARCH 4, 2020 TO SEPTEMBER 13, 2023

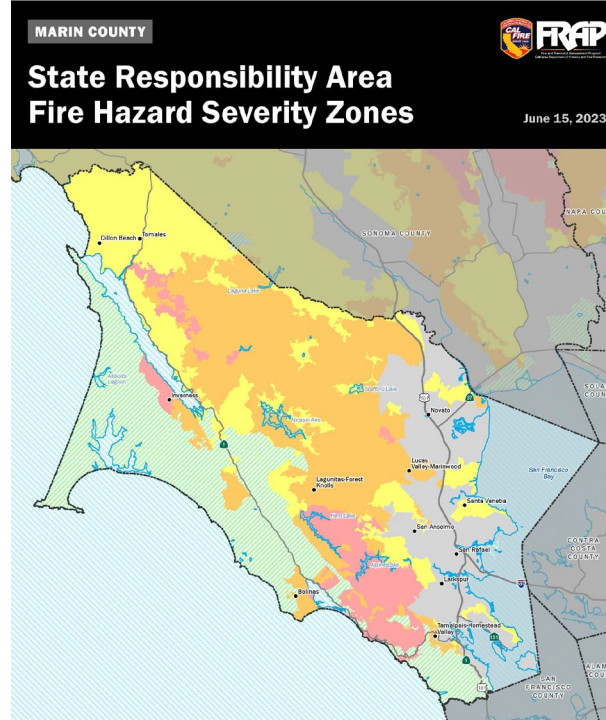


*On March 22, 2021, Kastle moved from daily to weekly data reporting to provide a more robust and comprehensive picture of office occupancy. We have also recalculated data back to the start of the time series for consistency. This has only a marginal impact on most cities and the national average.

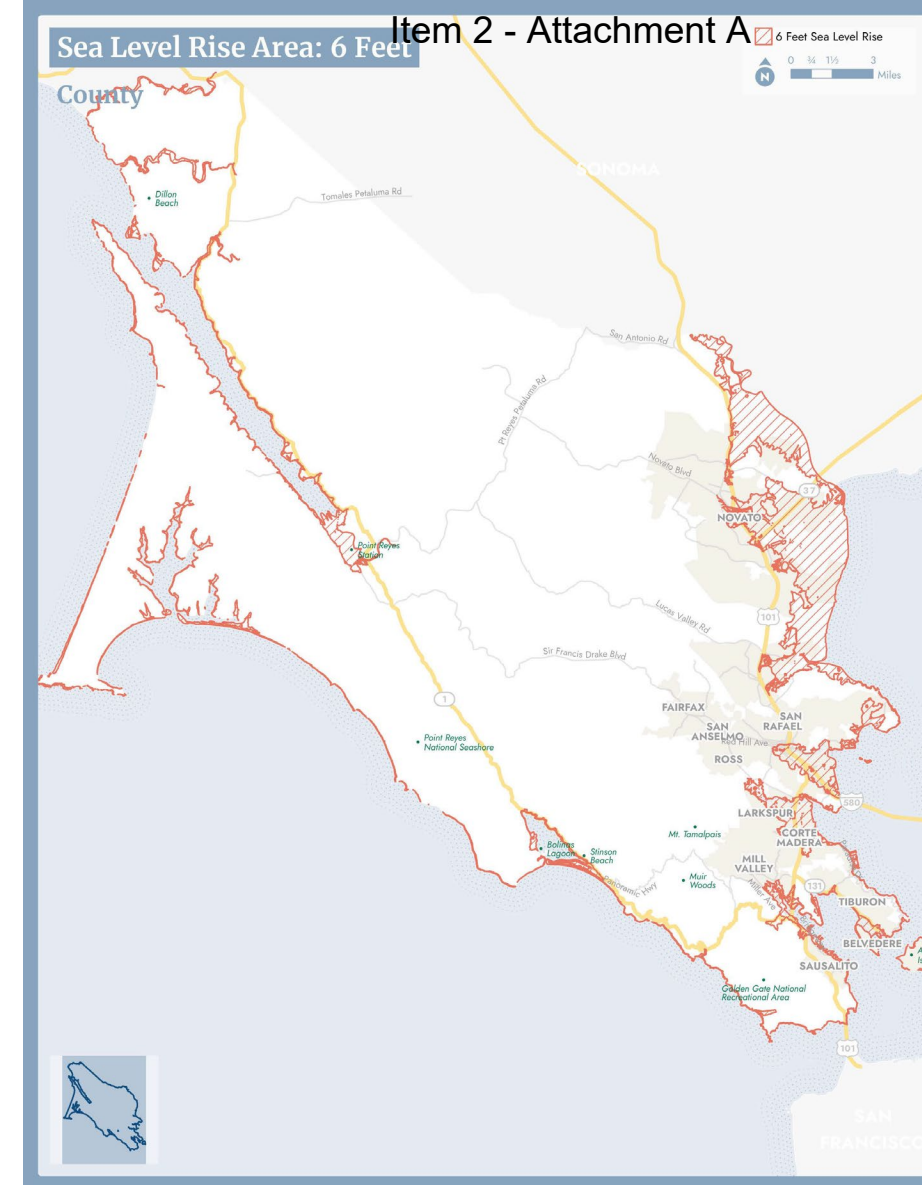
What has changed since 2017?



Environment
(Climate effects, GHG Reduction Targets, Sea Level Rise, Wildfires)



The cover of the "2022 Scoping Plan for Achieving Carbon Neutrality" report from the California Air Resources Board. It features the board's logo at the top, a photograph of yellow flowers in the middle, and a green banner with the title. The date "December 2022" is also visible.



What has changed since 2017?



Equity
(Engagement, Capacity Building, Investment, Pricing)

Blue Ribbon Transit Recovery Task Force Equity Principles (adopted January 25, 2021)

INVEST EQUITABLY

Prioritize equitable planning, policies, decision-making and implementation through proportionally greater investments in communities of color and low-income communities to address transit disparities and reflect needed mobility options.

INCREASE ACCESSIBILITY

Increase transit access, prioritize service investments, and improve travel experiences for seniors and riders with disabilities and/or low incomes by increasing fare affordability and service connectivity.

BE INCLUSIVE

Pursue anti-racist strategies as a core element of transit's mission and actions. Ensure full participation of underserved residents to co-create strategies and solutions by engaging meaningfully and directly, in partnership with culturally specific, community-trusted local organizations.

USE DATA TO INFORM DECISIONS

Make people-centered and transparent transit investment and strategy decisions by collecting and using race, gender identity, disability, age and income data. Routinely monitor data to ensure equitable investments for underserved communities.

ADVANCE HEALTH & SAFETY

Incorporate public health and safety measures for transit riders and staff in the day-to-day operations of the transit system. Partner with social service and public health agencies to improve personal health and safety of riders and staff.

