

2010 ANNUAL REPORT

Transportation Authority of Marin

Making the Most of Marin County Transportation Dollars



ABOUT TAM

The Transportation Authority of Marin (TAM) is a joint powers authority comprising Marin's 11 cities and towns and the County of Marin. It was created to administer the Marin County Transportation Sales Tax Expenditure Plan – approved by Marin voters in November 2004 as Measure A – a 20-year, ½-cent sales tax for transportation. The goal of Measure A is to improve mobility and reduce local congestion for the citizens of Marin County and surrounding communities by providing a transportation system that is efficient, effective, and attractive.

TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation programs/projects in Marin County. The TAM Board of Commissioners includes elected officials from each city and town in Marin County, plus the five members of the County Board of Supervisors.

Please visit www.tam.ca.gov for the most current information on TAM's projects and programs, meeting agendas and packages, and the latest transportation news. You can also sign up for e-notification on a variety of topics through the website. The website provides access to programs for the public to use, such as SchoolPool and Vanpool assistance. It also allows you to submit questions and comments to TAM staff or its commissioners directly and watch the TAM Board in action, live!

You are always welcome to visit us at 750 Lindero St, Suite 200, San Rafael, or call (415) 226-0815 to find out how you can help shape the transportation future of Marin County through various committees and public outreach venues.



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Greetings,

The Transportation Authority of Marin (TAM) is pleased to present its 2010 Annual Report. In these pages, TAM and its member agencies – Marin's cities, towns, and the county – are proud to report many successes in 2010.

The Measure A transportation sales tax, now in its fifth year, continues to address Marin's diverse transportation needs. Measure A reached a significant milestone in 2010 with the final completion of the Highway 101 Gap Closure, which has reduced travel times for those in carpools, vanpools, or on transit buses, by over 15 minutes during the commute period. The multi-use path and sound-absorbing soundwalls are delivering substantial benefits to the local community. Sales tax funds continue to fund one-third of Marin Transit's bus services, and to fix local roads and address the needs of all users, through local Complete Streets policies, adopted in all of Marin's jurisdictions in 2010.

TAM's Safe Routes to School program earned MTC's Excellence in Motion Grand Award in 2010. The award recognized our unique collaboration with our dynamic and hard-working Safe Routes Task Forces – along with our school administrators, parents, local public works and law enforcement staff, the Marin County Bicycle Coalition, and Cool the Earth. We thank them for successfully creating behavior change, the hardest of tasks. In 2010, TAM expanded its SchoolPool/Greenways to School programs, through a generous grant from the Marin Community Foundation.

TAM thanks Marin voters for approving in November 2010 a \$10 increase in the annual vehicle registration. These funds will provide much needed road and pathway maintenance, senior transportation, electric vehicles, Safe Routes to School programs, and employer/employee services. Meeting transportation needs is only successful in partnership, and the public proved support for our efforts with a 62.5% voter approval.

TAM worked with the electric vehicle community to capture grants from federal, state, and private sources to plan and begin installation of an electric vehicle charging network that will help Marin meet its greenhouse gas reduction goals. TAM especially thanks the Marin Community Foundation for their critical grant support, enabling us to secure outside grants and to plan for future EV infrastructure.

TAM continues to be effective through its public and community partnerships in Marin. TAM expresses thanks to our hard working transit operators: Marin Transit, Golden Gate Transit, and SMART. We thank our cities, towns, and the County, without whom transportation projects and programs could not be implemented. TAM thanks its Citizens' Oversight Committee, Technical Advisory Committee, Bike Pedestrian Advisory Committee, and our citizens and advocates who help guide and oversee TAM's work to meet the needs of Marin residents.

TAM is proud to serve Marin's diverse transportation needs and looks forward to continuing to serve all of Marin's travelers in the coming years.

Steve Kinsey, Chairperson
Transportation Authority of Marin
Marin County Supervisor, District 4



2010 TAM ACTIVITY HIGHLIGHTS



Bicyclist and Pedestrians Enjoying the New Puerto Suello Hill Multi-Use Path



Green Ways to School Award Ceremony



Construction of the 580-101 Connector

- Approximately \$9.48 million of Measure A Sales Tax revenue was allocated to Marin Transit in support of local transit operation and capital needs.
- Over \$2 million was allocated to the cities/towns/County for their local street and road maintenance and improvement needs.
- The completion of the Highway 101 Gap Closure Project reduced the travel time during commute hours on the corridor by up to 20 minutes during the morning rush hour.
- Seventy-eight crossing guard locations were funded by the Measure A Sales Tax in 2010, an increase of fifteen locations from 2009.
- The Westbound I-580 to Northbound US 101 Connector Project was completed with great success, on schedule and under budget. The project incorporated several improvements for local bicyclists and pedestrians.
- The Project Study Report for the Greenbrae/Twin Cities Corridor Improvement Project was substantially completed in 2010 and approved in early 2011, which allows TAM to focus on the environmental analysis expected to be released in early 2012 for public review and comment.
- TAM completed the compliant environmental analysis and preliminary engineering design for the Central Marin Ferry Connection Multi-Use Pathway Project in 2010 and will focus on the architectural appearance and design details of this highly visible planned crossing of Sir Francis Drake Boulevard in 2011.
- Design of the Marin Sonoma Narrows A1 Project, which is to construct the carpool lane from Route 37 to Atherton Avenue in the northbound direction and from Route 37 to Rowland Boulevard in the southbound direction on Highway 101 in Novato, was completed in 2010.

