



TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS MEETING

JULY 25, 2024  
6:30 P.M.

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

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Belvedere  
Nancy Kemnitzer

Corte Madera  
Eli Beckman

Fairfax  
Chance Cutrano

Larkspur  
Gabe Paulson

Mill Valley  
Urban Carmel

Novato  
Rachel Farac

Ross  
Teri Dowling

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

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

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Webinar ID: 881 5544 9529  
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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](mailto:info@tam.ca.gov), no later than 5:00 p.m. Wednesday, July 24, 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.



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](mailto:jdoucette@tam.ca.gov) no later than 5 days before the meeting date.

## AGENDA

1. Chair's Report
2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. 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.)
5. CONSENT CALENDAR (Action) – **Attachments**
  - a. Approve TAM Board Meeting Minutes of June 27, 2024
  - b. Authorize the Executive Director to Negotiate and Execute a Professional Contract for Measure A/AA Sales Tax Compliance Audit Services
  - c. Authorize Contract Extension for Moffatt & Nichol
  - d. Interagency Agreements with Various School Districts for Reimbursed Crossing Guard Services
  - e. Authorize the Executive Director to Execute a Contract for Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit with Kimley Horn
  - f. Authorize Vanpool Program Agreement with Commute with Enterprise
  - g. Allocate Measure B Element 1.1 Funds to San Rafael for the Merrydale Project
  - h. Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service
  - i. Allocate Transportation Sales Tax Interest Funds for the Marin City Soundwall Project
  - j. Allocate Measure AA and Measure A Reserve Funds for Local Infrastructure Projects
6. Informational Presentation by General Manager of Sonoma-Marín Area Rail Transit (SMART) District (Discussion) – **Attachment**
7. Update on Mobility Hubs Planning Grant (Discussion) – **Attachment**



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS

JUNE 27, 2024  
6:00 PM

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

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon 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  
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair  
Gabe Paulson, Larkspur City Council  
Katie Rice, Marin County Board of Supervisors  
Maribeth Bushey, San Rafael City Council  
Mary Sackett, Marin County Board of Supervisors  
Melissa Blaustein, Sausalito City Council  
Rachel Farac, Novato City Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors  
Teri Dowling, Ross Town Council  
Urban Carmel, Mill Valley City Council

Members Absent: Nancy Kemnitzer, Belvedere City Council

Staff Members Present: Anne Richman, Executive Director  
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  
Melanie Purcell, Director of Finance and Administration  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Senior Transportation Planner

*Vice-Chair Lucan called the meeting to order at 6:01 p.m.*

Vice-Chair Lucan welcomed everyone to the meeting; announced that Chair Colbert would be arriving momentarily; and that Commissioner Farac was 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)

Metropolitan Transportation Commission Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that the Bay Area Housing Finance Authority (BAHFA) approved to submit a ballot measure for a general obligation bond for affordable housing in an amount of \$20 billion to Bay Area voters at the November 2024 general election.

Commissioner Moulton-Peters also reported that the Metropolitan Transportation Commission (MTC) voted to support a state constitutional amendment to set a vote threshold at fifty-five percent for Housing and Infrastructure Bonds; approved various contracts; and established a Regional Transportation Measure Select Committee to craft a regional consensus on the critical transit funding challenge facing the Bay Area.

Marin Transit Report – Commissioner Sackett

None.

SMART Report – Commissioner Lucan

Commissioner Lucan reported on the ribbon cutting ceremony for the Sonoma-Marín Area Rail Transit (SMART) Connect Larkspur shuttle held on June 20th; and that SMART and Marin Transit will provide expanded services for the Marin County Fair July 3rd through July 7th.

Commissioner Matters Not on the Agenda

None.

Vice-Chair Lucan asked if any members of the public wished to speak 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.

Chair Colbert arrived at 6:15 p.m., asked if any members of the public wished to speak, and hearing none closed this item.

**4. Open Time for Public Expression**

Chair Colbert asked if any members of the public wished to speak.

E-Bike Access representative Bob Mittelstaedt expressed concern regarding child safety and the use of throttle electric devices; expressed support for countywide coordination to address safety issues, including the inclusion of this topic on a future meeting agenda; and commented on Assembly Bill (AB) 1778.

E-Bike Access Board of Directors Member Jonathan Frieman expressed concern regarding child safety and the use of throttle electric devices; and commented on the importance of continuing to address safety issues.

**5. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes of May 23, 2024
- b. Amend the Administrative Code and the Accompanying Resolution for the Conflict of Interest Section on Designated Positions Requiring Compliance with State Disclosure Requirements
- c. Amendment of the TAM Administrative Code and Citizens' Oversight Committee (COC) Bylaws to Revise the Name of the COC and Other Updates
- d. Update Revenue and Expenditure Component for the Transportation Sales Tax Measures A/AA Strategic Plan
- e. Review the 2024 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List
- f. Authorize Contract Extension for the Highway 101 Interchange Studies
- g. Authorize a One-Year Contract Extension and Budget Amendment for On-Call Travel Demand Forecasting Contract
- h. Renew Contract for Photographic Services
- i. Acceptance of Revisions to the TAM Human Resources Policies and Procedures
- j. Certification of Right of Way for Bellam Off-Ramp Project

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 Paulson. A roll call vote was conducted, and the motion passed unanimously.

**6. Adoption of the Proposed TAM FY2024-25 Annual Budget (Action)**

- 6a. Public Hearing on the Proposed TAM FY2024-25 Annual Budget

Chair Colbert opened the Public Hearing on the Proposed TAM FY2024-25 Annual Budget. Hearing no public comments, Chair Colbert closed the Public Hearing.

- 6b. Adoption of the Proposed TAM FY2024-25 Annual Budget (Action)

ED Richman and Director of Finance and Administration (DFA) Melanie Purcell co-presented this item, which recommends that the TAM Board reviews and adopts the Proposed TAM FY2024-25 Annual Budget, including the work plan and salary schedule effective as of July 1, 2024.

In response to Commissioner Paulson, ED Richman explained that examples of first- and last-mile programs include a partnership with Golden Gate Transit for the SMART Larkspur Connect shuttle, which TAM proposes to fund at approximately \$150,000 for the year; the upcoming launch of the bikeshare program, which is funded with an \$800,000 grant from MTC; and Marin Commutes, which has an approximate annual cost of \$220,000. ED Richman also explained that the TAM Sea Level Rise Adaptation Study has identified nineteen (19) vulnerability areas across both Bay and coastal sides of the county, and that staff will return to the full TAM Board with an update in the fall.

In response to Commissioner Blaustein, DFA Purcell explained that the revenues used for the draw-down balance are dedicated funds allocated to specific projects, some of which carry forward for multiple years.

Chair Colbert asked if any members of the public wished to speak and hearing none, closed public comment.

Commissioner Cutrano commended staff for the work effort and expressed support for the process and adoption of the Proposed TAM FY2024-25 Annual Budget.

Commissioner Dowling expressed support for both the budget and work plan.

Commissioner Beckman expressed support for reflecting reserve funds as a separate line item in the budget.

Chair Colbert thanked TAM staff for the presentation and expressed support for the adoption of the Proposed TAM FY2024-25 Annual Budget and work plan.

Commissioner Cutrano moved to adopt the Proposed TAM FY2024-25 Annual Budget, including the work plan and salary schedule effective as of July 1, 2024, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

## **7. FY2024-25 Marin Transit Funding Allocation**

### **7a. Marin Transit's Annual Presentation (Discussion)**

Marin Transit General Manager (GM) Nancy Whelan presented the annual Marin Transit report, which included an agency overview; FY2024-25 highlights; and Measure AA and Measure B allocation requests.

In response to Commissioner Cutrano, GM Whelan explained that an all-electric battery bus currently costs approximately \$1.4 million compared to \$900,000 for a hybrid model or \$500,000 for a diesel-fueled vehicle. GM Whelan also explained that while long-term maintenance costs of electric fleets are projected to be even with or slightly lower than their technological predecessors, the cost of electricity has increased significantly. In response to Commissioner Cutrano's inquiry regarding the 188 bus stops being transferred to Marin Transit from Golden Gate Transit, GM Whelan explained that Marin Transit is analyzing the scope of work required to address accessibility at the newly acquired stops. GM Whelan also explained that Marin Transit generally uses carryover funds to match funding grants and that based on staff availability and cost, it was determined that 23 shelters would be scheduled for repair and/or replacement in FY2024-25.

In response to Commissioner Blaustein, GM Whelan explained that ongoing coordination continues to occur between Marin and Sonoma County transit operators and funding authorities; and that Marin Transit is open to discussions with local jurisdictions regarding fleet electrification coordination, however, physical site requirements often present a challenge.

In response to Commissioner Carmel, ED Richman explained that Measure AA funds are capped at 55% for transit, of which the majority is allocated to Marin Transit; and that 35% of Measure B funds are allocated to Marin Transit programs. ED Richman also explained that unused funds carry over to subsequent years and remain available for use by Marin Transit.

In response to Commissioner Paulson, GM Whelan explained that carbon dioxide (CO<sub>2</sub>) reduction metrics are used during the bus replacement process; and that the Federal Transit Administration (FTA) has issued guidance to operators in an effort to address national bus manufacturing shortages and rising costs. GM Whelan also explained that in general, Marin Transit procures vehicles along with orders from larger operators in order to share in a bulk discount; and that Marin Transit will continue to analyze the potential use of hydrogen-fueled vehicles.

In response to Commissioner Beckman, GM Whelan explained that in 2019, the cost of an electric bus was approximately \$800,000; in 2022, the cost was approximately \$1 million; and that presently, the cost is approximately \$1.4 million.

Vice-Chair Lucan commented on the Catch-A-Ride program, which offers Marin residents, 65 and older, up to thirty discounted rides per quarter (three month period) using paper or digital vouchers.

In response to Commissioner Cutrano, GM Whelan explained that Marin Transit has marketing collateral available for use/distribution by local jurisdictions.

Chair Colbert asked if any members of the public wished to speak and hearing none, closed public comment.

In response to Commissioner Dowling, GM Whelan explained that the West Marin Connector Shuttle does not service Muir Beach.

Chair Colbert expressed support for Marin Transit and commended GM Whelan and the entire Marin Transit agency.

7b. Allocate FY2024-25 Measure AA and Measure A Reserve Funds to Marin Transit (Action)

Commissioner Paulson moved to approve the recommended FY2024-25 Measure AA and Measure A Reserve Fund allocations to Marin Transit, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion was approved unanimously.

7c. Allocate FY2024-25 Measure B Vehicle Registration Fee Funds to Marin Transit (Action)

Commissioner Moulton-Peters moved to approve the recommended FY2024-25 Measure B Vehicle Registration Fee Fund allocation to Marin Transit, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion was approved unanimously.

**8. Update from the Bay Area Toll Authority (BATA) on recent activities associated with the Richmond San Rafael Bridge and Approaches** (Discussion)

ED Richman introduced MTC Director of Field Operations and Asset Management Lisa Klein, and Principal Engineer of Capital Project Delivery Ingrid Supit to present this item, which included a recap of the pilot timeline and purpose; findings to date and proposal; and next steps.

In response to Commissioner Sackett, Ms. Klein explained that the proposal includes the use of a bike shuttle pilot to be coordinated with both Golden Gate Transit (GGT) and AC Transit. Ms. Klein also explained that the Richmond-San Rafael (RSR) Forward projects are now fully funded with resolution of the Regional Measure 3 (RM3) litigation, and that the Richmond-San Rafael Bridge (RSRB) Open Road Tolling (ORT) project has been decoupled from the larger regional effort, both of which provide more certainty with respect to the project delivery timeline. Ms. Klein further explained that transportation demand management (TDM) initiatives prove challenging due to the dispersion of origins and destinations throughout the corridor; however MTC is coordinating with GGT regarding the potential expansion of express transit services.

In response to Commissioner Bushey, Ms. Klein explained that due to lower traffic congestion levels on the RSRB on Fridays compared to other weekdays, the extended pilot proposes to use the westbound shoulder as a multi-use path on Fridays, as well as weekends and holidays; however, MTC is still in discussions with Caltrans regarding various aspects of the proposal, including the logistical operation of the moveable barrier. Commissioner Bushey commented on the importance of feedback from San Rafael employers and employees and the effect that congestion plays on their commute to Marin County from the Richmond corridor and points east. In response to Commissioner Bushey's inquiry regarding seasonality, Ms. Klein explained that because the proposed pilot extension is relatively short at 12 months, adjustments for seasonality were not proposed. Commissioner Bushey commented on the importance of incorporating seasonality in the proposed pilot extension. In response to Commissioner Bushey's inquiry regarding cost and timeline, Ms. Klein explained that while costs for the bus shuttle are yet to be determined, the cost to move the barrier is approximately \$300,000 for the pilot extension period; and that

the next step in the pilot extension process is obtaining a permit from the San Francisco Bay Conservation and Development Commission (BCDC).

In response to Commissioner Rice, Ms. Klein explained that the pilot extension proposes to restore the shoulder on the westbound upper deck of the RSRB Monday through Thursday, and TAM Director of Project Delivery Dan Cherrier clarified that vehicular traffic on the westbound upper deck would still be limited to two lanes with the shoulder available as a break-down lane only. Commissioner Rice commented on the importance of community education and outreach regarding the intended use of the westbound shoulder; and also expressed concern about improvements required on the Marin County side of the westbound span should the shoulder be used as a general purpose lane in the future.

In response to Commissioner Dowling, Ms. Klein explained that a component of the pilot extension will seek to better understand the equity considerations.

In response to Commissioner Beckman, Mr. Cherrier explained that time limits on the eastbound 3rd lane allow for periodic bridge maintenance; and Ms. Klein explained that the strengthening study component of the pilot extension will analyze the potential long-term effects of the moveable barrier on the bridge.

In response to Commissioner Cutrano, Ms. Klein explained that under the conditions of the proposed pilot extension the Bay Trail would be rideable/walkable on Fridays, weekends, and holidays; and accessible via bike shuttle on Monday through Thursday. Ms. Klein also explained that some of the expected benefits of the Richmond Forward projects include a time savings of approximately 12 minutes for buses and carpools and approximately 5 minutes for general purpose. Commissioner Cutrano also inquired about data regarding incident/accident location (approach versus bridge), to which Ms. Klein indicated that staff would research and come back with more information.

Commissioner Beckman commented on the importance of driver behavior and its effect on safety and congestion. Ms. Klein explained that behavior analysis is not currently included in the scope of the pilot extension, but indicated that education, enforcement and design measures are integral for a successful transportation system. Mr. Cherrier explained that the RSR Forward project will address and improve merging on the RSRB approach. Commissioner Beckman also commented on the possibility of limiting lane changes on the RSRB in order to mitigate unsafe driver behavior.

In response to Vice-Chair Lucan, Ms. Supit explained that there will be physical barriers at the entrances to the multi-use path when it is not in service.

Commissioner Moulton-Peters commended MTC for the additional analyses of the accident data; concurred with Commissioner Beckman regarding the importance of analyzing driver behavior when assessing safety and design conditions; and expressed support for the RSR Forward projects.

Chair Colbert asked if any members of the public wished to speak.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed concern regarding the impacts the proposed pilot extension will have on access to the Bay Trail.

*The meeting was adjourned at 8:33 p.m.*





**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Melanie Purcell, Director of Finance and Administration

**SUBJECT:** Authorize the Executive Director to Negotiate and Execute a Professional Contract for Measure A/AA Sales Tax Compliance Audit Services (Action), Agenda Item No. 5b

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## RECOMMENDATION

The TAM Board authorizes the Executive Director to negotiate and execute a professional contract for Measure A/AA Sales Tax Compliance Audit Services with Moss, Levy, Hartzheim, LLP. The initial contract will not exceed \$85,000 and extend for a period of three years with two one-year optional extensions, beginning with audits for FY2023-24.

Two members of the Community Oversight Committee (COC), along with two staff members, reviewed the two proposals received and interviewed Bin Zeng from Moss, Levy, Hartzheim, LLP (MLH).

