



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

NOVEMBER 13, 2023
2:00 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

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

www.tam.ca.gov

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/85390710355?pwd=c2lnS2VhbnhXUVZ0U3kweIA0QT09>

Belvedere
Nancy Kemnitzer

Webinar ID: 853 9071 0355
Passcode: 571956

Corte Madera
Pat Ravasio

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

Fairfax
Chance Cutrano

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

Larkspur
Kevin Carroll

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Sunday, November 12, 2023, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

Mill Valley
Urban Carmel

Novato
Rachel Farac

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

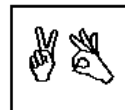
If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when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

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.

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 9:00 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.

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
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 Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from September 11, 2023 (Action) – **Attachment**
5. Update of Recommended Crossing Guard Locations (Action) – **Attachment**
6. MTC Potential Regional Transportation Measure (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE

SEPTEMBER 11, 2023
2:00 PM

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council, Committee Chair
Katie Rice, County of Marin Board of Supervisors
Mary Sackett, County of Marin Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: None

Staff Members Present: Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Colbert called the meeting to order at 2:01 p.m.

Chair Colbert welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Funding, Programs and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report & Commissioner Comments (Discussion)

Chair Colbert reported that last week, he and Commissioner Lucan, along with other elected officials from partner agencies and staff, participated in a field visit of the State Route (SR) 37 corridor hosted by the California Department of Transportation (Caltrans). Chair Colbert also reported on the recent meeting of the Ross Valley Safe Routes to Schools (SR2S) Task Force, which was attended by various stakeholders, including the department of public works staff; and included detailed information about active and green trips to specific schools.

Commissioner Fredericks reported that a similar focus was observed during the recent Reed School District's SR2S Task Force meeting, and that scatterplot maps prove to be a useful tool when analyzing active transportation behavior and trends.

In response to Commissioner Carmel, Director of Project Delivery Dan Cherrier explained that the SR2S staff has implemented new tactics and strategies to focus on increasing active transportation and active green trips to schools, which also include changes to the format of SR2S Task Force meetings countywide.

Chair Colbert commented that perhaps a meeting with SR2S staff at the conclusion of all the Task Force meetings would be appropriate.

Commissioner Carmel reported that the City of Mill Valley will be considering a proposal to rename and repurpose Mill Valley's Bicycle and Pedestrian Advisory Committee (BPAC) to a Transportation and Mobility Advisory Committee, which will include representatives from the school district to assist in the development of site-specific strategies to increase active transportation and reduce traffic congestion to and from schools.

Commissioner Rice expressed support for the new SR2S strategies, especially now that many residents and families have established a more regular post-pandemic commute schedule; and commented on the importance of parent/caregiver volunteer participation for a successful SR2S program.

In response to Commissioner Carmel, Chair Colbert indicated that he would reach out to Marin Transit General Manager Nancy Whelan regarding a free-fare pilot program for bus route 17 in Mill Valley.

Commissioner Sackett commented on the importance of staffing (e.g., bus drivers) before ramping up school bus programs.

Mr. Cherrier commented that scatterplot maps are useful for macro analytics; and that in school districts that lack parent volunteers, SR2S is piloting a new model to use student-led ambassadors to increase participation.

2. Executive Director's Report (Discussion)

Deputy Executive Director/Chief Financial Officer (DED/CFO) Li Zhang reported that TAM was awarded \$518,931 to develop a Vehicle Miles Traveled (VMT) Reduction/Mobility Enhancement Toolkit for Marin County.

DED/CFO Zhang also reported that Caltrans released the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for the SR 37 Flood Reduction Project for public review and comment, and will host a hybrid public meeting on September 21, 2023, from 6:00 p.m. to 7:30 p.m., at the Margaret Todd Senior Center in Novato.

DED/CFO Zhang further reported that the California Transportation Commission (CTC) allocated \$155 million in federal Infrastructure Investment and Jobs Act (IIJA) funds to Caltrans for the SR 37 Flood Protection Project in Marin County; and that SR 37 Policy Committee members from Marin, Sonoma, Napa and Solano counties recently participated in a field tour of the SR 37 Corridor.

DED/CFO Zhang reported that the SR2S program hosted a parent volunteer luncheon at TAM to provide an overview of activities for the year and materials for promotions throughout the school year; and that TAM and the Crossing Guard Management firm have expanded efforts to hire crossing guards throughout Marin.

Lastly, DED/CFO Zhang reported that TAM will host the inaugural Clean Fleet Expo at the Marin County Fairgrounds on September 12. The Expo will offer an immersive electric vehicle (EV) and alternative fuels education experience for public agencies who manage fleets in Northern California.

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

3. Open Time for Public Expression

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Member of the Public Clayton Smith expressed concern regarding tolls on SR 37 and commented that gas taxes should be used to cover the cost of road maintenance. Mr. Smith also expressed concern over the use of artificial intelligence that may be associated with toll collection; and inquired about the number of virtual attendees at today's FP&L Executive Committee meeting.

4. Approval of Meeting Minutes from June 12, 2023 (Action)

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

Commissioner Sackett moved to approve the June 12, 2023 meeting minutes. Commissioner Carmel seconded the motion, which passed unanimously.

5. Alternative Fuels Program Update & Outreach Activities (Discussion)

Director of Planning Derek McGill, Associate Transportation Planner Mikaela Hiatt and consultant Christine O'Rourke presented this item for discussion.

Ms. O'Rourke provided an overview and update on the Marin Countywide EV Acceleration Strategy, including development process; guiding principles; existing conditions and future targets; barriers to EV adoption; and next steps.

Commissioner Carmel commented that it would be helpful to know if and where obstacles to EV charger installations occur in order to address and mitigate.

In response to Commissioner Fredericks, Mr. McGill explained that with the exception of Tesla, nearly all EVs use a similar charger.

Commissioner Carmel commented on the importance of clearly identifying gaps in the County's charging network and the action(s) needed to fill those gaps; and clarified that the City of Mill Valley is in the process of considering an EV Reach Code.

Commissioner Fredericks commented that another barrier to EV adoption is the perception that the capacity of the electrical grid may not be adequate for widespread EV charging, especially during public safety power shut-offs (PSPS).

Commissioner Rice commented that gas stations are also inoperable during PSPS.

In response to Commissioner Rice, Ms. O'Rourke explained that the plan does not currently include privately held data on demand for chargers on private property; and that charging infrastructure must precede EV fleet growth. Ms. O'Rourke also explained that the plan prioritizes installing chargers along transportation corridors, often near multi-family housing; and strategies to assist multi-family building owners to use innovative charging technologies. Mr. McGill explained that MCE (formerly Marin Clean Energy) requires network chargers that monitor usage, however, that data is not shared with partner agencies.

Ms. Hiatt provided an overview and update of the Alternative Fuels and Electric Vehicle (AFEV) Program, including a summary of the existing program; Marin EV sales data; program progress to date; expenditures for FY2022-23; and regional, state and federal funding updates and opportunities. Ms. Hiatt also reported on recent and upcoming outreach activities, including the LIME Foundation's NextGen Trades Academy; and the FY2023-24 program budget.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that in addition to increasing EV usage, the California Air Resources Board (CARB) recommends a 25% reduction in VMT by 2030. Mr. Wells also commented that continuing to build safe and accessible bicycle facilities will be required to encourage e-bike usage, which is integral to reducing VMT.

Mr. Smith expressed concern about the limitations of renewable energy sources for EV charging and the fate of existing fleet vehicles once agencies transition to electric fleets.

The meeting was adjourned at 3:24 p.m.

DRAFT



DATE: November 13, 2023

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

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

SUBJECT: Update of Recommended Crossing Guard Locations (Action), Agenda Item No. 5

RECOMMENDATION

The Funding, Programs & Legislation Executive (FP&L) Committee considers the following items and refers them to the full TAM Board for approval:

1. The updated ranked list of crossing guard locations.
2. Guard all sites down to Rank 106 for the duration of the school year and reduce to Rank 103 at the end of the school year based on the updated ranking.

BACKGROUND

TAM has been funding and managing the Marin County Crossing Guard Program (Program) since 2006. Funding for the program comes from the transportation sales tax, Measure A/AA, and from the vehicle registration fee (VRF), Measure B. In the current fiscal year, the Program is expected to cost approximately \$2.2 million.

A key decision in managing the Program is to determine the locations for guards. In summary, the decision process involves assessing locations near schools throughout the County, developing a ranked list based on established criteria, and assigning guards to the top locations within the fiscal constraints of the program. Evaluations have occurred for implementation in 2010, 2014, 2018, and 2023. The Measure AA Expenditure Plan specifies a base level of 96 guards. This was an increase of approximately 20 crossing guards from the previous transportation sales tax (Measure A).

In April of this year, staff presented to the TAM Board a new ranked list with a recommendation to fund down to Rank 97 (this was because the locations at Rank 96 and 97 had identical scores of 51). After careful consideration, the TAM Board decided to fund down to Rank 103 until December 2023, after which time, the program would revert to funding locations down to the then Rank 97 (score 51). Note, the Rank associated with position moves down as new sites are added above a score of 51. The motion also stated that jurisdictions with locations between Ranks 98 and 103 should work with TAM staff if they determined that the crossing guard Changed Conditions Policy applied. The current ranked list has been included as Attachment A.

DISCUSSION/ANALYSIS

Among those sites ranked 98 to 103, over the course of the Fall, staff were asked by local jurisdictions to rescore two sites: Sir Francis Drake & Laurel Grove, and Montecillo & Nova Albion. In addition, staff rescored two other sites due to changed conditions: Sir Francis Drake & Saunders (due to having been assigned a crossing guard when the list was expanded to Rank 103), and East Blithedale & Buena Vista (due to a new school opening).