THE SUCCESSFUL PASSAGE OF MEASURE B

Under Senate Bill 83, Congestion Management Agencies may place an initiative on the county ballot to obtain up to \$10 in additional revenue from vehicle registration payments. In the fall of 2009, TAM, along with other counties in the Bay Area, initiated the pursuit of the \$10 vehicle registration fee (VRF) increase as an additional funding source for transportation-related projects and programs in the county. Throughout 2010, TAM evaluated the viability for obtaining revenues and the possibility of supporting a variety of underfunded transportation efforts. The process resulted in a ballot measure, Measure B, for simple majority approval to fund several transportation projects and programs through VRFs in the November 2010 election. With strong support for the

much needed transportation projects/programs around the County, Measure B, the \$10 vehicle registration fee increase, was passed successfully with a 62.5% approval rate.

Revenue collected from Measure B will help reduce traffic congestion, maintain roads and pathways, improve safety, and reduce air pollution. The range of Measure B projects and programs includes funding transportation options for seniors and disabled persons; funding local pothole repair; providing school crossing guards and safe access to schools; and reducing commute trip congestion and supporting a cleaner environment.



Ms. Dziomba, Blind and Vision Impaired of Marin

"After driving for 50 years, it's a different experience for sure not being able to drive. I am very fortunate, as a member of the Blind and Vision Impaired of Marin, we have limited volunteers. We would like to have more but it's very difficult. I rely on the volunteer drivers and of course Whistlestop to get around. Today I will take Whistlestop home. They are wonderful but you need a lot of patience and time."

The Volunteer Driver Program under the Senior/Disabled Mobility Element of Measure B will make it easier for people like Ms. Dziomba to get around!!



Peter Pelham, Bank of Marin

"We have a responsibility to the community because we are a community bank, but also to our employees. To be successful, we need to attract the most talented employees. Transportation is a major consideration for most people who want to work. The Bank looked into the Vanpool situation. We really feel that the way to deal with that is to collaborate with other major employers."

The new fund made possible by Measure B for the Transportation Demand Management program, including vanpools, carpools and other employer options, will make attracting the talented employee pool for major and small employers in Marin much easier.

MEASURE A SALES TAX PROJECTS/PROGRAMS

STRATEGY 1: LOCAL BUS TRANSIT SYSTEM

Transit has proven to be one of the most supported travel alternatives in Marin County throughout the years. Marin voters reaffirmed their support for the transit system by dedicating more than half of the Measure A sales tax revenue to Marin Transit, the local transit operator for Marin County. Marin Transit manages five contracts to provide local fixed-route bus and shuttle services, rural transit services (the West Marin Stage), the Muir Woods Shuttle, Dial-A-Ride in Novato, and special-needs transportation services. Special needs services include paratransit for disabled residents under the Americans with Disabilities Act, travel training for seniors and developmentally disabled adults, and ensuring the availability of accessible taxis. Dedicated local funding through the sales tax allows Marin Transit to leverage more state and federal funds for its riders. TAM allocated \$9.48 million in transportation sales tax revenue to Marin Transit in FY2009-10 (July 1, 2009 to June 30, 2010) to support local transit operations and capital programs.

What Happened in 2010:

- Carried 3.31 million passengers.
- Conducted a 100% ride check analysis of all of its fixed-route services (local service operated by Golden Gate Transit, Marin Transit shuttles, and the West Marin Stage).
- Began conducting passenger surveys on all fixed-route services in Novato and the Novato Dial-A-Ride for the Novato Transit Needs Assessment, which will be completed in 2011.
- Increased issuance of Youth Passes by 50% from 2008/09 to 2009/10 school years, with approximately 88% of the passes going to students who qualify for the free and reduced priced school lunch programs.

- Created a Mobility Management Center and continued to cultivate partnerships to effectively address transportation issues of older adults, the disabled, and low-income residents.
- Implemented a service reduction strategy in March 2010 to respond to reduced state transit funding and lower tax revenues while minimizing impacts on riders and improving service efficiency and transfer opportunities.
- Continued to operate the Muir Woods Shuttle under a three-year funding agreement with the U.S. National Park Service for service from the first weekend in May through the end of September.
- Completed two technology projects: vehicle-based mobile data terminals that improve scheduling and dispatch of paratransit services and a data management system for monitoring operations, grants, and administration.
- Received a Federal State of Good Repair grant with Measure A matching funds, which will enable the agency to upgrade passenger information signage and amenities at bus stops throughout the county over the next two years.

To get more information about the services Marin Transit provides and to plan your next trip, please visit its website at www.marintransit.org



Popular Muir Woods Shuttle

MEASURE A SALES TAX PROJECTS/PROGRAMS

STRATEGY 2: HIGHWAY 101 GAP CLOSURE CARPOOL LANE PROJECT

Project Description: The Highway 101 Gap Closure is a widening project that closes the gap in the existing carpool lane system to provide a continuous carpool lane in Marin County. The project consists of four segments.

