



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

MARCH 28, 2024
5:30 P.M.

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE, SAN RAFAEL, CALIFORNIA

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

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

www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Eli Beckman

Fairfax
Chance Cutrano

Larkspur
Kevin Carroll

Mill Valley
Urban Carmel

Novato
Rachel Farac

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvdz09>

Webinar ID: 881 5544 9529

Passcode: 389590

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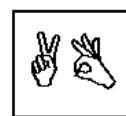
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comments to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, March 27, 2024, 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.

During the meeting: For members of the public participating in-person, 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.

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

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

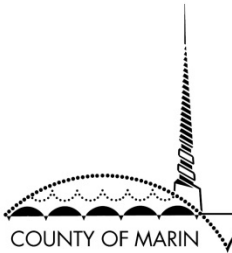


Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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.

AGENDA

1. Public Comment Regarding Closed Session Item
2. Adjourn to Closed Session – **Attachment**
 - a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director
California Government Code section 54957(b)(1)
3. Reconvene to Open Session – Announcement from Closed Session (Approx. 6:30 p.m.)
4. Chair's Report
 - a. Outgoing Commissioner Recognition (Discussion)
5. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marin Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
6. Executive Director's Report (Discussion)
7. 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.)
8. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes February 22, 2024
 - b. Authorize Contracts for Equity Working Group Stipends
 - c. Amendments to Supporting Contracts for the US 101/I-580 Multi-modal & Local Access Improvement Project
 - d. Appointment to the TAM Citizens' Oversight Committee
 - e. Contract Amendment with BKF Engineers to Complete Design and Support on the Bellam Boulevard Off-Ramp Project
9. Review and Approve the FY2022-23 COC/2023 TAM Annual Report (Action) – **Attachment**
10. Adopt Positions on 2024 State Legislative Bills (Action) – **Attachment**
11. Modification of Alternatives for the US 101/I-580 Multi-modal & Local Access Improvement Project (Action) – **Attachment**
12. Update on Countywide Transportation Plan Draft Vision and Equity Framework (Discussion) – **Attachment**



OFFICE OF THE
COUNTY COUNSEL

Brian E. Washington
COUNTY COUNSEL

March 28, 2024

Renee Giacomini Brewer
ASSISTANT COUNTY COUNSEL

Board of Commissioners
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

Jenna J. Brady
CHIEF DEPUTY COUNTY COUNSEL

RE: Closed Session – Public Employee Performance Evaluation [GC section 54957 (b)(1)]

Patrick M. K. Richardson
Stephen R. Raab
Steven M. Perl
Kerry L. Gerchow
Deidre K. Smith
Brandon W. Halter
Sarah B. Anker
Kate K. Stanford
Scott Drexel
Carolyn Ortler Tsai
Jacy Dardine
DEPUTIES

Dear Board Members:

I request that you conduct a closed session, during your meeting on March 28, 2024, to conduct the performance evaluation of TAM Executive Director.

The specific reason and the legal authority for the closed session is Government Code section 54957(b)(1). A legislative body may hold closed sessions to consider the evaluation of the performance of a public employee.

Colleen McGrath
ADMINISTRATIVE SERVICES
OFFICER

It should be noted that Government Code section 54954.2(a)(1) requires that the Closed Session item be posted on the Board agenda. Government Code section 54954.5 recommends that the agenda description should read as follows:

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

**Title: Executive Director
California Government Code section 54957(b)(1).**

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Suite 275
San Rafael, CA 94903
415 473 6117 T
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Should you have any questions, please do not hesitate to contact me.

Respectfully submitted,

Stephen Raab
Deputy County Counsel

cc: County Executive
Deputy Clerk of the Board

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

FEBRUARY 22, 2024
6:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE, SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Chance Cutrano, Fairfax Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eli Beckman, Corte Madera Town Council
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Kevin Carroll, Larkspur City Council
Mary Sackett, Marin County Board of Supervisors
Nancy Kemnitzer, Belvedere City Council
Rachel Farac, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: Alice Fredericks, Tiburon Town Council
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
Melissa Blaustein, Sausalito City Council

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Senior Transportation Planner

Chair Colbert called the meeting to order at 6:02 p.m.

Chair Colbert welcomed everyone to the meeting and announced that Commissioners Carroll and Kuhl were participating remotely pursuant to the “Just cause” clause of Assembly Bill (AB) 2449.

Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Board and provided detailed information about how the public may participate.

1. Chair’s Report

None.

2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports & Commissioner Matters Not on the Agenda (Discussion)

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported that at its February 5 meeting, the Marin Transit Board discussed the Metropolitan Transportation Commission's (MTC) proposed Regional Transportation Measure (RTM) and endorsed a set of principles to guide Marin Transit's participation, including fair funding for transit, return-to-source element, and minimizing potential confusion with respect to the timing of the regional housing bond measure.

Commissioner Sackett also reported that Marin Transit completed its evaluation of the Muir Woods Shuttle Service and concluded that although ridership has decreased, it is still a well utilized mode of transportation. A new service contract has been awarded and costs will be shared with the National Park Service (NPS).

SMART Report – Commissioner Colin on behalf of Commissioner Lucan

Commissioner Colin reported that in January 2024, Sonoma-Marín Area Rail Transit (SMART) ridership was 65,990, which is an increase of 43% over January 2023; and that a decrease in ridership is observed when it rains. Commissioner Colin also reported that weekend ridership continues to be strong with January 2024 weekend boardings up 10% over 2019.

Commissioner Colin highlighted current major projects, including the Petaluma North Station, the Windsor Extension, and ten pathway segments in design and three in permitting. Due to construction at Petaluma North, SMART will have partial closures in March and April. On March 23 and 24, and April 13 and 14, SMART will operate the weekend schedule from Petaluma Downtown to Larkspur.

Commissioner Colin also reported that SMART continues to hold public workshops for the Strategic Plan Development, including upcoming workshops on February 28, March 14, and March 27.

Commissioner Matters Not on the Agenda

None.

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. Executive Director's Report (Discussion)

ED Richman provided the Executive Director's Report (EDR), which was distributed to the TAM Board and posted on the TAM website as supplemental information.

Commissioner Sackett thanked ED Richman for her participation in Marin Economic Forum's annual Forecasting the Future event.

Commissioner Cutrano reported on the February 21 site visit to the Fairfax Bolinas Road Slide Repair with Congressman Jared Huffman and leaders from the Marin Municipal Water District (MMWD), Marin County Fire Department, the Marin County Department of Public Works, the Town of Fairfax, and Supervisor Rice, to discuss project funding strategies.

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.

4. Open Time for Public Expression

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

WTB-TAM Director of Planning Matthew Hartzell provided handouts, expressed support for the development of the Southern Segment of the North-South Greenway, and commented that the project could be eligible for MTC's upcoming Bay Trail funding program.

WTB-TAM President Patrick Seidler provided handouts, expressed support for the development of the Southern Segment of the North-South Greenway, and commented on the importance of partnering with SMART to bring the Southern Segment of the North-South Greenway to shovel-ready status.

Larkspur resident Jean Severinghaus provided handouts and expressed support for the development of the Southern Segment of the North-South Greenway as a safe, convenient, and inviting pathway for all ages and abilities.

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes January 25, 2024
- b. Cooperative Agreement with the State of California for State Route 37 Design
- c. Review of the Semi-Annual Project Status Report

Chair Colbert opened the item to public comment and hearing none asked for a motion.

Commissioner Cutrano made the motion to approve the Consent Calendar, which was seconded by Commissioner Beckman. A roll call vote was conducted, and the motion passed unanimously.

6. Update on the San Rafael Transportation Center Replacement Project (Discussion)

Golden Gate Bridge, Highway, and Transportation District (GGBHTD) General Manager (GM) Denis Mulligan introduced consultants Adam Dankberg with Kimley-Horn and Mara Baum with Dialog Design to present this item for discussion.

In response to Commissioner Kemnitzer, Ms. Baum explained that making public transit more accessible to seniors was one of the focus areas of the Community Design Advisory Group (CDAG), which included representation from the Marin County Commission on Aging. GM Mulligan further explained that demographic data was collected in the project development process. Commissioner Kemnitzer encouraged the project team to reach out to the representatives of the Age Friendly Cities of which the County of Marin, as well as approximately 9 cities and towns in Marin County, are members.

In response to Commissioner Cutrano, GM Mulligan explained that the exploration for cultural resources is underway under the National Environmental Policy Act (NEPA).

In response to Commissioner Beckman, Mr. Dankberg explained that SMART infrastructure is considered immovable; and that the same number of bus bays that exist today will be incorporated into the new design with a better layout for transit operations and passenger movement. Mr. Dankberg also explained that the section of Tamalpais Avenue between Third and Fourth Streets will be bus access only.

In response to Commissioner Sackett, Mr. Dankberg explained that the locations of the existing pedestrian crossings at Tamalpais Avenue will remain in place.

In response to Commissioner Rice, GM Mulligan explained that the new facility will provide more flexibility for transit operators whereby any sized bus will be able to use any bus bay location; and that Marin Transit, along with the City of San Rafael and SMART, will be a signatory to the cooperative agreement with GGBHTD and included in the design and function of the new facility. GM Mulligan further explained that GGBHTD will be working closely with the Marin Transit and the City of San Rafael to address traffic circulation in and around the facility.

In response to Commissioner Rice's inquiry regarding analysis of origin-destination data, Mr. Dankberg explained that the majority of users walk or bike to the transit center; and that a dedicated ride-hailing/pick-up/drop-off lane will be located west of the customer service building.

In response to Commissioner Rice's inquiry regarding TAM's role, GM Mulligan explained that the GGBHTD will also have a cooperative agreement with TAM, and ED Richman explained that Regional Measure (RM) 3 legislation included a requirement that the selected alternative needs to be approved by TAM, the City of San Rafael, and Marin Transit. TAM staff will work with GGBHTD, MTC, and the other agencies to enact this requirement at the appropriate time.

Commissioner Carmel expressed support for referencing historical archives with regard to the design of the new center and encouraged the project team to visit the Mill Valley Depot as an example.

Commissioner Colin thanked the project team for their effective public engagement; and commented on the importance of communicating which design features were a direct result of community input. Commissioner Colin also commented on the importance of using data from the recently adopted Local Road Safety Plan (LRSP) in the circulation design.

In response to Commissioner Carroll, GM Mulligan explained that Groome Transportation (formerly Sonoma County Airport Express) continues to use the transit center; and that GGBHTD provides license agreements to other transit operators upon request. In response to Commissioner Carroll's inquiry regarding first/last mile connections, Mr. Dankberg explained that a dedicated ride-hailing/pick-up/drop-off lane will be located west of the customer service building. Commissioner Carroll commented on the importance of considering accessibility when determining the distance between disembarkation and the vehicular pick-up/drop-off location. GM Mulligan explained that taxicab operators may also apply to the GGBHTD for license agreements.

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

Mr. Hartzell thanked the GGBHTD for the extensive public outreach for the project; and commented on the importance of safe first/last mile connections to the transit center. Mr. Hartzell expressed support for the recent bicycle/pedestrian infrastructure improvements made by the City of San Rafael; and commented on the importance of closing the gap along Fourth Street to the transit center.

Mr. Seidler thanked the GGBHTD and the City of San Rafael for their thoughtful approach to the San Rafael Transit Center (SRTC) Replacement Project and encouraged the project team to use the existing colors to denote active transportation areas and provide visual cues; and keep all multiuse paths at a level grade.

Vivalon Chief Executive Officer Anne Grey expressed support for the SRTC Replacement Project; and commented that the Whistlestop building is currently occupied by approximately 30 Vivalon administrative staff and is also used for Vivalon's Brown Bag Pantry nutrition program, which serves approximately 160 people every Friday. Ms. Grey also commented that Vivalon has historical pictures and documents that can be made available to the project design team.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells thanked the project team for their work and extensive public outreach; and commented on the importance of closing the remaining bicycle/pedestrian pathway gaps in central San Rafael.

Chair Colbert thanked the project team for the presentation and commented that perhaps future presentations could include more detailed information on the proposed functionality of the newly designed transit center.

7. Update on the Sea Level Rise Adaptation Planning for Marin County's Transportation System Project (Discussion)

Associate Transportation Planner Mikaela Hiatt, Director of Planning Derek McGill, and consultant Jack Hogan with ARUP presented this item for discussion.

In response to Commissioner Beckman, Ms. Hiatt explained that TAM staff will be meeting and coordinating with public works directors on transportation asset protection and to develop strategies to streamline processes as local jurisdictions address climate adaptation planning.

In response to Commissioner Rodoni, Ms. Hiatt explained that focus areas can be expanded as new projects are developed; and Mr. McGill explained that the Sea Level Rise (SLR) Technical Advisory Committee (TAC) includes representatives from the California Department of Transportation (Caltrans).

Commissioner Colin commented that perhaps San Rafael's Equity Priority Communities (EPC) could be denoted in the jurisdictional narrative and map; and inquired about including population density and critical infrastructure for each focus area map.

In response to Commissioner Cutrano, Ms. Hiatt explained that the project team will evaluate potential adaptation solutions and projects within the 19 focus areas, which will provide further clarification to define agency roles.

In response to Commissioner Sackett, Ms. Hiatt explained that the adaptation solutions also include short-term, lower cost projects.

Commissioner Rice commented on the importance of defining TAM's role within SLR Rise Adaptation Planning; and that while the planning documents will be useful for local jurisdictional projects, careful strategic planning must also be taken into account to protect regional assets.

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

Mr. Wells expressed concern about flooding along the Bay Trail and the Mill Valley-Sausalito Multiuse Pathway; commented on the importance of Caltrans incorporating adaptation for the multiuse path into its highway project; and that the Adaptation Strategies section of the draft Existing Plan Review Memo should include elevated multiuse trails as well as roads.

The meeting was adjourned at 7:49 p.m.

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DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
 Mikaela Hiatt, Associate Transportation Planner
 Derek McGill, Director of Planning

SUBJECT: Authorize Contracts for Equity Working Group Stipends (Action), Agenda Item No. 8b

RECOMMENDATION

Staff recommends the TAM Board authorize the Executive Director (ED) to negotiate and execute professional services contracts with Community Based Organizations (CBOs) for the Countywide Transportation Plan (CTP) and Community Based Transportation Plan’s (CBTP) Equity Working Group (EWG) support and subsequent outreach activities in an amount not to exceed \$20,000 per CBO and \$200,000 for all contracts.

BACKGROUND

In October 2022, the TAM Board accepted the Draft TAM Equity Statement and Action Plan, containing a series of actions for staff to conduct across four areas:

- Assess Internal Operations
- Engage All Members of Our Communities
- Review Investments and Plan for Implementation
- Commit to Accountability

Staff is well underway with work on the development of Marin County’s CTP/CBTP and have used this broader planning effort to advance the Draft TAM Equity Statement and Action Plan. As part of this joint effort, an EWG has been developed to solicit input from community representatives on the Draft TAM Equity Statement and Action Plan and to support the development of the CTP/CBTP. The EWG membership consists of the following CBOs and key partners across multiple focus areas:

<u>Organization</u>	<u>Focus Area</u>
Multicultural Center of Marin	Equity
Marin Villages	Aging and Disabled
Marin Center for Independent Living	Aging and Disabled
Marin City Community Development Corporation	Marin City
Canal Alliance	Canal
West Marin Community Services	West Marin
North Marin Community Services	North Marin
West Marin Fund	West Marin
Novato Federation of Teachers	Teachers/Workers

Organization

Marin Youth Commission
Federated Indians of Graton Rancheria
Vivalon
Marin County Office of Equity
Marin County Transit District

Focus Area

Youth
Tribal
Aging and Disabled
Equity
Equity

Staff is currently working with the EWG to review actions identified in the Draft TAM Equity Statement and Action Plan and will bring an update to the Board at a later meeting in 2024.

DISCUSSION/ANALYSIS

The EWG was developed in order to solicit community input, review the equity statement and action plan, and provide guidance on integrating equity into TAM's processes. The EWG serves to provide expertise on the needs of local communities and current best practices for advancing equity. As such, and in alignment with industry best practices, staff recommends reasonable compensation be provided to support the process. At this time, the following groups have requested stipend support:

- Canal Alliance
- Marin Center for Independent Living
- Marin City Community Development Corporation
- North Marin Community Services
- Vivalon
- West Marin Community Services

Staff proposes entering into contract with CBOs that have requested stipends, which would provide flexibility to both local CBOs and TAM in partnering on future outreach and engagement efforts.

The EWG will meet six (6) times over the course of the plan to review deliverables and provide input on the planning process from the perspective of their respective CBOs and the community. This work effort is expected to incur approximately \$600 of expenses for these groups. Additional capacity is included in the contracts to support continued community engagement with these community partners for future TAM planning or project needs.

A stipend structure for these future tasks would be based on the type of outreach and input being sought. Depending on the work identified through future tasks, stipend rates may vary. Administrative work (i.e., administering surveys or supporting program development) tasked to the CBOs would have a different rate from that of general community member work.

To provide flexibility for future outreach efforts, staff is seeking authorization for up to 10 contracts, not to exceed an amount of \$20,000 per contract. As work is already underway, TAM is seeking authorization for these contracts for meeting participation retroactive to qualified expenses incurred since November 2023.

TAM staff presented the CBO Contracts to the Funding, Programming, and Legislation (FP&L) Executive Committee at its March 11 meeting. The FP&L Executive Committee recommended approval for the Executive Director to negotiate and execute professional services contracts with Community Based Organizations (CBOs) for the Countywide Transportation Plan (CTP) and Community Based Transportation Plan's (CBTP) Equity Working Group (EWG) support and subsequent outreach activities in an amount not to exceed \$20,000.

FISCAL CONSIDERATION

Funding is included in the current year's budget and is expected to be sufficient for all expenses incurred during the current fiscal year from the City and County fees. Budget for future outreach activities or engagement with CBOs will be considered as part of the upcoming FY2024-25 budget process. The total not to exceed amount is \$200,000 for 10 total contracts over the next three years.

NEXT STEPS

Upon approval, the Executive Director will negotiate and execute contracts with the CBOs that requested stipend contracts and commence work.

ATTACHMENTS

Attachment A – Draft TAM Equity Statement and Action Plan (Accepted October 2022)

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DRAFT TAM Equity Statement and Action Plan

October 2022

To help guide potential actions to advance equity in transportation, the following draft equity statement has been developed for consideration. Revisions to this statement are expected based on upcoming community engagement.

DRAFT Equity Statement

As the Congestion Management Agency and Marin County's Transportation Sales Tax Authority, the Transportation Authority of Marin (TAM) recognizes the diverse needs of our communities including but not limited to, communities of color, low income, and historically marginalized populations.

TAM's mission is to advance mobility and access for all in Marin County. TAM acknowledges the responsibility to serve historically underserved populations and enable communities to access equitable opportunities and achieve positive outcomes.

TAM is committed to advancing equity, civil rights, social and environmental justice in all of our practices including policies, programs, funding, projects, and operations.

DRAFT Action Plan

To guide implementation of the equity statement, the following actions have been identified:

- Assess Internal Operations:
 - Review internal operations including training, contracts, hiring and other human resource policies and operational practices.
 - Review TAM Advisory Committee representation (including the Bike and Pedestrian Advisory Committee and Citizens' Oversight Committee) to ensure committees fully reflect the local communities.

- Engage All Members of Our Communities:
 - Develop a community engagement plan that reflects input from a diverse set of residents, including populations identified above.
 - Conduct robust community engagement and capacity building through TAM projects and programs, with specific attention to regionally defined Equity Priority Communities and communities with similar demographics.

- Review Investments and Plan for Implementation:
 - Conduct a baseline investment equity review to establish historical investment levels and practices.
 - Explore options to update the Community Based Transportation Plan (CBTP) development process for future CBTPs.
 - Develop a Countywide Transportation Plan (CTP) that articulates the needs of our communities and prioritizes actions that address equity.
 - Explore development of an equity working group consisting of members of the community to refine the CTP workplan and identify areas of focus.
 - Create a data driven approach to addressing equity including developing criteria and metrics to assess programs and projects and measure progress in addressing equity.

- Commit to Accountability:
 - Hold ourselves accountable by reporting regularly to the Board and to the public on progress as staff works to fulfill the commitment made.
 - Commit to regular review and potential revisions to the Equity Statement, in conjunction with the Board and the communities we serve, to ensure that it remains relevant, viable, and forward-looking.

DRAFT



DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Amendments to Supporting Contracts for the US 101/I-580 Multi-modal & Local Access Improvement Project (Action), Agenda Item No. 8c

RECOMMENDATION

The TAM Board approves the following contract addendums.

At the March 11 meeting, the Administration, Projects & Planning (AP&P) Executive Committee supported forwarding the following recommendations to the full Board for action:

1. Authorize the Executive Director to execute Amendment 2 of Agreement C-FY20-01 with Kimley-Horn & Associates, Inc. (KHA) for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US 101/I-580 Multi-modal & Local Access Improvement Project. Not to exceed amount to be increased by \$3.5 million to a total of \$10 million. Contract to terminate July 2028. Funding to be allocated from the Measure AA ½-Cent Transportation Sales Tax and Regional Measure 3 (RM3).
2. Authorize the Executive Director to execute Amendment 1 of Agreement C-FY20-02 with Premier Enterprises, Inc. for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US 101/I-580 Multi-modal & Local Access Improvement Project and MSN B7 & B8 Projects. Not to exceed amount to be increased by \$650,000 to a total of \$1,050,000. Contract to terminate July 2028. Funding to be allocated from the Measure AA ½-Cent Transportation Sales Tax and RM3.

BACKGROUND

TAM, in cooperation with California Department of Transportation (Caltrans) and the Cities of San Rafael and Larkspur, has been exploring alternatives to build a direct highway connection from Northbound (NB) US 101 to Eastbound (EB) I-580 and improve bicycle/pedestrian and transit connections along Bellam Boulevard in San Rafael. TAM successfully advocated to have \$135 million for the Connector included in the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). The project is also included in TAM's voter approved Measure AA transportation sales tax, with 2% of the sales tax to be dedicated to the Connector project for cost escalation, public outreach and to accelerate the project (estimated to be over \$16.5 million). This local commitment has allowed the project to move forward while the RM3 funds were delayed due to legal challenges.

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. to further develop the alternative evaluation, develop preliminary engineering, conduct public outreach, conduct environmental studies/approval and prepare various required reports for the

Connector project. At the same meeting, the TAM Board also authorized a contract with Fremier Enterprises, Inc. to provide project management services to support TAM staff with the management of the project.

For the past four years, the TAM Project team has worked with the project Ad-hoc Committee (currently consisting of three TAM Board commissioners), Executive Steering Committee (ESC), Technical Advisory Committee (TAC), Stakeholder Working Group (SWG) and various community and business groups to seek feedback and refine the alternatives. A total of thirteen preliminary connector alternatives were developed which were narrowed down to nine alternatives as part of this process.

In December 2021, staff presented the nine project build alternatives and feedback received from the public outreach effort to the TAM Board. At the meeting, the TAM Board provided direction on alternatives to be dropped from further consideration, thus advancing four out of nine alternatives to study in more detail during the environmental phase. A Project Initiation Document (PID) developed for the four alternatives was approved by Caltrans in September 2023.

DISCUSSION/ANALYSIS

Contract Amendment – Kimley-Horn & Associates

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. (KHA) to develop preliminary engineering, outreach, environmental studies/approval and various required approval reports for the project for a not to exceed amount of \$5,900,000. The contract term ends on June 30, 2024.

On January 28, 2021, Amendment 1 of the Agreement was approved by the TAM Board to add scope and an increase of funds to perform additional traffic studies to assess a third lane on the Richmond-San Rafael Bridge, expanded public outreach, a more detailed equity analysis and additional engineering to expand the development of alternatives. The not to exceed amount was increased by \$600,000 to a total of \$6,500,000.

Now that the planning phase is complete and the environmental phase is starting, a reassessment of the scope and budget is necessary in order to complete the environmental phase. More budget and time than originally anticipated was spent on the planning phase to develop the PID due to an increase in the number and detail of alternatives analyzed, increase in the public outreach effort, including the number of public and stakeholder meetings and implementation of equity outreach workshops, and additional traffic studies to further refine the alternatives and address input from the community.

Based on the above-described additional effort required for the Project, in order to complete the environmental phase, staff recommends increasing the budget of the contract with KHA by \$3.5 million to a total not to exceed amount of \$10 million and extending the contract term through July 31, 2028. The original Agreement was for five years and this action will be for five additional years.

Contract Amendment – Fremier Enterprises, Inc.