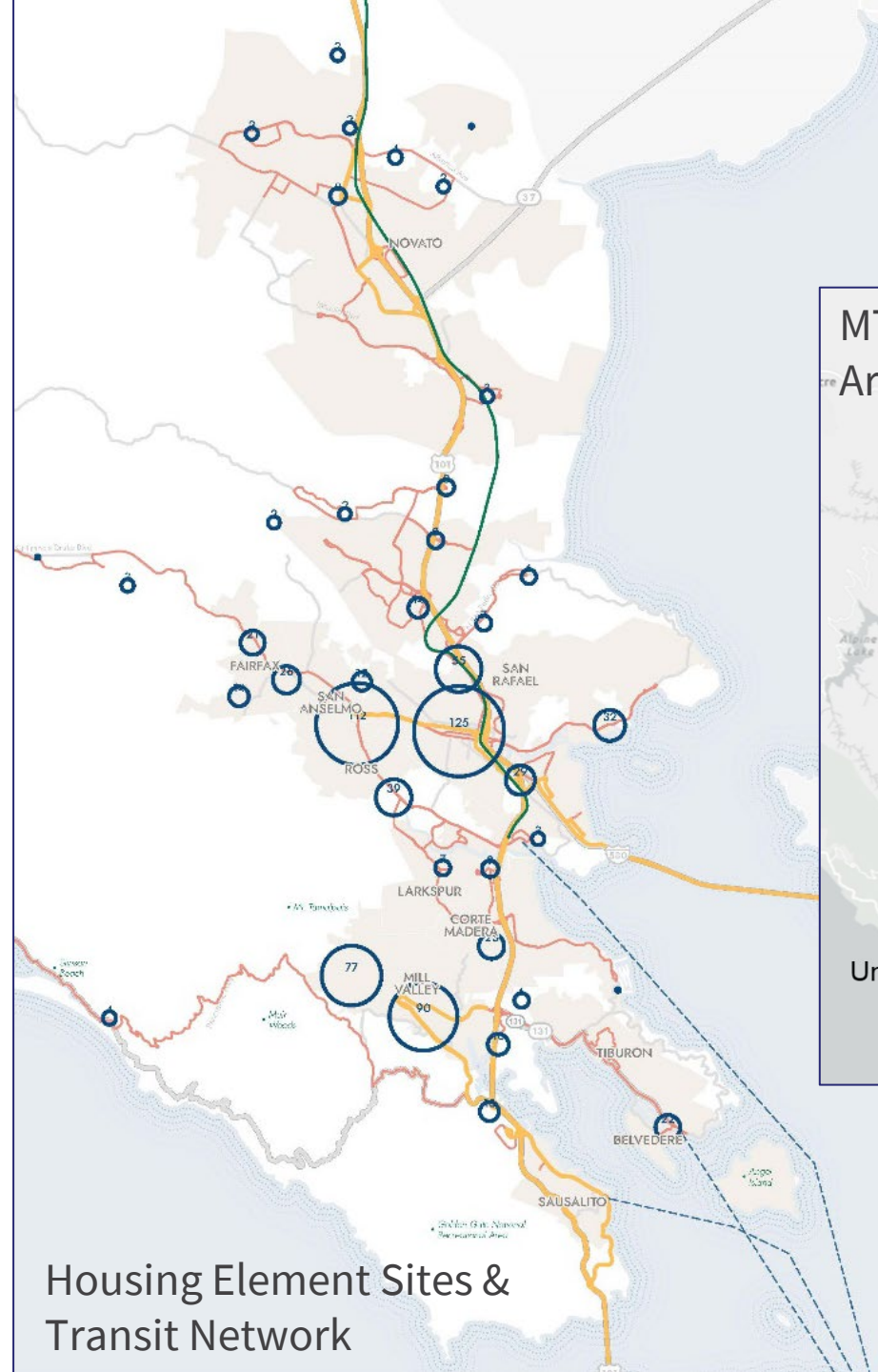


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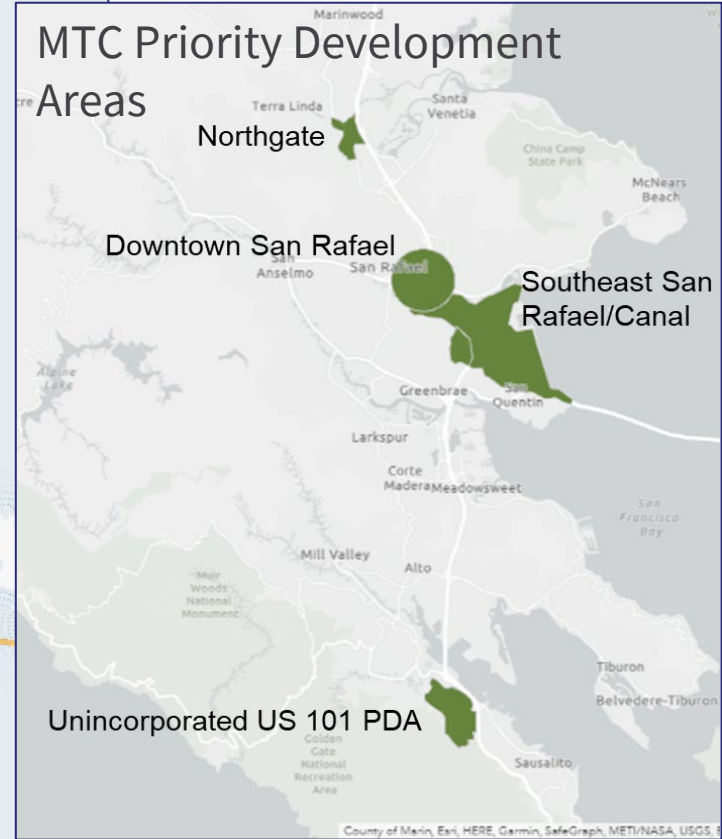
What has changed since 2017?



**Land Use-
Transportation
Connectivity**
(Priority Areas &
Sites, RHNA Housing
Allocations, SMART)



Housing Element Sites &
Transit Network



What has changed since 2017?



Safety
(Vision Zero, Safe Systems Approach)

Traditional Approach to Safety

- Individual responsibility
- Reduce speeding through signage and enforcement
- Assumes perfect human behavior
- React to collision hot spots
- Prevent collisions
- Transportation-related fatalities are inevitable
- Saving lives is too expensive

Vision Zero Systemic Approach to Safety

- Shared responsibility
- Reduce speeding through design and technology
- Assumes human error is inevitable
- Anticipate collision risk
- Prevent fatal and severe collisions
- Transportation-related fatalities are preventable
- Saving lives is not expensive

What is Vision Zero?

Vision Zero is a strategy to eliminate all transportation-related fatalities and severe injuries, while improving safe, healthy, equitable mobility for all. The Vision Zero approach views transportation-related fatalities as preventable, not inevitable, and relies on multi-disciplinary collaboration and is data-informed and equity-centered. For more on the Vision Zero Core Elements at <https://visionzeronetwork.org/resources/vision-zero-core-elements>

2018 MARIN COUNTY TRAVEL SAFETY PLAN

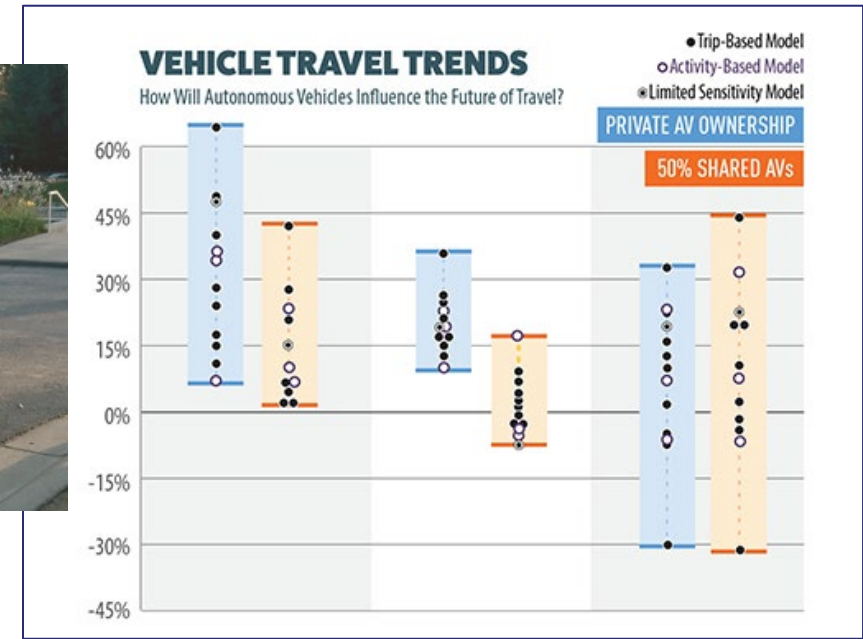
Systemic Safety Analysis

What has changed since 2017?

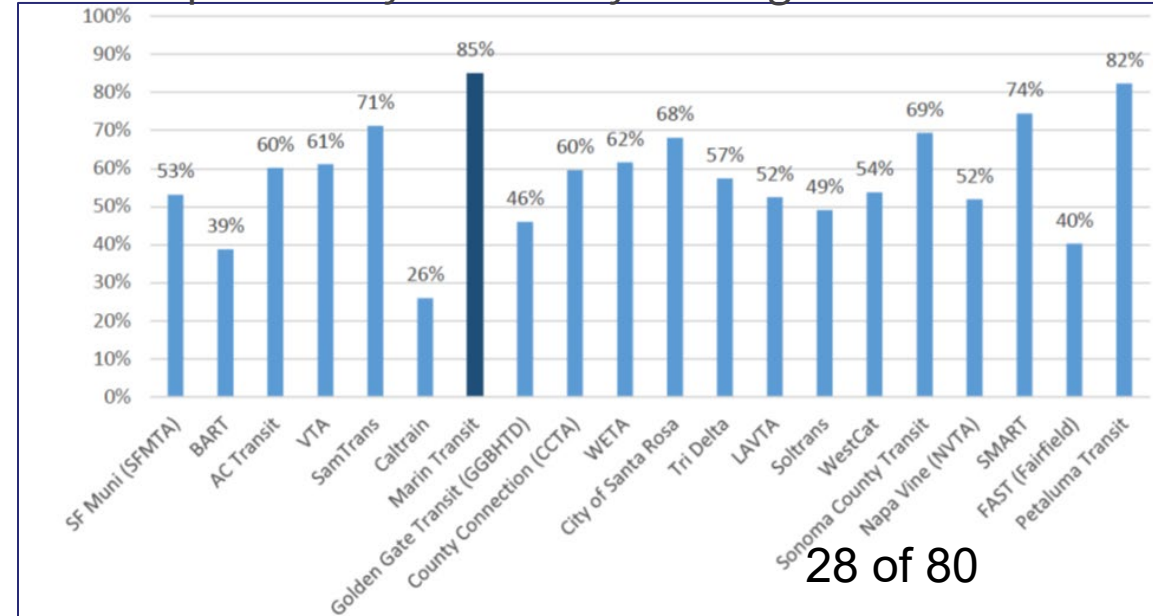


Travel Behavior & Vehicle Technology
 (Commute Patterns, Transit Recovery, EV Adoption, New Data Sources, New Mobility Options, AV Technology)

TAM CTP & CBTP



Ridership Recovery Across Bay Area Agencies



What has changed since 2017?

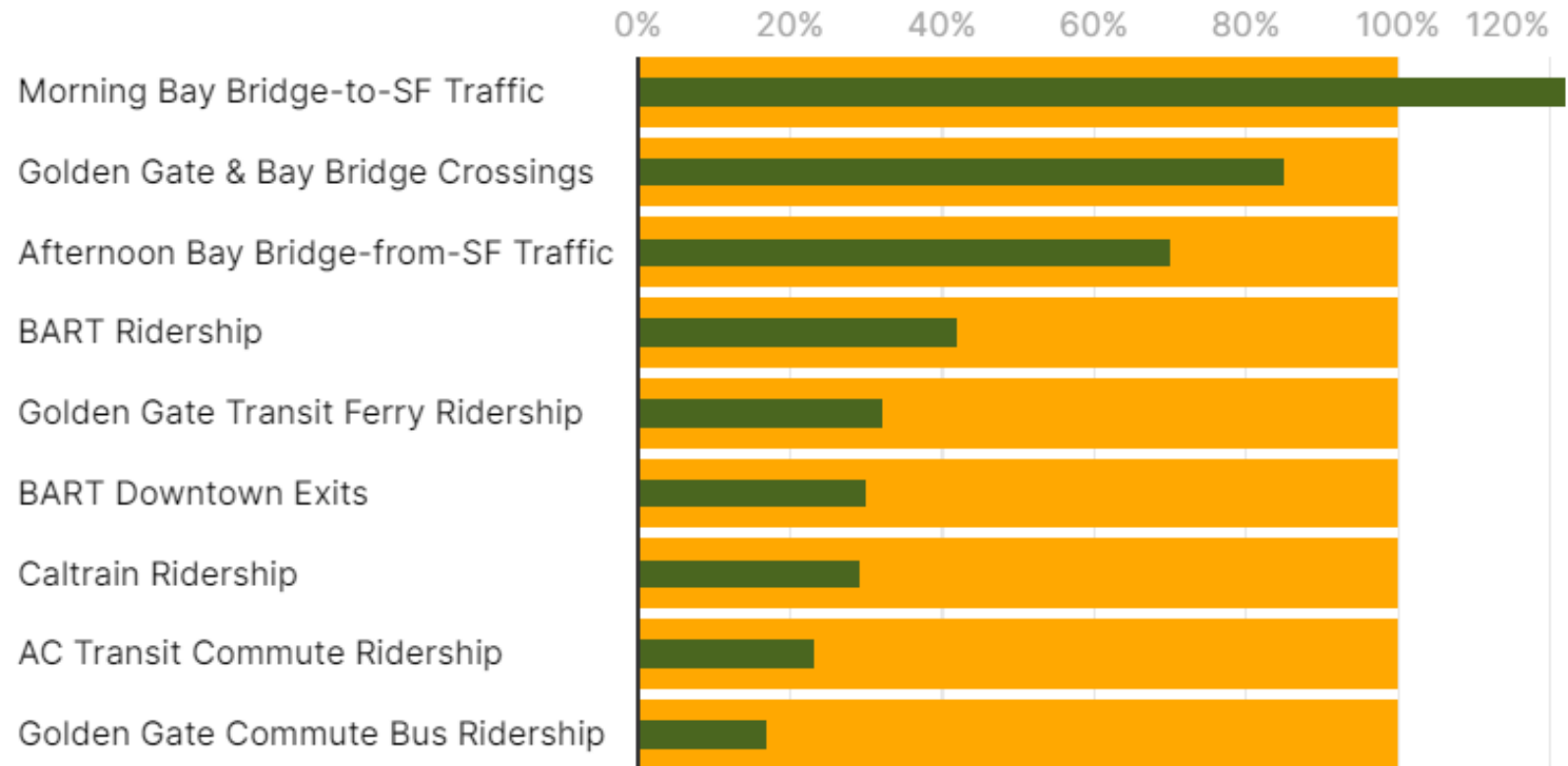


Change in Commute Travel Patterns to SF

Pandemic Recovery for SF Commute Indicators

Post-Pandemic Activity as a Percent of Pre-Pandemic Levels

Pre Pandemic Post Pandemic





Board Visioning Discussion

- 1. Which themes best describe what you envision in TAM CTP 2050? What are we missing?**
- 2. If you could advance one project that speaks to implementing your vision, what would it be?**
- 3. What agency would need to lead to deliver your vision, and who needs to be strong partners?**

Board Visioning Discussion

1. Which themes best describe what you envision in TAM CTP 2050? What are we missing?

Illustrative Themes

- Maintain existing infrastructure
- Close gaps in the network
- Community building
- Reduce greenhouse gas emissions
- Transit ridership growth
- Adapt network to climate change
- Schools and local travel needs
- Better access to new workforce housing sites
- Leverage more state and regional grant funds
- Provide safe streets for all
- Others?