Segment 1: Lucky Drive to north of Corte Madera Creek

Segment 2: North of Corte Madera Creek to Cal Park Hill

Segment 3: Cal Park Hill to Central San Rafael

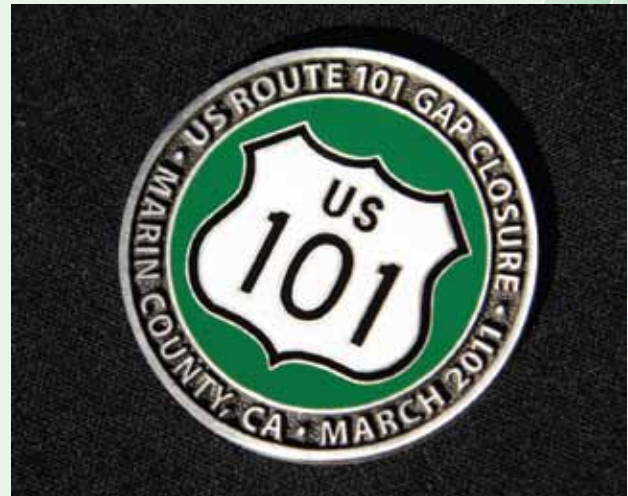
Segment 4: Puerto Suello Hill

Project Cost: \$261 million

Project Funding: Various federal, state, regional, and local funding sources

Project Schedule: Construction began in 2002 and completed in 2010

The Highway 101 Gap Closure is a widening project that provides a continuous carpool lane in Marin County. Funds have been reserved for over 10 years to enable this project to be completed. The first three segments (Lucky Drive to Central San Rafael) were completed by the end of 2008. The final segment, Segment 4 over Puerto Suello Hill, was made possible only through the dedication of the Measure A transportation sales tax revenue. The construction of Segment 4 began during the summer of 2007. Construction was completed in December 2010, with the Ribbon Cutting Ceremony on March 11, 2011, marking the completion of the Highway 101 Gap Closure Project. The eight-year project closed the gap in the existing carpool lane by building two 4.5-mile carpool lanes, one northbound and one southbound. Other features of the project included pavement repair of the entire 4.5-mile segment; a new widened ramp structure connecting southbound US 101 to eastbound I-580; a soundwall built using new technology that is the first to be applied in the Bay Area; and a 1.3 mile exemplary Class I bicycle/pedestrian multi-use path. Now, everyone traveling



101 Gap Closure Completion Celebration



County Supervisors Kinsey, Adams and McGlashan at the Ribbon Cutting Ceremony for Segment 4

"The ramp improvements into central San Rafael, the on-and-off here at Lincoln Ave, and the ramps at Anderson Drive have all made access safer and more efficient. And as San Rafael's streets serve areas west in the Ross Valley, the benefits of the project and the congestion relief serve a much wider audience."

— Mayor Boro, City of San Rafael

in and through Marin County using this vital corridor will enjoy a reduction in congestion and travel time. The multi-use path also has made biking and walking in the adjacent neighborhood a more attractive travel option.

MEASURE A SALES TAX PROJECTS/PROGRAMS

STRATEGY 3: LOCAL TRANSPORTATION INFRASTRUCTURE

Strategy 3 is dedicated to the ongoing needs of our local road system, which is critical to navigating through Marin County. Funding continues to be committed for Major Infrastructure and Local Infrastructure projects to accommodate vehicle, bicycle, and pedestrian traffic needs.

Major Roads Category

Miller Avenue in Mill Valley A Design Advisory Committee (DAC), consisting of local community leaders in the fields of landscape architecture, urban planning, construction and real estate, was established to develop and finalize the conceptual design for the Miller Avenue Streetscape Plan in 2009. With the DAC's focused efforts throughout 2010, the Miller Avenue Streetscape Plan is anticipated to be finalized in 2011. This work builds upon the previous studies and design work conducted as part of this project. The Streetscape Plan will be a comprehensive conceptual plan with detailed technical studies and CADD engineering-level drawings to allow the City to smoothly transition into the construction phase of the project. Additional detailed preliminary engineering and bid documents will be developed after approval of the Streetscape Plan. It is anticipated that construction will be phased for the two mile project area, occurring over a two-to-three year period.

Novato Boulevard in Novato The City of Novato continues its work on Novato Boulevard, which includes three segments of improvements. The environmental phase for Segment 1 (Diablo Avenue to Grant Avenue) continues to move forward, with a draft EIR anticipated in early summer 2011. Construction of Segment 2 (Grant Avenue to Eucalyptus Avenue) is near completion, with a minor slope stabilization project scheduled for summer 2011.

West Sir Francis Drake Boulevard in Marin County The County of Marin is moving forward in a broad and complex technical effort to improve Sir Francis Drake Boulevard through Samuel P. Taylor Park. The environmental phase of the project is near completion. The FEIR is scheduled to be reviewed and certified by the Board of Supervisors (BOS) in 2011. Upon certification of the FEIR by the BOS, it is anticipated that the preparation of plans, specifications, and estimates will commence immediately in order to start construction in July 2012.