## BACKGROUND

The Expenditure Plans for Measure A, the original ½-Cent Transportation Sales Tax approved by the voters in 2004, and for Measure AA, renewal of Measure A approved by the voters in 2018, provide TAM with the authority to audit all Measure A/AA fund recipients for their use of the sales tax proceeds. Independent compliance audits are explicitly permitted under the terms and conditions of TAM's funding agreements/contracts with all Measure A/AA ½-Cent Transportation Sales Tax funding recipients. The TAM Board adopted the updated Measure A/AA Compliance Audit Policy in 2020.

## DISCUSSION/ANALYSIS

TAM has contracted with Moss, Levy, Hartzheim, LLP for the past five years to conduct the Measure A/AA Sales Tax Compliance Audits consistent with the Measure A/AA Expenditure Plans. The contract for Compliance Audit Services expired this year. Staff issued an extended Request for Proposals and contacted accounting firms to solicit proposals for a new audit team to perform the compliance audit services for the next three to five-year period. Two strong proposals were received as of June 18, 2024, the due date.

Peter Pelham and Charley Vogt, members of the Community Oversight Committee, generously agreed to serve on the evaluation panel, along with TAM's Senior Account Emily Tong and Finance and Administration Director Melanie Purcell.

The evaluation panel reviewed both proposals received and interviewed Mr. Bin Zeng of MLH on July 1, 2024. Unfortunately, the second proposer, Eadie Payne, declined to participate in the interview during the published dates. Moss, Levy, Hartzheim, LLP was recommended after thorough evaluation for its direct experiences with prior Measure A/AA compliance audits on behalf of TAM, the thoughtful suggestions for process improvements, and the focus on making the audit approaches more cost-effective. The panel unanimously recommended that TAM continue with MLH to conduct the required compliance audits for Measure A/AA fund recipients.

### **FISCAL CONSIDERATION**

The proposed cost is \$23-\$35K annually for the three-year contract, depending on the final audit work scope. The current year budget includes \$20,000 for the FY2023-24 audit cycle and the remaining needs will be included in future budgets. If additional funds are needed to complete the assigned audits, staff will bring forward a budget amendment for the Board's consideration.

### **NEXT STEPS**

Upon approval by the TAM Board, staff will start the negotiation process with Moss, Levy, Hartzheim, LLP, finalize the contract, and begin coordinating plans for the field work related to the FY2023-24 compliance audits, including the kick-off meeting with the funding recipients planned for late August.

### **ATTACHMENTS**

None.



**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Bill Whitney, Principal Project Delivery Manager

**SUBJECT:** Authorize Contract Extension for Moffatt & Nichol (Action), Agenda Item No. 5c

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## **RECOMMENDATION**

Staff is recommending the TAM Board authorize the Executive Director to execute a contract amendment extending the time duration with the consulting firm Moffatt & Nichol. No additional funds are needed with this request.

## **BACKGROUND**

TAM has been working with the City of Larkspur to implement the final portion of the North-South Greenway (Northern Segment). The construction of the portion on Old Redwood Highway has been underway and is nearing completion. The path is currently open to the public and is well used by pedestrians and bicyclists.

## **DISCUSSION/ANALYSIS**

TAM has been providing construction support to the City of Larkspur using the services of the design firm Moffatt & Nichol. Construction was expected to be complete by June 30, 2024, however issues arose that required more time to resolve than expected. The scope of work was increased to incorporate solar pathway lighting and additional safety railing at select locations, and additional signage. The contractor has been given direction that will resolve these issues and is proceeding to complete the project. The final action required by the designers is to prepare the As-Built Plans for future use by the City.

## **FISCAL CONSIDERATION**

No additional funds are needed with this request.

## **NEXT STEPS**

Execute a Contract Amendment extending the contract time with Moffatt & Nichol to December 31, 2024.

## **ATTACHMENTS**

None.

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**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Interagency Agreements with Various School Districts for Reimbursed Crossing Guard Services (Action), Agenda Item No. 5d

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## RECOMMENDATION

The TAM Board authorizes the Executive Director to:

1. Enter into Amendment 8 of Interagency Agreement A-FY17-02 with Larkspur-Corte Madera School District for reimbursement of one crossing guard for the 2024/2025 school year. The not to exceed amount will be increased by \$25,000 to \$172,500, and the termination date will be extended to July 31, 2025.
2. Enter into Amendment 9 of Interagency Agreement A-FY15/16-001 (FA) with Kentfield School District for reimbursement of one crossing guard for the 2024/2025 school year. The not to exceed amount will be increased by \$25,000 to \$130,500, and the termination date will be extended to July 31, 2025.
3. Enter into Amendment 3 of Interagency Agreement A-FY23-16 with Novato Unified School District for reimbursement of two crossing guards for the 2024/2025 school year. The not to exceed amount will be increased by \$50,000 to \$90,000, and the termination date will be extended to July 31, 2025.

## BACKGROUND

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard services. Under contract, All City Management Services (ACMS) currently provides crossing guards under the general supervision of TAM staff. The 2024/2025 school year will be the 19th year during which crossing guards have been funded by the TAM Crossing Guard Program.

In April 2024, the TAM Board approved the Program to fund 96 guards for the 2024/2025 and 2025/2026 school years with the expectation that the funding level may need to be reduced for the 2026/2027 school year.

## DISCUSSION

In addition to funding the top 96 ranked locations, the TAM Crossing Guard Program includes provisions for local agencies, schools, or school districts to arrange for crossing guard services to be provided through the TAM contract at locations below the funding cutoff by reimbursing TAM for the cost of the services. The current cost for a crossing guard is approximately \$25,000 for a regular school year. This amount assumes a modest increase in the paid rate effective January 1, 2025.

Currently, four guard locations are funded in this manner:

- One by the Larkspur-Corte Madera School District (at Paradise Drive/Seawolf Passage).
- One by the Kentfield School District (at Sir Francis Drake Boulevard and Wolfe Grade). The crossing guard at Sir Francis Drake and Wolfe Grade is in addition to the TAM funded guard at the same intersection. The Kentfield School District believes this site requires two guards due to the extensive number of vehicles turning right at both ends of the North-South crosswalk.
- Two by the Novato Unified School District (one at Novato Boulevard and Sunset Parkway and the other at Arthur Street and Cambridge Street).

All three school districts have indicated they wish to continue the guards at the above locations.

### **FISCAL IMPACTS**

The cost of providing crossing guard services for the four locations will be reimbursed 100% by the applicable school districts during the 2024/2025 school year and has no impact on the FY2024-25 TAM Annual Budget.

### **NEXT STEPS**

Upon Board approval, staff will execute amendments to existing agreements.

### **ATTACHMENTS**

None.



**DATE:** July 25, 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:** Authorize the Executive Director to Execute a Contract for Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit with Kimley Horn (Action), Agenda Item No. 5e

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## RECOMMENDATION

Recommend that the TAM Board authorize the Executive Director (ED) to negotiate and execute a professional services contract for the Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit with Kimley Horn, in an amount not to exceed \$464,000.

## BACKGROUND

With the passage and implementation of California Senate Bill (SB) 743, transportation impact analysis under the California Environmental Quality Act (CEQA) is now required to consider VMT to determine the environmental impacts of land use and roadway projects. VMT is a measurement of the overall amount of driving, replacing Level of Service (LOS) or the vehicle delay that occurs on a roadway. Under SB 743, vehicle delay is no longer considered an environmental impact but can be considered as part of local discretionary reviews, and emissions that occur from vehicle delay (and overall amount of driving) are still included in CEQA's greenhouse gas impact analysis.

TAM has been supporting lead agencies in this transition since 2015, with the development of an activity-based model, the TAM Demand Model (TAMDM), to provide estimates of existing and forecasted VMT per capita in Marin County and providing other VMT data and resources. Since this time, San Rafael, San Anselmo, and Larkspur have adopted VMT analysis guidelines to screen out projects that are not required to undergo VMT analysis and identify thresholds for determining impact significance. TAM consulted with each jurisdiction during their adoption process.

Once jurisdictions adopt VMT analysis guidelines, there are statewide resources available for lead agencies to quantify VMT reductions. However, only limited local tools and resources are available to quantify and coordinate VMT reductions, both on-site, as part of project designs, and/or off-site as investments in ongoing programs or projects.

In 2023, TAM secured funding through the Caltrans Planning Grant program to develop a VMT Reduction/Mobility Enhancement Toolkit to assist local lead agencies by identifying CEQA compliant VMT mitigation strategies. The Toolkit will evaluate the California Air Pollution Control Officers Association (CAPCOA) 2021 guidance and other resources to identify which VMT mitigations are most appropriate for Marin and will develop a local tool to quantify mitigation measures. It will prioritize mitigations through local input by elevating the mobility needs of Equity Priority Community populations, focusing on maximizing mode shift, improving cost effectiveness for agencies, and offering affordable and convenient options specifically applicable to suburban and rural communities like Marin County.

## **DISCUSSION/ANALYSIS**

On May 7, TAM released a Request for Proposals (RFP) seeking qualified consultants to develop the Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit. TAM received three proposals by the June 7 proposal deadline, and an evaluation panel was formed to review and rank the proposals and conduct interviews. The selection panel included two members of TAM staff, the Town of Corte Madera Community Development Director, and the City of Larkspur Community Development Director.

The firms were evaluated based on criteria specified in the RFP, including qualifications and experience of the firms and staff, management of the work, fee information, and demonstrated ability to meet the requirements of the RFP. Interviews were conducted on June 25 and June 27, and the evaluation panel developed a ranking of the firms as follows:

1. Kimley Horn
2. Fehr & Peers
3. DKS Associates

Staff conducted reference checks and is recommending the Board authorize a contract with Kimley Horn in an amount not to exceed \$464,000 in alignment with their cost proposal. The amount available in the grant is \$518,934. Funds not spent on the consultant contract will be used for TAM staff time as well as coordination with Community Based Organizations (CBOs) to offset additional local funding for CBO stipends, in alignment with grant requirements.

On July 8, the Administration, Projects, and Planning (AP&P) Executive Committee received a presentation on VMT and recommended the Board approve the ED to negotiate and enter into contract with Kimley Horn for the VMT Reduction and Mobility Enhancement Toolkit. The AP&P Executive Committee asked staff questions relating to public outreach and engagement about VMT and engaged in discussion regarding the history of Level of Service (LOS) compared to VMT in Marin County and the connection between land use and transportation.

## **FISCAL CONSIDERATION**

Funding for the VMT Reduction and Mobility Enhancement Toolkit is available through TAM's Caltrans Planning Grant award of \$518,934. The contract not to exceed amount of \$464,000 is expected to be spent over the next two fiscal years. Funds are included in the FY2024-25 budget for these activities.

## **NEXT STEPS**

Upon TAM Board authorization, the Executive Director will execute a contract with Kimley Horn and commence work. Various elements of the VMT Reduction and Mobility Enhancement Toolkit are expected to be brought to the Board for consideration throughout the process.

## **ATTACHMENTS**

None.





**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Director of Programming & Legislation  
Scott McDonald, Principal Transportation Planner

**SUBJECT:** Authorize Vanpool Program Agreement with Commute with Enterprise (Action),  
Agenda Item No. 5f

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## **RECOMMENDATION**

Staff is recommending the TAM Board authorize the Executive Director to execute a vanpool program agreement with Enterprise Rent-A-Car Co of San Francisco, LLC, doing business as Commute with Enterprise, for vanpool incentives as a layered subsidy in alignment with the current Metropolitan Transportation Commission (MTC) direct agreement with Commute with Enterprise for the MTC Bay Area Vanpool Program.

## **BACKGROUND**

In 2009 TAM rolled out a \$3,600 per van subsidy through a vanpool incentive program promoted to reduce single occupant vehicle trips and capitalize on opportunities at the time to promote use of the recently completed Highway 101 Gap Closure Project. It was set up as a complement to MTC's regional rideshare program 511.org (marketed as 511 Rideshare at the time), which already provided a vanpool start-up subsidy throughout the Bay Area and to expand vanpools commuting to or from Marin County.

A vanpool is typically a group of seven or more commuters who share the ride and travel costs by leasing a van or large SUV. Vanpooling benefits may include free bridge tolls, discounted parking permits for the van, and additional employer benefits. Vanpools are also an IRS defined transportation option separate from transit, which are generally used for very long commutes and eligible under pretax options by employers to offer employees.

## **DISCUSSION/ANALYSIS**

MTC has an agreement with Commute with Enterprise for the Bay Area Vanpool Program. TAM's layered vanpool incentive agreement will be coordinated with the requirements and distribution established by MTC in the administration of their own incentive. Currently, MTC is offering \$500 monthly per vanpool, on top of which the TAM \$3,600 incentive (distributed at \$150/month over a two-year period) would be layered. TAM's layered incentive helps attract additional interest for new vanpools to start up and increases the overall likelihood of vanpool formation and continued operation.

TAM's vanpool incentive is also promoted as a key feature within TAM's MarinCommutes.org site where vanpool participants can qualify for TAM's Marin Commutes Rewards Program when entering trips toward monthly and annual drawings, and rewards for gift cards.

COVID-19 has had a lasting effect on vanpooling, both within Marin County and beyond. The number of registered vanpools going to/from Marin County has fluctuated over the years and has stabilized at ten vanpools in the MTC vanpool database since the pandemic. With a reduction in vanpooling throughout the Bay Area during Covid, MTC reduced some vanpool program services. As such, while MTC formerly contracted with the company WSP as an outreach consultant liaison for the MTC Vanpool Program, in spring 2024, MTC decided to eliminate that consultant support and rely on Commute with Enterprise to work directly with agencies like TAM and employers considering vanpools as a commute option.

Last year, TAM reported on a recent survey conducted by TAM consultants indicating relatively low awareness and use of the vanpool incentive. This agreement with Commute with Enterprise is expected to expand outreach through a partnership among TAM/MTC/Enterprise to encourage more vanpooling demand and awareness.

Following a prior competitive procurement process, in 2023, MTC extended its contract with Commute with Enterprise through June 30, 2025, with additional available extensions whereby MTC may extend the contract term through June 2028.

### **FISCAL CONSIDERATION**

This agreement will include a not to exceed amount of \$25,000 with a current term through June 30, 2025, with the ability for staff to agree to annual extensions or a multi-year extension through June 30, 2028.

### **NEXT STEPS**

Upon TAM Board approval, TAM's Executive Director will execute the vanpool program agreement with Commute with Enterprise.

### **ATTACHMENTS**

None.



**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Director of Programming and Legislation  
Scott McDonald, Principal Transportation Planner

**SUBJECT:** Allocate Measure B Element 1.1 Funds to San Rafael for the Merrydale Project (Action), Agenda Item No. 5g

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## RECOMMENDATION

The TAM Board allocates \$742,228 in Measure B Element 1.1 funds to San Rafael for the South Merrydale Road – Civic Center Connector Pathway Project.

## BACKGROUND

Measure B Element 1.1 received 35% of the Measure B funds collected, to be distributed to local jurisdictions based on a formula of 50% population and 50% lane miles for specific bicycle/pedestrian and safety improvement projects. Measure B Element 1.1 funds are allocated based on five years of estimated fund collection. Measure B Element 1.1 generates approximately \$749,000 annually. Five years of estimated fund collection from FY2023 to FY2027-28 is approximately \$3.74 million.

In March 2023, a Call for Projects was issued to the local jurisdictions, requesting completed Measure B Element 1.1 Allocation Request Forms for the amounts available to each jurisdiction.

Allocation requests were received from all jurisdictions for their available amounts, except for the following:

- County of Marin requested \$500,000 of \$1,261,197 available for the Lomita Drive Project, leaving \$761,197 available for another allocation request at a later date.
- San Rafael did not submit an allocation request for \$742,228, leaving the entire amount available for future request.

In July 2023, the TAM Board approved the allocation requests for Measure B Element 1.1 funds as submitted by local jurisdictions. To date, the County of Marin and San Rafael have remaining Measure B Element 1.1 funds available for programming upon request.

## DISCUSSION

San Rafael submitted the attached Allocation Request Form (Attachment A) for \$742,228 in Measure B Element 1.1 funds to construct the South Merrydale Road – Civic Center Connector Pathway Project. San Rafael is leveraging the Measure B Element 1.1 funds with \$1,940,000 in a federal Reconnecting Communities/Neighborhood Access and Equity (RCN) grant secured in March 2024.

