



## FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

JULY 14, 2025  
2:00 P.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
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## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally, may only listen.)
4. Approval of Meeting Minutes from May 12, 2025 (Action) – **Attachment**
5. State Budget and Legislation (Action) – **Attachment**
6. Award of Four Contracts for Video Services Associated with Crossing Guard Location Selection (Action) – **Attachment**



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

MAY 12, 2025  
2:00 PM

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

**MEETING MINUTES**

**Members Present:** Brian Colbert, County of Marin Board of Supervisors  
Kate Colin, San Rafael City Council, Committee Chair  
Mary Sackett, County of Marin Board of Supervisors  
Urban Carmel, Mill Valley City Council

**Members Absent:** Melissa Blaustein, Sausalito 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  
Grace Zhuang, Accounting and Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O'Hehir, Administrative Assistant  
Melanie Purcell, Director of Finance and Administration  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Principal Transportation Planner

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

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

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

None.

**2. Executive Director's Report (Discussion)**

Executive Director (ED) Anne Richman reported on the new Redwood Bikeshare membership promotion; the upcoming Bike to Work (Wherever) Day on May 15; the recently concluded Safe Routes to Schools Adventure Challenge and National Bike to School Day; the upcoming Marin-Sonoma Narrows traffic shift scheduled for the evening of May 15; and the Marin 101-580 Project Booth hosted by TAM at the recent Canal Alliance Community Fair, Nuestro Canal, Nuestro Futuro.

In response to Commissioner Carmel, ED Richman confirmed that the completion of the Marin-Sonoma Narrows (MSN) B7 project and implementation of the new high occupancy vehicle (HOV) hours are scheduled for late summer 2025; and that TAM staff would gather and share data from the most recent National Bike to School Day.

Chair Colin asked if any members of the public wished to speak and hearing none, closed this item.

### **3. Open Time for Public Expression**

Chair Colin asked if any members of the public wished to speak and hearing none, closed this item.

### **4. Approval of Meeting Minutes from March 10, 2025 (Action)**

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment and asked for a motion.

Commissioner Sackett moved to approve the March 10, 2025 meeting minutes. Commissioner Carmel seconded the motion, which passed unanimously.

### **5. Adopt Positions on 2025 State Legislative Bills (Action)**

Director of Programming and Legislation David Chan and Legislative Consultant Gus Khouri presented this item, which recommends that the FP&L Executive Committee reviews positions on 2025 State Legislative Bills and refers them to the TAM Board for adoption.

Commissioner Sackett expressed support for the newly recommended positions on the 2025 State Legislative Bills.

In response to Commissioner Colbert, Mr. Khouri explained that Assembly Bill (AB) 555 is a spot bill.

In response to Commissioner Carmel, ED Richman explained that in Marin, Senate Bill (SB) 727 would designate the North-South Greenway – including the segment south of the Larkspur SMART station – as part of the Great Redwood Trail; and Commissioner Sackett added that this designation could enhance the competitiveness of related grant applications. Commissioner Carmel expressed support for changing TAM's position on SB 63 from a "watch" to a "support", noting that the bill could help reduce the risk of future funding losses within Marin County.

ED Richman noted that SB 63 addresses issues outside Marin County, and as it does not impose a tax locally, taking a position on the bill is somewhat unusual for the agency.

Commissioner Sackett commented that SB 63 is still evolving, with ongoing amendments and changes; and suggested that the agency consider supporting the bill once it is more fully developed.

Commissioner Colbert expressed support to retain a "watch" position on SB 63.

In response to Commissioner Carmel's inquiry about the nexus of SB 79 and transportation, Mr. Khouri explained that SMART has been dedicating significant attention to the legislation, given its relevance to housing development along the rail corridor in Sonoma County, which supports increased ridership, promotes mode shift, and contributes to greenhouse gas emission and VMT (vehicle miles traveled) reductions, which in turn help maintain the region's eligibility for state funding.

In response to Commissioner Colin, ED Richman explained that the Metropolitan Transportation Commission (MTC) approved a set of principles for the Cap-and-Trade reauthorization, which they will support and convey to the legislative delegation; and that TAM has participated in these discussions to ensure alignment with its own priorities.

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment and asked for a motion.

Commissioner Colbert moved to approve positions on 2025 State Legislative Bills and refer them to the TAM Board for adoption. Commissioner Sackett seconded the motion, which passed unanimously.

## **6. Redirection of Measure B Element 1b Vehicle Registration Fee Carryover Funds (Action)**

Principal Transportation Planner Scott McDonald presented this item, which recommends the FP&L Executive Committee reviews the staff recommendation to redirect \$500,000 of Measure B Element 1b Vehicle Registration Fee (VRF) carryover funds for the purpose of programming to active transportation projects and refers it to the TAM Board for approval.

In response to Commissioner Sackett, ED Richman confirmed that the purchase of a shared bike path sweeper may be eligible for these funds.

In response to Commissioner Carmel, ED Richman noted that while annual funds are typically available for routine maintenance, the intent of using carryover funds in this call for projects is to support initiatives that go beyond regular maintenance, aiming to accomplish more impactful or strategic improvements. Mr. McDonald explained that TAM staff expects to release a call for projects this summer and bring a programming recommendation to the TAM Board in the fall; and that discussions regarding this potential call for projects have been ongoing with the public works directors.

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

WTB-TAM Director of Planning Matthew Hartzell expressed support for staff's recommendation and inquired if TAM was eligible to submit an application for the call for projects. In response, Mr. McDonald explained that historically, only local jurisdictions are eligible for Element 1b funds, and that TAM would consult with legal counsel to clarify eligibility.

Commissioner Carmel moved to approve staff's recommendations and refer them to the TAM Board for approval. Commissioner Sackett seconded the motion, which passed unanimously.

## **7. Update on Measure AA Category 2.4 Innovation Program (Discussion)**

Director of Planning Derek McGill presented this item for discussion.

In response to Chair Colin, ED Richman explained that there is an option to revisit this program discussion after the anticipated Board workshop this fall.

Commissioner Carmel commented that perhaps consideration should be given to folding the funding into the annual local infrastructure allocation for this year as a way to move funds to local jurisdictions quickly, while allowing time to refine the approach; and that a more formal framework could then be developed during the fall retreat, incorporating Board input and resulting in a second, more structured version of the program next year. Commissioner Carmel also expressed support for the exploration into autonomous vehicles, particularly autonomous buses; and emphasized that this effort aligns well with upcoming work to add granular detail to the Countywide Transportation Plan (CTP) and the Measure AA Expenditure Plan Review.

Commissioner Colbert commented on the importance of using this funding opportunity to encourage innovation and inspire a shift in thinking among stakeholders, and that perhaps the call for projects could promote multi-jurisdictional applications that address corridor-wide challenges. Commissioner Colbert

also expressed support for the innovation-focused workshop, as some Board members are eager to learn more about emerging transportation solutions and explore what is possible within the County.

Commissioner Sackett expressed support for aligning innovative efforts with existing projects, such as incorporating climate-related features (e.g., reflective paint or water retention strategies) into larger infrastructure efforts, rather than pursued as standalone projects. Commissioner Sackett also commented that, although the available funding is limited, TAM should act swiftly to implement visible and impactful improvements, such as traffic signal upgrades, that directly benefit the public.

In response to Commissioner Colbert and Chair Colin, ED Richman explained that one of the major goals of the Marin Countywide Coordinated Signal Modernization Plan is to inventory current signal technology being used in the county and develop signal modernization projects; and Mr. McGill explained that the Request for Proposals has been issued by MTC with an anticipated contract award in early fall 2025.

Commissioner Carmel expressed support for incorporating flexibility within the Innovation Program, allowing jurisdictions to determine the highest and best use of the funds based on their specific needs and priorities.