The scores of all 4 sites increased:

- The score for Sir Francis Drake & Laurel Grove increased from 49 to 69;
- The score for Montecillo & Nova Albion increased from 50 to 51;
- The score for Sir Francis Drake & Saunders increased from 50 to 55; and
- The score for East Blithedale & Buena Vista increased from 37 to 45.

The sites at a score of 51 or higher are shown in light green in Attachment B.

Higher vehicle traffic numbers were noted, especially at Montecillo/Nova Albion.

In addition, the Public Works Department from San Rafael requested that three new sites be evaluated: the first two, Freitas Parkway & Las Pavadas and Las Gallinas & Oleander, were at the request of Miller Creek School District due to a reduction in school bus service. The third one was at Fifth Avenue & Court at the request of Saint Raphael School. All three scored 51 or higher as shown below:

- Freitas Parkway & Las Pavadas - 64
- Las Gallinas & Oleander - 58
- Fifth Avenue & Court - 51

In conformance with the New and Changed Condition Policy, as each new site is scored, a guard is added if the result is at or above the current cut-off score, which in this case is 51 (corresponding to Rank 97 on the original list and Rank 103 on the revised list). Note, requests for new locations have been made every year since the TAM Board adopted the New and Changed Condition Policy. On average, two guards have been added annually.

Because of the higher scores of the three newly added/rescored sites, these changes have resulted in a current funding cutoff at Rank 106. However, per the Board approved direction from April, this would reduce to Rank 103 after the previous three sites that were not rescored, would be discontinued after December.

TAM would usually only discontinue crossing guard service at a location that doesn't meet the minimum score at the end of the school year, with the exception of school closure during the middle of the school year. The concern to discontinue mid-year has to do with student reliance on a guard being at a particular crossing, coupled with winter conditions. **Therefore, staff is recommending that the revised list be funded to Rank 106 until the end of this school year in June 2024 and then be reduced to Rank 103 at that time.**

FISCAL CONSIDERATION

Should the TAM Board decide to extend the funded list down to Rank 106 until the end of the school year, an additional \$30,000 will be required from the Program budget for the current fiscal year. There are sufficient funds in the current budget to allow for this due to less than expected crossing guard transit usage.

The net effect of extending the six guards (difference between rank 98 and 103) until the next recertification cycle will reduce the available Program carryover by approximately \$300,000 total over the next three years. Together with the expected cost increases, the base level of guards for the upcoming recertification list (scheduled for implementation in August 2026) will need to be critically reexamined to determine whether the 96 guards program level is achievable for long-term stability.

Additionally, staff will be returning to the Board in the Spring to discuss the impact on the Program of the anticipated increase in the minimum wage for fast food workers, due to recently approved State legislation (the “FAST” Act). Some of the guards are hired from the same pool of workers and this may put pressure on the wages our vendor needs to pay to keep sites staffed. The current contract allows for renegotiation of rates in this particular circumstance. Staff will be working with the current contractor (All City Management Services) to determine the extent of the impact to the Program. Should the proposed rate increase be substantial, staff may recommend reassessing the cutoff score beginning in Fall 2024 rather than waiting for the next evaluation cycle, currently scheduled for implementation in August 2026.

NEXT STEPS

Upon approval of the Board, staff will communicate with the impacted schools and post notices later in the school year for the two sites where the guards will be discontinued in early June. Note, the crossing guard at Sir Francis Drake and Lagunitas will remain as Ross School District will continue to fund this location. As mentioned above, staff will continue to work with the vendor to negotiate revised rates. Also occurring is the periodic qualitative evaluation (satisfaction survey) of the Program, which should be complete in Spring 2024.

ATTACHMENTS

Attachment A – 2023 Crossing Guard List
Attachment B – Revised 2023 Crossing Guard List
Attachment C – Presentation