## South Merrydale Road – Civic Center Connector Pathway Project

San Rafael is proposing to construct a pathway that would link Rafael Meadows and neighborhoods west of Highway 101 with existing multi-use paths to the east of Highway 101.



*Project Conceptual Rendering*

The project will create a 10-foot-wide multiuse path alongside the SMART Civic Center Station train tracks under Highway 101. The new path will run between Merrydale Road in the Rafael Meadows community and Civic Center Drive. The new path feeds into a larger network of multiuse routes leading to several destinations, most notably the Marin Civic Center and Venetia Valley School, which allow students to bypass North San Pedro Road.

The Project would fill a gap in the existing active transportation network, which currently faces a barrier posed by US Highway 101. This project is intended to:

- Improve active transportation connections between Rafael Meadows and Civic Center Drive;
- Replace the existing path currently required to walk or cycle to nearby schools and other destinations with a safer, more comfortable, and more direct route; and
- Connect residents to a broader network of parks and bicycle infrastructure for commuting, recreation, and daily travel needs.

The Project was initially identified through a planning process involving children, parents, and staff from Venetia Valley Elementary School and has received letters of support from San Rafael City Schools, San Rafael Chamber of Commerce, and multiple transit agencies and active transportation advocacy groups.



*The location of the proposed path is currently occupied by an informal dirt trail. The proposed path will be accessible to people with disabilities and all active transportation users.*

### **FISCAL IMPACTS**

Upon approval from the TAM Board, TAM's FY2024-25 Annual Budget will be amended to include \$742,228 in Measure B Element 1.1 funds for San Rafael's South Merrydale Road – Civic Center Connector Pathway Project. The funds will be available for reimbursement upon request from San Rafael in accordance with the reimbursement schedule established in Attachment A.

### **NEXT STEPS**

Upon TAM Board approval, a funding agreement for the South Merrydale Road – Civic Center Connector Pathway Project will be issued to San Rafael.

### **ATTACHMENTS**

Attachment A – San Rafael's Allocation Request Form

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Attachment A

**Measure B Allocation Request**  
**Element 1.1 - Bicycle, Pedestrian, and Safety Improvements**

**1. Applicant**

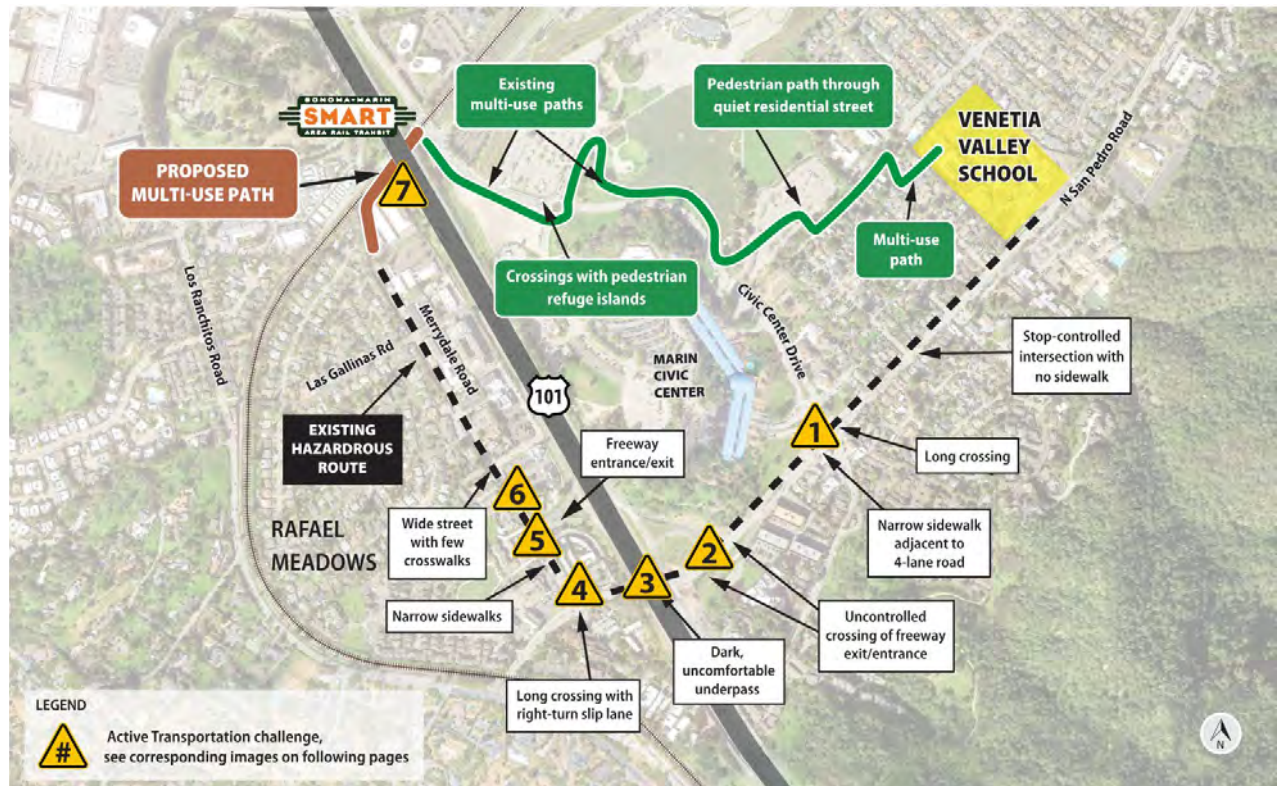
Responsible Agency: City of San Rafael  
 Contact Person: Grey Shankel Melgard  
 Phone: 415-256-5501  
 E-Mail: grey.melgard@cityofsanrafael.org

**2. Project Information**

South Merrydale Road – Civic Center Connector Pathway - The project will create a 10-foot-wide multiuse path alongside the SMART Civic Center Station train tracks under Highway 101. The new path will run between Merrydale Road in the Rafael Meadows community and Civic Center Drive. The new path feeds into a larger network of multiuse routes.

This project will improve access by filling a critical gap under US Highway 101 at the Marin Civic Center SMART station. The creation of a multi-use path in this location would link Rafael Meadows and neighborhoods west of Highway 101 with existing multi-use paths on the east side, creating a route to school that is comfortable for walkers and cyclists of all ages and abilities. This route would bypass North San Pedro Road.

Project is included in the City of San Rafael’s FY2024-25 Capital Improvement Program.



## Attachment A

## 3. Cost Estimate Breakdown and Schedule

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV) & Final Design (PS&E)	\$600,000	Q3 FY24/25	Q3 FY25/26	Upcoming
Right of Way Acquisition (ROW)				
Construction (CON)	\$1,410,000	Q1 FY26/27	Q4 FY26/27	Upcoming
Contingency (no more than 10% of the total construction cost)				
Construction Contingency	\$420,000	Q1 FY26/27	Q4 FY26/27	Upcoming
Project Management	\$360,000	Q3 FY24/25	Q4 FY26/27	Upcoming
<b>Total Project Cost</b>	<b>\$2,790,000</b>			

## 4. Measure B 1.1 Funds Available:

	Phase(s)	Requested Amount
Measure B 1.1 Funds	ENV and PS&E	\$120,000
	CON	\$280,000
	Construction Contingency	\$80,000
	Project Management	\$262,228
Total Requested		\$742,228

## 5. Other Programmed Funding

Source	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
Neighborhood Access and Equity – RCN Grant	ENV, PS&E, CON, and Construction Contingency	FY25	Secured	\$1,940,000
Total Funds Programmed				\$1,940,000



**Attachment A****6. Measure B Reimbursement Schedule**

Recipient may proceed with project and incur costs any time after July 27, 2023 but maximum payments on reimbursement requests will be remitted by TAM in accordance with the below table. Funds not requested for reimbursement in an assigned fiscal year will be made available for reimbursement the following fiscal year and thereafter.

<b>FY 23/24</b>	<b>FY 24/25</b>	<b>FY 25/26</b>	<b>FY 26/27</b>	<b>FY 27/28</b>
	\$120,000		\$622,228	

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**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service (Action), Agenda Item No. 5h

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## RECOMMENDATION

The TAM Board allocates \$153,591 in Measure AA funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) for the FY2024-25 operational period of the SMART Connect Shuttle.

## BACKGROUND

Prior to the downturn in ridership caused by the Shelter in Place Order and the pandemic, GGBHTD had experienced insufficient capacity at its Larkspur Ferry Terminal parking lot nearly every weekday morning since 2012. In 2013, GGBHTD approved the implementation of a ferry feeder bus service to address the steadily growing demand for Larkspur Ferry Service and parking, followed by charging for parking at the ferry terminal and upgraded ferry service as part of its overall implementation strategy.

From 2013 to 2019, TAM allocated approximately \$85,000 annually in Measure A Interest Funds to Marin Transit as pass through funds to GGBHTD to operate ferry feeder bus service to the Larkspur Ferry Terminal from the Ross Valley/Sir Francis Drake Corridor. Marin Transit was used as a pass-through agency because GGBHTD was not named as a recipient of Measure A funds.

With the passage of Measure AA in November 2018, the Measure AA Expenditure Plan specifically named GGBHTD as a direct recipient of Measure AA funds under Category 4.6 to expand access to ferries and regional transit. Measure AA set aside 0.5% of the total revenue annually for Category 4.6. The anticipated FY2024-25 revenue collection for Category 4.6 is \$153,591.

## DISCUSSION

TAM received the attached Allocation Request Form (Attachment A) from GGBHTD requesting an allocation of Measure AA funds in the amount of \$153,591 for the newly implemented SMART Connect Larkspur Shuttle for FY2024-25 to help serve the Golden Gate Ferry Larkspur Terminal.

The SMART Connect Larkspur Shuttle serves the SMART Larkspur station, the Golden Gate Ferry Larkspur Terminal, and the surrounding Larkspur Landing area. On weekends, the shuttle also serves The Village and Town Center shopping malls in Corte Madera.

The shuttle meets every southbound train at the SMART Larkspur train station within 5 minutes, providing an alternative to the Central Marin Ferry Bicycle/Pedestrian Bridge, linking the SMART Larkspur Station with the Golden Gate Larkspur Ferry Terminal.

The shuttle follows the same holiday schedule as the SMART train. The shuttle operates:

- Thursday – Friday: 7:00 AM – 12:30 PM and 1:30 PM – 6:00 PM
- Saturday – Sunday: 8:30 AM – 11:30 AM and 12:30 – 7:30 PM



Measure AA funds programmed for annual operations of transit service, such as Category 4.6, are considered programmatic as opposed to project specific funding. Programmatic funding is approved annually, and all expenditures incurred on or after July 1 of the year are eligible for reimbursement.

## **FISCAL IMPACTS**

Upon approval by the TAM Board, TAM's FY2024-25 Annual Budget would be amended to include \$153,591 from Measure AA Category 4.6 for GGBHTD.

## **NEXT STEPS**

Upon approval by the TAM Board, a funding agreement will be issued to GGBHTD for \$153,591 in Measure AA Funds for FY2024-25 operation of SMART Connect Larkspur Shuttle.

## **ATTACHMENT**

Attachment A – GGBHTD's Allocation Request Form

**Attachment A**

**Measure AA – Transportation Sales Tax**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Category 4.6 – Expand Access to Ferries and Regional Transit

**Project Name:** SMART Connect Pilot Program – Larkspur Ferry and SMART Station Area

**Implementing Agency:** Golden Gate Bridge, Highway & Transportation District (GGBHTD)

**Scope of Work:** For Fiscal Year 2024/2025 to provide micro transit shuttle services connecting the Golden Gate Larkspur Ferry and the SMART Larkspur Station and the surrounding areas. Shuttle services will operate from Thursday through Sunday, matching existing SMART train weekday and weekend schedules. *The shuttle operates:*

- Thursday – Friday: 7:00 AM – 12:30 PM and 1:30 PM – 6:00 PM
- Saturday – Sunday: 8:30 AM – 11:30 AM and 12:30 – 7:30 PM

**Cost of Scope:** Approximately \$221,461 annually.

**Strategic Plan Programmed Amount:** \$153,591

**Requested Amount:** \$153,591 (FY 24/25 funds)

**Other Funding:** SMART Measure Q and/or State funds

**Cash Flow Availability:** 100% in FY 24/25

**Project Delivery Schedule (include start & completion milestones):** The project began on June 6, 2024, as a demonstration project and will operate through June 30, 2025.

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**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Director of Programming and Legislation  
Dan Cherrier, Director of Project Delivery

**SUBJECT:** Allocate Transportation Sales Tax Interest Funds for the Marin City Soundwall Project (Action), Agenda Item No. 5i

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## RECOMMENDATION

The TAM Board authorizes the allocation of \$250,000 in Transportation Sales Tax Interest funds to the Marin City Soundwall Project.

On July 8, 2024, the Administration, Projects and Planning (AP&P) Executive Committee reviewed and voted unanimously to support the allocation request and referred the recommendation to the TAM Board for approval.

## BACKGROUND

Both Measure A and Measure AA Expenditure Plans allow transportation Sales Tax interest income generated by both Measure A and Measure AA fund balances to be used for the transportation purposes described in the Expenditure Plans. All use of interest revenue should be determined by the TAM Board in a noticed public meeting as specified in the Expenditure Plans.

Since inception, the TAM Board has programmed approximately \$5.4 million in interest funds to various projects/programs (listed below) out of approximately \$6.9 million cumulatively available.

Several commitments recurred over a few years or are ongoing, including the following:

- Bike Path Maintenance (ongoing);
- Golden Gate Transit's Ferry Shuttle Service (commitment ceased with the FY 18/19 allocation when Measure AA provided dedicated funding to GGBHTD); and
- Insurance covering the Central Marin Ferry Connection structure over Sir Francis Drake Boulevard (commitment ceased with the FY 19/20 allocation when SMART extended passenger rail service to Larkspur).

Other programming commitments have been one-time only, including the following:

- Multi-Use Path (2nd to Andersen);
- Bellam Blvd. Approach to the Richmond-San Rafael Bridge (Off-Ramp Project);
- North South Greenway Project; and
- Marin Transit School Bus Service.

The remaining amount available for programming new projects is approximately \$1.5 million.

For interest funds that were allocated to capital projects, all of the commitments helped complete a funding plan when no other funds were available. In every case, the funds were leveraged by other dedicated fund sources, by a match 1:1 or greater.

## DISCUSSION

The Marin City Soundwall project is the result of requests from local residents to explore options to limit the noise associated with U.S. 101. Staff from TAM and Marin County Public Works have been meeting with Caltrans to determine the best course of action. In order to proceed to future steps, Caltrans will require a Project Initiation Document (PID) most likely in the form of a Project Study Report. A PID is a required Caltrans document that determines the scope, cost, and schedule of a major project on the State Highway System.

The PID is estimated to cost approximately \$500,000 (\$400,000 for consultants and \$100,000 for Caltrans to review). The County and TAM have agreed to absorb staff costs and procurement costs. Each party will contribute \$250,000 with the lead agency to be determined at a later date. Staff's understanding is that the County's contribution is included in their FY2024-25 budget.

In May of 2019, the TAM Board took action to formally list the types of projects that are eligible for Measure interest funds. The Board determined a ranked list at that time of:

1. Maintain commitment to fund a mitigation measure associated with the Central Marin Ferry Connector Project;
2. Provide funding to respond to bid opening and construction shortfalls;
3. Maintain funding commitments to routine bike/ped path maintenance;
4. Other emerging unfunded immediate needs.

This Project falls under Rank 4 (Other emerging Projects).

Phases that may follow the PID (environmental, design, right of way, and construction) are not funded and likely will require that agencies pursue grants to develop. A request was made by the AP&P Executive Committee to outline future steps to complete this project and associated estimated timelines. The following assumes the expedited Caltrans Encroachment Permit Process. Hopefully, the lower end of each estimate is obtained. Should this Project require the full Project Development Process additional time (up to three years) may be required. Staff will endeavor to keep the process moving while meeting applicable requirements.