Chair Colin expressed support for the recommended focus areas, including autonomous vehicles, and emphasized the importance of providing flexibility for local jurisdictions to integrate innovative technologies into existing projects. Chair Colin also supported ensuring alignment with the Countywide Transportation CTP; and commented on the importance of focusing on actionable items for the upcoming Board workshop on Innovation.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells emphasized the need for improved active transportation data collection and highlighted that, unlike vehicle and transit data, there is limited insight into active mode usage, making it difficult to evaluate program success. Mr. Wells recommended installing automated counters at former CMP count locations, which are relatively low-cost and long-lasting, and encouraged coordination to develop a countywide active transportation data system in alignment with the CTP.

*The meeting was adjourned at 3:25 p.m.*



**DATE:** July 14, 2025

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

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

**SUBJECT:** State Budget and Legislation (Action), Agenda Item No. 5

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## RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews positions on 2025 State Legislative Bills, shown in Attachment C, and refers it to the TAM Board for adoption.

## BACKGROUND

The 2025 Legislative Session is the first year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. The table below shows notable remaining dates for the 2025 Legislative Session.

Last day for policy committees to hear and report bills	July 18, 2025
Last day for fiscal committees to hear and report bills	August 29, 2025
Last day for the Legislature to pass bills	September 12, 2025
Last day for the Governor to sign or veto bills	October 12, 2025
Statutes take effect, except emergency items that take effect upon signing	January 1, 2026

Khouri Consulting, TAM's Legislative Consultant, will provide an overview on the FY2025-26 State Budget and items discussed below at the July FP&L Executive Committee meeting.

## DISCUSSION

Below are brief discussions on the State Budget, Senate Bill (SB) 125, Cap and Trade Program, and legislation monitored on TAM's Bill Matrix. Khouri Consulting's report (Attachment A) provides greater details on the first three topics.

### Fiscal Year (FY) 2025-26 State Budget

In the May Revise, Governor Newsom stated that there was a \$12 billion General Fund deficit, which was due to the economic volatility caused by tariffs and increased Medi-Cal costs. The deficit was due largely to the effects from the imposition of tariffs on the stock market that negatively impacted capital gains. Lower collections of corporate taxes and wages that caused higher unemployment also contributed to the deficit. Notable impacts of the May Revise included a proposed cut of \$1.1 billion in funding for public transportation, undermining the funding from SB 125, as discussed below.

On June 27, 2025, Governor Newsom signed the FY2025-26 State Budget with a record \$321 billion spending plan that is conditioned by legislative approval of an infrastructure plan for CEQA exemptions and housing development and reforms. While the State Budget was enacted, trailer bills are anticipated to be proposed in the coming months to add greater context to the State Budget.

Staff and Khouri Consulting will be monitoring the development of these trailer bills and providing updates when warranted. It should be noted that awarded earmarks are typically announced in budget trailer bills and TAM has submitted an earmark request with Senator McGuire in 2025 for its Crossing Guard Program.

### **Senate Bill (SB) 125**

In July 2023, SB 125 was approved to provide immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area was expected to receive an estimated \$400 million from the newly created Zero-Emission Transit Capital Program (ZETCP) and an additional \$770 million from the Transit and Intercity Rail Capital Program (TIRCP).

SB 125 allowed these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. In December 2023, MTC approved prioritizing completing the funding plans for BART to Silicon Valley Phase II and BART Core Capacity by using roughly \$725 million of TIRCP funding for capital purposes, leaving \$45 million in TIRCP and \$400 million in ZETCP available for operating purposes.

The Governor's May Revise to the FY2025/26 State Budget proposed to cut the programs funded in SB 125 by nearly \$1.1 billion. However, in June 2025, an agreement was reached to restore all the proposed cuts for those one-time SB 125 funds. This was good news for transit operators statewide but particularly good for the larger Bay Area transit operators dependent on SB 125 funds.

### **Cap-and-Trade Program**

The Cap-and-Trade program was first authorized by Assembly Bill (AB) 32 in 2006 and extended in 2017 when the State Legislature passed AB 398. The Cap-and-Trade program is a market-based mechanism to reduce emissions from large greenhouse gas (GHG) emitters by creating an annual cap on the level of allowable statewide emissions which declines over time. The current authorized Program is due to sunset in 2030. Annual proceeds have averaged approximately \$4.3 billion. It is currently comprised of two main categories of funding:

- Sustainable Communities and Clean Transportation Category – 60% is continuously appropriated to transportation and affordable housing:
  - California High-Speed Rail: 25%
  - Affordable Housing and Sustainable Communities (AHSC): 20%
  - Transit and Intercity Rail Capital Program (TIRCP): 10% (competitive)
  - Low Carbon Transportation Operations Program (LCTOP): 5% (formula)
- Discretionary State Legislature Category – 40% is determined annually by State Legislature for investments in the following areas:
  - Housing
  - Transportation
  - Reducing impacts of wildfire
  - Clean energy
  - Urban greening



Marin transit agencies receive annual LCTOP allocations under the current Cap-and-Trade Program, in the approximate annual amounts shown below:

- Marin Transit - \$500,000
- SMART - \$600,000
- GGBHTD - \$2.4 million

Statewide discussions have begun on extending the Cap-and-Trade program beyond 2030, and it is likely that this will be addressed this year, possibly through budget trailer bills. MTC and ABAG are supporting the extension of the Cap-and-Trade Program and expanding the program. MTC and ABAG have developed eight advocacy principles for the Cap-and-Trade extension (Attachment C).

Staff has been advocating for the reauthorized Cap-and-Trade Program to maintain the LCTOP and possibly increase the percentage from five percent to a higher amount. Staff has also advocated for the continuation of TIRCP in the reauthorized Cap-and-Trade Program that could be a source of funding for Marin transit agencies. TIRCP is a competitive program that had awarded \$157 million to SMART in prior cycles for various capital improvement projects.

In general, staff thinks that the reauthorized Cap-and-Trade Program should include more formula funds than competitive funds and more transportation funds than non-transportation funds.

## State Legislation

The table below is a summary of the 26 bills listed in Attachment B with positions adopted by the TAM Board. Some of the bills have been updated with the latest information as they progress through the legislative process. The table also includes one new bill for consideration.

Summary of Monitored Bills				
Bill	Author	Subject	Previously Adopted Position	Note
AB 12	Wallis	Low-Carbon Fuel Standard Regulations	Watch	Two-Year Bill
AB 33	Aguiar-Curry	Autonomous Vehicle Operation	Watch	
AB 39	Zbur	Local Electrification Planning Act	Watch	
AB 259	Rubio	Brown Act – Remove Sunset Date on Teleconferencing	Support	
AB 289	Haney	Speed Safety System Pilot System	Support	
AB 334	Petrie-Norris	Toll Facility Interoperability	Watch	
AB 382	Berman	Pedestrian Safety Near Schools	Support	
AB 555	Jackson	CARB Reporting on Impacts to Fuel Prices	Watch	Held in Committee
AB 612	Rogers	Caltrans Road Improvements Preventing Delay for Fire Dept. Response Times	Watch	Held in Committee
AB 697	Wilson	Protected Species and State Route 37	Watch	
AB 830	Rogers	Exempt Public Utility District from Encroachment Permit – no longer applicable to Marin County and will be removed from matrix	Watch	Removed from matrix
AB 891	Zbur	Caltrans Quick-Build Project Pilot Program	Support	
AB 939	Schultz	Safe, Sustainable, Traffic-Reducing Transportation Bond Act	Watch	Two-Year Bill
AB 954	Bennett	Bicycle Highway Pilot Program	Watch	
AB 1058	Gonzales	Suspension of Fuel Tax for One Year	Oppose	Two-Year Bill
AB 1070	Ward	Regulations on Transit District Board Compensation	Watch	Two-Year Bill
AB 1132	Schiavo	Caltrans Climate Change Vulnerability Assessment Report	Watch	Held in Committee
AB 1244	Wicks	CEQA Transit-Oriented Development Implementation Program	Watch	

AB 1275	Elhawary	Regional Housing Needs Allocation Process	Watch	
SB 63	Wiener	Bay Area Transportation Regional Measure	Watch	
SB 71	Wiener	CEQA Exemption Extension for Active Transportation Projects	Support	
SB 79	Wiener	Housing Development: Transit-Oriented Development	Watch	
SB 239	Arreguin	Brown Act – Teleconferencing for Subsidiary Bodies of a Local Agency	Support	Two-Year Bill
SB 707	Durazo	Brown Act: Meeting and Teleconference Requirements.	Watch	
SB 727	McGuire	Great Redwood Trail Agency	Support	
SB 752	Richardson	Sales Tax Exemption for Zero-Emission Bus Purchases	Support	Held in Committee
<b>New Bill for Consideration</b>				
<b>Bill</b>	<b>Author</b>	<b>Subject</b>	<b>Previously Adopted Position</b>	<b>New Recommended Position</b>
SB 512	Perez	District Elections: Initiatives		Watch

As noted above, 2025 is the first year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. Five bills in the table, including AB 12, AB 939, AB 1058, AB 1070, and SB 239 have been listed as “Two-Year Bills.” They will not progress further in 2025 but will be automatically reintroduced in 2026.

