



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JULY 24, 2025
6:00 P.M.

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

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

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Mill Valley
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Mark Milberg

Ross
Teri Dowling

San Anselmo
Steve Burdo

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

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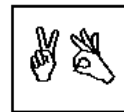
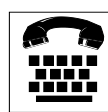
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How to provide public comment (limited to 2 minutes or less):

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

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

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



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

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report (Discussion)
2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes for June 26, 2025
 - b. Review the 2025 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List
 - c. Allocate Measure AA Funds for Local Infrastructure Projects
 - d. State Budget and Legislation
6. Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan (Action) – **Attachment**
7. Award of Four Contracts for Video Services Associated with Crossing Guard Location Selection (Action) – **Attachment**
8. US-101 Part Time Transit Lane Project - Caltrans Cooperative Agreement for the Project Initiation Document (PID) Phase and Consultant Contract Authorization (Action) – **Attachment**
9. Measure AA Expenditure Plan Review Update (Discussion) – **Attachment**
10. Countywide Transportation Plan Implementation Update (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

JUNE 26, 2025
6:00 PM

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Eric Lucan, Marin County Board of Supervisors, TAM Chair
Gabe Paulson, Larkspur City Council
James Andrews, Corte Madera Town Council
Lisel Blash, Fairfax Town Council
Kate Colin, San Rafael City Council, TAM Vice-Chair
Mark Milberg, Novato City Council
Mary Sackett, Marin County Board of Supervisors
Melissa Blaustein, Sausalito City Council
Pat Carapiet, Belvedere City Council
Steve Burdo, San Anselmo Town Council
Teri Dowling, Ross Town Council

Members Absent: Brian Colbert, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Stephanie Moulton-Peters, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

Staff Members Present: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Joanne O'Hehir, Administrative Assistant
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Senior Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner
Ray Rodriguez, Assistant Project Delivery Manager

Chair Lucan called the meeting to order at 6:06 p.m.

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

1. Chair's Report

- a. Resolution of Remembrance and Appreciation for Bill Whitney, P.E.

Chair Lucan dedicated the proceedings in memory of longtime TAM employee Bill Whitney, recognizing his many years of dedicated public service. Executive Director (ED) Anne Richman read a Resolution of

Appreciation honoring Mr. Whitney's contributions to the agency and the community, which was unanimously approved by the Board. Family, friends, and colleagues were invited to speak, and many shared kind words and heartfelt reflections in his honor.

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

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Colbert

None.

SMART Report – Commissioner Sackett

Commissioner Sackett reported that SMART continues to break weekday ridership records, and that increased ridership is expected during the Marin County Fair, with added evening trains and free fares on Marin Transit. Commissioner Sackett also reported on the grand opening of the new Windsor station; and the voter-led initiative launched on June 14 seeking to extend SMART's existing quarter-cent sales tax for 30 years.

Commissioner Matters Not on the Agenda

Commissioner Milberg reported that the City of Novato will consider introducing an e-bike safety ordinance at its July 8 city council meeting.

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

3. Executive Director's Report (Discussion)

ED Richman provided highlights from the Executive Director's Report (EDR), which was distributed to the TAM Board and posted on the TAM website as supplemental information. ED Richman also announced the release of a call for projects for TDA, TFCA, and Measure B funds, with nearly \$2 million available. Project applications are due August 19 and should support emission reductions or active transportation in accordance with the program guidelines.

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

4. Open Time for Public Expression

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

San Rafael resident Victoria DeWitt expressed concern with the proposed closing of the westbound left turn lane from Second Street to Marquard as part of the Second and Fourth Street Intersection Improvements Project in San Rafael.

Marin County Bicycle Coalition (MCBC) Executive Director Tarrell Kullaway expressed support for the e-bike safety campaign and video and noted that in some cases the California Vehicle Code allows for a second passenger if the bike is equipped with a proper seat.

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes for May 22, 2025
- b. Amend the FY2024-25 Budget

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

Commissioner Blaustein made the motion to approve the Consent Calendar. Commissioner Andrews seconded the motion, which passed unanimously.

6. Conduct a Public Hearing and Review and Accept the TAM 2025 AB 2561 Vacancy Report (Action)

Chair Lucan opened the Public Hearing on the TAM 2025 AB 2561 Vacancy Report.

Director of Finance and Administration Melanie Purcell reported that TAM currently has one vacancy for the Project Delivery Manager position, which is currently being recruited to fill at the Associate or Senior Project Delivery Manager level.

Hearing no public comments, Chair Lucan closed the Public Hearing.

Vice-Chair Colin moved to accept the TAM 2025 AB 2561 Vacancy Report. Commissioner Fredericks seconded the motion, which passed unanimously.

7. Adoption of the Proposed TAM FY2025-26 Annual Budget (Action)

- 7a. Public Hearing on the Proposed TAM FY2025-26 Annual Budget

Chair Lucan opened the Public Hearing on the Proposed TAM FY2025-26 Annual Budget. Hearing no public comments, Chair Lucan closed the Public Hearing.

- 7b. Adoption of the Proposed TAM FY2025-26 Annual Budget (Action)

ED Richman and Director of Finance and Administration Melanie Purcell co-presented this item, which recommends that the TAM Board reviews and adopts the Proposed TAM FY2025-26 Annual Budget, including the work plan and salary schedule effective as of July 1, 2025.

In response to Commissioner Milberg, Ms. Purcell clarified the difference between the budgeted and estimated FY2024-25 ending fund balance.

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

Member of the Public Jack Krystal expressed concern about flooding and other effects of sea level rise in Marin City.

Commissioner Sackett moved to adopt the Proposed TAM FY2025-26 Annual Budget, including the work plan and salary schedule effective as of July 1, 2025. Commissioner Blaustein seconded the motion, which passed unanimously.

8. FY2025-26 Marin Transit Funding Allocation

- 8a. Marin Transit's Annual Presentation (Discussion)

Marin Transit General Manager (GM) Nancy Whelan presented the annual Marin Transit report, which included an agency overview; FY2025-26 highlights; performance metrics; and Measure AA and Measure B allocation requests.

In response to Commissioner Paulson, GM Whelan explained that productivity is a key factor when evaluating potential service changes, especially during system rebalancing; and highlighted Route 29 as a complex case due to heavy use during school hours serving Redwood High School and Hall Middle School, but lower ridership at other times. GM Whelan also noted that timing and coverage are critical, and adjustments – such as extending the route further along Paradise Drive – are being considered to better serve students and improve overall efficiency. In response to Commissioner Paulson's inquiry regarding bus shelters, GM Whelan explained that maintaining the large number of bus stops is a significant challenge, particularly ensuring ADA compliance and up-to-date passenger information. In some cases, underused shelters have been removed rather than replaced; and that most impacts have been on the capital and maintenance side. On the service side, GM Whelan noted that staff is assessing ways to improve coverage, particularly along the Highway 101 corridor and connecting local routes, in coordination with Golden Gate Transit. Regarding zero-emission vehicles, GM Whelan noted industry challenges with limited zero-emission bus vendors, partly due to extensive vehicle customization, and with some manufacturers exiting the market, and that some agencies are now working to standardize specifications. Lastly, GM Whelan explained that hydrogen fuel cell buses are gaining traction, however, high upfront costs and fueling infrastructure remain major barriers to adoption.

In response to Commissioner Carapiet, GM Whelan explained that Marin Transit provides supplemental yellow school bus services to several school districts, including Ross Valley; and also serves high schools throughout the county via fixed route services.

In response to Commissioner Blash, GM Whelan explained that grant funding is supporting workforce training for electric bus maintenance and helping to attract new workers. GM Whelan also noted that while driver shortages were a major issue during and after COVID, staffing has since improved in Marin, aided by contract adjustments to increase pay.

In response to Commissioner Dowling's inquiry regarding the new Mobility Wallet Program, GM Whelan explained that outreach includes social media, the agency website, newsletters, and news coverage; and that a key advantage is the ability to contact participants directly, since their contact information has already been collected.

In response to Vice-Chair Colin, GM Whelan noted that approximately \$520,000 is budgeted for the Mobility Wallet Program, which encompasses approximately 25,000 trips annually. Commissioner Colin commented on the fleet facility project in San Rafael and emphasized the importance of ensuring the site offers direct community benefit beyond bus storage; and that discussions with the City of San Rafael are underway to explore creative, long-term uses for the site, in alignment with climate goals and recent placemaking conversations.

In response to Commissioner Milberg, GM Whelan noted efforts to stay informed about new housing developments and ensure they are accessible to transit, including offering input during planning and evaluating options for new or adjusted bus stops. GM Whelan cited an example of successful collaboration with Victory Village in Fairfax, where discounted bus passes are offered to residents; and that developers are encouraged to include transit access and incentives as part of their housing packages.

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

8b. Allocate FY2025-26 Measure AA and Measure A Reserve Funds to Marin Transit (Action)

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

Commissioner Andrews moved to approve the recommended FY2025-26 Measure AA and Measure A Reserve Fund allocations to Marin Transit. Commissioner Paulson seconded the motion, which passed unanimously.

8c. Allocate FY2025-26 Measure B Vehicle Registration Fee Funds to Marin Transit (Action)

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

Commissioner Milberg moved to approve the recommended FY2025-26 Measure B Vehicle Registration Fee Fund allocation to Marin Transit. Commissioner Fredericks seconded the motion, which passed unanimously.

9. Accept the Sea Level Rise Adaptation Planning for Marin County's Transportation System Study (Action)

Senior Transportation Planner Mikaela Hiatt and consultants Brooke DuBose and Meg Ackerson with Arup presented this item, which recommends that the TAM Board accepts the Sea Level Rise Adaptation Planning for Marin County's Transportation System Study.

In response to Commissioner Blaustein, Ms. Hiatt explained that the plan will be shared with local jurisdictions, including GIS data and the vulnerability assessment; and that staff is available to present to sustainability committees and other local bodies. ED Richman encouraged Commissioners to promote the plan and share how TAM can support jurisdictions in meeting SB 272 or other planning requirements.

In response to Commissioner Fredericks, Ms. Hiatt noted ongoing coordination with local jurisdictions to ensure they receive the study and associated data to support their sub-regional planning efforts, with a goal to avoid duplication and ensure jurisdictions can effectively build on the work already completed.

In response to Commissioner Sackett, Ms. Hiatt explained that the implementation strategy outlines potential lead agencies and partners for various adaptation strategies, recognizing that most projects require collaboration among multiple stakeholders. Ms. Hiatt also noted that the study includes example partner lists, though roles may evolve over time; and that coordination with the County governance study is also underway to better understand local and regional implementation structures, acknowledging that this is an evolving area with ongoing developments.

In response to Commissioner Paulson, Ms. Hiatt and ED Richman explained that the ongoing County governance study is expected to help clarify the roles among the County, local jurisdictions, and permitting agencies like the Army Corps of Engineers; and emphasized that many future projects – such as levees, pump stations, and seawalls – are not necessarily traditional transportation projects and will require new, multi-jurisdictional coordination approaches.

Vice-Chair Colin expressed support for the study, noting that it puts Marin significantly ahead of other Bay Area jurisdictions. As a member of the San Francisco Bay Conservation and Development Commission's (BCDC's) Elected Officials Task Force, Vice-Chair Colin emphasized the importance of avoiding duplicative efforts with the forthcoming Regional Shoreline Adaptation Plan (RSAP) requirements; and has advocated for BCDC to develop an AI tool to streamline and standardize

vulnerability assessment data across jurisdictions, potentially reducing consultant costs and improving consistency.

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

Mr. Krystal expressed concern about the complexity and fragmentation of climate adaptation efforts across agencies; noted confusion around which entities, such as FEMA, BCDC, or local jurisdictions, are responsible for implementation and funding, and emphasized the challenges faced by communities like Marin City.

Vice-Chair Colin made a motion to accept the Sea Level Rise Adaptation Planning for Marin County's Transportation System Study. Commissioner Blash seconded the motion, which passed unanimously.

10. Marin County School Access Safety Action Plan Contract Award (Action)

Principal Transportation Planner Scott McDonald presented this item, which recommends that the TAM Board authorize the Executive Director to execute a contract for the Marin County School Access Safety Action Plan with Parametrix, in an amount not to exceed \$645,000.

In response to Commissioner Sackett, Mr. McDonald noted that the analysis uses the same data sources applied in the Local Road Safety Plan (LRSP), focusing on incident likelihood; that the current work serves as a starting point; and that staff will consult with the team to explore any additional insights specific to school-related incidents.

In response to Commissioner Paulson, Mr. McDonald explained that the LRSP identified a High Collision Network highlighting areas with the highest concentration of reported incidents; and that for the current effort, this data will be refined to focus on areas within 1–2 miles of schools, depending on school type; and while not interactive, the analysis will help prioritize locations for potential safety improvements around schools. ED Richman responded that while an interactive GIS file could potentially be provided, it is not currently part of the project scope, however, broader efforts to improve ongoing data updates and management are under consideration, though resource needs remain a factor.

In response to Chair Lucan's inquiry about legal liability, ED Richman noted that similar concerns arose during development of the LRSP, whereby legal counsel was consulted at the time, and appropriate language was included to address liability – a similar approach will be taken for the current effort.

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

Commissioner Burdo made a motion to authorize the Executive Director to execute a contract for the Marin County School Access Safety Action Plan with Parametrix, in an amount not to exceed \$645,000. Commissioner Fredericks seconded the motion, which passed unanimously.

The meeting was adjourned at 8:38 p.m.



DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Review the 2025 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List (Action), Agenda Item No. 5b

RECOMMENDATION

The TAM Board reviews and accepts the 2025 Measure A/AA ½-Cent Transportation Sales Tax Compliance Audit Auditee Selection List.

BACKGROUND

Both the Measure A and Measure AA ½-Cent Transportation Sales Tax Expenditure Plans provide TAM with the authority and responsibility to audit all Measure A/AA fund recipients for their use of the sales tax proceeds. Independent compliance audits are explicitly permitted under the terms and conditions of TAM's funding agreements/contracts with all Measure A/AA ½-Cent Transportation Sales Tax funding recipients as well. The TAM Board adopted the original Measure A Compliance Audit Policy, which was developed by the staff under guidance of the COC, at its October 28, 2010 Board meeting and the implementation of the Policy started in 2011. The Compliance Audit Policy was updated to include all categories under Measure AA, reviewed by the COC at its March 16, 2020 meeting, and approved by the TAM Board at its April 23, 2020 meeting. According to the policy, each year recipients are selected for auditing as outlined in the policy.

The COC will review the 2025 Measure A/AA ½-Cent Transportation Sales Tax Compliance Audit Auditee Selection List at its July 21, 2025 meeting and is expected to refer it to the Board for consideration.

DISCUSSION/ANALYSIS

The 2025 Compliance Audit Cycle will cover Measure A/AA ½-Cent Sales Tax expenditures, which occurred in or prior to FY2024-25. Those audits will help TAM further confirm that Measure A/AA ½-Cent Sales Tax funds are spent in accordance with the requirements of the Expenditure Plans. Based on the schedule and selection criteria and requirements specified in the Measure A/AA Compliance Audit Policy, a total of three compliance audits are recommended for this round as presented in the table on Page 2. There are fewer audits recommended this year because there were fewer newly completed projects and because we alternate between agencies to spread the audit demands equitably amongst our recipients. The audits for Measure AA Category 3.1 (Safe Routes to School Program) and Category 3.2 (Crossing Guard Program) are on alternating year cycles and were audited last year.

Sales Tax Fund Recipients Selected for the 2025 Compliance Audit Cycle	
Fund Recipient	Funding Strategy/Category
Interest Revenue Funding Usage	
None for this Cycle	
Measure A Strategy 1/ Measure AA Category 4 Local Bus Transit System	
Marin Transit	For all sales tax funds received for its FY2023-24 transit operation and capital needs
Measure AA Category 1 Highway 101 & Adjacent Roadways	
None for this Cycle	
Measure A Strategy 3.1/ Measure AA Major Road Set Aside	
None for this Cycle	
Measure A Strategy 3.2/Measure AA Category 2.1 Local Street and Road	
City of Novato	2021 Allocation- Multiple Projects (Signal Upgrade, Bridge Update, etc)
Measure A Strategy 4.1/ Measure AA Category 3.1 Safe Routes to School Program	
None for this Cycle	
Measure A Strategy 4.2/ Measure AA Category 3.2 Crossing Guard Program	
None for this Cycle	
Measure A Strategy 4.3/ Measure AA Category 2.2 Safe Pathways to School Project	
City of Larkspur	Doherty Drive Project (Large)

FISCAL CONSIDERATION

Funding needed for the audits is included in the Adopted TAM FY2025-26 Annual Budget and staff expects the task will be finished on schedule and within budget.

NEXT STEPS

Funding recipients selected for the 2025 Compliance Audit cycle will be notified once the Board approves the list. Staff will conduct a workshop in August/September to provide fund recipients with the opportunity to fully understand the compliance audit requirements, process, and timeline. All compliance audit reports will be presented to the COC and the TAM Board for review and acceptance once they are finalized, typically near the end of the calendar year.

ATTACHMENTS

None.



DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Measure AA Funds for Local Infrastructure Projects (Action), Agenda Item No. 5c

RECOMMENDATION

The TAM Board allocates a total of \$6,622,797 in Measure AA funds from Category 2.1 of the Measure AA Strategic Plan to cities, towns, and Marin County for local infrastructure projects in FY2025-26.

BACKGROUND

TAM annually allocates available local infrastructure funds to local agencies to maintain roads, bikeways, sidewalks, and pathways from Category 2.1 of the Measure AA Strategic Plan.

Measure A Reserve funds were also made available annually for local infrastructure at the same time Measure AA funds were made available since Measure AA's inception. However, Measure A Reserve A funds for local infrastructure were fully exhausted with the annual allocations in FY2024-25. Starting in FY2025-26, only Measure AA funds from Category 2.1 will be available for annual allocation for local infrastructure.

Measure AA Category 2.1 Funds

Measure AA funds from Category 2.1 are used for local street and road maintenance and rehabilitation. Funds are eligible for a wide variety of local road needs to create a well-maintained and resilient transportation system, including the rebuilding, repaving, and reconstructing of local roads and components that support walking, biking, and taking transit.

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

Approximately \$6.6 million is available for allocation in FY2025-26. Funds are distributed on an annual basis to each city, town, and Marin County, calculated using a formula based on a 50/50 split of lane miles maintained and population; these factors were last updated in 2023. The factors for the formula will be updated again when the Measure AA Strategic Plan is revised at the conclusion of the Measure AA Expenditure Plan Review process in early 2026. Updating the factors typically result in only nominal changes, if any.

DISCUSSION

The available amounts for allocation, as shown in the table below, total \$6,622,797 in Measure AA funds for FY2025-26.

FY2025-26 Available Funds for Local Infrastructure	
	Measure AA Category 2.1 Funds
Belvedere	\$64,405
Corte Madera	\$244,087
Fairfax	\$183,467
Larkspur	\$270,261
Mill Valley	\$364,846
Novato	\$1,187,690
Ross	\$65,000
San Anselmo	\$293,865
San Rafael	\$1,312,825
Sausalito	\$181,744
Tiburon	\$223,851
Marin County	\$2,230,756
Total Available	\$6,622,797

Call for Projects

On May 21, 2025, a Call for Projects was issued to the local agencies, requesting completed Allocation Request Forms (ARFs) for FY2025-26. The Public Works Directors were informed of the allocation process and the amount of available funds for each agency. The ARF for local infrastructure projects was revised for FY2025-26 to include questions that gauge how these annual investments align with the adopted Countywide Transportation Plan (CTP), which is discussed below under the “Relationship to CTP” section.

Attachment A describes each agency’s anticipated project(s) that will be funded using the FY2025-26 allocations. The Allocation Request Forms in Attachment A are arranged in order as shown in the above table.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN

With the adoption of the CTP in 2024, the 12 ARFs establish a baseline for determining how Measure AA funds from Category 2.1 align with the CTP goals, strategies and performance measures. As a collective, most of the jurisdictions reported on their investments in a way that allows for determining where funds are expected to be allocated. As Category 2.1 largely aligns with the CTP strategy of “fix it first (or better)”, most of the jurisdictions report that these funds are largely used to address pavement condition and ADA requirements such as curb ramps. Additionally, many of these projects are located within designated Activity Hubs in the CTP, and address improved connections in these areas.

The CTP 2050 contains a performance measurement of “Percent of agencies reporting that their process for identifying projects and developing maintenance strategies/plans incorporate equity, safety, and sustainability considerations.” The 12 ARFs show that:

- 4 jurisdictions nominated projects that are on or partially on the high collision network;
- 6 jurisdictions nominated projects that address safety through re-striping or increased visibility;
- 4 jurisdictions nominated projects that address a population identified in the TAM equity definition; and
- 6 jurisdictions nominated projects that address sustainability through active transportation improvements.

Multiple jurisdictions reported that fiscal sustainability is a goal of maintaining Pavement Condition Index (PCI), a definition not included in the CTP sustainability focus of addressing climate change and adapting to its impacts. TAM staff will follow up with Public Works staff on this policy direction.

Finally, five jurisdictions reported that these funds will be used on a transit priority route, and TAM staff will work to encourage coordination with Marin Transit or Golden Gate Transit (as applicable) on these projects.

FISCAL IMPACTS

These amounts were anticipated and included in the adopted TAM FY2025-26 Annual Budget and the Measure AA Strategic Plan. No budget amendment will be needed.

NEXT STEPS

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

ATTACHMENT

Attachment A – Measure AA Allocation Request Forms (Project Descriptions Only)

Attachment B – Measure AA Allocation Request Forms with CTP Responses (Hyperlink Below):

<https://www.tam.ca.gov/wp-content/uploads/2025/07/5c-Attachment-B-Complete-ARFs-Hyperlink-Only.pdf>

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**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Summary of Belvedere's Requests

Project or Program	Funding Requested
Lane Improvement Projects CIP Fund	\$61,342
Lane Maintenance & Minor Repairs	\$3,063
Total Funds Requested	\$64,405
Measure AA Amount Available	\$64,405
Carryover	\$0

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of Belvedere

Fiscal Year of Allocation: 2025/26

Project Name: Lane Improvement Projects CIP Fund

Project Locations: Various City lanes

Scope of Work: Funds will support the engineering, design and construction of pedestrian access improvements for priority lane projects. Project priorities will be determined by the Parks, Open Space and Lanes Committee and City staff.

Cost of Scope: \$61,342.00

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

Total Requested Amount: \$61,342.00

Other Funding: General Fund Transfer of \$18,658.

Project Delivery Schedule: Engineering and design work is scheduled to begin in July 2025, with a target completion date of June 2026.

Implementing Agency: City of Belvedere

Fiscal Year of Allocation: 2025/26

Project Name: Lane Maintenance & Minor Repairs

Project Locations: Various City lanes

Scope of Work: This project will support smaller-scale repairs to existing lanes, such as replacing handrails and completing localized concrete repairs. Project priorities will be determined by City staff in coordination with the Parks, Open Space and Lanes Committee.