<b>Estimated Timelines</b>	
Complete PID/PSR	18 to 24 months
Seek grant funding	12 to 36 months
Complete environmental review and obtain exceptions	12 to 36 months
Design (includes negotiating Maintenance Agreement)	6 to 24 months
Right of way	6 to 36 months
Construction	12 months
<b>Total</b>	<b>5 or more years</b>



### **FISCAL IMPACTS**

The allocation of \$250,000 in Transportation Sales Tax funds for the Marin City Soundwall Project was anticipated in the development of the TAM's FY2024-25 Annual Budget. No budget amendment is needed to facilitate this allocation. This allocation will leave approximately \$1.25 million in Transportation Sales Tax Interest funds for future programming.

### **NEXT STEPS**

Upon TAM Board approval, a funding agreement will be negotiated with Marin County for the approved allocation amount. Staff from TAM and the County are discussing which agency will lead the effort to produce the PID. The lead agency will also need to execute an agreement with Caltrans for oversight of the PID effort.

### **ATTACHMENTS**

None.

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**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Allocate Measure AA and Measure A Reserve Funds for Local Infrastructure Projects (Action), Agenda Item No. 5j

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## RECOMMENDATION

The TAM Board allocates a total of \$6,550,521 in Measure AA and Measure A Reserve funds to cities, towns, and Marin County for local infrastructure projects in FY2024-25.

## BACKGROUND

TAM annually allocates available local infrastructure funds to local agencies to maintain roads, bikeways, sidewalks, and pathways. Local infrastructure funds can include a combination of Measure AA and Measure A Reserve funds. Measure AA funds are available annually. Measure A Reserve funds, which were set aside during the first five full years of revenue collection, are made available as specified in the current TAM Measure A/AA reserve policy as part of the annual budget process.

### Measure AA Category 2.1 Funds

Measure AA funds from Category 2.1 are used for local street and road maintenance and rehabilitation. Approximately \$6.53 million is available for allocation in FY2024-25. Funds are eligible for a wide variety of local road needs to create a well-maintained and resilient transportation system. Funds are distributed on an annual basis to each city, town, and Marin County, calculated using a formula based on a 50/50 split of lane miles maintained and population; these factors were updated in 2023, resulting in very minor adjustments to local shares. This category will continue our local jurisdictions' recent progress rebuilding, repaving, and reconstructing our local roads, including the addition of features that support walking, biking, and taking transit.

Funds from Category 2.1 can also be used to increase public availability of alternative fuel facilities, such as electric vehicle charging infrastructure. Innovative technology for better managing traffic can also be funded, such as the installation of smart traffic signals and real-time transit information.

### Measure A Reserve Funds

TAM was scheduled to collect five years of Measure AA Reserve funds to prepare for periods of economic decline that adversely affect revenue collection. On June 27, 2019, the TAM Board adopted a policy to release Measure A Reserve funds at a 1 to 1 ratio to the amount of reserve funds collected under Measure AA, until the collected Measure A Reserve funds are fully exhausted. Approximately \$5.39 million in Measure A funds were collected in the five year period.

FY2024-25 is the last year that Measure A Reserve funds will be available for distribution since the targeted \$5.39 million in Measure AA funds have been fully collected and the equivalent amount of Measure A Reserve funds will have been fully distributed upon the approval of these Local Infrastructure Project allocations.

As allowed by the reserve policy, \$152,596 of Measure A Reserve funds has been made available for allocations to all applicable Strategies in FY2024-25 to complete the disbursement of all Measure A Reserve funds previously collected. The proportional share of Measure A Reserve funds for Strategy 3.2 Local Infrastructure Projects is \$21,852.

**DISCUSSION**

The available amounts for allocation, as shown in the below table, total \$6,550,521 for FY2024-25. This total amount includes \$6,528,669 in Measure AA funds and \$21,852 in Measure A Reserve funds.

<b>FY 24/25 Available Funds for Local Infrastructure</b>			
	<b>Measure AA</b>	<b>Measure A Reserve</b>	<b>Total</b>
<b>Belvedere</b>	\$63,490	\$213	\$63,703
<b>Corte Madera</b>	\$240,618	\$805	\$241,423
<b>Fairfax</b>	\$180,859	\$605	\$181,464
<b>Larkspur</b>	\$266,420	\$892	\$267,312
<b>Mill Valley</b>	\$359,661	\$1,204	\$360,865
<b>Novato</b>	\$1,170,810	\$3,919	\$1,174,729
<b>Ross</b>	\$64,076	\$214	\$64,290
<b>San Anselmo</b>	\$289,688	\$970	\$290,658
<b>San Rafael</b>	\$1,294,166	\$4,332	\$1,298,498
<b>Sausalito</b>	\$179,161	\$600	\$179,761
<b>Tiburon</b>	\$220,669	\$739	\$221,408
<b>Marin County</b>	\$2,199,051	\$7,360	\$2,206,411
<b>Total Available</b>	<b>\$6,528,669</b>	<b>\$21,852</b>	<b>\$6,550,521</b>

**Call for Projects**

On May 7, 2024, a Call for Projects was issued to the local agencies, requesting completed Allocation Request Forms for FY2024-25. The Public Works Directors were informed of the allocation process and the amount of available funds for each agency. Every agency submitted a completed Allocation Request Form for the full amounts available for eligible projects planned in the upcoming year.

Attachment A describes each agency’s anticipated project(s) that will be funded using the FY2024-25 allocations. The Allocation Request Forms in Attachment A are arranged in order as shown in the above table.

### **FISCAL IMPACTS**

These amounts were anticipated and included in the adopted TAM FY2024-25 Annual Budget and the Measures AA/A Strategic Plan. No budget amendment will be needed.

### **NEXT STEPS**

Upon approval from the TAM Board, funding agreements for the amounts listed will be issued to the agencies. Funds are immediately available to an agency upon execution of a funding agreement.

### **ATTACHMENTS**

Attachment A – FY2024-25 Local Infrastructure Allocation Requests

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## Attachment A

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Lane Maintenance/Minor Repairs

**Implementing Agency:** City of Belvedere

**Scope of Work:** Replace and repair smaller segments of existing lanes: such as handrails, and concrete spot repairs. City Staff and the Parks, Opens Space and Lanes Committee work together to establish priorities.

**Cost of Scope:** \$20,000.00

**Measure AA Category 2.1 Funds Available Amount:** \$63,490.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$213.00

**Total Requested Amount:** \$20,000.00

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Project prioritization and scoping to begin in July 2024. Repairs to be made throughout fiscal year, beginning in July 2024 with a completion target date of June 2025.

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Lane Design & Engineering

**Implementing Agency:** City of Belvedere

**Scope of Work:** Funds in this category will be earmarked for the engineering and design of the following projects: new Hawthorne Lane (Centennial Park) stairway and viewing platform, the rebuilding of the lower segment of the Park Lane Stairs, repair of the Harry B. Allen Stairs, structural improvements to Upper Cedar Lane.

**Cost of Scope:** \$15,000.00

**Measure AA Category 2.1 Funds Available Amount:** \$63,490.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$213.00

**Total Requested Amount:** \$15,000.00

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Engineering and design for the various lane projects is scheduled to begin in July 2024 with a completion target date of June 2025.

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Cedar Lane Structural Repairs

**Implementing Agency:** City of Belvedere

**Scope of Work:** Structurally repair Upper Cedar Lane (Bella Vista Ave.) by performing the following work: replace cracking/displacing concrete stairs, stabilize existing hillside and retaining wall, and possibly handrail modifications.

**Cost of Scope:** \$28,703.00

**Measure AA Category 2.1 Funds Available Amount:** \$63,490.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$213.00

**Total Requested Amount:** \$28,703.00

**Other Funding:** None

**Project Delivery Schedule (include start & completion milestones):** Project prioritization and scoping to begin in July 2024. Structural repairs recommendations will be solicited in July 2024. Structural repairs have a completion target date of June 2025.



**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 24/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Casa Buena Complete Streets Project

**Implementing Agency:** Town of Corte Madera

**Scope of Work:** This is a complete streets project on Casa Buena Drive from Conow Street to Meadowsweet Drive. Work will include extending the existing sidewalk from Conow Street to 1411 Casa Buena Drive, installing a class II bike lane in the southbound uphill direction, installing class III bike lane with sharrows in northbound downhill direction, installing new streetlights, installing new rectangular rapid flashing beacons, installing new retaining walls, resurfacing the road, installing new signage, installing all new striping, and other related work.

**Cost of Scope:** \$2,600,000

**Measure AA Category 2.1 Funds Available Amount:** \$240,618

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$805

**Total Requested Amount:** \$241,423

**Other Funding:** \$416,323 TFCA grant

\$244,214 Measure AA Category 2.1 Funds Received Fiscal Year 23/24

\$9,394 Measure A Reserve Strategy 3.2 Funds Received Fiscal Year 23/24

**Project Delivery Schedule (include start & completion milestones):** Design is completed, construction anticipated to start in July 2024 and complete by November 2024.

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Fairfax Streets and Roads Slurry Project

**Implementing Agency:** Town of Fairfax

**Scope of Work:** Slurry seal multiple streets in Fairfax per attached Exhibit A

**Cost of Scope:** Approximately \$500,000

**Measure AA Category 2.1 Funds Available Amount:** \$180,859

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$605

**Total Requested Amount:** \$181,464

**Other Funding:** SB1 LSRA and General Funds

**Project Delivery Schedule (include start & completion milestones):** Bidding in Summer 24 and implementing in late Summer early Fall 2024

Loren Umbertis  
 MP24-085  
 February 10, 2024  
 Page 4

**Town of Fairfax  
 2024 Slurry Seal Project  
 Project Street List**

Road Name	Sec ID	Begin Location	End Location	LC	L
ALDER COURT	10	LANDSDALE AVE	DEAD END	R	195
ARROYO ROAD	10	LOWER SCENIC ROAD	SPRUCE ROAD	R	646
AZALEA AVENUE	10	SIR FRANCIS DRAKE BLVD	SEQUOIA RD	R	789
BAYWOOD COURT	10	LANDSDALE AVENUE	DEAD END	R	470
BELLE AVENUE	20	KENT AVENUE	TOWN LIMITS	R	515
BELLE AVENUE	10	PASTORI AVENUE	KENT AVENUE	R	295
BELMONT AVENUE	20	KENT AVENUE	TOWN LIMITS	R	543
BRIDGE COURT	10	DOMINGA AVENUE	DEAD END	R	97
CANYON ROAD	10	CASCADE DRIVE	1017' WEST OF CASCADE DRIVE	C	1,017
CASCADE DRIVE	10	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	C	1,285
CASCADE DRIVE	50	690' WEST OF MEADOW WAY	CANYON ROAD	R	933
CASCADE DRIVE	20	1285' WEST OF BOLINAS DR	LAUREL DRIVE	C	853
CASCADE DRIVE	80	1770' WEST OF CANYON ROAD	DEAD END	R	833
CASCADE DRIVE	70	890' WEST OF CANYON ROAD	1770' WEST OF CANYON ROAD	R	880
CASCADE DRIVE	30	LAUREL DRIVE	MEADOW WAY	R	1,295
CASCADE DRIVE	40	MEADOW WAY	690' WEST OF MEADOW WAY	R	690
CASCADE DRIVE	60	CANYON ROAD	890' WEST OF CANYON ROAD	R	890
CENTER BOULEVARD	10	TOWN LIMITS	PASTORI AVENUE	R	808
COOLIDGE AVENUE	10	BELMONT AVENUE	BELLE AVENUE	R	227
COURT LANE	10	DOMINGA AVENUE	DEAD END	R	141
LANDSDALE AVENUE	10	PASTORI AVENUE	TOWN LIMITS	R	794
MANOR ROAD	25	LOWER SCENIC ROAD	TAMALPIAS ROAD	C	500
MANZANITA COURT	10	MANZANITA ROAD	DEAD END	R	123
MONO AVENUE	10	BOLINAS RD	PACHECO AV	R	525
MOUNTAIN VIEW ROAD	10	MANZANITA ROAD	TAMALPIAS ROAD	R	1,035
MURIEL PLACE	10	LOWER SCENIC ROAD	DEAD END	R	485
PIPER COURT	10	PIPER LANE	DEAD END	R	492
PIPER LANE	10	OAK MANOR DRIVE	DEAD END	R	1,002
SCENIC ROAD	50	REDWOOD ROAD	TAMALPIAS ROAD	A	580
SCENIC ROAD	20A	TAMALPIAS ROAD	BAY ROAD	A	535
SHEMRAN COURT	10	SIR FRANCIS DRAKE BOULEVARD	NORTH TO DEAD END	R	380
SPRUCE ROAD	15	PARK ROAD	610 FT WEST OF PARK ROAD	C	610
TAMALPAIS ROAD	50	MOUNTAIN VIEW ROAD	SCENIC ROAD	A	590



**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 24/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 2023 Pavement Maintenance Project

**Implementing Agency:** City of Larkspur

**Scope of Work:** Pavement rehabilitation is anticipated to be preventative maintenance consisting of spot repairs, crack sealing, slurry seals and other thin pavement overlay treatments.

The list of streets proposed to be paved under this project is as follows:

2023 Pavement Maintenance Project		
	Paving Limits	
Street Name	from	to
Piper Park Entrance	Doherty Drive	Piper Park
Redwood Highway	Industrial Way	Wornum Drive
Larkspur Landing	East Sir Francis Drake Blvd	East Sir Francis Drake Blvd
Skylark Drive	Magnolia Avenue	end

**Cost of Scope:** \$1,696,700

**Measure AA Category 2.1 Funds Available Amount:** \$266,420

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$892

**Total Requested Amount:** \$267,312

**Other Funding:** \$200,000 gas tax, \$200,000 RMRA gas tax, \$382,687 Vehicle Impact Fees, \$267,240 FY 22/23 Measure A, \$89,052 FY 22/23 Measure B, \$9,605 FY 22/23 Measure A Reserve; \$270,402 FY 23/24 Measure AA, \$10,402 FY 23/24 Measure A Reserve.

**Project Delivery Schedule (include start & completion milestones):**

Project development July 1, 2023-September 30, 2023

Environmental Review/ Project Design/ PS&E October 1, 2023 – March 31, 2024

Advertise and Award Construction Contract April 1, 2024 – June 30, 2024

Construction August 1, 2024 – December 31, 2024

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Capital Improvement Project – 2024 Annual Street Rehabilitation

**Project Name:** 2024 Preventative Maintenance Project

**Implementing Agency:** City of Mill Valley Public Works

**Scope of Work:**

LOCATION	LIMITS	TREATMENT
ALVARADO AVE	SIDNEY ST to MANOR AVE	Crack Seal
MAGEE AVE	CORTE MADERA to SUMMIT AVE	Crack Seal
MAGEE AVE	SUMMIT AVE to TAMALPAIS AVE	Crack Seal
ALTA VISTA AVE	EAST BLITHEDALE to MESA AVE (Note 3)	Slurry Seal
HELENS LANE	BIRCH ST to FLORENCE AVE	Slurry Seal
MARION AVE	MONTE VISTA AVE to CASCADE DR (N)	Slurry Seal
MILLSIDE LANE	MARION AVE to END OF PAVEMENT	Slurry Seal
MIRABEL AVE	ETHEL AVE to MOLINO AVE	Slurry Seal
WILDOMAR STREET	MOLINO AVE to ETHEL AVE	Slurry Seal
CYPRESS AVE	EDGEWOOD AVE to WEST END	Dig outs/Slurry Seal
HAZEL AVE	ROSE AVE to MARION AVE	Dig outs/Slurry Seal
LEYTON COURT	ASHFORD AVE to EAST END	Dig outs/Slurry Seal
LOVELL AVE	920 LOVELL AVE to CASCADE DR (N)	Dig outs/Slurry Seal
NELSON AVE	EAST BLITHEDALE to SYCAMORE AVE	Dig outs/Slurry Seal
SHELLEY DR	LONGFELLOW RD to KIPLING DR	Asphalt Rubber Cape Seal
CASCADE DR	THROCKMORTON AVE to CORNWALL ST	Asphalt Rubber Cape Seal
LOVELL AVE	488 FT W OF 800 LOVELL AVE to CORNELIA AVE	Asphalt Rubber Cape Seal

**Cost of Scope:** \$1.1 Million

**Measure AA Category 2.1 Funds Available Amount:** \$359,661.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$1,204.00

**Total Requested Amount:** \$360,865.00

**Other Funding:** General Fund, CIP Fund, MST Fund, Gas Tax, Measure AA and A (23-24)

**Project Delivery Schedule:** June 2024 – August 2024

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 09-003 Grant Ave. Bridge Rehab, 21-002 Sidewalk Repair Program, 23-003 Replace Wooden Streetlight Poles, 24-002 2023-2028 Traffics, Bicycle, and Ped Improvements, 25-001 2025 Annual Pavement Rehabilitation, 25-002 Annual Traffic Striping and Marking.