Another four bills, AB 555, AB 612, AB 1132, and SB 752, are listed as “held in committee”, which are essentially bills that have failed passage.

AB 830 was stricken from the matrix because the author revised the bill to only apply to Mendocino County and thus no longer applicable to Marin County.

SB 512 is the lone new bill on the matrix regarding ballot initiative. The ballot initiative process gives California citizens a way to propose laws and constitutional amendments without the support of the Governor or the Legislature. Any member of the public can propose a ballot measure through a petition. Proponents of the measure need to collect signatures from registered voters to get it on the ballot. The required number of signatures is 5% of the total votes cast for governor in the last election for a statute, and 8% for a constitutional amendment. Once on the ballot, the ballot initiative measure passes by the majority of the voters, unlike tax-related measures that currently require 2/3 vote.

The intent of SB 512, which would amend the ballot initiative process, is to allow county districts to administer taxes that are passed through an initiative process. The bill also states that an initiative measure shall not exceed the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. The initiative measure shall contain all spending limitations and accountability standards, including, but not limited to, a transportation expenditure plan.

SB 512 would not preclude or limit efforts currently undertaken by citizens for a SMART ballot initiative. Staff is recommending a watch position for SB 512.

SB 63 would authorize a 10 to 15 year regional public transportation operations sales tax measure on the November 2026 ballot in specified Bay Area counties to provide funding for transit agencies with critical operations shortfalls. SB 63 authorizes a ½-cent sales tax measure in:

- Alameda,
- Contra Costa, and
- San Francisco counties.

San Mateo and San Clara counties may opt in to the TRM by July 31, 2025 with the exact rate structure to be determined by July 31, 2025. SB 63 states the preference of the legislature for San Mateo County to opt in to the TRM.

Since the TAM Board adopted a watch position in May, there has been little to no legislative activity on SB 63. However, the Assembly Transportation Committee is scheduled to hold a hearing on SB 63 on July 7, 2025 when many of the issues will be discussed. Khouri Consulting plans to update the FP&L Executive Committee on the result of the hearing on July 14, 2025.

## **FISCAL CONSIDERATION**

There are no fiscal impacts with this discussion item.

## **NEXT STEPS**

Continue to monitor the FY2025-26 State Budget development and relevant trailer bills and discussions on the reauthorization of the renamed “Cap-and-Invest” Program and convey TAM’s positions to our partner agencies and pertinent Legislators when warranted.

## **ATTACHMENTS**

Attachment A – Khouri Consulting’s State Legislative Update – June 2025  
Attachment B – TAM Bill Matrix – June 2025  
Attachment C – MTC/ABAG Cap and Trade Advocacy Principles

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June 30, 2025

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, President  
Mitch Weiss, Legislative Advocate  
Khoury Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – JUNE 2025**

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### **General Update**

The legislature recently voted on legislation before the floor of each house to meet the house of origin deadline of June 6. Policy committees will meet through July 18 to consider bills from the other house.

On June 27, Governor Newsom signed SB 101 (Wiener), Chapter 4, Statutes of 2025, the FY 2025-26 State Budget Bill. The Assembly and Senate rejected Governor Newsom's May Revise proposal to eliminate nearly \$1.1 billion in funding for public transportation, so that is not included in the package to close the \$12 billion shortfall. The legislature agreed to utilize \$1 billion in the Greenhouse Gas Reduction Fund (\$500 million over two fiscal years) to offset General Fund obligations and provide resources to Cal-Fire for wildfire prevention activities.

This budget deal protects MTC's remaining share of over \$600 million that is allotted under SB 125, Chapter 54, Statutes of 2023, primarily dedicated to the BART system, and the Transit and Intercity Rail Capital Program awards for SMART to extend service to Healdsburg. With respect to the Cal-Fire programming, utilizing some of the GGRF funds could factor in a Cap-and-Trade extension, as there is less capacity, at least in the short term, to augment programs such as TIRCP and the Low Carbon Transit Operations Program, which provide public transportation with additional capital and operations dollars.

The Governor also signed AB 102, Chapter 5, Statutes of 2025, which contains a \$4 million earmark for freight rail operations, capital, and deferred maintenance to reimburse SMART to address track damages from recent storms. These funds are the balance owed to SMART per previous legislation with the North Coast Train transfers.

Earmark requests for 2025, including TAM's request for the Crossing Guard Program, may be considered in August 2025.

## Cap and Trade Extension

The Cap-and-Trade Program, established by SB 862 in 2014, is a crucial component of California's strategy to reduce greenhouse gas (GHG) emissions to 1990 levels. The program establishes a declining limit on GHG emissions sources throughout California, covering approximately 80 percent of the State's GHG emissions. The California Air Resources Board (CARB) creates allowances equal to permissible emissions (i.e., the "cap"). One allowance equals one metric ton of carbon dioxide equivalent emissions (using the 100-year global warming potential). Each year, fewer allowances are created, and the annual cap declines. An increasing annual auction reserve (or floor) price for allowances, combined with a reduction in yearly allowances, creates a steady and sustained carbon price signal to prompt action to reduce GHG emissions. All covered entities in the Cap-and-Trade Program are subject to existing air quality permit limits for criteria and toxic air pollutants. Proceeds are deposited into the Greenhouse Gas Emission Reduction Fund (GGRF). The program is set to expire in 2030 without an extension. The impetus for Cap and Trade was to create a dedicated source of funding for high-speed rail. The program's extension revolves around how much of the pie high-speed rail will continue to receive—a fixed percentage or a line item.

Over the past three years, individual quarterly auctions have generated an average of \$1.1 billion in revenue, with annual amounts averaging \$4.4 billion. Under current law, most funds are allocated to specific programs, such as high-speed rail (25%), affordable housing and sustainable communities (AHSC) (20%), the transit and intercity rail capital program (TIRCP) (10%), and Low Carbon and Transit Operations Program (LCTOP) (5%), and off-the-top line items for specific programs detailed in the chart below.

The remaining revenue, roughly 40% (\$1.76 billion), is available for appropriation by the Legislature for discretionary spending programs and to cover state administrative costs through the annual budget process.

Given the commitments to backfill the General Fund, including the additional \$1 billion in Cal-Fire funding that the GGRF must absorb over the next few years, there will be little discretionary funding available to augment programs such as the Low Carbon Transit Operations Program or the Transit and Intercity Rail capital Program, at least in the short-term. GGRF capacity is limited through FY 27-28, barring another raid. There is some discussion that just extending the current program may result in higher-than-expected revenues for the first four to five years. Given the uncertainty of federal funding for high-speed rail, an increase over the \$1 billion line item may be requested, which would reduce the available funds. Last month's [auction proceeds](#) were down, which creates cost pressures for continuously appropriated programs. Nothing will move until the high-speed rail item is resolved.