THIS PAGE LEFT BLANK INTENTIONALLY

Master List of TAM Crossing Guard Program Locations with Scoring Detail (TAM Board Approved April 2023)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Sir Francis Drake & Glen Drive	Fairfax	Uncontrolled	154	1	
Doherty Drive & Rose Lane (East) (at Piper Park)	Larkspur	Uncontrolled	150	2	
Nova Albion Way at Vallecito School	San Rafael	Uncontrolled	145	3	
Miller Avenue & Almonte Boulevard	Mill Valley	Uncontrolled	144	4	
Center Road & Wilson Avenue	Novato	Stop Sign	142	5	
East Strawberry Drive at Strawberry School	Marin County	Uncontrolled	139	6	
Center Road & Leland Drive	Novato	Uncontrolled	136	7	
Sunset Parkway & Merritt Drive	Novato	Uncontrolled	131	8	
Olive Avenue (in back of school)	Novato	Uncontrolled	130	9	
Sir Francis Drake Boulevard & Oak Tree Lane	Fairfax	Uncontrolled	130	10	
Lagunitas Road & Ross Common	Ross	Uncontrolled	127	11	
Ross Common (at Post Office)	Ross	Uncontrolled	126	12	
Sir Francis Drake Boulevard & Marinda Dr	Fairfax	Uncontrolled	125	13	
East Blithedale Avenue & Lomita Avenue	Mill Valley	Signal	125	14	
Sir Francis Drake Boulevard & Manor Road	Kentfield	Uncontrolled	124	15	
Sir Francis Drake Boulevard & Wolfe Grade	Kentfield	Signal	122	16	Two guards at this location, one paid for by KSD
Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive	Larkspur	Signal	119	17	
Sutro Avenue (in front of Pleasant Vally Elementary)	Novato	Uncontrolled	118	18	
College Avenue & Stadium Way	Kentfield	Signal	117	19	
Camino Alto & Sycamore Avenue	Mill Valley	Signal	117	20	
Happy Lane & 5th Avenue	San Rafael	Uncontrolled	117	21	
Paladini Road & Vineyard Road	Novato	Stop Sign	116	22	
Las Gallinas Avenue & Elvia Court	San Rafael	Stop Sign	116	23	
Mohawk Avenue (in front of Neil Cummins School)	Corte Madera	Uncontrolled	115	24	
Woodland Avenue & Lindaro Street	San Rafael	Stop Sign	114	25	
San Ramon Way & San Juan Court	Novato	Uncontrolled	114	26	
Woodland Avenue & Eva Street	San Rafael	Stop Sign	113	27	
Magnolia Avenue & Wiltshire Avenue	Larkspur	Uncontrolled	111	28	
Bahia Way at School Entrance	San Rafael	Uncontrolled	110	29	
Wilson Avenue & Vineyard Road	Novato	Stop Sign	110	30	
Sutro Avenue & Dominic Drive	Novato	Uncontrolled	110	31	
Bell Lane & Enterprise Concourse	Mill Valley	Stop Sign	108	32	
Belle Avenue (in front of school)	San Rafael	Uncontrolled	108	33	
Donahue Street & Drake Avenue (NW)	Marin County	Uncontrolled	107	34	
Karen Way (in front of school)	Tiburon	Uncontrolled	106	35	Currently guarded by RUSD, traded with Blackfield/Tiburon Rank 135
Hickory Avenue (near Mohawk Avenue)	Corte Madera	Uncontrolled	106	36	
Miller Avenue & Evergreen Avenue	Mill Valley	Uncontrolled	105	37	
Redwood Avenue & Pixley Avenue	Corte Madera	Uncontrolled	104	38	Currently Unguarded, traded with Eastman/Tamalpais Rank 112
Calle Empinada & Calle Paseo	Novato	Uncontrolled	100	39	
Shoreline Highway & Pine Hill Road	Mill Valley	Uncontrolled	100	40	
Kerner Boulevard & Canal Street	San Rafael	Stop Sign	95	41	
McAllister Avenue & Stadium Way	Kentfield	Uncontrolled	93	42	
Butterfield Road & Green Valley Court	San Anselmo	Uncontrolled	93	43	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (TAM Board Approved April 2023)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Alameda De La Loma & Calle De La Mesa (East)	Novato	Stop Sign	92	44	
Oak Manor Drive (mid-block at school)	Fairfax	Uncontrolled	92	45	
Bahia Way & Kerner Boulevard	San Rafael	Stop Sign	89	46	
Almonte Boulevard & Rosemont Avenue	Mill Valley	Uncontrolled	89	47	
Lagunitas Road & Allen Avenue	Ross	Stop Sign	88	48	
Tiburon Boulevard & Avenida Mireflores	Tiburon	Signal	88	49	
San Ramon Way & San Benito Way (North)	Novato	Stop Sign	87	50	
Lovell Avenue & Old Mill Street	Mill Valley	Uncontrolled	87	51	
South Novato Boulevard & Yukon Way	Novato	Uncontrolled	86	52	
North San Pedro Road & Roosevelt Avenue	San Rafael	Uncontrolled	85	53	
177 North San Pedro Road	San Rafael	Uncontrolled	85	54	
Sir Francis Drake Boulevard & Tamal Avenue	San Anselmo	Signal	84	55	
Tiburon Boulevard & Lyford Drive	Tiburon	Signal	80	56	
5th Avenue & River Oaks Drive	San Rafael	Uncontrolled	80	57	
Tiburon Boulevard & Mar West Street	Tiburon	Uncontrolled	80	58	
Shoreline Highway & Almonte Boulevard	Mill Valley	Signal	80	59	
Throckmorton Ave & Old Mill Street	Mill Valley	Stop Sign	77	60	
Blackstone Drive & Las Gallinas Avenue	San Rafael	Stop Sign	76	61	
Magnolia Avenue & King Street	Larkspur	Stop Sign	76	62	
South Novato Boulevard & Lark Court	Novato	Uncontrolled	76	63	
Tiburon Boulevard & Stewart Drive	Tiburon	Uncontrolled	76	64	
Sunset Parkway & Ignacio Boulevard	Novato	Stop Sign	75	65	
College Avenue & Woodland Avenue/Kent Avenue	Kentfield	Stop Sign	75	66	
Lomita Drive (in front of Edna Maguire School)	Mill Valley	Stop Sign	73	67	
Gibson Avenue & Shoreline Highway	Tamalpais Valley	Signal	72	68	
Trumbull Avenue & Vineyard Road	Novato	Stop Sign	71	69	
Woodland Avenue & Siebel Street	San Rafael	Uncontrolled	70	70	
Butterfield Road & Rosemont Avenue (in front of School)	San Anselmo	Stop Sign	70	71	
West Castlewood Drive & Knight Drive	San Rafael	Stop Sign	69	72	
Tiburon Boulevard & Kleinert Way/Ned's Way	Tiburon	Uncontrolled	69	73	
Sir Francis Drake Boulevard & Meadow Way	San Geronimo	Uncontrolled	69	74	
Sunset Parkway & Lynwood Drive	Novato	Uncontrolled	68	75	
One Main Gate Road at School	Novato	Uncontrolled	67	76	
Redwood Highway & NB Off-Ramp/DeSilva Drive (at POC)	Marin County	Signal	65	77	
Tiburon Boulevard & East Strawberry Drive	Marin County	Uncontrolled	65	78	
Redwood Highway & Southbound Seminary Drive On-Ramp	Mill Valley	Stop Sign	64	79	
Tiburon Boulevard & San Rafael Avenue	Tiburon	Signal	64	80	
San Benito Way & San Ramon Way (south)	Novato	Uncontrolled	62	81	
Ross Avenue & Kensington Road	San Anselmo	Stop Sign	61	82	
Sir Francis Drake Boulevard & College Avenue	Kentfield	Signal	59	83	
Wilson Avenue at X-walk to field	Novato	Uncontrolled	59	84	
San Marin Drive & San Ramon Way	Novato	Stop Sign	59	85	
Tiburon Boulevard & Trestle Glen Boulevard	Tiburon	Signal	59	86	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (TAM Board Approved April 2023)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Adams Street & Johnson Street	Novato	Stop Sign	58	87	
Sir Francis Drake Boulevard & Butterfield Road	San Anselmo	Signal	57	88	
Avenida Mireflores & Hilary Drive	Tiburon	Uncontrolled	56	89	
Las Gallinas Avenue & Miller Creek Road	San Rafael	Stop Sign	53	90	
Avenida Mireflores at School	Tiburon	Uncontrolled	53	91	
Nova Albion Way & Arias Street	San Rafael	Signal	52	92	
Sutro Avenue & Center Road	Novato	Stop Sign	52	93	
Mt Shasta Drive & Idylberry Road	Lucas Valley	Stop Sign	51	94	
Knight Drive & Ashwood Court	San Rafael	Uncontrolled	51	95	
Marinwood Avenue & Miller Creek Road	San Rafael	Stop Sign	51	96	
Center Road & Diablo Avenue	Novato	Stop Sign	51	97	Staff recommending funding cutoff April 2023
Sir Francis Drake Boulevard & Lagunitas Road	Ross	Signal	50	98	
Nova Albion Way & Montecillo Road	San Rafael	Stop Sign	50	99	
Sir Francis Drake Boulevard & Saunders Avenue	San Anselmo	Uncontrolled	50	100	
Sir Francis Drake Boulevard & Laurel Grove Avenue (East)	Kentfield	Signal	49	101	
Woodland Avenue & Lovell Avenue	San Rafael	Uncontrolled	49	102	
Corte Madera Avenue & Tamalpais Drive (& Redwood)	Corte Madera	Signal	49	103	End of Funded Sites until Dec 2023
Sir Francis Drake Boulevard & Barber Avenue/Ross Avenue	San Anselmo	Signal	48	104	
Sir Francis Drake Boulevard & Bolinas Avenue	San Anselmo	Signal	48	105	Guarded by Others
Bolinas Avenue & Shady Lane	Ross	Uncontrolled	48	106	Guarded by Others
East Blithedale Avenue & Elm Avenue	Mill Valley	Signal	47	107	
Melrose Avenue & Evergreen Avenue	Tamalpais Valley	Stop Sign	44	108	
Racquet Club Drive & 5th Avenue	San Rafael	Stop Sign	44	109	
Shoreline Highway (in front of West Marin School)	Point Reyes Station	Uncontrolled	44	110	
Sir Francis Drake Boulevard & Broadmoor Avenue	San Anselmo	Signal	43	111	
Tamalpais Drive & Eastman Avenue	Corte Madera	Signal	42	112	Currently traded with Pixley Rank 38
Sir Francis Drake Boulevard & South Eliseo Drive	Kentfield	Signal	42	113	
Olema-Bolinas Road (in Front of School)	Bolinas	Uncontrolled	41	114	
Center Road & Tamalpais Avenue	Novato	Stop Sign	39	115	
Richmond Road & Belle Avenue	San Anselmo	Uncontrolled	38	116	
Bellam Boulevard & I-580 on ramp	San Rafael	Signal	38	117	
Arthur Street & Cambridge Street	Novato	Stop Sign	37	118	Paid for by NUSD
Evergreen Avenue & Ethel Avenue	Tamalpais Valley	Stop Sign	36	119	
Ricardo Lane & East Strawberry Drive	Marin County	Uncontrolled	36	120	
Blackfield Drive & Karen Way	Tiburon	Uncontrolled	35	121	
Diablo Avenue & Hotchkin Drive	Novato	Uncontrolled	35	122	
Nova Albion Way & Las Gallinas Avenue	San Rafael	Signal	35	123	
Bellam Boulevard & I-580 off ramp	San Rafael	Signal	35	124	
Marin Street & Bayview Street	San Rafael	Stop Sign	34	125	
Arthur Street & Taft Court/Tyler Street	Novato	Uncontrolled	34	126	
Blackfield Drive & Cecilia Way	Tiburon	Uncontrolled	34	127	
Wilson Avenue & Hansen Road	Novato	Uncontrolled	34	128	
East Blithedale Avenue & Buena Vista Avenue	Mill Valley	Uncontrolled	37	129	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (TAM Board Approved April 2023)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Golden Hind Passage (in front of school)	Corte Madera	Uncontrolled	32	130	
Bellam Boulevard & Anderson Drive	San Rafael	Signal	32	131	
Bon Air Road & South Eliseo Drive	Marin County	Signal	31	132	
Sir Francis Drake Boulevard & Bon Air Road	Kentfield	Signal	31	133	
Sir Francis Drake Boulevard & Oak Manor Drive	Fairfax	Signal	30	134	
Tiburon Boulevard & Blackfield Drive	Tiburon	Signal	30	135	Currently traded with Karen (IFOS) Rank 35
Paradise Drive & Seawolf Passage	Corte Madera	Signal	28	136	Currently paid for by LCMSD
San Marin Drive & San Carlos Way	Novato	Stop Sign	28	137	
Spindrift Passage & Prince Royal Passage	Corte Madera	Uncontrolled	26	138	
Drake Avenue & Phillips Drive (N)	Marin County	Uncontrolled	31	139	
South Novato Boulevard & Sunset Pkwy	Novato	Signal	26	140	Paid for by NUSD
Grand Avenue & Jewell Street	San Rafael	Stop Sign	25	141	
Woodland Avenue (at back of Wade Thomas school)	San Anselmo	Uncontrolled	24	142	
Kleinert Way & Neds Avenue	Tiburon	Uncontrolled	22	143	
Harvard Avenue & Wellesley Avenue	Tamalpais Valley	Uncontrolled	20	144	
Montford Avenue & Melrose Avenue	Tamalpais Valley	Stop Sign	20	145	
Tiburon Boulevard & Rock Hill Drive	Tiburon	Signal	20	146	
Richmond Road & Mariposa Avenue	San Anselmo	Uncontrolled	19	147	
Buchanan Drive (at school driveway)	Sausalito	Uncontrolled	19	148	
Buchanan Drive & Wateree Street	Sausalito	Uncontrolled	17	149	
Arias Street & Trellis Drive	San Rafael	Uncontrolled	16	150	
Lincoln Avenue & Paloma Avenue	San Rafael	Signal	15	151	
Olive Avenue & Summers Avenue	Novato	Uncontrolled	15	152	
Sir Francis Drake Boulevard & Aspen Court	San Anselmo	Signal	14	153	
Olema-Bolinas Road & Mesa Road	Bolinas	Stop Sign	14	154	
Main Gate Road & C Street	Novato	Uncontrolled	13	155	
Bridgeway & Nevada Street	Sausalito	Signal	13	156	
Bellam Boulevard & Francisco Boulevard East	San Rafael	Signal	13	157	
Sequoia Drive & Red Hill Avenue (Miracle Mile)	San Anselmo	Signal	11	158	
End of Tinker Way	Novato	Uncontrolled	9	159	
Arthur Street & Hayes Street	Novato	Uncontrolled	7	160	
Nevada Street & Tomales Street	Sausalito	Uncontrolled	2	161	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (Revised 11-13-23)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Sir Francis Drake & Glen Drive	Fairfax	Uncontrolled	154	1	
Doherty Drive & Rose Lane (East) (at Piper Park)	Larkspur	Uncontrolled	150	2	
Nova Albion Way at Vallecito School	San Rafael	Uncontrolled	145	3	
Miller Avenue & Almonte Boulevard	Mill Valley	Uncontrolled	144	4	
Center Road & Wilson Avenue	Novato	Stop Sign	142	5	
East Strawberry Drive at Strawberry School	Marin County	Uncontrolled	139	6	
Center Road & Leland Drive	Novato	Uncontrolled	136	7	
Sunset Parkway & Merritt Drive	Novato	Uncontrolled	131	8	
Olive Avenue (in back of school)	Novato	Uncontrolled	130	9	
Sir Francis Drake Boulevard & Oak Tree Lane	Fairfax	Uncontrolled	130	10	
Lagunitas Road & Ross Common	Ross	Uncontrolled	127	11	
Ross Common (at Post Office)	Ross	Uncontrolled	126	12	
Sir Francis Drake Boulevard & Marinda Dr	Fairfax	Uncontrolled	125	13	
East Blithedale Avenue & Lomita Avenue	Mill Valley	Signal	125	14	
Sir Francis Drake Boulevard & Manor Road	Kentfield	Uncontrolled	124	15	
Sir Francis Drake Boulevard & Wolfe Grade	Kentfield	Signal	122	16	Two guards at location, second paid for by KSD
Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive	Larkspur	Signal	119	17	
Sutro Avenue (in front of Pleasant Vally Elementary)	Novato	Uncontrolled	118	18	
College Avenue & Stadium Way	Kentfield	Signal	117	19	
Camino Alto & Sycamore Avenue	Mill Valley	Signal	117	20	
Happy Lane & 5th Avenue	San Rafael	Uncontrolled	117	21	
Paladini Road & Vineyard Road	Novato	Stop Sign	116	22	
Las Gallinas Avenue & Elvia Court	San Rafael	Stop Sign	116	23	
Mohawk Avenue (in front of Neil Cummins School)	Corte Madera	Uncontrolled	115	24	
Woodland Avenue & Lindaro Street	San Rafael	Stop Sign	114	25	
San Ramon Way & San Juan Court	Novato	Uncontrolled	114	26	
Woodland Avenue & Eva Street	San Rafael	Stop Sign	113	27	
Magnolia Avenue & Wiltshire Avenue	Larkspur	Uncontrolled	111	28	
Bahia Way at School Entrance	San Rafael	Uncontrolled	110	29	
Wilson Avenue & Vineyard Road	Novato	Stop Sign	110	30	
Sutro Avenue & Dominic Drive	Novato	Uncontrolled	110	31	
Bell Lane & Enterprise Concourse	Mill Valley	Stop Sign	108	32	
Belle Avenue (in front of school)	San Rafael	Uncontrolled	108	33	
Donahue Street & Drake Avenue (NW)	Marin County	Uncontrolled	107	34	
Karen Way (in front of school)	Tiburon	Uncontrolled	106	35	Site Guarded by RUSD, swapped with Rank 139
Hickory Avenue (near Mohawk Avenue)	Corte Madera	Uncontrolled	106	36	
Miller Avenue & Evergreen Avenue	Mill Valley	Uncontrolled	105	37	
Redwood Avenue & Pixley Avenue	Corte Madera	Uncontrolled	104	38	Site not guarded, Corte Madera PW swapped with Rank 116
Calle Empinada & Calle Paseo	Novato	Uncontrolled	100	39	
Shoreline Highway & Pine Hill Road	Mill Valley	Uncontrolled	100	40	
Kerner Boulevard & Canal Street	San Rafael	Stop Sign	95	41	
McAllister Avenue & Stadium Way	Kentfield	Uncontrolled	93	42	
Butterfield Road & Green Valley Court	San Anselmo	Uncontrolled	93	43	
Alameda De La Loma & Calle De La Mesa (East)	Novato	Stop Sign	92	44	
Oak Manor Drive (mid-block at school)	Fairfax	Uncontrolled	92	45	
Bahia Way & Kerner Boulevard	San Rafael	Stop Sign	89	46	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (Revised 11-13-23)					
Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Almonte Boulevard & Rosemont Avenue	Mill Valley	Uncontrolled	89	47	
Lagunitas Road & Allen Avenue	Ross	Stop Sign	88	48	
Tiburon Boulevard & Avenida Mireflores	Tiburon	Signal	88	49	
San Ramon Way & San Benito Way (North)	Novato	Stop Sign	87	50	
Lovell Avenue & Old Mill Street	Mill Valley	Uncontrolled	87	51	
South Novato Boulevard & Yukon Way	Novato	Uncontrolled	86	52	
North San Pedro Road & Roosevelt Avenue	San Rafael	Uncontrolled	85	53	
177 North San Pedro Road	San Rafael	Uncontrolled	85	54	
Sir Francis Drake Boulevard & Tamal Avenue	San Anselmo	Signal	84	55	
Tiburon Boulevard & Lyford Drive	Tiburon	Signal	80	56	
5th Avenue & River Oaks Drive	San Rafael	Uncontrolled	80	57	
Tiburon Boulevard & Mar West Street	Tiburon	Uncontrolled	80	58	
Shoreline Highway & Almonte Boulevard	Mill Valley	Signal	80	59	
Throckmorton Ave & Old Mill Street	Mill Valley	Stop Sign	77	60	
Blackstone Drive & Las Gallinas Avenue	San Rafael	Stop Sign	76	61	
Magnolia Avenue & King Street	Larkspur	Stop Sign	76	62	
South Novato Boulevard & Lark Court	Novato	Uncontrolled	76	63	
Tiburon Boulevard & Stewart Drive	Tiburon	Uncontrolled	76	64	
Sunset Parkway & Ignacio Boulevard	Novato	Stop Sign	75	65	
College Avenue & Woodland Avenue/Kent Avenue	Kentfield	Stop Sign	75	66	
Lomita Drive (in front of Edna Maguire School)	Mill Valley	Stop Sign	73	67	
Gibson Avenue & Shoreline Highway	Tamalpais Valley	Signal	72	68	
Trumbull Avenue & Vineyard Road	Novato	Stop Sign	71	69	
Woodland Avenue & Siebel Street	San Rafael	Uncontrolled	70	70	
Butterfield Road & Rosemont Avenue (in front of School)	San Anselmo	Stop Sign	70	71	
Sir Francis Drake Boulevard & Laurel Grove Avenue (East)	Kentfield	Signal	69	72	Rescored due to changed condition Oct 2023
West Castlewood Drive & Knight Drive	San Rafael	Stop Sign	69	73	
Tiburon Boulevard & Kleinert Way/Ned's Way	Tiburon	Uncontrolled	69	74	
Sir Francis Drake Boulevard & Meadow Way	San Geronimo	Uncontrolled	69	75	
Sunset Parkway & Lynwood Drive	Novato	Uncontrolled	68	76	
One Main Gate Road at School	Novato	Uncontrolled	67	77	
Redwood Highway & NB Off-Ramp/DeSilva Drive (at POC)	Marin County	Signal	65	78	
Tiburon Boulevard & East Strawberry Drive	Marin County	Uncontrolled	65	79	
Redwood Highway & Southbound Seminary Drive On-Ramp	Mill Valley	Stop Sign	64	80	
Tiburon Boulevard & San Rafael Avenue	Tiburon	Signal	64	81	
Freitas Parkway & Pavadas	San Rafael	Stop Sign	64	82	New request by San Rafael PW
San Benito Way & San Ramon Way (south)	Novato	Uncontrolled	62	83	
Ross Avenue & Kensington Road	San Anselmo	Stop Sign	61	84	
Sir Francis Drake Boulevard & College Avenue	Kentfield	Signal	59	85	
Wilson Avenue at X-walk to field	Novato	Uncontrolled	59	86	
San Marin Drive & San Ramon Way	Novato	Stop Sign	59	87	
Tiburon Boulevard & Trestle Glen Boulevard	Tiburon	Signal	59	88	
Adams Street & Johnson Street	Novato	Stop Sign	58	89	
Las Gallinas & Oleander	San Rafael	Uncontrolled	58	90	New request by San Rafael PW
Sir Francis Drake Boulevard & Butterfield Road	San Anselmo	Signal	57	91	
Avenida Mireflores & Hilary Drive	Tiburon	Uncontrolled	56	92	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (Revised 11-13-23)

Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Sir Francis Drake Boulevard & Saunders Avenue	San Anselmo	Uncontrolled	55	93	Rescored due to changed condition Oct 2023
Las Gallinas Avenue & Miller Creek Road	San Rafael	Stop Sign	53	94	
Avenida Mireflores at School	Tiburon	Uncontrolled	53	95	
Nova Albion Way & Arias Street	San Rafael	Signal	52	96	
Sutro Avenue & Center Road	Novato	Stop Sign	52	97	
Mt Shasta Drive & Idylberry Road	Lucas Valley	Stop Sign	51	98	
5th Avenue & Court Street	San Rafael	Signal	51	99	New request by San Rafael PW
Nova Albion Way & Montecillo Road	San Rafael	Stop Sign	51	100	Rescored due to changed condition Oct 2022
Knight Drive & Ashwood Court	San Rafael	Uncontrolled	51	101	
Marinwood Avenue & Miller Creek Road	San Rafael	Stop Sign	51	102	
Center Road & Diablo Avenue	Novato	Stop Sign	51	103	This was the original Rank 97 in April and the staff recommended funding cutoff
Sir Francis Drake Boulevard & Lagunitas Road	Ross	Signal	50	104	This site will be eliminated in January 2024 unless Board extends to June 2024
Woodland Avenue & Lovell Avenue	San Rafael	Uncontrolled	49	105	This site will be eliminated in January 2024 unless Board extends to June 2024
Corte Madera Avenue & Tamalpais Drive (& Redwood)	Corte Madera	Signal	49	106	This site will be eliminated in January 2024 unless Board extends to June 2024
Sir Francis Drake Boulevard & Barber Avenue/Ross Avenue	San Anselmo	Signal	48	107	
Sir Francis Drake Boulevard & Bolinas Avenue	San Anselmo	Signal	48	108	Guarded by others
Bolinas Avenue & Shady Lane	Ross	Uncontrolled	48	109	Guarded by others
East Blithedale Avenue & Elm Avenue	Mill Valley	Signal	47	110	
East Blithedale Avenue & Buena Vista Avenue	Mill Valley	Stop Sign	45	111	Rescored due to changed condition Oct 2023
Melrose Avenue & Evergreen Avenue	Tamalpais Valley	Stop Sign	44	112	
Racquet Club Drive & 5th Avenue	San Rafael	Stop Sign	44	113	
Shoreline Highway (in front of West Marin School)	Point Reyes Station	Uncontrolled	44	114	
Sir Francis Drake Boulevard & Broadmoor Avenue	San Anselmo	Signal	43	115	
Tamalpais Drive & Eastman Avenue	Corte Madera	Signal	42	116	Swapped with Rank 38
Sir Francis Drake Boulevard & South Eliseo Drive	Kentfield	Signal	42	117	
Olema-Bolinas Road (in Front of School)	Bolinas	Uncontrolled	41	118	
Center Road & Tamalpais Avenue	Novato	Stop Sign	39	119	
Richmond Road & Belle Avenue	San Anselmo	Uncontrolled	38	120	
Bellam Boulevard & I-580 on ramp	San Rafael	Signal	38	121	
Arthur Street & Cambridge Street	Novato	Stop Sign	37	122	Site paid for by NUSD
Evergreen Avenue & Ethel Avenue	Tamalpais Valley	Stop Sign	36	123	
Ricardo Lane & East Strawberry Drive	Marin County	Uncontrolled	36	124	
Blackfield Drive & Karen Way	Tiburon	Uncontrolled	35	125	
Diablo Avenue & Hotchkin Drive	Novato	Uncontrolled	35	126	
Nova Albion Way & Las Gallinas Avenue	San Rafael	Signal	35	127	
Bellam Boulevard & I-580 off ramp	San Rafael	Signal	35	128	
Marin Street & Bayview Street	San Rafael	Stop Sign	34	129	
Arthur Street & Taft Court/Tyler Street	Novato	Uncontrolled	34	130	
Blackfield Drive & Cecilia Way	Tiburon	Uncontrolled	34	131	
Wilson Avenue & Hansen Road	Novato	Uncontrolled	34	132	
Golden Hind Passage (in front of school)	Corte Madera	Uncontrolled	32	133	
Bellam Boulevard & Anderson Drive	San Rafael	Signal	32	134	
Drake Avenue & Phillips Drive (N)	Marin County	Uncontrolled	26	135	
Bon Air Road & South Eliseo Drive	Marin County	Signal	31	136	
Sir Francis Drake Boulevard & Bon Air Road	Kentfield	Signal	31	137	
Sir Francis Drake Boulevard & Oak Manor Drive	Fairfax	Signal	30	138	