Board Visioning Discussion

2. **If you could advance one project that speaks to implementing your vision, what would it be?**

Board Visioning Discussion

- 3. What agency would need to lead to deliver your vision, and who needs to be strong partners?**

Board Visioning Discussion



Workshop Summary/ Next Steps



Public Comment (5:40)



FINAL REPORT | 2017



GETTING AROUND MARIN STRATEGIC VISION PLAN

GETTING AROUND MARIN

ABOUT TAM

The Transportation Authority of Marin (TAM), as a Congestion Management Agency and the Transportation Sales Tax Authority of Marin County, manages transportation projects in Marin County, California, with local, regional, state, and federal funding. According to TAM's mission statement:



TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users.¹

TAM's mandate is clear, and to advance our mission, TAM must balance a wide range of needs, challenges and opportunities across a variety of modes, partners, and networks to create an efficient and effective transportation system. To help guide transportation improvements and remain competitive for project funding, TAM has adopted principles, goals, and objectives that seek to move our mission statement into implementation in the local communities of Marin.

¹ Transportation Authority of Marin, <http://www.tam.ca.gov/index.aspx?page=343>.

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GETTING AROUND MARIN

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Executive Summary

The *Strategic Vision Plan* is a long-range plan that provides a vision for all modes of transportation in Marin County. This vision consists of programs specifically developed and tailored to Marin's unique needs, history, and culture, resulting in a strategy to protect and enhance Marin's quality of life and natural beauty. As a Vision Plan, this report articulates a shared consensus around what our transportation system will look like in the future from the perspectives of the public, who relies on the system, and of our local transportation providers, who plan, maintain and operate our transportation infrastructure.

TAM's vision is to have an efficient and effective transportation system, one that enhances our scenic environment, provides equity for all of our users (including our vulnerable populations), and grows our economy for our residents, visitors, and workforce. This vision responds to our local challenges of aging roads, congestion, and a fragile, limited roadway network to respond to these changes.

Marin's leadership in considering all modes of transportation serves as a building block toward achieving this vision and reflects the local plans and goals of our small towns and cities, transit operators, and transportation providers, while advancing critical new technologies and best practices to address our growing transportation challenges.

The updated Vision supports the previous 2003 Vision Plan with the development of a multimodal transportation system and recognizes that providing incremental but substantial improvements to our transportation system will be more effective than one single project or program to address our challenges in how we get around. Without significant opportunities for substantial increases in roadway capacity, operational enhancements and managing demand through multimodal travel options will be effective in enhancing mobility, both on Highway 101 and on local connector roads.

Perhaps most challenging to plan and envision are the transportation technology and innovative solutions that have arisen in the last few years. As we plan for the future, planning and building "smarter" infrastructure that enhances the safety and mobility of the county will require testing and piloting demonstration projects to adapt to these new technologies.

Additionally, the Vision builds on the existing plans of the transportation system in Marin, like SMART commuter rail, and the Richmond-San Rafael Bridge third lane. The Vision defines needs, challenges, and values that will lay the foundation to build a more flexible and resilient multimodal transportation network throughout Marin County. Above all, the transportation system in Marin will be designed, built, and maintained to sustain the quality of life enjoyed in Marin County.

GETTING AROUND MARIN



Pedestrians enjoying Tiburon's wide sidewalks

OVERVIEW

As an update to the 2003 Vision Plan, *Moving Forward: A 25-Year Transportation Vision for Marin County*, the development of the *Strategic Vision Plan* builds on the foundation established in the original transportation blueprint for Marin County. The *Strategic Vision Plan* reflects the advancements in our transportation system since 2003, and the increased knowledge base from plans, studies, and reports of our local conditions and travel choices. Nearly 15 years of investments and changes to our transportation system have passed since that plan was completed, and while many of today's challenges and mobility needs are similar, the specifics have evolved.

This update provides an opportunity to revisit Marin's transportation planning needs and redefines the Vision Plan from 2003 to match today's' challenges and solutions, and is informed by the following considerations and approaches:

- A track record of completed projects and enhancements made to the transportation system since the 2003 Vision Plan adoption
- Substantial planning efforts and studies that have advanced our understanding of the local and regional issues facing our transportation network
- Ongoing and extensive public and stakeholder outreach and community discussion that began in 2003 on projects, plans, and funding needs
- Opportunities for harnessing rapidly expanding technological advancements and innovation to address our challenges

This document begins with an overview of Marin's transportation challenges and opportunities; followed by an overview of the planning, outreach, and stakeholder engagement processes that have helped shape the Vision; and concludes with a transportation vision and supporting strategies that will address key transportation challenges, improve mobility, and enhance our quality of life. This report considers Marin's planning framework and identifies funding sources, projects, and programs that support implementation of the *Strategic Vision Plan*.

The *Strategic Vision Plan* is designed to be a fluid document that can adapt to changes in the transportation setting. Therefore, this document may be updated, changed, or modified to respond to economic, demographic, technological, and other changes in our society, and does not establish any implementation regulations or requirements. This format provides a status report and a framework for future decision-making regarding transportation investments and improvements in Marin County that reflects current needs, values, and an understanding of future challenges.

GETTING AROUND MARIN



This report considers Marin's planning framework and identifies funding sources, projects, and programs that support implementation of the *Strategic Vision Plan*.

ACCOMPLISHMENTS SINCE 2003 VISION PLAN

In 2003, TAM's predecessor agency, the Marin County Congestion Management Agency, prepared *Moving Forward: A 25-Year Transportation Vision* for Marin County. This 2003 Vision Plan provided direction for planning activities and future revenue discussions, ultimately assisting in the development of TAM's half-cent Transportation Sales Tax Expenditure Plan.

The 2003 Vision Plan aimed to achieve the following goals:

- Create a multimodal transportation system, emphasizing alternatives to single-occupant driving.
- Reduce overall congestion, not just on Highway 101 but also on roads providing connections and alternatives to freeway travel.
- Maximize mobility for all residents of Marin County including seniors, youth, and disadvantaged residents.
- Maintain the quality of life enjoyed in Marin County.
- Maintain flexibility to allow for different needs in different parts of the county and to respond to changing conditions, including changes in funding.

The 2003 Vision Plan's goals and objectives are still relevant today. This clear articulation of vision and goals was instrumental in setting the stage for a transportation sales tax for local transportation investment. Passage of the 1/2-cent transportation sales tax (Measure A) in 2004, and an annual \$10 Vehicle Registration Fee (VRF), provided a reliable funding stream for local streets and roads maintenance, major roadway improvements, Safe Routes to Schools programs, and local transit services. The list below provides an overview of completed and successful efforts, organized by mode of transportation.

LOCAL TRANSIT

- Marin's local public transit system serves the mobility needs of residents and workers who travel within Marin County throughout the day, seven days a week. Without the 1/2-cent transportation sales tax, Marin's public transit would be limited to commute routes designed to serve travel into San Francisco.
- The 1/2-cent transportation sales tax also stabilized and expanded the resources necessary to deliver lifeline paratransit services for Marin's seniors and people with disabilities. Marin Access continues to expand service options for these residents beyond traditional paratransit.
- Major completion of the Sonoma-Marín Area Rail Transit (SMART) rail service to San Rafael and agreement on full funding for the SMART Larkspur Extension.

HIGHWAYS

- Completion of the Highway 101 Gap Closure Project in San Rafael, the high-occupancy vehicle (HOV) lane, and separated (Class I) multi-use path through Central Marin.
- Major progress in the Marin Sonoma Narrows, including extension of segments of the HOV lane, Phase 1 grade separations, redirection of driveways to new frontage roads, and implementation of new Class I and Class II facilities for bicycles and pedestrians.²

² Class 1 bike and pedestrian facilities provide full separation for vehicle traffic; Class 2 facilities are located on street and are striped as a separate lane (conventional bike lanes).

GETTING AROUND MARIN

LOCAL ROADWAYS

- Completion of major road improvements including 4th Street in San Rafael, Miller Avenue in Mill Valley, Sir Francis Drake Boulevard thru Samuel P. Taylor Park in West Marin, and portions of Novato Boulevard in Novato. These projects incorporate complete streets and accommodate for all modes of travel.
- The 1/2-cent transportation sales tax provides flexible and reliable funding streams for local road improvements and maintenance as determined by local jurisdictions.
- Ongoing success of the Safe Routes to Schools Education and Outreach program, with an average of over 50% Green Trips³ in over 55 schools countywide, reducing congestion on our roadways.
- Funding and implementing nearly \$20 million in Safe Pathways capital projects to increase safe access to schools, and placement of 82 crossing guards near schools.
- Bike and pedestrian investments through Regional Measure 2 fund sources including the Central Marin Ferry Connector, Cal Park hill tunnel, Lincoln Hill Pathway, and progress on the North South Greenway throughout Marin.

TRANSPORTATION DEMAND MANAGEMENT

- Transportation improvements can increase capacity, improve operations, or reduce demand. TAM has managed demand on our local roadways by developing mode shift strategies to increase transit use, reduce school trips, and support higher occupancy mode shifts.

- Commute alternatives support programs include a vanpool incentive to support higher occupancies in local vanpools, Emergency Ride Home to guarantee a ride home to commuters who leave their car at home, carpool promotions like TAM's Carma Carpool Pilot program and innovative Lyft incentive program for first and last mile trips to SMART stations.