Cost of Scope: \$3,063.00

Measure AA Category 2.1 Funds Available Amount: \$64,405

Total Requested Amount: \$3,063.00

Other Funding: None

Project Delivery Schedule: Project prioritization and scoping will begin in July 2025. Repairs will occur throughout the fiscal year, with a target completion date of June 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Town of Corte Madera
Fiscal Year of Allocation: FY 25/26
Project Name: Madera Gardens Complete Streets Project
Project Location(s):

Street Name	Start Location	End Location
Apache Road	Lakeside Drive	End
Arrowhead Lane	Birch Avenue	End
Ash Avenue	Hickory Avenue	Lakeside Drive
Birch Avenue	Lakeside Drive	Town Limit
Blue Rock Court	Ash Avenue	End
Cheyenne Way	Birch Avenue	Lakeside Drive
Hickory Avenue	Mohawk Avenue	Walnut Avenue
Lakeside Drive	Tamalpais Drive	End
Mohave Court	Lakeside Drive	End
Mohawk Avenue	Madera Boulevard	Lakeside Drive
Monona Drive	Madera Boulevard	Mohawk Avenue
Navajo Lane	Lakeside Drive	End
Seminole Avenue	Monona Drive	Mohawk Avenue
Walnut Avenue	Ash Avenue	Town Limit

Scope of Work: The Madera Gardens Complete Streets project aims to enhance safety, accessibility, and multi-modal connectivity in the neighborhood by improving pedestrian, bicycle, and vehicular infrastructure. Work will include hot-mix asphalt paving, micro-surfacing treatment, installing ADA-compliant curb ramps, concrete sidewalk repairs, targeted drainage improvements, installing rectangular rapid flashing beacons, installing new signage and pavement markings, and other related work. Traffic calming measures and pedestrian and bicycle safety enhancements include enhanced crosswalks to improve pedestrian visibility; concrete bulb-outs to reduce crossing distances and slow turning vehicles; updated signage and pavement striping; and a traffic circle.

Cost of Scope: \$2,200,000 (construction)

Measure AA Category 2.1 Funds Available Amount: \$244,087

Total Requested Amount: \$244,087

Other Funding: \$260k RMRA funding, \$295k Gas Tax (HUTA) funding, remainder paid for by local Measure F funds.

Project Delivery Schedule (include start & completion milestones): Design is 90% complete, construction is anticipated to start in September 2025 and be completed by December 2025.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Town of Fairfax

Fiscal Year of Allocation: 2025-2026

Project Name: 2025 Fairfax Slurry Seal Improvement Project

Project Location(s):

Street Name	Start Location	End Location
Cascade Drive	Bolinas Drive	Laurel Drive
Lansdale Avenue 1	Pastori Avenue	Town Limits
Pastori Avenue	Sir Francis Drake Boulevard	Center Boulevard
Scenic Road 1	Shapiro Lane	Bay Road
Scenic Road 2	Redwood Road	Tamalpais Road
Tamalpais Road 1	Mountain View Road	Scenic Road
Tamalpais Road 2	Berry Trail	Mountain View Road

Scope of Work: Slurry seal multiple streets in Fairfax per table above

Cost of Scope: Approximately \$500,000

Measure AA Category 2.1 Funds Available Amount: \$183,467

Total Requested Amount: \$183,467

Other Funding: SB1 Local Streets and Roads Program (LSRP)

Project Delivery Schedule (include start & completion milestones): Bidding in winter 2025 and implementing in spring/summer 2026

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of Larkspur

Fiscal Year of Allocation: FY 2025/26

Project Name: Greenbrae Streetlight Maintenance (CIP 25-308) and 2026 Pavement Rehabilitation (CIP 26-301)

Project Location(s): Greenbrae Hills area, Skylark Drive and Larkspur Landing Circle

Street Name	Start Location	End Location
Various streets in Greenbrae Hills area	Eliseo, Bretano, Via La Cumbre, Via Navarro, Via Barranca	Beginning to End
Skylark Drive	Magnolia Avenue	Westerly end
Larkspur Landing Circle	E Sir Francis Drake Blvd	E Sir Francis Drake Blvd

Scope of Work:

25-308 work scope is rehabilitation of metal street light poles including removing old paint, spot repairs and repainting.

26-301 work scope is pavement preventative maintenance treatment including street resurfacing following previous year's spot repairs

Cost of Scope: 25-308 cost is \$100,000. 26-301 cost is \$1,000,000

Measure AA Category 2.1 Funds Available Amount: \$270,261

Total Requested Amount: \$270,261

Other Funding: 26-301 also includes \$250,000 of local Vehicle Impact Fee and \$500,000 of RMRA gas tax

Project Delivery Schedule (include start & completion milestones):

Preliminary design July 2025 – September 2025

Design October 2025 – February 2026

Bidding March 2026 – April 2026

Construction May 2026-July 2026

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of Mill Valley

Fiscal Year of Allocation: FY 2025/2026

Project Name: 2026 Annual Street Rehabilitation Project

Project Location(s): Various Locations throughout the City of Mill Valley

Street Name	Start Location	End Location
ALVARADO AVE	ALTA VISTA AVE	SIDNEY ST.
AMACITA AVE	EAST BLITHEDALE	SYCAMORE AVE
BERNARD STREET	BAYVIEW AVENUE	LOVELL AVENUE
BERNARD STREET	LOVELL AVE	THROCKMORTON AVE
BIRCH STREET	EDGEWOOD AVENUE	MOLINO
BUENA VISTA AVE	COP/315 BUENA VISTA	VISTA LINDA DRIVE
CAMINO ALTO SOUTH	EAST BLITHEDALE	MILLER AVE
CAMINO ALTO NORTH	MILLER AVE	EAST BLITHEDALE
CAMINO ALTO	EAST BLITHEDALE	CAMINO ALTO COURT
CASCADE DRIVE	MARION AVE	LAUREL ST
CASCADE DRIVE	LAUREL ST	MOLINO AVE
CASCADE DRIVE	CORNWALL ST	MARION AVE
CATALPA AVE	EAST BLITHEDALE	FERN AVE
CITY HALL PARKING LOT	SOUTH ENTRANCE	NORTH ENTRANCE
CORNELIA AVE	THROCKMORTON AVE	SUMMIT AVE
CORNWALL STREET	THROCKMORTON AVE	CASCADE
CORONET AVE	ELDRIDGE AVE	LINCOLN AVE
CORONET AVE	LINCOLN AVE	END
EAST BLITHEDALE	100FT NORTH OF BUENA VISTA	THROCKMORTON AVE
EAST BLITHEDALE	AMACITA	CAMINO ALTO
EAST BLITHEDALE FRONTAGE	DORSET LN	MEADOW RD
ELDRIDGE AVE	WEST BLITHEDALE	CORTE MADERA
ELMA STREET	LOVELL ST	THROCKMORTON AVE
ELM AVE	LOCUST AVENUE	EAST BLITHEDALE (E END)
ELM AVE	LOCUST AVENUE	EAST BLITHEDALE (W END)
ELM AVE	EAST BLITHEDALE	SIDNEY STREET
EAST MANOR DRIVE	ALVARADO AVENUE	NORTH END
FERN AVE	LOCUST AVENUE	SYCAMORE AVE
GROVE STREET	EAST BLITHEDALE	PRESIDIO ST
HAMILTON DRIVE	ROQUE MORAES	SEAVER DR
HAMILTON DRIVE	SEAVER DR	REDWOOD FRONTAGE RD
HILL STREET	EAST BLITHEDALE	OAKDALE AVE
JUANITA AVE	HILARITA AVE	AMICITA AVE
LA GOMA STREET	MILLER AVE	SYCAMORE AVE
LA GOMA STREET	SYCAMORE AVE	LOCKE LANE
LOCKE LANE	HILARITA AVE	AMICITA AVE
LOCUST AVE	EAST BLITHEDALE	MILLER AVE
LOMITA DRIVE	EAST BLITHEDALE	ASHFORD AVE
LOWER DRIVE	UNDERHILL RD (W)	UNDERHILL RD (E)
MADRONA STREET	THROCKMORTON AVE	LOVELL AVE

MAGEE AVE	CORTE MADERA	SUMMIT AVE
MAGEE AVE	SUMMIT AVE	TAMALPAIS AVE
MANOR TERRACE	ELM AVE	NORTH END
MANZANITA PLACE	RALSTON AVE	EAST END
MARGUERITE AVE	W BLITHEDALE AVE	SUMMIT AVE
MESA AVE	ALTA VISTA AVE	EAST BLITHEDALE
MILLER AVE N	CITY LIMIT (ALMONTE BLVD)	CAMINO ALTO
MILLER AVE N	CAMINO ALTO	LA GOMA ST
MILLER AVE N	LA GOMA ST	MILLWOOD AVE
MILLER AVE N	MILLWOOD AVE	LOCUST AVE
MILLER AVE S	SUNNYSIDE AVE	MILLWOOD AVE
MILLER AVE S	MILLWOOD AVE	LOCUST AVE
MILLER AVE S	LOCUST AVE	LA GOMA ST
MILLER AVE S	LA GOMA ST	CAMINO ALTO
MILLER AVE S	CAMINO ALTO S	CITY LIMIT (ALMONTE BLVD)
MOLINO AVE	EDGEWOOD AVE	BIRCH ST
MOLINO AVE	BIRCH ST	CASCADE DR
OAKDALE AVE	BUENA VISTA DR	WEST BLITHEDALE
OLIVE STREET	LOVELL AVE	THROCKMORTON AVE
OXFORD AVE	VALLEY CIRCLE	SURREY AVE
PARK AVE	WALNUT AVE	MILLER AVE
PLYMOUTH AVE	SURREY AVE	WEST END (PLYMOUTH CIR)
PORTOLA LANE	ELDRIDGE AVE	NORTH END
PRESIDIO AVE	FORREST ST	MILLWOOD
RALSTON AVE	SUMMIT AVE	MANZANITA PL
ROBERTSON TERRACE	ETHEL AVE	NORTH END
ROQUE MORAES DRIVE	EAST BLITHEDALE	KIPLING DR
ROSE AVE	MONTE VISTA AVE	850' S/MONTE VISTA AVE/COP
RYAN AVE	NELSON AVE	EAST BLITHEDALE
SARAH DRIVE	VISTA LINDA DR	EAST END (ESCALON FIRE RD)
SEAVER DRIVE	KIPLING DR	HAMILTON DR
SHELTER BAY AVE	HAMILTON AVE	WEST END
SHERIDAN COURT	VISTA LINDRA DR	NORTH END
STETSON AVE	WOODBINE DRIVE	SOUTH END
SUNNYSIDE AVE	EAST BLITHEDALE	CARMELITA AVE
SUNNYSIDE AVE	MILLER	EAST BLITHEDALE
SURREY AVE	SYCAMORE AVE	SOUTH END
SYCAMORE AVE	CAMINO ALTO	EAST END
SYCAMORE AVE	CAMINO ALTO	AMICITA AVE
THROCKMORTON AVE	CASCADE DR (S)	ELMA ST
THROCKMORTON AVE	MILLER AVE	CORTE MADERA AVE
THROCKMORTON AVE	CORTE MADERA AVE	EAST BLITHEDALE
UNDERHILL ROAD	COACH RD	BENSON CIR
UPPERHILL ROAD	UNDERHILL RD	NORTH END
VALLEY CIRCLE	PLYMOUTH AVE	SYCAMORE AVE (EAST END)
VASCO DRIVE	CAMINO ALTO	VASCO CT
VISTA LINDA	SARAH DR	EAST END
WAINWRIGHT PLACE	CASCADE DR	PAVEMENT CHANGE
WEST BLITHEDALE	100FT NORTH OF BUENA VISTA	GARDNER ST
WEST BLITHEDALE	GARDNER ST	HILLSIDE AVE
WILKINS PLANCE	KEATS DR	EAST END
WILLOW STREET	MILLER AVE	EAST END

ALVARADO AVE	SIDNEY ST	MANOR AVE
HILARITA AVE	EAST BLITHEDALE	LOCUST AVE
WOODBINE DRIVE	ELDRIDE AVE	CORONET AVE
HILLCREST ROAD	ELINOR AVE	CIRCLE AVE

Scope of Work: Crack Seal and Slurry Seal pavement preservation

Cost of Scope: \$2,495,846.00

Measure AA Category 2.1 Funds Available Amount: \$364,846

Total Requested Amount: \$364,846

Other Funding: Road Impact Fee, Gas Tax, General Fund

Project Delivery Schedule (include start & completion milestones):

Project Design November 2025 and expected to be completed by March 2026

Community meeting February 2026

BPAC meeting December 2025

City Council to approve project design in January 2026

Construction: June 2026-August 2026

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of Novato

Fiscal Year of Allocation: FY 2025-2026

Project Name(s): 16-001 - North Redwood Blvd Corridor Study, 23-003 - Replace Wooden Streetlight Poles, 24-002 - 2023-2028 Traffic, Bicycle, Ped Improvements, 25-001 - 2025 Annual Pavement Rehabilitation, 26-xxx - Annual Traffic Striping and Marking, 26-xxx - SP2S - Sutro Ave Sidewalk Gap Closure, and 26-xxx - SP2S – Quick Build Improvements at Various Intersections.

Project Location(s):

Street Name	Start Location	End Location
Redwood Blvd (16-011)	Diablo Ave	Wood Hollow Dr
Sutro Ave (26-xxx)	Center Road	Anthony Court
Clay Court	Alameda Del Prado	Private Portion
Grant Avenue	Eight St.	Seventh St.
Indian Valley Road	Chamberlain Ave	West to City Limits
Redwood Blvd (SB)	Rowland Blvd	150' N of Rowland Blvd.
Rowland Blvd.	Redwood Blvd,	S. Novato Blvd
Sherman Ave	Delong Ave	Grant Ave

- 23-003 – Various streetlight locations depending on the neighborhood
- 24-002 – Various locations depending on Traffic engineer's request
- 26-xxx – Traffic and Striping at various locations
- 26-xxx – Quick Build Improvements - Various intersections near Novato schools: Bolling Circle & Randolph Drive, Center Road & Tamalpais Avenue, Arthur Street & Cambridge Street, Arthur Street & Taft Court, Sutro Avenue & Dominic Drive, Olive Avenue & Chase Street, and Diablo Avenue & Hotchkin Drive.

Scope of Work: 16-011: North Redwood Blvd Corridor Study will develop a comprehensive streetscape plan for Redwood Boulevard between Diablo Avenue and Wood Hollow Drive. **23-003: Replace Wooden Streetlight Pole** is to replace aged and failing wooden streetlight poles with modern metal poles. **24-002: 2023-2028 Traffic, Bicycle, and Ped Improvements** is to provide improvements for bicyclists, pedestrians, drivers, and residents by implementing traffic calming features, crosswalk/walkway enhancements, bicycle facilities, and traffic congestion relief measures. **25-001: 2025 Annual Pavement Rehabilitation:** to rehabilitate the pavement on streets as identified in the City's Pavement Management Program. **26-xxx Annual Traffic Striping and Marking** to restripe the traffic lanes and repaint the pavement markings of major road corridors identified by staff. **26-xxx - SP2S - Sutro Ave Sidewalk Gap Closure** install sidewalk, curb ramps, driveway approaches, and new crosswalks to address existing sidewalk gaps, ADA compliance and pedestrian safety. **26-xxx - SP2S – Quick Build Improvements** at

Various Intersections The project proposes to install quick-built traffic calming measures to improve safety of students walking and biking to school.

Cost of Scope: 16-011: North Redwood Blvd Corridor Study \$300,000 of TAM Measure AA and \$266,000 of DIF drainage. **23-003: Replace Wooden Streetlight Pole** is estimated to cost \$12 million to replace and funding can be collected over the next several years to replace. TAM Measure AA dollars are programmed at \$250,000 for the next several years to be collected. **24-002: 2023-2028 Traffic, Bicycle, and Ped Improvements** Costs include annual consultant services contract with engineer, project development and recommendations. This project is currently funded by TAM Measure AA at \$400,000 FY 25/26. **25-001: 2025 Annual Pavement Rehabilitation** Costs are based on the projected revenue available for street paving. The anticipated funding for this project is \$1,043,260 from the Road Maintenance and Rehabilitation Act (SB1 RMRA), \$940,000 from Gas Tax HUTA (Highway User Tax Account), and \$253,551 from TAM Measure AA (Transportation Sales Tax), totaling \$2,227,811 for construction capital, as well as project development and administration. **26-xxx Annual Traffic Striping and Marking** The anticipated funding for this project is \$75,000 from TAM Measure AA (Transportation Sales Tax), for construction capital, as well as project development and administration. **26-xxx - SP2S - Sutro Ave Sidewalk Gap Closure** will cost \$590,000, with \$450,000 funded from SP2S grant and remaining \$140,000 from TAM AA. **26-xxx - SP2S – Quick Build Improvements** will cost \$235,000, with \$182,000 from SP2S grant and remaining \$53,000 from TAM AA.

Measure AA Category 2.1 Funds Available Amount: \$1,187,690

Total Requested Amount:

Fund	Project	24-25 TAM funds requested
Measure AA Category 2.1 Funds	16-011 North Redwood Blvd Corridor Study	\$300,000
Measure AA Category 2.1 Funds	23-003 Replace Wooden Streetlight Poles	\$400,000
Measure AA Category 2.1 Funds	24-002 2023-2028 Traffic, Bicycle, & Ped Improvements	\$120,000
Measure AA Category 2.1 Funds	25-001 Annual Pavement Rehab	\$99,690
Measure AA Category 2.1 Funds	Annual Traffic Striping and Marking	\$75,000
Measure AA Category 2.1 Funds	SP2S - Sutro Ave Sidewalk Gap Closure	\$140,000
Measure AA Category 2.1 Funds	SP2S – Quick Build Improvements at Various Intersections	\$53,000
Total Requested		\$1,187,690

Other Funding:

Project	Other Funding	TAM Funding Total	Total Funding Request
16-011 North Redwood Blvd Corridor Study	\$66,000	\$300,000	\$366,000

23-003 Replace Wooden Streetlight Poles	N/A	\$400,000	\$400,000
24-002 2023-2028 Traffic, Bicycle, & Ped Improvements	N/A	\$120,000	\$120,000
25-001 2025 Annual Pavement Rehab	\$2,145,001	\$99,690	\$2,244,691
Annual Traffic Striping and Marking	N/A	\$75,000	\$75,000
SP2S - Sutro Ave Sidewalk Gap Closure	\$450,000	\$140,000	\$590,000
SP2S – Quick Build Improvements at Various Intersections	\$182,000	\$53,000	\$235,000
Totals	\$2,843,001	\$1,187,690	\$4,030,691

Project Delivery Schedule (include start & completion milestones):

Fund	Project	Delivery Schedule
Measure AA Category 2.1 Funds	16-011 North Redwood Blvd Corridor Study	2025/2026 planning process
Measure AA Category 2.1 Funds	23-003 Replace Wooden Streetlight Poles	Project is ongoing
Measure AA Category 2.1 Funds	24-002 2023-2028 Traffic, Bicycle, & Ped Improvements	Project is ongoing
Measure AA Category 2.1 Funds	25-001 Annual Pavement Rehab	Summer 2025
Measure AA Category 2.1 Funds	Annual Traffic Striping and Marking	Summer 2025 to Summer 2026
Measure AA Category 2.1 Funds	SP2S - Sutro Ave Sidewalk Gap Closure	Summer 2025 to Spring 2026
Measure AA Category 2.1 Funds	SP2S – Quick Build Improvements at Various Intersections	Summer 2025 to Spring 2026

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Town of Ross

Fiscal Year of Allocation: 2025/2026

Project Name: Sir Francis Drake Boulevard and Morrison Road Paving Rehabilitation

Project Location(s):

Street Name	Start Location	End Location
Sir Francis Drake Blvd	300' SE of Bolinas Rd	200' SE of El Camino Bueno

Scope of Work: AC grind and overlay, restriping, deep lift subgrade repair

Cost of Scope: \$405,000

Measure AA Category 2.1 Funds Available Amount: \$65,000

Total Requested Amount: \$65,000

Other Funding: Town of Ross Roadway Fund, Gas Tax Fund, SB 1,

Project Delivery Schedule (include start & completion milestones):

Bid Award: July 10, 2025

Construction Start: July 15, 2025

Construction End: August 30, 2025

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Town of San Anselmo

Fiscal Year of Allocation: FY25/26

Project Name: 2025 Street Resurfacing Project

Project Location(s):

Street Name	Start Location	End Location
Carlson Avenue	Rancho Drive	Butterfield Road
Prospect Avenue	Barber Avenue	Avenue Del Norte
Echo Court	Melville Avenue	End
Shaw Drive	Sir Francis Drake Blvd	End
Savannah Avenue	Redwood Road	End
Los Angeles Blvd	Monterey Ave South	Town Limits
City Hall Avenue	Library Place	End
Spring Grove Avenue	Greenfield Avenue	Town Limit
Oak Avenue	Gerlack Road	No. 395
Alpine Terrace	Jordan Avenue	End
Jordan Avenue	Southview Terrace	Alpine Terrace
Oakhill Avenue	Jordan Avenue	End
Southview Terrace	Jordan Avenue	End

Scope of Work: Work includes grinding/paving asphalt roadways, installation of curb ramps, replacement of roadway striping

Cost of Scope: \$970,000

Measure AA Category 2.1 Funds Available Amount: \$293,865

Total Requested Amount: \$293,865

Other Funding: Local (SB1, Road Impact Fees)

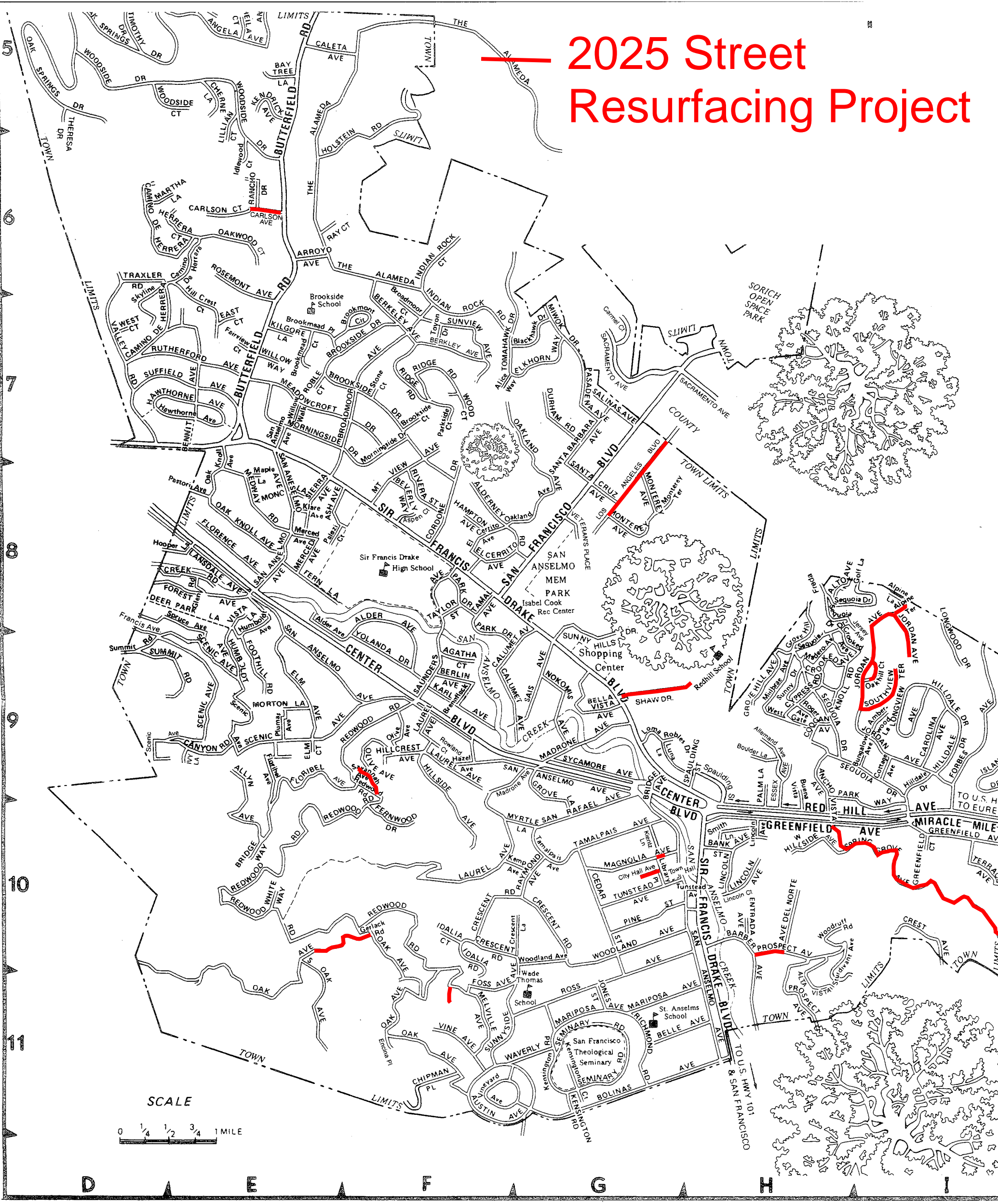
Project Delivery Schedule (include start & completion milestones):