Master List of TAM Crossing Guard Program Locations with Scoring Detail (Revised 11-13-23)					
Location	City/Community	Type of Control Primary Crossing	Weighted Score	Rank	Notes
Tiburon Boulevard & Blackfield Drive	Tiburon	Signal	30	139	Swapped with Rank 35
Paradise Drive & Seawolf Passage	Corte Madera	Signal	28	140	Site paid for by LCMUSD
San Marin Drive & San Carlos Way	Novato	Stop Sign	28	141	
Spindrift Passage & Prince Royal Passage	Corte Madera	Uncontrolled	26	142	
South Novato Boulevard & Sunset Pkwy	Novato	Signal	26	143	Site paid for by NUSD
Grand Avenue & Jewell Street	San Rafael	Stop Sign	25	144	
Woodland Avenue (at back of Wade Thomas school)	San Anselmo	Uncontrolled	24	145	
Kleinert Way & Neds Avenue	Tiburon	Uncontrolled	22	146	
Harvard Avenue & Wellesley Avenue	Tamalpais Valley	Uncontrolled	20	147	
Montford Avenue & Melrose Avenue	Tamalpais Valley	Stop Sign	20	148	
Tiburon Boulevard & Rock Hill Drive	Tiburon	Signal	20	149	
Richmond Road & Mariposa Avenue	San Anselmo	Uncontrolled	19	150	
Buchanan Drive (at school driveway)	Sausalito	Uncontrolled	19	151	
Buchanan Drive & Wateree Street	Sausalito	Uncontrolled	17	152	
Arias Street & Trellis Drive	San Rafael	Uncontrolled	16	153	
Lincoln Avenue & Paloma Avenue	San Rafael	Signal	15	154	
Olive Avenue & Summers Avenue	Novato	Uncontrolled	15	155	
Sir Francis Drake Boulevard & Aspen Court	San Anselmo	Signal	14	156	
Olema-Bolinas Road & Mesa Road	Bolinas	Stop Sign	14	157	
Main Gate Road & C Street	Novato	Uncontrolled	13	158	
Bridgeway & Nevada Street	Sausalito	Signal	13	159	
Bellam Boulevard & Francisco Boulevard East	San Rafael	Signal	13	160	
Sequoia Drive & Red Hill Avenue (Miracle Mile)	San Anselmo	Signal	11	161	
End of Tinker Way	Novato	Uncontrolled	9	162	
Arthur Street & Hayes Street	Novato	Uncontrolled	7	163	
Nevada Street & Tomales Street	Sausalito	Uncontrolled	2	164	

Funding, Programs & Legislation Executive Committee

Crossing Guard Location Update

Transportation Authority of Marin
November 13, 2023



Crossing Guard – 2023 Evaluation & Revised Location List

- 5th list of Crossing Guard locations
- Previous lists 2006, 2010, 2014, 2018
- Evaluation postponed to 2023 due to COVID-19
- Prior lists were recommended by MPWA and the TAM TAC
- 2023 list was approved by TAM Board in April 2023
- Board approved funding down to Rank 103 until December 2023



Basis of Program

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



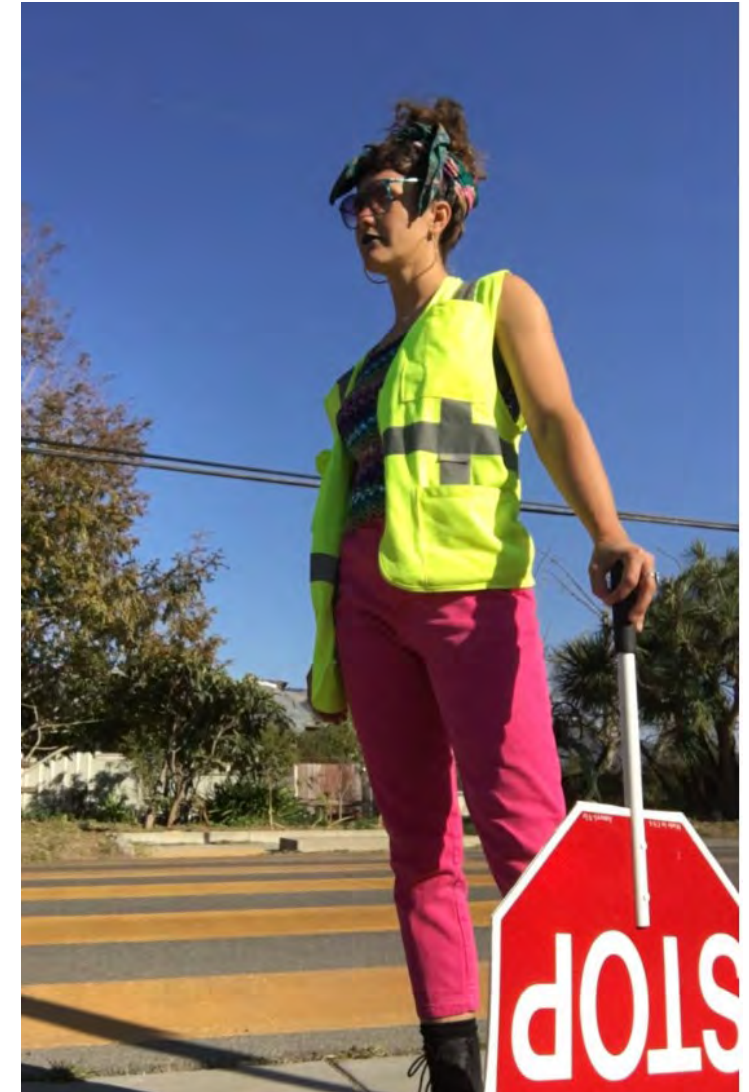
List Methodology

Crossing Guard list is based on a scoring system that has been refined over time.