**Implementing Agency:** Novato

**Scope of Work:** **09-003: Grant Ave. Bridge Rehab** is to rehabilitate the existing vehicle bridge, provide separate bicycle and pedestrian facilities, replace substandard railings, and provide countermeasures to protect bridge foundations. **21-002: Sidewalk Repair Program** is to partner with homeowners to repair or replace cracked or uplifted sections of sidewalk. **23-003: Replace Wooden Streetlight Pole** is to replace aged and failing wooden streetlight poles with modern metal poles. **24-001: 2024 Annual Pavement Rehabilitation** Upgrade pedestrian facilities to meet accessibility requirements and often include bike lane striping and traffic safety enhancements like crosswalks. This project will close a sidewalk gap on Center Road. **24-002: 2023-2028 Traffics, Bicycle, and Ped Improvements** is to provide improvements for bicyclists, pedestrians, drivers, and residents by implementing traffic calming features, crosswalk/walkway enhancements, bicycle facilities, and traffic congestion relief measures. **25-001: 2025 Annual Pavement Rehabilitation:** to rehabilitate the pavement on streets as identified in the City's Pavement Management Program. **25-002: Annual Traffic Striping and Marking** to restripe the traffic lanes and repaint the pavement markings of major road corridors identified by staff.

**Cost of Scope:** **09-003: Grant Ave. Bridge Rehab** Gas Tax HUTA and RMRA funds were appropriated to this project for FY 23/24 but were replaced with \$125,000 TAM Measure AA funding in FY 24/25. **21-002 Sidewalk Repair Program** \$150,000 has been programmed for each year in the CIP as matching dollars for repairs and to support the development and administration of the program. TAM Measure AA transportation sales tax dollars serve as the source to fund the city portion of future sidewalk repairs. **23-003 Replace Wooden Streetlight Poles** is estimated to cost \$12 million to replace and funding can be collected over the next several years to replace. TAM Measure AA dollars are programmed at \$250,000 for the next several years to be collected. **24-001: 2024 Annual Pavement Rehabilitation** \$175,000 total cost to include installation of concrete sidewalk, curb and gutter, and ADA compliant curb ramp on Center Road between Apollo Court and Sun Lane. \$120,810 of TAM Measure AA and the remaining \$53,972 to be covered by Gas Tax. **24-002: 2023-2028 Traffics, Bicycle, and Ped Improvements** Costs include annual consultant services contract with engineer, project development and recommendations. This project is currently funded by TAM Measure AA for \$300,000 a year and \$3,919 Measure A Reserve for FY 24/25. **25-001: 2025 Annual Pavement Rehabilitation** Costs are based on the projected revenue available for street paving. The anticipated funding for this project is \$684,260 from the Road Maintenance and Rehabilitation Act (SB1 RMRA), \$940,000 from Gas Tax HUTA (Highway User Tax Account), and \$120,740 from TAM Measure AA (Transportation Sales Tax), totaling \$1,745,000 for construction capital, as well as project development and administration. **25-002: Annual Traffic Striping and Marking** The anticipated funding for this project is \$75,000 from TAM Measure AA

(Transportation Sales Tax), for construction capital, as well as project development and administration.

**Measure AA Category 2.1 Funds Available Amount: \$1,170,810**

**Measure A Reserve Strategy 3.2 Funds Available Amount: \$3,919**

**Total Requested Amount:**

<b>Fund</b>	<b>Project</b>	<b>24-25 TAM funds</b>
Measure AA Category 2.1 Funds	09-003 Grant Avenue Bridge Rehab	\$125,000
Measure AA Category 2.1 Funds	21-002 Sidewalk Repair Program	\$150,000
Measure AA Category 2.1 Funds	23-003 Replace Wooden Streetlight Poles	\$250,000
Measure AA Category 2.1 Funds	24-001 Annual Pavement Rehab	\$120,810
Measure AA Category 2.1 Funds	24-002 2023-2028 Traffic, Bicycle, & Ped Improv.	\$300,000
Measure AA Category 2.1 Funds	25-001 2025 Annual Pavement Rehab	\$150,000
Measure AA Category 2.1 Funds	25-002 Annual Traffic Striping and Marking	\$75,000
Measure A Reserve	24-002 2023-2028 Traffic, Bicycle, & Ped Improv.	\$3,919
<b>Total Requested</b>		<b>\$1,174,729</b>

**Other Funding:**

<b>Project</b>	<b>Other Funding</b>	<b>TAM Funding Total</b>	<b>Total Funding Request</b>
09-003 Grant Avenue Bridge Rehab	N/A	\$125,000	\$125,000
21-002 Sidewalk Repair Program	N/A	\$150,000	\$150,000
23-003 Replace Wooden Streetlight Poles	N/A	\$250,000	\$250,000
24-001 Annual Pavement Rehab	\$53,972	\$120,810	\$174,782
24-002 2023-2028 Traffic, Bicycle, & Ped Improvements	N/A	\$303,919	\$303,919
25-001 2025 Annual Pavement Rehab	\$1,678,232	\$150,000	\$1,774,260
25-002 Annual Traffic Striping and Marking	N/A	\$75,000	\$75,000
<b>Totals</b>	<b>\$1,678,232</b>	<b>\$1,174,729</b>	<b>\$2,852,961</b>

**Project Delivery Schedule (include start & completion milestones):**

<b>Fund</b>	<b>Project</b>	<b>Delivery Schedule</b>
Measure AA Category 2.1 Funds	09-003 Grant Avenue Bridge Rehab	April 2024 to June 2025
Measure AA Category 2.1 Funds	21-002 Sidewalk Repair Program	Project is ongoing
Measure AA Category 2.1 Funds	23-003 Replace Wooden Streetlight Poles	Project is ongoing
Measure AA Category 2.1 Funds	24-001 Annual Pavement Rehab	Summer 2024
Measure AA Category 2.1 Funds	24-002 2023-2028 Traffic, Bicycle, & Ped Improv.	Summer 2024 to Summer 2028
Measure AA Category 2.1 Funds	25-001 2025 Annual Pavement Rehab	September 2024 to May 2025
Measure AA Category 2.1 Funds	25-002 Annual Traffic Striping and Marking	Summer 2024 to Spring 2025
Measure A Reserve	24-002 2023-2028 Traffic, Bicycle, & Ped Improv.	Summer 2024 to Summer 2028

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** Laurel Grove Safe Pathways Phase II-B

**Implementing Agency:** Town of Ross

**Scope of Work:** Reconstruction of Laurel Grove Avenue between Monte Alegria and Canyon Way. 9000 SF of AC grind and overlay, 100 LF of 4' retaining wall, 450 LF of new 5-6' wide pedestrian pathway and concrete barrier.

**Cost of Scope:** \$430,000.00

**Measure AA Category 2.1 Funds Available Amount:** \$64,076.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$214.00

**Total Requested Amount:** \$64,290.00

**Other Funding:** Town Roadway Fund, SB 1, Gas Tax Fund.

**Project Delivery Schedule (include start & completion milestones):**

Bid award: June 13, 2024

Construction Start: June 24, 2024

Construction Complete: August 15, 2024



**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 24/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 2024 Street Rehabilitation Project

**Implementing Agency:** Town of San Anselmo

**Scope of Work:** Work includes grinding/paving asphalt roadways, installation of curb ramps, and replacement of roadway striping on the following streets:

- Kensington Road from Bolinas Avenue to Austin Avenue
- Mariposa Avenue from Kensington Road to Richmond Road
- Woodside Drive from Idlewood Drive to Oak Springs Drive
- Oak Springs Drive from Woodside Drive to 180 Oak Springs Drive
- Spring Grove Avenue from Greenfield Avenue to 160 Spring Grove Avenue
- Monterey Avenue from Los Angeles Blvd South to Los Angeles Blvd North
- Monterey Terrace from Monterey Avenue to end
- Los Angeles Blvd from Monterey Avenue South to Town Limit

**Cost of Scope:** \$1,500,000

**Measure AA Category 2.1 Funds Available Amount:** \$289,688

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$970

**Total Requested Amount:** \$290,658

**Other Funding:** Local Measure J Sales Tax/Local Road Impact Fees = \$530,000

**Project Delivery Schedule (include start & completion milestones):**

- Project Bidding – April-May 2024
- Project Award – May 2024
- Project Construction – June-December 2024

**Transportation Authority of Marin  
Measures A and AA – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** FY 24/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Implementing Agency:** City of San Rafael

<b>Project</b>	<b>Measure AA</b>	<b>Measure A Reserve</b>	<b>Total</b>
1. FY2024-25 Pavement Maintenance Project	\$974,166	\$4,332	\$978,498
2. B Street Culvert Replacement & Resurfacing	\$70,000	\$0	\$70,000
3. Public Hillside Monitoring & Maintenance Program	\$250,000	\$0	\$250,000
<b>Total</b>	<b>\$1,294,166</b>	<b>\$4,332</b>	<b>\$1,298,498</b>

**1. Project Name:** Pavement Maintenance Project

**Scope of Work:** As part of the City's Pavement Management Program, select streets for application of pavement treatment based on existing condition needs and road type. This project plans to slurry seal or microsurface approximately 30 lane miles within the West San Rafael area including the Grestle Park and Sun Valley neighborhoods. Currently proposed streets for maintenance include but are not limited to: Marin Street, Bayview Street, 1<sup>st</sup> Street, Southern Heights Boulevard, Clorinda Ave, Valley View Avenue, Twin Oaks Boulevard, and Forbes Avenue.

**Cost of Scope:** \$1,500,000

**Measure AA Category 2.1 Funds Available Amount:** \$974,166

**Measure A Reserve Available Amount:** \$4,332

**Total Requested Amount:** \$978,498

**Other Funding:** Local funds – Gas Tax

**Project Delivery Schedule (include start & completion milestones):** Design in progress. Construction in October 2024.

**2. Project Name:** B Street Culvert Replacement & Resurfacing

**Scope of Work:** Feeding into the upper reaches of San Rafael Creek is a reinforced concrete box culvert conveying water away from the Gerstle Park neighborhood. A small portion of the ceiling of the culvert requires rehabilitation to provide better structural stability of the system and roadway. This project will replace a section of the culvert beneath B Street between Albert Park Lane and Woodland Avenue. The project also includes the resurfacing of approximately 6,000

square feet of the roadway adjacent to the culvert. This project will include coordination with utility companies and regulatory environmental agencies.

**Cost of Scope:** \$75,000

**Measure AA Category 2.1 Funds Available Amount:** \$75,000

**Measure A Reserve Available Amount:** \$0

**Total Requested Amount:** \$75,000

**Other Funding:** \$0

**Project Delivery Schedule (include start & completion milestones):** Construction upcoming in June/July/August 2024 – January/February/March 2025.

**3. Project Name:** Public Hillside Monitoring & Maintenance Program

**Scope of Work:** This annual program will maintain and manage hillside roadways and walls to protect existing infrastructure. The program will develop a management plan to evaluate and monitor site conditions, install erosion/sediment control, remove debris and minor obstructions, and repair minor damages to roadways. Currently proposed areas for maintenance include but are not limited to: Scenic Avenue, Fairhills Road, Bret Harte Road, and Silveira Parkway.

**Cost of Scope:** \$250,000

**Measure AA Category 2.1 Funds Available Amount:** \$250,000

**Measure A Reserve Available Amount:** \$0

**Total Requested Amount:** \$250,000

**Other Funding:** \$0

**Project Delivery Schedule (include start & completion milestones):** New City Annual Program

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 2024 Roadway Resurfacing and Improvements Project

**Implementing Agency:** City of Sausalito

**Scope of Work:** 2024 Roadway Resurfacing and Improvements Project

Street	From	To	Type
Monte Mar	Currey Ave.	US 101 access	2" Grind and resurface
Arana Circle	End	End	2" Grind and resurface
Locust St	Bridgeway	End	2" Grind and resurface
Easterby	Pearl	Bridgeway	2" Grind and resurface
Ebbtide	100 Ebbtide	Stanford Way	2" Grind and resurface
Butte	Anchorage	Sacramento Ave	2" Grind and resurface
Heath Way	Gate 5 Rd	End	2" Grind and resurface

Street	From	To	Type
Anchor	Bridgeway	Humboldt	Microseal
Bridgeway SB	Nevada	Spring	Microseal
Bridgeway SB	Spring	Napa	Microseal
Bridgeway SB	Napa	Johnson	Microseal
Crecienta	Monte Mar	Currey	Microseal
El Portal	Bridgeway	Tracy	Microseal
Kendall Ct	Arana Circle	Cul-de-Sac	Microseal
Napa St	Bridgeway	Caledonia	Microseal
Second St	South	Richardson	Microseal
Spring St	Bridgeway	Woodward	Microseal
Woodward	Spring	Easterby	Microseal

Project includes curb ramps, curb and gutter, drainage, dig outs & sanitary sewer improvements.

**Cost of Scope:**

Project	Estimate Cost
2024 Roadway Resurfacing and Improvements Project	\$1.2M
Total	\$1.2M

**Measure AA Category 2.1 Funds Available Amount:** \$179,161

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$600

**Total Requested Amount:** \$179,761

**Other Funding:** SB1-RMRA, Measures O & L, Sanitary Sewer Fund, Construction Impact Fees, other grants

**Project Delivery Schedule (include start & completion milestones):**

- Start October 2024
- End May 2025

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 2026 Various Streets Pavement Rehabilitation Project

**Implementing Agency:** Town of Tiburon

**Scope of Work:** Grind, Overlay, Slurry Seal existing roadway segments in Tiburon.

**Cost of Scope:** 2,000,000.00

<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Description</b>
Acacia Drive	525 FT E/O Hacienda	Cul De Sac	Thin Maintenance Overlay
Cayford Drive	Ceclia	End	Thin Maintenance Overlay
Vista Del Mar	Paradise Drive	East End	Thin Maintenance Overlay
South Ridge Drive	South Ridge East	Cul De Sack	Overlay (2" and Under)
Raccoon Ln	Centro West	End	Thin Maintenance Overlay
Comstock Drive	Stewart	Cul De Sack	Slurry Seal
Gilmartin Drive	Tiburon Blvd	Round Hill Dirt Extension	Slurry Seal
Hacienda Drive	Trestle Glen Blvd	300 FT E/O Acaica	Slurry Seal
Hilary Drive	Mara Vista	574' N/O Mara Vista	Slurry Seal
Mark Terrace	Geldert	Cul De Sac	Slurry Seal
Mateo Drive	Begin Island	End Island	Slurry Seal
Neds Way	Pavement Change	Apt. Entrance	Slurry Seal
North Terrace	Upper N. Terrace	Reed Ranch Rd	Slurry Seal
Paradise Drive	5067 Paradise Drive	5093 Paradise Drive	Slurry Seal
Porto Marino Drive	Hacienda	End	Slurry Seal
Reed Ranch Road	Tiburon Blvd	Warrens	Slurry Seal
Roseville Court	Steward	Cul De Sac	Slurry Seal
Round Hill Road	Mt. Tiburon	W/End	Slurry Seal
Silverado Drive	Stewart	Cul De Sac	Slurry Seal
Steward Drive	Redding	Porto Marino	Slurry Seal
Tara Hill Road	Round Hill	Cul De Sac	Slurry Seal
Tara View Road	Tara Hill	Cul De Sac	Slurry Seal
Warrens Way	Reed Ranch	End	Slurry Seal
Mariposa Court	Reed Ranch	Cult De Sac	Full Section Reconstruction
Saint Bernard Road	Ridge	End	Full Section Reconstruction

**Measure AA Category 2.1 Funds Available Amount:** \$220,669.00

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$739.00

**Total Requested Amount:** \$221,408.00

**Other Funding:** Gas Tax, Street Impact Fees, RMRA (SB1), General Fund

**Project Delivery Schedule (include start & completion milestones):**

- Design Begins August 2025
- Bid February 2026
- Construction Starts June 2026
- Construction Ends August 2026

**Transportation Authority of Marin  
Measures AA and A – Transportation Sales Tax Funds**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2024/25

**Expenditure Plan:** Local Roads and Related Infrastructures

**Project Name:** 2024 Road Sealant Project, Phase 2 (County No. 2024-21)

**Implementing Agency:** County of Marin

**Scope of Work:** The 2024 Road Sealant Project, Phase 2 will seal approximately 11 miles of asphalt on County-maintained arterial and collector roads. It will generally consist of crack seal and surface preparation, slurry seal, microsurfacing, cape seal, rubberized crack filler, traffic control, storm water pollution control and related incidental work on various roadways that include Butterfield Road, Nicasio Valley Road, Lucas Valley Road, and Point Reyes-Petaluma Road.