In July 2018, the TAM Board authorized the award of a contract with Fremier Enterprises, Inc. for project management services to assist the TAM project management team with the delivery of the Project, for a not to exceed amount of \$400,000. The project manager represents TAM's interest to deliver the project, interacts with other project consultants, various agencies, Caltrans and the Cities of San Rafael and Larkspur. The contract term ends on June 30, 2024.

In order to continue to provide project management services through the environmental phase, a contract amendment is necessary to provide additional budget and extend the contract term. In addition, with the recent departure of a key TAM project manager, additional project management support is needed in the near term to complete the delivery of the Marin Sonoma Narrows (MSN) B7 and B8 projects. Staff engaged Fremier Enterprises, Inc. for the MSN projects due to Ms. Fremier's prior work and knowledge of the MSN corridor projects, which will allow for a smooth transition. Staff recommends increasing the budget of the contract with Fremier Enterprises by \$650,000 to a total not to exceed amount of \$1,050,000 in order to continue project management services on this Project, add project management services for the MSN B7 & B8 projects, and extend the contract term through July 31, 2028.

FISCAL CONSIDERATION

The recommended contract amendments require no change to the FY2023-24 TAM Annual Budget as this Project spans many years and there is sufficient budget authority for the current fiscal year. Sufficient funding will be available in Regional Measure 3 and Measure AA to complete the design for the final selected alternative. Availability of construction funding will depend on the selected preferred Alternative.

NEXT STEPS

TAM staff will continue to work with the consulting team to advance the Project through the environmental phase while considering the needs of a variety of stakeholders.

ATTACHMENT

None.

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DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Jennifer Doucette, Executive Assistant/Clerk of the Board

SUBJECT: Appointment to the TAM Citizens' Oversight Committee (Action), Agenda Item No. 8d

RECOMMENDATION

The TAM Board accepts the nomination and appoints Jane Gould to the Citizens' Oversight Committee (COC) as the Alternate for the Marin County Paratransit Coordinating Council.

BACKGROUND

The COC oversees the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee revenue and expenditure activities as required by the voter approved Expenditure Plans for the respective measures. As an independently functioning group, the COC assures that the voter approved Measure A/AA Sales Tax and Measure B VRF Expenditure Plans are carried out according to the requirements specified in the plans. The COC is composed of 12 members and 12 alternates who are private citizens residing in Marin County and collectively represent diverse interests of Marin County. All COC members should have no economic interest in TAM's projects. Over the years, due, in part, to the dedication and strong support of the members/alternates, the COC has become an indispensable part of TAM. Each organization and planning area represented on the COC (as shown in the *TAM Citizens' Oversight Committee Membership – March 2024* table below) shall nominate its representative, with final appointment by the TAM Board.

Jane Gould holds a postdoctoral degree in Transportation Studies from the University of California, Irvine. Her expertise lies in various facets of transportation, including public transportation, biking, and electric vehicles. With a background as a Transportation Planner at UCLA and experience as an educator on topics such as Senior Transportation and Smartphone Apps, Jane brings a rich blend of academic knowledge and practical insights to her work.

In addition to her academic pursuits, Jane is an active member of her community, serving as an instructor at the College of Marin where she teaches a community class on Electric Vehicles. She is also an appointed member of the Commission on Aging in Marin, representing Tiburon, demonstrating her commitment to addressing transportation needs for seniors.

Ms. Gould was nominated for the Alternate position by the Marin County Paratransit Coordinating Council, where she provides valuable insights and support in advancing transportation initiatives within Marin County.

TAM Citizens’ Oversight Committee Membership – March 2024

Representing Area/Organization	Member/Candidate	Term Expiration
Northern Marin Planning Area	Member – Charley Vogt	May 31, 2025
	Alternate – Vacant	
Central Marin Planning Area	Member – Jeffery Olson	May 31, 2025
	Alternate – Vacant	
Ross Valley Planning Area	Member – Paul Roye	May 31, 2027
	Alternate – Susannah Saunders	
Southern Marin Planning Area	Member – Debbie Alley	May 31, 2027
	Alternate – Vacant	
West Marin Planning Area	Member – Scott Tye	May 31, 2027
	Alternate – Vacant	
Marin County Paratransit Coordinating Council	Member – Allan Bortel	May 31, 2027
	Alternate – Jane Gould	
Bicyclist and Pedestrian Groups	Member – Vacant	May 31, 2027
	Alternate – Vacant	
Environmental Organizations	Member – Kate Powers	May 31, 2025
	Alternate – Nancy Okada	
School Districts	Member – Zack Macdonald	May 31, 2025
	Alternate – Heather McPhail Sridharan	
Major Marin Employers	Member – Peter Pelham	May 31, 2025
	Alternate – Vacant	
Taxpayer Group	Member – Kingston Cole	May 31, 2025
	Alternate – James Schmidt	
League of Women Voters	Member – Kevin Hagerty	May 31, 2027
	Alternate – Kay Noguchi	

FISCAL CONSIDERATION

Not applicable.

NEXT STEPS

Staff will continue to solicit nominations and applications to fill the remaining vacant positions.

ATTACHMENTS

None.



DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Contract Amendment with BKF Engineers to Complete Design and Support on the Bellam Boulevard Off-Ramp Project (Action), Agenda Item No. 8e

RECOMMENDATION

Staff is recommending that the TAM Board authorizes the Executive Director to execute the fifth amendment to Contract C-FY17-02 with BKF Engineers, to increase rates retroactive to January 1, 2024 for the design and support of the Bellam Boulevard Off-Ramp Project.

BACKGROUND

TAM has been working closely with the California Department of Transportation (Caltrans), the City of San Rafael and the City of Larkspur to advance improvements to the approaches to the Richmond-San Rafael Bridge. The TAM Board approved funding for three independent projects to improve access to the Bridge: (1) vehicular access improvements at the Highway 101 off-ramp to Bellam Blvd., (2) vehicular, bicycle and pedestrian access improvements along East Sir Francis Drake Blvd. (SFD), and (3) bicycle access improvements on the I-580 Overcrossing to Westbound Sir Francis Drake Blvd. While the design work continues for the Bellam Blvd. Off-Ramp project, the improvements along SFD and the Sir Francis Drake Blvd. Overcrossing have been completed and are providing travel benefits for both eastbound and westbound users.

The scope of the Bellam Boulevard Off-Ramp Project involves improving safety on Northbound Highway 101 by allowing for additional storage on the off-ramp and reducing the stopped traffic in the right lane of Highway 101. Other improvements include adding a second lane to the off-ramp to separate Highway 101 traffic turning left at Bellam Blvd. from traffic going straight across the ramp or turning right; adding a second right-turn lane to help with traffic merging from the I-580 off-ramp; reconfiguring the crosswalk across Bellam Blvd.; and making improvements to the eastbound I-580 on-ramp.

DISCUSSION

The Bellam Boulevard Off-Ramp project is experiencing ongoing issues that require additional time and funding. However, the consultant rates have been held constant since 2016. During that period, consultant pay and costs have continued to increase. The duration of the contract has been for a longer time than originally anticipated. Management at BKF Engineers have requested that rates be brought into conformance with market rates used on other contracts, effective January 1 of this year. No additional funds are being requested, it is anticipated that the consultant work can be completed within the available contract budget.

The Bellam Boulevard Off-Ramp Project currently has a \$3.5 to \$4 million shortfall for the construction phase. Both of the other two projects required additional funds and money was transferred from the Bellam Boulevard Off-Ramp Project to allow both to proceed to construction. TAM staff is exploring several options to allow for a full funding plan.

FISCAL IMPACTS

Sufficient funds for the BKF contract are included in the current year's budget.

NEXT STEPS

Following Board approval, the Executive Director will execute the contract amendment. Staff is planning to return next month with an update on the Bellam Boulevard Off-Ramp Project. The update will include various recommended actions to bring this Project to completion.

ATTACHMENTS

None.



DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Molly Graham, Public Outreach Coordinator

SUBJECT: Review and Approve the FY2022-23 COC/2023 TAM Annual Report (Action),
Agenda Item No. 9

RECOMMENDATION

The TAM Board reviews and approves the combined FY2022-23 Citizens' Oversight Committee (COC)/2023 TAM Annual Report and directs staff to finalize the report based on input from both the COC and the Board and make it available to the public.

The COC reviewed and approved the combined FY2022-23 COC/2023 TAM Annual Report at its March 18 meeting. COC Vice-Chair Kevin Hagerty is expected to attend the TAM Board meeting to introduce the Annual Report and comment on any significant items from the COC review.

BACKGROUND

The Annual Report provides an overview of TAM's progress to deliver transportation projects and programs and it provides documentation that the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee funds are being spent in accordance with the voter-approved Expenditure Plans. The Annual Report also provides a status update of high priority transportation programs, projects and planning efforts that are paid for with regional, state and federal funds. The Annual Report is prepared in fulfillment of statutory and Expenditure Plan requirements.

DISCUSSION/ANALYSIS

The TAM/COC Annual Report provides a comprehensive overview of TAM's progress to deliver priority transportation projects, programs, and planning initiatives in Marin County. The 2023 Annual Report highlights the key accomplishments achieved during the time period covered and contains a map of key capital improvement projects.

The following sections are presented in the FY2022-23 COC/2023 TAM Annual Report:

Letter from the TAM Board Chairperson
About the Transportation Authority of Marin
Message from the COC Chairperson
2023 Key Updates and Highlights
Funding
Projects
Programs

Planning and Coordination
Transit
Community Engagement
Featured COC Member of the Year
(Member Kate Powers)
Financial Picture
Key Capital Improvement Projects Map

Staff would like to thank the COC Annual Report Subcommittee members for their invaluable review and input to create this draft report: Allan Bortel, Kate Powers, Kay Noguchi, Kevin Hagerty and Kingston Cole. Staff would like to give additional thanks to Kay Noguchi for continuing to provide her dedicated proofreading support.

Distribution Plan

Below are the key distribution contacts for the Annual Report. We encourage the TAM Board and COC members to provide additional contacts to ensure a comprehensive and growing distribution list.

The Annual Report will be available on TAM's website and electronically distributed through the TAM Traveler and various social media tools, including Facebook, X (formerly known as Twitter), and LinkedIn. A limited number of hard copies of the Report will be distributed through various methods or groups including:

- Libraries/Cities/Towns/County Civic Center
- TAM committees
- Local jurisdictions and various professional groups such as Marin Public Works Association
- School Districts
- Chambers of Commerce
- Transportation partner agencies in the County and in the region such as other congestion management agencies and transit operators
- Related agencies and advocacy groups such as Marin County Health & Human Services, Paratransit Coordinating Council, the Marin Center for Independent Living, Marin Conservation League and the Marin County Bicycle Coalition
- Public meetings and events

FISCAL CONSIDERATION

The budget amount needed for production of the report is included in the FY2023-24 TAM Annual Budget.

NEXT STEPS

With the approval of the TAM Board, staff will finalize the report with the comments from both the COC and the Board and release it to interested groups, local agencies, advocacy organizations and Marin residents per the distribution plan.

ATTACHMENT

Attachment A – Draft FY2022-23 COC/2023 TAM Annual Report



2023

ANNUAL REPORT

Transportation Authority of Marin



Making the Most of
Marin County
Transportation Dollars

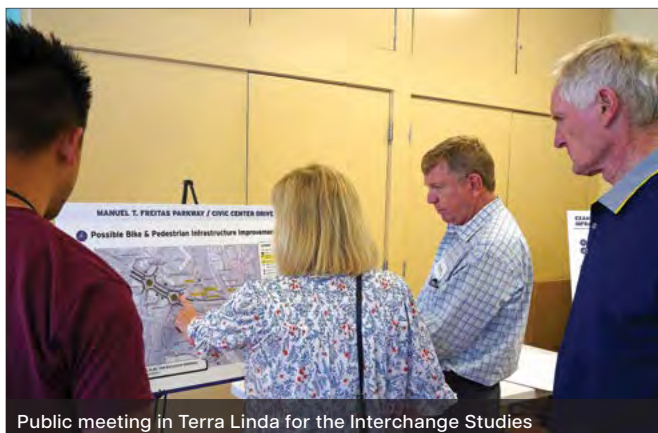


NINETEENTH CITIZENS' OVERSIGHT
COMMITTEE ANNUAL REPORT
FISCAL YEAR 2022 - 2023



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Public meeting in Terra Linda for the Interchange Studies

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

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

MESSAGE from the 2023 TAM BOARD CHAIRPERSON

Brian Colbert



I am excited to report that 2023 has been a stellar year for planning, funding, and delivering transportation projects in Marin County! On behalf of the Board of Commissioners I would especially like to thank the voters of Marin for ensuring that we have locally generated funding to maximize transportation dollars, and for setting priorities for our transportation future.

Highlights from 2023 include the completion of the Third Street Rehabilitation Project and the East Blithedale Rehabilitation Project; commencement of construction on the North-South Greenway extension to Larkspur; and approval of the implementation plan for the Bellam Boulevard Off-Ramp Improvement Project.

In addition, the initiation of the Countywide Transportation Plan and Sea Level Rise Adaptation Planning is particularly noteworthy as it presents a valuable opportunity to shape the future of transportation in Marin County. By engaging in comprehensive planning and setting clear objectives, the county can work towards realizing an ideal transportation vision that prioritizes mobility, accessibility, and sustainability.

The report's emphasis on the involvement and engagement of various stakeholders underscores the collaborative effort required to advance transportation priorities effectively. The collective commitment from community members, local governments, transit agencies, and environmental partners is essential for driving progress and achieving tangible results.

I, along with TAM staff and our Board of Commissioners, thank you for your dedication to enhancing mobility and access in Marin County. It is inspiring to see such proactive and collaborative approaches towards building a better transportation infrastructure for the community.

As always,

Brian Colbert

TAM 2023 BOARD OF COMMISSIONERS			
BELVEDERE Nancy Kemnitzer	MILL VALLEY Urban Carmel	SAN RAFAEL Kate Colin	COUNTY OF MARIN Mary Sackett
CORTE MADERA Pat Ravasio	NOVATO Rachel Farac	SAUSALITO Melissa Blaustein	Katie Rice Stephanie Moulton-Peters
FAIRFAX Chance Cutrano	ROSS P. Beach Kuhl	TIBURON Alice Fredericks	Dennis Rodoni Eric Lucan
LARKSPUR Kevin Caroll	SAN ANSELMO Brian Colbert		

ABOUT TAM

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

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

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

TAM BOARD OF COMMISSIONERS

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



TAM Board of Commissioners

TAM CITIZENS' OVERSIGHT COMMITTEE

The Citizens' Oversight Committee (COC) is an advisory body of 16 volunteers representing 12 geographic areas and specific interest groups. They are responsible for reviewing TAM's revenues and expenditures funded by Measure A/AA, the ½-Cent Transportation Sales Tax (approved in 2004 and renewed in 2018) and Measure B, the \$10 Vehicle Registration Fee (approved in 2010 and amended in 2023). COC members provide a wide range of knowledge and experience in finance, business, public and environmental policy, community engagement, active transportation, and transportation management.

MESSAGE FROM THE COC CHAIRPERSON

Peter Pelham – Representing Major Marin Employers



On behalf of the Citizens' Oversight Committee, I am pleased to present the combined TAM/Citizens' Oversight Committee Annual Report for 2023. Throughout the year we have reviewed financial documents, audits, budgets, and reports, and we confirm that local transportation funds have been spent in accordance with the will of Marin County voters.

In addition to these important tasks of financial verification, in 2023 the COC began to review the overall membership and representation of the committee with an eye toward equity and ensuring that the committee reflects the evolving needs of our communities. Recommendations will be brought to the Board in 2024 and we will continue to strive toward inclusion and adjust the COC structure as necessary. This has been an interesting and important reflection and has been timely as TAM creates its first Countywide Transportation Plan and the community as a whole considers our vision for mobility in Marin.

In our core role of fiscal oversight, in 2023 the TAM COC completed its 13th round of ½-Cent Transportation Sales Tax compliance audits and confirmed that all funds were spent in accordance with the requirements of the Expenditure Plans and funding agreements. Results of the compliance audits, along with TAM's FY2022-23 Annual Comprehensive Financial Report, are available on TAM's website, www.tam.ca.gov.

On behalf of the COC, I extend our appreciation to the community of Marin, our many partner agencies, and community organizations for their engagement in TAM's programs and the ongoing support for transportation improvements in Marin.

Peter Pelham

COC MEMBERS / ALTERNATES

Peter Pelham (*Chairperson*)
Major Marin Employers

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

Charley Vogt
Northern Marin Planning Area

Debbie Alley
Southern Marin Planning Area

Jeffrey Olson
Central Marin Planning Area

Allan Bortel
Marin County Paratransit
Coordinating Council

Kate Powers / Nancy Okada
Environmental Organizations

Vince O'Brien
Bicyclist / Pedestrian Groups

**Kingston Cole /
James Schmidt**
Taxpayer Groups

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

Scott Tye
West Marin Planning Area

**Zack Macdonald /
Heather McPhail Sridharan**
School Districts

2023 Key Updates and Highlights

FUNDING (p. 6 & 7)



Local funding helped leverage regional, state, and federal dollars for Marin in 2023

MARIN-SONOMA NARROWS (p. 8)



Construction is making great progress on the final section of HOV Lanes!

MARIN 101-580 MULTIMODAL AND LOCAL ACCESS IMPROVEMENT PROJECT (p. 10)



Community Engagement includes Voces de Canal Workshops and neighborhood input

BELLAM BOULEVARD OFF-RAMP IMPROVEMENT PROJECT (P. 11)



Design approved and traffic studies show time savings

MAJOR ROADS (p. 12 & 13)



Third Street and East Blithedale Major Roads Projects complete!

NORTH-SOUTH GREENWAY (p. 15)



North-South Greenway wins awards and begins extension to Larkspur

Key Updates and Highlights 2023

SAFE ROUTES TO SCHOOLS (p. 17)



Safe Routes to Schools Program enhances safety for students

CROSSING GUARD OF THE YEAR (p. 18)



Alice Yan Honored as Crossing Guard of the Year – Old Mill Elementary School

COUNTYWIDE TRANSPORTATION PLAN (p. 21)



TAM embarks on First CTP and Engages the Community

SEA LEVEL RISE PLANNING (p.22)



Seeking solutions to sea level rise on Marin roadways

LOCAL ROAD SAFETY PLAN (p. 23)



TAM, partner agencies, and jurisdictions throughout the county collaborate on Safety Plan

TRANSIT (p. 25)



Strong ridership

FUNDING

Essential transportation needs in Marin are funded with a suite of federal, state, regional, and local funding sources raised through sales taxes, fuel taxes, and various fees, such as the vehicle registration fee. Marin’s dedicated local revenue measures, the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, provide approximately \$38 million annually for many of the high priority transportation projects and programs, and also make Marin more competitive when applying for federal, state, and regional funding.

½-CENT TRANSPORTATION SALES TAX / APPROXIMATELY \$36 MILLION / YEAR (Approved November 2004 and renewed November 2018)

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



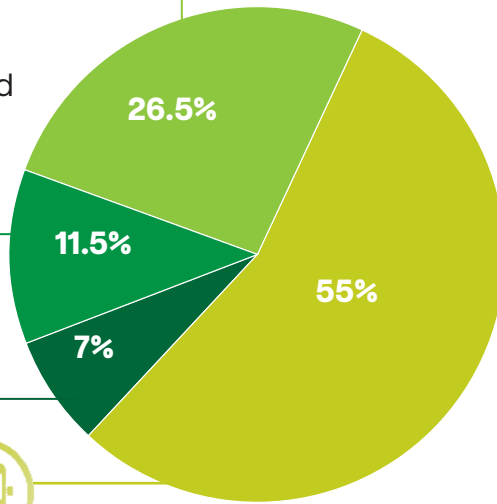
11.5% Reduce school-related congestion and provide safer access to schools



7% Reduce congestion on US-101 and adjacent roadways



55% Maintain and expand efficient and effective local transit services



\$10 VEHICLE REGISTRATION FEE / APPROXIMATELY \$2.3 MILLION/ YEAR (Approved in 2010 and amended in 2023)

5% Maintain Class I bike/ pedestrian pathways



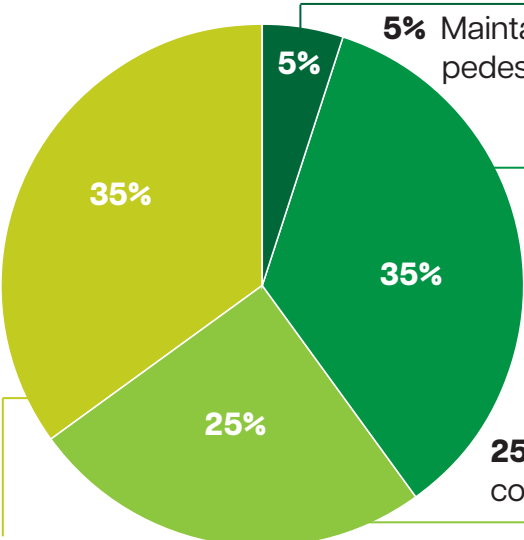
35% Maintain local streets with an emphasis on bicycle and pedestrian improvements



25% Reduce congestion and pollution



35% Improve transit for seniors and people with disabilities



Measure A/AA - ½-Cent Transportation Sales Tax

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

Measure B - \$10 Vehicle Registration Fee

Provides approximately \$2.3 million annually for transportation projects and programs to reduce pollution and congestion, improve senior and disabled transit, and support local roadway improvements. In February 2023, the TAM Board of Commissioners adopted the Amended Measure B Expenditure Plan. The amendments shift the criteria of the streets and roads funding toward bicycle, pedestrian, and safety improvements.

Regional Funding

Regional Measure 3 (RM3) was passed by Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls to fund significant transportation improvements and help solve some of the Bay Area's growing congestion problems. The measure is expected to generate up to \$4.45 billion dollars to fund major transportation projects in the toll bridge corridors. In 2019, a lawsuit challenged the measure. Funds from the \$1 toll increases added on January 1, 2019, and January 1, 2022, were placed into an escrow account managed by an independent trustee until the lawsuit was resolved. The lawsuit was ultimately dismissed by the California Supreme Court in January 2023. MTC began making RM3 allocations in June 2023. Projects in Marin that are scheduled to receive RM3 funds include:

- US 101/I-580 Multi-modal and Local Access Improvement Project (\$135 million)
- US Highway 101 Marin-Sonoma Narrows (\$90 million)
- San Rafael Transit Center (\$30 million)
- State Route 37 (\$100 million)
- North Bay Transit Access (\$100 million)

Additionally, agencies in Marin are eligible to compete for funding from the San Francisco Bay Trail/Safe Routes to Transit Program (\$150 million)

KEY REGIONAL FUNDING IN 2023

- \$400K grant to TAM to develop Mobility Hub Plans for Marin's rail and ferry stations
- \$1.25 million in funding for the US-101 Part-Time Transit Lane Project
- \$1.3 million from Transportation Fund for Clean Air and Transportation Development Act funds for a variety of projects that support active transportation and reduce emissions

KEY FEDERAL FUNDING IN 2023

- \$544K from the U.S. Department of Transportation (U.S. DOT) to develop a School Access Safety Action Plan
- \$10.2 million from the OBAG 3 grant program for various planning and pathway projects
- \$155 million from the federal PROTECT Program to the State Route 37 Flood protection Program

State Funding

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

KEY STATE FUNDING IN 2023

- \$519K from Caltrans to develop a Vehicle Miles Traveled Toolkit
- \$9.6 million from the Active Transportation Program
- \$9.6 million from Senate Bill 1 for local streets and roads
- \$11.7 million from state gas tax to Marin local streets and roads

Federal Funding

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



PROJECTS

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

Marin-Sonoma Narrows Project

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

Construction for the final High Occupancy Vehicle (HOV) lanes in Marin began in July 2022. This project will build 3.5 miles of northbound carpool lanes and 6 miles of southbound carpool lanes between Novato and the Marin-Sonoma County line.