- Crossing Guards are considered a traffic control device
- The California Manual on Uniform Traffic Control Devices is the basis for the scoring system
- Current scoring system began in 2010 with modifications in 2017 and 2022
- MPWA has participated in changes to the scoring system
- Current List created using criteria approved by TAM Board in April 2022
- With limited exceptions, the Program has not removed a guard mid-year
- The Board-approved “Changed Conditions Policy” allows for any Public Works Director to request a site be rescored if conditions have changed or request that a new site be evaluated

Number of Guards/Locations

- Start with Base of 96
- “Changed condition policy” allows sites to be evaluated upon request (outside of regular evaluation cycle)
- If the changed condition site scores above the existing approved sites, the new site can be added
 - Average of 2 guards added each year due to changed condition
- Current list includes 107 guarded sites due to changed condition policy
 - 103 guards are paid for by TAM
 - Larkspur-Corte Madera, Kentfield School Districts pay for one additional guard each
 - Novato Unified pays for two sites



Summary of 2023 Activities

- New ranked list approved by Marin Public Works Association in March
- Staff recommended funding down to a score of 51 that would have extended cutoff to Rank 97 at that time (due to an exact tie between Ranks 96 and 97)
- The TAM Board approved the list, recommended funding to Rank 103 until December, and directed staff to reevaluate any site between Rank 98 and 103 where the Public Works official indicated a changed condition may have occurred
- Staff evaluated 7 sites
 - Four sites between Rank 98 and 103, and
 - Three sites that were new requests as allowed by the New and Changed Conditions Policy

Evaluations for Changed or New Conditions

Four sites were reevaluated in mid-October

- Sir Francis Drake & Laurel Grove: score increased from 49 to 69
- Montecillo & Nova Albion: score increased from 50 to 51
- Sir Francis Drake & Saunders: score increased from 50 to 55
- East Blithedale & Buena Vista: score increased from 37 to 45

Three new sites were evaluated in San Rafael

- Freitas Parkway & Las Pavadas: scored 64
- Las Gallinas & Oleander: scored 58
- Fifth Avenue & Court: scored 51

The former Rank 97 score was 51 and is the funding cutoff



Cost and Cash Flow Summary

	Guard Costs FY24	Guard Costs FY25 - FY26	Cost Difference Compared to Base of 97 Guards (FY24 - FY26)	Estimated number of TAM funded Guards in May 2026	Year the Program is expected to exhaust carryover
97 guard base (as rec'd in April)	\$2.08 M	\$4.34 M	--	101	2045
Maintain 106 guards until end of FY24, then reduce to 103	\$2.20 M	\$4.54 M	\$330,000	106	2042
Reduce to 103 guards this December	\$2.18 M	\$4.54 M	\$300,000	106	2042

Note, does not take into account potential contractor cost increases from fast food minimum wage.

Requested Action and Next Steps

FP&L Committee to recommend to the Board:

- Approve the revised crossing guard list
- Approve funding of all sites on the revised list down to Rank 106 until June 2024.
 - This recommendation stems from past practice of not eliminating guarded locations mid-year
- Reduce funding to Rank 103 in June 2024

The current contract with All City Management Services allows for hourly rate renegotiation due to the new fast food minimum wage:

- Staff will return in a few months with impacts to the Program
- Further reductions may be necessary beginning with the 2024/2025 school year

Questions?





DATE: November 13, 2023

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

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

SUBJECT: MTC Potential Regional Transportation Measure (Discussion), Agenda Item No. 6

RECOMMENDATION

Discussion item only.

BACKGROUND

A Regional Transportation Measure (RTM) is a ballot measure requesting voters to authorize the levy of a tax or fee for the explicit purpose of funding transportation capital projects and/or operating costs. For a tax, such ballot measures currently require a supermajority of 2/3 vote and may include a sunset date or remain in effect in perpetuity. For a fee, the threshold is a simple majority (50% plus one).

The Metropolitan Transportation Commission (MTC) staff is exploring options to put a 2026 or later RTM on the ballot before Bay Area voters. Prior to placing a RTM on the ballot, MTC would need to sponsor authorizing state legislation to enable the proposed ballot measure. MTC staff plans to seek Commission approval by the end of the calendar year to initiate the legislative process in 2024.

MTC is considering placing the RTM on the 2026 ballot or later because the Bay Area Housing Finance Authority (BAHFA) is considering placing a Housing Bond on the 2024 ballot. It would not be prudent to place two major Bay Area measures in the same year or consecutive years. Voters are more reluctant to support multiple major tax measures when they are clustered together in the same ballot or are a short period apart. To avoid splitting votes or creating voter fatigue from supporting multiple tax measures, a two-year separation between the Housing Bond and the RTM is being considered by MTC as the advisable strategy. Attachment B is a list of known regional and county measures that have either gone to or will be going to the ballot between 2012 and 2032.

MTC staff is also still considering whether a measure would be a nine-county measure, or would only be for a subset (no fewer than five counties).

Below is an overview of the proposal that has been discussed with Bay Area County Transportation Agencies (BACTA), transit agencies, and the MTC Commission.

DISCUSSION

MTC has been conducting multiple rounds of stakeholder engagement and completed an initial round of public polling on Bay Area voters' priorities concerning transportation in all nine counties of the San Francisco Bay Area, as part of Plan Bay Area (PBA) 2050 outreach, which included activities to learn about Bay Area residents' priorities for a future transportation measure. An RTM would be one component of a suite of strategies to advance PBA 2050 and to avert the current transit funding crisis.

Expenditure Plan

In contemplation of a Bay Area RTM, an expenditure plan will need to be developed. Based on feedback from stakeholder engagement, and on analysis of the transit agencies' needs, MTC staff is proposing the following four categories for the expenditure plan, with actual distribution details yet to be determined:

- Transit transformation (includes both operating and capital, split TBD and possibly changing over time)
- Safe streets
- Connectivity
- Climate resilience

As noted above, MTC staff proposes to seek legislative authority in 2024 to place an RTM on the ballot in the near future. Included in the legislation will be an expenditure plan that outlines how the funds will be expended. Attachment C provides more detailed information on the categories being considered for the expenditure plan.

MTC staff does not have a recommendation on a preferred approach at this time, but highlighted two options for the inclusion of an expenditure plan in the state legislation:

1. Legislatively Determined Expenditure Plan – A clearly defined authorization for MTC to place a measure on the ballot to implement an expenditure plan based on funding “programmatic” categories outlined, with minimum percentage shares by category, but including a “flexible” category to account for changing needs over time.
2. Delegated Expenditure Plan Authorization – Authority for MTC to place a measure on the ballot for transportation with direction to MTC to develop an expenditure plan in a transparent and inclusive manner, subject to limits on administrative expenses and consistency with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, i.e. PBA 2050 and its successors).

In addition, the MTC Legislative Committee, in their discussion of a potential RTM on November 3, 2023 indicated that MTC staff should consider policy considerations in any potential measure, along the lines of governance and network management.

Voter Threshold

Under current law, 2/3 voter approval is required for a transportation tax measure. However, California Assembly Constitutional Amendment (ACA) 1, which was approved by the legislature this year and is scheduled for the November 2024 ballot, could potentially lower the necessary voter threshold from a 2/3 supermajority to 55 percent for local general obligation (GO) bonds and special taxes for affordable housing and public infrastructure projects. ACA 1 is a statewide measure.

If ACA 1 is approved by the voters, MTC's proposed RTM *may* only be subject to the 55 percent threshold. ACA 1 does not apply to measures for operating funds, like transit operating, so which threshold applies would depend on what is in the RTM.

MTC also has the option of placing the measure on the ballot by a signature gathering initiative, which would require only a simple majority. However, MTC staff has expressed that the enabling legislation should be crafted in a manner that has the maximum chance of resulting in a regional measure that at least 2/3 of voters will support.

Revenue Sources to be Explored

MTC staff will be evaluating options in hopes of generating approximately \$1 billion in revenue per year. The options to be evaluated include:

- Sales tax
- Income tax
- Payroll tax
- Parcel tax based on "per square foot" rate
- Road User Charge (mileage based fee)

A regional vehicle registration fee (VRF) is also being discussed, although it would be limited to starting later because according to the California Department of Motor Vehicles (DMV), a major upgrade to the DMV vehicle database would be needed, which would not take place before 2029. A corporate head tax was initially proposed but MTC staff has since recommended its removal from further consideration because corporate head tax has a high administrative burden for MTC.

Many of the details are yet to be worked out, however MTC currently is proposing to place no sunset date on this ballot measure.

County and Local Sales Tax Limit

Existing state laws place an aggregate sales tax limit of 2% for county and local agencies unless an exemption has been granted by the state. No Marin agencies have such an exemption. Exemptions have been granted by the State Legislature and approved by the Governor on a case-by-case basis.

The state sales tax is currently at 7.25%. With the 2% cap limit on county and local agencies, no Marin agencies can exceed 9.25% in sales tax. There are currently four Marin agencies (Larkspur, San Anselmo, San Rafael, and Sausalito) at the maximum limit, with two other agencies (Corte Madera and Fairfax) with only 0.25% cushion for new sales tax.

MTC can conceivably include, in the RTM enabling legislation, exemption language that would automatically increase the county and local sales tax limit by the amount increased by the RTM, which is currently estimated at 0.5%. However, MTC staff believes that such a broad regional exemption would not be supported by the Legislature.

If a broad regional exemption is not included in RTM enabling legislation, local agencies with insufficient capacity would need to sponsor individual legislation for exemption or opt out of the RTM.

Notable Comments from Transit Agencies

General Managers of transit agencies have discussed MTC's proposal and provided the notable comments below:

- A major revenue measure is essential to sustain transit operations and it is important to get the enabling legislation in place now for a 2026 measure.
- The example (illustrative) percentage allocations to the four proposed expenditure categories is up for discussion. A 50% allocation (or \$500 million per year) to “transit transformation” results in insufficient funds to cover the projected \$700 million annual transit operating shortfall. Setting expectations with the legislature and the voters about new and transformative transit service vs. maintaining existing service will be a challenge.
- Need to consider how this measure may compete with other housing and transportation measures on the ballot in the region at the same time.

Next Steps for MTC

Next steps in the process for MTC staff include:

- Continue Stakeholder Outreach
- Present Public Opinion Poll Results in December 2023
- Legislative Outreach – Brief Bay Area legislators on proposed approach and seek their feedback to inform proposed legislation
- Seek MTC Commission approval to pursue legislation in 2024

FISCAL CONSIDERATION

There are no immediate fiscal impacts with the discussion of MTC’s potential RTM.