Project Bidding: April/May 2025

Project Award: June 2025

Project Construction: July-September 2025

2025 Street Resurfacing Project



The Town of San Anselmo

STREET GUIDE

Agatha Ct	F-9	Bridge Ave	G-9	Deer Park La	D-8	Hampton Ave	F-8	Lansdale Ave	E-8
Alder Ave	F-8	Bridge Way	E-10	Durham Rd	G-7	Hawthorne Ave	D-7	Laurel Ave	F-9
Alderney Rd	F-8	Broadmoor Ave	F-7			Hazel Ave	F-9	Library Pl	G-10
Alice Way	F-7	Broadmoor Ct	F-7			Herrera Ct	D-6	Lillian Ct	E-6
Allemand Ave	H-9	Brookmead Ct	E-7	East Ct	E-7	Hillcrest Ave	F-9	Lincoln Ave	H-10
Allyn Ave	E-9	Brookmead Pl	E-7	East La	H-8	Hillcrest Ct	E-6	Lincoln Ct	H-10
Alpine La	F-7	Brookmont Cir	F-7	El Cerrito Ave	G-7	Hilldale Dr	I-9	Loma Robles Dr	G-9
Alpine Ter	I-8	Brookside Ct	F-7	Elkhorn Way	E-9	Hillside Ave	F-9	Longview Ave	I-9
Alta Vista	H-11	Brookside Dr	E-7	Elm Ave	E-9	Hoag Ave	E-9	Longwood Dr	I-8
Alto Ave	H-8	Buena Vista	H-9	Elm Ct	E-9	Holstein Rd	E-6	Los Angeles Blvd	G-8
Amberwood La	I-9	Bungalow Ave	I-9	Encina Pl	F-11	Hooper La	D-8	Luna La	G-9
Ancho Vista Ave	H-9	Butterfield Rd	E-6	Entrada Ave	H-10	Humboldt Ave	E-9		
Angela Ave	E-5			Essex Ave	H-9				
Arroyo Ave	E-6	Caleta Ave	E-5						
Ash Ave	E-8	Calumet Ave	F-9	Fairview Ct	E-7	Idalia Ct	F-10	Madero Ave	H-9
Aspen Ct	F-8	Camino De Herrera	D-6	Fern La	E-8	Idalia Rd	F-10	Madrone Ave	F-9
Austin Ave	F-11	Canyon Rd	E-9	Fernwood Dr	F-10	Idlewood Ct	E-6	Magnolia Ave	G-10
Avenue Del Norte	H-10	Carmel Ct	G-7	Florence Ave	E-8	Indian Rock Ct	F-6	Maple La	E-8
		Carlson Ave	E-9	Floribel Ave	E-9	Indian Rock Rd	F-7	Mariposa Ave	G-11
		Carlson Ct	E-6	Floribel Ave	E-9	Island Dr	I-9	Martha La	D-6
		Carolina Ave	I-9	Foothill Rd	E-9	Ivy La	E-9	Meadowcroft Dr	E-7
		Cedar St	G-10	Forbes Ave	I-9			Medway Rd	E-8
		Center Blvd	F-9	Forest Ave	E-8			Melville Ave	F-11
		Cherne La	F-9	Foss Ave	F-11	Jersey Ave	I-8	Merced Ave	E-8
		Chipman Pl	E-5	Francis Ave	D-8	Jones St	G-11	Milbrae Ave	H-9
		City Hall Ave	F-11	Freda	H-8	Jordan Ave	I-8	Miracle Mile	I-10
		Coogan Ave	G-10					Miwok Dr	G-7
		Cordone Dr	H-9	Garlack Rd	F-10	Karl Ave	F-9	Mono La	E-8
		Cottage Ave	F-8	Glen Rd	E-8	Kemp Ave	F-10	Monterey Ave	G-8
		Creek Rd	E-8	Golf La	I-8	Kendrick Ave	E-5	Monterey Ter	G-8
		Crescent La	F-10	Greenfield Ave	H, G-10	Kensington Ct	G-11	Morningside Dr	E-7
		Crescent Rd	F, G-10	Greenfield Ct	I-10	Kensington Rd	G-11	Morton La	E-9
		Crest Ave	I-10	Grove La	G-9	Kientz La	G-10	Mountain View Ave	F-8
		Crooked Ave	H-9	Grove Hill Ave	H-9	Kilgore La	E-7	Mountain View Ave	F-10
						Klare Ave	E-8		

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Summary of San Rafael's Requests

Project or Program	Funding Requested
Citywide Bicycle and Pedestrian Plan	\$40,000
FY2025-26 City-Led Sidewalk Repair Program	\$70,000
FY2025-26 Bridge Maintenance and Support Program	\$75,000
FY2025-26 Public Hillside & Roadway Stability Monitoring Program	\$300,000
FY2025-26 Road Safety Implementation Program	\$196,000
Third St Rehab Post Construction PGE Meter Upgrades	\$50,000
2nd Street Utility Undergrounding Phase 2	\$34,853
Lincoln Avenue Multi-Modal Rehabilitation - Paloma Ave to Los Ranchitos Rd	\$546,972
Total Funds Requested	\$1,312,825
Measure AA Amount Available	\$1,312,825
Carryover	\$0

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Citywide Bicycle and Pedestrian Plan (CBPP) Update

Scope of Work: Update to the City of San Rafael's 2018 Citywide Bicycle and Pedestrian Plan to account for changing conditions and community desires, including a section on trails throughout the City and future trail projects.

Cost of Scope: \$40,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$40,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): Project started in Winter 2025 and tentative completion in Spring 2027.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: City-Led Sidewalk Repair Program

Scope of Work: Maintenance and new construction on sidewalks to ensure pedestrian safety, as well as compliance with Americans with Disabilities Act (ADA) requirements.

Cost of Scope: \$70,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$70,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): Project will start design in Fall 2025 and construction is tentatively scheduled for Spring 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Bridge Maintenance and Support Program

Scope of Work: Maintaining and repairing bridges within City of San Rafael that fall into the Caltrans National Bridge Inventory (NBI) list and the non-NBI bridges. The program seeks funding for bridge rehabilitation and repairs, including the Caltrans Highway Bridge Program (HBP).

Cost of Scope: \$75,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$75,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): Program to be started in Fall 2025 and completion in Summer 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Public Hillside and Roadway Stability Monitoring Program

Scope of Work: Protecting public infrastructure and maintaining access to the City's rights-of-way by addressing aged and/or damaged hillside roadways and walls, and critical slopes. The program also supports the City's response to unanticipated events, such as heavy rainstorms causing obstructions to roadways.

Cost of Scope: \$300,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$300,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): Program to be started in Fall 2025 and expected to be complete in Summer 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Road Safety Implementation Program

Scope of Work: This program focuses on feasibility assessments, grant procurement assistance, and implementation of small and/or low-cost improvement projects identified in the 2024 Marin County Local Road Safety Plan (adopted by San Rafael's City Council in April 2024), in the 2018 San Rafael Bicycle and Pedestrian Master Plan Update, and by the Transportation Authority of Marin (TAM) Safe Routes to School (SR2S) Program. This program will also include small-scale multi-modal projects and traffic studies, and implementation of relevant policies (Vision Zero, traffic calming, AB 43, AB 413, etc.)

Cost of Scope: \$196,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$196,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): Program to be started in Fall 2025 and expected to be complete in Summer 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Third Street Rehabilitation Post Construction PG&E Meter Upgrades

Project Location(s):

Street Name	Start Location	End Location
3 rd St and Shaver St	At intersection	At intersection
2 nd St and Shaver St	At intersection	At intersection
2 nd St and G St	At intersection	At intersection

Scope of Work: Following the completion of the Third Street Rehabilitation Project, this project will complete the remaining traffic signal upgrades by relocating the existing PG&E meter from the utility pole into the newly installed service pedestal at three intersections: (1) 3rd St and Shaver St, (2) 2nd St and Shaver St, and (3) 2nd St and G St.

Cost of Scope: \$50,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$50,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): The project is in progress. Expected completion is Spring 2027.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Second St Utility Undergrounding Phase 2

Scope of Work: Following the utility underground work performed with the Third St Rehabilitation Project, this project will underground the remaining three utility poles located on the south side of Second Street between Marquard Ave and West St.

Cost of Scope: \$300,000

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$34,853

Other Funding: Local funds

Project Delivery Schedule (include start & completion milestones): The project is in progress. Expected completion is Summer 2026.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of San Rafael

Fiscal Year of Allocation: FY 25/26

Project Name: Lincoln Ave Multi-Modal Rehabilitation – Paloma Ave to Los Ranchitos Rd

Scope of Work: The project includes pavement resurfacing and updates to curb ramps with bulbouts along Lincoln Avenue in San Rafael. In addition, additional streetlights, curb extensions and rectangular rapid flashing beacons will look to be placed at non-signalized pedestrian crossings across Lincoln Ave.

Cost of Scope: \$546,972

Measure AA Category 2.1 Funds Available Amount: \$1,312,825

Total Requested Amount: \$546,972

Other Funding: Local funds

Project Delivery Schedule (include start & completion milestones): The project is anticipated to begin in Fiscal Year 2026/2027.

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: City of Sausalito

Fiscal Year of Allocation: 25-26

Project Name: Bridgeway Safety Improvement Project – Napa St. to Johnson St.

Project Location(s):

Street Name	Start Location	End Location
Bridgeway	Napa	Johnson

Scope of Work: Stamped at-grade medians, shortened left turn pockets, protected pedestrian refuge islands, bulb-outs, curb ramps, updated traffic markings, including green markings for cyclists at intersections, removal of duplicative crosswalks, rectangular rapid flashing beacons

Cost of Scope:

Base Bid	\$1,660,000
Bid Alternative 1	<\$65,600>
Bid Alternative 2	\$222,200
Bid Alternative 3	\$73,200

Base \$1,859,900

Measure AA Category 2.1 Funds Available Amount: \$181,744

Total Requested Amount: \$181,744

Other Funding: Capital Funding, Measure L, SB1-RMRA

Project Delivery Schedule (include start & completion milestones):

Estimated Start – October 2025

Estimated Completion – May 2026

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Town of Tiburon

Fiscal Year of Allocation: FY25/26

Project Name: 2027 Various Streets Pavement Rehabilitation Project

Project Location(s): Various Streets within Town Jurisdiction

Street Name	Start Location	End Location
McCart Court	Tiburon Blvd	Cul De Sac
Audrey Court	Acela	End
Taylor Road	Cibrian	Cul De Sac
Mateo Drive	Paradise	End
Mount Tiburon Ct	Mt. Tiburon	Cul De Sac
Paradise Drive	Old Landing	566' N/O Old Landing
Paradise Drive	5067 Paradise Dr (Town Limit)	5093 Paradise Dr (Town Limit)
Reed Ranch Road	Tiburon Blvd	East Terrace
Reserva Lane	Centro East	End
Vistazo West Street	Lyford	End
Mariner Way	Mar West	Harbor Oak
Mercury Ave	Juno	Trestle Glen
Lower North Terr	Terrace Ct	Upper N. Terr
Paseo Mirasol	Via San Fernando	900' N/O Via San Fernando (COP)
Red Hill Circle	1304' S/O Lyford/COP	Red Hill
Rowley Circle	Geldert	Hilary
Santa Ana Ct	Bartel	End
South Ridge East	South Ridge	Cul De Sac
Upper North Terr	Lower North Terr	Terrace Court
Vistazo East Street	Spanish Trail	100' W/O Spanish Trail
Tara Hill Road	Round Hill	Cul De Sac

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

Cost of Scope: \$1,500,000

Measure AA Category 2.1 Funds Available Amount: \$223,851

Total Requested Amount: \$223,851

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

Project Delivery Schedule (include start & completion milestones):

Design Begins August 2026

Bid February 2027

Construction Starts June 2027

Construction Ends August 2027

**Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds**

Allocation Request Form

Implementing Agency: Marin County
Fiscal Year of Allocation: 2025/26
Project Name: 2026 Strawberry Paving Project
Project Location(s): Strawberry (Unincorporated Mill Valley as noted below)

Street Name	Start Location	End Location
Redwood Highway Frontage Road	Seminary Drive	Reed Blvd
Greenwood Cove Drive	Tiburon City Limits	Hwy 131
Ricardo Lane	Strawberry Drive	Ricardo Road
Island Drive	E. Strawberry Dr	End

Scope of Work: The 2026 Strawberry Paving Project will repave County-maintained arterial and collector roads. It will generally consist of grinding, paving, microsurface or rubber cape seal, minor concrete work including accessible curb ramps and small sidewalk gap closures, signage, striping, minor road widening and minor drainage improvements

Cost of Scope: \$2,500,000

Measure AA Category 2.1 Funds Available Amount: \$2,230,756

Total Requested Amount: \$2,230,756

Other Funding: Balance will come from the County's general fund.

Project Delivery Schedule (include start & completion milestones):

Expected start of design: August 2025
 Expected complete design March 2025
 Expected start of Construction: April 2026
 Expected completion of Construction: July 2026

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DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

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

RECOMMENDATION

The TAM Board approves a new position of watch on Senate Bill (SB) 512 as shown in Attachment B.

On July 14, 2025, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff's recommendation of watch on SB 512 and voted unanimously to support and refer the position shown in Attachment B to the TAM Board for approval.

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

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
New Bill for Consideration				
Bill	Author	Subject	Previously Adopted Position	New Recommended Position
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. The bill is currently undergoing legislative analysis and committee review.

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 Transportation Regional Measure (TRM) by August 11, 2025 with the exact rate structure to be determined by August 11, 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, the Assembly Transportation Committee held a hearing on SB 63 and heard testimonies on July 7, 2025. The Assembly Transportation Committee approved SB 63 and referred the bill to the Assembly Revenue and Taxation Committee.

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 as well as other legislation, and convey TAM’s positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENTS

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

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July 2, 2025

TO: Board Members, Transportation Authority of Marin

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

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

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
AB 12 (Wallis) Low-carbon fuel standard: regulations	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.	Watch
AB 33 (Aguiar-Curry) Autonomous vehicles	64/252/25 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.	Watch
AB 39 (Zbur) General Plans: Local Electrification Planning Act	64/3024/25 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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 259 (Rubio) Open meetings: local agencies: teleconferences	64/272/25 Assembly Floor <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.	Support
AB 289 (Haney) State highway: work zone speed safety program	74/8/25 Assembly Privacy and Consumer Protection <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.	Support
AB 334 (Petrie-Norris) Operators of toll facilities: interoperability programs: vehicle information	73/825/25 Assembly Privacy and Consumer Protection <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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 382 (Berman) Pedestrian safety: school zones	74/228 /25 Assembly Appropriations <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.	Support
AB 555 (Jackson) Air resources: regulatory impacts: transportation fuel costs.	54/282 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.	Watch
AB 612 (Rogers) Transportation: Highway Design Manual: emergency response times	53/235 /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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 697 (Wilson) Protected species: authorized take: State 37 improvements	6/3/18 7/25 Assembly Water, Parks, and Wildlife <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.	Watch
AB 830 (Rogers) State highways: encroachment permits	4/22/25 Assembly Appropriations	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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	<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> 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.	Support
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 954 (Bennett) STIP: bicycle highway pilot program	64/309/25 Assembly Appropriations <u>Senate Transportation</u>	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.	Watch
AB 1058 (Gonzalez) Motor Vehicle Fuel Tax: suspension of tax	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.	Oppose

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 1070 (Ward) Transit districts: governing boards: compensation: nonvoting members	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.	Watch
AB 1132 (Schiavo) Caltrans: climate change vulnerability assessment	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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 1244 (Wicks) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program	64/2430/25 Assembly Housing and Community Development <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>	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
AB 1275 (Elhawary) Regional housing needs: regional transportation plans	64/3028/25 Assembly Local Government <u>Senate Housing</u>	<p>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.</p>	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
SB 63 (Wiener) San Francisco Bay area: local revenue measure: transportation funding	<u>64/2830/25</u> Senate Appropriations <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>	Watch
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	<u>64/2830/25</u> Senate Appropriations (suspense file) <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>	Support

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
SB 79 (Wiener) Local government land: public transit use: housing development: transit-oriented development	<u>64/23/2025</u> Senate Local Government <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. TAM should support if amended to include Tier 4 Final trains so that the SMART corridor system would benefit.</p>	Watch
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	<u>64/83/25</u> Senate Judiciary Floor <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>	Support

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
<u>SB 512 (Perez)</u> <u>District elections:</u> <u>initiatives</u>	<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>	<u>Watch</u>
SB 727 (McGuire) Great Redwood Trail Agency	<u>64/2516/25</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.	Watch

TAM Bill Matrix – July 2025

Measure	Status	Bill Summary	Recommended Position
SB 707 (Durazo) Brown Act Teleconferencing	<u>7/4/2016/25</u> Senate Appropriations <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.	Watch

TAM Bill Matrix – July 2025			
Measure	Status	Bill Summary	Recommended Position
SB 752 (Richardson) Zero-Emission Truck and Bus Incentive	53/1823 /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.	Support

MTC/ABAG Cap and Trade Advocacy Principles

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 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan (Action), Agenda Item No. 6

RECOMMENDATION

The TAM Board approves the commitment to allocate \$533,000 in Measure AA Category 4.6 funds and \$504,250 in Measure A/AA Interest funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and Marin Transit, respectively, to support the MASCOTS effort.

On July 14, 2025, the Administration, Projects & Planning (AP&P) Executive Committee reviewed and supported the commitment to allocate \$533,000 in Measure AA Category 4.6 funds and \$504,250 in Measure A/AA Interest funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and Marin Transit, respectively, to support the MASCOTS effort, and referred the allocation commitment to the TAM Board for adoption.

BACKGROUND

Golden Gate Transit (GGT) Route 101 has historically been the backbone of the regional transit network in the North Bay, providing mobility between Sonoma and Marin Counties and San Francisco, serving the town centers of every community along Highway 101. Starting in 2017, the Sonoma-Marina Area Rail Transit (SMART) train began operation and has continued to expand in subsequent years, currently operating between Windsor and Larkspur. Ever since the inception of SMART in 2017, transit ridership patterns began to shift in the North Bay.

The pandemic caused a dramatic decline in traditional office-oriented commute patterns, which was demonstrated both in reduced Golden Gate Bridge traffic and diminished transit ridership. Local ridership recovered quickly and is back at pre-pandemic levels in Marin County, and SMART ridership has also been on a dramatic growth curve, but regional bus ridership remains far lower than it once was. During the pandemic, GGBHTD maintained the four regional GGT routes, which operate all-day, seven-days-per-week, but suspended all but three commute routes. As ridership returned incrementally post-pandemic, some GGT commute routes were restored, and regional all-day service was adjusted to meet new ridership patterns. During this time, Marin Transit significantly enhanced its service in the Highway 101 corridor to back-fill reduced Golden Gate Transit service and adequately meet local demand.

In late 2023, the operators in Marin and Sonoma Counties, along with TAM and the Sonoma County Transportation Authority (SCTA), came together to initiate a coordinated service planning effort in the 101 corridor called Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan. MASCOTS is a collaborative, comprehensive analysis of transit services in the Highway 101 corridor focused on regional services and grounded in post-pandemic travel and transit realities.

The TAM Board received an introduction to MASCOTS in October 2024 and ongoing coordination has been occurring through a project management team meeting, a regular marketing coordination meeting, financial coordination meetings, and a monthly meeting of General Managers and Executive Directors. Participating agencies are Marin Transit, GGBHTD, SMART, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, TAM, SCTA, and the Metropolitan Transportation Commission (MTC).

DISCUSSION

MASCOTS is the first subregional transit analysis conducted under the guidelines of Regional Network Management, which came out of the Blue Ribbon Transit Recovery Task Force, established during the pandemic to further collaboration between the region's transit operators and MTC. The MASCOTS participating agencies committed to taking a fresh look at travel in the Marin-Sonoma Highway 101 corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the Corridor utilizing existing resources.

A consultant, Nelson\Nygaard, was brought in by MTC to assess travel patterns, transit performance, and duplication in the transit network in the two counties. MASCOTS analyzed the underlying market viability of regional public transit service in Marin and Sonoma Counties. Comprehensive travel data gathered by MTC for the Bay Area's Transit 2050+ long-range plan was harnessed to establish travel demand along the Highway 101 Corridor. The consultant and the staff team then developed recommendations for adjusting service along the corridor spanning multiple agencies. The service changes are projected to increase ridership overall by about 8-15%. MASCOTS is primarily focused on regional transit services.

This summer, the MASCOTS team is releasing recommendations for service changes and will present these to the various Boards. The agencies will also be conducting public outreach to support input on the recommended changes. The service changes would be expected to start in the spring of 2026. These proposed service changes will be presented to the TAM Board in detail at its July meeting (see Attachment A, to be presented by Marin Transit staff).

The staff goal for MASCOTS had been a revenue neutral approach to service level changes, however the recommendations are to increase service levels to allow for improved coordination. These costs and funding shifts have been extensively discussed by the General Managers/Executives of all MASCOTS participating agencies.

There is a draft plan for funding the increased SMART expenses generally through re-allocation of existing revenue sources, primarily associated with Sonoma County. Funding shifts between agencies, along with additional contributions, ensure the package of changes is funded and all funding eligibilities and requirements are met for the three year pilot period. In order to provide the necessary additional funding, staff are proposing to provide the following funds for MASCOTS service changes.

Funding Contribution from Marin Transit Agencies

Changes recommended by MASCOTS will require funding from both Counties. Marin's contribution is determined to be \$1.383 million, or about \$460,000 per year. Commitment of these funds now provides assurance to the agencies as they begin public outreach, that the proposed changes are financially supportable. However, actual allocations will not need to begin until next fiscal year. Proposed contributions from GGBHTD and Marin Transit are shown in the table below.