KEY DATES FOR FINAL MSN HOV SEGMENT

- July 2022 Construction Begins
- June 2023 Southbound traffic shifted to the new, temporary alignment in the median
- Early/Mid 2024 Southbound traffic shifts to a new alignment and northbound traffic shifts to the median for crews to continue work on the northbound alignment
- Summer 2025 Targeted Opening of HOV Lanes



Marin-Sonoma Narrows construction

KEY ELEMENTS OF MARIN-SONOMA NARROWS

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

ENVIRONMENTAL ELEMENTS

- The construction team has repurposed roadway materials from the old US-101 to use as base material for the new highway, saving time, money, and environmental resources
- Over 30 culverts traverse under the roadway to transfer groundwater and act as wildlife corridors
- Bioretention basins help filter and treat stormwater runoff through a mixture of soil, sand, and gravel

State Route 37 Project

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

FLOOD PREVENTION PROJECT IN MARIN COUNTY

In August 2023, Caltrans released the draft environmental studies for the proposed project to improve SR-37 in Marin to reduce recurrent flooding and address anticipated effects from sea level rise. A public meeting was hosted in September to receive input and comments. Phase 1 of the project focuses on the most flood prone area and will elevate the Novato Creek Bridge approximately 30-feet, well above the 2130 sea level rise projections. The environmental clearance document for this project is nearing completion and the design phase is anticipated to begin in 2024.

SEARS POINT TO MARE ISLAND IMPROVEMENT PROJECT

This project proposes to improve SR-37 from west of the SR-121 intersection (Sears Point) to Mare Island, and implement a full-time, four-lane facility where the existing highway narrows to one lane in each direction. The project is focused on improving traffic flow during peak travel times, supporting equity, increasing vehicle occupancy in the corridor, and developing key environmental and watershed enhancements. In early 2023, Caltrans released the final environmental document. The project is in the design phase along with efforts to gather construction funding to tentatively begin construction in late 2025.

\$50 MILLION for SR-37
Between Vallejo and Sears Point

In December 2023, the California Transportation Commission (CTC) approved a \$50 million grant to support the project and ecological resilience along State Route 37 between Vallejo and Sears Point.



\$155 MILLION from the Federal Infrastructure Investment and Jobs Act was awarded for construction in August and construction of this phase is targeted for completion in 2029.

Flooding on State Route 37

US-101 to I-580 Multi-Modal and Local Access Improvement Project

Bay Area and Marin County voters approved funding to accelerate the delivery of a connection between US-101 and I-580 to separate regional and local traffic, provide multimodal and local access improvements, and provide access to the Richmond-San Rafael Bridge. In 2023, the project team continued public engagement including meetings with community groups, agency partners, and the Stakeholder Working Group to receive insight and input.

In 2023, a key element of outreach was focused on engaging local residents and community members from the Canal and Woodland area neighborhoods. In September, the US 101/580 Multi-modal and Local Access Improvement Project team started a series of leadership and capacity building workshops. The facilitated workshops included local neighborhood leaders and are based on a community-centered model for creating opportunities for effective, meaningful, and sustained partnerships with communities in the project area.

The project team completed the Project Study Report and is working with Caltrans to initiate environmental studies in 2024.

PROJECT GOALS

- Enhance circulation on local streets by separating regional pass-through traffic from local traffic

- Enhance the active transportation network (e.g., bicycle, pedestrian, bus transit) within the project area and improve connectivity to transit

- Enhance bicycle and pedestrian safety on local streets

- Improve connectivity between NB US 101 and EB I-580 for regional traffic in and out of Marin County using the Richmond-San Rafael Bridge

- Enhance and support economic prosperity in the project area by improving access to current and future businesses



On-ramp to I-580 from Bellam Blvd.

BELLAM BOULEVARD OFF-RAMP OPERATIONAL AND SAFETY PROJECT

As part of near-term local access improvements to Bellam Boulevard and the Richmond-San Rafael Bridge, modifications are proposed for the offramp from Northbound 101/Eastbound I-580 to Bellam Boulevard. The project will widen the NB 101/EB I-580 offramp and add a left turn lane to Bellam Boulevard to improve traffic flow, turn movements, and safety. The design for the project is complete and the project team is seeking additional funding, negotiating right-of-way, and preparing for construction targeted for 2024.



Presentation for Interchange Studies

INTERCHANGE AND APPROACHING ROADWAY STUDIES

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

In 2023, TAM initiated detailed planning for three Marin County interchanges, selected through extensive studies of twelve interchanges under the Highway 101 Interchange and Approaching Roadway Study. After an evaluation process and implementation plan, these three interchanges were selected for detailed planning:

- SR 131 Tiburon Blvd./East Blithedale Ave.

- Manuel T. Freitas Parkway/Civic Center Dr.

- Alameda del Prado/Nave Drive

In the summer, the project team hosted a series of workshops in the communities around each interchange to gather community input on the scope of future improvements.

In 2024, the project team will refine design improvement concepts and perform focused studies to complete the Project Initiation Document required to begin environmental studies.



Proposed Bellam Boulevard Gateway Access Improvements
Bellam Boulevard Operational and Safety Project



Major Roads Projects

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

THIRD STREET REHABILITATION PROJECT, SAN RAFAEL – COMPLETE!

Construction is complete for major improvements on the Third Street Corridor in San Rafael. This critical East-West corridor serves as one of Marin County's major arterials and is heavily congested during peak travel times. The \$20.8 million San Rafael project was conducted in cooperation with the San Rafael Sanitation District and the Marin Municipal Water District for efficiency with underground facility improvements. Construction began in March 2022 and was significantly complete at the end of 2023.

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



Ribbon-cutting for Third Street Rehabilitation Project



New roadway and bike/ped improvements on Third Street

EAST BLITHEDALE REHABILITATION PROJECT, MILL VALLEY – COMPLETE!

The City of Mill Valley completed improvements to East Blithedale Avenue, a vital corridor that serves as the northern gateway into the City's downtown, residential, school, and business areas. The project included improvements on East Blithedale from downtown Mill Valley to US-101 and segments of Sycamore Avenue. Project elements included new pavement, improved bike facilities, and upgraded traffic signals. Phase I of the project, from US-101 to Amicita, was completed in May 2022 and the overall project was completed in late 2023. Approximately \$2 million in funding was provided from TAM's voter approved funding.

NOVATO BOULEVARD IMPROVEMENTS PROJECT

In February 2023, the TAM Board approved the allocation of \$250,000 to the City of Novato to complete the Right-of-Way for the final segment of the Novato Boulevard Rehabilitation Project between Diablo Avenue and Grant Avenue.

The Project is designed to provide operational, bicycle, and pedestrian improvements to include:

- Two through-travel lanes (one in each direction) and a center-turn lane between Diablo Avenue and Boulevard Terrace
- Three through-travel lanes (two westbound and one eastbound) and a center-turn lane between Boulevard Terrace and Grant Avenue

- New and reconstructed sidewalks/curbs/gutters
- New bicycle lanes
- Reconstructed driveways
- Landscaping and water quality enhancement areas
- New traffic signals

Construction is expected to begin in 2024 and approximately \$10.6 million remains available from TAM's ½-Cent Transportation Sales Tax.

MAJOR ROADS PROJECTS COMPLETED TO DATE

- **City of San Rafael:** Fourth Street/West End Village Revitalization Project (2009)
- **City of Novato:** Novato Blvd. Segment 3: Eucalyptus Avenue to San Marin Drive (2009)
Novato Blvd. Segment 2: Grant Avenue to Eucalyptus Avenue (2011)
- **County of Marin:** Sir Francis Drake Blvd. from Samuel P. Taylor Park to the Platform Bridge (2014); West Sir Francis Drake Blvd. Lagunitas Road to Wild Iris Drive (2018); Sir Francis Drake Blvd. Rehabilitation, US-101 to Ross (2021)
- **City of Mill Valley:** Miller Avenue Streetscape Improvement Project (2018) and East Blithedale Rehabilitation Project (2023)
- **City of San Rafael:** Third Street Rehabilitation Project (2023)



New roadway improvements on East Blithedale

Local Roads Projects

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

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

In July 2023, funding to cities, towns, and the County of Marin from TAM for local streets and roads included nearly \$7 million from Measure AA.

To date, TAM has provided a total of approximately \$73 million to local roads projects, from both the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee revenues.

FY 23/24 Funds Allocated for Local Roads Projects

	Measure AA	Measure A Reserve	Total
Belvedere	\$ 64,439	\$ 2,479	\$ 66,918
Corte Madera	\$ 244,214	\$ 9,394	\$ 253,608
Fairfax	\$ 183,563	\$ 7,061	\$ 190,624
Larkspur	\$ 270,402	\$ 10,402	\$ 280,804
Mill Valley	\$ 365,037	\$ 14,042	\$ 379,079
Novato	\$ 1,188,310	\$ 45,711	\$ 1,234,021
Ross	\$ 65,034	\$ 2,502	\$ 67,536
San Anselmo	\$ 294,018	\$ 11,310	\$ 305,328
San Rafael	\$ 1,313,510	\$ 50,528	\$ 1,364,038
Sausalito	\$ 181,839	\$ 6,995	\$ 188,834
Tiburon	\$ 223,968	\$ 8,616	\$ 232,584
County	\$ 2,231,921	\$ 85,857	\$ 2,317,778
Total Allocated	\$ 6,626,255	\$ 254,897	\$ 6,881,152



Complete Streets on Shoreline Highway

Bicycle and Pedestrian Projects

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

North-South Greenway

In 2023, the recently completed multiuse pathway over Corte Madera Creek was honored with multiple awards including:

- **Outstanding Bridge Project** from the American Society of Civil Engineers Region 9 (California)
- **Engineering Excellence Honor Award** from the American Council of Engineering Companies
- **Active Transportation Project of the Year** California Transportation Foundation

The project was recognized for closing a key gap in the transportation network and providing a safe and separate facility, replacing the old 4-foot, narrow pathway with a 12-foot-wide multi-use path that is Americans with Disabilities Act (ADA) compliant.

The new path enhances access and encourages use of major public transportation facilities in Marin, including the Larkspur Ferry Terminal, local and regional bus service, and the Larkspur SMART station.

The project was completed in partnership with Caltrans, the City of Larkspur, the County of Marin, the Metropolitan Transportation Commission (MTC), and the hard work of the design, engineering, and construction teams.

The next phase of the project will extend the path south along Old Redwood Highway to the pedestrian overcrossing in Larkspur. TAM completed the environmental and design phases, and the City of Larkspur began construction in December 2023.

The pathway is expected to be open in spring/summer 2024.



North-South Greenway over Corte Madera Creek

FUNDING FOR BICYCLE AND PEDESTRIAN PROJECTS

In February 2023, MTC approved over \$9.5 million in State Active Transportation funding for the following Marin projects:

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

The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as walking and biking, and to support Safe Routes to Schools (SR2S) projects. Passage of Senate Bill 1 in 2017 directs \$100 million annually to the ATP, significantly augmenting the available funding for this popular program.

In the fall of 2023, the TAM Board approved programming of the FY23-24 and FY24-25 Transportation Fund for Clean Air and Transportation Development Act Article 3 Funds. Approximately \$1.3 million was programmed to the following projects:

- **Corte Madera**: Public Bike Parking Expansion/Improvement Project
- **County of Marin**: Redwood Highway Frontage Road Bikeway Improvements



Sandra Marker Trail

- **Fairfax**: Ped Curb Ramp and Sidewalk improvements
- **Fairfax**: Update to Fairfax Bike and Ped Master Plan
- **San Rafael**: San Rafael School Crosswalk Safety Improvements Project
- **San Rafael**: Canal Alliance Mid-Block Crossing Enhancement Project
- **TAM**: Street Smarts Marin
- **TAM**: North-US 101 Marin Sonoma Narrows

MARIN-SONOMA BIKESHARE MOVING FORWARD WITH NEW VENDOR SELECTION

The Sonoma County Transportation Authority (SCTA) and TAM are working together to expand mobility options and have entered into a contract with Drop Mobility for a bikeshare pilot program. The program will feature a fleet of 300 e-bikes stationed in approximately 75 hubs along the Sonoma-Marin Area Rail Transit (SMART) corridor. Coordination is underway with cities along the corridor, a working group, and partner agencies to plan and permit appropriate locations for the bikeshare hubs. The bikeshare program is funded from a \$826,000 grant from the Metropolitan Transportation Commission (MTC). The system is targeted to launch in summer/fall 2024.



Bikeshare e-bike

PROGRAMS

Safe Routes to Schools Program

Established in 2000, Marin County's SR2S Program is an award-winning program designed to reduce congestion around schools while instilling healthy habits in children and creating a safer and cleaner environment for all. The program consists of education classes, encouragement events, infrastructure improvements, crossing guards and other strategies that aim to increase the number of active green (walking and rolling programs) and green trips (carpooling, school bus, and transit) to and from schools.

With the passage of Marin's Measure A/AA ½-Cent Transportation Sales Tax, a secure funding source was created to support the program activities and has funded over \$14 million in infrastructure projects for safer routes to schools. Under TAM's administration, the program has expanded to include 55 schools and the involvement of over 29,000 students. TAM's SR2S program:

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

This year as part of the program local police and municipalities reminded parents and residents to slow down, follow the speed limit, and be extra careful when driving through school zones. The SR2S program hosted a variety of school encouragement programs including International Walk & Roll to School Day on October 4, Ruby Bridges Day on November 15, a Buddy-Up! Contest, and promotion of the Eyes Up Marin! Program.

The SR2S program also released the tri-annual Safe Routes to Schools Evaluation Report. The SR2S Program is continually evaluated to determine and advance its growth and effectiveness. The most recent evaluation report is for the 2018/2019 through 2021/2022 school years.



EYES UP MARIN! TAM'S STREET SMARTS PROGRAM

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

Last year, TAM updated the campaign with bold colors and clear safety messages in English and Spanish.

In 2023, the "Eyes Up Marin!" program was deployed in the spring and fall. The messages were distributed throughout Marin through hundreds of street pole banners, signs near schools, and lawn signs provided through local municipalities. The Street Smarts Program utilizes a data-driven focus to place messaging at "hotspots" throughout Marin County where traffic problems occur most frequently.



International Walk to School Day at Loma Verde

Crossing Guard Program

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

In May, the TAM Board was pleased to honor **ALICE YAN** with the Crossing Guard of the Year Award. Alice has been safely guiding students from Old Mill Elementary School across the busy intersection of Throckmorton Avenue and Old Mill Street. Alice has been a crossing guard at this location since 2016 and has never missed a shift. Thank you, Alice, for your dedication to keeping our school kids safe!



Alice Yan receives award



Alice Yan helps students cross the street safely to Old Mill Elementary

In 2023, TAM completed the recertification of Crossing Guard locations near Marin County schools. Crossing Guard sites are reevaluated approximately every four years to determine the highest needs based on a variety of safety criteria. In April, the TAM Board approved extending funding beyond the baseline of 96 guards to 103 Crossing Guards for the upcoming year.



E-BIKE SAFETY

The Safe Routes to Schools program and TAM are coordinating with Marin County Public Health, jurisdictions, public safety officials and school districts to engage students and the public with e-bike safety messages. As e-bikes and e-scooters have surged in popularity with students in Marin, so has public concern for students' safety. SR2S has developed guidelines for students and parents.

In late 2023, Marin County Public Health issued a Public Health Advisory on e-bike safety and launched a public "Bicycle Safety" data dashboard that displays all 911 responses to bike accidents countywide. The newly launched data dashboard is updated weekly. Conventional bike and e-bike accidents are shown separately, and charts include demographic characteristic of victims and accident locations.

Trip and Pollution Reduction Programs

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

Marin Commutes

The Marin Commutes Program is a comprehensive Transportation Demand Management (TDM) program that aims to reduce traffic congestion, improve air quality, and promote sustainable transportation in Marin County. The Marin Commutes Program includes public outreach, workplace outreach and evaluation, along with ongoing, seasonal, and targeted campaigns. MarinCommutes.org serves as an information hub, outreach platform, and focal point for commute options, promotions, and localized information for those living and working in Marin County.

In 2023, the Marin Commutes team conducted a comprehensive evaluation of the program covering the period of March 1, 2022, to June 30, 2023. The evaluation assessed each element of the program's performance in terms of awareness, participation, impact, funding, and partnerships.

The program offers a variety of incentives and resources to encourage residents and employees to use alternative transportation modes, such as public transit, carpooling, biking, and walking.

MARIN COMMUTES ELEMENTS INCLUDE:

Information and resources to residents, employees, and employers about alternatives to driving alone:

- **Community meetings, presentations, and events**
- **Employer meetings, presentations, and events**
- **Marin Commutes website and social media**
- **Marin Commutes newsletter and direct correspondence**

Seasonal mode shift campaigns and programs to promote alternative modes of transportation:

- **Marin Commutes Rewards**
- **Emergency Ride Home Program**
- **Vanpool Incentive Program**

IT'S REWARDING TO COMMUTE GREEN!

If you live or work in Marin County, you can earn up to \$500 per year for carpooling, walking or biking, taking transit— even working from home!






COMPETE WITH FRIENDS
Earn badges, climb the leaderboard, and compete in challenges!



TRACK YOUR IMPACT
See the difference your commute makes for your wallet, health, and the environment!



EARN REWARDS
Log trips to earn gift cards, and enter drawings for even more prizes!



Spotlight: Emergency Ride Home

67% of our survey respondents reported that knowing of the program makes them more comfortable taking alternative modes to driving alone.

Alternative Fuels Program

Marin County was an early adopter of electric vehicles and Marin EV sales continue to trend well above the state average. TAM's Alternative Fuels Program advances the transition from fossil-fuel based transportation to more sustainable alternative fuel vehicles and EVs. Switching to alternative fuel vehicles and EVs reduces harmful air pollution levels and decreases greenhouse gas emissions.

TAM's ongoing rebate program supports public agencies in the transition to EVs and has resulted in approximately 450 rebates for EV chargers and 45 rebates for converting to alternative fuel vehicles. Throughout 2023, TAM conducted a series of workshops, webinars, and events to increase awareness and support public agencies with transitioning to clean fleets.

OUTREACH AND TECHNICAL STUDIES INCLUDE:

- EV First Responder Event
- EV Toolkit(s)
- MCEP Countywide EV Acceleration Plan
- Marin County Fair Booth
- Ride and Drives
- EV Siting Studies
- Parking Lot Study

PROGRAM HIGHLIGHTS:

Clean Fleet Expo

In September 2023, TAM held the inaugural Clean Fleet Expo: An Alternative Fuels and Technology Showcase at the Marin County Fairgrounds. The expo offered an immersive EV and alternative fuels education experience for public agencies and others who manage fleets in Northern California.

- Vehicle and Charging Infrastructure Expo with Alternative Fuels Ride and Drive
- Over 20 vehicles represented including light, medium, and heavy-duty options
- Seven experts across two workshops:
Vehicle Procurement: What's Available and How to Find Funding

Assessment: Evaluating and Planning for Current and Future Needs



TRANSPORTATION ELECTRIFICATION AT SCHOOLS

In 2023, TAM hosted the first Transportation Electrification at Schools Webinar. School district administrators, facility managers, and staff learned about EV charging technology and its benefits, explored policy considerations related to school charging infrastructure, were inspired by school districts that have successfully transitioned to electric school buses, and got answers to questions from industry experts.



"Electrify Marin" booth at the Marin County Fair

PLANNING AND COORDINATION

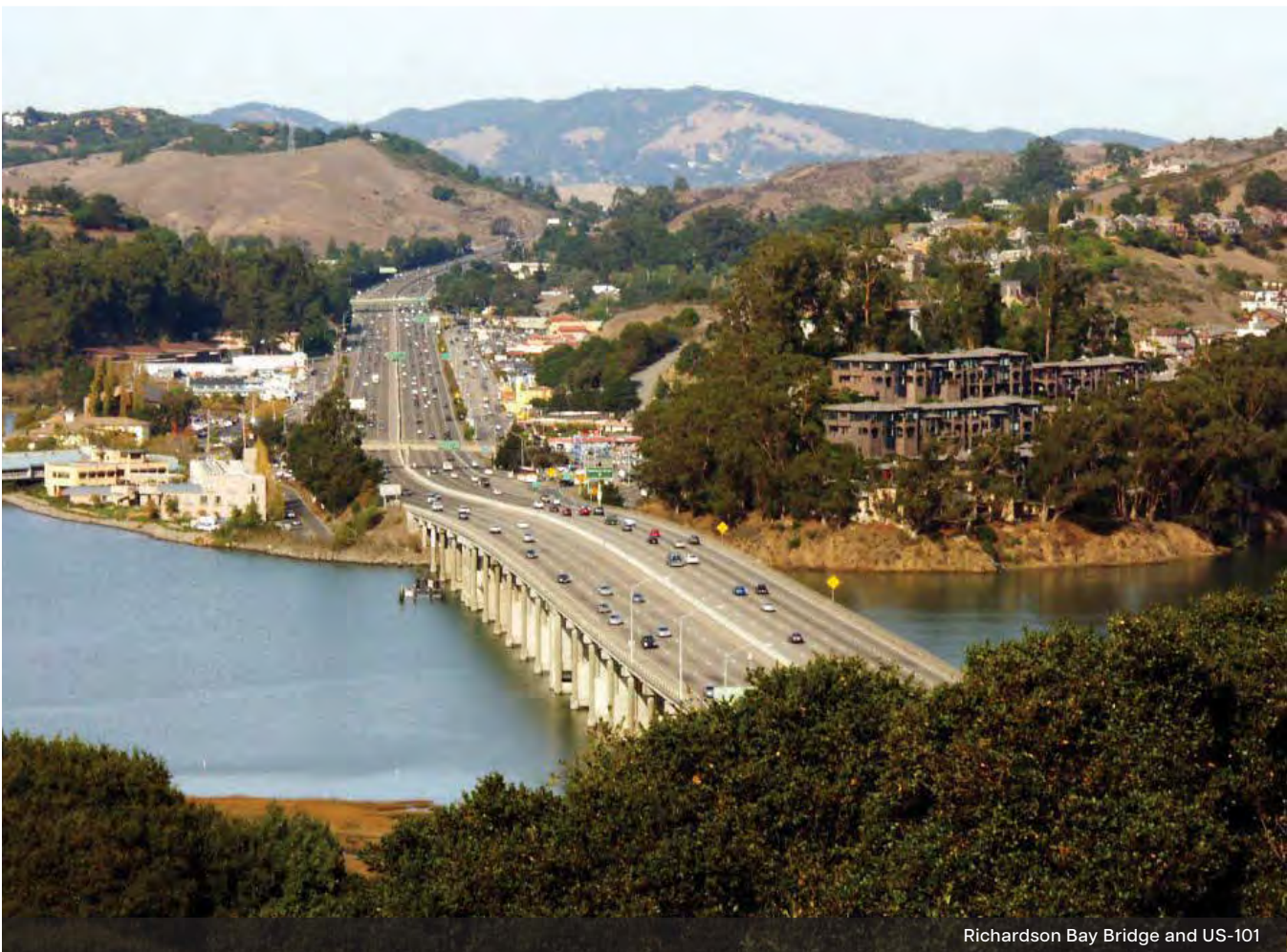
Planning Activities

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

COUNTYWIDE TRANSPORTATION PLAN/COMMUNITY BASED TRANSPORTATION PLAN

Over the summer of 2023, TAM staff began initial work on the development of Marin County's first Countywide Transportation Plan (CTP) and a countywide Community-Based Transportation Plan (CBTP) with the first Board workshop taking place in October of 2023. This planning process is expected to occur over the next year and a half, 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.

The CTP is intended to prioritize overarching strategies, specific policies, and targeted projects that are competitive for state and regional funding and establish the partnerships necessary to implement the shared vision for our transportation system. This planning effort builds on previous efforts including TAM's 2017 Strategic Vision Plan, previously developed CBTPs, and local expenditure plans, among other efforts. Ultimately, the CTP/CBTP will guide TAM's decision-making, and advance safety, equity, climate resiliency, transit recovery and priority, and transportation improvements to support land use patterns in the county.



Richardson Bay Bridge and US-101

EQUITY

Staff have been advancing efforts identified in TAM's Draft Equity Action Plan presented to the TAM Board in 2022. The Equity Action Plan identifies key actions for TAM to conduct across the four main areas of internal operations, community engagement, implementation, and accountability. Staff have developed an equity working group as part of the CTP/CBTP, and will continue to embark on this effort to define and assess equity in TAM's processes.

SEA LEVEL RISE

In 2023, TAM launched a countywide look at Sea Level Rise for the transportation network. TAM is seeking to identify vulnerable transportation facilities and potential concept solutions at multiple flood scenarios. The study will take a technical approach to identify opportunities for protecting transportation facilities, including potential co-benefits or opportunities, and potential partners for these locations. TAM has been engaging with BayWave, C-SMART, and Caltrans to assess opportunities for partnerships on upcoming projects and to advance planning on major sea level rise initiatives in the county.