OTHER EFFORTS

- Passage of the Local Transportation Sales Tax, allowing TAM to leverage local funds to attract regional, state, and federal sources.
- Passage of the Marin \$10 Vehicle Registration Fee to support ongoing road and pathway maintenance needs, mobility for seniors and people with disabilities, commute alternatives, and low-emission vehicle programs.
- Significant planning and investments from Marin County's Federal grant for the Non-Motorized Transportation Pilot Program and regional Measure 2 Bridge Toll Program.



While not an exhaustive list of accomplishments, significant progress has been made in physical changes to the transportation network, enhanced by the availability of local funding sources to attract and leverage regional, state and federal funding.

³ Marin County Safe Routes to Schools Program Evaluation Report, 2016.

Relevant Studies and Plans

While many of the projects and programs envisioned in the 2003 Vision Plan have been implemented, there are a number of other plans, listed below, that inform local knowledge of travel behavior and serve as the basis for delivering transportation services to the County. These plans do not “sit on a shelf” but rather provide an understanding of the cause of our existing challenges, develop potential solutions, and identify the financial resources to implement these issues. Each plan and study furthers our understanding of Marin’s transportation system and supports future programming and funding decisions.

Each of these plans serve critical functions; in some cases plans are developed to improve mobility, some to enhance local communities, and others to prioritize investments. Using this base of knowledge, TAM advances critical projects and programs with a multitude of local, state and federal funding sources to maximize local competitiveness for funding. These plans also define what improvements could be considered in the near term and address current needs while preparing for a future transportation system.

These plans include the following:

TRANSIT AND TRANSIT CORRIDOR PLANS

To assess transit performance and identify how to best improve the transit system, TAM works with Marin Transit and Golden Gate Transit to move commuters, seniors, students, and other transit users to reduce demand on our local roadways. These plans range from needs assessments for local communities and market analysis for the county as a whole to understand what local transit needs are, to service plans like the Short Range Transit Plan that identifies services to be implemented over the next three years, and specific evaluation reports to monitor and improve services like the Muir Woods shuttle.

- Bettini Transit Center Relocation Study
- Short Range Transit Plans for Marin Transit and Golden Gate Bridge, Highway and Transportation District
- Rural Fixed-Route Expansion Plan
- Muir Woods Shuttle Evaluation Reports
- The Central/Southern Marin Transit Study
- Fairfax San Rafael Transit Corridor Study
- Countywide Transit Market Assessment
- Marin Access Strategic Analysis and Recommendations
- Marin Senior Mobility Action and Implementation Plan
- Coordinated School Transportation Study
- Community Needs Assessments (Tiburon and Novato)
- West Marin Transit Needs Assessment
- Metropolitan Transportation Commission’s (MTC) SMART Integration Plan

GETTING AROUND MARIN

ROADWAY PLANS

Roadways in Marin County are prioritized with local jurisdiction staff for improvements and with local dedicated transportation funding support from TAM. Local transportation funds are critical for the planning, design, public engagement and construction of these projects, and can leverage regional, state and other funds to make our roadways safe and accessible for all users.

- General Plans, Capital Improvement Plans
- Congestion Management Plan
- Miller Avenue Streetscape Project
- Sir Francis Drake Boulevard Rehabilitation Project (Highway 101 to Ross)
- Sir Francis Drake Boulevard Rehabilitation Project (West Marin)
- Novato Boulevard Improvement Project

COMMUTE ALTERNATIVES AND CLEAN TECHNOLOGY PLANS

Marin County boasts the second-highest electric vehicle adoption rate per capita in California, and TAM has developed programs and plans that support Marin's goals of environmental stewardship. TAM supports public agency adoption of clean air technology, including public funding of charging stations and clean fuel fleet vehicles with local dedicated transportation funds.

- Siting and placement plans for electric vehicle charging stations in Marin County
- Employer/employee support programs including Guaranteed Ride Home, telework initiatives, innovative carpool pilot programs, and regional rideshare coordination
- SMART MTC Integration Plan and First/Last Mile Plans

BIKE AND PEDESTRIAN PLANS

Marin County has a history of bike and pedestrian planning, with many walkable and bikeable neighborhoods and communities. TAM coordinates many of these plans with our local cities and towns to promote projects for funding through regional and state Active Transportation funding and local Safe Pathways funding.

Additionally, TAM supports the development of many multimodal projects incorporating bike and pedestrian planning efforts through complete streets development.

- Safe Routes to Schools Evaluation Report
- Local Jurisdiction Bicycle/Pedestrian Plans
- Bikeshare Feasibility Study
- Non-motorized Transportation Pilot Program
- Multimodal roadway, highway, and transit plans identified above

COMMUNITY BASED TRANSPORTATION PLANS

These plans advance equity-based development of our transportation system, prioritizing projects and programs for funding through Lifeline and other Funding Programs.

- The Canal Neighborhood Community Based Transportation Plan, 2007
- The Marin City Community Based Transportation Plan, 2009, 2015
- The City of Novato Community Based Transportation Plan, 2015

TAM'S GUIDING PRINCIPLES

TAM's mission statement is provided below:

“TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users.”⁴

TAM's mission statement highlights two of its key objectives: providing cost-efficient mobility and accessibility and providing a variety of high-quality transportation options. Mobility refers to the transportation system's capacity to move people and goods from place to place, while accessibility refers to the ease of access for all users. This is more than a semantic difference. By recognizing the importance of both mobility and accessibility, TAM's mission statement underscores that an effective transportation system must provide efficient travel overall between key destinations, by addressing congestion, while also ensuring an equitable allocation of travel options to provide efficient access regardless of one's mode of travel.

⁴ Transportation Authority of Marin, <http://www.tam.ca.gov/index.aspx?page=343>.

Figure 1 TAM's Guiding Principles

PRINCIPLE	GOAL	OBJECTIVE
Economy	Support a growing and sustainable economy in Marin County.	Contributes to economic vitality.
		Contributes to a flexible system that responds to changing technology.
		Contributes to an efficient and effective transportation system.
Environment Health and Safety	Support a healthy and safe quality of life in Marin County.	Promotes a healthy environment and a healthy population.
		Contributes to safer travel.
Equity	Maximize mobility for all people.	Enhances mobility and access for all.

GETTING AROUND MARIN

In the spring of 2015, TAM engaged the public through outreach for Marin’s transportation needs in the Plan Bay Area 2040 update. The outreach effort led to the development of projects and priorities for consideration by the TAM board for future regional, state, and federal funding and informed the adoption of county transportation goals and objectives, which are organized into three principles:

- Economy
- Environmental health and safety
- Equity

These are defined in Figure 1. The *Strategic Vision Plan* builds on these principles and previous outreach to define a long-range vision for Marin County, beyond current projects and priorities.

The regional transportation plan, known as Plan Bay Area, also provides a considerable policy discussion around the long-range needs and priorities for transportation improvements in Marin. As a constrained plan, TAM must make tough choices in regards to the priority and importance of specific transportation investments in Marin.

As a guiding policy document supporting the development of a variety of multimodal transportation projects in Marin, TAM’s *Strategic Vision Plan* works with the transportation element of Plan Bay Area to ensure that our transportation system needs and priorities are reflected in the plan. The *Strategic Vision Plan* provides a framework for future transportation policy decisions and planning efforts.



The SMART train at the Downtown San Rafael Station



Marin Transit Bus

ABOUT TRANSPORTATION FUNDING

Funding plays an important role in the transportation environment. TAM receives federal, state, regional, and local funding for transportation related projects. Funding is distributed based on requirements from each funding source, but many other factors are taken into consideration. These may range from environmental considerations like greenhouse gas and air quality benefits to strategic decisions about future fund availability, project competitiveness for grants and other potential funding sources, and regional, state, and federal policy implementation. Local funds, controlled by local representatives, are of considerable value in leveraging other funding sources dedicated for specified uses. Figure 2 outlines the funding sources Marin County currently receives and the types of projects and programs that these sources can fund.

In addition to these formula funding sources, regional, state, federal, and air district funding is often distributed via competitive grant programs. These grant programs are awarded to projects that meet project readiness and funding requirements, reflect federal policy priorities, and contribute to state, regional, and/or federal policies, such as goals for housing production, greenhouse gas (GHG) emissions reduction, and investments in disadvantaged communities.

GETTING AROUND MARIN

Figure 2 Marin County Funding Sources

FUNDING TYPE	FUNDING SOURCE	PROJECT TYPES
Local (Countywide)	Half-Cent Transportation Sales Tax	<ul style="list-style-type: none"> • Transit capital • Transit operations and maintenance • Safe Routes to Schools • Major roads • Local roads • Highway 101 HOV Gap Closure Project
	\$10 Vehicle Registration Fee	<ul style="list-style-type: none"> • Local road and pathway maintenance • Senior mobility services • Programs to reduce congestion and pollution • Mobility management programs for seniors and people with disabilities
	Marin Transit Property Tax	<ul style="list-style-type: none"> • Transit operations and maintenance • Transit capital
Local (Municipalities)	Sales Tax	<ul style="list-style-type: none"> • Funding availability varies by jurisdiction, often used for local road maintenance
	Parcel Tax/Fee	<ul style="list-style-type: none"> • Funding availability varies by jurisdiction, typically used for local road maintenance or local transportation projects
Regional	Transportation Fund for Clean Air	<ul style="list-style-type: none"> • Transportation projects that meet clean air requirements • Bike, pedestrian and employer/employee support projects
	Bridge Tolls	<ul style="list-style-type: none"> • Projects that provide a nexus to improvements in bridge toll corridors
State	Gas Tax Subventions	<ul style="list-style-type: none"> • Funding directly to local jurisdictions • Used for local road maintenance
	State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> • Highway and transit capital improvements
	Transportation Development Act Article 3	<ul style="list-style-type: none"> • Bike, pedestrian, and employer/employee support projects
	Transportation Development Act and State Transit Assistance	<ul style="list-style-type: none"> • Transit operations and maintenance • Transit capital projects
Federal (Regional Distributed)	Gas Tax – One Bay Area Grant (OBAG) Program	<ul style="list-style-type: none"> • Various projects that meet federal eligibility requirements and regional policy goals
Federal	FTA Formula Funds	<ul style="list-style-type: none"> • Transit operations and maintenance • Transit capital projects

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PLAN BAY AREA 2050 EXECUTIVE SUMMARY

What Is Plan Bay Area 2050?

Plan Bay Area 2050 is a 30-year plan that charts a course for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all residents through 2050 and beyond. Thirty-five strategies comprise the heart of the plan to improve housing, the economy, transportation and the environment across the Bay Area's nine counties — Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. This long-range plan, developed by the Bay Area's two regional planning agencies, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents.