MASCOTS - Marin Funding Proposal				
Cost		Measure AA Funding		
Year	Need	Category 4.6	Interest Funds	Total
FY2027	\$461,000	\$461,000	\$0	\$461,000
FY2028	\$461,000	\$72,000	\$389,000	\$461,000
FY2029*	\$461,000	\$0	\$115,250	\$115,250
Total	\$1,383,000	\$533,000	\$504,250	\$1,037,250
* Cover full cost for two years, partial cost for year three (amount TBD)				

TAM can assist GGBHTD and Marin Transit with \$1,037,250 in Measure AA funds as discussed below, which will fully cover two years (starting in FY2026-27) and partially cover year three, with the difference to be covered by participating agencies as determined in the future. Costs for services starting in late FY2025-26 are expected to be covered by others, including a contribution from MTC.

Measure AA Category 4.6 Funds

Measure AA Category 4.6 funds are used to expand access to ferries and regional transit, managed by GGBHTD. Prior to the pandemic, Measure AA Category 4.6 funds were allocated to GGBHTD to operate the Wave shuttle, which is a ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal. With the decline in demand for ferry service to San Francisco during the pandemic, the GGBHTD ceased operation of the Wave shuttle in 2021.

In 2024, GGBHTD requested and received an allocation of Measure AA Category 4.6 funds for a micro transit shuttle service connecting the Larkspur Ferry Terminal, SMART Larkspur Station, and surrounding areas. TAM anticipates GGBHTD to request allocation of Measure AA Category 4.6 funds for the same purpose in FY25/26.

However, from the time that the Wave shuttle stopped operation, to the allocation for the SMART shuttle in 2024, Measure AA Category 4.6 funds were still being collected but remained unprogrammed, amounting to \$533,000. Staff is proposing to commit the allocation of \$533,000 in Measure AA Category 4.6 funds to GGBHTD for local funds to support the MASCOTS service changes in the MASCOTS agreement. An approved commitment will allow TAM to allocate the funds to GGBHTD when the funds are anticipated to be needed in FY26/27 and FY27/28.

Measure A/AA Interest Funds

Both Measure A and Measure AA Expenditure Plans allow transportation Sales Tax interest income generated by both Measure A and Measure AA fund balances to be used for the transportation purposes described in the Expenditure Plans. The use of interest funds is determined by the TAM Board. TAM also has a policy to use interest funds in a conservative manner and as a last resort when no other funding options are available.

Since inception, the TAM Board has programmed approximately \$5.8 million in interest funds to various projects/programs out of approximately \$10.88 million cumulatively available. The remaining amount available for programming and reserves is approximately \$5.08 million.

Staff is proposing to commit the allocation of \$504,250 in Measure A/AA Interest funds to Marin Transit for the remaining local funds to support the MASCOTS service changes in the MASCOTS agreement. An approved commitment will allow TAM to allocate the funds to Marin Transit when the funds are anticipated to be needed in FY27/28 and FY28/29.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

MASCOTS is identified in the CTP as a specific near-term action and an implementation activity that supports the regional connectivity strategy, supporting regional transportation connections across county lines. Implementation of MASCOTS will support key performance measures of the CTP including percentage of population within a 15-minute walk of high-quality transit service, and transit system ridership, measured by the total ridership of Marin's multiple transit operators.

FISCAL CONSIDERATION

This action develops the framework for funding to support the MASCOTS effort. Future action to allocate the funds would be required by the TAM Board and would be included in future annual budgets.

NEXT STEPS

Following Board approval of this funding framework, staff will continue to work with the transit operators to develop funding agreements, prior to future funding allocations later in FY25/26. Transit operator public outreach regarding the proposed service changes is starting this month.

ATTACHMENT

Attachment A – PPT on MASCOTS Recommended Service Improvement Proposals

MASCOTS

Marin-Sonoma Coordinated Transit Service Plan

Recommended Service Improvement Proposals

July 2025



Agenda

1 Introduction

Existing Conditions Summary

2 Draft Recommendations

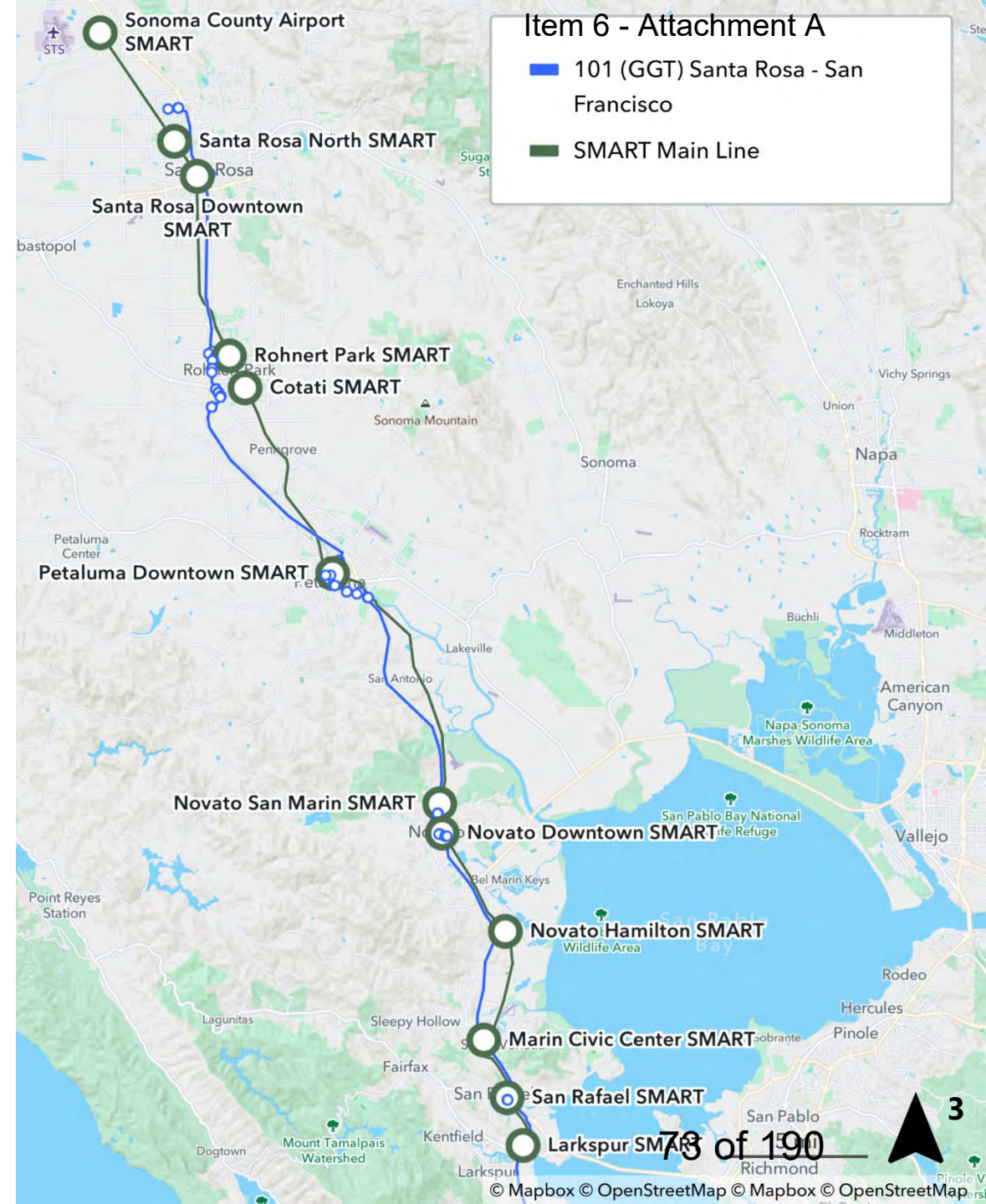
3 Next Steps

What is MASCOTS?

- Collaborative comprehensive analysis of transit services in Highway 101 corridor
- Focused on regional services
- Grounded in post-pandemic travel behavior and work patterns.

Goals

- Grow Ridership
- Work as if One Agency
- Develop a Plan not a Study



MASCOTS Process

Summer 2024

PHASE 1: Listening / Understanding Current Conditions

Fall-Winter 2024/25

PHASE 2: Develop Solutions to Address Opportunities

Winter 2024/25 – Spring 2025

PHASE 3: Document Impacts of Alternatives

Summer 2025

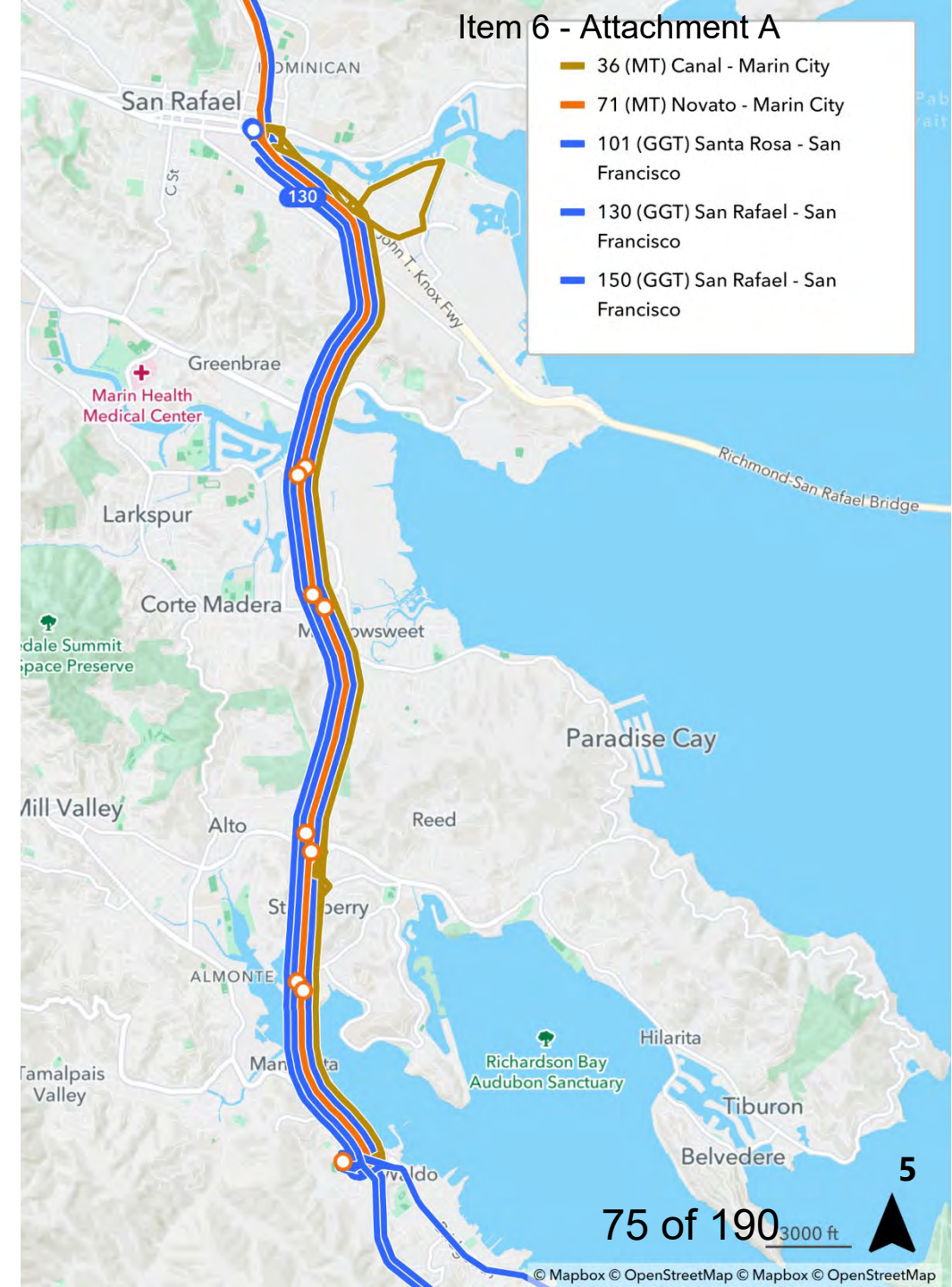
Public Outreach and Final Adoption

Early 2026

Implementation

Existing Conditions Summary

- SMART has replaced Golden Gate Transit Route 101 as the predominant passenger choice for regional trips.
- Highway 101 in Southern Marin is overserved; there are too many bus routes carrying too few riders, which is inefficient and can cause customer confusion.
- Most travel to San Francisco originates in San Rafael or further south.
- Local services need stronger, more direct connections to feed SMART.



Key Themes of Draft Recommendations

- **Reduce Duplication**

- Major corridors have one option that comes more frequently
- Streamline overlapping services

- **Improve connections**

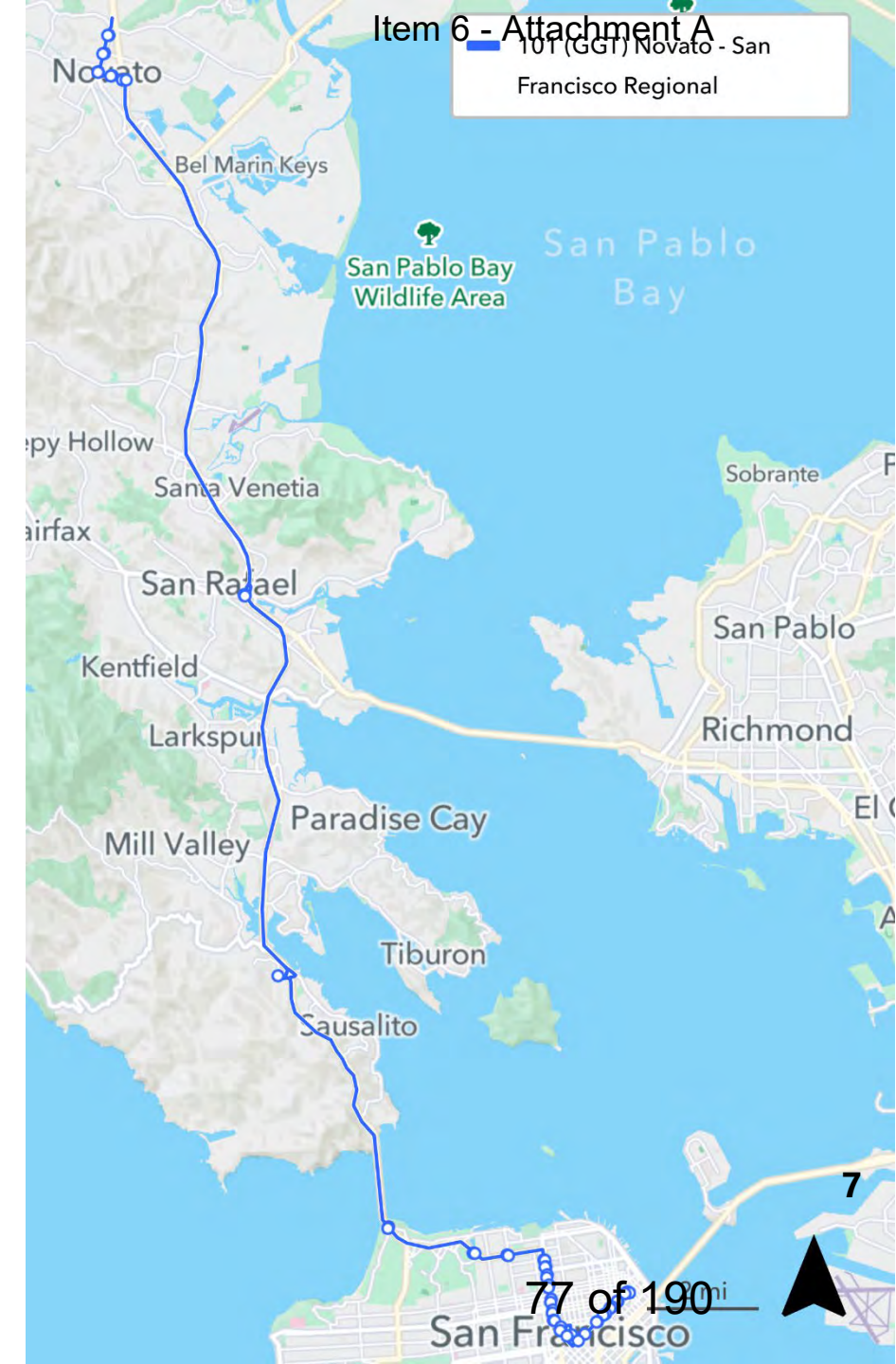
- Make the network more usable and improve connections between operators

- **Match service to demand, supporting ridership growth**

- Resources are re-focused on areas where ridership can grow
- Lower ridership segments are removed
- Put resources where ridership potential is highest

Streamline SMART and Golden Gate Transit Route 101

- **Golden Gate Transit (GGT) Route 101:**
Discontinue GGT Route 101 north of Novato and increase frequency between San Rafael and San Francisco.
- **SMART:** Increase SMART frequency and span to ensure high quality regional service is provided to Sonoma County riders once GGT Route 101 is discontinued.



Streamline Southern Marin Bus Service

- Improve and simplify service south of San Rafael
- **GGT All-Day Regional Buses**
 - Increase frequency of **Route 101** south of San Rafael; GGT 101 will offer all-day frequent express service from Novato and San Rafael to San Francisco
 - Shorten GGT **Route 130** to operate between Marin City, Sausalito, and San Francisco with higher frequency.
 - Discontinue GGT all-day **Route 150** to reduce redundancy.
- Consolidate **Marin Transit's routes** along Highway 101 south of San Rafael to simplify and increase legibility.
 - Operate one route every 15-minutes with consistent bus pad stop pattern between San Rafael and Marin City

Improve Local Bus Connections to SMART

- Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit should make strong, direct connections to SMART

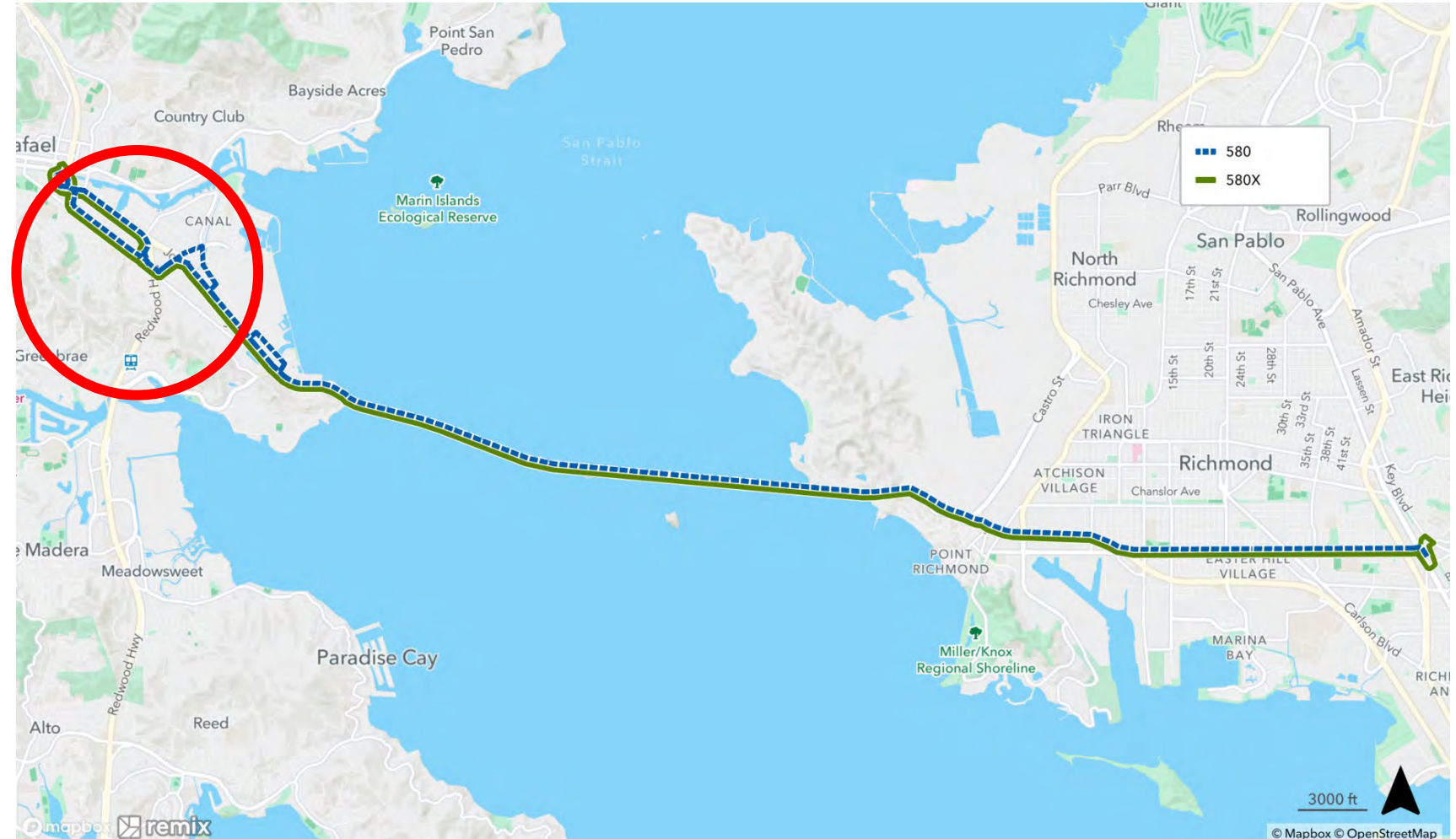


Streamline GGT Commuter Routes in Sonoma County

- Consolidate Sonoma County commuter bus services into one route that serves Santa Rosa, Rohnert Park, and Petaluma more frequently.
- New combined route does not make local pickups in San Francisco.