Completed Major Road Projects:

The City of San Rafael's 4th Street/West End Village Revitalization project (2009)
Novato Boulevard Segment 3 – Eucalyptus Avenue to San Marin Drive (2009)

Local Roads Category

Measure A sales tax funds for this category are distributed on an annual basis to each city, town, and the county and are calculated from a formula based on a 50/50 split derived by population and miles of roads maintained. Funds from this category can be used for local street and road projects, local transit projects, and bicycle and pedestrian improvements.



Local Roads Fund Distribution

Jurisdiction	FY2010-11 Allocation	Total to Date
Belvedere	\$21,354	\$153,951
Corte Madera	\$73,457	\$493,416
Fairfax	\$58,296	\$422,702
Larkspur	\$0	\$602,170
Mill Valley	\$118,940	\$865,415
Novato	\$385,007	\$2,628,522
Ross	\$0	\$224,354
San Anselmo	\$94,170	\$687,926
San Rafael	\$414,048	\$2,984,825
Sausalito	\$59,150	\$419,963
Tiburon	\$71,962	\$506,708
Marin County	\$733,713	\$5,181,357
Total	\$2,030,097	\$15,171,309

MEASURE A PROJECTS/PROGRAMS

STRATEGY 4: REDUCE SCHOOL-RELATED CONGESTION AND PROVIDE SAFER ACCESS TO SCHOOLS

Safe Routes to School

Marin's Safe Routes to School Program won the 2010 Grand Award for Excellence in Motion from the Metropolitan Transportation Commission, for "its excellent school education program that promotes walking and bicycling to schools in Marin."

TAM's highly regarded Safe Routes to School Program coordinators teamed up with students at over 50 elementary, middle, and high schools. Pedestrian and bicycle safety courses were taught in concert with the local police departments in various schools. Several middle and high schools formed "Teens Go Green" clubs, which focus on the environmental benefits associated with the program.

Regular Walk and Roll to School Days were established to encourage children to walk and ride their bikes to and from school and new contests were established as part of the Green Ways to School campaign. At the end of the school year, prizes were awarded to the schools that increased the number of students traveling green to school as well as those who signed up for SchoolPool, a program supported by the Marin Community Foundation and Measure A. SchoolPool is a communication forum for parents to seek each other out for ridesharing opportunities for their children to go to school and school-related activities.

Community task forces formed in various neighborhoods continue to focus on making their neighborhoods safer and more attractive for children to walk and bike to school. Thirty-five schools have developed travel plans identifying the issues that prevent students from switching to greener travel options, developing solutions that would encourage more walking and biking.



Safe Routes to School Student Rally



Green Ways to School Award Ceremony

Green Ways to School

The newest initiative under Strategy 4 is the updated Green Ways to School program. A key feature of Green Ways to School program is utilizing computer software coordinated with TAM's efforts to match carpool drivers and riders via a web-based computer program. Development of the software and outreach for this SchoolPool program was funded by a grant from the Marin Community Foundation. Parents and students are signed up and matched by geographic locations and can coordinate walk, bike, and carpool trips via the internet. These innovations in coordinating trip reduction and reducing peak period traffic due to school-based auto trips are a benefit to Marin reaching its climate change goals.

The SchoolPool program formally launched in 2010, serving as a national model for others to follow. To date, more than 60 Marin schools are participating, with over 2,000 parents and students registered to share trips. At participating schools the average percentage of single student occupied vehicle trips dropped by five percent, vehicle miles traveled reduced by 3,500 miles each school day, and CO₂ emissions decreased by over 260 metric tons.



MEASURE A PROJECTS/PROGRAMS

Crossing Guard Program

The TAM Crossing Guard Program, one of the most comprehensive in the Bay Area, is a valuable local safety effort. The program, in its fifth year, deploys trained school crossing guards throughout Marin County. By making the path to school safer, a key barrier to promoting walking and biking is eliminated, reducing the need for students to be driven to school. In 2010, the program continued summer school service in 2010 at over 15 locations, and year-long service at 78 locations.

Safe Pathways to School Project

TAM's Safe Pathways program provided \$2.37 million to fund several infrastructure projects at and near schools throughout Marin County. Corte Madera, Novato, Ross, San Anselmo, Sausalito, and the County of Marin received a portion of this fund to help improve access to various schools in the jurisdictions.

Of the \$2.37 million funds provided, over \$360,000 was received via Caltrans' Safe Routes to School grants in 2010 to improve crosswalks, construct sidewalks, install signage and pavement markings, and construct traffic calming enhancements near five schools in Mill Valley.

To date, the Safe Routes to School program has acquired over \$16 million for school route infrastructure improvements, continuing a legacy of our local member jurisdictions successfully receiving outside grants to fund projects. There continues to be a heavy demand to identify and implement Safe Pathway infrastructure improvements by Marin's cities and towns.