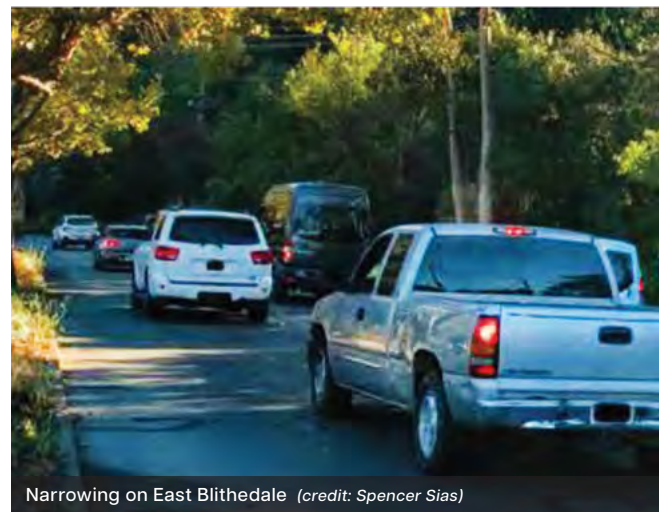
Flooding on Miller Avenue (credit: Josh Edelson / AFP)

NORTH-SOUTH GREENWAY & CROSS MARIN BIKEWAY STATUS REPORTS

In 2023, TAM developed a status report that illustrates the progress of the North-South Greenway (NSGW) and Cross Marin Bikeway (CMB), two primary bicycle/pedestrian corridors in Marin County running north-south and east-west, respectively. Over the years, TAM and other agencies have contributed significant resources to plan, fund, and deliver infrastructure improvements at various locations throughout these corridors. While major milestones have been celebrated in recent years, such as the completion of the Central Marin Ferry Connector Bridge across Sir Francis Drake Boulevard and the NSGW Project Over Corte Madera Creek, there are still major gaps within the two corridors. The status report was developed in close coordination with local jurisdictions and bike advocacy groups to take a closer look at what efforts are underway to build out these important facilities, and what gaps remain in the network. The report indicates that 62% of the NSGW and 89% of the CMB have been completed.

WILDFIRE EVACUATION

The Marin Wildfire Prevention Authority developed an evacuation risk assessment effort in 2023 to understand wildfire and evacuation route risks for the county. TAM coordinated closely with this effort, serving on the technical advisory team and providing data and modeling support through TAM's Demand Model. This study looks at existing literature to determine lessons learned and best practices, and assigns risk factors based on fire, communication, and transportation modeling.



Narrowing on East Blithedale (credit: Spencer Sias)

LOCAL ROAD SAFETY PLAN, VISION ZERO POLICY

TAM, in Partnership with the County of Marin, and jurisdictions, prepared a Countywide Local Road Safety Plan (LRSP). The plan provides a proactive analysis of our roadway network and identifies high-risk locations and collision patterns using existing crash data. The plan identifies low-cost as well as long-term measures that can be used to help secure future grants to address key safety issues. This effort also develops a Vision Zero Policy that can be used and adopted by all jurisdictions to promote roadway safety for all users of our roadway network. The plan is expected to be adopted by jurisdictions in 2024.



from auto delay measurements (level of service) to a measurement of the amount of driving, VMT. The grant will support local jurisdictions' VMT policy implementation, measuring and quantifying VMT, developing localized mitigation measures, and furthering the needs of low income and minority communities that are already traveling by lower VMT methods.

MOBILITY HUBS PLANNING GRANT

In June 2023, the Metropolitan Transportation Commission (MTC) approved a \$400K grant for TAM to develop Mobility Hub Plans for Marin's rail and ferry stations. Mobility Hubs bring together public transit, bike share, car share, and other ways for people to get where they want to go without a private vehicle. The planning process will be initiated in 2024 and is expected to take approximately one year to complete.

TAM TRAVEL DEMAND MODEL FORECASTING

The TAM Travel Demand Model (TAMDM) is a state-of-the-practice activity-based model used for estimating travel demand on transportation facilities. This tool is required as part of TAM's congestion management agency duties and is used to estimate demand on the transportation system from regional growth, new transportation projects, new land use/development projects, or large planning efforts like general plans. The model is currently undergoing an update to provide updated metrics for use in planning reports and traffic studies.

US-101 PART TIME TRANSIT LANE

In February 2023, MTC awarded TAM \$1.25 million from the Transit Performance Initiative for the US-101 Part-Time Transit Lane Project. This project would allow buses to operate on the outside shoulder when speeds on the highway drop below 35 mph to provide travel time and transit reliability benefits. TAM, in coordination with Caltrans, will initiate the project development process in 2024.

VEHICLE MILES TRAVELED TOOLKIT

In September 2023, TAM was awarded \$516K to support local jurisdictions in assessing and mitigating Vehicle Miles Traveled (VMT) in their CEQA Analysis. With the passage of Senate Bill (SB) 743 in 2013, the state began transitioning away



Local and Regional Coordination

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

As local jurisdictions make progress towards completing local housing elements, TAM has coordinated with the jurisdictions' community development departments on general plan development, transportation policy and project development reviews. TAM also coordinates with public works departments on transportation programs, policies, and funding opportunities to support local project development processes.

TRANSIT PLANNING

Transit planning remains a dynamic discussion in the county, as post pandemic service changes, and funding needs evolve. In 2023, a specific effort was initiated to coordinate transit service between Marin and Sonoma. The focus is to develop a comprehensive transit service plan covering the two-county area to optimize service along the US-101 corridor and facilitate best trips for transit riders. Initial meetings included: TAM, Sonoma County Transportation Authority, Metropolitan Transportation Commission, Marin Transit, Santa Rosa City Bus, Sonoma County Transit, Petaluma Transit, SMART, and Golden Gate Transit.

REGIONAL TRANSPORTATION PLANNING

Coordinating local needs and regional initiatives ensures that Marin County's transportation needs and investments are considered as part of regional plans through the year 2050. In 2023, MTC launched an update to Plan Bay Area 2050, and TAM submitted regionally significant projects for consideration.

SAN RAFAEL TRANSIT CENTER RELOCATION

The Golden Gate Bridge, Highway and Transportation District is leading a project to relocate the San Rafael Transit Center, in coordination with the City of San Rafael, Marin Transit, SMART and TAM. The relocation is needed in order to accommodate transit ridership and operations, and to make the site more functional since the extension of SMART rail service to Larkspur divides the current site. In 2023, the GGBHTD convened a Community Design Advisory Group (CDAG) to provide input into the architecture, design, and amenities of the new transit center. In addition to the CDAG meetings, the GGBHTD hosted open houses, Facebook Live events and conducted a survey for input. Public engagement efforts culminated in public meetings to unveil design concepts in December 2023. GGBHTD will continue to advance the project in coming years.



Visual simulation of Proposed Canopy at the future San Rafael Transit Center

Local Transit

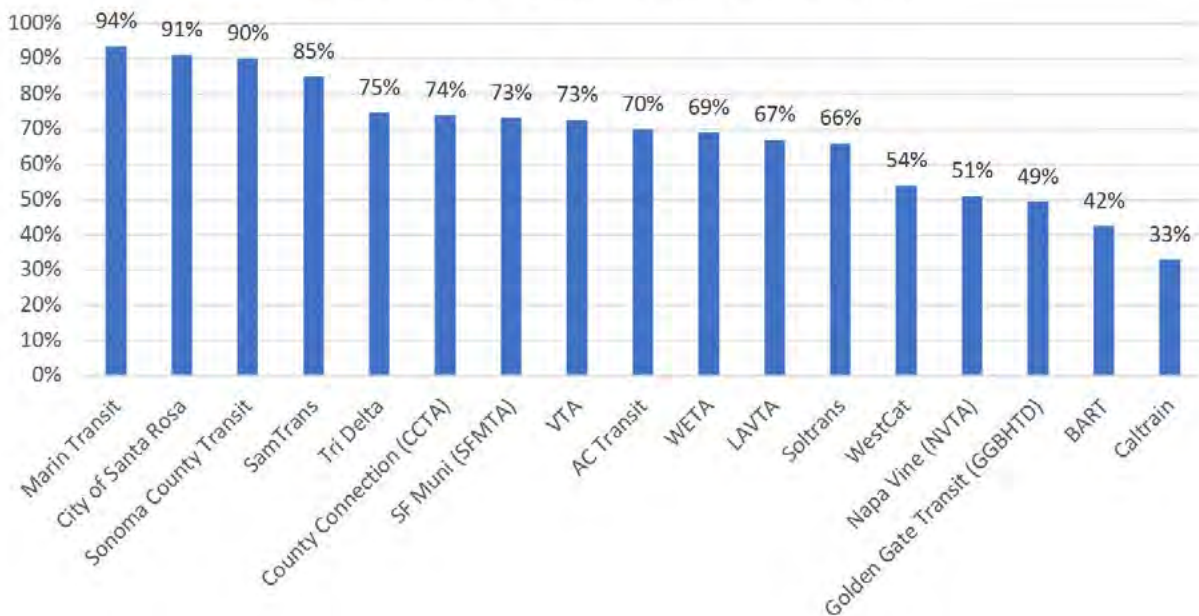
TRANSIT

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

STRONG RIDERSHIP ON MARIN TRANSIT

Marin Transit continues to experience strong ridership. As of November 2023, Marin Transit’s fixed route ridership is at 95% of pre-COVID levels, a higher share of pre-pandemic ridership than any other bus agency in the Bay Area. The graph below shows COVID ridership recovery for every Bay Area transit agency that reported to the National Transit Database in October 2023.

COVID Ridership Recovery, October 2023



Marin Transit bus to Inverness

MARIN TRANSIT RECEIVES \$31.5 MILLION GRANT FOR ELECTRIC BUS FACILITY

In July 2023, the Federal Transit Administration (FTA) awarded a \$31.5 million grant to Marin Transit to fund a new electric bus facility. This was the largest FTA grant awarded in California this cycle, and it will fund the site acquisition for and construction of an all-electric bus facility that can provide maintenance and charging infrastructure for up to 40 buses. The project will provide operational efficiencies by centralizing parking and maintenance into a central location, reduce carbon emissions from Marin Transit service operation by 28%, decrease maintenance-related service disruptions, and provide workforce training for the next generation of bus maintenance workers.

FIXED ROUTE SERVICE CHANGE

In June 2023, Marin Transit reorganized several bus routes to respond to changing road conditions and improve service reliability. The changes have been successful; service reliability has seen significant improvements, and riders are responding positively to that change. October 2023 saw the highest monthly ridership on Marin Transit buses since 2019.

TRANSIT PRIORITY CORRIDOR PROJECT

Since 2012, Marin Transit has developed high ridership transit corridors in Marin County.

The corridors are 4th Street, Lincoln Ave., and around the San Rafael Transit Center in San Rafael, and South Novato Blvd. in Novato. Further improvements will include upgrades to bus stop amenities, enhancements to passenger information, and transit priority treatments to make transit service faster, more reliable, and more accessible to riders.

Making accessibility improvements is a priority for Marin Transit. The project will renovate high-ridership stops to improve ADA (Americans with Disabilities Act) accessibility, enhance amenities such as real-time information, and better integrate bus stops with street design.

In partnership with the City of San Rafael, Marin Transit will improve the operational efficiency of existing routes through implementation of transit signal priority. This project will also evaluate treatments such as queue jump lanes, bus bulbouts, and part-time dedicated carpool/transit lanes to further enhance speed and reliability of the system.

ADA BUS STOP IMPROVEMENTS

Marin Transit is currently finalizing plans to renovate 22 high-ridership stops to improve accessibility for people with disabilities (per Americans with Disabilities Act, ADA). The bus stops were chosen from an assessment and ride-check performed in 2017. These renovations will include the addition



Congressman Jared Huffman and FTA Deputy Regional Administrator Amy Changchien present \$31.5 million in grant funding to Marin Transit Board Members



Marin Transit local route 23 to the Canal neighborhood

of accessible landing pads and upgrades to passenger amenities to tie in with street design. The project, estimated to cost \$1.8M, will also include the addition of three new bus stops. Marin Transit will build a new bus pullout and crosswalk at E. Francisco Blvd and Medway, and add stops to serve Marin Community Clinics in Novato.

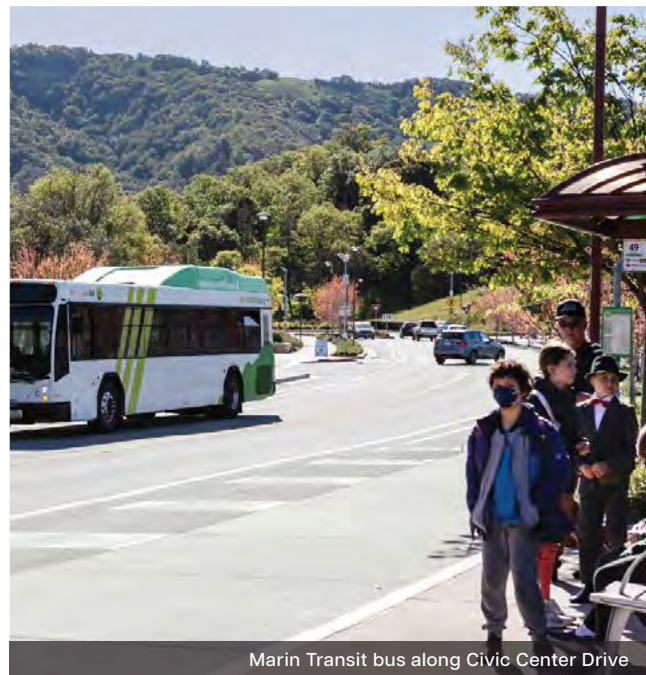
MARIN ACCESS

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

As Marin County's population continues to age, Marin Transit is committed to ensuring that there is a robust transit system that will empower older adults and people with disabilities to live independently, travel with confidence, and remain connected to the community. Based on community feedback, the vision for Marin Access is to further

unify its services and programs so riders can call one phone number or click one link to learn about mobility options, complete the eligibility process, and schedule trips. This will simplify the rider experience and make it easier to identify what transportation options are right for each unique rider.

Marin Access also offers travel training for those who are unsure how to use public transit. Marin Transit's travel training opportunities help riders become more informed and independent consumers. Community members can attend a group presentation to learn about transportation



Marin Transit bus along Civic Center Drive

programs and services available through Marin Transit and Marin Access, or request a one-on-one training aboard our fixed route buses and learn how to ride with ease and confidence.

NEW CATCH-A-RIDE PILOT PROGRAM

In July 2023, Marin Transit rolled out a new Catch-A-Ride pilot program that makes it easier than ever for qualifying Marin County residents to get subsidized rides. Registered Marin Access riders may opt to receive 30 vouchers per quarter (3-month period) that can be used on either Uber or taxi rides. Base fares and maximum voucher values apply. Low-income riders who qualify and register for Marin Access Fare Assistance have their base fares waived and also receive 10 “long distance” vouchers per quarter in addition to the standard vouchers.

The program has been hugely successful so far. Catch-A-Ride ridership in November 2023 was nearly triple what it was the prior year, and new riders are registering for the program every week.

YOUTH RIDE FREE SUMMERS

Youth rode free on Marin Transit during summer 2023. The campaign was coordinated between Marin Transit, SMART, Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit. The coordinated effort across North Bay transit agencies helped raise visibility of the participating agencies and proved popular with riders. Marin Transit also offered free fares systemwide from June 30 to July 4, 2023, for the Marin County Fair.

MARIN TRANSIT ACQUIRES NEW MARIN ACCESS PARKING AND EV CHARGING SITE

In August 2022, Marin Transit purchased the site adjacent to the Marin Access Operations and Maintenance Center located at 3000 Kerner Blvd., San Rafael. Marin Transit is developing plans to convert the lot into a parking facility for paratransit vehicles. The lot will be equipped with solar and battery storage and have provisions for future EV charging for a future zero-emission paratransit fleet.



Site Map: 3000 Kerner Blvd



New Marin access facility



Marin Access bus

COMMUNITY ENGAGEMENT

TAM is committed to open and consistent dialogue with the community as an inherent element of enhancing mobility and creating beneficial transportation projects and programs. We strive to provide many tools and opportunities for engagement and are focused on ensuring equity within our community interaction and our transportation programs and services.

TAM IN THE COMMUNITY

TAM staff are available to provide information and presentations to community organizations, interest groups, and individuals. It is important for us to meet with community members to learn about issues and priorities and to provide information about how transportation dollars are being spent to improve transportation in Marin. In 2023, TAM attended nearly 40 community events to share information and learn from community members. To schedule a presentation, either in-person or by videoconference, or to request attendance at an event, contact TAM's Public Outreach Coordinator, Molly Graham, at mgraham@tam.ca.gov or 415-990-0292.



TAM Meetings are conducted in person with an option for the public to attend in person or via Zoom. We encourage community input and attendance.

- Board of Commissioners meetings are generally held on the fourth Thursday of the month at 6:00 p.m. and are held at the Marin County Civic Center, 3501 Civic Center Drive, Room 330, San Rafael.
- Executive Committee meetings are generally held on the second Monday of the month beginning at 2:00 p.m., and are held at the TAM office, 900 Fifth Avenue, Ste. 100, San Rafael.
- COC meetings are generally held on the third Monday of every other month beginning at 5:00 p.m., and are held at the TAM office, 900 Fifth Avenue, Ste. 100, San Rafael.

Please visit the calendar page of the TAM website, www.tam.ca.gov for meeting details and agendas.

The **TAM Traveler** is TAM's electronic newsletter that keeps the community informed about current TAM activities and transportation-related news in the region.

Please visit our website, www.tam.ca.gov, to sign-up for the TAM Traveler.

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



Kate with husband, Joe, at Kehoe beach

FEATURED COC MEMBER *Kate Powers*

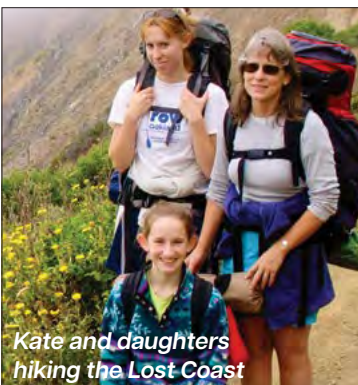
The COC is pleased to honor Kate Powers as this year's featured committee member. Kate has served as a member of the COC for over seven years and represents environmental organizations. Kate, her husband Joe, and their two daughters live in Terra Linda.

Kate was born in Milwaukee and lived in the suburbs of Denver and Los Angeles before moving with her parents and siblings to Connecticut. She grew up hiking and camping with family and extended family.

Kate returned to Colorado to earn a degree in Environmental Design from the University of Colorado, Boulder, and worked for a small landscape architecture firm. During her first six years there, she walked and bicycled everywhere she went on Boulder's enviable network of multiuse paths and bikeways. Kate's favorite path flows alongside Boulder Creek, under roadways, and across the city.

Kate thought she would never again leave the Rocky Mountains. However, she and her young family moved to San Francisco six months before the 1989 earthquake. She fell in love with the Bay Area, raised her kids in San Anselmo and for many years in Marinwood, before moving to Terra Linda.

Kate has been a community and civic volunteer for most of her adult life. She served on San Rafael's Bicycle Pedestrian Advisory Committee for fourteen years and has volunteered for the Gallinas Watershed Council, the Environmental Forum of Marin, and is in her tenth year on the board of the Marin Conservation League. During this time, she served as MCL's president for three years and currently is co-chair of the Land Use, Transportation, and Water Committee and editor of MCL's newsletter. Her heart is in environmental protection.



Kate and daughters hiking the Lost Coast

Included among Kate's favorite things are well-articulated maps, road trips, New York City's transit museum, and beautifully designed bridges. Lucky for her, the gateway to Marin is one of the most beautiful bridges on the planet.

How long you been serving on the COC? I began serving on TAM's COC in 2016. I'm now in my eighth year.

What brought you to the COC and what do you enjoy most about participating in the committee? I was on Marin Conservation League's board when Bob Johnston, MCL's previous representative, stepped down. Bob was very knowledgeable about transportation. I expressed interest in being nominated by MCL and have been fortunate to take Bob's spot as an environmental stakeholder.

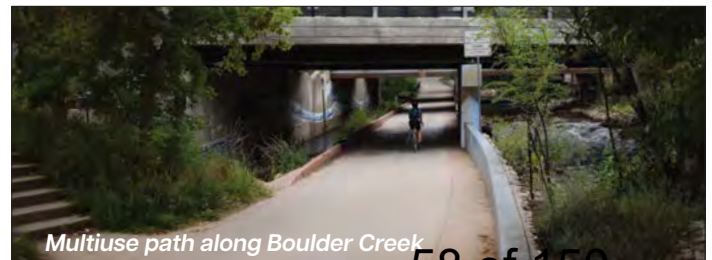
I have enjoyed TAM's holiday parties, the Innovation for Tomorrow's Transportation workshops (of prior years) and most recently a field trip to Marin Transit's newest facility and a worksite on the Highway 101 Marin-Sonoma Narrows. But most of all, I appreciate the time spent at meetings with my fellow COC members.

Do you think the COC has made a difference in addressing transportation issues and the transportation future in Marin? We are fortunate in Marin to be able to self-fund many of Marin's transportation priorities (through the Measure AA sales tax and, to a lesser extent, Measure B license registration fees). It's important to have a citizen oversight body that reviews the expenditure of these public revenues.

However, I also think the members of the COC offer personal experience, concerns, and priorities to TAM that aren't always represented by TAM's Board. These stakeholder perspectives and ensuing discussions broaden TAM's opportunity to learn about its community's interests. In this way, the COC is making a difference in the transportation future of Marin.

What do you value most about the COC? I value learning from TAM's smart and dedicated staff, past and present, both about the transportation-related projects and programs that TAM supports and about the details of how they are funded.

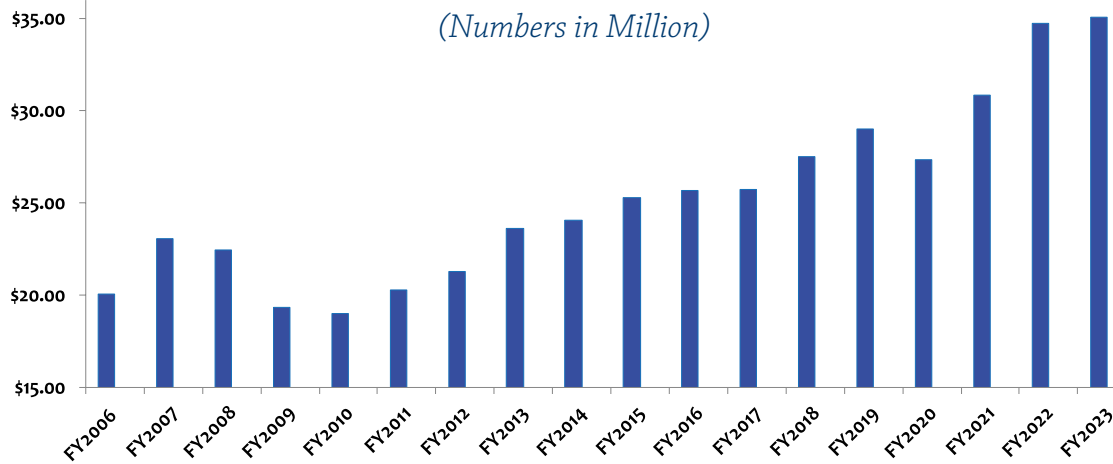
Like so many other people, I'm worried about the climate crisis. A future of transportation modes and infrastructure that contribute positively to environmental stewardship will make a huge difference. That's why I'm committed to participating with TAM's COC and that's what I value most about the opportunity to be a member.