Streamline GGT Route 580 in San Rafael

- In East San Rafael, operate all Route 580 trips on the 580X alignment, saving riders ~9 minutes
- Maintain 580 and 580X alignments in the East Bay



Draft Recommendations Summary

1. **SMART and Golden Gate Transit Route 101:**

- Discontinue GGT 101 north of Novato; increase frequency between San Rafael and SF.
- Increase SMART frequency and extend span

2. **Southern Marin Bus Service:** Streamline routes between San Rafael, Marin City, Sausalito, and San Francisco

3. **Local Bus Connections to SMART:** Improve Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit with strong, direct connections to SMART

4. **GGT Commuter Routes in Sonoma:** Combine into a single alignment with improved frequency, and restrict SF local travel to reduce travel time

5. **GGT Route 580 in San Rafael:** Follow 580X alignment to improve travel time; 580 and 580X would continue to differ in the East Bay

MASCOTS Highway 101 Service Structure

- **SMART** is the core Sonoma-Marin regional service provider
- **Golden Gate Transit** provides:
 - All-day express (limited stop) service from key hubs within Marin County to San Francisco
 - Peak period commuter bus services from Sonoma and Marin Counties direct to San Francisco
- **Golden Gate Ferry** provides strong ferry connections to/from SMART to connect riders to SF
- **Sonoma Co. local transit** operators make strong direct connections to SMART
- **Marin Transit** provides local service along Highway 101 and connections to regional SMART, Ferry, and GGT services

Rider Benefits of Recommendations

- **Easier to understand network**
 - Less lines on a map
 - More consistency in stops
- **More frequency and more options**
 - Frequency is improved in key corridors
 - Greater frequency improves transfer connections to all service providers
- **Better regional connections**
 - Increased SMART service
 - More frequent service connecting San Rafael and points south to San Francisco
 - Faster service to the East Bay
- **Lower fares for most regional transit trips**

Simplicity, frequency, and better connections will increase ridership

Benefits/Impacts for Transit Operators

- Benefits
 - Increased ridership – projected to be 8-15% increase
 - More efficient use of resources
- Bus changes designed to be revenue-hour neutral; can be implemented with existing funding
- No major new capital investments needed
- Impacts
 - Additional SMART service will require additional funding and staffing
 - Re-education of riders to ensure they understand alternatives

Rider Impacts

Impacted Riders	Alternative
GGT Route 101 riders in Sonoma County	Expanded SMART service; Transfer to 101 in San Rafael or Ferry in Larkspur to SF; Late night riders will not have an alternative
GGT Route 172X and Route 164 riders	Route 172 with higher frequency
GGT Route 130 and 150 bus pad riders in Southern Marin County	Route 132 and 114 at peak hours; or Marin Transit and transfer to 130 at Marin City Hub;
GGT Route 580 riders in East San Rafael	Marin Transit Route 23 to SRTC
Marin Transit riders in Southern Marin	May need to take a different Marin Transit Route #
Cash Riders	Clipper will continue to be the most affordable way to pay, especially under the new Next Generation Clipper system. Cash riders may have increased fares; Cash not accepted on SMART

Timeline

- July-August: Public Outreach
 - www.mascotsplan.org
- August: Finalize Changes
- August: Golden Gate Public Hearing on Major Service Change
- September: Marin Transit Public Hearing on Major Service Change
- Spring 2026: Implement changes
- Evaluation after two years: Summer 2028

MASCOTS - Marin Funding Proposal				
Cost		Measure AA Funding		
Year	Need	Category 4.6	Interest Funds	Total
FY2027	\$461,000	\$461,000	\$0	\$461,000
FY2028	\$461,000	\$72,000	\$389,000	\$461,000
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Total	\$1,383,000	\$533,000	\$504,250	\$1,037,250
* Cover full cost for two years, partial cost for year three (amount TBD)				

Questions, Feedback

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DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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. 7

RECOMMENDATION

The TAM Board authorizes the Executive Director to execute four separate contracts for video collection and vehicle counts at various locations in Marin County. One contract per each of the firms listed below, 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.

On July 14, 2025, the Funding, Programs, and Legislation (FP&L) Executive Committee reviewed and recommended the abovementioned action for contract awards.

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 up to 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 number of sites that require counting from 164 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 program falls under the easy and safe school travel programmatic strategy and the accessible and walkable communities network strategy.

NEXT STEPS

Upon execution of the four separate contracts with Quality Traffic, WILTEC, REKOR, and National Data, 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

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Crossing Guards Counting Contract

Transportation Authority of Marin
Board of Commissioners

July 24, 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, from 164 to 101
 - 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 Needed 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	Earliest Fund Availability	Notes
Increase share through AA Review (currently 7%)	1% = ~\$300k/year	Expected TAM Board Approval April 2026	Fixed pie, tradeoffs from other programs
Increase share from Measure B Element 3 (currently portion of 25%)	Element 3 = ~\$750k/year	Whenever considered appropriate by the TAM Board	Fixed pie, tradeoffs from other programs
Discontinue/Pause Street Smarts Program	~\$75k/year	After Fall 2025	
Sales Tax Interest Funds	TBD	Upon completion of two current construction contracts ~January 2026	One-time/not ongoing
OBAG 4 Program (portion) - FY27-30	TAM OBAG total ~\$10m for four years	October 2027	Would need to federalize contracts
Outside grants	TBD	TBD	One time/not predictable

Requested Actions

On July 14th, the Funding, Programs & Legislation Executive Committee unanimously voted to support the following 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 liabrary	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**

Sausalito:

- Bridgeway & Nevada Street
- Nevada Street & Tomales Street

Tiburon:

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

San Rafael:

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

San Anselmo:

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

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

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

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DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: US-101 Part Time Transit Lane Project - Caltrans Cooperative Agreement for the Project Initiation Document (PID) Phase and Consultant Contract Authorization (Action), Agenda Item No. 8

RECOMMENDATION

Staff recommends that the TAM Board approves two actions associated with the US-101 Part Time Transit Lane Project:

1. Execute Resolution 2025-02 authorizing the Executive Director to sign an Agreement with the California Department of Transportation (Caltrans) for an amount not-to-exceed \$200,000 to provide oversight for a Project initiation Document (PID).
2. Authorize the Executive Director to enter into a contract with Kimley-Horn and Associates to prepare the PID and environmental clearance documents for an amount not-to-exceed \$900,000. Termination date will be December 31, 2029.

BACKGROUND

In June 2019, TAM initiated a Feasibility Study to determine the benefits and costs of implementing a Bus on Shoulder project along US-101, also referred to as a [Part Time Transit Lane \(PTTL\)](#). PTTL is a concept that has been successfully implemented in various parts of the United States, as well as piloted in California. During peak hours, public transit buses are allowed to operate on the shoulder of the highways to bypass areas of traffic congestion. This operational exception can significantly improve travel times for transit, improve transit reliability and make transit a more attractive travel option.

The Marin PTTL Feasibility Study area limits are located on US-101 between Mission Avenue in San Rafael and San Marin Drive in Novato. The Feasibility Study assessed the existing conditions in the corridor, the development of an initial concept design and an operational plan, and the capital costs associated with the concept. The Feasibility Study also assessed how PTTL would interact and relate to other capital investments underway and planned for the corridor.

On October 28, 2021 the Study findings were presented and approved by the TAM Board. The Study demonstrated travel time savings and reliability benefits for transit and recommended further developing a PPTL in the southbound direction of US-101 from De Long Avenue in Novato to Lincoln Avenue in San Rafael. See Study: https://www.tam.ca.gov/wp-content/uploads/2021/11/2021.09.14-Feasibility-Study_Final.pdf.

Since completion of the Feasibility Study in late 2021, TAM had been working with partners to identify funding to advance the concept to the next phase, specifically the Caltrans PID phase. In 2023, TAM successfully partnered with Marin Transit and was awarded a \$1.1 million federal Transit Performance Initiative Investment Program grant through the Metropolitan Transportation Commission (MTC), to complete the PID and Environmental Review phases, with \$144,000 in TAM local matching fund commitment.

By late 2024, all funding agreements were in place, allowing TAM staff to kick off a solicitation process in late January of this year for consultant support of the PID and Environmental Review phases. The solicitation process has been completed. Caltrans' oversight and approval of the PID work are required.

DISCUSSION/ANALYSIS

To collaborate and obtain Caltrans' oversight and approval of the PID work for the US-101 Part Time Transit Lane Project, TAM must enter into a cooperative agreement with Caltrans. This is a typical agreement with Caltrans which outlines roles and responsibilities of each party as the PID work progresses.

TAM regularly enters into a cooperative agreement with Caltrans each time there is a formal relationship to carry out a project involving a state highway facility. Staff has negotiated an agreement with fair terms to both parties that protects the interests of TAM with a not-to-exceed amount of \$200,000 for Caltrans' oversight of the PID effort. Under Caltrans' procedures, a separate cooperative agreement will be needed later for the environmental clearance phase. Future cooperative agreements will not require further financial commitment from TAM to Caltrans.

Concurrently, staff issued a request for qualifications (RFQ) solicitation on January 27, 2025, seeking qualifications from consultants to prepare the PID and environmental review documents that include consensus building and outreach, technical reports, a Caltrans PID document, a Caltrans environmental review document, and a Caltrans project report.

The RFQ was circulated through TAM's bid notification mailing list. Staff also coordinated with local transit operators to further extend circulation and reached out directly to a suite of consultants who have prior experience with TAM. The RFQ was advertised for four weeks.

In response to this RFQ, TAM received a sole submittal from the engineering consulting firm, Kimley-Horn and Associates (KHA). Staff subsequently reached out to various consulting firms to understand why they did not submit a response to assess market conditions and whether the reissuance of a solicitation process would result in more interest. The firms indicated that they did not have the available resources or expertise to undertake this project. Staff discussed the findings with our funding partner, Marin Transit, and they concurred with staff that the reissuance of a solicitation process would not improve the result and is not necessary. Staff concluded that the solicitation process was fair and reasonable, and it was in the best interest of the public and project to move forward and negotiate a scope of work with KHA, who was evaluated and determined to be qualified to perform the work. A memorandum and supporting information will be placed in the project file to document this finding.

Prior to releasing the RFQ, TAM contracted with T.Y. Lin to prepare the required Independent Cost Estimate (ICE). The T.Y. Lin estimate was for \$801,000. A scope of work and fee were developed with KHA. Their estimate to complete the work is \$910,000 including a fixed fee of \$90,000. The KHA estimate includes traffic data collection, a Geotechnical Design Report and Pavement Design

Report that were not included in the ICE. Given the elapsed time since the ICE was prepared, and the additional scope, the 13.7 percent cost increase is fair and reasonable.

The cost of the ICE was \$16,000, and was invoiced to the City/County match since the T.Y. Lin contract is unable to receive federal funding. Staff is recommending to enter into the cooperative agreement with Caltrans for the full \$200,000 and a contract with KHA for \$900,000. The \$200,000 with Caltrans is only an estimate and historically the full amount is not required. Completion of the PID will terminate the Caltrans agreement and a full financial picture will be available prior to the consultant beginning work on the environmental documents.

Staff now seeks the Board's authorization to enter into a Cost Plus Fixed Fee federal agreement with KHA for an amount not to exceed \$900,000. The full fixed fee of \$90,000 is included in this amount and is not expected to increase. The payment schedule of the Fixed Fee will allow for contract termination should issues arise associated with federal reimbursement.

The preparation of the PID and environmental review documents is expected to take 36 to 48 months. Staff will be working with KHA to complete the PID portion of the work by the end of 2026.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

PTTL will be a key part of meeting the "High Quality Transit" regional strategy. PTTL will result in transit becoming a more reliable transportation option.

FISCAL IMPACTS

The Kimley-Horn agreement is not-to-exceed \$900,000 and the Caltrans cooperative agreement is not-to-exceed \$200,000. The portion of the work expected to be billed to these agreements was included in the approved TAM FY2025-26 budget.

Funding for this PID and environmental review phase is available from the \$1.1 million federal Transit Performance Initiative Investment Program grant along with \$144,000 in TAM City/County fund commitment as the local in-kind match to the federal grant for staff time support.

NEXT STEPS

Upon approval, staff will enter into contract with KHA and conduct a kickoff meeting with project partners including Caltrans, California Highway Patrol (CHP), Metropolitan Transportation Commission (MTC), Sonoma Marin Area Rail Transit (SMART), Marin Transit, GGBHTD, and local jurisdictions along the corridor.

Concurrently, TAM will also enter into a cooperative agreement with Caltrans for PID oversight services.

ATTACHMENTS

Attachment A – Presentation

Attachment B – Resolution to Allow for the Caltrans Cooperative Agreement

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US-101 Part Time Transit Lane Project

Transportation Authority of Marin
Board of Commissioners

July 24, 2025



Agenda

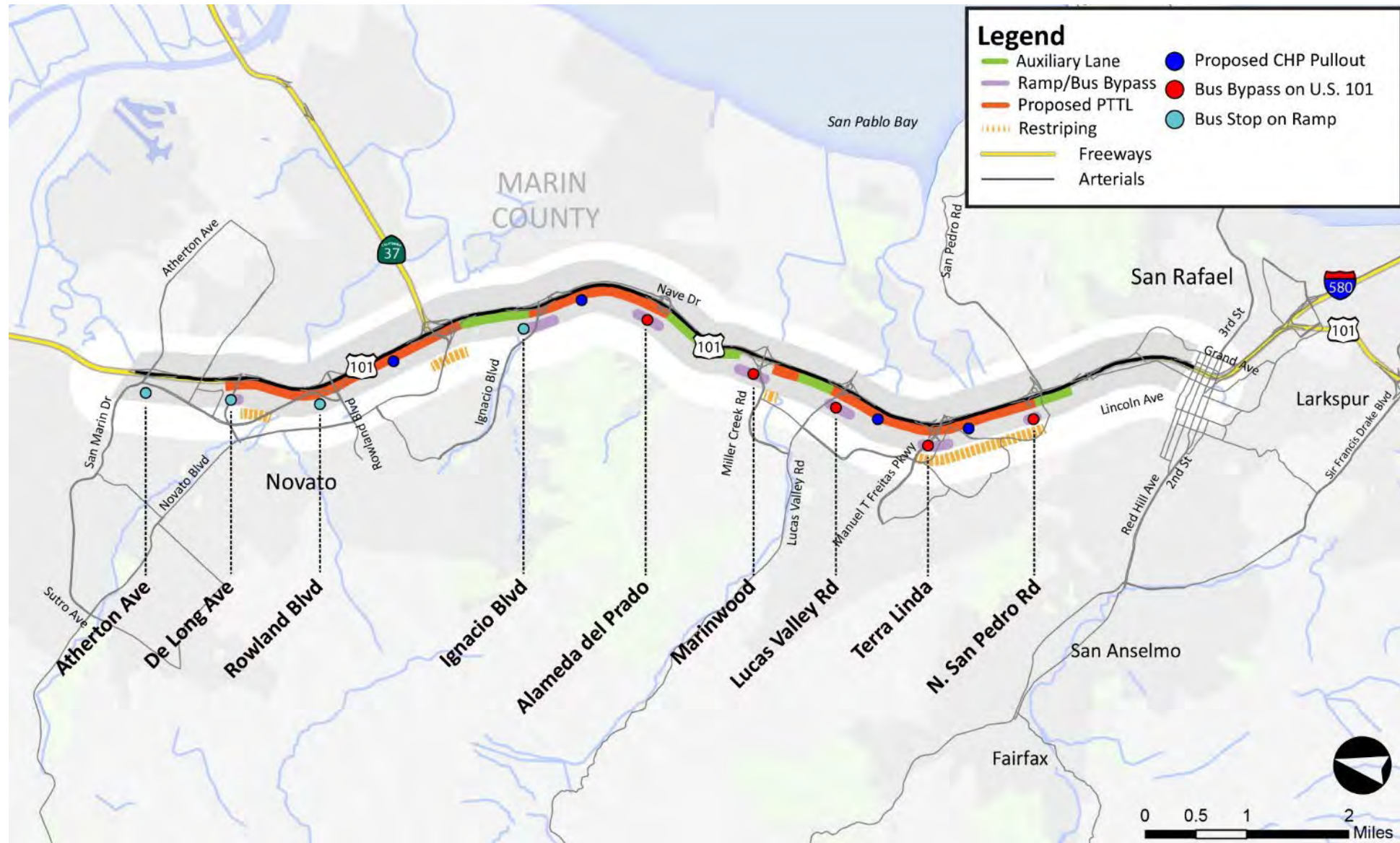
PTTL Feasibility Study
Caltrans Process
Consultant Procurement
Project Timeline



PTTL Feasibility Study

- Kimley-Horn and Associates completed a Part-Time Transit Lane (PTTL) Feasibility Study for U.S. 101, which was accepted by the TAM Board in October 2021.
- Study identified the southbound segment of U.S. 101 from De Long Avenue in Novato to Lincoln Avenue in San Rafael as the most suitable location for PTTL implementation.
- Staff, in coordination with Marin Transit, secured \$1.1M in federal Transit Performance Initiative funds through MTC and the FTA.
- \$144,000 match will be covered through staff time and the T.Y. Lin cost estimate charged to the City/County Program.

PTTL Study Corridor Summary



Caltrans Process

- Project is on the State Highway System and must follow the Caltrans Project Development Procedures
- Caltrans process consists of 5 basic steps:
 1. Project Initiation Document (PID)
 2. Project Approval and Environmental Document (PAED)
 3. Design
 4. Right of Way
 5. Construction
- FTA funding should be sufficient to complete the PID and PAED phases; future phases will require additional funding

Caltrans Agreements

TAM required to reimburse Caltrans for oversight of PID process

- Estimated cost \$200,000
- Actual charges will likely be less
- Co-Operative Agreement is required
- Agreement will terminate upon completion of the PID
- Any unused funds will be applied to the PAED process

Second Co-Operative Agreement required for PAED

- Agreement will be at no cost to TAM
- Purpose is to clarify roles and responsibilities of the parties
- Agreement will terminate upon completion of the Project Report and signed Environmental Documents

Consultant Contract

TAM issued a Request for Qualifications (RFQ) in January 2025 for both PID and PAED services:

- Procurement for federal Cost Plus Fixed Fee Contract
- Federal Program for Disadvantaged Business Enterprise waived by FTA
- T.Y. Lin prepared Independent Cost Estimate (ICE); this \$16,000 effort was charged to the City/County Fee match
- ICE amount was \$801,000
- Staff contacted all known firms that offer PTTL services
- Kimley-Horn Associates (KHA) was only consultant team to submit a qualification statement
- KHA deemed qualified to perform the requested scope of services

Consultant Contract (cont.)

- Sole source justification:
 - Staff contacted non-submitting firms to understand their reasons for not participating
 - Staff and Marin Transit concluded that readvertising the RFQ would likely yield no additional responses
 - Sole source justification memo prepared and filed
- Upon request, staff received a cost proposal from KHA totaling \$910,000, including a \$90,000 fixed fee
- Proposal exceeds ICE by nearly 14%, which staff finds reasonable due to timing differences and additional scope in KHA's proposal not reflected in the ICE

Consultant Contract (cont.)

Funding Plan

- Combined Caltrans Agreement and KHA proposal exceed available funds by \$10,000.
- Final Caltrans PID costs will be known before starting PAED; any savings can offset the KHA contract.
- If Caltrans uses the full \$200,000, TAM and KHA may reduce scope by \$10,000 or seek additional funding.
- Of KHA's \$90,000 fixed fee, \$36,000 is allocated to PID; the remainder applies to PAED and will not increase.

Schedule

- Consultant team aims to complete PID document by end of calendar year 2026.
- Full PAED approval expected within approximately 3-4 years.

Requested Actions

Staff recommends TAM Board approve two actions associated with the US-101 Part Time Transit Lane Project:

- **Execute Resolution 2025-02** authorizing the Executive Director to sign an Agreement with Caltrans for an amount not-to-exceed \$200,000 to provide oversight for a PID.
- **Authorize Executive Director to enter into a Cost Plus Fixed Fee contract with KHA** to prepare the PID and environmental clearance documents for an amount not-to-exceed (NTE) \$900,000. Termination date will be December 31, 2029.
 - NTE includes a fixed fee of \$90,000 of which \$36,000 is scheduled for payment in the PID phase

Questions?



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TAM RESOLUTION NO. 2025-02

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION
AUTHORITY OF MARIN AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER
INTO A COOPERATIVE AGREEMENT FOR THE PROJECT INITIATION DOCUMENT
(PID) PHASE OF THE US-101 PART TIME TRANSIT LANE PROJECT WITH
CALTRANS IN A NOT-TO-EXCEED AMOUNT OF \$200,000**

WHEREAS, The Transportation Authority of Marin (TAM) has routinely partnered with the California Department of Transportation (Caltrans) for projects involving the state's highway facilities; and,

WHEREAS, Partners are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130; and,

WHEREAS, The US-101 Part Time Transit Lane PID work (PROJECT) will prepare a planning document compliant with the Caltrans' project development process to advance the Project to the next phase; and,

WHEREAS, In order for Caltrans to oversee and approve the PROJECT, the state requires that TAM enter into a cooperative agreement which defines the work and establishes the responsibilities and financial commitments of each partner; and,

WHEREAS, TAM staff has negotiated a cooperative agreement with Caltrans, with fair terms that protects the interests of TAM, in a not-to-exceed amount of \$200,000; and,

WHEREAS, TAM is responsible for completing all work for the Project Initiation portion of the PROJECT; and,

WHEREAS, TAM and its funding partner, Marin Transit, were awarded a \$1.1 million federal Transit Performance Initiative Investment Program grant to complete the PROJECT and the subsequent Environmental Review phase, with \$144,000 in TAM local matching fund commitment; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to enter into a cooperative agreement and necessary amendments with Caltrans in a not-to-exceed amount of \$200,000.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 24th day of July 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board



DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Measure AA Expenditure Plan Review Update (Discussion), Agenda Item No. 9

RECOMMENDATION

This is a discussion item.

BACKGROUND

On November 6, 2018, Marin voters approved Measure AA to renew and extend the original Measure A Transportation Sales Tax by 76.7%. The Measure AA Expenditure Plan ("Expenditure Plan," hereinafter) includes directions to fund Marin's core transportation needs, including local street and road maintenance, Safe Routes to Schools programs, transit service, and highway and interchange improvements. Approximately \$35 million is collected annually to fund and administer the categories and sub-categories of the Expenditure Plan as shown in Attachment A.

In Measure AA, a policy was included for TAM to review the Expenditure Plan every six years on the rationale that four reviews can be conducted before expiration. The Expenditure Plan states that:

[It] must be reviewed every six years following passage to ensure that it responds to a rapidly evolving transportation landscape, incorporates innovations, and reflects current priorities. The TAM Board may also consider an amendment at the point of the six year review or at any time deemed necessary during the life of the Expenditure Plan.

In October 2024, the TAM Board approved the process and schedule for the Measure AA Expenditure Plan Review. In April 2025, the Ad Hoc Committee for the Measure AA Expenditure Plan Review convened for the first time to discuss issues and progress with the review. The TAM Board was also briefed in April 2025 of the initial findings and considerations based on these initial discussions.

DISCUSSION

Since the April Board and Ad Hoc Meetings, staff have continued to advance the Measure AA Expenditure Plan Review and have met with the Measure AA Expenditure Plan Review Ad Hoc Committee in June 2025, the TAM Technical Advisory Working Group, and the Marin Public Works Association (MPWA) and their Measure AA Subcommittee. Through this process, major elements of the review are being advanced including the efforts shown below.

It should be noted that in general, direct recipients want to preserve the funding they currently receive and are hesitant to make other changes. Staff continue to work through the existing policy framework, as we seek to further align staff and Board direction on potential changes to the Expenditure Plan.

Alignment of the Expenditure Plan and CTP 2050

Staff have developed initial reviews of the Measure AA program to support alignment with CTP Goals, Strategies, implementation activities and corresponding performance measures (see Attachments C and D). As Measure AA is the largest recurring revenue source for TAM, the Expenditure Plan process is expected to align with CTP goals and strategies across all elements of the plan. As the expenditure plan provides (and is valued by TAM partners for) dedicated, ongoing flexible funds primarily to operations and maintenance needs of the plan, these funding sources are in alignment with these relevant CTP goals and strategies, namely the Fix It First (and Better), and Easy and Safe School Travel Strategies of the plan. Attachments C and D show the draft analysis of CTP alignment.

However, the Expenditure Plan could further address emerging priorities or strategies identified in the CTP, and respond further to priorities expressed by Board members, the Technical Advisory Working Group, and members of the public during the development of the CTP. These include setting additional policy direction on use of funds to address safety and sustainability, or using funds to further advance non-fix-it first strategies such as completing the active transportation network and providing Connected and Complete Community corridors, among other strategies.