Improved Safe Pathway to School Path at White Hill Middle School

Completed Safe Pathway Projects as of 2010:

- Corte Madera's Neil Cummins Elementary School
- Fairfax's White Hill School
- Larkspur's Hall Middle School & Redwood High School
- Mill Valley's Edna Maguire Elementary and Old Mill Elementary Schools
- Ross' Ross School
- San Anselmo's Brookside, Wade Thomas, and St. Anselm Schools
- Tamalpais Union High School District's Tamalpais High School



Newly Completed Safe Pathway to School in Ross



Crossing Guard Helping Students Safely Cross the Street

MAJOR CMA PROJECTS/PROGRAMS

MARIN-SONOMA NARROWS PROJECT

Project Description: add High Occupancy Vehicle (HOV) facilities to Highway 101 from the junction of State Route (SR) 37 in the City of Novato to just north of the Corona Road Overcrossing in the city of Petaluma

Project Status: EIR/EIS approved October 2009
Project Cost: Estimated total project cost \$746 million

Project Funding: Phase I available funding \$278 million

Start Construction: Phase I construction starting in summer 2011

Complete Construction: Phase I construction expected to complete by the end of 2014

The expressway-to-freeway conversion, along with the 17-mile carpool lane, has been the subject of nearly 10 years of project evaluation and environmental studies. Caltrans released the final environmental document in October 2009. The Phase I work consists of four individual projects.

Project 1 provides congestion relief on Highway 101 in Marin County by adding a northbound HOV lane from SR37 to Atherton Avenue and a southbound HOV lane from Rowland Boulevard to SR37. The scope includes the new HOV lanes in the median, sound walls, and traffic operations system (TOS) improvements, such as monitoring stations and informational signs.

Project 2 includes upgrading the Redwood Landfill Interchange to state standards, and adding frontage roads as well as Class I and Class II bicycle/pedestrian facilities. The new frontage roads will eliminate existing direct driveway access to Highway 101 and provide access to Highway 101 from San Antonio Road via the landfill interchange.

Project 3 realigns Highway 101 to the west and raises it out of the floodplain from the vicinity of San Antonio Road to Kastania Road to correct horizontal alignment and flooding issues at San Antonio Creek. Project features include a new six-lane bridge over San Antonio Creek, frontage roads, a Class II bicycle/pedestrian facility along the frontage roads, and a bicycle/pedestrian facility along San Antonio Creek.



Marin-Sonoma Narrows Project Site



Marin-Sonoma Narrows Project Site



Marin-Sonoma Narrows Project Site

Project 4 will construct a new interchange at Petaluma Boulevard South. Project features also include frontage roads and a Class II bicycle/pedestrian facility along the frontage roads. The separate multi-use path system will enable bicyclists not to have to use the highway shoulder. The new frontage roads will eliminate existing direct driveway access to Highway 101 and provide access from Kastania Road to the new Petaluma South Interchange.

MAJOR CMA PROJECTS/PROGRAMS

WB I-580 TO NB US 101 CONNECTOR PROJECT

Project Description: Adding a second lane to the connector where westbound I-580 merges into northbound Highway 101 in Central San Rafael and provide multi-modal transportation improvements in the adjacent neighborhood

Project Cost: \$20 million initially; reduced to \$17.9 million

Project Funding: Proposition 1B Bond Funds

Project Status: Construction began in spring 2010 and completed in November 2010

This critical I-580 to Highway 101 connector lies over one of Marin's busiest local road networks, the Andersen Drive/Bellam Boulevard/East Francisco Boulevard corridor. Over 50 local businesses lie within the area of the interchange. This project was envisioned as a way to relieve congestion caused by regional travelers on the local roads. TAM managed the design of this project, with its partners Caltrans and the City of San Rafael. Bids were opened in late September 2009 and were 20 percent below the engineer's estimate. The fund savings was then approved by the California Transportation Commission for the Marin Sonoma Narrows project. This important connector was completed on-schedule within the approved budget. Access to local businesses was maintained throughout construction as was pedestrian and bicycle access. The project is a great example of addressing the needs of many users.



580/101 Construction in Action



580/101 Construction in Action

MAJOR CMA PROJECTS/PROGRAMS

GREENBRAE/TWIN CITIES CORRIDOR IMPROVEMENTS

TAM continues to work with its partners in the Highway 101 Greenbrae/Twin Cities Corridor to identify and develop a series of transportation improvements as part of the regional bridge toll-financed congestion relief program approved by Bay Area voters in 2004. The multimodal transportation projects are currently in various stages of development including exploring operational and safety improvement alternatives for the highway and local road system, completing environmental studies for the Central Marin Ferry Connection Multi-Use Pathway, and monitoring the construction progress on the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway. These projects are major investments intended to improve mobility and reduce our dependence on vehicle travel while addressing congestion within the corridor.

Highway 101 Greenbrae Corridor Complex

Project Description: Provide multimodal transportation improvements within the highway corridor between the Greenbrae Interchange at Sir Francis Drake Boulevard and the Tamalpais Drive Interchange in Corte Madera.