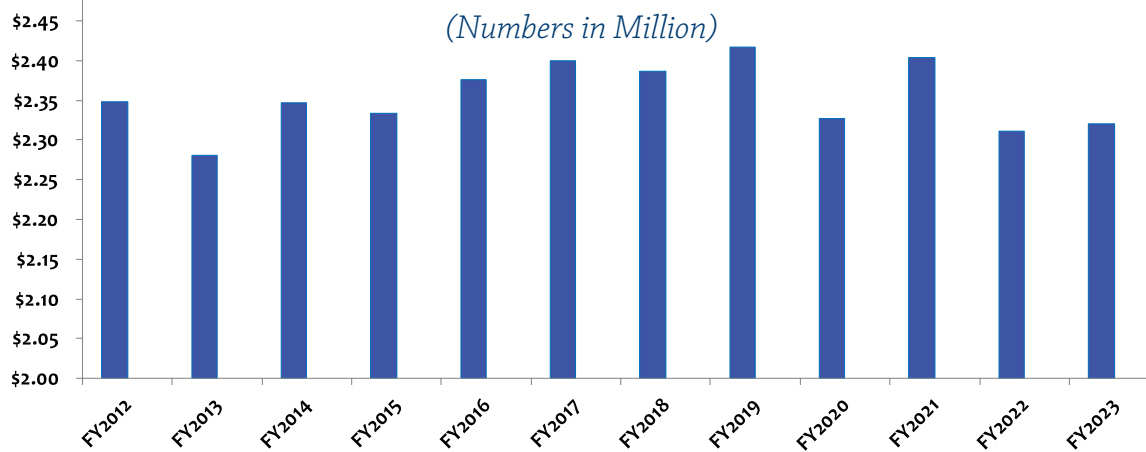
Multiuse path along Boulder Creek

FINANCIAL PICTURE

½-Cent Transportation Sales Tax Revenue Trend
(FY2005-06 to FY2022-23)



\$10 Vehicle Registration Fee Revenue Trend
(FY2011-12 to FY2022-23)



In FY2022-23, a total of \$39.9 million from the ½-Cent Transportation Sales Tax and the \$10 VRF was used to fund many of the critical transportation projects and programs.

Transit Operation and Capital Needs
\$14.3 million

Local Streets and Roads
\$9.0 million

SR2S and Crossing Guards
\$4.3 million

Highway Improvement
\$2.9 million

Major Road Projects
\$8.7 million

Bike/Ped Pathways and Other Transportation Programs
\$0.7 million

KEY CAPITAL IMPROVEMENT PROJECTS





- Marin-Sonoma Narrows
- Novato Boulevard Improvement Project
- State Route 37
- Third Street Rehabilitation
- Bettini Transit Center Relocation
- US-101/1-580 Multi-Modal and Local Access Improvement Project
- Sir Francis Drake Boulevard Rehabilitation
- North-South Greenway Gap Closure
- East Blithedale Boulevard Rehabilitation
- Ramp Metering



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



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**2023 TAM/FY2022-23 COC
ANNUAL REPORT
SUBCOMMITTEE:**

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

Front Cover: Award winning North-South Greenway path over Corte Madera Creek (top right) and Crossing Guard of the Year, Alice Yan, at Old Mill Elementary School
Back Cover: Streets Smarts campaign banners on East Blithedale



DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt Positions on 2024 State Legislative Bills (Action), Agenda Item No. 10

RECOMMENDATION

The TAM Board adopts positions on 2024 State Legislative bills as shown in Attachment B.

On March 11, 2024, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff’s recommendations and voted unanimously to support and refer the positions shown in Attachment B to the TAM Board for approval.

BACKGROUND

The State Legislature convened on January 3, 2024 to start the 2024 Legislative Session. February 16, 2024 was the deadline for legislators to introduce bills for the 2024 Legislative Session. The 2024 Legislative Session is the second year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. Bills that are not passed in the second year of a two-year session are considered dead and must be reintroduced in a future session for consideration.

Notable remaining dates for the 2024 Legislative Session are shown in the table below.

Deadline to propose changes to State Budget, referred to as “May Revise”	May 14, 2024
Deadline for Legislature to pass State Budget	June 15, 2024
Last day for the Legislature to pass bills	August 31, 2024
Last day for the Governor to sign or veto bills	September 30, 2024
Statutes take effect, except emergency items that take effect upon signing	January 1, 2025

On January 25, 2024, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM’s goals to the Legislature and other agencies such as the Metropolitan Transportation Commission (MTC), Self-Help Counties Coalition (SHCC), and others. Staff and Khouri Consulting, TAM’s Legislative Consultant, use TAM’s Legislative Platform to determine pertinent legislative bills to bring forth to the TAM Board for review during the 2024 Legislative Session and as guidance in recommending preliminary positions on the bills listed in Attachment B.

DISCUSSION/ANALYSIS

Attachment B contains the initial set of 24 state bills that are being monitored by staff and Mr. Khouri. Bills may be added to the matrix in the coming months as they become relevant to TAM or Marin or requested by TAM Commissioners for discussion or action.

Spot bills, such as Senate Bill (SB) 1510 in Attachment B, will be updated when pertinent amendments are introduced in the session. Positions of other agencies, such as MTC, League of California Cities, and California State Association of Counties (CSAC), may be added as reference to the matrix as they become available.

Proposed Monitored Bills

The below table is a summary of the 24 bills listed in Attachment B. Some of the bills are further discussed below because positions were recommended or the bill was particularly important to TAM.

Summary of Monitored Bills			
Bill	Author	Subject	Recommended Position
AB 817	Pacheo	Teleconferencing – Brown Act	Support
AB 1774	Dixon	E-Bike – Sales Prohibition	Watch
AB 1778	Connolly	E-Bike – Age Limit on Class 2 Bikes	Support
AB 1904	Ward	Transit Buses Yield Sign	Support
AB 2061	Wilson	Sales Tax – Ferries	Watch
AB 2234	Boerner	E-Bike – Age Limit on Operation	Watch
AB 2259	Boerner	Bicycle Safety Handbook	Watch
AB 2266	Petrie-Norris	Clean Air Vehicle Voucher Incentive	Watch
AB 2290	Friedman	Active Transportation Program – Class III Path	Watch
AB 2535	Bonta	SB1 – Trade Corridor Enhancement Program	Oppose
AB 2669	Ting	Toll Bridges – Bicycle Pedestrian	Watch
AB 2744	McCarty	Bicycle Pedestrian Safety	Watch
AB 2796	Carillo	Zero-Emission Vehicles	Watch
AB 2815	Petrie-Norris	Electric Vehicle Charging	Watch
AB 3005	Wallis	Fuel Tax – Adjustment Suspension	Oppose
SB 768	Caballero	CARB Study on VMT Impacts on CEQA	Watch
SB 904	Dodd	SMART – Voter Initiative	Watch
SB 915	Cortese	Autonomous Vehicles	Watch
SB 925	Wiener	MTC Regional Transportation Measure	Watch
SB 926	Wahab	Bay Area Transit Consolidation	Oppose
SB 947	Seyarto	Highway Project Additional Costs	Watch
SB 960	Wiener	Bicycle Pedestrian Transit Priority in SHOPP	Watch
SB 1271	Min	E-Bike – Label Classifications	Support if Amended
SB 1510	Stern	Electric Vehicle Charging	Watch

- AB 817 (Pacheo) allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). Staff is recommending a support position for greater flexibility with remote meeting requirements consistent with Section V, Strategy 2, of TAM's Adopted Legislative Platform.

- AB 1778 (Connolly) has been amended since the FP&L Executive Committee meeting. The amended AB 1778 authorizes a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, making the violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course. AB 1778 also requires the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops. The bill further requires the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution and only issue warning notices for the first 60 days after the passage of the ordinance or resolution.

Staff is recommending a support position to effectuate safety improvements with operations of electric bicycles and consistent with Section 4, Strategy 4, of TAM's Adopted Legislative Platform.

- AB 1904 (Ward) allows transit agencies statewide to equip their buses with yield right-of-way signs on the left rear of the vehicles. Staff is recommending a support position to allow transit agencies the discretion to install such devices to improve safety for transit users.
- AB 2535 (Bonta) requires the California Transportation Commission (CTC) to ensure that at least 50% of the funds allocated under the Trade Corridor Enhancement Program go to investments in zero-emission freight infrastructure. The bill would also prohibit funding any capacity projects or general purpose lanes on the state highway system. Staff is recommending an oppose position because the 50% zero-emission freight infrastructure requirement may limit many other worthy projects from reasonably competing for the funds. The proposed state highway restriction may also prevent TAM from applying for the 101/580 Multi-modal Improvement and Local Access Project. An oppose position is consistent with Section 1, Strategy 1, of TAM's Adopted Legislative Platform.
- AB 3005 (Wallis) suspends the annual inflationary adjustment of gas tax revenues, including SB 1, which would create a deficit of funding for the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and local streets and roads. Staff is recommending an oppose position because the suspension would reduce state revenue to fund critical infrastructure maintenance and improvements and other vital statewide programs. The suspended funds would not be accrued for later use but lost entirely from the state budget. AB 3005 is contradictory to Section 1, Strategy 1, of TAM's Adopted Legislative Platform to supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.
- SB 925 (Wiener) states the intent of the Legislature to enact subsequent legislation to authorize MTC to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. SB 925 is a spot bill used as the vehicle for authorizing MTC's Regional Transportation Measure (RTM). SB 925 currently contains only introductory information with no specific details and will likely be amended in the coming weeks or months to introduce greater specificities to the RTM. Section 3, Strategy 1, of TAM's Adopted Legislative Platform directs staff to advocate for policies that ensure equitable return to source funding in the proposed expenditure plan.

Staff is recommending a watch position until amendments are introduced. Staff and Khouri Consulting will be monitoring SB 925 and reporting to the TAM Board on any developments. Staff is also aware that this bill may be combined with SB 926 in the coming weeks.

Staff has developed the attached TAM's Perspective on MTC's RTM (Attachment D) to convey Marin's positions. Marin Transit's adopted Guiding Principles for a Regional Transportation Revenue Measure (Attachment E) was considered and incorporated in development of Attachment D. The FP&L Executive Committee expressed support for Attachment D as a starting point but reserves the ability to modify Attachment D as SB 925 is amended through the legislative session.

- SB 926 (Wahab) requires the California State Transportation Agency (CalSTA) to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of MTC. Staff is recommending an oppose position because any transit consolidation should be locally driven and not compelled by a state agency. Staff is aware that this bill may be combined with SB 925 in the coming weeks.
- SB 1271 (Min) clarifies that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would, if an electric bicycle can operate in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. SB 1271 would prohibit a person from distributing, selling, leasing, or offering for sale or lease, an electric bicycle, powered mobility device, or storage battery unless the battery for the electric bicycle or powered mobility device has been tested or the storage battery meets specified tests. Staff originally recommended a watch position but the FP&L Executive Committee adopted a support if amended position at its March 11 meeting, with amendments requested to clarify how certain e-bikes can conform with class definitions.

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

FISCAL CONSIDERATION

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

NEXT STEPS

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

ATTACHMENTS

Attachment A – TAM Adopted 2024 Legislative Platform

Attachment B – TAM Bill Matrix – March 2024

Attachment C – Khouri Consulting – State Legislative Update February 2024

Attachment D – TAM's Perspective on MTC Regional Transportation Measure

Attachment E – Marin Transit Guiding Principles for a Regional Transportation Revenue Measure

Attachment A

TAM 2024 Legislative Platform
(Adopted January 25, 2024)

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM’s Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. TAM has funded the Marin-Sonoma Narrows and several active transportation projects through SB 1. Opportunities to acquire funding will be made available through Cycle 4 managed by the California Transportation Commission (CTC).</p> <p>On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035 and promotes zero-emission vehicles for future mobility needs. A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax.</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<ol style="list-style-type: none"> 1. TAM will remain diligent in competing for additional state funds to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility, securing funds for State Route 37 and the 580/101 connector, as well as rehabilitating local roads and bridges. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees. 2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers. 3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements (i.e. Bus on Shoulder Project), enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks from programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board, and California Department of Housing and Community Development are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Concurrently, the legislature continues to work on providing resources to develop additional affordable</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, local land use development patterns and the impact on vehicle miles traveled.</p>	<ol style="list-style-type: none"> 1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion. An evaluation of the cost of increased usage of electricity, as well as availability should be considered. 2. TAM will work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state,

Issue and Background Information	Goals	Strategies
<p>housing and assess job creation opportunities to help mitigate vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift, emphasizing reducing greenhouse gases and vehicle miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing vehicle miles traveled can be challenging. The prospects for reducing greenhouse gas emissions can also be realized through investments made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible.</p> <p>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</p>	<ul style="list-style-type: none"> B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions. C. Support climate resilience policies and funding opportunities. 	<p>regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible. This includes supporting MTC’s efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies.</p> <ul style="list-style-type: none"> 3. TAM will monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT. 4. TAM will monitor upcoming funding opportunities and programs for zero emission vehicles, including charging infrastructure. This includes working with local jurisdictions to support climate action plan goals and mobility goals. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles. 5. TAM will continue to seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the County but also provide a regional benefit. 6. TAM will continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to

Issue and Background Information	Goals	Strategies
		<p>understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>7. TAM will support efforts to extend the Cap-and-Trade program beyond 2030 and efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea-level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly major arterials, or evacuation routes.</p>
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination, and funding are needed to expedite project delivery to improve air quality and mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the California State Transportation Agency, CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<p>1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan</p> <p>2. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</p> <p>3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), SMART, and partners to seek funding for State Route 37 for congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor.</p>
<p>IV. Enhancing Multi-Modal Options</p> <p>The COVID-19 pandemic and the shift to working from home has exacerbated transit ridership challenges. Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</p> <p>The recent Active Transportation Program (ATP) Cycle 6 provided one-time funding of \$1.3 billion and several local projects received funding. However the program is likely to be significantly smaller going forward. In addressing climate changes, broad based support for</p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p>	<p>1. TAM will support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations.</p> <p>2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations.</p> <p>3. TAM will also continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift,</p>

Issue and Background Information	Goals	Strategies
<p>more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</p> <p>In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. The ICT applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double decker, and cutaway buses. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</p>	<p>B. Seek funding to maintain transit operations.</p> <p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications that were not funded by ATP or One Bay Area Grant (OBAG).</p> <ol style="list-style-type: none"> 4. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes. 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.
<p>V. Seek Efficiencies</p> <p>AB 2449 (Rubio), Chapter 285, statutes of 2022, updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in meetings without a declared State of Emergency. AB 2449 limits virtual participation for no more than 20% of a local agency’s board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board.</p>	<ol style="list-style-type: none"> A. Support efforts to streamline and expedite project delivery. B. Support flexibility for local agencies to conduct virtual public meetings. 	<ol style="list-style-type: none"> 1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner. 2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio). TAM will advocate for language that allows board members to participate remotely more frequently if needed, without a declared state of emergency. 3. TAM will support a streamlined application process for state funds so that the process does not disadvantage smaller

Issue and Background Information	Goals	Strategies
<p>AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</p> <p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>		<p>agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. IIJA program funding is being released over time through calls for projects.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p>	<ol style="list-style-type: none"> 1. TAM will work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges. 2. TAM also supports examining revenue solutions for the Highway Trust Fund that keep up with inflation. 3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities: <ol style="list-style-type: none"> a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for, bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including interchange improvements. b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools. c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.

Issue and Background Information	Goals	Strategies
		<p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.</p> <p>4. TAM will advocate for mitigating climate change and will support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p> <p>5. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPRRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel recission of grant funds to ensure predictability for transit agencies.</p>

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	1/25/24 Senate Rules	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making, or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	Support
AB 1774 (Dixon) Vehicles: electric bicycles	1/16/24 Assembly Transportation	This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.	Watch
AB 1778 (Connolly) Vehicles: electric bicycles	3/7/24 Assembly Transportation	This bill would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet. The bill would require an ordinance or resolution that is adopted for this purpose to make a violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops. The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution. The bill would require the local authority or county to only issue warning notices for the first 60 days after the passage of the ordinance or resolution.	Support

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
AB 1904 (Ward) Transit buses: yield right-of-way sign	2/5/24 Assembly Transportation	This bill would allow transit agencies statewide to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it.	Support
AB 2061 (Wilson) Sales and Use Tax: exemptions: zero-emission public transportation ferries	2/12/2024 Revenue & Taxation Committee	Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.	Watch
AB 2234 (Boerner) Vehicles: electric bikes	2/8/24 Introduced	This bill would prohibit people under the age of 12 from operating an electric bicycle of any class. This bill would require the California Highway Patrol (CHP), on or before June 30, 2025, to issue a skills waiver containing the name of person who completed the training, their guardian, and date of completion, in an electronic format, to each person who completes the electric bicycle safety and training programs.	Watch
AB 2259 (Boerner) Transportation: bicycle safety handbook	2/8/24 Introduced	This bill would, upon appropriation by the Legislature, require the Department of Motor Vehicles (DMV) to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes.	Watch

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
AB 2266 (Petrie-Norris) Hybrid & Zero-Emission Truck & Bus Voucher Incentive	2/8/24 Introduced	This bill would require the California Air Resources Board (CARB) to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	Watch
AB 2290 (Friedman) Class III bikeways: Bikeway Quick-Build Project Pilot Program	2/12/24 Introduced	This bill would prohibit the allocation of Active Transportation Program (ATP) funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	Watch
AB 2535 (Bonta) Trade Corridor Enhancement Program	2/13/24 Introduced	This bill would require the California Transportation Commission (CTC) to ensure that at least 50% of the funds allocated under the program in any fiscal year are allocated to investments in zero-emission freight infrastructure. The bill would also prohibit funding any capacity projects or general purpose lanes on the state highway system.	Oppose
AB 2669 (Ting) Toll bridges	2/15/24 Introduced	Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District (GGBHTD), and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges.	Watch

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
AB 2744 (McCarty) Vehicles: pedestrian, bicycle, and vehicle safety	2/15/24 Introduced	This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025.	Watch
AB 2796 (Carillo) Equitable Access to Zero-Emissions Vehicles Fund	2/15/24 Introduced	This bill would establish the Equitable Access to Zero-Emission Vehicles Fund and would make moneys in the fund available, upon appropriation by the Legislature, for a new vehicle rebate program and for other specified purposes. The bill would require CARB, by July 1, 2025, to establish a program to offer rebates for the purchase of zero-emission vehicles and other specified vehicles from moneys made available from the fund.	Watch
AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging infrastructure	2/15/24 Introduced	This bill would require the State Energy Resources Conservation and Development Commission to establish, on or before January 1, 2026, a program under the Clean Transportation Program to provide grants for repairs to electric vehicle charging infrastructure that has been in operation for at least 5 years and that is in a publicly available parking space, as provided. The bill would authorize grant funding to be used for, among other things, the cost to repair, upgrade, or replace an electric vehicle charging port or supporting infrastructure and the cost of operations, maintenance, and warranties for repaired, upgraded, or replaced electric vehicle charging ports and supporting infrastructure. The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities.	Watch

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
AB 3005 (Wallis) Motor Vehicle Fuel Tax Law: adjustment suspension	2/16/24 Introduced	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and local streets and roads.	Oppose
SB 768 (Caballero) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	1/29/24 Assembly Rules	As amended on January 11, 2024, this bill would require the CARB by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	Watch
SB 904 (Dodd) SMART	2/21/24 Transportation Committee	<p>Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit (SMART) District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transaction and use tax ordinance.</p> <p>This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified.</p>	Watch

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
SB 915 (Cortese) Local government: autonomous vehicles	2/21/24 Local Govt. & Transportation Committee	This bill would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by DMV, PUC, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill’s provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.	Watch
SB 925 (Wiener) Regional Transportation Measure	2/14/24 Senate Rules	This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission (MTC) to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements.	Watch
SB 926 (Wahab) San Francisco Bay area: public transportation	2/14/24 Senate Transportation	This bill would require the California State Transportation Agency (CalSTA) to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of MTC.	Oppose

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
SB 947 (Seyarto) Department of Transportation: state highway projects: agreements with public entities: project design changes.	1/18/24 Introduced	This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. The bill would also make this provision applicable to agreements in effect as of January 1, 2025.	Watch
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	1/23/24 Introduced	This bill would require the Caltrans asset management plan for the SHOPP to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the CTC to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system... The bill would require the department, in consultation with the CTC, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.	Watch

TAM Bill Matrix – March 2024			
Measure	Status	Bill Summary	Recommended Position
SB 1271 (Min) Electric bicycles, powered mobility devices, and storage batteries	2/15/24 Senate Rules	This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would, if an electric bicycle can operate in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. Commencing January 1, 2026, this bill would prohibit a person from distributing, selling, leasing, or offering for sale or lease, an electric bicycle, powered mobility device, or storage battery, as defined, unless the battery for the electric bicycle or powered mobility device has been tested, as specified, or the storage battery meets specified tests.	Support if Amended
SB 1510 (Stern) Permitting: electric vehicle charging	2/16/24 Introduced	Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official’s review of whether it meets all health and safety requirements of local, state, and federal law. Current law requires an electric vehicle charging station to comply with, among other things, all applicable rules of the Public Utilities Commission (PUC) regarding safety and reliability, as specified. This bill would express the intent of the Legislature to enact subsequent legislation that would reduce state and local permitting barriers for electric vehicle charging.	Watch



February 29, 2024

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khoury Consulting LLC

RE: STATE LEGISLATIVE UPDATE – FEBRUARY

General Outlook

The 2024 State Legislative Calendar indicates that August 31, 2024 will be the final day of the two-year 2023-24 Legislative Session. The Legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget. Items will remain open without action until the May Revise is released on or by May 14, 2024. The State Budget must be enacted by the Legislature on June 15, 2024 and signed by the Governor by June 30, 2024. Governor Newsom will have until September 30, 2024 to sign or veto legislation.

New Senate President pro Tempore

On February 5, Senator Mike McGuire (D-Marin) was sworn in as the 52nd President pro Tempore of the California State Senate. He succeeds Toni Atkins (D-San Diego), who served as pro Temp since 2018 but will be termed out of office this year. She intends to run for Governor in 2026 when Governor Newsom is termed out. Senator McGuire will be termed out in 2026.

New California Transportation Commissioner

On February 1, Assembly Speaker Rivas appointed Robert Tiffany, former San Benito County Supervisor, to the California Transportation Commission (CTC). Mr. Tiffany succeeds Joseph Lyou, Executive Director for the Coalition for Clean Air, previously appointed by former Speaker Anthony Rendon. It is the first time a member from the California coast has been selected. The CTC consists of 11 members, including nine gubernatorial appointees, and one each by the Senate President pro Tempore (Clarissa Falcon of San Diego) and the Assembly Speaker. Mr. Tiffany will attend his first Commission meeting in San Jose on March 21-22.

Bills of Interest

AB 2535 (Bonta) would require 50% of all Trade Corridor Enhancement Program (TCEP) funds to be dedicated to zero-emission vehicle infrastructure. It also prohibits funding for capacity projects or general-purpose lanes. Per statute, the TCEP is currently intended to improve congestion and reduce goods movement congestion on the state highway system. It is a supplemental program to the Solutions for Congested Corridors Program (SCCP) and the competitive portion of the Local Partnership Program (LPP) for those purposes.

AB 3005 (Wallis) would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (STIP) (flexible funding for county priorities), State Highway Operations and Protection Program (SHOPP) (highway maintenance), and local streets and roads. In 2017, SB 1 was approved to provide an inflationary adjustment to the gas tax, which had not seen an increase since 1994. The lack of an adjustment will result in less purchasing power to keep up with the demand of addressing the state highway system and multi-modal capital needs.

SB 768 (Caballero) would require the California Air Resources Board (CARB) to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects. This bill could impact project planning, state competitive grant guidelines, and funding decisions based on understanding how vehicle miles traveled are applied. VMT has been used as a metric by CARB for approving sustainable communities strategies (SCS), which is necessary to qualify to receive funding.

SB925 (Weiner) would authorize the Metropolitan Transportation Commission (MTC) to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. The detailed language of the bill is being developed including the revenue source, expenditure plan, and timing.

SB 960 (Wiener) would require Caltrans to use SHOPP funds to address complete street assets and develop transit priority projects, which are defined as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.

Attachment D

MTC Regional Transportation Measure (RTM)**Transportation Authority of Marin's Perspective***Draft for Discussion, March 11, 2024 (last updated)*

- **Overall Ideas/Themes**
 - Recognize the upcoming need for new transportation revenue sources, given transit revenue shortfalls as well as the diminishing power of gas tax over time.
 - Seek transit fair share and guaranteed shares/amounts/projects to minimize competitive programs for non-transit categories
 - Minimize new mandated bureaucracies
 - Have broad eligibility
 - Include a sunset date and a mechanism to update the funding categories and revise the project list, as needs may change over time

- **Ballot Measure Schedule** – 2026 or later would be acceptable; however, SMART is planning to go to the ballot in 2026 on its Sales Tax Extension. Having both measures (RTM and SMART) on the same ballot can potentially split votes and dilute support for both measures in Marin and Sonoma Counties.