Photo: MTC Stock Archive

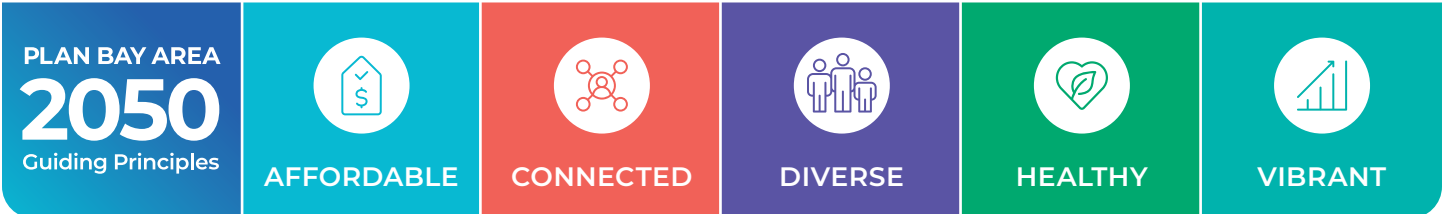
About the Strategies

In Plan Bay Area 2050, a **strategy** is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. All levels of government — as well as advocacy groups, the private sector and Bay Area residents — have a role to play in implementing the strategies. Specific actions and roles for MTC and ABAG, as well as partners, have been identified through the collaborative development of the Implementation Plan.



The New Normal

The COVID-19 pandemic changed overnight how Bay Area residents live, work and travel. As a regional long-range plan developed during an unprecedented global health crisis, Plan Bay Area 2050 was shaped by and responds to COVID-19's new challenges in several ways. In summer 2020, MTC and ABAG staff connected with over 8,200 Bay Area residents online, in writing and over the phone to understand their present-day challenges and most pressing concerns. As a result, strategies in each of the four elements of the plan were added or adjusted to respond to the pandemic's effects. Simultaneously, planning assumptions related to future financial projections and population growth were revised to reflect slower short-term growth. While the long-term impacts of this watershed event may change many aspects of life in the Bay Area, Plan Bay Area 2050 meets the moment and plans for the future by centering equity and resilience to uncertainty in each of its strategies.



5 GUIDING PRINCIPLES, SHAPED BY EXTENSIVE PUBLIC ENGAGEMENT

Preparing for an Uncertain Future

Between now and 2050, best estimates suggest the Bay Area's population will rise from nearly 8 million to over 10 million residents and that the number of jobs within the nine counties will climb from 4 million to more than 5 million. This growth will influence what the Bay Area looks like in 30 years, and many questions remain about where these new residents will live and work. In addition to growth, forces outside of the region's control such as climate change, economic booms and busts, and changing technologies will contribute to future uncertainty. The COVID-19 pandemic provides an extreme example of how these unprecedented events can reshape everyday life.

In order to craft a long-range plan that is resilient to future unknowns, MTC and ABAG planners developed a multi-year scenario-planning effort called Horizon prior to beginning work on Plan Bay Area 2050. Through Horizon, the agencies analyzed strategies and transportation projects in divergent potential future conditions called **Futures**, evaluating each strategy's probable success across three sets of future conditions. Each Future varied in terms of economic vibrancy, population growth rates, severity of natural hazards like sea level rise and earthquakes, and adoption rates for telecommuting or autonomous vehicles, among other forces. The 35 strategies included in Plan Bay Area 2050 proved effective across multiple Futures or respond to challenges that remained unaddressed after the conclusion of the Horizon effort.

Advancing Equity

MTC and ABAG define equity for Plan Bay Area 2050 as "just inclusion in a Bay Area where everyone can participate, prosper and reach their full potential." The agencies strive to advance equity through careful consideration of investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. Each strategy in Plan Bay Area 2050 has been crafted to advance equity, with particular attention paid to the needs of people living in Equity Priority Communities, which are geographic areas that have a concentration of both residents of color and residents with low incomes, or that have a concentration of residents with low incomes and other factors such as limited English proficiency, seniors or people with disabilities.

Most of Plan Bay Area 2050's investments are directed toward residents of Equity Priority Communities or other systemically underserved communities. Among its many equity-advancing components, the plan envisions billions of dollars for affordable housing production and preservation, a universal basic income to support residents' essential needs, investments in means-based transit fare discounts, and subsidies to protect homes and businesses from natural hazards.



Housing Strategies — Cost: \$468 Billion

Protect and Preserve Affordable Housing	H1. Further strengthen renter protections beyond state law. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	H2. Preserve existing affordable housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production for Residents of All Income Levels	H3. Allow a greater mix of housing densities and types in Growth Geographies. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas and select High-Resource Areas.	N/A
	H4. Build adequate affordable housing to ensure homes for all. Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	\$219 BILLION
	H5. Integrate affordable housing into all major housing projects. Require a baseline of 10-20% of new market-rate housing developments of five units or more to be affordable to low-income households.	N/A
	H6. Transform aging malls and office parks into neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels.	N/A
Create Inclusive Communities	H7. Provide targeted mortgage, rental and small business assistance to Equity Priority Communities. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$10 BILLION
	H8. Accelerate reuse of public and community-owned land for mixed-income housing and essential services. Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing.	N/A

NOTE: Numbers may not sum due to rounding.



Economic Strategies — Cost: \$234 Billion

Improve Economic Mobility	<p>EC1. Implement a statewide universal basic income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.</p>	<p>\$205 BILLION</p>
	<p>EC2. Expand job training and incubator programs. Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities.</p>	<p>\$5 BILLION</p>
	<p>EC3. Invest in high-speed internet in underserved low-income communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.</p>	<p>\$10 BILLION</p>
Shift the Location of Jobs	<p>EC4. Allow greater commercial densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.</p>	<p>N/A</p>
	<p>EC5. Provide incentives to employers to shift jobs to housing-rich areas well served by transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.</p>	<p>\$10 BILLION</p>
	<p>EC6. Retain and invest in key industrial lands. Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas.</p>	<p>\$4 BILLION</p>

NOTE: Numbers may not sum due to rounding.



Transportation Strategies — Cost: \$578 Billion

Maintain and Optimize the Existing System	T1. Restore, operate and maintain the existing system. Commit to operate and maintain the Bay Area's roads and transit infrastructure while reversing pandemic-related cuts to total transit service hours.	\$389 BILLION
	T2. Support community-led transportation enhancements in Equity Priority Communities. Provide direct funding to historically marginalized communities for locally identified transportation needs.	\$8 BILLION
	T3. Enable a seamless mobility experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning while requiring schedule coordination at timed transfer hubs.	\$3 BILLION
	T4. Reform regional transit fare policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.	\$10 BILLION
	T5. Implement per-mile tolling on congested freeways with transit alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel; and reinvest excess revenues into transit alternatives in the corridor.	\$1 BILLION
	T6. Improve interchanges and address highway bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.	\$12 BILLION
	T7. Advance other regional programs and local priorities. Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials and local streets.	\$17 BILLION
Create Healthy and Safe Streets	T8. Build a Complete Streets network. Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.	\$13 BILLION
	T9. Advance regional Vision Zero policy through street design and reduced speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.	\$4 BILLION
Build a Next-Generation Transit Network	T10. Enhance local transit frequency, capacity and reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.	\$32 BILLION
	T11. Expand and modernize the regional rail network. Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.	\$81 BILLION
	T12. Build an integrated regional express lanes and express bus network. Complete the buildout of the regional express lanes network to provide uncongested freeway lanes for new and improved express bus services, carpools and toll-paying solo drivers.	\$9 BILLION

NOTE: Numbers may not sum due to rounding.



Environmental Strategies — Cost: \$103 Billion

Reduce Risks From Hazards	<p>EN1. Adapt to sea level rise. Protect shoreline communities affected by sea level rise, prioritizing low-cost, high-benefit solutions and providing additional support to vulnerable populations.</p>	<p>\$19 BILLION</p>
	<p>EN2. Provide means-based financial support to retrofit existing residential buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.</p>	<p>\$15 BILLION</p>
	<p>EN3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.</p>	<p>\$18 BILLION</p>
Expand Access to Parks and Open Space	<p>EN4. Maintain urban growth boundaries. Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.</p>	<p>N/A</p>
	<p>EN5. Protect and manage high-value conservation lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to, Priority Conservation Areas and wildland-urban interface areas.</p>	<p>\$15 BILLION</p>
	<p>EN6. Modernize and expand parks, trails and recreation facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy.</p>	<p>\$30 BILLION</p>
Reduce Climate Emissions	<p>EN7. Expand commute trip reduction programs at major employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking and/or bicycling.</p>	<p>N/A</p>
	<p>EN8. Expand clean vehicle initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.</p>	<p>\$5 BILLION</p>
	<p>EN9. Expand transportation demand management initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.</p>	<p>\$1 BILLION</p>

NOTE: Numbers may not sum due to rounding.



OUTCOMES

Plan Bay Area 2050 is forecasted to make significant progress in tackling the greatest challenges facing the region, from housing affordability to the intensifying impacts of global climate change, based on the extensive analysis and modeling conducted over nearly four years of planning work by MTC and ABAG. Using simulation models to forecast future economic, land use and travel patterns over the next three decades, Plan Bay Area 2050 explores how the plan's strategies advance the region toward the adopted vision of a Bay Area that is affordable, connected, diverse, healthy and vibrant for all residents, with a strong focus on measuring equity outcomes.

If Plan Bay Area 2050's strategies were implemented, housing and transportation costs, the two largest expenditures for most Bay Area families today, would decrease as a share of household income by 2050, and families with low incomes would see larger reductions in these costs than the region at large. This is the first regional plan for the Bay Area that makes meaningful progress on this critical metric of affordability. Plan Bay Area 2050 would also prepare the region's workforce for future jobs while simultaneously planning for enough new housing to ensure that strong job growth is not met with an increase in the number of long-distance commuters traveling to the Bay Area from outside of the region.

Under Plan Bay Area 2050's strategies, just under half of all Bay Area households would live within one half-mile of frequent transit by 2050, with this share increasing to over 70% for households with low incomes. Transportation and environmental strategies that support active and shared modes, combined with a transit-supportive land use pattern, are forecasted to lower the share of Bay Area residents that drive to work alone from 50% in 2015 to 33% in 2050. Greenhouse gas emissions from transportation would decrease significantly as a result of these transportation and land use changes, and the Bay Area would meet the state mandate of a 19% reduction in per capita emissions by 2035 — but only if all strategies are implemented.



IMPLEMENTATION PLAN

How do the Plan Bay Area 2050 strategies get implemented? No strategy can be carried out by MTC and ABAG alone, so partners, policymakers and the public will be essential to realizing the plan's vision. Developed through months of in-depth engagement with staff from city, county, regional, state and federal agencies; equity and environmental groups; labor organizations; businesses; and members of the public, the Plan Bay Area 2050 Implementation Plan identifies concrete actions that can be implemented within the next five years to advance each of the 35 strategies. Over 80 individual implementation actions have been identified, covering a wide array of activities ranging from new programs to areas of further study (see Chapter 7).