**Cost of Scope:** Engineer's Estimate is \$2,300,000

**Measure AA Category 2.1 Funds Available Amount:** \$2,199,051

**Measure A Reserve Strategy 3.2 Funds Available Amount:** \$7,360

**Total Requested Amount:**

Measure AA Category 2.1	\$2,199,051
Measure A Reserve Strategy 3.2	<u>\$7,360</u>
<b>TOTAL:</b>	<b>\$2,206,411</b>

**Other Funding:** Road and Bridge Fund (1430) if needed

**Project Delivery Schedule (include start & completion milestones):**

Expected start: Fall 2024

Expected completion: Early 2025





**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*

**SUBJECT:** Informational Presentation by General Manager of Sonoma-Marín Area Rail Transit (SMART) District (Discussion), Agenda Item No. 6

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## **RECOMMENDATION**

Discussion Item only.

## **BACKGROUND**

TAM coordinates regularly on a variety of transportation matters with all three public transit operators in Marin County: Marin Transit; Golden Gate Bridge, Highway, and Transportation District; and Sonoma-Marín Area Rail Transit (SMART). From time to time, TAM staff invites staff from our partner agencies to present to the TAM Board on current activities or specific projects.

## **DISCUSSION**

SMART began operating passenger rail service in 2017 between San Rafael and Santa Rosa, and in 2019 added service to Larkspur as well as to an infill station in downtown Novato. Since the pandemic, SMART ridership has been growing. SMART is also continuing to advance capital projects including extending the rail line northward to Windsor and Healdsburg and developing the multiuse pathway along the rail corridor.

At the TAM Board meeting, SMART General Manager Eddy Cumins will present information about SMART's current initiatives.

## **FISCAL CONSIDERATIONS**

Not applicable.

## **NEXT STEPS**

Not applicable.

## **ATTACHMENTS**

Attachment A – Informational presentation from SMART staff

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# SMART UPDATE

July 2024





# Overview

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- **Recent Initiatives/Achievements**
- **Ridership Recovery**
- **Upcoming Improvements**
- **2024 Strategic Plan**
- **Questions**

# Recent Initiatives / Achievements

- ✓ Fully restored weekday service levels (38 Trips per day)
- ✓ Expanded weekend service (16 trips per day)
- ✓ Extended 40% discount on fares (\$1.50 per zone)
- ✓ Developed 31-day pass based on a 3-day commute
- ✓ Suspended parking fees at SMART owned Park & Rides
- ✓ Approved overnight parking at SMART Park & Rides
- ✓ Improved weekend connections to Larkspur Ferry
- ✓ Improved Giants Game Service
- ✓ **Implemented Free Field Trips for K-12 Students**
- ✓ Launched Microtransit Pilot Project at Airport Station
- ✓ Constructed pathway segment (Payran to Lakeville)
- ✓ **Secured \$222.6M in outside grant funding (Jan 22 – Present)**
- ✓ **Began FREE FARE Pilot Program for youth and seniors (April 1<sup>st</sup>)**
- ✓ **Launched Microtransit Pilot Project at Larkspur Station**



# SMART CONNECT

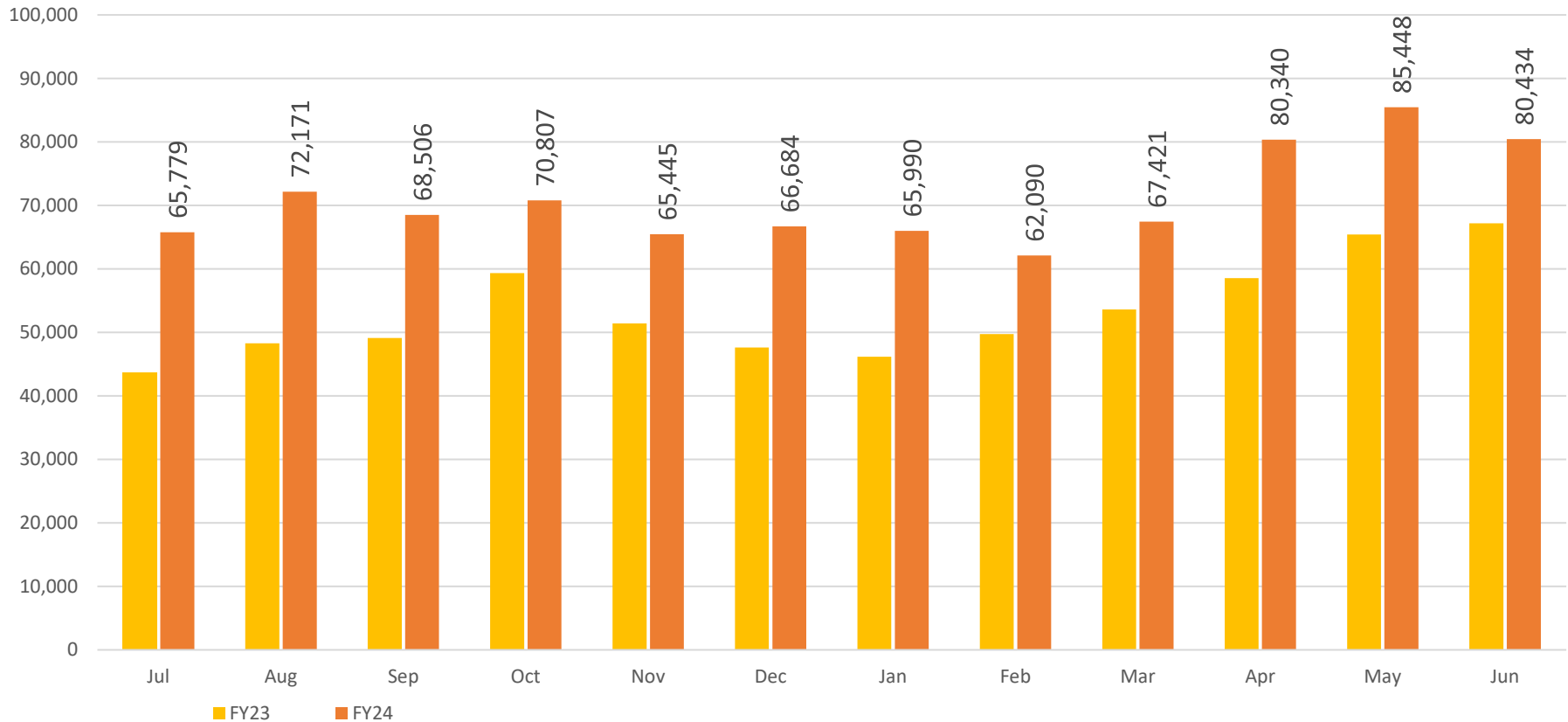
- SMART Connect shuttle is now operating at the Larkspur Station
- Service **four days** per week:
  - Thursday - Friday: 7:00 AM – 12:30 PM and 1:30 PM – 6:00 PM
  - Saturday – Sunday: 8:30 AM – 11:30 AM and 12:30 – 7:30 PM
- **Fares:** \$1.50/adults, \$0.75 disabled; youth & seniors ride FREE
- Riders can book ahead (by app or phone) or just walk-on, space available
- Shuttle meets every train and ferry within 5 minutes
- On the weekends, the van serves the Village and Town Center malls in Corte Madera



Ride Pingo



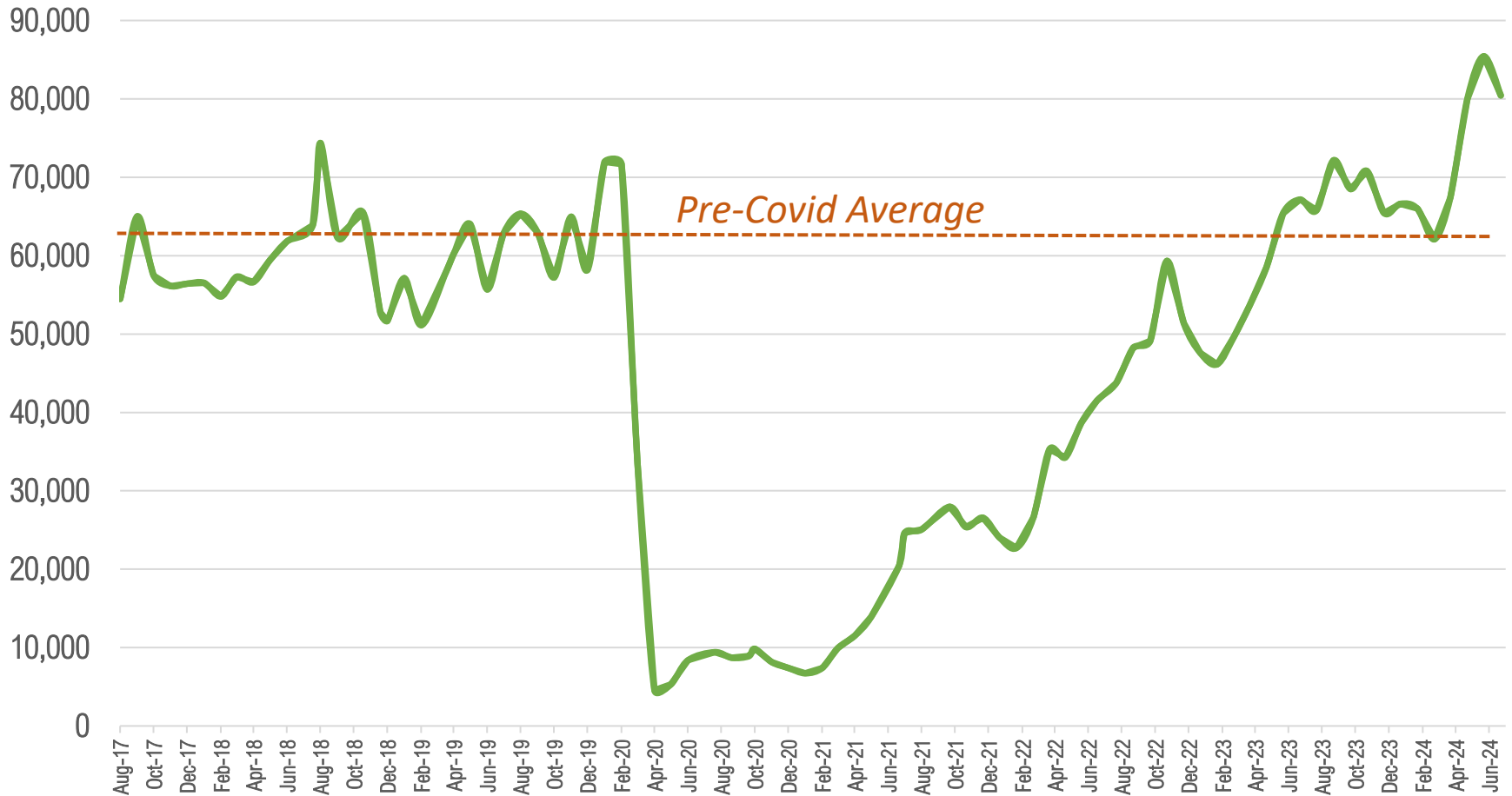
# SMART Ridership (Monthly)