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 12 (Wallis)</b> <b>Low-carbon fuel standard: regulations</b>	2/18/25 Assembly Natural Resources <u>Two-year bill</u>	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices.	<b>Watch</b>
<b>AB 33 (Aguiar-Curry)</b> <b>Autonomous vehicles</b>	<del>64/252/25</del> Assembly Appropriations <u>Senate Judiciary</u>	This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human operator on any highway within the state. The bill would require the DMV to submit a report to the Legislature evaluating the performance of autonomous vehicle technology and its impact on public safety and employment.	<b>Watch</b>
<b>AB 39 (Zbur)</b> <b>General Plans: Local Electrification Planning Act</b>	<del>64/3024/25</del> Assembly Utilities and Energy <u>Senate Local Government</u>	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 259 (Rubio)</b> <b>Open meetings: local agencies: teleconferences</b>	<del>64/272/25</del> <del>Assembly Floor</del> <u>Senate Local Government</u>	This bill would extend the January 1, 2026 sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings.	<b>Support</b>
<b>AB 289 (Haney)</b> <b>State highway: work zone speed safety program</b>	<del>74/8/25</del> <del>Assembly Privacy and Consumer Protection</del> <u>Senate Transportation</u>	This bill would authorize Caltrans to establish a speed safety system pilot program for up to 75 speed safety systems (automated enforcement) in state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	<b>Support</b>
<b>AB 334 (Petrie-Norris)</b> <b>Operators of toll facilities: interoperability programs: vehicle information</b>	<del>73/825/25</del> <del>Assembly Privacy and Consumer Protection</del> <u>Senate Judiciary</u>	This bill would limit information sharing between interstate tolling agencies for implementation of interstate interoperability to only the vehicle's use of the toll facility.	<b>Watch</b>



## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 382 (Berman)</b> <b>Pedestrian safety: school zones</b>	<del>74/228</del> /25 <del>Assembly Appropriations</del> <u>Senate Transportation</u>	This bill would, until January 1, 2029, authorize a local authority to determine and declare a prima facie speed limit of 20 miles per hour in a school zone, and would, beginning on January 1, 2029, establish a prima facie speed limit of 20 miles per hour in a school zone. The bill would authorize a local authority to determine and declare a prima facie speed limit of 15 miles per hour in a residence district on a highway with a posted speed limit of 30 miles per hour or slower in a school zone, or 25 miles per hour when approaching from a school zone at a distance of 500 to 1,000 feet, without the above-mentioned conditions.	<b>Support</b>
<b>AB 555 (Jackson)</b> <b>Air resources: regulatory impacts: transportation fuel costs.</b>	<del>54/282</del> 3/25 Assembly Appropriations <u>Held in Committee</u>	This bill would require the California Air Resources Board, on a quarterly basis, to submit a report to the relevant policy committees of the Legislature providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuels to California consumers.	<b>Watch</b>
<b>AB 612 (Rogers)</b> <b>Transportation: Highway Design Manual: emergency response times</b>	<del>53/235</del> /25 Assembly Appropriations <u>Held in Committee</u>	This bill would require Caltrans, on or before, January 1, 2026 to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 697 (Wilson)</b> <b>Protected species:</b> <b>authorized take: State</b> <b>37 improvements</b>	<del>6/3/18</del> 7/25 <del>Assembly Water,</del> <del>Parks, and</del> <del>Wildlife</del>  <u>Senate Natural</u> <u>Resources and</u> <u>Wildlife</u>	This bill would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to certain improvements on the State Route 37 corridor, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit. The projects covered by this bill are (1) the Sears Point to Mare Island Improvement Project on State Route 37 from post mile 2.4 in the County of Sonoma to post mile 8.5 in the County of Solano and (2) projects implementing the preferred alternative described in the 2022 State Route 37 Planning and Environmental Linkages Study or subsequent updates.	<b>Watch</b>
<del><b>AB 830 (Rogers)</b></del> <del><b>State highways:</b></del> <del><b>encroachment permits</b></del>	<del>4/22/25</del> <del>Assembly</del> <del>Appropriations</del>	<del>Current law requires an encroachment permit issued to a jurisdiction that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense. This bill would exempt a public utility district with a ratepayer base of 5,000 households or fewer from the above-described provision and instead would require Caltrans to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district's encroachment.</del>	<del><b>Watch</b></del>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 891 (Zbur)</b> <b>Transportation: Quick-Build Project Pilot Program</b>	<u>6/430/8/25</u> Assembly Appropriations Senate Transportation	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system, <u>such as the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.</u> <del>The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.</del>	<b>Support</b>
<b>AB 939 (Schultz)</b> <b>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026</b>	3/10/25 Assembly Transportation <u>Two-year bill</u>	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 954 (Bennett)</b> <b>STIP: bicycle highway pilot program</b>	<del>64/309/25</del> Assembly Appropriations <u>Senate Transportation</u>	<del>This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require Caltrans, on or before January 1, 2030, to include the proposal in the draft ITIP and would require Caltrans to perform all other actions necessary for the pilot program to be programmed in the STIP. As amended on June 30, this bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.</del>	<b>Watch</b>
<b>AB 1058 (Gonzalez)</b> <b>Motor Vehicle Fuel Tax: suspension of tax</b>	3/10/25 Assembly Transportation <u>Two-year bill</u>	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would direct the Controller to transfer an amount equal to the amount collected in the 2023-24 fiscal year, adjusted for inflation, from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund.	<b>Oppose</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 1070 (Ward)</b>  <b>Transit districts: governing boards: compensation: nonvoting members</b>	4/23/25  Local Government  <u>Two-year bill</u>	This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips during the month for which the member seeks compensation. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	<b>Watch</b>
<b>AB 1132 (Schiavo)</b>  <b>Caltrans: climate change vulnerability assessment</b>	4/22/25  Assembly Appropriations  <u>Held in Committee</u>	Caltrans developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide Caltrans with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would require Caltrans, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 1244 (Wicks)</b> <b>California</b> <b>Environmental Quality</b> <b>Act: transportation</b> <b>impact mitigation:</b> <b>Transit-Oriented</b> <b>Development</b> <b>Implementation</b> <b>Program</b>	<del>64/2430/25</del> <del>Assembly</del> <del>Housing and</del> <del>Community</del> <del>Development</del> <u>Senate</u> <u>Environmental</u> <u>Quality</u>	<p>This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the Department of Housing and Community Development to fund developments located in the same region, as defined. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.</p>	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>AB 1275 (Elhawary)</b> <b>Regional housing needs: regional transportation plans</b>	<del>64/3028/25</del> <del>Assembly Local Government</del> <u>Senate Housing</u>	Existing law requires each council of governments, or delegate subregion as applicable, to consider certain factors in developing the methodology that allocates regional housing needs, including each member jurisdiction's existing and projected jobs and housing relationship. This bill would require each council of governments, or delegate subregion as applicable, to in addition consider the development pattern set forth in the region's sustainable communities strategy of its regional transportation plan. This bill would require the allocation plan to be informed by the development pattern included in the sustainable communities strategy. The bill would also require the resolution approving the final housing need allocation plan to demonstrate that the plan is informed by the sustainable communities strategy in the regional transportation plan.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>SB 63 (Wiener)</b> <b>San Francisco Bay area: local revenue measure: transportation funding</b>	<u>64/2830/25</u> <del>Senate Appropriations</del> <u>Assembly Transportation</u>	<p>This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs MTC. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by MTC to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to go directly to the counties comprising the district for public transportation expenses, as prescribed.</p>	<b>Watch</b>
<b>SB 71 (Wiener)</b> <b>California Environmental Quality Act: exemptions: transit projects</b>	<u>64/2830/25</u> <del>Senate Appropriations (suspense file)</del> <u>Assembly Natural Resources</u>	<p>This bill would indefinitely extend CEQA exemptions for active transportation plans, bicycle parking and storage, signal timing to improve intersection operations, and related signage, along with specified transit projects and transit planning.</p>	<b>Support</b>



## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>SB 79 (Wiener)</b>  <b>Local government land: public transit use: housing development: transit-oriented development</b>	<u>64/23/2025</u> <del>Senate Local Government</del> <u>Assembly Housing and Community Development</u>	<p>This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. <del>TAM should support if amended to include Tier 4 Final trains so that the SMART corridor system would benefit.</del></p>	<b>Watch</b>
<b>SB 239 (Arreguín)</b>  <b>Open meetings: teleconferencing: subsidiary body</b>	<u>64/83/25</u> Senate <del>Judiciary Floor</del> <u>Two-Year Bill</u>	<p>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology.</p> <p>The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body.</p> <p>The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions</p> <p>This would apply to TAM advisory committees such as the Expenditure Plan Advisory Committee and Bicycle/Pedestrian Advisory Committee.</p>	<b>Support</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b><u>SB 512 (Perez)</u></b> <b><u>District elections:</u></b> <b><u>initiatives</u></b>	<u>6/19/2025</u> <u>Assembly</u> <u>Elections</u>	<u>This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body.</u>	<b><u>Watch</u></b>
<b>SB 727 (McGuire)</b> <b>Great Redwood Trail Agency</b>	<u>6/4/25</u> <u>16/25</u> <u>Senate</u> <u>Appropriations</u> <u>Assembly</u> <u>Transportation</u>	This bill would expressly state that the Great Redwood Trail Agency is a subdivision of the state and would require city representatives on the board to be selected by the cities through a process adopted by the board. The bill would require the planned bike and pedestrian pathway running from the district's station in the City of Larkspur to the northern terminus of the Golden Gate Bridge in the County of Marin shall to be known as the Great Redwood Trail.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>SB 707 (Durazo)</b> <b>Brown Act</b> <b>Teleconferencing</b>	<del>7/4/2016</del> /25 <del>Senate</del> <del>Appropriations</del> <u>Assembly Local</u> <u>Government</u>	The bill seeks to provide a standard set of rules that all legislative bodies that fall under the scope of the Brown Act must comply with when using alternative teleconferencing provisions, including: clearly identifying the location of the in-person meeting on the agenda, which must be open to the public and within the boundaries of the local agency's jurisdiction; providing means by which the public may remotely hear and visually observe the meeting, and remotely address the legislative body; providing notice of the means for the public to access the meeting and offer public comment; identifying and including an opportunity for all persons to attend and address the legislative body directly via a call-in or internet-based service option, including at any in-person location; including in meeting minutes any member of the legislative body who participates from a remote location; having and implementing a procedure for receiving and swiftly resolving requests for reasonable accommodations for individuals with disabilities; requiring the instructions for joining the meeting by the telephonic or internet- based service option be made available in English and in all other languages spoken jointly by 20 percent or more of the population in the county in which the local agency is located that speaks English less than "very well" and jointly speaks a language other than English according to data from the most recent American Community Survey or data from an equally reliable source; and identifying and making available to subsidiary bodies a list of meeting locations they may use to conduct their meetings.	<b>Watch</b>

## TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<b>SB 752 (Richardson)</b> <b>Zero-Emission Truck and Bus Incentive</b>	<del>53/1823</del> /25 Senate Revenue and Taxation <u>Held in Committee</u>	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	<b>Support</b>

## **MTC/ABAG Cap and Trade Advocacy Principles**

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### **1. Support Long-Term Extension of Cap and Trade Program**

The Cap and Trade program is one of California’s most effective tools for reducing greenhouse gas (GHG) emissions and meeting the state’s climate goals. By capping emissions and creating financial incentives for GHG reductions, the program drives long-term decarbonization while generating critical funding for climate friendly projects, including sustainable transportation and transit-oriented affordable housing. A long-term extension will provide the certainty needed to sustain emissions reductions, stabilize the market, ensure continued funding certainty for projects and programs that support a more sustainable and equitable future.

### **2. Sustained Investment in Transportation and Affordable Housing**

Maintain at least the current 60 percent continuous appropriation for transportation and transit-accessible affordable housing. Given that transportation remains the largest contributor to GHG emissions in California, it is essential for our climate goals to sustain and expand clean transportation options, support high levels of transit ridership and increase availability of affordable housing located near transit.

### **3. Fair Share for the Bay Area**

Any updates to the structure of the Cap and Trade program should maintain the Bay Area’s ability to compete effectively for funding and strengthen Bay Area competitiveness. If formula-based approaches are considered for existing or new programs, formulas must ensure the Bay Area continues to receive a fair share – consistent with historical allocations – so that it can continue to meet high levels of transit ridership demand, expand transit options, build more affordable housing near transit and implement Plan Bay Area, the region’s sustainable communities strategy (SCS).

### **4. Equitable Distribution of Resources**

Advocate that policies intended to steer Cap and Trade funds into the state’s low-income and historically marginalized communities are inclusive of the Bay Area’s Equity Priority Communities, which reflect the region’s disproportionately high cost of housing.

**5. Ensure Efficient and Effective Use of Cap-and-Trade Revenues**

Cap and Trade revenues should be deployed efficiently to advance California's climate goals. Minimizing administrative burdens will ensure funds are put to work on high-impact projects that deliver real climate benefits. Retaining and expanding program flexibility will allow investments to be prioritized based on the highest needs, which may vary by region over time, ensuring the responsive and effective use of resources to meet the state's climate and resilience goals.

**6. Increased Funding for Transit Operations**

Advocate for formula-based funding from Cap and Trade to support sustaining service for existing transit riders and attracting new riders through SB 125's Zero-Emission Transit Capital Program model. This funding would serve as a complement and a potential backstop to a Bay Area regional transportation measure.

**7. Assist with Implementation of Sustainable Communities Strategies**

Sustain and enhance Cap and Trade resources as a tool to implement Plan Bay Area 2050 and other region's SCSes, California's framework for reducing greenhouse gas emissions from transportation by requiring the state's metro areas to plan for a future in which transit, walking and biking are convenient, affordable and reliable options. Accelerate GHG reduction by providing a formula-based, continuous allocation of Cap and Trade funds to regions for SCS implementation; funds could be used to advance each region's unique approach to meeting its SCS goals, be that investing in improvements to expand transit service, sustaining transit operations in high-ridership corridors, and/or advancing zero-emission transit fleet transitions.

**8. Enhancing Resilience to Climate-Fueled Natural Hazards**

Support investments in planning and projects that support the Bay Area and California in adapting to a changing climate, including, but not limited to, sea level rise, wildfires and heat. Prioritize funding to protect critical infrastructure and surrounding communities.



**DATE:** July 14, 2025

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

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Ray Rodriguez, Assistant Project Delivery Manager

**SUBJECT:** Award of Four Contracts for Video Services Associated with Crossing Guard Location Selection (Action), Agenda Item No. 6

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## RECOMMENDATION

The Funding, Programs & Legislation (FPL) Executive Committee reviews and refers to the TAM Board the following actions associated with the Marin Crossing Guard Program:

1. Approval of a contract with Quality Traffic Data, LLC for video traffic collection. Contract to be for a Not to Exceed amount of \$23,000 and terminate in March 2026.
2. Approval of a contract with WILTEC for video traffic collection. Contract to be for a Not to Exceed amount of \$26,000 and terminate in March 2026.
3. Approval of a contract with REKOR for video traffic collection. Contract to be for a Not to Exceed amount of \$28,000 and terminate in March 2026.
4. Approval of a contract with National Data & Surveying Services for video traffic collection. Contract to be for a Not to Exceed amount of \$21,000 and terminate in March 2026.

## BACKGROUND

TAM has been funding and managing the Marin County Crossing Guard Program (Program) since 2006. Funding for the program comes from the transportation sales tax, Measure A/AA, and from the vehicle registration fee (VRF), Measure B. In the current fiscal year, the Program is expected to cost approximately \$2.4 million.