Project Status: Environmental impact study is underway and will be released in 2011

Project Cost: \$130-150 Million

Project Funding: Regional Measure 2 bridge tolls with potential additional federal funds

Start Construction: 2014

Complete Construction: 2016

Improvement options in the Greenbrae Corridor Complex continued to be refined during 2010. Multiple public agencies and interested stakeholders participated extensively in this multi-year study. Based on a productive dialogue during the outreach effort, the overall scope of the improvements was modified to meet the expectations of the surrounding community and to accommodate needs of our transit partners: SMART, Golden Gate Transit, and Marin Transit. Over the past year TAM has worked closely with Caltrans to complete the project study report.



Aerial View of the 101 Greenbrae Corridor Complex

MAJOR CMA PROJECTS/PROGRAMS

Central Marin Ferry Connection Multi-Use Pathway

Project Description: Provide a new multi-use pathway to close the gap and connect existing paths in the area of Sir Francis Drake Boulevard and Highway 101

Project Status: Environmental studies are partially completed with the remaining studies to be completed in the spring of 2011

Project Cost: \$14-16 million

Start Construction: 2012

Complete Construction: 2014

The Central Marin Ferry Connection Pathway planning efforts continue. This facility will eventually connect the newly completed Cal Park Hill Pathway with the pathway along Sir Francis Drake Boulevard further promoting the countywide goal of creating a non-motorized north/south recreational and transportation network. The path will also provide improved access to the Larkspur Ferry Terminal and the future Larkspur SMART train station, benefiting both of these transit services.



Cal Park Tunnel Before



Cal Park Tunnel After



Cal Park Tunnel Opening Celebration

Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway

Project Description: Restore the historic tunnel to accommodate passenger rail service and a new bike/pedestrian path connecting San Rafael and Larkspur

Project Status: The multi-use pathway opened for use in December 2010

Project Cost: \$27 million

Project Funding: Federal, state, regional, and local

Start Construction: 2008

Complete Construction: 2010

In 2010, the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway project was completed and opened for public use. This Class I multi-use pathway provides a crucial transportation link between the cities of San Rafael and Larkspur in Marin County by using an existing railroad right-of-way through the historic Cal Park Hill Tunnel. The 1,100-foot-long tunnel and 1.1-mile-long pathway will provide simultaneous access for rail, pedestrian, and bicycle use for a system once reserved solely for train service. The project was honored with awards from the American Society of Civil Engineers recognizing the significant contribution the project has on our community's transportation infrastructure. The project was successfully implemented by the County of Marin in cooperation with TAM and SMART.

MAJOR CMA PROJECTS/PROGRAMS

TRANSPORTATION FUNDS FOR CLEAN AIR

The Transportation Funds for Clean Air (TFCA) Program was established to fund transportation projects that most effectively achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (BAAQMD's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. In 2010, the following projects/programs were funded by TFCA:

- Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway \$500,000
- Central Marin Ferry Connection \$142,000
- Dynamic Rideshare \$60,000
- Electric Charging Stations \$15,000
- Electric Vehicle Fleet Project \$112,000
- Emergency Ride Home Program \$50,000
- Vanpool Program \$50,000

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TAM's Transportation Demand Management (TDM) efforts continued on numerous fronts. Staff continued a close working relationship with the Metropolitan Transportation Commission's (MTC) regional rideshare program contractor, 511 Rideshare. Large employer outreach continued, with plans to focus on small- and medium-sized employers in 2011. A TDM employer outreach workshop was held at TAM in 2010.

TAM's Vanpool Incentive Program continued to offer the region's largest incentives for new vanpools traveling to or from Marin County. The program continued to grow through TAM's "101 Ways" Campaign – emphasizing use of vanpools, carpools, and transit – especially in the newly opened Highway 101 carpool lane. In partnership with 511 Rideshare and Golden Gate Transit, TAM staff worked to support transit riders who were impacted by the reduction of transit services due to budget cuts. Specifically, a new



Electric Vehicle Parking/Charging Station

vanpool and various carpools were created to carry county employees to the Marin County Civic Center when Golden Gate Transit was forced to eliminate their Route 75 line.

TAM continued to explore the possibility of establishing car sharing options in Marin. Significant MTC Climate Innovation funding was awarded to TAM to implement a Dynamic Rideshare pilot project to demonstrate the effectiveness of new web-based technology to offer new ways to share a ride. This project, scheduled to launch in 2011, will be part of a three-county collaboration with Sonoma and Contra Costa Counties to test new TDM technology strategies to reduce vehicle miles traveled throughout the region. This program will allow the three counties to pilot real time ridesharing using smart phones and other new technology.