NEXT STEPS

Stay informed on activities regarding MTC’s potential RTM, participate in working groups, and provide updates to the Board when appropriate.

ATTACHMENTS

Attachment A – PowerPoint Presentation
Attachment B – Summary of Regional and County Measures
Attachment C – Draft Expenditure Priorities Under Consideration



Potential MTC Regional Transportation Measure

Funding, Programs & Legislation Executive Committee

Transportation Authority of Marin

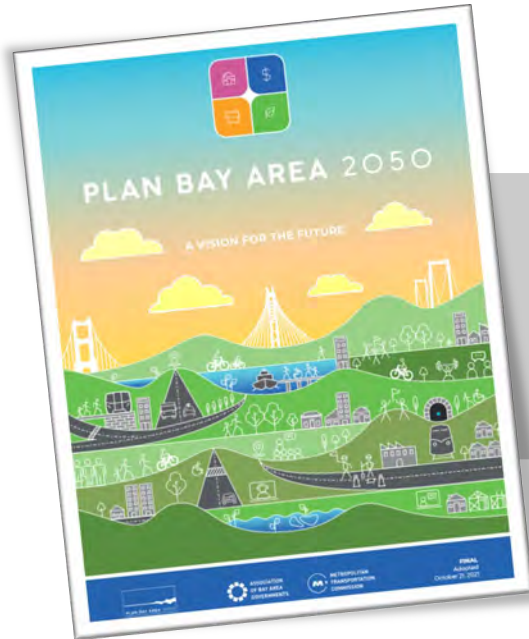
November 13, 2023

What is a Regional Transportation Measure?



- A ballot measure requesting voters to authorize the levy of a tax or fee for the explicit purpose of funding transportation capital projects and/or operating costs.
- Current law requires a supermajority of 2/3 vote for a tax, and a simple majority of 50% +1 for a fee.
- May include a sunset date or remain in effect in perpetuity.

Why a New Regional Transportation Measure?



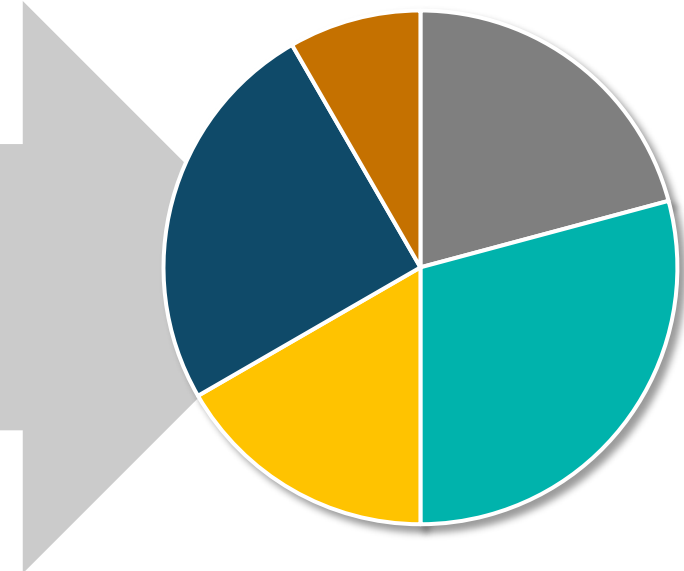
Plan Bay Area 2050

The Plan identified a \$110 billion funding gap to realize the plan's bold vision



Transit's Future Depends on New Funding

New reliable funds are needed to sustain service and improve the rider experience



Deliver Results

Regional funds can incentivize key regional policy goals & improve access and mobility regionwide

Who Has MTC Engaged?

PARTNER ENGAGEMENT



Transit Operators



County Transportation Agencies



Regional Agencies
BCDC, BARC, BAAQMD, etc.



Business Organizations



Labor Organizations



Advocacy Organizations

- Environment
- Equity
- Persons with Disabilities
- Older Adults
- Active Transportation

PUBLIC ENGAGEMENT



Public Poll

- Conducted in spring 2023
- Sought to understand public perception of public transit & support for potential measure



Pop-Up Workshops

- 15 events in all nine counties during summer 2023
- Integrated with Plan Bay Area 2050+ and Transit 2050+ public engagement



Online Survey

- Sought feedback from public on same questions as in-person events
- Offered in English, Mandarin, Spanish, and Vietnamese consistent with 2023 PPP

EMERGING THEMES

Most stakeholders, and the public at-large, want to **maintain and improve public transit** but also want to **see investments in other transportation modes**.

There is a broad recognition that the Bay Area's post-pandemic trajectory is uncertain and that **having the flexibility to modify priorities over time will be key**.

Simply **maintaining the status quo is not sufficient** – the public wants to see new revenues used to help transform our transportation system.

What are the Principles to Guide New Spending?



Equitable

Prioritize funding in every investment category toward Equity Priority Communities, as well as other underserved demographic groups such as persons with disabilities, older adults, etc.



Climate-Friendly

Ensure funding only flows to GHG-reducing or GHG-neutral projects by avoiding any investments that expand roadway capacity, which would make it more difficult to achieve our ambitious climate goals.



Adaptable

Design the legislation to be adjustable in the face of changing needs, allowing spending priorities to be adjusted over time and avoiding rigid project-specific expenditures.



Cohesive

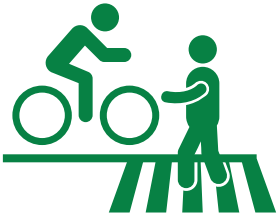
Create an expenditure plan that is greater than the sum of its parts, both to maximize regional impact but also to be able to clearly communicate to the public what the measure will deliver.

Based on Public Feedback, What are the Spending Priorities?



Transit Transformation

Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience, improve safety on transit and help fund the zero-emission transit transition.



Safe Streets

Transform local roads to better address safety and achieve equity and climate goals, such as through expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, improved pavement conditions.



Connectivity

Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example project types include express lanes, rail-grade separations, rail extensions, and interchange modernizations.



Climate Resilience

Fund planning, design and/or construction activities that protect transportation infrastructure from rising sea levels, flooding, wildfires, and extreme heat.

What are the Key Questions in Shaping Enabling Legislation?

Key Issue	Questions	MTC Staff Recommendation
Geographic Area of Tax	Should a bill authorize a measure for all nine counties, a subset of the nine counties, or leave it open to be informed by further polling & need?	Authorize MTC to place on ballot within the nine counties or a subset (no fewer than five counties).
Timing of Ballot Measure	Should a bill specify an election or follow precedent and more generally authorize placement on the ballot? Should a bill permit subsequent ballot placement if unsuccessful?	Allow on ballot November 2026 or later with no sunset. Permit subsequent ballot placement if unsuccessful. Duration to be determined by MTC.
Revenue Options & Amount	What revenue mechanism/s should be authorized and up to what amount? Should the bill follow the Bay Area Housing Financing (BAHFA) model and authorize a menu of options?	Authorize a menu of revenue options subject to a maximum rate. Allow multiple revenue options to be pursued sequentially.
Expenditure Priorities	Should the bill follow the LA Metro model and leave it to MTC to develop an expenditure plan or the BAHFA model and list expenditure categories and minimum shares?	Specify core goals of measure and expenditure categories but leave open minimum shares for now.
Funding Distribution	Should the bill prescribe an expenditure plan (list expenditure categories with set amounts) or leave space for MTC to refine, with partner and public input?	Leave open subject to further discussion of expenditure priorities and bill's overall approach (defining expenditure plan vs. delegating to MTC).

What are the Revenue Options and Amount Needed?

MTC analyzed revenue options based on the following criteria:

- Equity impacts
- Economic impacts
- Administrative burden
- Co-benefits/disbenefits

Tax/fee rates were estimated for each revenue source based on the need to generate approximately \$1 billion/year.

Practical considerations:

- Ultimately, what's most popular with voters and what's politically feasible will determine which options to pursue.
- Possible to follow approach in AB 1487 (Chiu, 2019) – establishing the Bay Area Housing Finance Authority – providing a menu of options vs. a single revenue source.

What is the Summary of Tax Revenue Options Analyzed?