- **Revenue Sources** – Sales, payroll, parcel taxes and vehicle registration fee are acceptable revenue sources to consider. Ask of voters should be reasonable.
 - Sales Tax – SB 925 needs to include uniform language that authorizes for all jurisdictions an exemption to exceed the existing Local Sales and Use Tax limit of 2% without the need for justifications to seek exemption individually. It is cumbersome and unrealistic for so many jurisdictions at or near the limit, particularly smaller jurisdictions, to sponsor legislation for the exemption, which may invariably lead to significant number of jurisdictions to opt out of the RTM. Marin has four jurisdictions currently at the cap (Larkspur, San Anselmo, San Rafael, Sausalito) and two that are near the cap (Fairfax, Corte Madera). However, voters of local jurisdictions should still be given the opportunity to support or reject a tax increase if the RTM includes uniform language that authorizes exemption for all jurisdictions
 - Vehicle Registration Fee – Need to consider a sliding scale to avoid the fee from being regressive and a disadvantage to low income vehicle owners.

- **Investments**
 - **Transit** – The proposal to invest at least 75% (\$750 million) of the funds on transit is generally acceptable.
 - However, the criteria of prioritizing “greatest number of riders” is concerning because smaller transit agencies, including those in the North Bay, may be overlooked. MTC will need to assure that transit agencies serving the North Bay get equitable shares of the transit funds.
 - The 75% amount is a significant portion of the RTM. It is conceivable that transit may rebound and/or other unforeseen state or federal transit funds become available. Contingencies should be included in such a scenario whereby the RTM transit funds may be redistributed.

Attachment D

- Employers, particularly large employers, should have a role in funding for transit
 - **Safe Streets** – TAM supports funding a Safe Streets category but urge MTC to adopt a return to source formula for this category with local discretion on project selection rather than regional competitive programs.
 - **Connectivity** – TAM supports funding a Connectivity category but urge MTC to adopt a return to source formula or “fair share” approach over time (recognizing that some large projects may have “lumpy” funding needs that make a strict formula undesirable) for this category with local discretion on project selection rather than regional competitive programs.
 - **Climate Resilience** – TAM supports funding a Climate Resilience category but urge MTC to adopt a return to source formula or “fair share” approach over time for this category with local discretion on project selection rather than regional competitive programs.
- **Transit Coordination**
 - Use existing MTC structures for oversight of transit agency coordination; do not create new bureaucracies, and have coordination role happen at the regional (rather than state) level
 - Respect local transit board authorities and strengths
 - Consider transit agency consolidation only when it improves regional and local transit, is cost-effective, and is consistent with locally approved policy
 - Transit reforms should be tied to new resources to avoid unfunded mandates
- **Projects/Programs from Marin for Consideration**
 - State Route 37 Program
 - Vulnerable areas from sea level rise/climate impacts. Examples can include:
 - Bothin Marsh restoration and transportation facility protection
 - Bolinas Road Resiliency and Community Connection project
 - Multijurisdictional planning and project development
 - North South Greenway/Cross Marin Bikeway projects
 - Marin Transit/local transit: operations, bus facilities, transportation for senior and disabled people
 - San Rafael Transit Center relocation project
 - Transit Priority projects (on arterials and freeways) and Transit Access Improvement projects (station/stop areas, first/last mile)
 - Local streets and roads. Examples include:
 - Maintenance & rehab backlog
 - Vision Zero/complete streets projects
 - San Anselmo “Hub” intersection
 - Interchange projects
 - Three priority locations: Tiburon Blvd/East Blithedale, Manuel T Frietas, and Alameda Del Prado/Nave Drive
 - I-580 Corridor Projects
 - Safe Routes to Schools Program/School transportation
 - Transportation electrification including electric vehicle charging

Attachment E**Marin Transit Guiding Principles
for a Regional Transportation Revenue Measure****Funding Categories and Allocation**

- Fair funding for transit and other categories
 - a. Support for local and regional transit throughout the region
 - b. Support for bike/ped/safety/O&M improvements throughout the region
 - c. Support for resilience projects throughout the region
- Have broad eligibility (i.e., eligibility beyond Priority Development Areas)
- Potential Marin County projects/project types to be prioritized
 - a. Transit facilities and zero emission buses
 - b. Transit Priority projects (on arterials and freeways)
 - c. Resilience projects
 - d. Pathway and access projects

Revenue Source and Timing

- Reasonable ask of voters, including assurance of geographic equity and/or a return to source type element
- Uniform/regional approach to dealing with the sales tax cap where that is applicable
- Minimize confusion with 2024 regional housing bond measure
- Minimize confusion/maximize synergy with potential future SMART measure

Governance and Oversight

- Use existing MTC structures for oversight of transit agency coordination; do not create new bureaucracies, and have coordination role happen at the regional (rather than state) level
- Respect local transit board authorities and strengths
- Consider transit agency consolidation only when it improves regional and local transit, is cost-effective, and is consistent with locally approved policy

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DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Modification of Alternatives for the US 101/I-580 Multi-modal & Local Access Improvement Project (Action), Agenda Item No. 11

RECOMMENDATION

The TAM Board approves the addition of a Bellam Corridor Alternative (Alternative 7) and removes Alternatives “Modified 3B” and “6” from future studies including the Environmental Document for the US 101/I-580 Multi-modal & Local Access Improvement Project, as recommended by the Administration, Projects & Planning (AP&P) Executive Committee at its March 11 meeting.

Note, the AP&P Executive Committee also recommended identifying new names for the remaining Alternatives once the environmental process formally begins. Staff will complete that task, should the above actions occur.

BACKGROUND

TAM, in cooperation with California Department of Transportation (Caltrans) and the Cities of San Rafael and Larkspur, has been exploring alternatives to build a direct highway connection from Northbound (NB) US 101 to Eastbound (EB) I-580 and improve bicycle/pedestrian connections along Bellam Boulevard in San Rafael. TAM successfully advocated to have \$135 million for the Connector included in the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). The project is also included in TAM’s voter approved Measure AA transportation sales tax, with 2% of the sales tax to be dedicated to the Connector project for cost escalation, public outreach and to accelerate the project (estimated to be over \$16.5 million). This local commitment has allowed the project to move forward while the RM3 funds were delayed due to legal challenges.

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. to further develop the alternative evaluation, develop preliminary engineering, conduct public outreach, conduct environmental studies/approval and prepare various required reports for the Connector project.

For the past four years, the TAM Project team has worked with the project Ad-hoc Committee (currently consisting of three TAM Board commissioners), Executive Steering Committee (ESC), Technical Advisory Committee (TAC), Stakeholder Working Group (SWG) and various community and business groups to seek feedback and refine the alternatives. A total of thirteen preliminary connector alternatives were developed which were narrowed down to nine alternatives as part of this process.

In December 2021, staff presented the nine project build alternatives and feedback received from the public outreach effort to the TAM Board. At the meeting, the TAM Board provided direction on alternatives to be dropped from further consideration, thus advancing four out of nine alternatives to study in more detail during the environmental phase. A Project Initiation Document (PID), which was a Project Study Report – Project Development Support (PSR-PDS) developed for the four alternatives, was approved by Caltrans in September 2023.

During the development of the PID, the project team updated the project name from “NB US 101 to EB I-580 Direct Connector” to the “NB US 101 to EB I-580 Multi-modal and Local Access Improvement Project” to address Caltrans requirements and to better reflect the refined goals of the project.

Also, during the PID phase, the project team initiated early traffic studies to address issues and questions expressed by the SWG and City of San Rafael regarding the traffic backup on NB US 101, Bellam I-580 EB off-ramp and along the Bellam corridor. Normally, these studies are conducted during the environmental phase.

The Project team will hold a scoping meeting to kick off the environmental phase this summer. The environmental phase is expected to take approximately three years with a target date for completion in mid-2027. Staff will aim to expedite the phase as much as possible while still meeting requirements and conducting public outreach and engagement.

DISCUSSION/ANALYSIS

At the December 2021 TAM Board meeting, nine preliminary alternatives were presented with the goal to reduce the number of alternatives to study in the environmental phase. Four of the alternatives (2, 3A, Modified 3B, and 6) were approved to move forward in the environmental phase for further study.

Alternatives Approved for Further Study in Environmental Phase

Following are brief descriptions of the four alternatives previously approved by the TAM Board for further study:

Alternative 2 – Simms Street – 45 mph design speed. This alternative exits US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Anderson Drive and generally follow the alignment of Simms Street before touching down to connect to I-580. This alternative would require the purchase of several properties along Simms Street.

Alternatives 3A and Modified 3B – Low Speed – 35 mph design speed. These alternatives are the lowest cost and are all in the general vicinity of the existing Bellam Interchange with slightly different lane configurations. These are considered “low speed” alternatives because the curve radius would only meet 30-35 miles per hour design speed through the connector. Purchase of a few properties behind the Marin Square shopping center would be required. Modified Alternative 3B would add a new Bellam Boulevard off-ramp bridge structure directly from EB I-580.

Alternative 6 – Anderson – Mid-Way – 45 mph design speed. This alternative would exit US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Jacoby Street, Anderson Drive and cross over the Golden Gate Bridge Highway & Transportation District (GGBHTD) bus yard before touching down to connect to I-580. This alternative would impact some businesses and require agreements between Caltrans and GGBHTD. The structure height would be approximately 60 feet where it crosses Anderson Drive.

Local Improvements and Elements Common to All Alternatives

All of the connector alternatives are located in East San Rafael and include improvements in and around Bellam Boulevard. Common elements include:

- Bicycle and pedestrian improvements will be made along Bellam Boulevard from Anderson Drive to Kerner Boulevard;
- An auxiliary lane will be constructed along EB I-580 from the new direct connector to Sir Francis Drake Boulevard (SFD);
- The SFD EB on-ramp will be converted to a standard merge to join the auxiliary lane that continues on to the Richmond-San Rafael Bridge (RSRB);
- Current estimates include replacement of the WB SFD off-ramp from WB I-580 to allow for the auxiliary lane. Note, should a design exception be obtained, then this portion of the work will be eliminated;
- Replacement of the EB I-580 Undercrossing over Bellam Boulevard with a single span structure;
- The new Undercrossing will set back the abutments to align with the westbound (WB) Bellam Boulevard Undercrossing (replaced during the WB I-580 to NB US 101 Direct Connector construction) to allow for greater flexibility for local improvements.

Alternatives Summary Table

Alternative	Name	Design Speed (MPH)	*Preliminary Cost (Millions)
2	Simms Street	45	\$241
3A	Low Speed A	35	\$192
Modified 3B	Low Speed B – Modified	35	\$200
6	Anderson Drive/Mid-Way	45	\$315

- Notes: 1. Estimate is in 2031 dollars – escalation to midpoint of duration of construction
2. Costs do not include additional Bellam operational improvements to improve traffic congestion on the Bellam corridor
3. Includes 35% contingency but does not include any Vehicle Miles Travelled (VMT) mitigation costs

Traffic Studies

During the development of the connector alternatives, along with community and agency input, there are several local challenges that came to the surface that require further evaluation as part of this project:

- Regional and local traffic backs up onto freeways (NB US 101 and EB I-580) from SFD and Bellam off-ramps.
- Constrained movements and close signal spacing along Bellam Boulevard from Anderson Drive to Kerner Boulevard.
- Additional improvements are needed on Bellam to improve pedestrian and bicycle safety and connectivity.

These challenges were presented to the TAM Board at its December 2021 meeting. The Project team determined that initiating early traffic studies in advance of the environmental phase could provide beneficial information regarding the above-mentioned challenges. The traffic studies were designed to assess the regional and local traffic back-ups on US 101 and I-580 and the congestion along Bellam, now and in the future. The project team analyzed the traffic from NB US 101 to the Richmond-San Rafael Bridge via SFD and Bellam Boulevard and how a series of local improvements on the Bellam corridor and the building of a direct connector could impact traffic and travel times. The traffic studies were done in coordination with the City of San Rafael.

Independent from the US 101/I-580 project, TAM is working to deliver a project on the I-580 EB Bellam off-ramp to add a lane and improve traffic flow at this off-ramp. This project is scheduled to start construction later this year. This project is considered a local improvement and is included in the traffic analysis and is noted as Option 2 below.

The traffic studies include an analysis of the following options:

1. No build – do nothing
2. Build I-580 EB Bellam Off Ramp Project only (separate project to start construction in fall 2024)
3. Build I-580 EB Bellam Off Ramp Project plus additional local improvements on the Bellam corridor
4. Build a direct connector in addition to Option 3

The Project team explored operational improvements to Bellam Boulevard as a way to mitigate the back-ups on US 101 and I-580. The results indicated that not only would the operational improvements reduce the back-up, there are also noteworthy travel time benefits for both local and regional traffic with the implementation of a suite of local improvements including Options 2 and 3 noted above. Additional travel time savings are achieved by building a direct connector; however, the majority of the travel time savings are achieved through local improvements. Note that this modeling is somewhat preliminary and will be further refined during the environmental phase.

Alternatives to Study in Environmental Phase

As a result of the traffic studies and significant feedback received during outreach activities, the Project team is recommending that Alternatives “Modified 3B” and “6” be left out of studies during the environmental process. The rationale for dropping these alternatives include:

1. Alternative Modified 3B – would add an additional lane and signal phase to the I-580 EB off ramp which would exacerbate the congestion on the off ramp. In addition, Caltrans has expressed issues with design exceptions and the traffic operations of the off ramp. This option generated very little support during the outreach process.
2. Alternative 6 – would place a 60-foot high structure crossing Anderson Drive and have the associated visual impacts. Also, concern from GGBHTD regarding potential impacts to the bus facility has been noted. Furthermore, the high cost would potentially delay the construction.

In addition, significant benefits can be achieved by adding a new Alternative consisting of improvements in and around Bellam Boulevard only. This approach has the additional advantage of being able to be completed sooner and should be able to be constructed with available funding.

Therefore, staff is recommending the following four alternatives be advanced into the environmental phase of the Project:

1. No Project (required to be analyzed);
2. Alternative 2 – Simms Street plus addition of local operational improvements on Bellam;
3. Alternative 3a – Behind Marin Square plus addition of local operational improvements on Bellam;
4. Alternative 7 – New alternative to study operational improvements on Bellam corridor with no direct connector.

With this approach, TAM can move forward with evaluating the voter approved NB US 101 to EB I-580 connector and also study a local, less expensive option. This allows the public to provide further input on the project scope and select a preferred alternative as part of a transparent, rigorous environmental process.

The Ad-hoc Committee has met twice since the fall of 2023, and at its most recent meeting expressed support for the recommendation to adjust the alternatives as described. Furthermore, at its March 11 meeting, the AP&P Executive Committee also recommended these changes.

Public Outreach

TAM established a SWG for the project planning phase and brought together a group of 20 invited leaders and influencers from a diverse, representative array of community interests, including neighborhoods, businesses, environmental and community organizations, and Marin commuters. The role of the SWG was advisory to the Project team and the Ad-hoc Committee.

SWG meetings provided the Project team with an opportunity to understand community concerns and issues early on and allowed trust to build. The meetings also allowed community leaders to work with each other and the technical specialists to narrow the alternatives to be advanced to the environmental phase for further study. A total of seven SWG meetings were held between June 2020 and October 2023 with a meeting on October 11, 2023 to close out the planning phase.

The SWG membership will be updated for the environmental phase, as some members have changed jobs or moved away from the area. The next meeting is expected in May 2024 with additional meetings to follow as needed.

In addition, the TAM Project team met with many community organizations and agencies including:

- **Cities/Agencies**
San Rafael City Council, City of San Rafael staff, San Rafael Bicycle & Pedestrian Advisory Committee, City of Larkspur staff, GGBHTD, Marin Transit, and the TAM Citizens' Oversight Committee
- **Community Organizations**
Canal Alliance, League of Women Voters, Multicultural Center of Marin, Federation of San Rafael Neighborhoods, East San Rafael Working Group, Resilient Shores, Marin Conservation League, Pt. San Quentin Association, Spinnaker Point & Baypoint neighbors
- **Property Owners**
Central Marin Sanitation Agency and Marin Sanitary Services

Equity Outreach/Community Engagement

Based on input from the SWG and the Ad-hoc Committee regarding equity and impacts to communities in and around the Canal neighborhood, the Project team, in coordination with the City of San Rafael, engaged an equity planning expert from the University of California, Berkeley, to assist with the planning and implementation of an outreach and education plan.

The engagement approach is a community-centered model to create opportunities for effective, authentic, meaningful, and sustained partnership with communities in the project area. Relative to other stakeholder groups, communities in and around the Canal neighborhood require greater support to offer informed feedback. The community engagement plan provides an opportunity to invest in incorporating community participation more strategically, being responsive to the context and the barriers to engagement.

A community-centered short-term training course took place with resident leaders from the Canal community over a series of 7 sessions in the fall of 2023 that provided two key streams of instruction:

- 1) Understanding the field of transportation planning and the related terms, acronyms, agencies, and processes; and
- 2) Applied practice using the Project as a case study to understand the alternatives within the local context, as well as the context of planning practice and history.

The objectives for the course included developing the capacity among resident leaders to provide informed recommendations and feedback, and to invest in the capacity-building and leadership among residents and resident leaders in low-income communities for the development of a sustained, long-term partnership among agencies and residents. Residents can use the knowledge gained in this community engagement course and apply the lessons learned in future projects such as climate change impact resilience, affordable housing, and community development.

The training concluded with a final meeting in October 2023 during which the members of the community prepared and presented a PowerPoint to highlight their issues and concerns along the Bellam corridor. Staff from TAM and the City of San Rafael attended the final meeting. A follow up meeting with the resident leaders is planned for April 2024 and engagement will continue through the environmental phase.

Bellam Workshops

The Project team will hold a series of workshops to obtain input from the community regarding the potential improvements to the Bellam corridor. These meetings will start after the environmental scoping meeting this summer and will aid in the development of the new Alternative 7 (local only alternative), as well as local operational improvements to be added to Alternatives “2” and “3a”.

FISCAL CONSIDERATION

Sufficient funding will be available in Regional Measure 3 and Measure AA to complete the design for the final selected alternative. Availability of construction funding will depend on the selected preferred Alternative.

NEXT STEPS

TAM staff will continue to work with the consulting team to advance the Project through the environmental phase while considering the needs of a variety of stakeholders. A full schedule is provided in Attachment A. Note, the AP&P Executive Committee requested that the remaining Alternatives be renamed to reduce confusion. Should the Board approve the recommended changes, staff will retitle the Alternatives prior to the environmental scoping meeting or further outreach.

ATTACHMENT

Attachment A – PowerPoint Presentation

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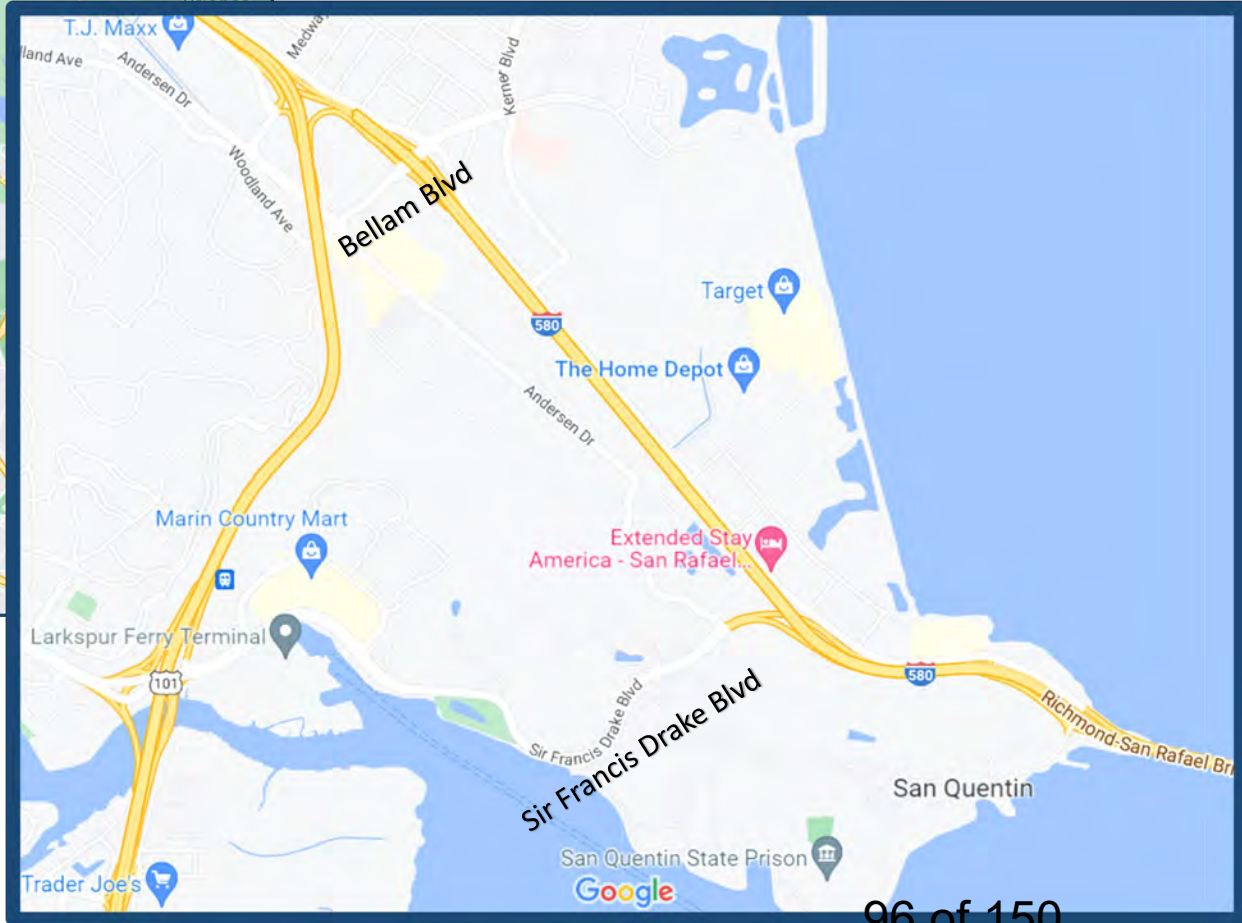
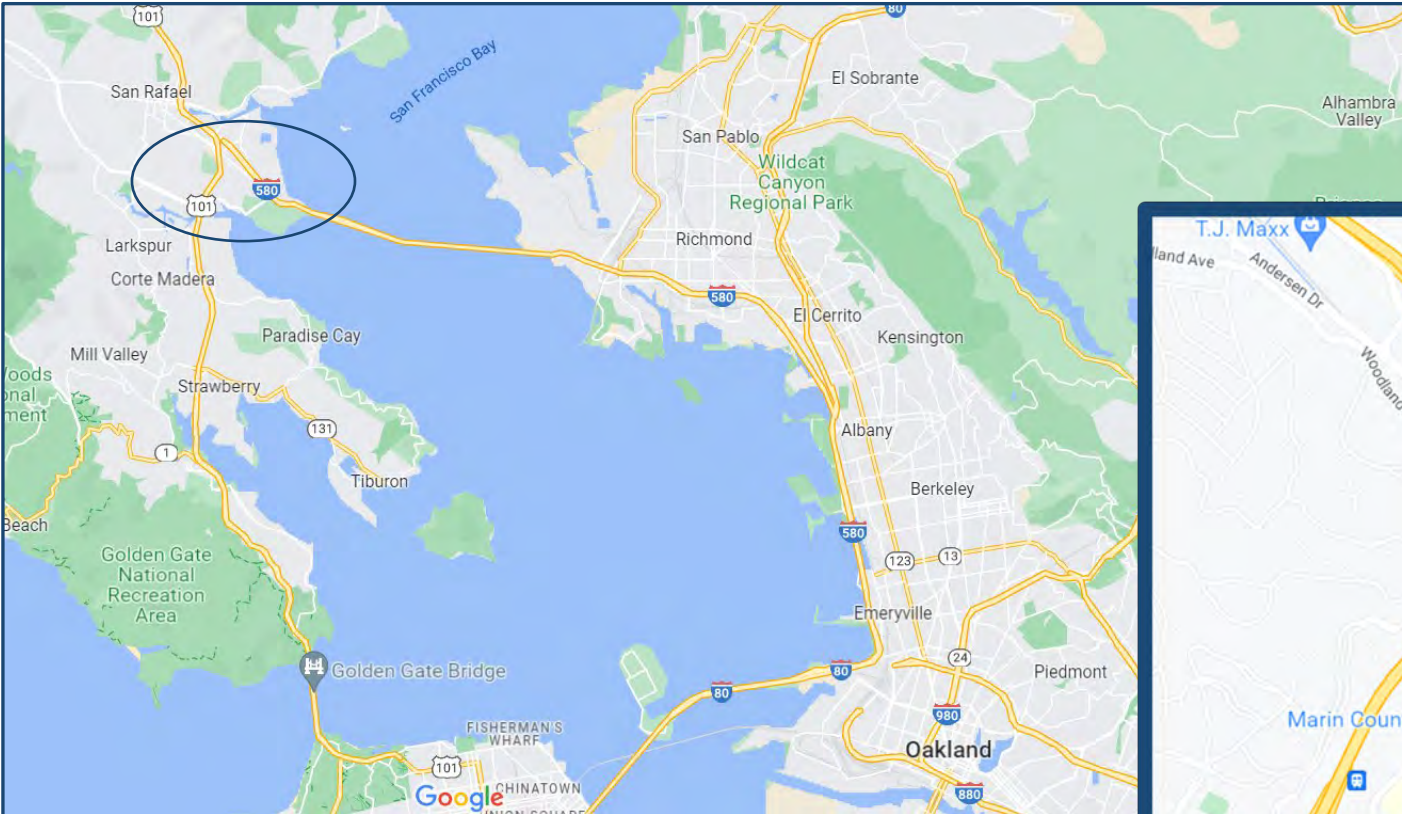
US-101/I-580 Multi-Modal and Local Access Improvement Project

TAM Board Update
March 28, 2024



Location Map

US-101/I-580 Multi-Modal and Local Access Improvement Project



Agenda

- Project Background and Status
- Bellam Blvd Corridor Improvements
- Direct Connector Alternatives
- Recommendations

Summary of Recommendations to be Discussed

- Add Bellam Corridor Improvements as a stand-alone “Alternative 7”
- Drop Alternatives “3B Modified” and “6”
- These recommendations were supported by the Ad Hoc and AP&P Executive Committees
- Recommendations would result in environmental process analyzing:
 - No-Build, and Alternatives 2, 3A, and 7

Project Background and Status



Project Goals and Objectives

- **Enhance circulation on local streets** by separating regional pass-through traffic from local traffic on surface streets and provide reliable travel times for regional and local traffic.
- **Enhance the active transportation network** (e.g., bicycle, pedestrian, bus transit) within the project area and improve connectivity to transit hubs in San Rafael, Larkspur, Richmond, and El Cerrito.
- **Enhance bicycle and pedestrian safety** on local streets by constructing protected bike lanes and rerouting regional traffic that contribute additional risk and stress to bicyclists, pedestrians, and other vulnerable road users.
- **Improve connectivity between NB US 101 and EB I-580** for regional traffic in and out of Marin County using the Richmond-San Rafael Bridge.
- **Enhance and support economic prosperity** in the project area by providing better and more reliable access to current and future businesses.