Consideration for “Reimagined Roadways”

Under the original Measure A passed in 2004, a Major Roads category provided funding for larger capital roadway improvements that served a countywide benefit. Nine projects were funded from this source that include: Miller Avenue, East Blithedale, four projects on Sir Francis Drake Boulevard in Ross Valley and in West Marin, 3rd and 4th Streets in San Rafael, and Novato Blvd (phases currently still in development).

In order to respond to emerging needs related to modernizing roadways for multimodal and safety improvements, and to respond to planned growth in housing development in our communities, TAM asked members of MPWA to consider using a portion of Category 2.1 funds to advance larger capital projects through initial project delivery phases. The benefits of this proposal include the ability to:

- Address projects that are considered countywide significant, with no current reasonable means of addressing, especially projects in smaller jurisdictions with limited financial resources;
- Address projects with rights-of-way in multiple jurisdictions;
- Plan and coordinate countywide wildfire evacuation routes; and
- Plan for infrastructure needed to support increased housing development in the county.

Staff presented options for consideration to MPWA in June 2025, and a discussion of potential roadways that would be considered. MPWA did reach consensus on advancing “reimagined roadways” for further discussions, using a portion (share/amount TBD) of Category 2.1 and requested matching funds from other funding sources in the Measure. Additionally, MPWA reached consensus on the following:

- Support for identifying projects collectively.
- Support for identifying new revenue sources for major roads.
- Agreement that there is not currently sufficient funding to deliver on Major Roads’ needs, or address housing growth on local roads.
- Agreement that pavement maintenance is their priority over modernization or new capital projects.

TAM staff agreed to bring back additional discussion on funding splits, fund eligibilities, project lists and project delivery approach following Board and Ad Hoc Committee discussions.

Crossing Guard Program

As discussed with the Safe Routes to Schools Ad Hoc Committee at its June Meeting, the crossing guard program costs continue to outpace projected funding levels, and additional revenue will be required to maintain the program to the level identified in the expenditure plan of 96 guards. Currently, the crossing guard program receives 7% of Measure AA funds (and a portion of Measure B funds).

A discussion of the crossing guard program was also provided to MPWA in June. The schedule for the creation of the new location ranked list in 2026 was discussed along with the recent changes approved by the TAM Board to reduce new recertification costs. These actions included no longer counting locations that have historically scored well or poorly and instead directing the resources to those sites that are near the traditional funding cutoff line. Changes to the scoring metrics were discussed along with a review of the potential for liability associated with crossing guard programs. Finally, the impacts of recent wage increases on the program costs were presented, along with some ideas being explored to increase funding for the Program.

MPWA did not have any suggested changes at this time.

Transit

Measure AA Category 4 provides funding for transit operations and capital. Marin Transit receives 54.5% of Measure AA funds to maintain and expand transit for Marin County and GGBHTD receives 0.5% to provide access to ferries and regional transit.

TAM staff has engaged Marin Transit and GGBHTD staff in discussions on suggested changes with the Measure AA Expenditure Plan. Marin Transit staff has asked TAM to maintain a status quo with Category 4 of Measure AA. Marin Transit staff commented that Measure AA funding from Category 4 is vital to Marin Transit's budget and any decrease in Measure AA funding would put Marin Transit in financial jeopardy. Marin Transit further commented that the five subcategories of Category 4 are working well and changes are not needed.

Prior to the pandemic, GGBHTD used Measure AA funds to provide shuttle services, called the Wave Shuttle, between the Sir Francis Drake Boulevard corridor and the Larkspur Ferry Terminal. GGBHTD ceased operations of the Wave Shuttle during the pandemic. GGBHTD has not requested an allocation of Measure AA funds since 2020 for the Wave Shuttle. GGBHTD resumed allocation in 2024 for a different micro transit shuttle, serving the Larkspur Ferry Terminal, SMART Station, and surrounding areas. GGBHTD plans to request another allocation in FY2025-26 for the same shuttle. In general, GGBHTD is satisfied with the current Measure and is not suggesting revisions.

Additional Considerations

Financial Projections – Staff is discussing the details of the extended financial forecast with our consultant, HdL Companies, Ltd. With the volatility of the current economic environment and its likely impact long-term, the extended forecast will reflect a slightly lower annual revenue growth rate than the original projections in 2018. However, with the unprecedented spike in online sales during and following the COVID-19 pandemic, the revenue received to date exceeds the original forecast and will allow the total anticipated revenue to meet or possibly exceed that forecast. The consultant's estimates should be available in the coming weeks.

Safe Pathways – The idea of merging the Large and Small Safe Pathway Programs into one Safe Pathway Program has been discussed with the Marin Public Works Association (MPWA). Measure AA currently appropriates 3% and 1% of funds to the Large and Small Safe Pathway Programs,

respectively. Small Safe Pathway projects are intended to be small projects that are lower cost, quick to implement, require less effort on pre-construction phases, and do not require Safe Routes Task Force review and concurrence. While the merger idea provides some appeal, MPWA decided that the best course of action is to remain status quo to ensure funding for small Safe Pathway projects. MPWA also noted that the current policy provides flexibility since excess funds from the Small Safe Pathway Program have been allowed to fund large Safe Pathway projects.

Local Infrastructure Reimbursement Process – Currently, funding for Local Infrastructure Category 2.1 is allocated in advance of expenditures, unique amongst TAM's standard expenditure reimbursement process. Staff proposes, and MPWA agreed, to consider moving towards a standard expense reimbursement process. This change does not require any change to the Expenditure Plan, and staff will advance this process through the Strategic Plan process.

Community Oversight Committee (COC) Membership – As part of the Measure B 10-year Expenditure Plan amendment adopted in February 2023, the language regarding the COC was modified to allow the Board the authority to review and adjust the COC membership structure when necessary. The COC's recommendation to the TAM Board was to add one or more new seats to address the needs and voices of Equity Priority Communities in Marin. However, the membership cannot be changed until both the Measure B and the Measure AA Expenditure Plans reflect a new membership roster. Therefore, staff and the COC are anticipating that amendments to the Measure AA Expenditure Plan would include language regarding COC membership that is consistent with the adopted 2023 Measure B Expenditure Plan.

Existing Commitments – The Expenditure Plan mandates that all existing commitments are honored in any amendments, particularly related to debt and/or contractual obligations. Attachment E shows the financial commitments of each subcategory of Measure AA and the duration of each commitment that cannot be altered until the commitment is fulfilled.

Public Outreach

Staff will be conducting public outreach on the Measure AA Expenditure Plan Review starting in August to educate the general public on the uses of local transportation funds and solicit feedback and priorities through engaging materials at pop-up events throughout the county. Given recent outreach such as for the CTP, staff is seeking a light touch in this case, with flyers, interactive posterboards and comment cards at 4-5 pop up events in various community events dispersed throughout the county (including north, central, south, and west county locations). Additional informational material is being developed, including a media toolkit and website content to support online distribution in addition to roadshow presentations to various community groups.

The Administration, Projects and Planning (AP&P) Executive Committee reviewed the Measure AA Expenditure Plan discussion at its July 14, 2025 meeting and inquired about input from the local public works directors, how "Reimagined Roadways" projects would be selected, what additional funding sources may be available for major roads, and inquired on crossing guard costs. Members of the AP&P Executive Committee also noted the growing senior population within the county and adequately addressing their needs in the expenditure plan process.

FISCAL CONSIDERATION

There are no fiscal impacts with providing updates on the Measure AA Expenditure Plan Review.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN

The Measure AA Expenditure Plan Review is identified in CTP 2050 as an early action in the implementation plan. CTP 2050 specifically notes that “to achieve the greatest benefit of the CTP”, the Measure AA Expenditure Plan review should “ensure funding criteria advance the CTP vision and goals” (page 92 of CTP 2050). Staff are reviewing Measure AA funding categories for alignment with the CTP vision, goals, strategies, and performance measures, and will identify opportunities to align the CTP and Measure AA Expenditure Plan for Board consideration.

NEXT STEPS

Staff will incorporate suggestions from the TAM Board, COC, stakeholders, and public outreach events, and continue the Measure AA Expenditure Plan Review process.

ATTACHMENTS

Attachment A – Measure AA Expenditure Plan Categories of Funding
Attachment B – PowerPoint Presentation
Attachment C – CTP Goals Alignment
Attachment D – CTP Strategies Alignment
Attachment E – Measure AA Funding Commitments

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Measure AA
Expenditure Plan Categories

IMPLEMENTATION CATEGORY	% OF SALES TAX FUNDS ALLOCATION
1. Reduce congestion on Highway 101 and adjacent roadways by leveraging non-local funds to accelerate completion of key multimodal projects.	7.0%
Provide local matching funds to accelerate the completion of the Marin Sonoma Narrows, to complete the 17-mile carpool lane and multi-use pathway facilities.	1.5%
Provide local matching funds to accelerate the completion of the Northbound Highway 101/ Eastbound I-580 Direct Connector, including the development of local enhancements to reduce impacts and enhance the facility for all users.	2.0%
Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county.	3.0%
Implement commute alternatives and trip reduction strategies to decrease Single Occupant Vehicle (SOV) trips, increase shared mobility, and reduce peak hour congestion throughout the county.	0.5%
2. Maintain, improve, and manage Marin's local transportation infrastructure, including roads, bikeways, sidewalks, and pathways to create a well-maintained and resilient transportation system.	26.5%
<p>Maintain and manage local roads to provide safe and well-maintained streets for all users. All investments will consider the needs of all users in accordance with local practices (i.e. "Complete Streets" practices) that have been adopted in each city, town, and the County. Improvements to maximize the efficiency, effectiveness, and resiliency of our transportation system to be determined by local jurisdictions and may include:</p> <ul style="list-style-type: none"> • Paving and repair to roadways, drainage, sidewalks and intersections • Bike lanes and paths • Safe pathways to transit and bus stop improvements • System enhancements to accommodate new technologies such as signal coordination, real time information • Investments to address congestion on local street and road corridors • Facilities and support including project management, technical services and outreach to support alternative fuel vehicles, electric vehicles, zero emission vehicles and autonomous vehicles • Municipal fleet conversion to alternative fuel vehicles including electric vehicles • Improvements to address sea level rise and flooding on local streets 	22.0%
Provide safe pathways for safe walking and biking access to schools.	3.0%
Develop projects to address and mitigate transportation impacts from sea level rise, including facilities to support alternative fuel vehicles including electric vehicles.	1.0%
Support operational improvements to local streets and roads through innovative technology.	0.5%

IMPLEMENTATION CATEGORY	% OF SALES TAX FUNDS ALLOCATION
3. Reduce school-related congestion and provide safer access to schools.	11.5%
Maintain the Safe Routes to Schools program.	3.5%
Expand the crossing guard program, providing funding for up to approximately 96 crossing guards throughout Marin County.	7.0%
Capital funding for small school safety related projects.	1.0%
4. Maintain and expand efficient and effective local transit services in Marin County, including services to schools and specialized service for seniors and persons with disabilities, to reduce congestion and meet community needs.	55.0%
<p>Maintain and improve existing levels of bus transit service in areas that can support productive fixed-route service throughout Marin County.</p> <ul style="list-style-type: none"> • Maintain a network of high productivity bus service in high volume corridors • Expand first and last mile transit services for residents and workers • Provide innovative services in communities that may not support traditional fixed-route service • Enhance public safety through Marin Transit's role in providing emergency mobility in the face of natural disaster • Provide funding for the Muir Woods Shuttle System 	33.0%
Maintain and expand the rural and recreational bus services including the West Marin Stagecoach.	3.0%
Maintain and expand transit services and programs for those with special needs – seniors and persons with disabilities including those who are low-income.	9.5%
<p>Provide transit services to schools in Marin County to reduce local congestion.</p> <ul style="list-style-type: none"> • Provide yellow bus services in partnership with local schools and parent organizations • Provide transit routes to schools along high performing corridors 	5.0%
<p>Invest in bus transit facilities for a clean and efficient transit system.</p> <ul style="list-style-type: none"> • Provide matching funds for the purchase of the green transit fleet including alternative fuel vehicles and electric vehicles • Support the role of Marin Transit in development of a renewed/relocated Bettini Bus Hub • Support the development of a local bus maintenance facility • Improve passenger amenities at bus stops, including real-time transit information 	4.0%
<p>Expand access to ferries and regional transit, managed by Golden Gate Transit.</p> <ul style="list-style-type: none"> • Expand and maintain connecting ferry shuttle services to address first and last mile connections • Expand and maintain remote parking locations and other strategies to expand regional transit access for Marin's residents and commuters • Expand first and last mile access to regional transit services for access to jobs in Marin County 	0.5%
TOTAL	100.0%

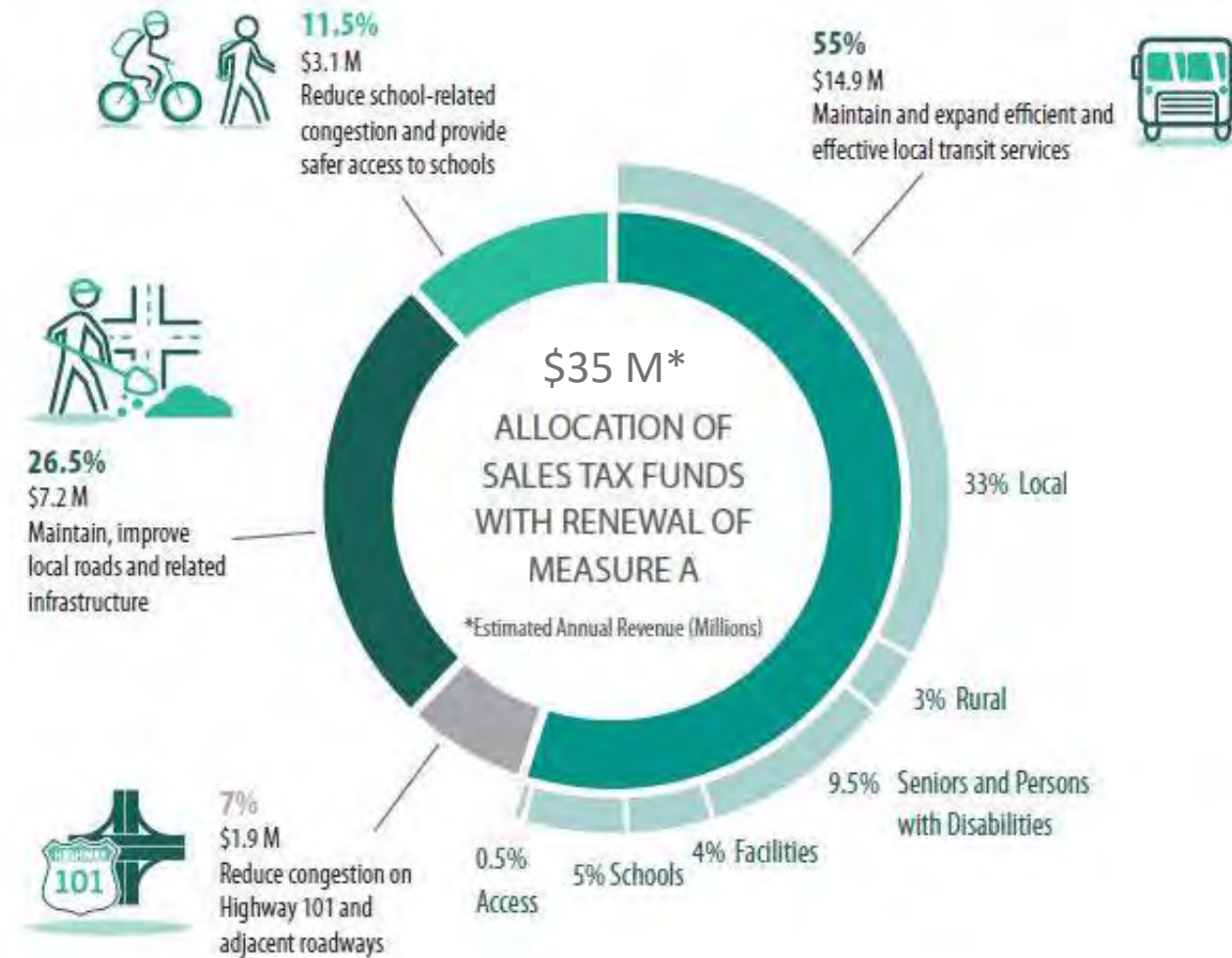


Measure AA Expenditure Plan Review Process Update

Transportation Authority of Marin
Board of Commissioners

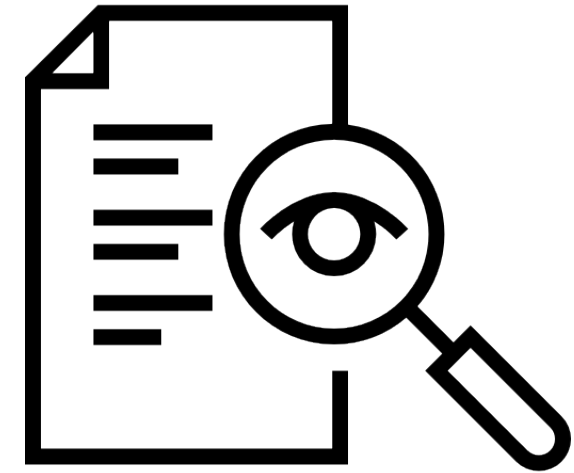
July 24, 2025

Measure AA 30-Year Renewal in 2018 – 76.7% Approval



Review Requirement

Measure AA Policy for TAM to review the Expenditure Plan every six years



Purpose of the review:

- Respond to a rapidly evolving transportation landscape
- Incorporate innovations
- Reflect current priorities
- Consider amendments or Status Quo

Measure AA Review Process



Overall Feedback to Date

General

- Measure AA provides many highly visible programs and addresses community needs
- Recipients value Measure AA as flexible funding
- Short window of implementation since voter approval
- Cost increases/inflation across all areas
- Opportunities to align Measure AA with CTP

Structure of Measure

- Measure AA focused on Operations and Maintenance, limited ability to accommodate new needs
- Several small programs: can/should these be adjusted (SLR, Innovation, TDM, etc.)
- Incentives for jurisdictions to address policy goals (safety, fire, etc.)

Administrative

- Establish Performance Measures
- Opportunity to streamline & align Measure AA and B review timelines
- COC membership
- Carefully consider whether changes need to be in Strategic Plan or Expenditure Plan

CTP 2050 Alignment

- CTP 2050 Implementation Action: “Ensure funding criteria advance the CTP vision and goals”
- Measure AA is the largest recurring revenue source for TAM
- Staff review findings:
 - Measure AA aligned with Fix it First and School Transportation Strategies
 - Goals of Safety and Equity can be integrated further into Measure Categories through expenditure plan process, and work is being done through existing Board direction
 - Goal of Sustainability is well integrated into existing measure, and adaptation is integrated in focused efforts or largely N/A
 - Many CTP Strategies do not have funding and were identified as high priority by the public and Board

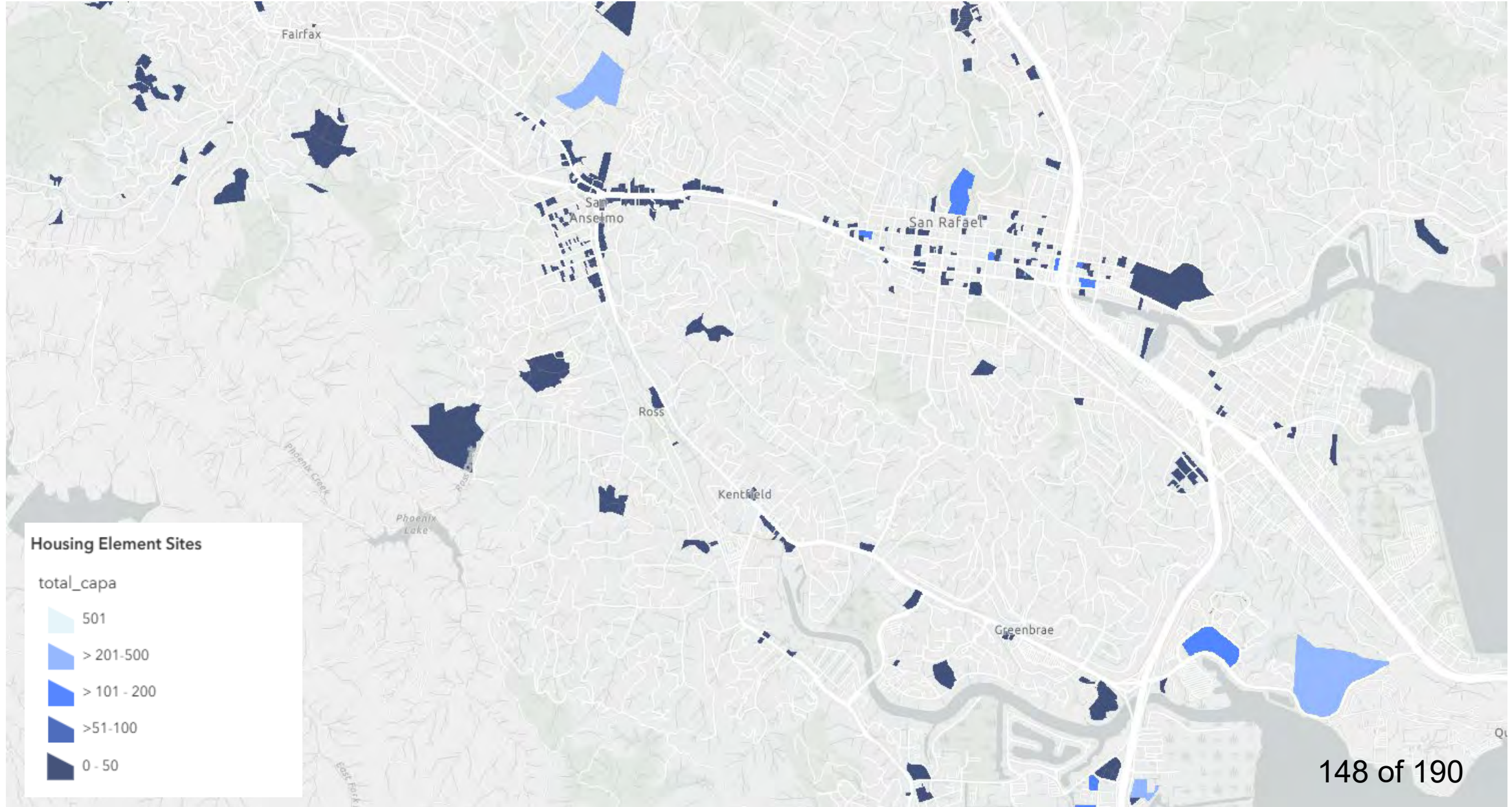


Emerging Discussion – Major Roads Revisited

- Request to reconsider Measure A – Major Road Category (previously funded 9 projects)
 - Miller Avenue and E. Blithedale Avenue in Mill Valley
 - Sir Francis Drake in Ross Valley (2) and West Marin (2)
 - 3rd Street and 4th Street in San Rafael
 - Novato Blvd (in progress)
- In Measure AA
 - This program was combined into LSR Category 2.1 to grow overall LSR funding (from 13.25% to 22%)
 - \$2.35M off the top annually until FY32 to fund the original projects
- SB1 gas tax funds also go to local roads
- Pavement Condition Index is flat, or has reduced in many jurisdictions



Responding to Housing Element Growth



MPWA Discussion

Key Questions, How Do We:

- Address larger capital project need?
- Collectively plan for the next generation or “Reimagined Roadways”?
- Generate funds for Project Development/get to construction ready?