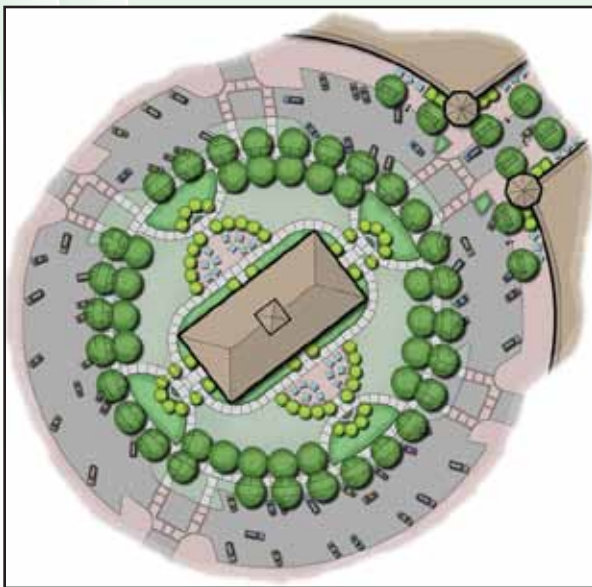
ONGOING CMA PROJECTS/PROGRAMS

COMMUNITY-BASED TRANSPORTATION PLANS

The two Community-Based Transportation Plans (CBTP), completed in 2008 for unincorporated Marin City and the Canal Neighborhood of San Rafael continue to be implemented. Achievements include new sidewalk facilities on Bellam Boulevard from Kerner Boulevard through the 580/101 Interchange, traffic congestion improvement measures on Canal Street, and a rides to school for parents program in the Canal Neighborhood. Two Countywide programs, a volunteer driver program and a reduced fare program for youth and seniors, were also implemented and greatly benefit those two communities.



Multi-family Housing Development in Marin



Station Area Plan Concept

STATION AREA PLANNING

TAM has been working with the City of San Rafael on their ongoing station area planning effort for the new downtown SMART station. In the coming year TAM will extend this work to the City of Larkspur.

LAND USE AND TRANSPORTATION/LAND USE CONNECTIVITY

TAM has actively engaged with MTC and ABAG in the development of the Regional Transportation Plan/Sustainable Communities Strategy as required by SB 375. TAM continues to work collaboratively on the development of new policies with our regional agencies, including participation in funding programs and technical study efforts to foster livability, improve the quality of our development patterns, and enhance alternatives to auto travel in Marin.



Multi-family Housing Development in Marin

ONGOING CMA PROJECTS/PROGRAMS



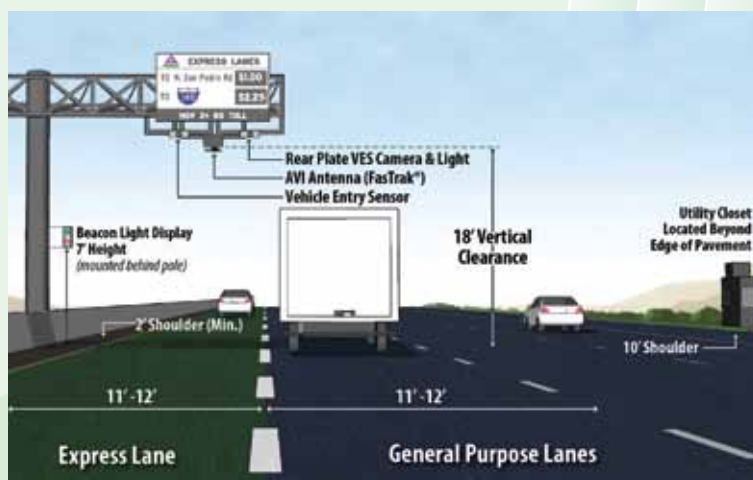
Street Smarts Poster

HIGHWAY 101 TRAFFIC AND REVENUE STUDY

Express Lanes allow solo drivers to use the carpool lanes by paying a toll to avoid congestion in the regular lanes. To explore the feasibility of the express lane alternative as well as other tolling options in Marin County, TAM began a Traffic and Revenue Study in 2009. The study is designed to gather information to test the validity of this concept in Marin. Final results from the study are expected to be available in mid-2011.

STREET SMARTS

Street Smarts is a public education campaign designed to promote behavioral changes in drivers, pedestrians, and bicyclists. Through education and focused community outreach, the program aims to raise awareness, influence attitudes, and change behaviors. The program was implemented in eight communities: Corte Madera, Larkspur, Mill Valley, Belvedere, Fairfax, Ross, San Anselmo, and Tiburon.



Electronically Monitored Express Lanes Schematic Drawing



Ribbon Cutting Ceremony for San Rafael's Electric Vehicles Project

SUPPORT FOR MARIN'S TRANSITION TO ELECTRIC VEHICLES

TAM continues to support Marin's future with electric vehicles. Various surveys indicate that Marin's citizens will be eager to switch to an electric-powered car as they become more widely available. In an effort to support zero emission transportation, TAM has been working with its local jurisdictions to plan and implement an effective network of publicly accessible charging stations. A number of federal, state, and regional grants are available to local jurisdictions to assist with charging station installation. TAM is also pursuing grants to assist agencies in initiating the transition of their municipal fleets to electric-powered vehicles when possible.

FINANCIAL HIGHLIGHTS

Despite the severe recession the nation is experiencing due to the financial market crisis and housing market woes, TAM's prudent and responsible financial management practices have ensured the agency's overall financial condition remains healthy and stable. TAM and its Citizens' Oversight Committee will continue to keep a watchful eye on expenditures and remain committed to sound management practices to deliver the highest quality and most cost-effective services to Marin residents. For a copy of TAM's Basic Financial Statements for the Fiscal Year Ended June 30, 2010, along with the Single Audit, please visit TAM's website at www.tam.ca.gov.