Project Basis and Available Funding

- **Regional Measure 3:** \$135 million to build a Direct Connector from NB US 101 to EB I-580. These funds can be used for Planning, Environmental, Design, Right of Way, and Construction.
- **Measure AA:** \$16.5 million to compliment RM3 and to add local enhancements.

Project Status

- Planning & Outreach ongoing since 2020
- December 2021 – TAM Board approved 4 build alternatives to analyze in the environmental phase.
- Traffic challenges on local streets, particularly Bellam Blvd, are increasingly important to the project
 - Concerns raised by the public and stakeholder groups revolved around traffic backups onto NB US 101 and EB I-580 from the Bellam Blvd off ramp
 - This is caused by constrained movements and close signal spacing along Bellam Blvd from Andersen Drive to Kerner Blvd.
- Additional traffic studies resulted in refinement of alternatives, presented here.

Direct Connector Alternatives Recommended by the Board



Alternatives Cost Update

Concept	Design Speed (mph)	Preliminary Cost ^(1,2,3)
Alternative 2	45	\$241M
Alternative 3A	35	\$192M
Alternative 3B (Modified)	35	\$200M
Alternative 6	45	\$315M

1. In 2031 Dollars – Escalation to midpoint of duration of construction
2. Costs do not include additional Bellam operational improvements (roundabouts or signalized options)
3. Includes 35% Contingency but does not include any VMT mitigation costs

Existing Funding includes:

- \$135M of Regional Measure 3 Funds
- \$16.5M of Measure AA Funds

Key Outreach Activities

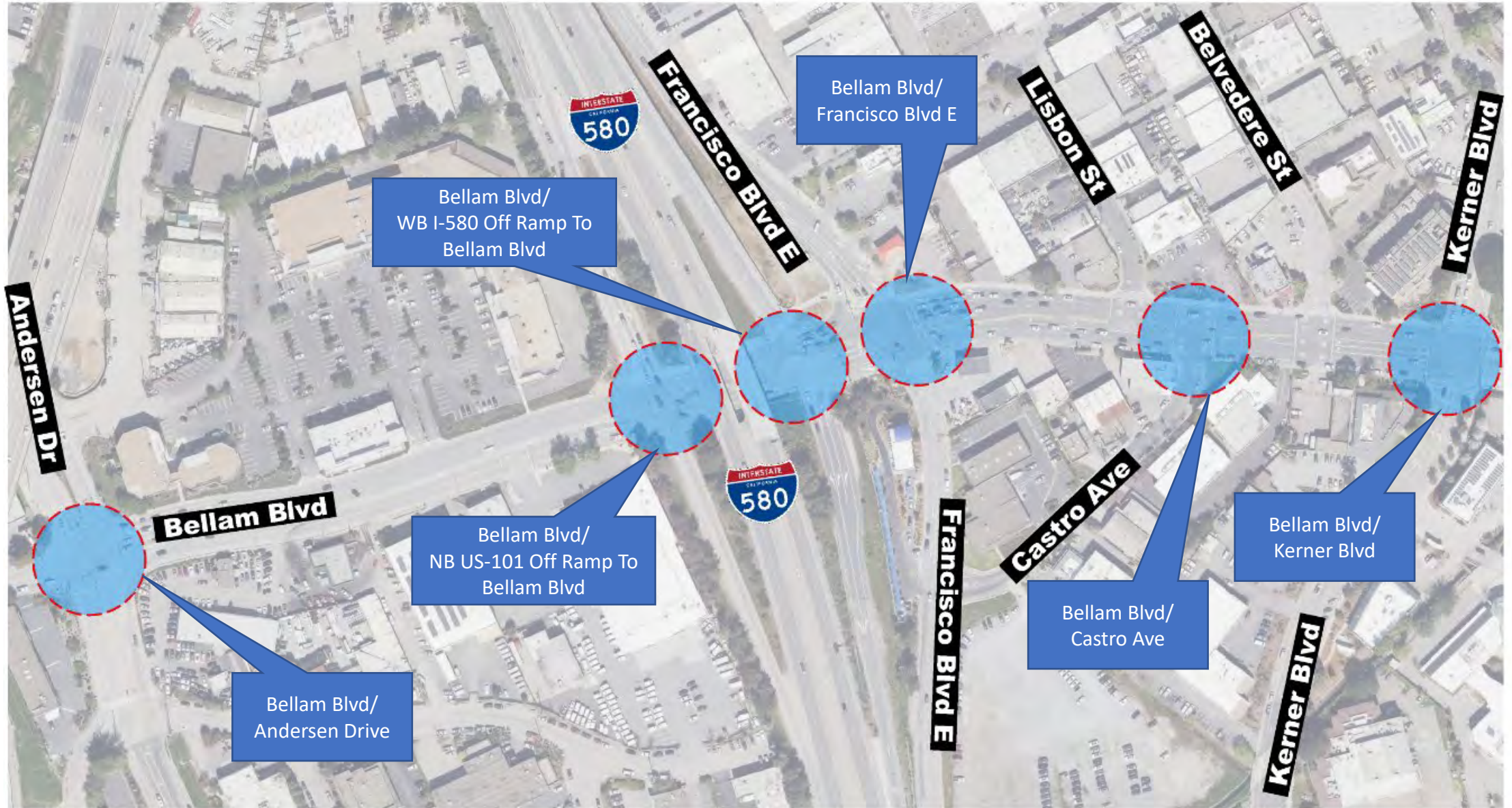
- Stakeholder Working Group
 - 20 representatives from various interests
 - Seven meetings since June 2020
 - All meetings open to the public
 - Will reconvene the group for the environmental process
- Civic engagement training sessions with resident leaders from the Canal and Woodland neighborhoods
 - Community-centered training course over a series of 7 sessions in the fall of 2023
 - Will continue coordination as project progresses
 - Conducted in Spanish
- Ongoing coordination with City Agencies, Community Organizations and Property Owners
- Upcoming Scoping meeting and Bellam Boulevard area local improvements workshops

Bellam Blvd Corridor Improvements

Bellam Blvd Corridor Improvements Alternative

- Need
 - Intersections too close to each other
 - Not sufficient room for storage and queuing
 - Intersections allow all movements
 - Significant pedestrian and bicycle activity at Francisco/Bellam/580 off-ramp
 - Back-up onto US 101
 - Improve ingress and egress to and from the Canal Neighborhood
- Options for Local Bellam Improvements (under development)
 - Roundabouts
 - Signalized Intersection Modification

Bellam Blvd Local Improvements Project Area



Preliminary Traffic Modeling

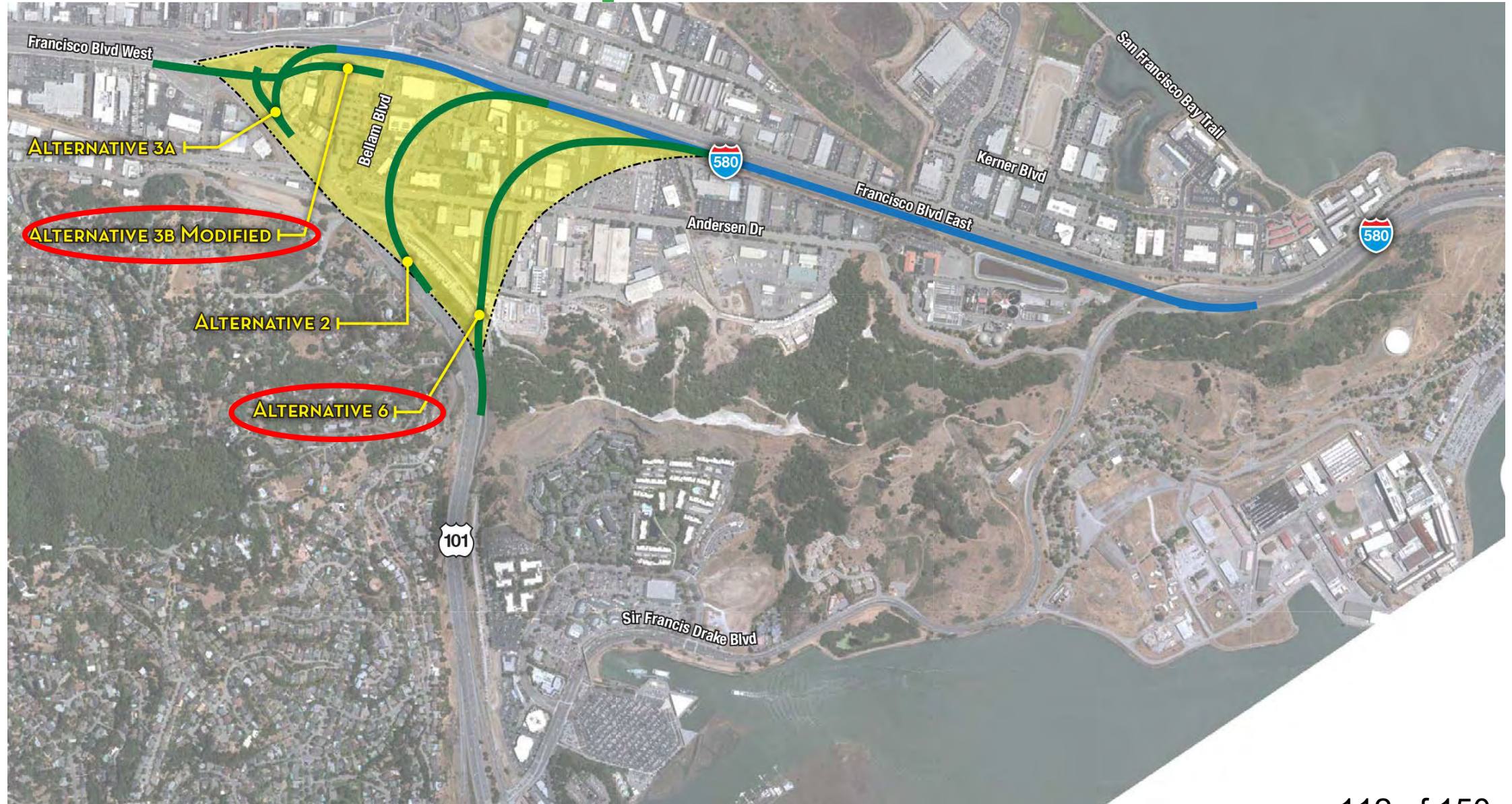
- The Project team advanced a portion of the traffic studies
- The primary question was to determine if local improvements on Bellam Blvd could reduce the spill back onto NB 101.
- The results have been very encouraging:
 - Reduce the backup at the Bellam Blvd off-ramp
 - Improve travel time to the Richmond San Rafael Bridge
 - Reduce travel time on Sir Francis Drake Blvd
 - Improve travel times for local destinations in East San Rafael

Recommendation: Add Bellam Blvd Corridor Improvements Alternative

- Add alternative as a stand-alone Alternative 7
 - Allows evaluation of direct connector options with the local improvements added
 - Allows selection of Bellam Corridor Alternative with/without connector
 - Consistent with RM3 and Measure AA language

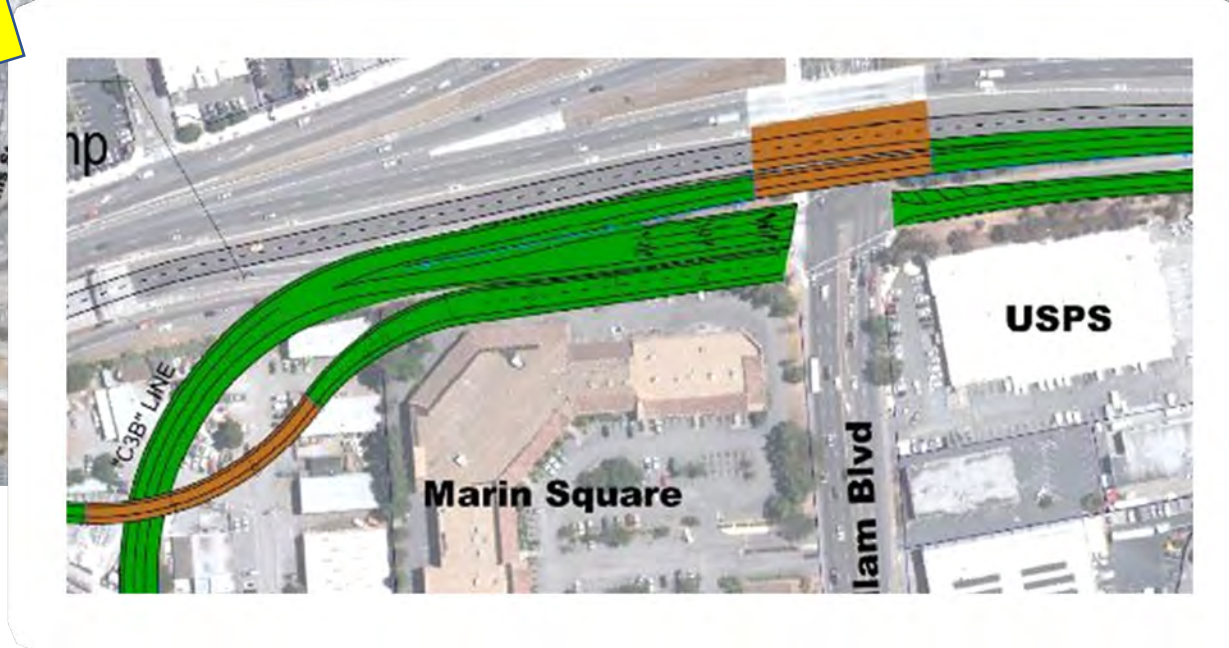
Connector Alternatives

Alternatives Proposed to be Eliminated



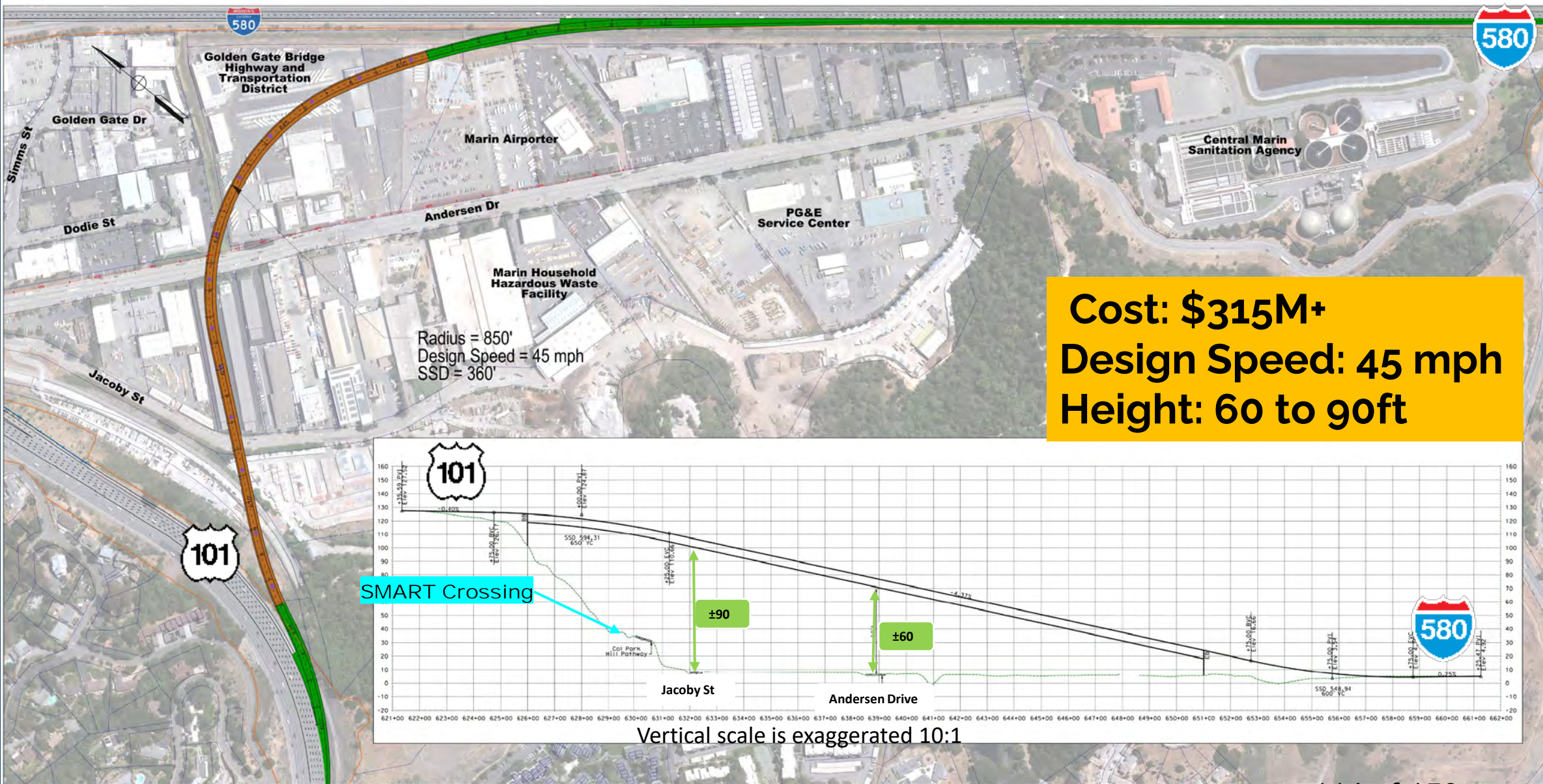
Alternative 3B Modified with New Bellam Exit

US-101/I-580 Multi-Modal and Local Access Improvement Project



Cost: \$200M+
Design Speed: 35 mph
Height: Up to 22 ft

Alternative 6 - Andersen Dr Mid-Way



Recommend Discontinuing Two Alternatives

- **Alternative 3B Modified**
 - Additional lane and signal phase at I-580 EB off ramp would exacerbate the off-ramp congestion.
 - Caltrans has expressed issues with design exceptions and the traffic operations of the off ramp.
 - This option generated very little support during the outreach process.
- **Alternative 6**
 - Would place a 60-foot-high structure crossing Anderson Drive with associated visual impacts.
 - Concern from GGBHTD regarding potential impacts to the bus facility.
 - High cost would potentially delay the construction.
- Reduce project development costs due to elimination of 2 project alternatives

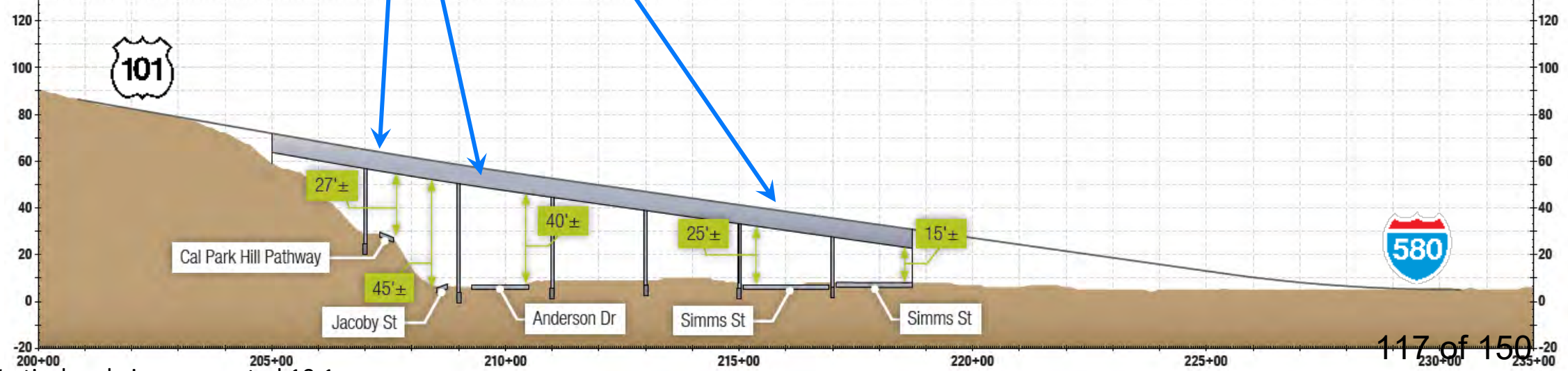
Alternatives to Advance



Alternative 2 - Simms St

US-101/I-580 Multi-Modal and Local Access Improvement Project

Cost: \$174M
Design Speed: 45 mph
Height: 25 to 45 Ft



Vertical scale is exaggerated 10:1

Alternative 2 View from Hill Side West/South of US 101

US-101/I-580 Multi-Modal and Local Access Improvement Project

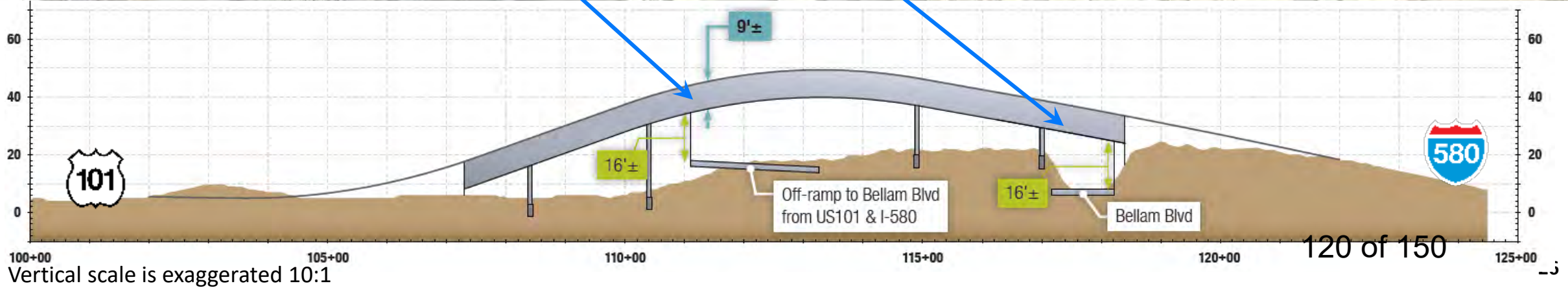


Alternative 2 View From Cal Park Path



Alternative 3A

Cost: \$138M
Design Speed: 35 mph
Height: Up to 25 ft



Alternative 3A Rendering

US-101/I-580 Multi-Modal and Local Access Improvement Project



Span over existing off-ramp

New Cul-de-Sac at end of Gary Pl

Combined Direct Connector / Bellam Blvd Exit

TO NOVATO

TO RICHMOND

FROM SAN FRANCISCO

Recommendations

Recommendations

- Add Bellam Corridor Improvements as a stand-alone Alternative 7
- Drop Alternatives 3B Modified and 6
- These recommendations were supported by the Ad Hoc and AP&P Executive Committees
- Recommendations would result in environmental process analyzing:
 - No-Build, and Alternatives 2, 3A, and 7

Alternatives Summary

Included Features	Alternative		
	Alt. 3A	Alt. 2	Alt 7 - Bellam Corridor Improvements
Design Speed	35 mph	45 mph	NA
Connector Ramp from NB 101 to EB 580	X	X	
Replace I-580 EB Bridge over Bellam	X	X	X
Bike/Ped Improvements	X	X	X
Transit Improvements	X	X	X
Bellam Intersection Improvements	X	X	X

Next Steps

- Provide update to San Rafael City Council
- Provide update to Larkspur Staff/Council
- Continue the Stakeholder Working Group
- Continue coordination with neighborhood leaders from Canal and Woodland areas
- Conduct community workshops focusing on Bellam Corridor Improvements
- Prepare for Scoping/EIR kick-off in the Summer

Questions and Discussion



DATE: March 28, 2024

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning
Mikaela Hiatt, Associate Transportation Planner

SUBJECT: Update on Countywide Transportation Plan Draft Vision and Equity Framework (Discussion), Agenda Item No. 12

RECOMMENDATION

For discussion only.