The decision process to determine the ranking of locations for guards occurs every four years, in which various crosswalks near schools throughout Marin County are evaluated via data collection including vehicle counts and video collection for pedestrian and bicycle counts. These counts and the subsequent engineering analysis generate a score that is assigned to each location considered. The scoring criteria used to rank the locations are based primarily on vehicle, bicycle and pedestrian volumes observed at the locations. These criteria fall closely in line with provisions published in the California Manual for Uniform Traffic Control Devices (CMUTCD). Ultimately, a new ranked list of the highest scoring locations will be presented to the TAM Executive Committee and TAM Board in April 2026, for consideration to formally adopt and implement in August of 2026.

In April 2024, staff presented to the TAM Board a reduction in the number of funded sites from 104 to 96 based on a program financial analysis accounting for 10- and 20-year projections, including 3%-4% Expense Growth, tax revenues (Measure AA and B), and the time horizon to exhaust the Program Reserve. The Measure AA Expenditure Plan specifies a base level of 96 guards and this base level was first implemented in August of 2024 (based on staff input, the TAM Board decided to fund the locations up to Rank 97 because locations at Rank 96 and 97 had identical scores of 51). Currently, there are 100 locations whose guard placement is managed by TAM. The 4 sites in excess (of the 96 TAM funded sites) are externally funded by individual school districts within Marin County.

Unless additional funding is identified, effective in August 2026, the number of funded sites may have to be substantially reduced based on staff's assessment of the Program's finances.

The TAM Board previously took actions to reduce the cost of this recertification cycle. The TAM board decided to no longer count sites that have always scored well (currently 42) and sites that have never scored well (currently 21). This change will reduce the sites that require counting to 101. It is estimated that each site will require \$3,000 to \$3,500 to be evaluated and any decrease in the number of sites will result in substantial savings. Not having to pay to re-score these perennial high and low scoring sites will yield significant savings in the Recertification Process, without changing the outcome of the analysis to determine where guards are placed. Also, sites will continue to be added to the two lists in the future as they meet the specified criteria for exclusion from re-scoring.

## **DISCUSSION/ANALYSIS**

TAM staff issued an RFP for Vehicle, Bicycle & Pedestrian Counts at various locations in Marin County on June 4, 2025. The advertisement requested a total of 100 locations to be counted for proposal comparison purposes. Data collection is expected for a minimum of 8-hours (4-hours per day) of video-footage at each location and should be of sufficient quality for TAM to determine the age of the users of the crosswalks. The 8-hours of video-footage being requested per location, should be the same 8-hours per location from which the vehicle counts are derived. Also, the daily hours for each of the two-day counts per location should be the same. These 2-hour blocks (AM and PM) are optimized to align with the commute times of school-aged pedestrians (ages 4 to 14) to and from school (Transitional-kindergarten through eighth grade).

The 101 locations will be divided into 4 subgroups, each consisting of approximately an equal number of video-camera equipment units as the other, resulting in 4 separate contracts. Each contract will be awarded to a distinct proposer. Multiple firms are being sought in order to perform all the counts within a shorter time span, likely about four weeks. This approach was based on feedback from the Board following the previous cycle when counting was more spread out in time. Proposals were due on June 27, 2025.

The actual number of locations included in each of the four separate contracts will be determined by TAM at the time of contract execution. Below is the tentative breakdown of the 101 locations presented as contracts A, B, C and D:



<u>Contract</u>	<u>City or Marin County</u>	<u># of Locations</u>	<u># of Cameras</u>
A	Mill Valley, Sausalito, Tamalpais Valley, Tiburon, & Marin County (excluding site 152)	26	50
B	Lucas Valley & San Rafael	22	47
C	Corte Madera, Larkspur, Novato, & Point Reyes Station	30	46
D	Bolinas, Fairfax, Kentfield, Ross, San Anselmo, San Geronimo, and site 152	23	50

In late June, TAM received six responses by the posted deadline, which were reviewed by staff and determined to be responsive. A direct comparison was performed based on the evaluation criteria specified in the RFP and the teams were ranked as follows:

1. Quality Traffic Data, LLC, based in North Hollywood, California, assigned contract A
2. WILTEC, based in Pasadena, California, assigned contract B
3. REKOR, based in Wheat Ridge, Colorado, assigned contract D
4. National Data & Surveying Services, based in Los Angeles, California, assigned contract C
5. idax Data Solutions, based in Renton, Washington
6. Quality Counts, LLC, based in Concord, California

The scoring criteria for the evaluation of the six firms included cost, other factors related to relevant experience, capacity to provide qualified personnel to perform the counts in the time frame needed by TAM, firm's ability to differentiate right turns on red from other right turns at signal locations, and the proposed approach to the work.

## **FISCAL CONSIDERATION**

The \$98,000 combined amount proposed by the four top-ranked firms is within the amount included for the Crossing Guard Program recertification effort in the approved FY2025-26 TAM Annual Budget.

## **RELATIONSHIP TO THE COUNTYWIDE TRANSPORTATION PLAN**

This project falls under the easy and safe school travel programmatic strategy and the accessible and walkable communities network strategy.

## **NEXT STEPS**

Following Board approval, staff will enter into four separate contracts with Quality Traffic, WILTEC, REKOR, and National Data. In addition, staff will work with the various teams to start the data collection after school starts in the fall. Data collected from this effort will be compiled by our on-call consultant T.Y. Lin and analyzed to create the new ranked list of crossing guard locations. Staff will work with MPWA, and the school districts to provide input regarding the list creation. Staff expect the draft ranked list to be available for final Board approval in April 2026.

The overall Program continues to experience rising costs and staff will continue to present cash flows and funding options. Reductions in the staffed number of locations without additional funding will be necessary along with adoption of the new ranked list.

## **ATTACHMENTS**

Attachment A – Presentation

Attachment B – List of Sites Eligible for Recertification

Attachment C – Current List of Guard Locations to Become Permanent

Attachment D – Current List of Guard Sites to No Longer be Evaluated

# Crossing Guards Counting Contract

Transportation Authority of Marin

Funding, Programs & Legislation  
Executive Committee

July 14, 2025



# Agenda

## Crossing Guards Program

- Site Selection
  - Counting Contract
  - Financial Considerations



# Crossing Guards – Recent Board or Ad-Hoc Actions

Current Status: Number of crossing guards reduced to base level of 96

## Cost-saving Measures Introduced

- Extra step required to qualify for out-of-cycle site evaluation
- Reduced number of sites that will be evaluated
  - Currently 42 sites will continue to be guarded and not included in upcoming counts
  - 21 sites on the MPWA requested list will not be guarded or counted

## Scoring Methodology

- Data collection duration to be reduced
- No changes to scoring methodology

## Future Cash Flow Analysis

- Time horizon shortened to 10 years or less
- Added 4% expense growth for future considerations

# Counting Contracts

- Six video proposals received on June 27
- Firms ranked as follows:
  1. Quality Traffic Data, LLC, based in North Hollywood, California
  2. WILTEC, based in Pasadena, California
  3. REKOR, based in Wheat Ridge, Colorado
  4. National Data & Surveying Services, based in Los Angeles, California
  5. idax Data Solutions, based in Renton, Washington
  6. Quality Counts, LLC, based in Concord, California
- Results including pedestrian, bicycle, and vehicle counts will be available approximately five months after video collection

# New List Timeline

## Summer/Fall 2025

- Video contracts awarded
- Encroachment permits obtained where necessary
- Video collection over a four-week period

## Fall/Winter 2025

- Video firms provide traffic data
- T.Y. Lin analyzes videos and provides pedestrian/bicycle data
- TAM staff performs quality control
- New list created and approved by MPWA

## Spring 2026

- Outreach to towns and cities to inquire about swaps, if any
- TAM Board approves ranked list
- List implemented with school district outreach and site-specific notification where needed



# Financial Issues

## Goals/changes:

- Cash Flows prepared to maintain a consistent guard base until creation of 2034 list
- Two guards have been assumed at the sites that the vendor requested. These are locations where the students are required to cross multiple lanes of traffic.