MPWA Support For:

- Identifying projects collectively
- Identifying new revenue measures for major roads
- A cost share approach

MPWA Concern Over:

- Funds and ability to deliver on Major Roads needs
- Addressing housing growth impacts on local roads
- MPWA felt that Pavement Maintenance is the priority over modernization or new capital projects

Draft

Measure AA Expenditure Plan for Local Infrastructure			
	Local Roads - Current 22%	Reintroduce Major Road Category 75/25	
		Local Roads - 16.5%	Major Roads - 5.5%
Belvedere	\$63,490	\$47,618	
Corte Madera	\$240,618	\$180,464	
Fairfax	\$180,859	\$135,644	
Larkspur	\$266,420	\$199,815	
Mill Valley	\$359,661	\$269,746	
Novato	\$1,170,810	\$878,108	
Ross	\$64,076	\$48,057	
San Anselmo	\$289,688	\$217,266	
San Rafael	\$1,294,166	\$970,625	
Sausalito	\$179,161	\$134,371	
Tiburon	\$220,669	\$165,502	
County	\$2,199,051	\$1,649,288	
Total Available	\$6,528,669	\$4,896,502	\$1,632,167

“Reimagined Roadways” Discussion

- Seeking feedback on initial proposal
 - Advance project development for larger capital projects?
- To be determined
 - Program Costs
 - Program Funding Tradeoffs
 - Program Eligibilities
 - Project Lists
 - Project Delivery Approach
 - CTP elements required to be considered
 - Construction Funding Plan



ChatGPT's 2050 vision for Bridgeway. Sourced: July 2025

Crossing Guard Program

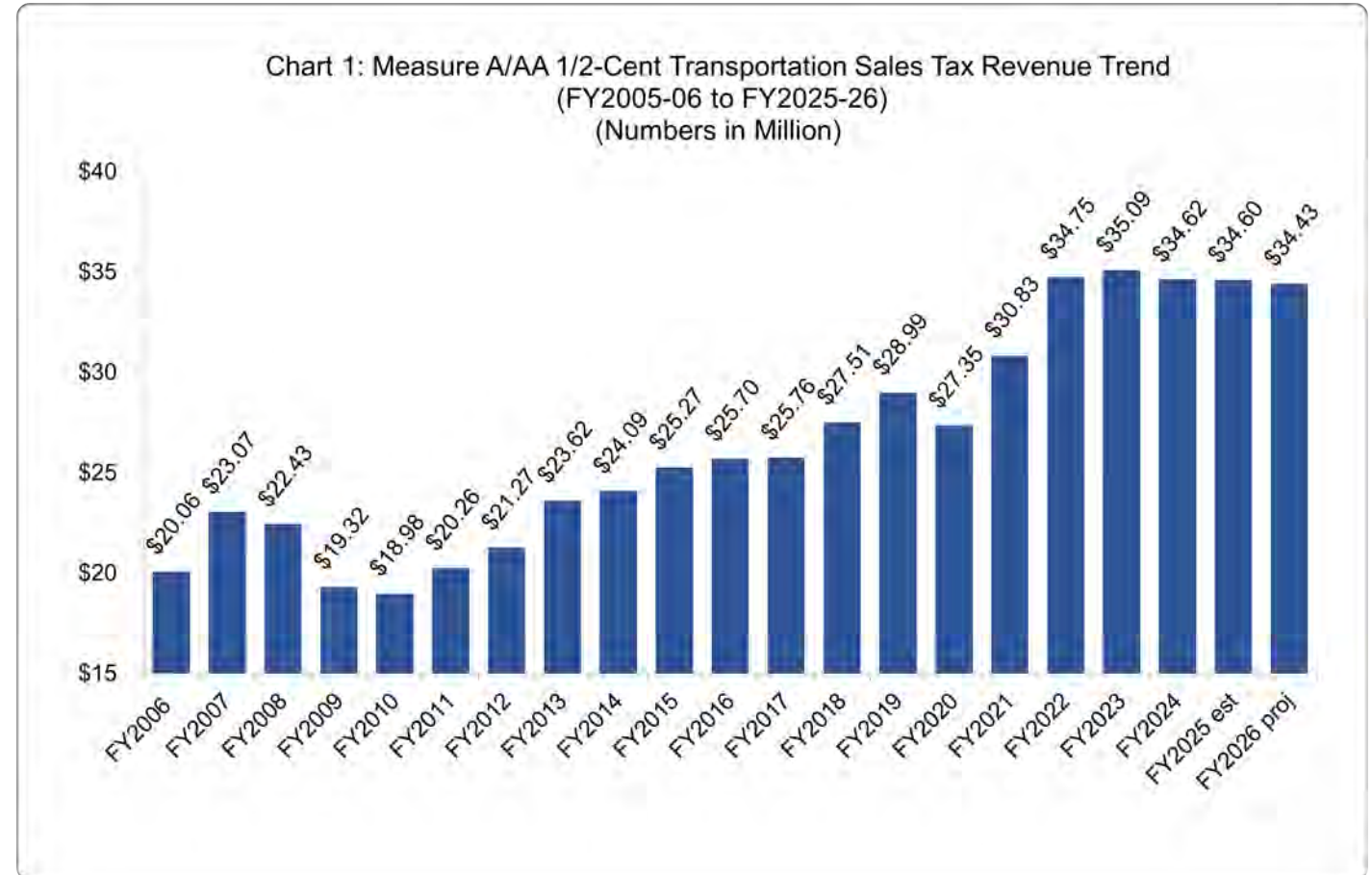


- 96 Guard locations identified in Measure AA
- Costs outpace revenues
- Additional funding will be required

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

Upcoming Activities – Financial Projections

- Consultant currently conducting update of 25-year forecast of sales tax revenue
- Lower annual revenue growth rate than 2018 projections
- Higher revenues overall due to online sales
- Anticipated revenue to meet or possibly exceed 2018 forecasts



Additional Considerations



- Safe Pathways – proposal to merge Large and Small Programs not advanced
- Local Infrastructure reimbursement process – move to expense reimbursement (does not require an Expenditure Plan amendment)
- Community Oversight Committee (COC) Membership – amend language regarding COC membership in Measure AA
Expenditure Plan to be consistent with the adopted 2023 Measure B Expenditure Plan

Upcoming Activities – Outreach

Outreach Focus

- Education on Measure AA uses and accomplishments
- Solicit feedback/priorities
- Light touch, given recent extensive outreach efforts

Pop-Up Events Scheduled for August

- 4-5 events in areas of the county (north, central, south, west)
- Flyers, interactive board, giveaways

Additional Outreach Tools

- Online toolkit, webpage content, also being developed
- Presentations to TAM Committees and Roadshow Presentations
- Outreach Summary Report



Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
Expenditure Plan in Effect for Six Years	March 31, 2025
Public Outreach Process	April-December 2025
Present Draft Amended Expenditure Plan to TAM Executive Committee and Board	September-December 2025
TAM Board Opens 45-day comment period/hearing for any changes proposed	January 2026
TAM Board Adopts Amended Measure AA Expenditure Plan	March 2026
Present Amended Expenditure Plan to Cities, Towns, and County for Approval	March/April 2026
Identify Expenditure Plan changes in TAM FY2026-27 Budget Process	April 2026

Questions and Feedback

- How to better align local and TAM policy direction
- Feedback on “Reimagined Roadways” proposal
- Crossing Guard Program questions



Measure AA Alignment with CTP Goals - DRAFT

	Goal Alignment					
	SAFETY: Does the category align with the Safe System Approach?	EQUITY: Does the category reduce (or plan to reduce) travel disparities for one or more of the CTP equity populations:			SUSTAINABILITY: Does the category reduce negative environmental effects and consider adaptation to fire, flood, and other extreme climate changes?	
	Does the program prioritize the elimination of crashes that result in death and serious injuries?	Historically Underserved	Non-drivers	Vulnerable road users	Reduce Environmental Effects	Considers Adaptation
Measure AA						
Category 1.1 Marin Sonoma Narrows	+	No	Yes	No	Partial	Yes
Category 1.2 US 101/580 Multimodal Local Access Improvement Projects	+	Yes	Yes	TBD	Partial	TBD
Category 1.3 Local Interchanges	+	TBD	Yes	TBD	TBD	Yes
Category 1.4 Commute Alternatives	N/A	Yes	Yes	No	Yes	N/A
Category 2.1 Local Transportation Infrastructure	+	No	No	No	Partial	No
Category 2.2 Safe Pathways	++	No	Yes	Yes	Yes	No
Category 2.3 Sea Level Rise	N/A	Yes	Yes	Yes	Yes	Yes
Category 2.4 Innovative Technology	TBD	TBD	TBD	TBD	TBD	TBD
Category 3.1 Safe Routes to Schools	++	Yes	Yes	Yes	Yes	N/A
Category 3.2 Crossing Guard Program	++	No	Yes	Yes	Yes	N/A
Category 3.3 Small School Safety Projects	+	No	Yes	Yes	Yes	N/A
Category 4.1 Bus Transit Service	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.2 Rural/Recreational Bus Services	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.3 Transit Services for Special Needs	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.4 Transit Services to Schools	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.5 Bus Transit Facilities	N/A	Yes	Yes	Yes	Yes	Yes
Category 4.6 Ferries and Regional Transit	N/A	No	Yes	Yes	Yes	N/A
* Priority is set at the jurisdictional level.						

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Measure AA Alignment with CTP Strategies - DRAFT

	CTP 2050 Adopted Strategies													
	Fix it First (and Better)	Easy and Safe School Travel	Safe Travel for All	Accessible & Walkable Communities	Equity Community Investments	Regional Connectivity	Complete Active Transportation Network	Higher Quality Transit	Connected and Complete Community Corridors	Travel Education and Assistance	Zero Emission Vehicles	Adaptation to Climate Change	Visitor Travel Management	Transportation Data & System Management
Measure AA														
Category 1.1 Marin Sonoma Narrows	Yes					Yes								
Category 1.2 US 101/580 Multimodal Local Access	Yes					Yes			Yes					
Category 1.3 Local Interchanges	Yes								Yes					
Category 1.4 Commute Alternatives										Yes				
Category 2.1 Local Transportation Infrastructure	Yes													
Category 2.2 Safe Pathways	Yes	Yes												
Category 2.3 Sea Level Rise												Yes		
Category 2.4 Innovative Technology			Yes	Yes			Yes					Yes		Yes
Category 3.1 Safe Routes to Schools	Yes	Yes												
Category 3.2 Crossing Guard Program		Yes												
Category 3.3 Small School Safety Projects	Yes	Yes												
Category 4.1 Bus Transit Service	Yes	Partial												
Category 4.2 Rural/Recreational Bus Services													Yes	
Category 4.3 Transit Services for Special Needs										Yes				
Category 4.4 Transit Services to Schools		Yes												
Category 4.5 Bus Transit Facilities	Yes							Yes						
Category 4.6 Ferries and Regional Transit								Yes	Yes					
<div>Yes</div> <div>Category provides direct benefits to CTP strategy.</div> <div></div> <div>Category provides some benefits or indirect benefits to CTP strategy.</div>														

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Transportation Authority of Marin
Status of Programmed Funds

June, 2025

	EP	Status
Major Road Set Aside	%	
Meas A Major Road Set Aside	N/A	Obligated through FY 31/32
Category 1 - Highway 101 & Adjacent Roads	%	
Category 1.1 Marin Sonoma Narrows	1.5%	Fully Obligated
Category 1.2 Hwy 101/580 Direct Connector	2.0%	Consultant Contract expires FY 28/29
Category 1.3 Local Interchanges	3.0%	Consultant Contract expires FY 25/26
Category 1.4 Commute Alternatives	0.5%	Consultant Contract expires FY 25/26, 1 year extension available
Subtotal	7.0%	
Category 2 - Local Transportation Infrastructure	%	
Category 2.1 Local Transportation Infrastructure	22.0%	
Category 2.2 Safe Pathways	3.0%	Obligated through FY 28/29
Category 2.3 Sea Level Rise	1.0%	Consultant Contract expires FY 25/26, extensions available
Category 2.4 Innovative Technology	0.5%	
Subtotal	26.5%	
Category 3 - School-Related Congestion	%	
Category 3.1 Safe Routes to Schools	3.5%	Consultant Contract expires FY 25/26, two additional one year extensions
Category 3.2 Cross Guard Program	7.0%	Consultant Contract expires FY 25/26, two additional one year extensions
Category 3.3 Small School Safety Projects	1.0%	Obligated through FY 28/29
Subtotal	11.5%	
Category 4 - Local Transit Services	%	
Category 4.1 Bus Transit Service	33.0%	
Category 4.2 Rural/Recreational Bus Services	3.0%	
Category 4.3 Transit Services for Special Needs	9.5%	
Category 4.4 Transit Services to Schools	5.0%	
Category 4.5 Bus Transit Facilities	4.0%	
Category 4.6 Ferries and Regional Transit	0.5%	
Subtotal	55.0%	

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DATE: July 24, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Countywide Transportation Plan Implementation Update (Discussion), Agenda Item No. 10

RECOMMENDATION

This is a discussion item.

BACKGROUND

In December 2024, the TAM Board adopted Marin County's first Countywide Transportation Plan, CTP 2050, after a robust community, stakeholder and Board engagement process. This 18-month process resulted in a final document released in March 2025, including an executive summary, fact sheet, and main report and appendices that are available on the TAM website here: <https://www.tam.ca.gov/ctp/>.

The CTP 2050 Vision to “advance Safe, Equitable and Sustainable Transportation, together” is accompanied by goal statements to further define this vision statement. To implement this vision, CTP 2050 includes 15 strategies (that group and defines project, program and investment types) and a series of implementation activities. CTP 2050 also includes performance measures for TAM and partner agencies to monitor and track outcomes.

These elements of the plan work together as a framework for transportation over the next 30 years and strategically focus on current and emerging challenges during this long-term horizon. Sea level rise, carbon emissions, wildfire risk, housing growth, changing demographics, and other factors are all going to grow the transportation challenges we face. The plan provides flexibility to meet these needs over time through policy, specific transportation networks and specific example projects subject to further TAM Board and local jurisdiction approvals.

DISCUSSION/ANALYSIS

With the plan adopted, staff have been meeting internally and with partners on a wide range of implementation activities to better align planning with funding and project delivery. TAM wears many hats in development of Marin's Transportation System including:

- convening local agencies and facilitating impactful transportation discussions,
- distributing funding from local, regional, state and federal agencies,
- developing local approaches to effectively compete for funds, and
- delivering projects that improve our local communities.

Through these roles, TAM has worked to modify approaches and align the intent with the CTP goals. This work will continue, and staff are working with partner agencies to develop paths forward to address our challenges.

It's important to note that much of this work will require systemic shifts in our thinking around transportation and community needs. For example, one of these monumental shifts is calling for complete networks of transportation, not the traditional piece by piece project delivery that can result in limited progress.

Additionally, Marin will need strong partnerships from local, regional, state and federal partners in delivering the plan. Of particular note are recent challenges in delivering local roadway improvement projects; a partnership approach can help address and increase the successful implementation of projects.

Finally, as a plan for our transportation system, a wide range of technical information is available including maps and data to help guide future decisions and investments and help agencies compete for funding. There are also 29 performance measures that will help us monitor performance against plan goals, and across key areas of mobility, safety, land use, and climate resiliency.

At the meeting, staff will provide an update on the progress made so far on the implementation activities (Attachment A), with further details provided in Attachment B.

RELATIONSHIP TO CTP

This item advances CTP 2050's commitment for regular updates to the TAM Board.

FISCAL CONSIDERATION

There are no fiscal impacts associated with this presentation. Various CTP implementation actions will have associated costs, and TAM staff would return to the TAM Board for any needed budget or approval items.

NEXT STEPS

Staff will continue to advance CTP Implementation and are seeking feedback from the Board on next steps.

ATTACHMENTS

Attachment A – Staff Presentation
Attachment B – CTP Implementation Progress Matrix



Item 10 - Attachment A

Countywide Transportation Plan (CTP) Update

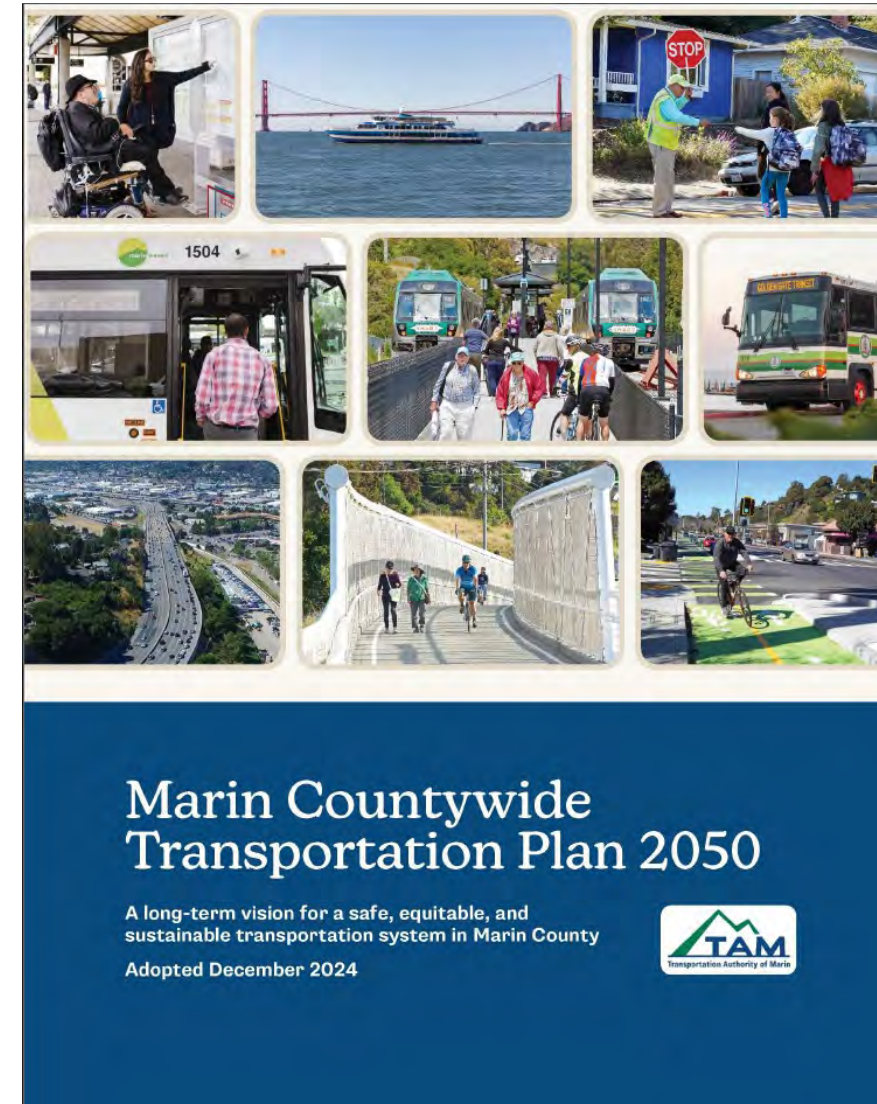
Transportation Authority of Marin

Board of Commissioners

July 24, 2025

Marin County's First Countywide Transportation Plan

- CTP 2050 adopted in December 2024
- Final document released in March 2025
- Plan available online:
 - <https://www.tam.ca.gov/ctp/>
- Key Documents include:
 - Executive Summary
 - Fact Sheet
 - Final Document
 - Appendices
 - Including Equity Mapbook



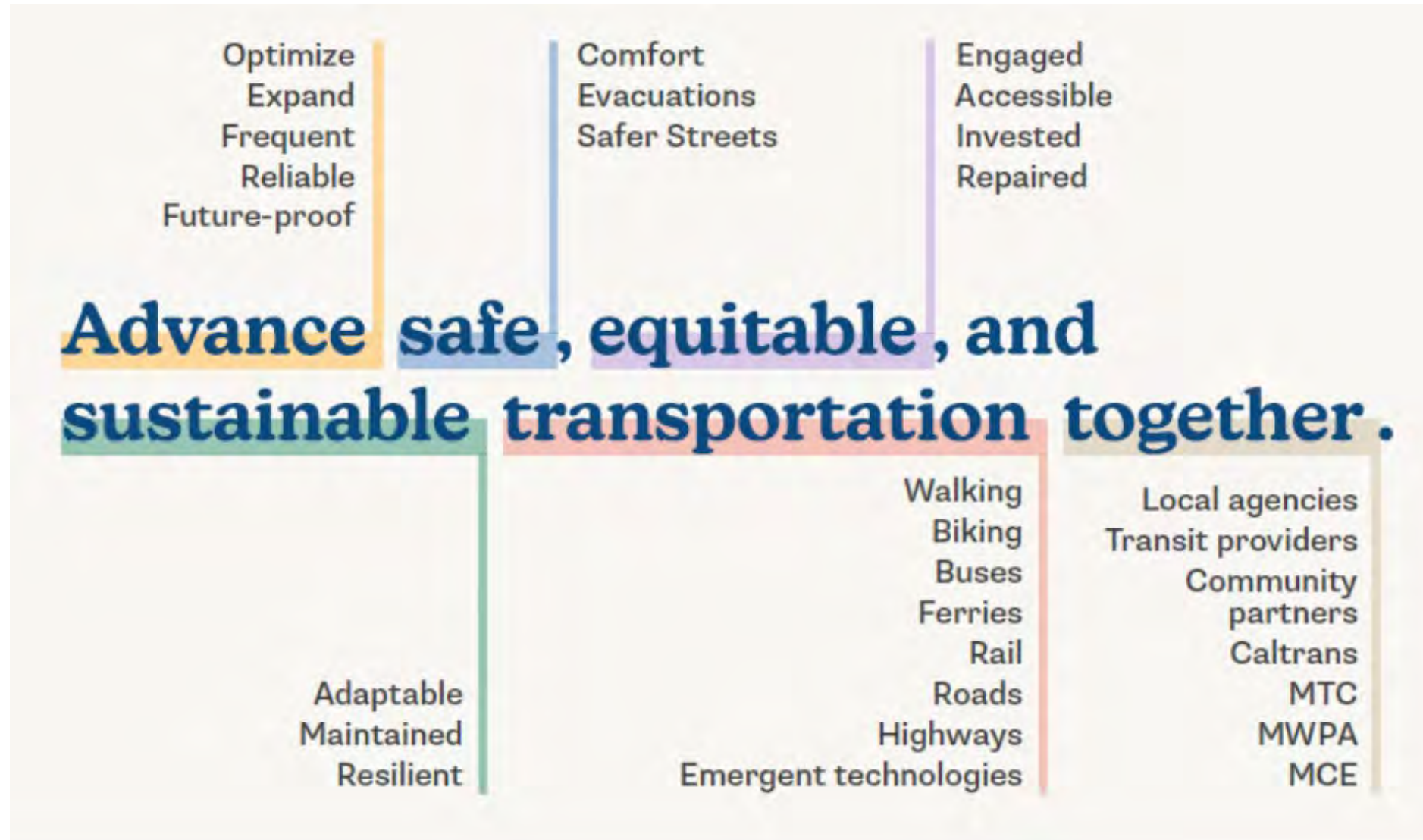
Many Voices Shaped the CTP

- Technical Advisory Committee
- Equity Working Group
- Board Ad Hoc Committee
- 3 CTP Workshops with TAM Board
- Pop Up Events
- Public Survey
- Focus Groups
- Roadshow Presentations

Timeline of Meetings with County, Community, and Advocacy Groups



CTP 2050 Vision

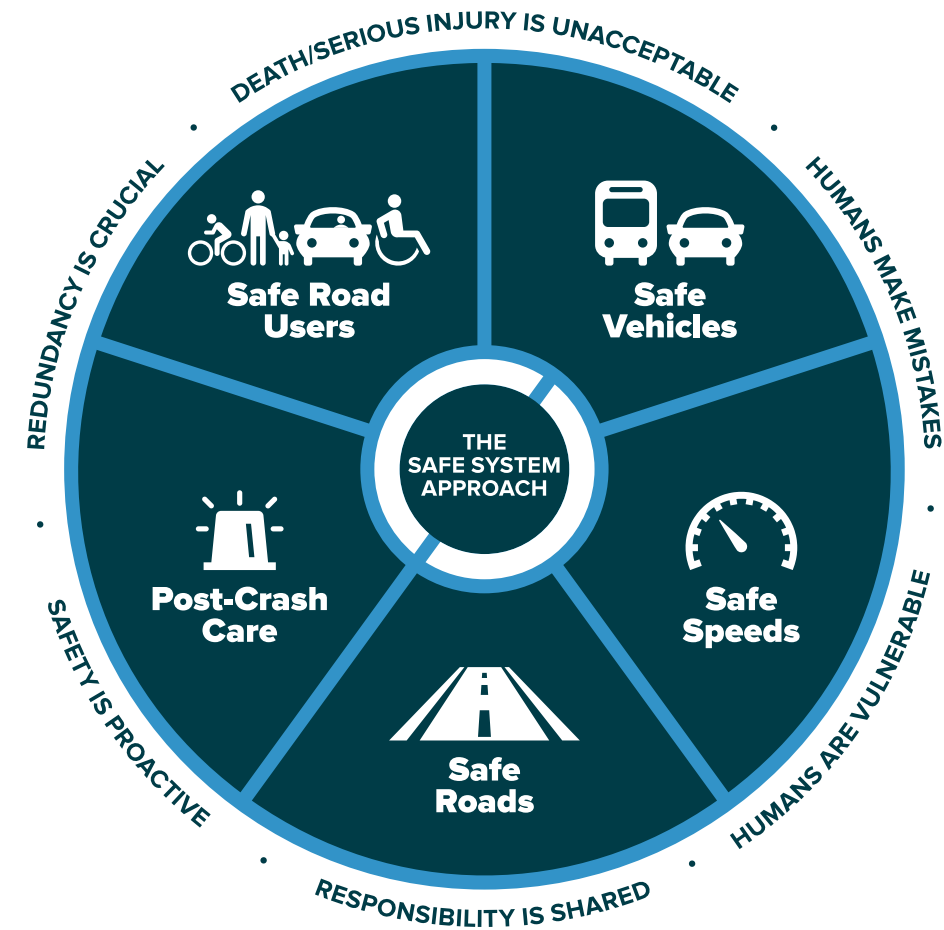


A GOAL TOWARDS SAFE TRANSPORTATION A Safe Network with Multimodal Solutions

Comfort
Evacuations
Safer Streets

safe,

Develop Marin's pedestrian, bicycle, bus, ferry, rail, and road network in ways that improve safety, efficiency, connectivity, and public health.