Implementation actions can be broadly classified into three types of activities, also known as implementation vehicles: advocacy and legislation; new, existing or restructured initiatives; and planning or research. The Implementation Plan identifies several near-term legislative priorities, including working to secure new revenues to fund strategies across the four elements. Additionally, the Implementation Plan outlines near-term steps for new, existing or restructured programs housed within MTC and ABAG that have a nexus with the plan's strategies. Finally, additional planning or research work needed to inform future action is also included in the Implementation Plan, with future studies examining the future implications of road pricing and Priority Conservation Areas planned for the next few years.



LOOKING AHEAD

As the Bay Area continues to navigate the COVID-19 pandemic, there are many opportunities to enact new policies and practices to better reflect the needs and desires of all who live in the region. Together, Bay Area residents and leaders can work toward equity and prosperity by taking bold actions in the face of a rapidly changing world. The 35 strategies described in Plan Bay Area 2050 outline a vision for confronting unpredictable societal forces in a way that is inclusive and pragmatic — a plan for a Bay Area that is more affordable, connected, diverse, healthy and vibrant for all residents.

For more information, read the full plan and supplemental reports. To request translation of any part of the plan, or request other assistance, call (415) 778-6757 or email info@bayareametro.gov.

California Transportation Plan 2050

February 2021



EXECUTIVE SUMMARY

California's transportation system exists to serve its people and their communities. It connects California's nearly 40 million residents to jobs, housing, services, recreation, and facilitates trade to and from the world's 5th largest economy. But transportation does far more than connect people and goods to their destinations; it plays a central role in our economic opportunities, cost of living, environmental quality, health, and quality of life. Our transportation system also plays a vital role in increasing resilience to climate change, while helping bring down carbon emissions that lead to future climate impacts.

California's population and geography are incredibly diverse. It is home to some of the nation's most populous metropolitan areas, as well as a vast landscape of coastal, mountain, agricultural, and Tribal communities, each of which faces unique transportation needs and challenges. By 2050, California is estimated to be home to six million new residents.¹ Approximately a quarter of the population will be over 65, and we will have become even more racially and ethnically diverse² These and other changes will impact where people live, how they travel, and the transportation options they require to meet evolving needs and preferences.

Over the past two and a half years, hundreds of Californians representing a diverse cross-section of backgrounds, regions, and interests have come together to lay out their vision for a transportation system that reflects our collective values as a state. They imagine a **safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health.** The California Transportation Plan (CTP) 2050 is a roadmap for achieving this vision through people-focused policies, strategies, and investments that will improve the lives of all Californians.

What does the CTP 2050 do?

The CTP 2050 is the State's statutorily fiscally unconstrained long-range transportation roadmap for positive change that:

- ▶ Provides a unifying and foundational policy framework for making effective, transparent, and transformational transportation decisions in California;
- ▶ Addresses the varied transportation needs of urban, suburban, rural, and Tribal communities; and
- ▶ Emphasizes implementation and identifies a timeline, roles, and responsibilities for each plan recommendation.

The CTP does not contain projects, but policies and strategies required to close the gap between what the regional transportation plans (RTP) aim to achieve and how much more is required to meet 2050 goals.

A CALL TO ACTION

As California manages the impacts of the COVID-19 pandemic, works to combat systemic racial injustice, and mitigate climate change; the CTP 2050 comes at a critical moment in history. The arrival of COVID-19 in early 2020 tragically claimed the lives of thousands of Californians, drove state unemployment to 25 percent³, and pulled the country into economic recession. The way we live, work, and travel was abruptly transformed. Stay-at-home policies aimed at preventing the spread of the virus ushered in widespread telework, online shopping, and distance learning; while disruptions to supply chains and demand for home deliveries shocked our freight system. A safe and healthy path toward economic recovery must be California's top priority, but we must not lose sight of our long-term vision. While COVID-19 initially virtually eliminated roadway congestion in many cities, vehicle traffic is already returning as the economy recovers, and may worsen if Californians continue to avoid transit and other shared modes for fear of virus exposure. Managing congestion and expanding transit were priorities before the arrival of COVID-19, and remain essential to achieving a sustainable recovery. This plan seeks to advance the invaluable work of California's regional and local agencies, by offering statewide guidance and leadership to aid in our immediate recovery, and to build more healthy and resilient communities in the years to come.

Amid COVID-19 and the following economic recession, the nation is also experiencing widespread protests ongoing racial injustice in all aspects of American society. This plan acknowledges the long-standing racial injustices that Black and Brown communities face including: heightened exposure to air pollution; decreased mobility options; and limited access to jobs, housing, health care, and education. These factors have all contributed to people of color being hit hardest by the COVID-19 pandemic and economic recession. This plan seeks to advance racial and economic justice by redirecting resources to marginalized communities; better connecting individuals to jobs, health care, education, and other opportunities; improving environmental justice; and amplifying the voices of those who have been historically excluded from the transportation decision-making process.

While the CTP 2050 is committed to addressing the immediate threats of COVID-19, and long-standing systemic injustice, it also reinforces California's firm commitment to combatting climate change and the many risks it poses to our infrastructure and communities. Wildfires, extreme heat, and increased precipitation are immediate issues for our infrastructure. Rising temperatures only further exacerbate the urgency to adopt and implement a resiliency plan. In case of emergency, our transportation system must be able to efficiently deploy personnel and resources needed to combat these hazards. However, even with a robust plan, worsening conditions of climate change will continue to be an uphill battle if we do not act now. The CTP 2050 is required to show how California can reduce transportation sector greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050, and support numerous other pieces of ambitious climate legislation.¹ This plan demonstrates how advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework, can collectively

¹ In addition to SB 391, notable California climate legislation includes Executive Order (EO) B-55-18 requiring carbon-neutrality by 2045, SB 100 requiring 100 percent clean energy by 2045, and EO N-19-19 requiring California to redouble efforts to reduce GHG emissions.

reduce transportation emissions to support these goals. As it addresses these efforts, the CTP 2050 also reinforces long-held values such as improving system safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life.

Though California faces many difficult challenges today, there is ample opportunity for positive change on the horizon. We have unprecedented access to technological innovation, transformative policies, and the collective determination required to address our challenges. The CTP identifies 14 recommendations that, if implemented, can help California achieve our bold vision for 2050. While each of these strategies together will be necessary to meet long-term goals, the short-term focus remains on addressing California's most immediate needs, including recovery from the COVID-19 pandemic, advancing racial and economic justice, and improved transportation system resilience.

Successful implementation of this plan will require the sustained commitment and cooperation of the California Department of Transportation (Caltrans) and other State agencies, and the visionary leadership of local and regional partners. By working together across regions and jurisdictional boundaries to implement this plan's recommendations, we have the power to achieve our collective transportation vision.

THE CTP 2050 VISION

The CTP 2050 is guided by a unified, forward-looking vision for California's future transportation system that was developed with the input of hundreds of stakeholders from all corners of the state:

“California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.”

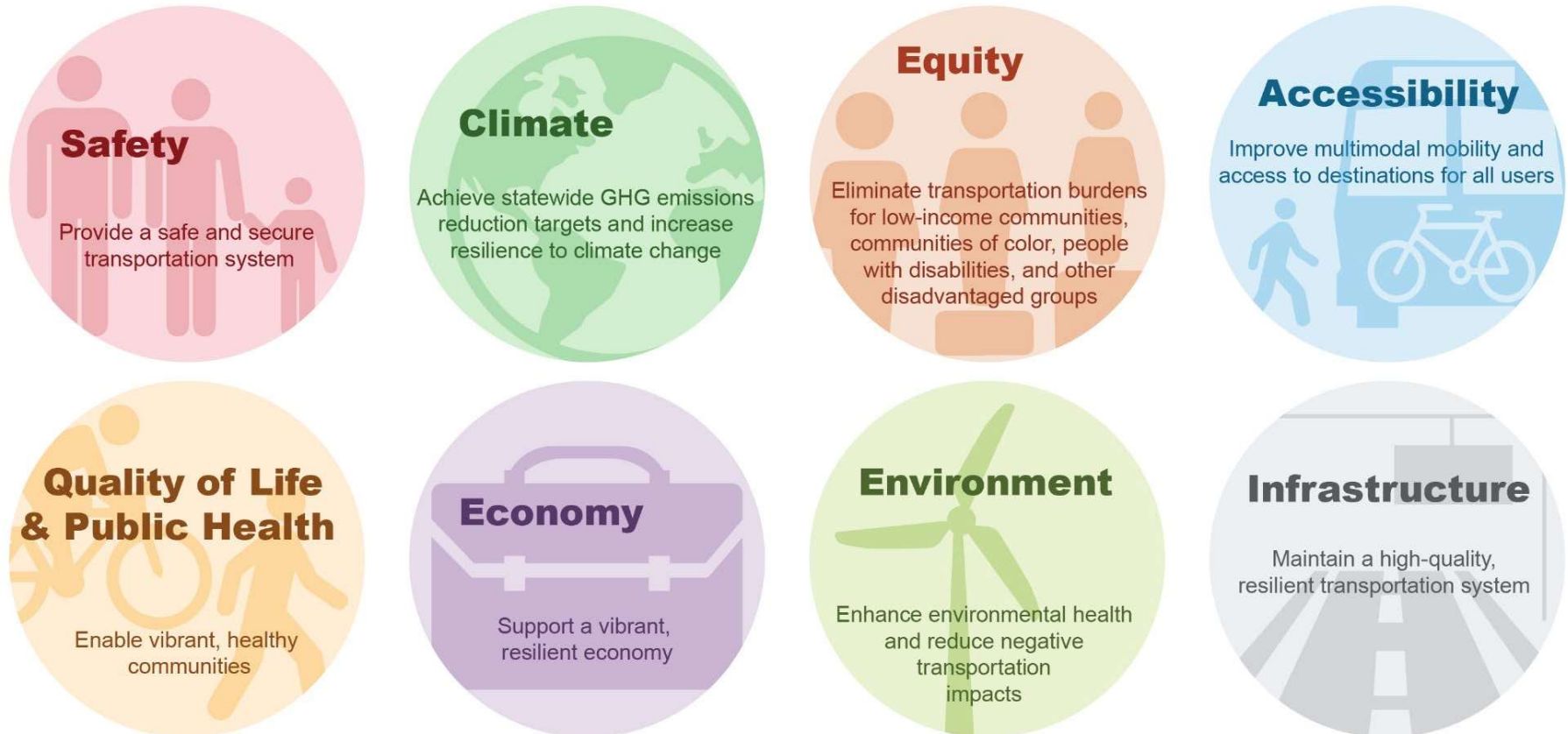
By 2050, California's transportation system is projected to provide nearly 45 million residents with convenient and reliable access to jobs, education, health care, services, and more. It will offer a range of high-quality, safe, and affordable mobility options, connecting urban, rural, coastal, mountain, and inland regions into an integrated multimodal network. Urban centers such as Los Angeles, the San Francisco Bay Area, San Diego, and Sacramento, will strive to build sufficient housing to meet demand. The majority of new housing will be located near existing housing, jobs, and transit, and will be in close proximity to one another. These transit-supportive areas will reduce vehicle travel and GHG emissions, be accessible and affordable for all Californians, including disadvantaged and low-income communities, and will ensure that all residents have viable alternatives to the automobile. Residents who need to drive can continue to do so efficiently. Rural and Tribal communities will enjoy greater access to jobs and goods through expanded mobility options, while maintaining a rural way of life.