- June 20% higher than June 2023
- All-time Records in April and May



# Ridership Recovery

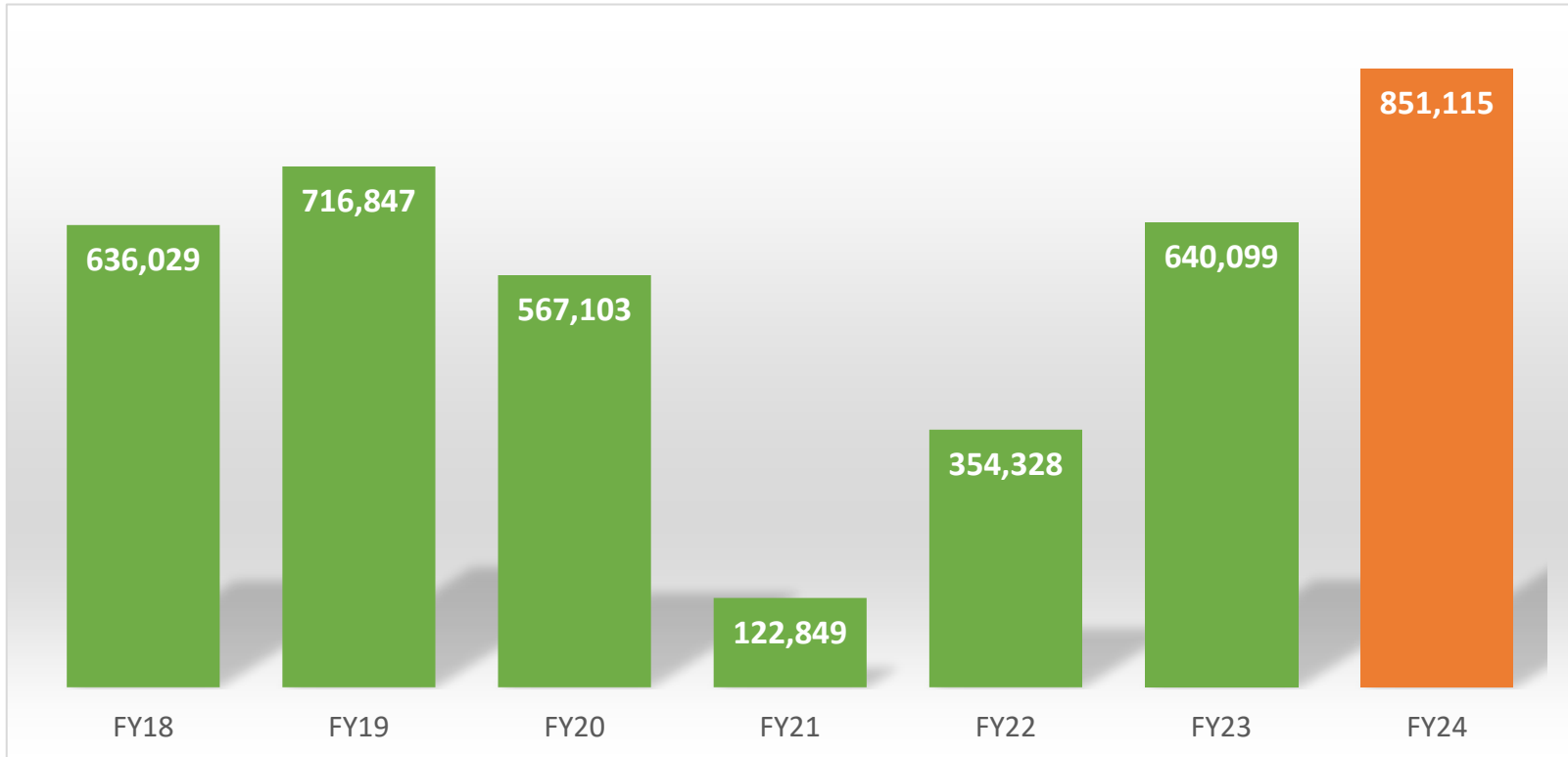


- June ridership 28% over pre-COVID average



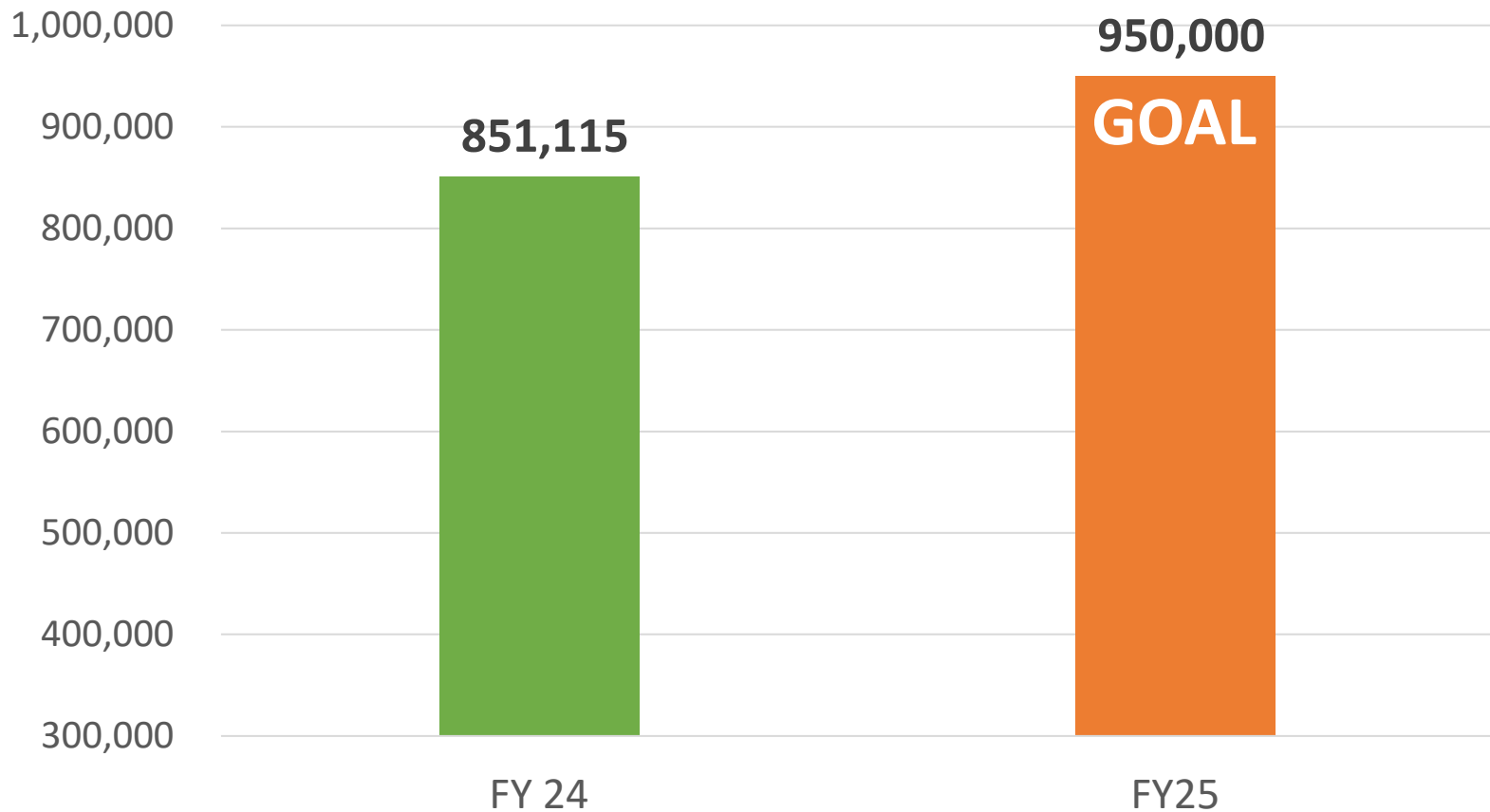


# SMART Annual Ridership



- FY24 annual 33% higher than FY23
- 19% higher than FY19

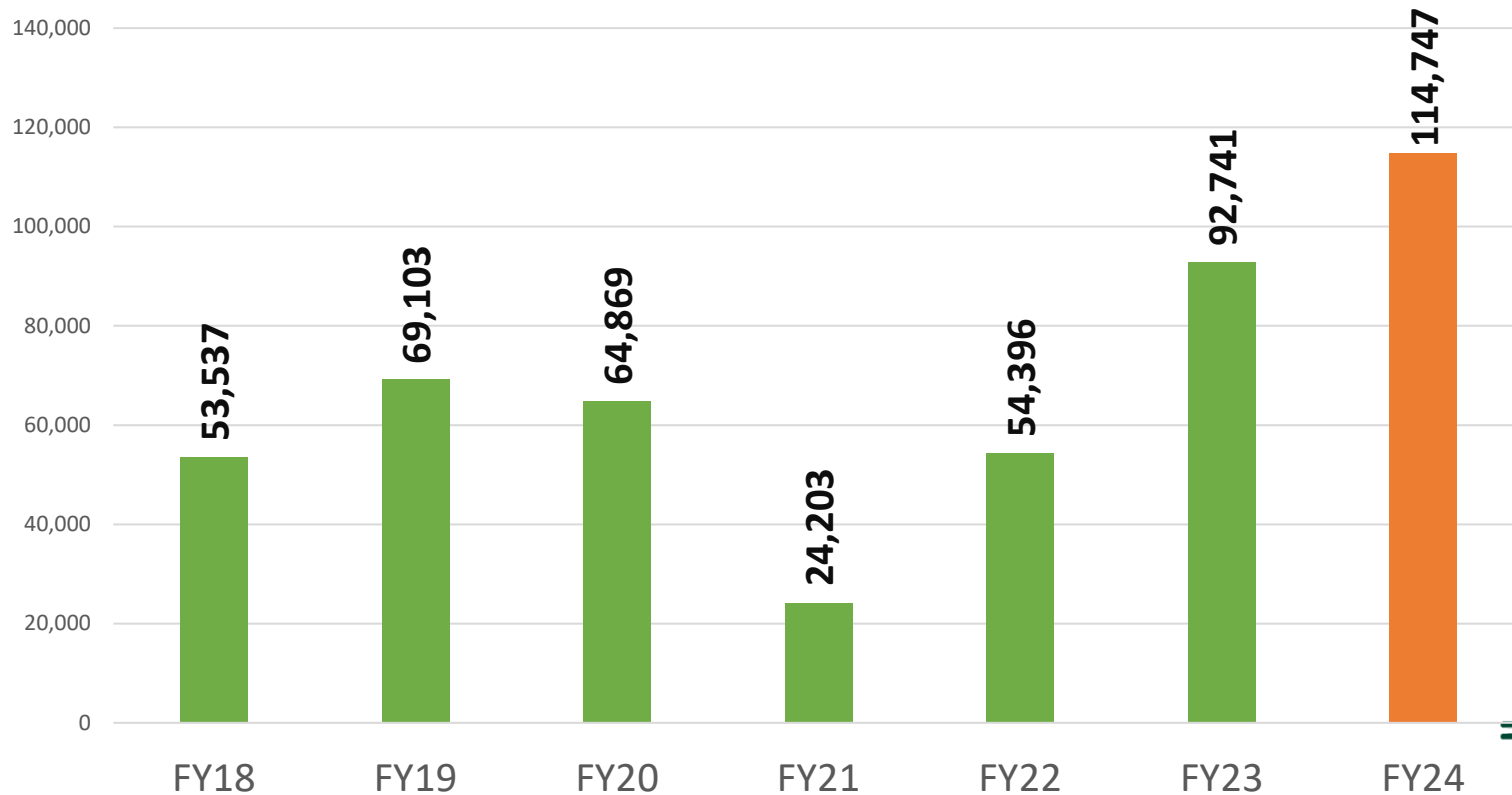
# FY25 Ridership Goal



- FY25 Goal = 950,000
- 11.6% higher than FY24

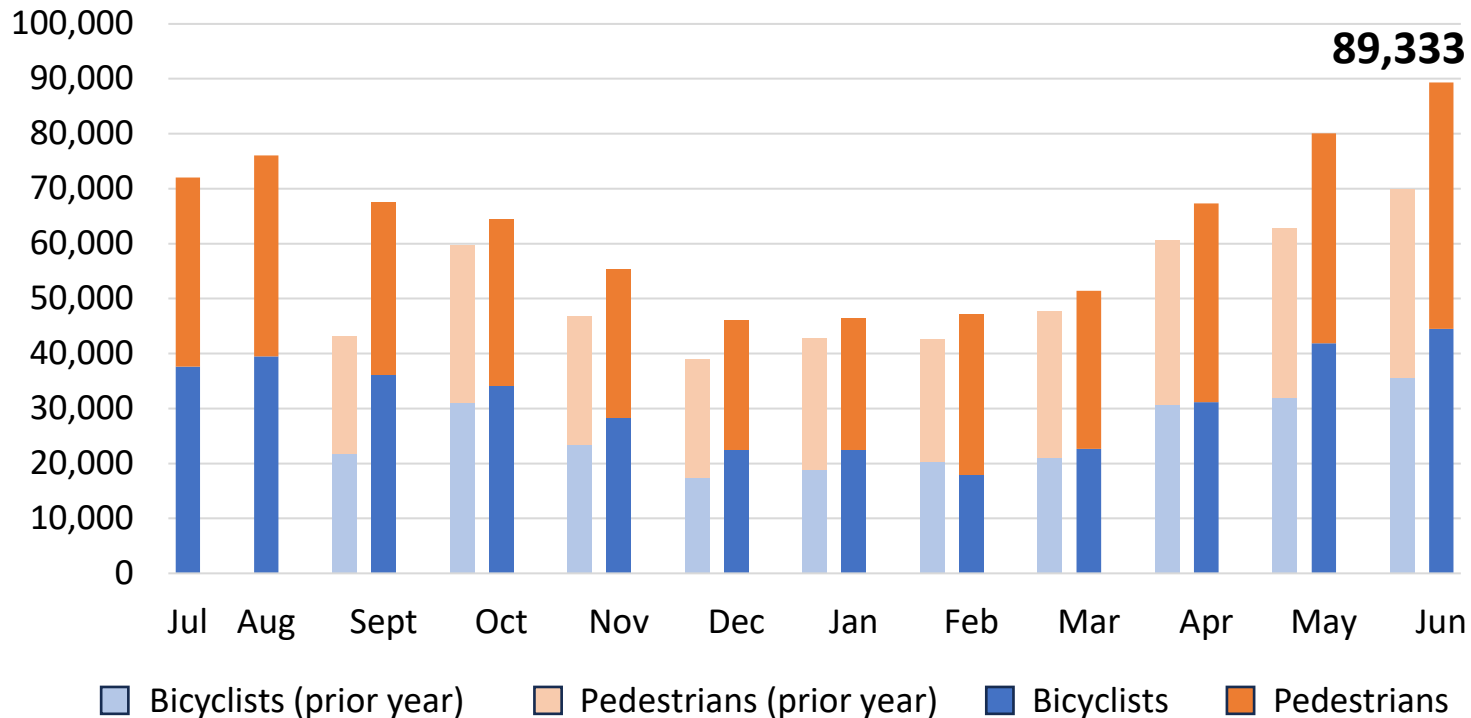
# Bicycles on Board

- SMART carried nearly 115,000 bicycles in FY24
  - All-time record!
- 13% of passengers brought a bicycle on board



# Pathway Counts

## September 2022 – June 2024



- June pathway trips = 89,333
- FY24 pathway trips – 763,325

# Marin County Fair Service

- SMART partnered with the County to run three additional trips post-fireworks
- Ran 3-car train service during the day for the most crowded trips
- Carried over 1,700 riders on the additional night service - 77% higher than last year.
- Served over 6,000 trips total to Marin Civic Center over 5 days - 30% higher than last year.
- Set new record for weekday ridership on Wed. 7/3, over 4K!



# Marin County Fair SMART Service



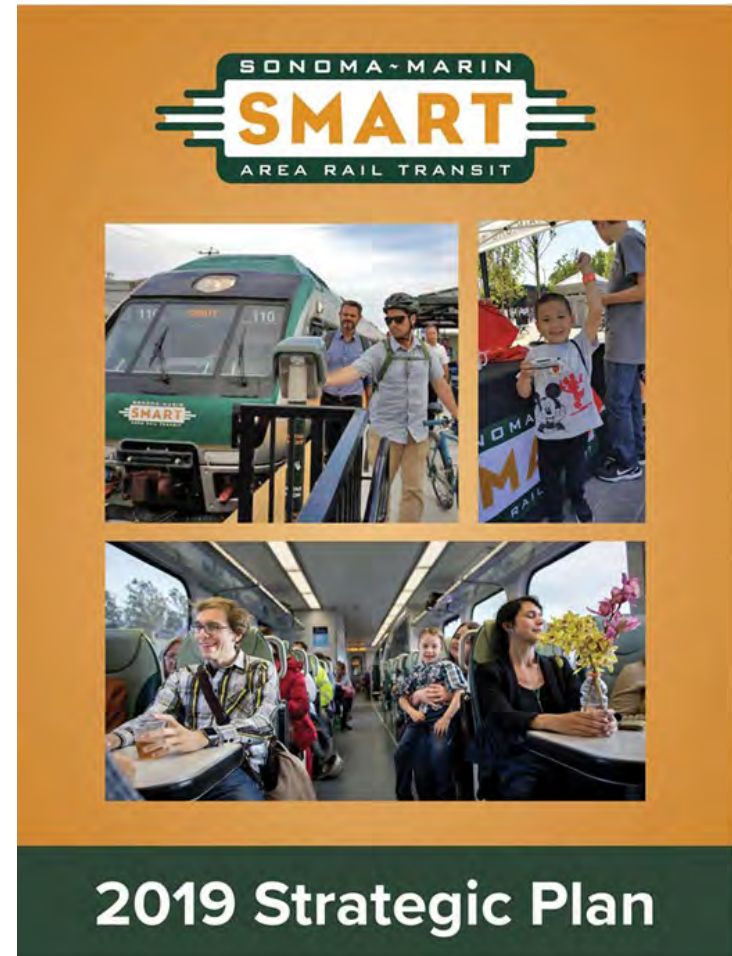
# Upcoming Improvements

- Petaluma North Station
  - Estimated completion date (late 2024)
- Windsor Extension
  - Estimated completion date (2025)
- Building pathway segments (2024-25)
  - Four pathway segments under construction
    - McGinnis to Smith Ranch Rd. (Late 2024)
  - 12 pathway segments currently in design and permitting
- Real-time electronic train arrival signage (Fall 2024)
- Pathway wayfinding signage (Fall 2024)
- Adding two additional round trips (August 2024)
  - Supports morning school trips
- Healdsburg extension progress



# SMART Strategic Plan

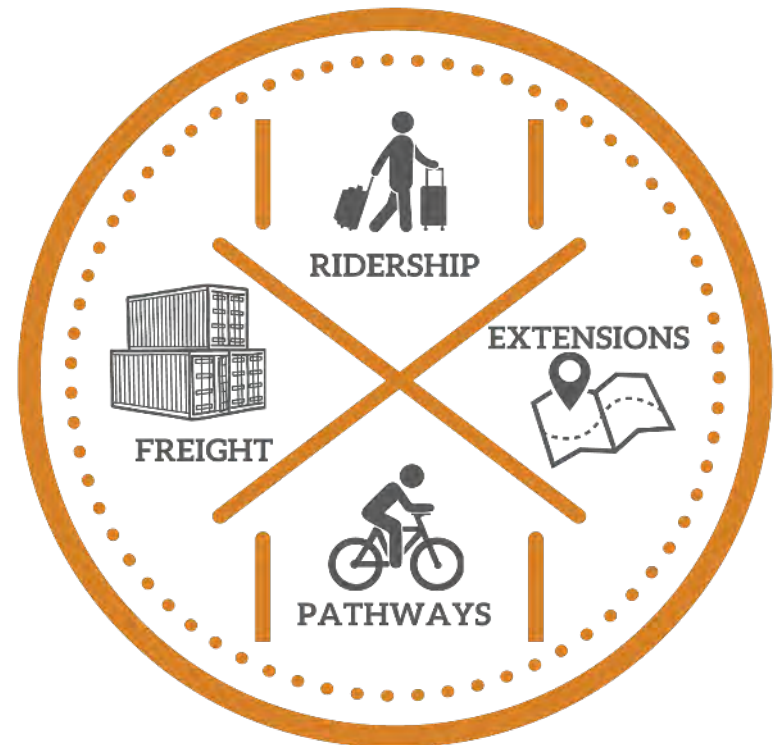
- Help define the strategic direction of the organization
- Establish goals, objectives, and actions in line with SMART's vision and mission
- Promote collaboration, collective responsibility, and accountability
- 2019 Strategic Plan adopted in November 2019
- Updated every 5 years





# Strategic Plan Schedule

- Community Workshops (Jan-Mar)
- Ongoing Community Outreach
- Fall 2024 – Draft Plan & Public Workshop
- Winter 2024 – Finalize Strategic Plan



# Strategic Plan -- Community Input

We want your input!