## Costs:

- Annual historic increases have been 6% annually
- Cash Flows and guard staffing prepared for 2%, 3%, and 4% cost escalation

## Revenues:

- Program carryover to be exhausted with adoption of 2034 list
- Analysis assumes no additional funding to Measure AA or Measure B
- Any increases to Measure AA projections or an increase in the crossing guard percentage will result in additional guarded sites



# History of TAM Crossing Guard Wage Rates

*Blended rates are shown if there was a mid-year increase*

<u>School Year</u>	<u>Daily Rate Paid to Guard for Two Shifts</u>	<u>Increase since Last Change</u>	<u>Contractor Daily Billing Rate</u>
2006-2007	\$25.38		\$55.93
2007-2009 (2 year)	\$37.63 (except Novato guards)	36.5%*	\$59.15
2009-2010	\$46.20 (except Novato guards)	22.8%**	\$67.60
2010-2011	\$46.88 (except Novato guards)	1.5%	\$63.88
2011-2013 (2 year)	\$47.60	1.5%	\$63.88
2013-2014	\$48.00	0.8%	\$70.80
2014-2015	\$50.20	2.5%	\$77.60
2015-2016	\$52.60	4.8%	\$84.78
2016-2017	\$54.08	2.8%	\$88.24
2017-2018	\$56.00	3.6%	\$91.78
2018-2019	\$58.00	3.6%	\$97.00
2019-2020	\$60.12	3.7%	\$99.10
2020-2021	\$61.28	1.9%	\$105.50
2021-2022	\$62.80	2.5%	\$106.00
2022-2023	\$65.60	4.5%	\$108.80
2023-2024	\$71.60	9.2%	\$121.40
2024 – 2025	\$84.00	7.3%	\$135.92
2025-2026 (Projected)	\$84.00	none	\$135.92

\* In 2007, the Program adopted utilizing the Marin County Living Wage except for guards in Novato, this rate was expanded to all guards in 2012

\*\* In 2009, the number of minimum daily paid hours was increased

# Cash Flows

	2% Cost Growth	3% Cost Growth	4% Cost Growth
Current revenue – Guards after August 2026	77	72	68
Additional Annual Revenue to Keep 96 Locations	\$510,000	\$670,000	\$840,000

*Note: the above cash flow amounts will exhaust the Program Carryover in 2034.*



# Potential Revenue Options

Potential Source	Approx. Dollar Value	Notes
Increase share through AA Review (currently 7%)	1% = ~\$300k/year	Fixed pie, tradeoffs from other programs
Increase share from Measure B Element 3 (currently portion of 25%)	Element 3 = ~\$750k/year	Fixed pie, tradeoffs from other programs (Street Smarts, Alt Fuels, Marin Commutes)
Discontinue/Pause Street Smarts Program	~\$75k/year	
Sales Tax Interest Funds	TBD	One-time/not ongoing
OBAG 4 Program - FY27-30	TAM OBAG total ~\$10m for four years	Would need to federalize contracts
Outside grants	TBD	One time, not reliable

# Requested Actions

- Approval of contract with Quality Traffic Data, LLC for video traffic collection, for a Not to Exceed amount of \$23,000.
- Approval of a contract with WILTEC for video traffic collection, for a Not to Exceed amount of \$26,000.
- Approval of a contract with REKOR for video traffic collection, for a Not to Exceed amount of \$28,000.
- Approval of a contract with National Data & Surveying Services for video traffic collection, for a Not to Exceed amount of \$21,000.
- All four contracts terminate in March 2026.



# Questions?



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## ATTACHMENT B

### List of Sites Eligible for Recertification

Updated: 07/02/2025

TAM Site No.	Location	City/Community	Number of Cameras Required
137	Spindrift Passage & Prince Royal Passage	Corte Madera	1
058	Tamalpais Drive & Eastman Avenue	Corte Madera	3
135	Paradise Drive & Seawolf Passage	Corte Madera	3
116	Golden Hind Passage (in front of school)	Corte Madera	1
011	Corte Madera Avenue & Tamalpais Drive (& Redwood)	Corte Madera	4
041	Oak Manor Drive (mid-block at school)	Fairfax	1
065	Across Sir Francis Drake Boulevard @ St. Rita Church to library	Fairfax	2
026	Sir Francis Drake Boulevard & Oak Manor Drive	Fairfax	3
005	Sir Francis Drake Boulevard & Laurel Grove Avenue (East)	Kentfield	3
009	Sir Francis Drake Boulevard & College Avenue	Kentfield	3
006	College Avenue & Woodland Avenue/Kent Avenue	Kentfield	5
114	Sir Francis Drake Boulevard & Bon Air Road	Kentfield	3
013	Magnolia Avenue & King Street	Larkspur	3
075	Magnolia Avenue & Wiltshire Avenue	Larkspur	3
001	Mt Shasta Drive & Idylberry Road	Lucas Valley	2
159	Donahue Street & Drake Avenue (NW)	Marin County	2
078	Ricardo Lane & East Strawberry Drive	Marin County	2
160	Drake Avenue & Phillips Drive (N)	Marin County	2
128	Redwood Highway & NB Off-Ramp/DeSilva Drive (at POC)	Marin County	3
082	Tiburon Boulevard & East Strawberry Drive	Marin County	3
152	Bon Air Road & South Eliseo Drive	Marin County	3
015	Throckmorton Ave & Old Mill Street	Mill Valley	2
064	Lomita Drive (in front of Edna Maguire School)	Mill Valley	3
077	East Blithedale Avenue & Elm Avenue	Mill Valley	3
127	Redwood Highway & Southbound Seminary Drive On-Ramp	Mill Valley	3
146	Almonte Boulevard & Rosemont Avenue	Mill Valley	2
117	East Blithedale Avenue & Buena Vista Avenue	Mill Valley	2
126	Shoreline Highway & Almonte Boulevard	Mill Valley	3
043	Center Road & Wilson Avenue	Novato	1

## List of Sites Eligible for Recertification

Updated: 07/02/2025

TAM Site No.	Location	City/Community	Number of Cameras Required
124	Olive Avenue (in back of school)	Novato	2
158	Calle Empinado & Calle Paseo	Novato	1
150	Trumbull Avenue & Vineyard Road	Novato	1
060	Sunset Parkway & Lynwood Drive	Novato	1
106	Adams Street & Johnson Street	Novato	1
068	Sunset Parkway & Ignacio Boulevard	Novato	2
132	San Benito Way & San Ramon Way (south)	Novato	2
102	Wilson Avenue at X-walk to field	Novato	1
139	Sutro Avenue & Center Road	Novato	2
048	South Novato Boulevard & Yukon Way	Novato	1
143	South Novato Boulevard & Lark Court	Novato	1
049	San Marin Drive & San Ramon Way	Novato	1
104	Center Road & Tamalpais Avenue	Novato	1
101	One Main Gate Road at School	Novato	2
105	Center Road & Diablo Avenue	Novato	1
100	Olive Avenue & Summers Avenue	Novato	1
045	South Novato Boulevard & Sunset Pkwy	Novato	1
120	San Marin Drive & San Carlos Way	Novato	1
138	Arthur Street & Hayes Street	Novato	1
103	End of Tinker Way	Novato	1
140	Shoreline Highway (in front of West Marin School)	Point Reyes Station	1
024	Lagunitas Road & Ross Common	Ross	1
025	Sir Francis Drake Boulevard & Lagunitas Road	Ross	2
161	Bolinas Avenue & Shady Lane	Ross	1
066	Ross Avenue & Kensington Road	San Anselmo	1
030	Sir Francis Drake Boulevard & Tamal Avenue	San Anselmo	3
067	Sir Francis Drake Boulevard & Butterfield Road	San Anselmo	2
031	Sir Francis Drake Boulevard & Barber Avenue/Ross Avenue	San Anselmo	3
059	Butterfield Road & Rosemont Avenue (in front of School)	San Anselmo	2