The 2050 transportation system will aim to reduce transportation-related fatalities and serious injuries to zero. Our roadways will be high-tech, high-quality, and more efficient at moving people and goods. The transportation system will be resilient to natural hazards including flooding, earthquakes, pandemics, and other disruptions, and ensure protection of our invaluable natural and cultural resources. It will power the expansion and diversification of California's world-class economy, with a modernized and sustainable freight system that supports local economic growth. Our future transportation system will be carbon-neutral, enhancing public health and quality of life for all Californians, regardless of race, ethnicity, income, age, gender, sexual orientation, or ability. Our future system will advance quality of life and economic opportunity for disadvantaged and low-income communities, who have long endured the greatest burdens of the transportation system, building economic opportunity and mobility for those who need it most.

To make this vision a reality, Californians have identified eight priority goal areas (Figure 1) to guide state and regional transportation planning and decision-making in the years ahead.

THE CTP 2050 GOALS

FIGURE 1 CTP 2050 GOALS



OUR PATH FORWARD

Through a combination of research, stakeholder input, and rigorous analysis, the CTP 2050 identifies 14 cross-cutting recommendations (Figure 2), which together address each of the goals identified in the CTP 2050 vision. These recommendations are summarized below, with specific action items to achieve each recommendation in Chapter 5.

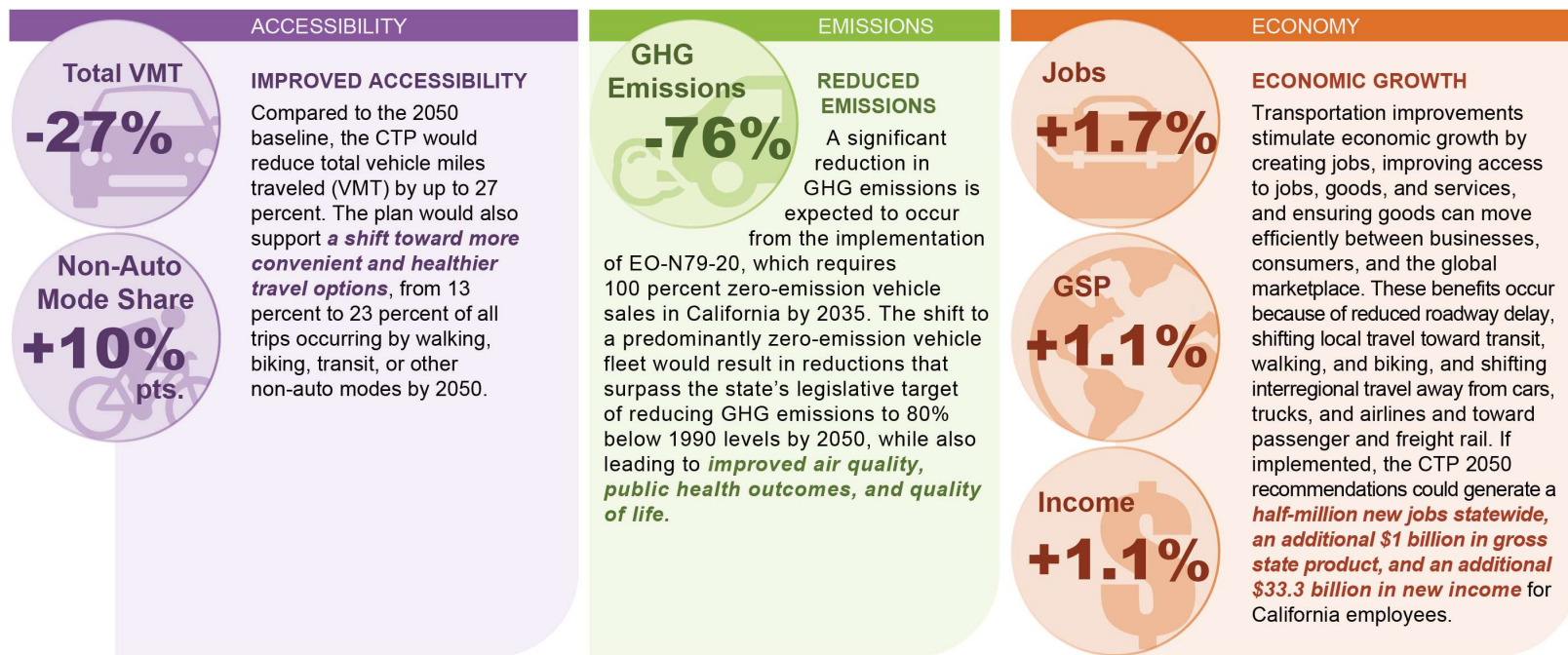
FIGURE 2 CTP 2050 RECOMMENDATIONS
RECOMMENDATIONS:



PLAN BENEFITS

How much progress can we make toward achieving our goals if we implement the CTP 2050 recommendations? To answer this question, the CTP 2050 conducted a quantitative analysis of future travel accessibility, emissions, and economic impacts, the results of which are presented in Figure 3². The analysis showed that implementation of the CTP 2050 would yield significant benefits of improved accessibility, reduced emissions, and economic growth by 2050.

FIGURE 3 CTP 2050 PLAN BENEFITS OF THE COMBINED PLAN BENEFITS



Source: California Statewide Freight Forecasting and Travel Demand Model (CSF2TDM).

² The technical analysis was performed before the onset of COVID-19, and therefore the benefits do not reflect immediate observed transportation impacts to congestion, transit, commuting, ridesharing, and more. As such, the plan benefits reflect transportation conditions if travel activity and California's economy recover and return to pre-COVID-19 levels by 2050. Additionally, it should be noted that these results reflect planned and programmed improvements at the state and regional level, as well as the CTP 2050 recommendations.

PLAN DEVELOPMENT

The development of the CTP 2050 is a multi-year effort involving cross-sector coordination with State, regional, and local partners, extensive research, public engagement, technical analysis, and oversight from multiple committees. The CTP 2050 builds on concurrent efforts included in Caltrans' six modal plans, RTPs, other statewide plans and studies such as the 2017 Climate Change Scoping Plan, Strategic Highway Safety Plan, and Statewide Housing Assessment. It also draws from research on demographic shifts, technology trends, and economic growth to help inform where we are going as a state, what strategies we can employ, and what challenges and opportunities we may face along the way. To evaluate future conditions and plan benefits, the CTP 2050 employed a suite of technical tools and models to help inform policy-decision making.

The CTP 2050 development process is rooted in extensive public and stakeholder involvement. Through Tribal Listening Sessions, Visioning Sessions, and Stakeholder and Public Workshops, the CTP received broad input from public agencies, private organizations, and thousands of community members. The CTP 2050 was developed in close coordination with a range of committed stakeholder representatives, who provided strategic guidance and oversight of the planning process. This document complies with all State and Federal laws regarding the development of California's long-range transportation plan. Details regarding these requirements can be found in the Plan Development Element.

The CTP 2050 consists of five chapters:

- ▶ **Chapter 1. Introduction.** Describes the plan, its purpose, and how it was developed.
- ▶ **Chapter 2. Our Diverse State.** Explores conditions and trends on California's transportation system, demographics, and travel behavior.
- ▶ **Chapter 3. Our Transportation Vision: Policy Element.** Defines California's long-range transportation vision, goals, and objectives.
- ▶ **Chapter 4. How We Can Make Progress.** Identifies candidate strategies for achieving the vision, describes the scenario development and evaluation process, and provides results of this analysis.
- ▶ **Chapter 5. Our Path Forward: Recommendations Element.** Identifies 14 recommendations to achieve the CTP 2050 vision and goals, and identifies next steps for plan implementation.

The CTP 2050 is also supported by five stand-alone elements, which provide additional detail on plan development, inputs, process, and results:

- ▶ **Strategies Element.** Identifies all potential strategies from a range of sources that can address CTP goals and objectives.
- ▶ **Technical Analysis Element.** Summarizes the approach to data collection, scenario development, modeling and analysis, and economic analysis.
- ▶ **Plan Development Element.** Summarizes the overall approach to the CTP 2050 development, including research and inputs to the process, plan requirements, and public and stakeholder outreach approach and findings.
- ▶ **Financial Element.** Describe sources of funding and financing currently available to support the implementation of the recommendations.
- ▶ **Implementation Element.** Articulates a road map for implementing the plan (expected in 2021).

IMPLEMENTATION

The CTP 2050 offers a roadmap to achieving its vision, but more work is necessary to make the plan a reality. Following adoption of this plan, Caltrans will develop an Implementation Element, which identifies the requirements necessary to implement the actions identified in this chapter, including agency responsibilities, implementation steps, and timelines. The implementation process will begin upon adoption of the CTP 2050, and will inform the next iteration of the CTP, which is anticipated to conclude in 2025.

Unlike RTPs, the CTP 2050 is a financially unconstrained document, meaning that recommendations are not tied to revenues. The identification of funding sources to implement this plan will be critical to ensuring its implementation. The Implementation Element will consider the financial feasibility of recommendations at a high-level and take financial resources into account when determining roles and responsibility for Caltrans and partner agencies.