BACKGROUND

As discussed at the September 2023 TAM Board meeting, and subsequent Board Workshop in October 2023, staff are underway with Marin County's first Countywide Transportation Plan (CTP) and a countywide Community Based Transportation Plan (CBTP).

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.

This planning process is expected to continue over the next year, culminating in an adopted CTP/CBTP by the end of 2024.

DISCUSSION/ANALYSIS

At the CTP workshop in October 2023, staff presented an overview of TAM's CTP/CBTP and staff noted that we would return at key milestones in the planning process.

Since that time, staff has met with the TAM CTP committees, specifically the CTP Ad-Hoc Committee, Technical Advisory Committee and Equity Working Group on elements of the plan, and has developed a draft vision, and a draft equity framework for consideration in the CTP.

CTP 2050 Vision

TAM has long held a multimodal vision for the county, advancing local road improvements, walking, biking, safe routes to schools, and local transit services. For the CTP 2050, staff received input at the October 2023 TAM Board workshop and through committees established for the process, resulting in the following draft vision statement:

Advancing safe, equitable and sustainable transportation together.

An accompanying illustration elaborates on the meaning or intent of the various aspects of the vision statement. “Together” is a key final word in the vision statement, illustrating that improved transportation will be accomplished through inclusive decision making and strengthened partnerships across the community. The vision statement will also be accompanied by goals and strategies that will support implementation of the vision.



CTP 2050 Equity Definition

As part of the CTP, staff are also seeking to define transportation equity for Marin County to guide future actions that advance equity in transportation. The draft definition is as follows:

Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for historically and systemically marginalized and excluded populations.

While equity is often associated with low-income, disability, and racial minority populations, and it is true that many individuals in these populations encounter travel barriers and burdens more often than many individuals in higher income, non-disabled, and white populations; these are not the only populations in Marin County that have been historically and systemically de-prioritized by land use and transportation planning.

As is true across the United States, Marin's transportation planning process has prioritized mobility for cars over people with a particular emphasis on moving 9-5 workers as efficiently as possible. The resulting transportation system puts non-drivers (whether by choice or not) at a disadvantage, creates a safety and comfort disparity between fast-moving vehicles and pedestrians and bicyclists, particularly Marin's oldest, youngest, and other vulnerable road users. This plan expands the focus of equity to encompass a wider range of communities who need more attention now and, in the future, because they have historically or systemically been given less.

To frame future transportation equity actions, Marin's equity populations fall within three categories – historically underserved, vulnerable road users, and non-drivers, and will be described in more detail in the presentation. There is significant overlap between these categories, but they are distinct and experience different transportation barriers.

Feedback from the CTP Ad-hoc Committee, CTP Technical Advisory Committee, Equity Working Group (EWG), and Citizens' Oversight Committee on the draft Vision and Equity definition has been overall positive with support from members of all committees and groups.

CTP Deliverables:

While these topics will be discussed further as the plan is developed, major deliverables of the CTP process are:

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

Public outreach is occurring throughout the process, and staff have completed a series of focus groups to gather input on key elements of the plan. The CTP/CBTP will be using various approaches including an online survey, presentations at community and interest groups, and through the TAM Board and working groups that have been established.

FISCAL CONSIDERATION

The CTP/CBTP effort is fully funded with federal planning funds from the Metropolitan Transportation Commission (MTC), and the contract not to exceed amount of \$525,000 is expected to be spent over the next two fiscal years.

NEXT STEPS

Staff will host a second CTP Board workshop in April, allowing for further discussion and input on the CTP Vision elements, the needs assessment and co-benefits.

ATTACHMENTS

Attachment A – Staff Presentation

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Item 12 - Attachment A

Countywide Transportation Plan Draft Vision and Equity Framework

Transportation Authority of Marin
Board of Commissioners

March 28, 2024

Refresh on Purpose of CTP & CBTP

- ✓ **2050 Transportation Vision**
- ✓ **Set strategic priorities**
- ✓ **Guide TAM decision-making**
- ✓ **Align planning with funding decisions and project delivery**
- ✓ **Advance equity, land use-transportation connectivity, safety, transit recovery and priority, and climate resiliency**

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

Refresh on Outcomes of CTP & CBTP

CTP Schedule

- ✓ Significant progress on plan development
- ✓ Outreach underway

JUL - OCT 23	NOV - DEC 23	JAN - MAR 24	MAR - MAY 24	JUN - AUG 24	OCT - NOV 24
Committee Formation & Context	Vision & Goals	CTP Framework & Needs Assessment	Identifying Programs & Co- Benefits	Draft CTP	Final CTP

Board Workshops

Workshop 1: Vision & Strategies (October 2023)

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

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

- ✓ **CTP Vision and Framework**
- ✓ **CTP Programs and Co-benefits**

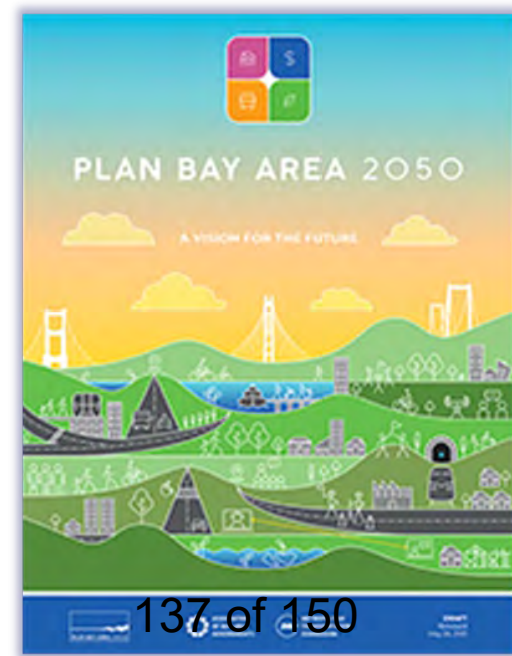
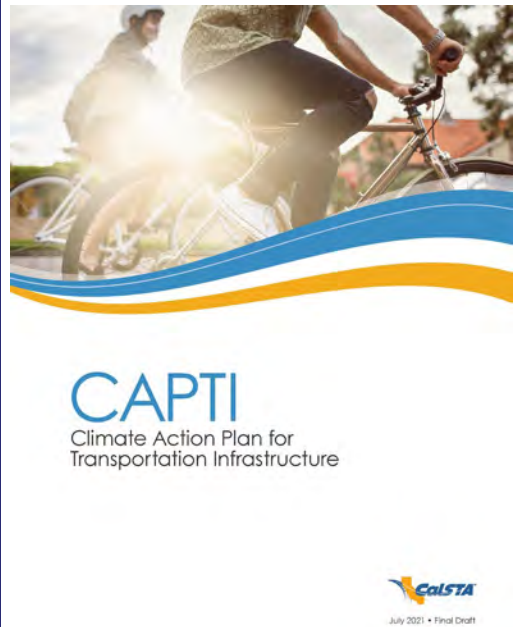
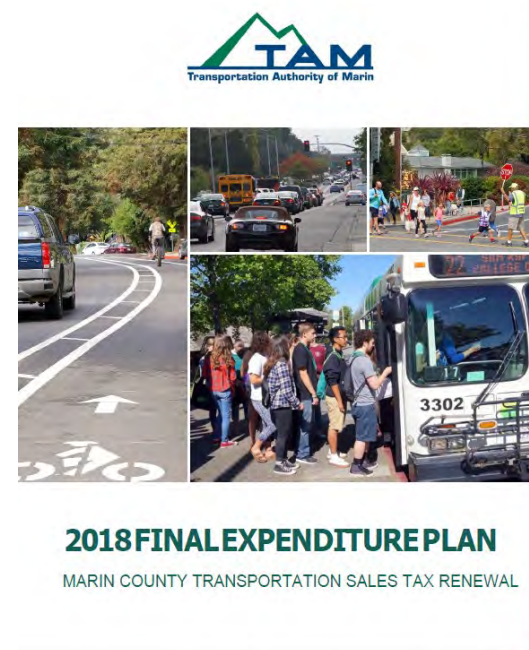
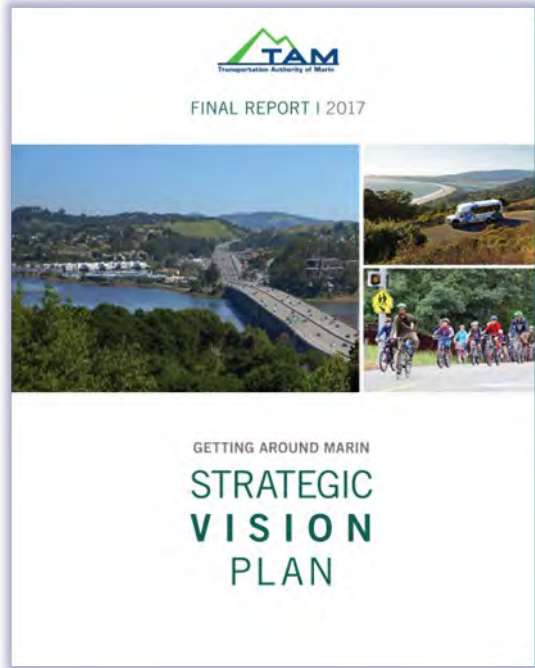
Workshop 3: Implementation (June 2024)

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



Draft CTP 2050 Vision Elements

CTP Vision Update



CTP Vision Update

- **October Board Workshop Direction**
 - 1) Update Vision Statement
 - 2) Focus CTP on:
 - Schools and Local Travel Needs
 - Safe Streets for All
 - Transit Ridership Growth
 - Close Gaps in the network
- **CTP Vision will contain**
 - Goals
 - Strategies
 - Performance measures to monitor progress

Optimal
Expand
Frequent
Reliable
Future-proof

Comfort
Evacuations
Flooding
Safer Streets

Engage
Accessible
Invest
Repair

Advancing safe, equitable, and sustainable transportation together.

Adapt
Maintain
Resilient

Walk
Bike
Bus
Ferry
Rail
Roads
Highways
Emergent Technologies

Local agencies
Transit providers
Community partners
MTC/ABAG
Caltrans
CCC/BCDC
MWPA
MCE

Next Steps for Vision

- Performance Measures
- Refine Needs Assessment into CTP Programs
- Assess opportunities to align needs and vision and identify CTP Co-benefits
- TAM Board Workshop in April

CTP 2050 Transportation Equity Framework



Engage
Accessible
Invest
Repair

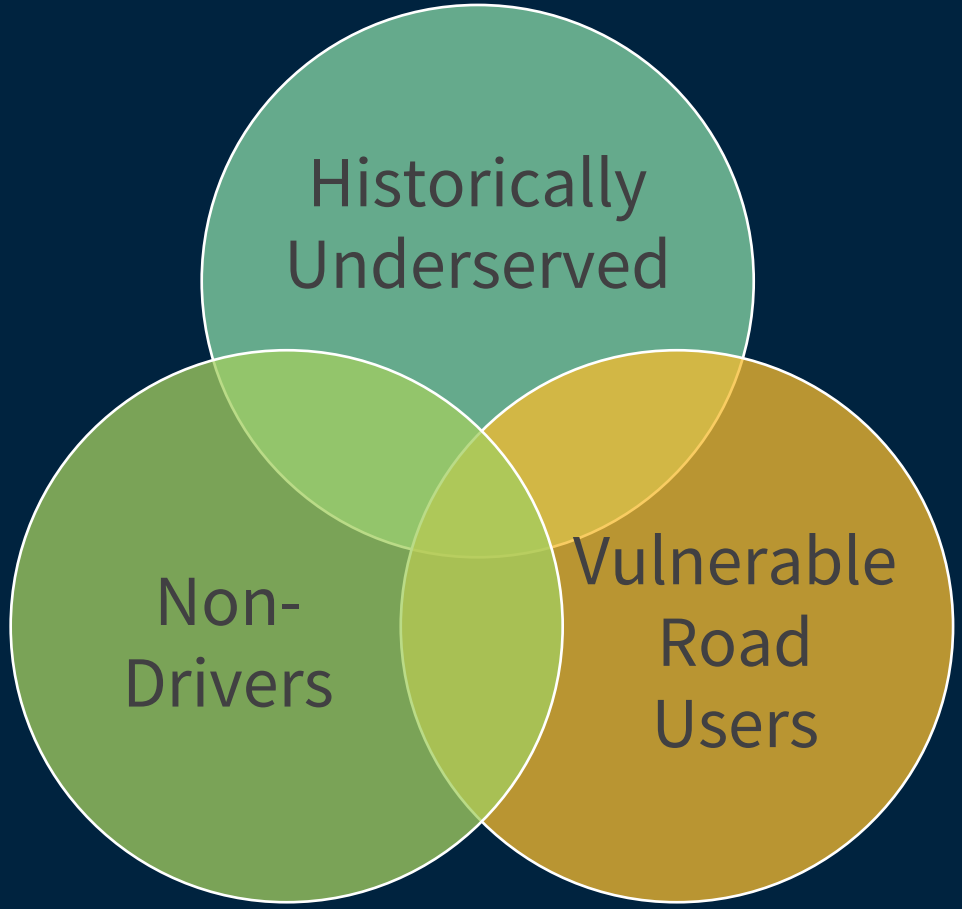
equitable,

Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for historically and systemically marginalized and excluded populations.

Engage
Accessible
Invest
Repair

equitable,

*Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for **historically and systemically marginalized and excluded groups.***



Historically Underserved Communities

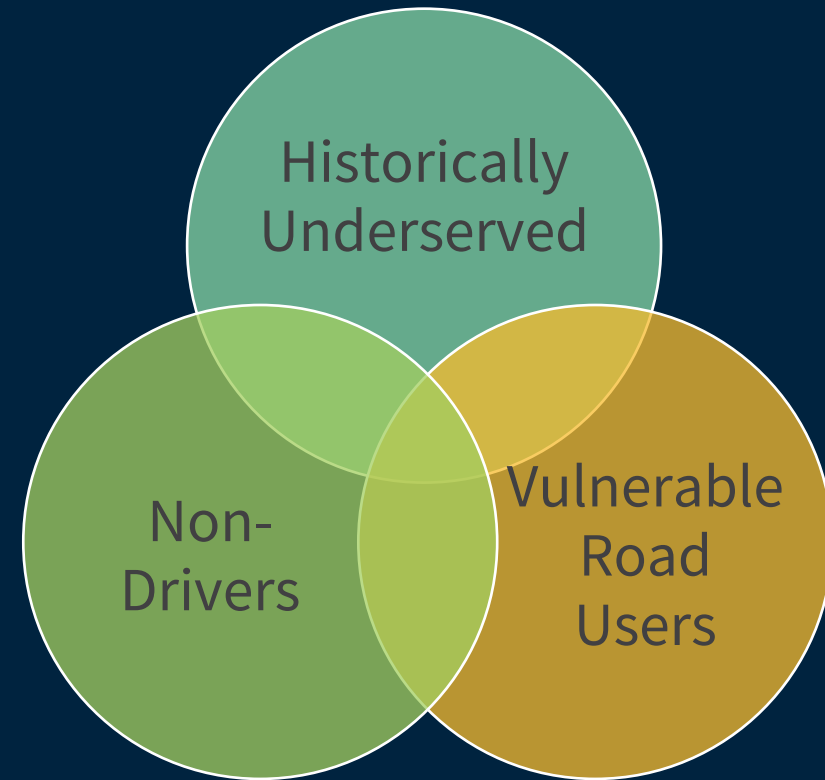
- MTC Equity Priority Communities (geographic)
- Low-income residents and workers
- Black, Hispanic, Indigenous, Asian population, incl. non-English speakers
- People with disabilities
- Rural residents and workers

Vulnerable Road Users

- Seniors 65+
- Youth <15
- People with disabilities
- Unhoused individuals
- Bicyclists and pedestrians

Non-Drivers

- Legal reasons (<16, undocumented residents, DL suspension)
- Financial or physical reasons (some people with disabilities or very low-incomes)
- Choice or comfort reasons (aging seniors, youth, other reasons)

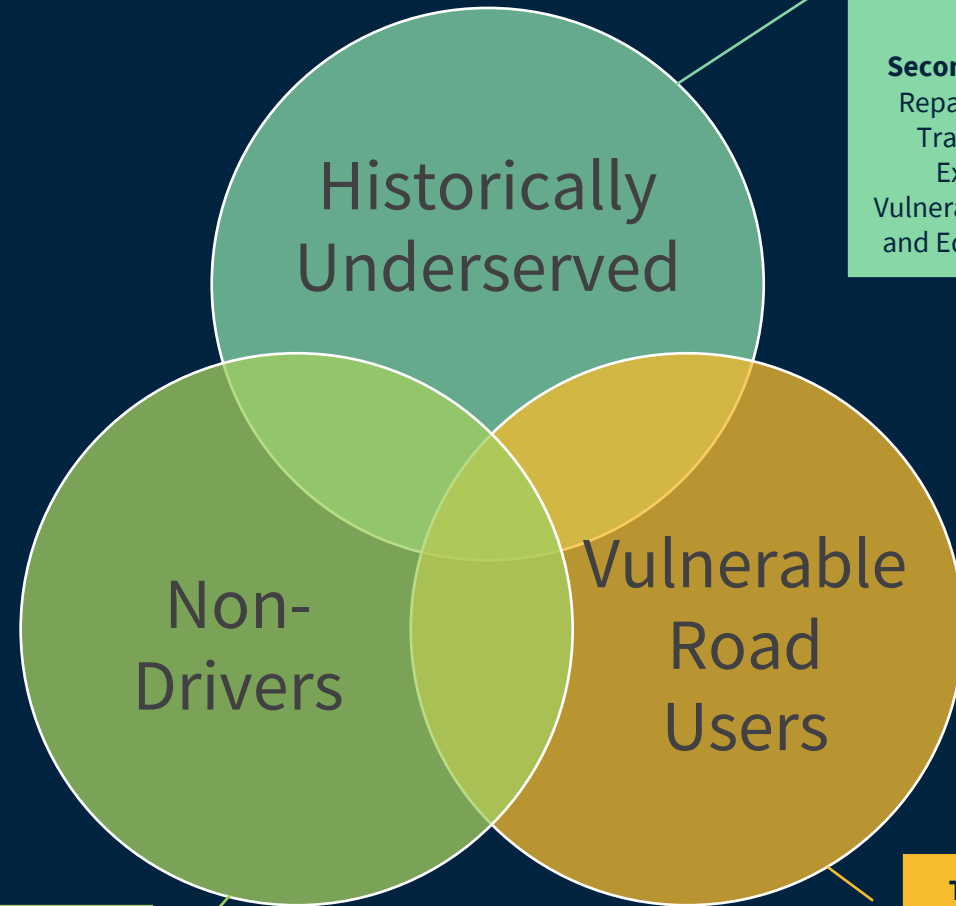


These populations are not static, and the goal is that, over time, these lists and maybe even entire categories can be addressed through changes to the transportation system.

Engage
Accessible
Repair
Invest

equitable,

Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for historically and systemically marginalized and excluded groups.



Top Disparity/Barrier:
Access

Secondary: State of Good Repair, Roadway Safety, Traffic and Emissions Exposure, Climate Vulnerability, User Outreach and Education, Travel Cost

Top Disparity/Barrier:
Non-Driving Access

Secondary: Roadway Safety

Top Disparity/Barrier:
Roadway Safety

Secondary: Security and Comfort, Traffic and Emissions Exposure

Engage
Accessible
Repair
Invest

equitable,

Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for historically and systemically marginalized and excluded groups.

EQUALITY:
Everyone gets the same – regardless if it's needed or right for them.



EQUITY:
Everyone gets what they need – understanding the barriers, circumstances, and conditions.

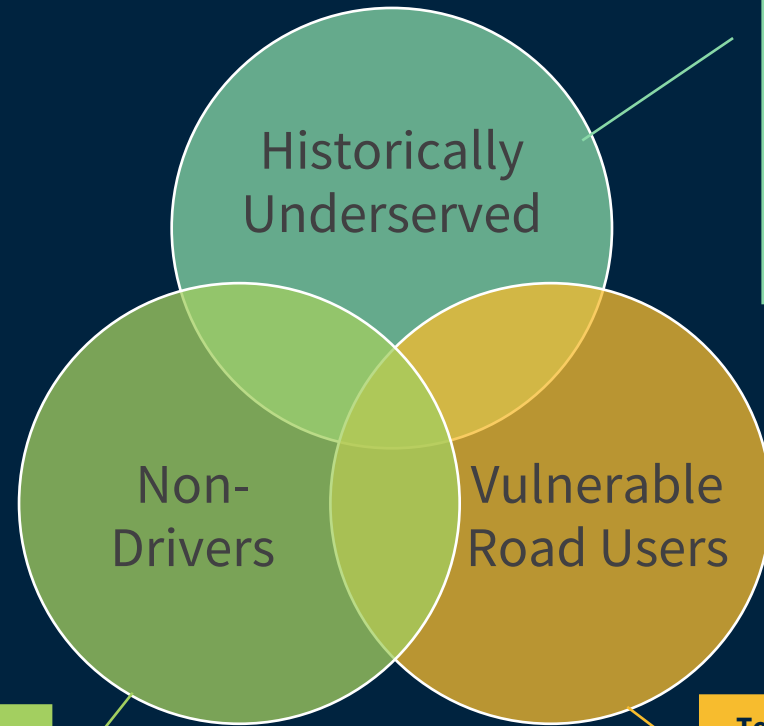


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Transportation equity is achieved through proactive and community-centered removal of travel barriers and transportation-related disparities for historically and systemically marginalized and excluded populations.

What do you think of this framework?

1. *Equity definition*
2. *Equity populations*
3. *Top and secondary barriers*



Top Disparity/Barrier:
Access

Secondary: State of Good Repair, Roadway Safety, Traffic and Emissions Exposure, Climate Vulnerability, User Outreach and Education, Travel Cost

Top Disparity/Barrier:
Non-Driving Access

Secondary: Roadway Safety

Top Disparity/Barrier:
Roadway Safety

Secondary: Security and Comfort, Traffic and Emissions Exposure

Engagement Process & Overview

- ✓ Two coordinated tracks: stakeholder engagement and public outreach
- ✓ Data-driven process
- ✓ Fit the right strategy with the right groups at the right time
- ✓ Meet the public where they are
- ✓ Focus on Equity Priority Communities
- ✓ Align with MTC's CTP and CBTP guidance

Engagement Activities

- ✓ Three Focus Groups Completed
- ✓ CTP Roadshow Underway
- ✓ Upcoming Board Workshop
- ✓ Online Survey/Digital Media Campaign
- ✓ Upcoming Localized Pop-Up Events
 - ✓ Accessible high traffic locations
 - ✓ Variety of interactive elements (i.e., Feedback walls, Live polls, Activities for kids)

Your Questions & Comments