Tax Type	Description	Tax Rate	MTC Recommendation
Sales Tax	Regional sales tax on the sale of tangible items. Some groceries are exempted.	0.5-cents	Continue to explore
Income Tax	Regional supplemental income tax paid by taxpayer – withheld from paycheck (can be limited to those with an income above a specified threshold and/or include tiered rates).	0.17%	Continue to explore
Payroll Tax	Employer-based tax on wages paid to employees, like Social Security. Can be structured to exempt small businesses.	0.36% taxable wages	Continue to explore
Road Usage Charge	Tax based on miles driven. Also known as a Vehicle Miles Traveled (VMT) fee. Only exists on a pilot, voluntary basis today.	1.52-cents/miles	Continue to explore
Vehicle Reg. Fee	Impose a surcharge on annual vehicle registration fee of Bay Area residents.	TBD	DMV has limitations but continue to explore
Parcel Tax	Flat tax per parcel of real property, can exempt certain taxpayers (e.g., seniors). Note: option to impose per square foot which would lower rate for average homeowner.	\$467/parcel	Flat rate of \$467/year is too high, recommend exploring a “per square foot” rate
Corporate Tax	Employer-based tax per employee. Can be structured to exempt small businesses.	\$216/employee	Remove from further consideration

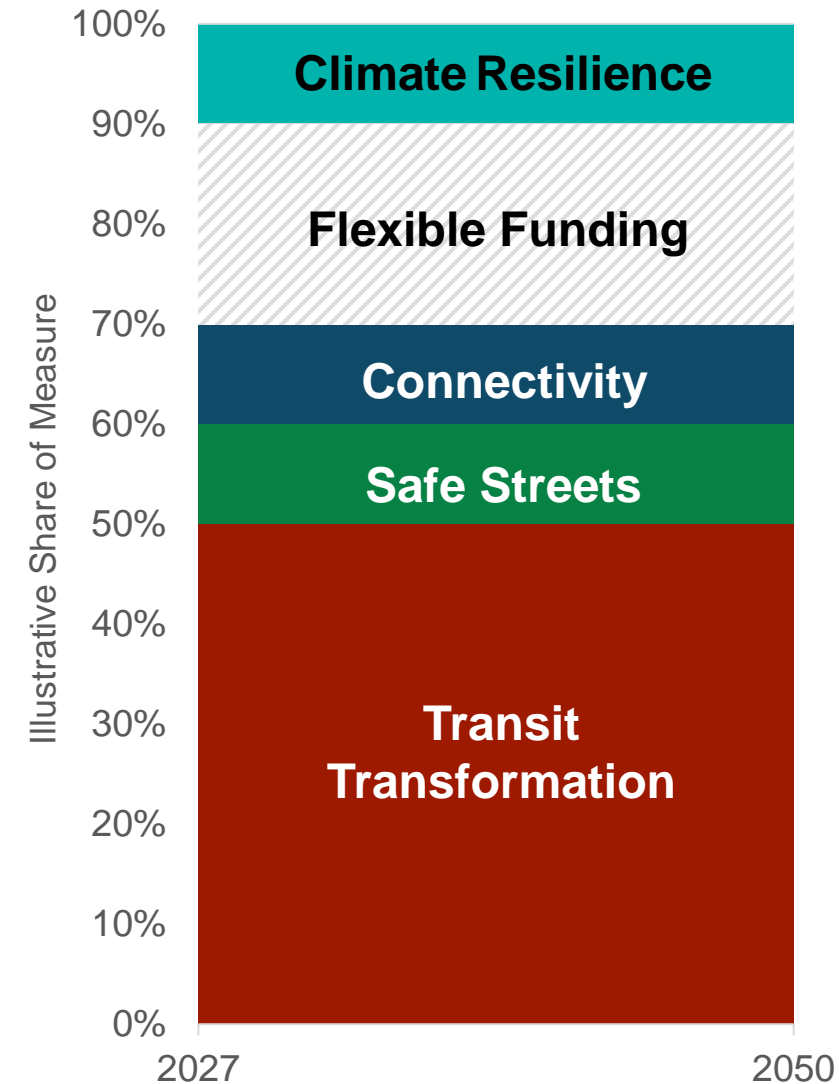
County and Local Sales Tax Limit

- Existing state laws place an aggregate sales tax limit of 2% for county and local agencies
- Exemptions have been granted by the State Legislature and approved by the Governor on a case-by-case basis
- No Marin agencies can exceed 9.25% in sales tax (State 7.25% + County/Local Limit 2.0%)
- Four Marin agencies (Larkspur, San Anselmo, San Rafael, and Sausalito) are at the maximum limit, with two other agencies (Corte Madera and Fairfax) with only 0.25% cushion for new sales tax
- Consider asking MTC to include, in enabling legislation, exemption language that would automatically increase the county and local sales tax limit
- Otherwise, local agencies with insufficient capacity would need to sponsor individual legislation for exemption or opt out

What are the Expenditure Priorities and Funding Distribution?

Draft Expenditure Plan Concept: Adaptable

- **Concept:** Specify a minimum share for each spending category but allow percentages to be adjusted over time, subject to public input and demonstration of need.
- **Flexible Funding:** Reserve portion of funds for a “flexible” category to enhance ability of measure’s revenues to be responsive to future needs.
- **How Much for Each Category?** *Shares shown at right are for illustration purposes only.* MTC staff recommend initial concept not list minimum percentages to allow for maximum consensus and coalition building during early part of legislative process.



What Do Transit Agencies Think of MTC's Proposal?

General Managers have commented:

- A major revenue measure is essential to sustain transit operations and it is important to get the enabling legislation in place now for a 2026 measure
- A proposed 50% allocation (or \$500 million) to “transit transformation” category will not generate sufficient funds to cover the projected \$700 million annual transit operating shortfall
- Setting expectations with the legislature and the voters about new and transformative transit service vs. maintaining existing service will be a challenge
- Need to consider how this measure may compete with other housing and transportation measures going on the ballot at the same time

What are the Next Steps for MTC?



Continue Stakeholder Outreach

Continue dialogues with partners and stakeholders on tradeoffs associated with expenditures, revenue options, and potential policy requirements.



Public Opinion Poll Results

Poll is underway of Bay Area voters to seek feedback on measure's goals, potential revenue options and expenditure plan priorities to inform enabling legislation. Results will be available by December Joint Legislation Committee.



Legislative Outreach

Brief Bay Area legislators on partner and public input, share analysis, and seek feedback to shape proposed legislation.

What Would Be TAM's Role?

There are many things that still need to be determined. However, in general, TAM staff would need to:

- Stay engaged on Legislative process/potential bill development
- Stay engaged with transit agencies and other CTAs
- Provide feedback to MTC, and provide information to local stakeholders as needed
- If measure moves ahead, Board of Supervisors would be asked to approve placing on ballot for 2026

Questions and Feedback

Thank you!

THIS PAGE LEFT BLANK INTENTIONALLY

Summary of Regional and County Measures
September 2023

	Year	Regional Measures <i>(Transport., Housing, Environ.)</i>	County Transportation Sales Tax Measures <i>(CTA-Led)</i>	Transit & Other Agency Tax Measures <i>(not intended to be exhaustive)</i>
Historical Context	2012		NVTA (Measure T)	
	2014		ACTC (Measure BB)	
	2016	SFBRA (Measure AA)	VTA (Measure B)	BART (Measure RR) VTA (Measure B)
	2018	MTC/BATA (Regional Measure 3)	SMCTA (Measure W) TAM (Measure AA)	SamTrans (Measure W)
	2020		SCTA (Measure M)	Caltrain (Measure RR)
	2022		SFCTA (Prop L)	
Potential Future Timing	2024	BAHFA (Housing Bond)	NVTA	RCPA/SCTA Climate Measure
	2026	MTC (Regional Tr. Measure)		SFMTA (GO Bond)
	2028		CCTA	
	2030			
	2032			
Additional Context	Likely but Year Unknown		ACTC VTA SMCTA (2030 or 2032?)	AC Transit (2024 or 2026?) SMART (2026 or 2028?)
	No Plans through 2032		TAM STA	

THIS PAGE LEFT BLANK INTENTIONALLY

Draft Expenditure Priorities Under Consideration (November 3, 2023)

Category	Description	Examples of Eligible Investments (not exhaustive)	Equity & Climate Considerations
<p>Transit Transformation</p>	<p>Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</p> <p><i>Notes:</i></p> <p>1. <i>Further analysis of the long-term transit operating needs will be available this fall as part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels</i></p>	<ul style="list-style-type: none"> - Preservation of existing routes and frequencies - Increased frequencies and/or new routes to boost overall service levels - Network restructuring that leads to net increase in transit service-hours - Simplified and standardized fare programs & discounts - Improved signage at stations and bus stops - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Safety enhancements, such as community ambassadors, 	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<p><i>and/or expand service frequencies.</i></p> <p>2. <i>This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</i></p>	<p>improved lighting & security cameras</p> <ul style="list-style-type: none"> - Paratransit service expansion to enable "one-seat rides" - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion 	<p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p>
Safe Streets	<p>Transform local roads to better address safety and achieve equity, and climate goals, such as through improved expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, and improvement pavement conditions.</p>	<p>Projects would ideally include two or more features to yield progress toward multiple goals concurrently, such as:</p> <ul style="list-style-type: none"> - Street repaving projects - Buffered or protected bike lanes 	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<i>This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic balance throughout the nine-county region.</i>	<ul style="list-style-type: none"> - Expanded sidewalks and/or bulb-outs - Parallel multimodal trails - Traffic calming features - Traffic signal optimization - Green infrastructure elements 	As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix of GHG-neutral and GHG-reducing projects.
Climate Resilience	<p>Fund planning, design and/or construction activities that benefit transportation infrastructure and nearby communities by protecting them from rising sea levels.</p> <p><i>While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to build up a</i></p>	<ul style="list-style-type: none"> - Local or subcounty resilience plans to refine future pipeline of projects - Design and environmental analyses for future sea level rise resilience projects - Implementation of specific sea level rise resilience projects, such as: 	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on timing of sea level rise impacts (e.g., 1 foot versus 4 feet);</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<i>pipeline of future investments to better compete for state or federal funding in the years ahead.</i>	<ul style="list-style-type: none"> ○ Levees & horizontal levees ○ Infrastructure elevation ○ Tidal gates ○ Wetland restoration 	<p>investments would be contingent upon a robust community engagement process to engage local residents.</p> <p>Investments related to climate resilience are anticipated to all be GHG reducing or GHG neutral.</p>
Connectivity	<p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example projects include express lanes, rail grade separations, rail extensions and interchange modernizations.</p> <p><i>This would help the region implement near-to-medium</i></p>	<ul style="list-style-type: none"> - Rail extensions - Rail grade separation & modernization - Zero emission bus purchases and related infrastructure - New ferry terminals - Carpool-to-express lane conversions 	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., transit megaprojects), although select non-capacity-</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<i>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</i>	- Highway interchange modernizations	increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.