The Implementation Element will:

- ▶ **Identify short (5-year), mid, and long-term implementation actions**, each with agency leads, process expectations, and anticipated outcomes.
- ▶ **Provide details regarding implementation of new and continuing actions**, specifying the lead agency and other parties responsible for implementation of each action, a timeframe for completion and key milestones, and the resources needed to support implementation.
- ▶ **Identify coordinated actions with other state agencies** to maximize implementation potential.
- ▶ **Identify initial financial needs and sources** for short-term implementation actions.
- ▶ **Identify statutory changes** that may be needed to implement the plan.
- ▶ **Create a process for monitoring travel, economic, demographic, and other conditions**, that identifies potential indicators of recovery and long-term structural change that could support refinement of the new and continuing actions.
- ▶ **Provide guidance for integration of the CTP with Caltrans modal plans and regional planning efforts**, highlighting specific CTP goals, objectives, performance measures, and strategies that are relevant to each modal plan.
- ▶ **Provide guidance for integration of the CTP into State transportation policies** related to topics like systems planning, corridor planning, project development, design, project delivery, project prioritization, and programming.
- ▶ **Define strategies for ongoing coordination with partners and engagement with the public during plan implementation**, including a steering committee to coordinate overall implementation activities, as well as working groups for specific actions.
- ▶ **Define strategies for coordination within Caltrans** divisions, offices, and districts, to link the CTP vision and goals to a wide range of agency initiatives.
- ▶ **Develop an ongoing performance monitoring process** that reports progress toward all CTP objectives, including both federally required and state-specific.

THE PATH AHEAD

The scope of the CTP 2050 is broad, but its importance is clear. Our transportation system affects every one of us, every day. Adapting this system to better serve the people of California will directly benefit the health, safety, and resilience of our communities. California's path toward a more safe, sustainable, and accessible transportation system will be difficult, but the benefits will be profound. If implemented, the CTP 2050 will reduce transportation-related GHG emissions, free millions from dependence on driving, advance transportation equity, and improve quality of life for Californians. To achieve these benefits, we must address many critical challenges facing our state: economic recovery, resilience to future disruptions, addressing the housing shortage and growing inequality, preparing for a rapidly changing climate, and navigating the uncertain effects of new and emerging technologies.

Our success will depend on the effective management of existing and future resources, research and development that leverages scientific advancements and new technologies, visionary state policies that evolve our regulatory and legal environment to accommodate change, and continued collaboration across regional and jurisdictional boundaries to ensure no community is left behind. Together, California is uniquely positioned to build this brighter future.

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711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
marintransit.org

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September 27, 2023

Derek McGill
Transportation Authority of Marin
900 5th Avenue, Suite 100
San Rafael, CA 94901

Re: Marin Transit's Priorities for the TAM Countywide Transportation Plan and Community Based Transportation Plan

Dear Derek,

Thank you for taking on the development of Marin County's first comprehensive Countywide Transportation Plan (CTP) and Community Based Transportation Plan (CBTP). This is an important effort for the County and for Marin Transit and we are invested in being a strong partner in the CTP/CBTP development process. I appreciated the opportunity to participate in the kick-off of the CTP Technical Advisory Committee on September 14, 2023. Given the questions you posed to the TAC on vision and priorities, I wanted to follow up in writing to provide Marin Transit's top priorities for the CTP: transit corridor adoption, transit priority, local coordination, and a bus charging and maintenance facility.

Transit Corridor Adoption: Aside from Highway 101, Marin Transit relies on select roadways within Marin to operate transit services. In Marin County, these corridors are limited based on connectivity of the roadway, roadway geometrics, and community context and desires. Identifying these corridors and assigning them for transit priority treatments (see below) will be a key element of the plan. This process will also allow the local jurisdictions to better plan land use development to support transit use and access in local general plan and development approvals.

Transit Priority: Transit must be faster and more reliable throughout Marin County. This will make it a more competitive choice for more people and attract new riders, which will achieve several critical goals. First, it will further the County's climate goals, ease congestion, and provide capacity for new development. Second, faster and more reliable transit service will provide a better-quality service to existing riders, who are disproportionately low-income people of color. Finally, it will allow us to do more with the Measure A



funds dedicated to transit by lowering operational costs; putting more service out into the community will facilitate a virtuous cycle of more ridership.

Transit priority treatments such as part-time transit lanes, enhanced HOV lanes (increased occupancy, longer hours), transit signal priority, and queue jumps should be given emphasis on key transit corridors. At a minimum, it is critical to ensure new projects do no harm to transit, particularly on priority transit corridors. Buses cannot run on all streets, so ensuring optimal running conditions on our primary corridors is of utmost importance. Defining, getting buy-in on, and adopting transit priority corridors will be a key part of the CTP process.

Local Coordination: We would like to better coordinate with Marin County's cities and the County on street and road projects, bicycle and pedestrian projects, and new land use developments. Although Marin Transit is often included at some point in these processes, our involvement is rarely sufficient to properly include transit considerations. Sometimes we are invited to give early-stage input but then not included in design review, other times we are only brought in after the design has been largely completed, and sometimes the commitments made during an entitlements process are never enforced (e.g. transit passes for new employees/residents). These represent missed opportunities to enhance our transit system and increase ridership and may even negatively impact transit ridership or transit riders in the worst cases where a project slows the bus down, bus stops are removed, or bus stops are not added at critical new facilities.

We want to see the CTP establish some standard processes used throughout the County by which transit is integrated at the start of project development and at each subsequent stage through project delivery. This will improve housing-transit integration, identify opportunities for new projects to enhance local transit in ways that will benefit existing riders and new residents, and ensure that transit priority corridors are not harmed by local projects. Only by working closely together we can create a truly multimodal transportation system for the benefit of all of Marin County.

Electric Bus Charging and Maintenance Facility: Marin Transit will not be able to fully transition to a zero-emission bus fleet until it has a site to charge and maintain electric buses. An electric Marin Transit fleet would help the County achieve air quality and greenhouse gas reductions targets, as well as comply with State mandates. Marin Transit will have to defer future fleet electrification if no facility with charging and maintenance capabilities is available. Further, without an operations and maintenance facility, Marin Transit does not have any leverage to competitively bid our service contracts. Over time, this increases our operational expenses and decreases the amount of service we can provide with the dollars provided by Measure A. The CTP process should support the siting and construction of a zero emission bus maintenance facility in the County.

There are a variety of other areas pertinent to Marin Transit that we also hope to see addressed in the plan including Marin County's aging population and services for this growing population of older adults, the importance and urgency of relocating the San Rafael Transit Center, and efficient school transportation solutions.



I hope these high priority items for Marin Transit can be central to the development of the CTP/CBTP. I look forward to working with you, along with my staff and the full Technical Advisory Committee, on this planning process and implementation of its outcomes.

Sincerely,

A handwritten signature in black ink that reads "Nancy E. Whelan".

Nancy Whelan

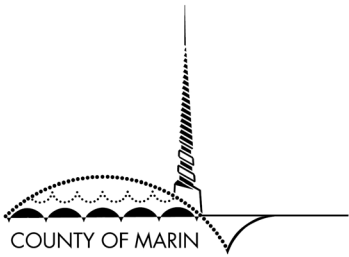
General Manager

Cc:

Anne Richman, Executive Director, Transportation Authority of Marin

Cathleen Sullivan, Director of Planning, Marin County Transit District

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MARIN COUNTY PARKS

Preservation • Recreation

October 11, 2023



- OPEN SPACE DISTRICT
- REGIONAL PARKS & PATHWAYS
- COMMUNITY PARKS
- LANDSCAPE SERVICES

Max Korten
DIRECTOR AND
GENERAL MANAGER

Marin County Civic Center
3501 Civic Center Drive
Suite 260
San Rafael, CA 94903
415 473 6387 T
415 473 3795 F
415 473 2495 TTY
www.marincountyparks.org

Transportation Authority of Marin Board of Commissioners
Attn: Derek McGill

RE: Initial Feedback on Parks Transportation Priorities- Countywide Transportation Plan

Dear Commissioners,

Thank you for including Marin County Parks as a participant on the Countywide Transportation Plan Technical Advisory Committee. Marin County Parks manages a number of popular active transportation facilities requiring costly capital improvements in the next five to ten years. Over the last six years we have also hosted numerous focus groups, conducted research, and received feedback from grantees and participants in our programs regarding transportation needs related to park access.

Our primary transportation infrastructure priority is the [Mill Valley Sausalito Multiuse Path Adaptation Project](#). Bothin Marsh is the location of our most visited multiuse path in the county; a major active transportation and recreation corridor in Southern Marin experiencing increasing flooding due to sea level rise. Over the last five years Marin County Parks has worked to plan a sea level rise adaptation project for the site with extensive community input. We are currently fundraising for final designs and CEQA and plan to begin implementing a multi-benefit pathway relocation project in 5 years that incorporates nature-based strategies to enhance tidal wetlands. Construction of the new pathway and habitat improvements will require significant fundraising, estimated at \$25,000,000 at the present time.

The Novato Multiuse Path is another active transportation corridor that will require significant investment in the coming years; establishing a stronger recreation linkage between the Novato community and Stafford Lake Park.

Marin County Parks has also conducted research and listening sessions, and has received input from partners on park transportation needs over the last several years. We are sharing the following needs on behalf of these community conversations:

- **Expanding and popularizing fixed route transit to parks:** Years ago we worked with Marin Transit on a [transit to parks resource](#). Marin Transit has indicated interest in exploring a summertime fixed route connecting China Camp, McNears Beach, and Buck's Landing (a string of parks that serve

PG. 2 OF 2

many recreation interests and attract a lot of diversity). **There is an opportunity to identify priorities like this route for expansion of service, as well as put more effort into marketing existing routes in the link above.**

- **Affordable group shuttles to parks:** We recently created a program to waive group site fees for local organizations doing equitable social service work. Each year we fund well over 100 trips for these groups to parks, including the shuttles to get them there. We are exploring investing more next year in on-call group shuttles to expand access. **There is an opportunity to coordinate with TAM and others on a plan to increase access to this high-demand flexible group transportation resource.**
- **Equitable access to transportation for Marin's assisted and senior living facilities:** Over the years I have seen and heard about disparities in access to group transportation at senior housing and assisted living facilities. Comparing Villa Marin to Mercy Housing is an example. Many residents at low-income facilities get out to park-like spaces only 1-2 times per year where the facility does not have adequate resources for recreational trips. **It would be helpful to survey transportation capacity across all these types of organizations to understand the need and how to build capacity.** This is especially critical as our largest portion of the population moves into the age bracket of 70 years old and beyond.
- **Federal Safe Routes:** We partner with MCBC and others on Safe Routes planning and programs. Let us know if we can help include this aspect of transportation planning in this process with these partners. There is also a new state-level transportation to parks program being rolled out that could help inform this CTP work.
- **Transportation a top issue in research and for our Parks Equity Roundtable:** We have an Equity Roundtable comprised of over 40 organizations representing groups experiencing barriers to outdoor access in Marin. Last year they identified park fees and transportation as top barriers. We eliminated park fees. **Roundtable members are available to identify specific park transportation barriers and solutions.**

Again, thank you for including us on the Technical Advisory Committee. We welcome any follow up, and look forward to continuing this conversation with you all,

Max Korten, Director and General Manager, Marin County Parks

Jason Hoorn, Senior Open Space Planner

Kevin Wright, Government Affairs