What strategies should SMART use to increase ridership, construct the pathway, complete rail extensions and improve freight service?

RIDERSHIP



PATHWAYS



EXTENSIONS



FREIGHT



Online Comment Form:

<https://www.sonomamarintrain.org/strategic-plan>



# Questions?

## Connect with us:

[www.SonomaMarinTrain.org](http://www.SonomaMarinTrain.org)



## Customer Service:

[CustomerService@SonomaMarinTrain.org](mailto:CustomerService@SonomaMarinTrain.org)

(707) 794- 3330





**DATE:** July 25, 2024

**TO:** Transportation Authority of Marin Board Of Commissioners

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

**SUBJECT:** Update on Mobility Hubs Planning Grant (Discussion), Agenda Item No. 7

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**RECOMMENDATION**

Discussion item only.

**BACKGROUND**

In February 2023, MTC released a notice of funding opportunity for planning and capital improvements for mobility hubs, or places around high quality transit services that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. Mobility hubs integrate public and private mobility services to enhance first and last mile connections, increase transit access and connectivity, and provide viable travel options to reduce greenhouse gas emissions by reducing vehicle miles traveled.

In March 2023, TAM applied for a planning grant to develop a coordinated countywide approach to advance mobility hubs at rail and ferry stations in Marin County. TAM staff proposed this approach in coordination with staff from local jurisdictions and transit operators to streamline countywide staff time and support compliance with station access requirements of MTC's Transit Oriented Communities Policy.

Previous to this notice of funding, in 2022, MTC adopted the Transit-Oriented Communities (TOC) policy supporting the region's transit investments by creating communities around transit stations that not only enable transit ridership, but also are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services. The TOC policy has four goals to advance implementation of Plan Bay Area 2050:

- Increase the overall housing supply in part by increasing the density for new residential projects and prioritize affordable housing in transit-rich areas
- In areas near regional transit hubs, increase density for new commercial office development
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations
- Support and build partnerships to create equitable transit-oriented communities within the San Francisco Bay Area

Explicit in the TOC policy, MTC states its intention to link future rounds of One Bay Area Grant (OBAG) funding to jurisdictions' compliance with the following four elements:

1. Minimum residential and commercial office densities for new development
2. Housing policies related to affordable housing production, preservation and protection, and stabilizing businesses to prevent displacement
3. Parking management policies
4. Transit station access requirements

In June of 2024, MTC awarded \$400,000 to TAM to conduct the Countywide Mobility Hubs Plan. Since the award, MTC has completed the federal aid process with Caltrans for all awarded planning grants and issued task orders on their Mobility Hub bench contracts to alleviate procurement and fund processing responsibilities from applicants. TAM staff developed the scope of work, cost estimates and schedule, and Kimley-Horn will serve as the project management consultant to develop the study. TAM and MTC entered into a no cost, indemnification agreement to formalize the grant agreement process with TAM serving as the lead for the effort and MTC supporting with contract management and invoicing responsibilities.

## **DISCUSSION/ANALYSIS**

With nine rail and ferry stations in Marin County, increasing access to regional transit services can support regional transit recovery and reduce greenhouse gas emissions. The Countywide Mobility Hubs Plan will advance two major efforts: a station access analysis to identify and prioritize current gaps in multimodal access to regional transit locations, and mobility hub plans including the suite of amenities and mobility services to support multimodal transportation in the county.

While mobility hubs are a newer topic in planning, recent regional planning efforts have advanced mobility hubs in Marin County, including efforts by Caltrans in developing a Mobility Hub Concept at the Heatherton park and ride lots in downtown San Rafael, and by the Bay Area Air Quality Management District (BAAQMD) in prioritizing Mobility Hubs through the region's first Climate Action Plan Initiative to attract US EPA funding, including frontline communities in Marin County

During the presentation, staff will provide an overview of the Countywide Mobility Hubs Plan that is expected to be completed in Summer 2025, and a discussion on the expected public and stakeholder engagement. Work will proceed with development of committees for technical advisory, then the assessment of existing conditions and station access, along with an initial round of outreach to users of the transit facilities and local business groups to determine mobility needs in the area. From there, the work will pivot to an additional round of public outreach to develop the conceptual design and location of mobility hubs before concluding with final report development.

## **FISCAL CONSIDERATION**

There is currently no fiscal consideration associated with the development of the plan, outside of staff time being used to manage the effort. TAM was awarded a \$400,000 planning grant to conduct the Plan, however with the use of MTC's bench contractors and federal aid process, no funding agreements are necessary for this work. Any additional coordination with the equity working group or community-based organizations is included in the budget for FY 24/25.

## **NEXT STEPS**

Staff will begin development of the Countywide Mobility Hubs Plan and continue to monitor the implementation of MTC's Transit Oriented Communities Policy. Updates will be brought to the TAM Board during the development process.

## **ATTACHMENTS**

Attachment A – Staff Presentation



Item 7 - Attachment A

# Mobility Hubs Planning Grant

Transportation Authority of Marin

Board of Commissioners

July 25, 2024

# Background



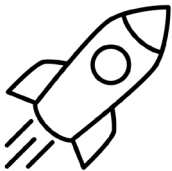
Created by Minnie Pigeon  
from Noun Project

- 2023 – TAM successfully secured \$1M for two planning grants
  - Caltrans Planning Grant for Vehicle Miles Traveled Toolkit - \$600k
  - MTC Mobility Hubs Grant - \$400k



Created by Muhammad Arslan  
from Noun Project

- 2024 – MTC authorized use of On-Call Bench Contractors
  - TAM developed scope, cost estimate and schedule
  - MTC led procurement and invoicing/progress reports



Created by Titi H.  
from Noun Project

- June 2024 – Marin County Mobility Hubs Plan launch!



# Mobility Hub Overview

Mobility Hubs are places that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle.

## Related Planning:

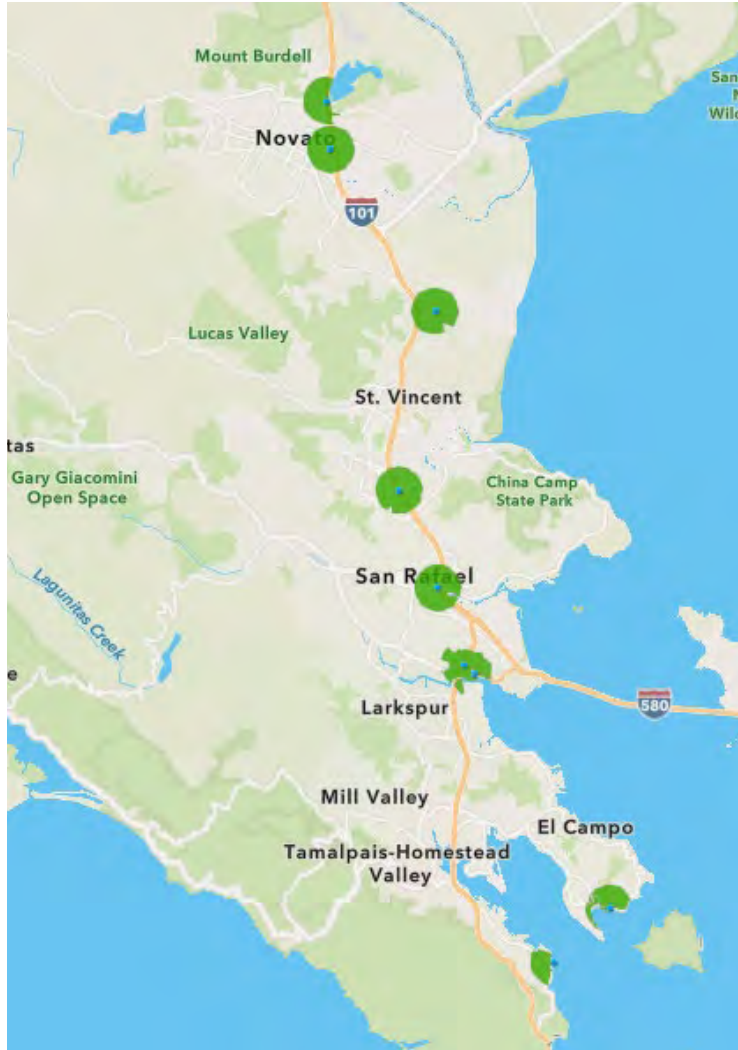
- MTC Mobility Hub Implementation Playbook
- SMART Integration Study (2015)
- Caltrans District 4 Mobility Hub Plan
  - Identified 3 Regional Mobility Hubs Priorities
  - Heatherton Park and Ride/SRTC Concept Developed
- BAAQMD Priority Climate Action Plan
  - Mobility Hubs as one of two regional priority measures for US EPA Funding
- GGBHTD Larkspur Ferry Service Expansion and Parking Study (in process)
- RM3 North Bay Transit Access Funding (in process)



# MTC Transit Oriented Communities Policy

- MTC adopted the TOC policy in 2022
- Transit Oriented Communities are located within ½ mile of regional transit stations
  - Places enabling more people to use transit more often for more types of trips
  - Includes Marin County's nine rail and ferry stations
- To demonstrate policy compliance, local jurisdictions with TOC areas required to:
  - Meet minimum residential and commercial office densities for new development
  - Adopt policies supporting affordable housing production, preservation and protection, and stabilizing businesses to prevent displacement
  - Adopt parking management strategies
  - Adopt station access policies and plans
- Next Steps for MTC's TOC Policy:
  - Finalize Guidance on Policy Compliance
  - Support implementation for TOC policy
  - Future OBAG funding prioritized for TOC policy compliant jurisdictions (details TBD)
- TAM's Mobility Hub Study will support compliance with Station Access Requirements

# Goals & Outcomes of Study



## Goals:

- Support transit ridership, specifically on regional rail and ferry services
- Support access and mobility options at regional transit locations and increase EPC access to transit
- Support jurisdictions' compliance with Station Access requirements included in MTC's TOC Policy

## Outcomes:

- Create a priority list of station access improvements at all nine rail & ferry stations
- Identify desirable hub amenities & mobility services
- Develop conceptual mobility hub designs at 6 locations
- Develop sample policies to support implementation
  - i.e., shared services in public ROW policies
- Develop concept plans for future grant applications

# Mobility Hub Plan Process

- Contractor is onboard – Kimley Horn
- Plan is expected to take 12 months to complete: June 2025
- Public Outreach will focus on:
  - General Public & Transit Users
  - Downtown Business Groups
- Stakeholder coordination with:
  - Jurisdictions within ½ mile of a rail or ferry station
    - Novato, San Rafael, Larkspur, Corte Madera, Tiburon, Belvedere, Sausalito, & County
  - Transit Operators (Marin Transit, GGBHTD, SMART)
  - Equity Working Group



Downtown Novato SMART Station, with TOC policy area & local bike/ped facilities.

# Station Access Gap Analysis



Marin Civic Center SMART Station, with TOC policy area & local bike/ped facilities.

- Build on previous plans & efforts
- Review gaps in network:
  - Transit operations and capital needs (rail, ferry, local and regional bus)
  - Active transportation needs (facilities, bike parking, E-bike chargers)
  - Other mobility needs (EV charging, bikeshare sites)
  - Connections to Equity Priority Communities
- Determine prioritized access needs for each station & support inclusion into Capital Improvement Plans

# Determine Hub Amenities & Services

- Identify desired hub services & amenities
  - Includes transportation services and non-transportation amenities to activate public spaces
- Amenities include:
  - Transit shelters and waiting areas, bike share and car share stations, charging stations, Wi-Fi, and mobile device charging
  - Real-time information, transportation service integration
  - Street furniture, supportive services (such as café/restaurants, markers, flex office space, childcare, gyms or dry cleaners) and green space
  - Others too!



Source: GGBHTD Larkspur Service Expansion and Parking Study, Jacobs, May 2024

# Mobility Hub Concept Design

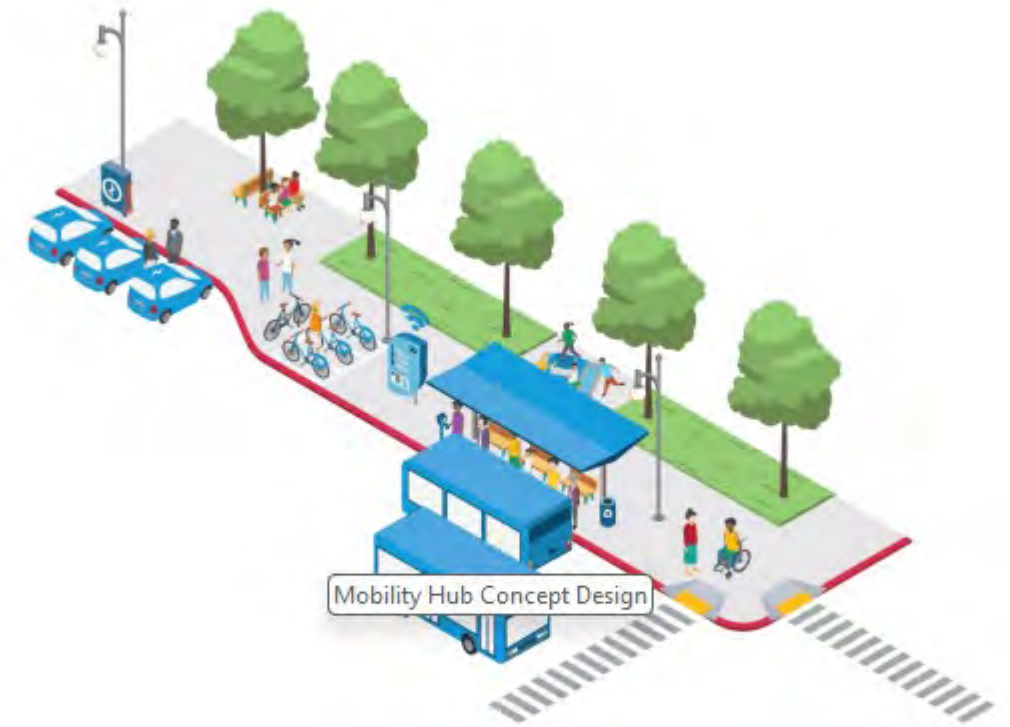


Source: Caltrans Bay Area Mobility Hub Concept Study. Downtown San Rafael, Heatherton Park and Ride Mobility hub. February 2024

- Review Locations – Public & Private
- Develop conceptual Mobility Hub designs at 6 locations
  - Downtown San Rafael concept developed by Caltrans (Not included in TAM study)
  - Combine rail and ferry mobility hub in Larkspur
  - One site TBD not developed
- Develop sample policies to support implementation
  - Permitting for shared services in Public ROW
  - Operations and maintenance responsibilities
  - Best practices to support shared mobility

# Next Steps

- Summer/Fall 2024 – TAC kickoff, existing conditions & station access gap analysis
- Winter/Spring 2025 – Determine Hub Amenities & Concept Design
- Summer 2025 – Final Plan Adoption
- Concurrently MTC will be advancing the following TOC policy elements:
  - Final TOC policy guidance & local compliance Levels
  - MTC's PDA Planning Grants to Support TOC Areas



Smaller-scale hubs might include a limited set of amenities, responding to spatial constraints and more narrowly defined access, transfer, and mobility needs.



# Questions?