## List of Sites Eligible for Recertification

Updated: 07/02/2025

TAM Site No.	Location	City/Community	Number of Cameras Required
028	Sir Francis Drake Boulevard & Broadmoor Avenue	San Anselmo	3
089	Woodland Avenue (at back of Wade Thomas school)	San Anselmo	1
084	Richmond Road & Belle Avenue	San Anselmo	1
029	Sir Francis Drake Boulevard & Bolinas Avenue	San Anselmo	3
091	Sir Francis Drake Boulevard & Saunders Avenue	San Anselmo	1
073	Sir Francis Drake Boulevard & Meadow Way	San Geronimo	1
040	Happy Lane & 5th Avenue	San Rafael	2
093	Woodland Avenue & Eva Street	San Rafael	1
110	Belle Avenue (in front of school)	San Rafael	1
062	Blackstone Drive & Las Gallinas Avenue	San Rafael	3
004	Nova Albion Way & Arias Street	San Rafael	3
038	Woodland Avenue & Siebel Street	San Rafael	2
055	West Castlewood Drive & Knight Drive	San Rafael	1
002	Las Gallinas Avenue & Miller Creek Road	San Rafael	4
033	North San Pedro Road & Roosevelt Avenue	San Rafael	2
094	Woodland Avenue & Lovell Avenue	San Rafael	2
129	Marin Street & Bayview Street	San Rafael	1
109	Nova Albion Way & Montecillo Road	San Rafael	2
037	Knight Drive & Ashwood Court	San Rafael	1
112	Grand Avenue & Jewell Street	San Rafael	3
095	Racquet Club Drive & 5th Avenue	San Rafael	2
071	Marinwood Avenue & Miller Creek Road	San Rafael	5
162	Las Gallinas & Oleander	San Rafael	2
097	Bellam Boulevard & WB I-580 on ramp	San Rafael	1
072	Nova Albion Way & Las Gallinas Avenue	San Rafael	2
099	Bellam Boulevard & Andersen Drive	San Rafael	2
163	Manuel T Freitas Parkway & Las Pavadas Avenue	San Rafael	3
154	Buchanan Drive & Wateree Street	Sausalito	1
155	Buchanan Drive (at school driveway)	Sausalito	1

List of Sites Eligible for Recertification			
Updated: 07/02/2025			
TAM Site No.	Location	City/Community	Number of Cameras Required
081	Melrose Avenue & Evergreen Avenue	Tamalpais Valley	1
079	Gibson Avenue & Shoreline Highway	Tamalpais Valley	2
020	Tiburon Boulevard & Avenida Miraflores	Tiburon	1
148	Avenida Miraflores & Hilary Drive	Tiburon	1
056	Avenida Miraflores at School	Tiburon	1
086	Tiburon Boulevard & Kleinert Way/Ned's Way	Tiburon	1
022	Tiburon Boulevard & Trestle Glen Boulevard	Tiburon	2
018	Tiburon Boulevard & Blackfield Drive	Tiburon	2
142	Tiburon Boulevard & San Rafael Avenue	Tiburon	1
131	Kleinert Way & Neds Avenue	Tiburon	1
149	Blackfield Drive & Cecilia Way	Tiburon	2
087	Tiburon Boulevard & Stewart Drive	Tiburon	3
070	Olema-Bolinas Road (in Front of School)	Bolinas	2
164	North of Leafwood Dr & Sunset Pkwy	Novato	1

**ATTACHMENT C****List of Crossing Guard Sites to Remain without Additional Scoring**Corte Madera

- Mohawk Avenue (in front of Neil Cummins School) (Current Score = 115)
- Hickory Avenue (near Mohawk Avenue) (Current Score = 106)
- Redwood Avenue & Pixley Avenue (Current Score = 104)

Fairfax

- Sir Francis Drake Boulevard & Glen Drive (Current Score = 154)
- Sir Francis Drake Boulevard & Oak Tree Lane (Current Score = 130)

Kentfield (Marin County)

- Sir Francis Drake Boulevard & Manor Road (Current Score = 124)
- Sir Francis Drake Boulevard & Wolfe Grade (Current Score = 122)
- College Avenue & Stadium Way (Current Score = 117)
- McAllister Avenue & Stadium Way (Current Score = 93)

Larkspur

- Doherty Drive & Rose Lane (East) (at Piper Park) (Current Score = 150)
- Larkspur Plaza Drive (Tam Racket Club) & Doherty Drive (Current Score = 119)

Unincorporated Marin County

- East Strawberry Drive at Strawberry School (Current Score = 139)
- Bell Lane & Enterprise Concourse (Current Score = 108)
- Shoreline Highway & Pine Hill Road (Current Score = 100)
- Butterfield Road & Green Valley Court (Current Score = 93)

Mill Valley

- Miller Avenue & Almonte Boulevard (Current Score = 144)
- East Blithedale Avenue & Lomita Avenue (Current Score = 125)
- Camino Alto & Sycamore Avenue (Current Score = 117)
- Miller Avenue & Evergreen Avenue (Current Score = 105)
- Lovell Avenue & Old Mill Street (Current Score = 87)

**ATTACHMENT C****List of Crossing Guard Sites to Remain without Additional Scoring (cont.)**Novato

- Center Road & Leland Drive (Current Score = 136)
- Sunset Parkway & Merritt Drive (Current Score = 131)
- Sutro Avenue (in front of Pleasant Vly Elementary) (Current Score = 118)
- Paladini Road & Vineyard Road (Current Score = 116)
- San Ramon Way & San Juan Court (Current Score = 114)
- Wilson Avenue & Vineyard Road (Current Score = 110)
- Sutro Avenue & Dominic Drive (Current Score = 110)
- Alameda De La Loma & Calle De La Mesa (East) (Current Score = 92)
- San Ramon Way & San Benito Way (North) (Current Score = 87)

Ross

- Ross Common (at Post Office) (Current Score = 126)
- Lagunitas Road & Allen Avenue (Current Score = 88)

San Rafael

- Nova Albion Way at Vallecito School (Current Score = 145)
- Las Gallinas Avenue & Elvia Court (Current Score = 116)
- Woodland Avenue & Lindaro Street (Current Score = 114)
- Bahia Way at School Entrance (Current Score = 110)
- Kerner Boulevard & Canal Street (Current Score = 95)
- Bahia Way & Kerner Boulevard (Current Score = 89)
- 177 North San Pedro Road (Current Score = 85)
- 5th Avenue & River Oaks Drive (Current Score = 80)

Tiburon

- Karen Way (in front of school) (Current Score = 106)
- Tiburon Boulevard & Lyford Drive (Current Score = 80)
- Tiburon Boulevard & Mar West Street (Current Score = 80)

**ATTACHMENT D****List of Crossing Guards sites to be Excluded from Current/Future Evaluation for a Guard**

The following sites will be eliminated from the ranked list in Sausalito:

- Bridgeway & Nevada Street
- Nevada Street & Tomales Street

The following sites will be eliminated from the ranked list in Tiburon:

- Blackfield Drive & Karen Way
- Tiburon Boulevard & Rock Hill Drive

The following sites will be eliminated from the ranked list in San Rafael:

- Bellam Boulevard & EB I-580 off-ramp
- Bellam Boulevard & Francisco Boulevard East
- Arias Street & Trellis Drive
- Lincoln Avenue & Poloma Avenue

The following sites will be eliminated from the ranked list in San Anselmo:

- Red Hill Avenue & Sequoia Drive
- Richmond Road & Mariposa Avenue
- Sir Francis Drake Boulevard & Aspen Court

The following sites will be eliminated from the ranked list in Novato:

- Arthur Street & Cambridge Street
- Arthur Street & Taft Court / Tyler Street
- Diablo Avenue & Hotchkin Drive
- Wilson Avenue & Hansen Road
- Main Gate Road and C Street

The following sites will be eliminated from the ranked list in Unincorporated Marin County:

- Harvard Avenue & Wellesley Avenue
- Montford Avenue & Melrose Avenue
- Evergreen Avenue & Ethel Avenue
- Olema-Bolinas Road & Mesa Road
- Sir Francis Drake Boulevard & Eliseo Drive