FY2009-10 MEASURE A FUNDING ALLOCATION BY JURISDICTION

Marin Transit	\$9,475,696
Belvedere	\$25,421
Corte Madera	\$85,235
Fairfax	\$68,786
Larkspur	\$97,447
Larkspur	\$240,000
Mill Valley	\$688,818
Novato	\$437,140
Ross	\$112,177
San Anselmo	\$110,656
San Rafael	\$487,732
Sausalito	\$139,346
Tiburon	\$84,736
Marin County	\$862,566
TAM	\$1,625,000
TOTAL	\$14,540,756

TAM COMBINED STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

(Numbers in Thousands)

Revenues	FY2008-09	FY2009-10
Measure A Sales Tax	19,320,196	18,984,492
Interest Revenue	698,590	298,846
City/Town/County Contribution	430,000	430,000
Federal Planning Funds	476,329	516,691
State Project/Programming/ Monitoring Funds	569,343	130,695
Regional Measure 2		
Bridge Toll Funds	3,606,263	1,861,018
Traffic Congestion		
Relief Program Funds	1,784,874	3,396,567
Prop 1B Bond Funds	1,399,321	66,735
Transportation Funds for Clean Air	343,429	348,942
Other Revenues	187,791	339,148
Total Revenue	28,816,136	26,373,134
Expenditures		
Administration	1,965,958	2,148,187
Professional Services	6,075,837	4,644,745
Measure A Project/Program	21,718,325	18,801,243
Interagency Agreement	1,124,813	—
Other Capital Expenditures	724,271	315,160
Total Expenditure	31,609,204	25,909,335
Excess(deficiency)		
Over Expenditures	(2,793,068)	463,799
Beginning Fund Balances	31,126,505	29,299,447
Reserve/Prior		
Period Adjustment	966,010	783,979
Ending Fund Balances	29,299,447	30,547,225

FY2009-10 MEASURE A FUNDING ALLOCATION BY STRATEGY

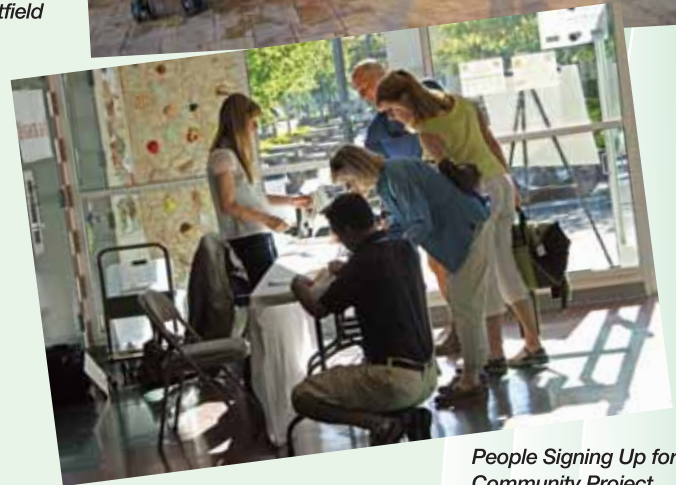
Strategy 1	Local Bus Transit System	\$9,475,696
Strategy 3.1	Major Roads	\$550,000
Strategy 3.2	Local Roads	\$2,890,060
Strategy 4.1	Safe Routes to Schools	\$650,000
Strategy 4.2	Crossing Guards	\$875,000
Strategy 4.3	Safe Pathway Projects	\$100,000
TOTAL		\$14,540,756

COMMUNITY INVOLVEMENT

Working with the citizens of Marin as full partners is the key to the successful implementation of Marin County's Transportation Vision and variety of programs/projects. The passage of Measure A, the ½-cent transportation sales tax, and Measure B, the \$10 vehicle registration fee, would not be possible without the support of the citizens of Marin. The transportation planning and implementation yields solutions that are relevant to all different kinds of interests and needs. Commuters, school children, the elderly and disabled, bicyclists, pedestrians, recreational travelers and transit users all look at transportation issues in different but equally valid ways. The goal of TAM's community involvement effort is to ensure that all of these points of view are recognized and included in transportation decision making.

TAM utilizes various outreach media, such as TAM's website, public meetings, workshops, etc., to reach out to residents and stakeholders in Marin. TAM pledges to continue its tradition of public involvement in its activities, and will continue to improve access in the coming years.

A Community Rally for Green Ways to School in Kentfield



People Signing Up for Community Project Workshop

FUTURE ACTIVITIES



PROJECTS:

- Greenbrae/Twin Cities Corridor Improvements
 - Marin-Sonoma Narrows Project
 - Central Marin Ferry Connector
 - Miller Avenue in Mill Valley*
- Novato Boulevard Rehabilitation*
- West Sir Francis Drake Boulevard Project*

** Major Roads Project*

PROGRAMS:

- Street Smarts
 - SchoolPool
 - Crossing Guards
 - Safe Routes to School
- Transportation Demand Management
- Electric Vehicle Program

PLANNING ACTIVITIES:

- Main Climate and Energy Partnership Coordination
- Station Area Planning Activities
 - Regional Transportation Plan Coordination
- SB 375 Sustainable Communities Strategy Coordination

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