A New Direction

In crash categories, out of all 58 counties in the state, Marin County is ranked...



#1 (“worst”) for bicyclists under age 15

Crashes where victims were killed or injured and a bicyclist under age 15 was involved



#4 for bicyclists

Crashes where victims were killed or injured and a bicyclist was involved



#4 for pedestrians age 65 or older

Crashes where victims were killed or injured and a pedestrian age 65 or older was involved



#25 for pedestrians

Crashes where victims were killed or injured and a pedestrian was involved

California Office of Traffic Safety (OTS), 2021.

The Safe System approach aims to eliminate fatal and serious injuries for all road users by:



Accommodating human mistakes



Keeping impacts on the human body at tolerable levels

A GOAL TOWARDS EQUITABLE TRANSPORTATION

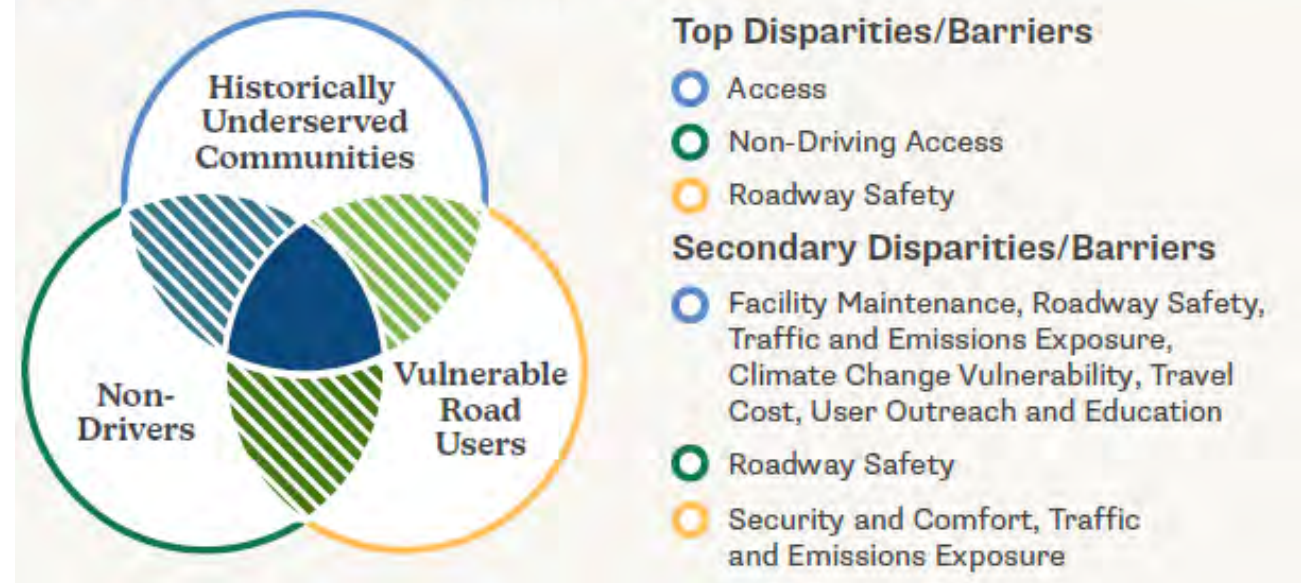
An Equitable System Accessible and Affordable for All

Engage
Accessible
Invest
Repair

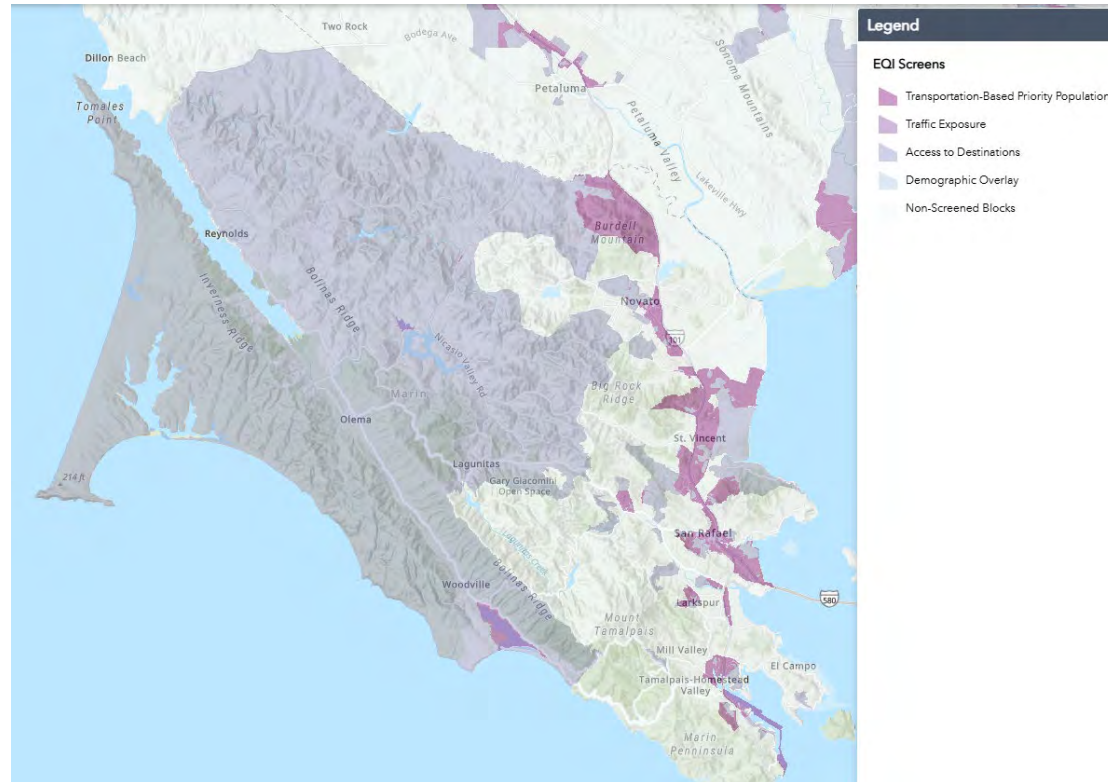
equitable,

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

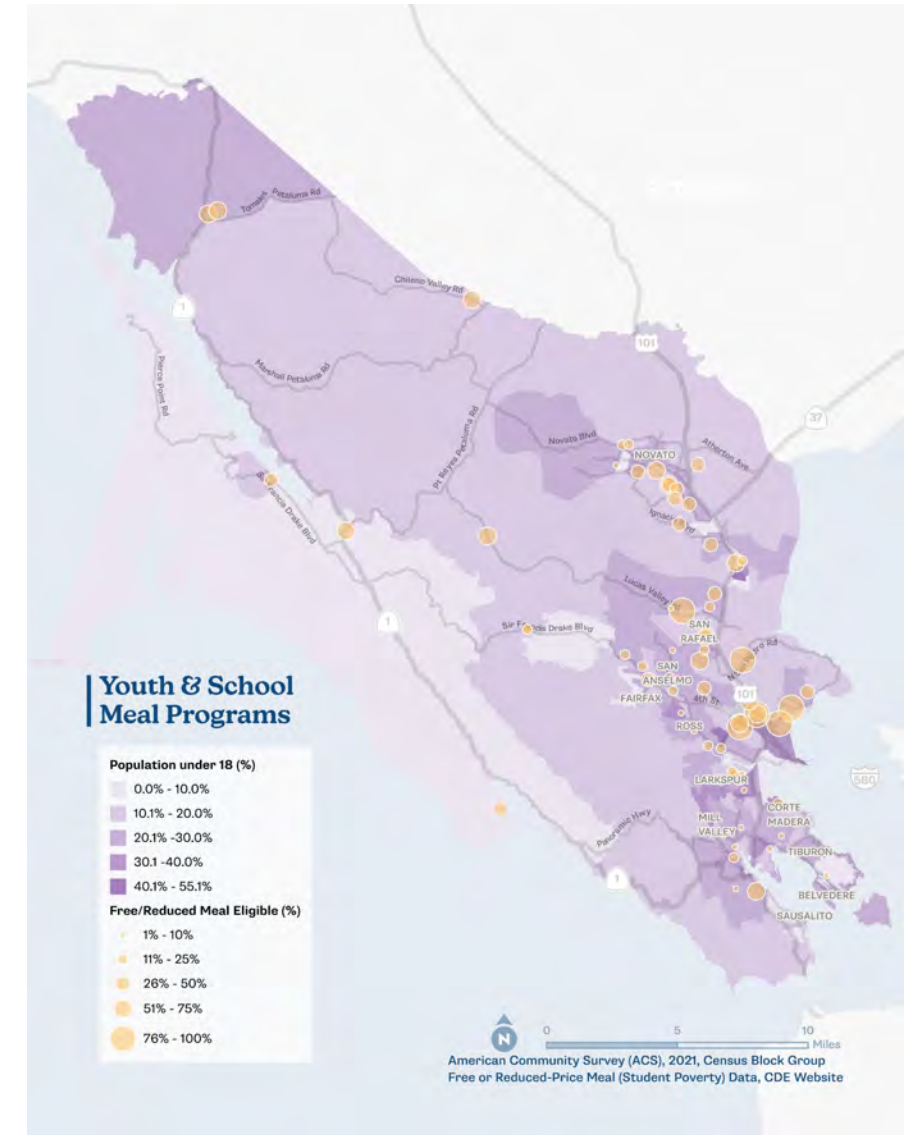
Equity Populations and Travel Disparities



Equity Mapbook & Implementation Guide



Caltrans Transportation Equity Index



A GOAL TOWARDS SUSTAINABLE TRANSPORTATION

A Sustainable Future Built on Innovation and Resilience

Adaptable
Maintained
Resilient

sustainable,

In this new era of climate change, sustainability in transportation planning involves mitigating local environmental degradation while adapting infrastructure and system operations to account for more extreme temperatures, storm events, fire risk, and sea level rise.

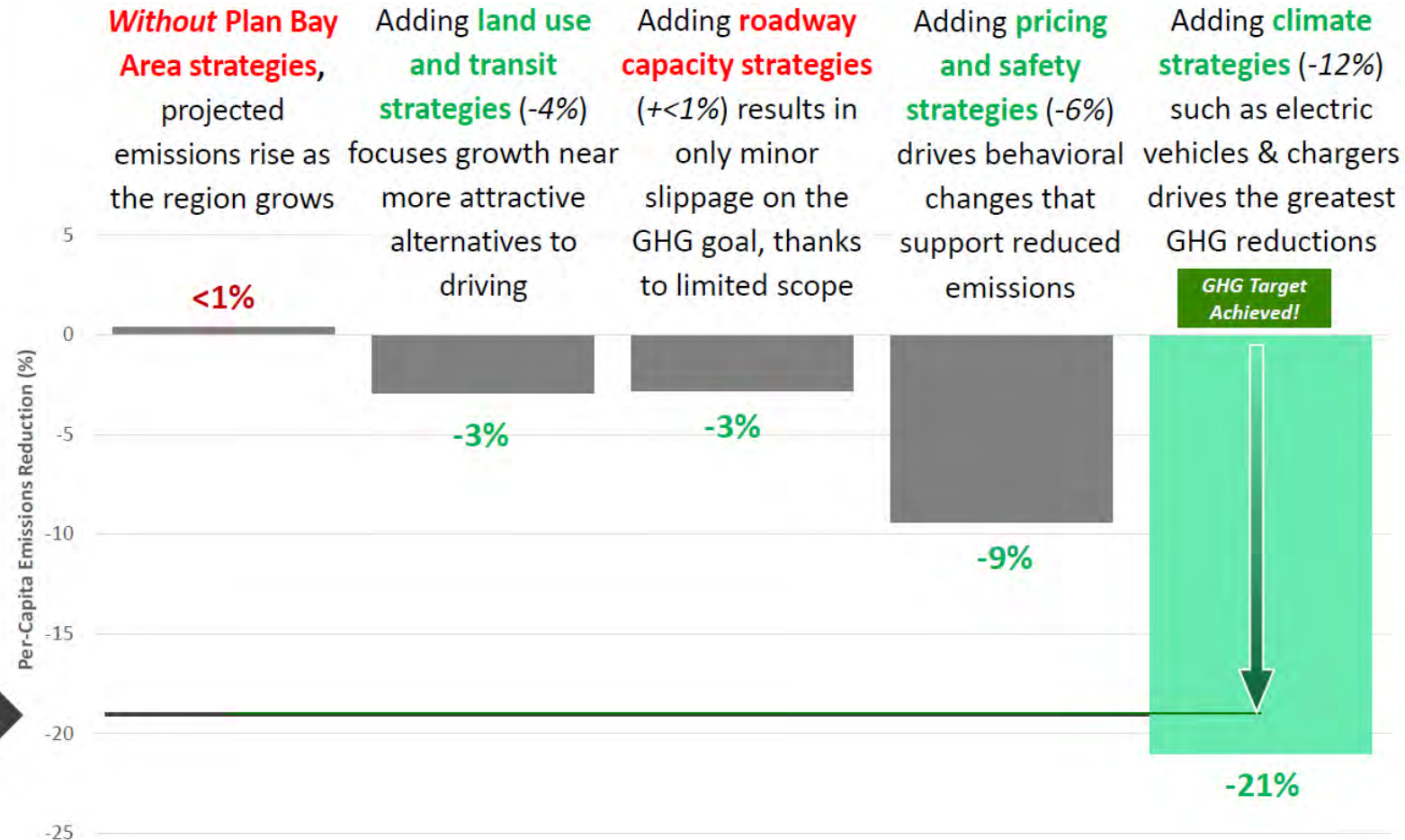


10

CTP 2050 and Plan Bay Area (PBA) 2050+

- PBA 2050+ uses Land Use, Transportation, Pricing, & Environmental Strategies
- CTP 2050 supports the Transportation Strategies of PBA

Note: CARB has final approval over the technical methodologies & assumptions used to quantify GHG impacts and may require different or more conservative assumptions.



CTP Implementation Activities – Early Action Items

- All early action items have been initiated

CTP 2050 Implementation Activity	Lead	Key Partners
Early Actions		
TAM Technical Working Group (TWG)	TAM	Local Jurisdictions & Transit Operators
TAM Equity Working Group (EWG)	TAM	Community Partners, Marin Transit
Evaluation of Existing Programs & CTP Alignment	TAM	Local Jurisdictions & Transit Operators
Measure AA Review	TAM	Local Jurisdictions & Transit Operators

- Additional near-term activities include:
 - CTP Guidance developed
 - Local Streets and Roads – Drafted in May
 - Community Corridors – Draft expected in August
 - Programming activities aligned with CTP 2050
 - Safe Pathways, Innovation, and TDA/TFCA/Measure B Call for Projects

Early Action Items – LSR Reporting

Measure AA Local Streets and Roads

- Allocation Request Forms were modified to assess CTP Alignment, Local Bike/Ped Plan, and Climate Action Plan goals

Results:

- CTP alignment baseline established
- Two Jurisdictions did not provide project details
- Fiscal Sustainability noted by respondents as additional goal
- Investments on High Collision Network or SLR vulnerable areas flagged, but design not assessed

Number of Jurisdictions addressing CTP Goals with LSR Funding



CTP Implementation Activities – Works in Progress

TAM ACTION ITEM	Program Type	Progress	Resource Needs
Transportation Project Planning & Development	Planning	Ongoing – Some projects advancing, some challenges with staff resources and jurisdictional coordination	Staffing (Local and TAM) & Funding
MASCOTS	Transit	Underway – Draft Recommendations developed for public outreach this summer	Funding Plan presented in July
Sea Level Rise Study	Planning	Nearing Completion – SLR study finished in June, coordination on Voluntary Adaptation Policy and Design Principles as next step.	Staffing (Local and TAM)
Marin-Sonoma Narrows Project and Closure of HOV Gap on US-101	Project Delivery	Nearing Completion – Summer 2025 Completion, HOV hours Determined, Mode shift campaign being developed	Funding
Advancement of Part-Time Transit Lanes on US-101	Project Delivery	Initiated – Procurement nearing completion for PID/PAED.	Future funding needs. Current Phase is fully funded.
Richmond San Rafael Bridge Forward Suite of Corridor Improvements	Project Delivery	Ongoing – Awaiting BCDC decision on Pilot project, ORT & Plaza improvements in 2026	Not identified
Redwood Bikeshare Pilot	Program	In Operation – Full system launched	Future funding needs
LRSP Adoption & VZ Implementation	Planning	Many Jurisdictions have not adopted, since initial wave of adoption	Not identified
TAM Equity Action Plan	Planning	Many Actions completed – Wrap into Equity Working Group	N/A

CTP Implementation Activities – Initiate New Efforts

TAM ACTION ITEM	Program Type	Progress	Resource Needs
Traffic Signal Modernization Study & Implementation	Planning	Initiated – MTC in Procurement, fall 2025 consultant onboard	Future funding needs. Current Planning phase is fully funded
<u>Update</u> to Coordinated Countywide School Transportation Study	Planning	No Action – Safe Routes Evaluation and progress report being scoped, and School Access Safety Plan grant secured and contractor onboarded.	Funding TBD. Potential future grant
Countywide Primary ATP Network & Coordinated Grant Approach	Planning/ Project Delivery	No Action – Scope developed, unsuccessful Caltrans planning grant application announced June 2025.	Funding TBD. Potential future grant
Advance Mobility Hubs	Planning/ Project Delivery	Underway – Marin County Mobility Hub Plan expected Winter 2025/26.	Local Jurisdiction Staff
VMT Toolkit Development	Planning	Underway – Marin County VMT Toolkit in development, limited progress due to model schedule delays.	Local Jurisdiction Staff

CTP Implementation Activities – Establish New Processes

- Data Management Program
 - Strategic Data Plan and Scope Drafted
- Resources/Grants needed to support School Transportation and Visitor Travel Committees

TAM ACTION ITEM	Program Type	Progress	Resource Needs
Establish Data Management Plan	Planning	Initiated – GIS licenses secured. Progress on Draft program, will advance in summer/fall 2025.	Ongoing Funding / Staffing Plan being developed.
Establish School Transportation Committee	Facilitation	No Action	Funding TBD. Potential future grant
Establish Marin Visitor Travel Collaborative	Facilitation	No Action	Funding TBD. Potential future grant

CTP Implementation Activities – Led By Others

ACTION ITEM – LED BY OTHERS	Program		Resource Need
	Type	Progress	
Land Use Planning & Development	Planning	Initiated – Working on project notification process, exploring opportunities to support transportation system under new state housing laws.	Local Objective Design Standards Development for Transportation
Identify new PDAs (Local Jurisdictions)	Planning	No action – MTC revising PDA program in future Plan Bay Area Program.	No action needed at this time
MTC TOC Policy Compliance, Specific Plans for Existing PDAs	Planning	Limited initiation – TOC Policy compliance TBD; Specific Plan for Southeast San Rafael initiated, no updates on Northgate PDA.	Local Staffing
VMT Policy Adoption and Transportation Impact Analysis Guidelines (Local Jurisdictions)	Planning	No Action	TBD
Explore Future of Flexible Transit Services for non-drivers (MTC/MCTD)	Transit	Ongoing – Marin Transit Mobility Wallet launched in July 2025.	TBD
Support ZEV Funding Opportunities (MCE)	Project Delivery	Ongoing – Issued Request for Information to inform EV charging Operations and Maintenance needs.	TBD

Measuring Performance

CTP 2050 PERFORMANCE MEASURES	Unit
Achieving carbon neutrality for the transportation sector in Marin County through implementation of programs supporting clean vehicles and fuels, supporting sustainable development, and meeting VMT reduction goals.	GHG emissions
Percent of population within 15-minute walk of high-quality transit service (defined as all rail and ferry stations as well as fixed route bus service with intervals no longer than 15 minutes)	%
Transit System Ridership: total riders using fixed route services, total riders using demand response routes, total riders using regional routes, and total riders using flexible ride services (i.e., paratransit and private providers as data is available)	#, Annual Ridership (tracked separately by route type)
Percent of CTP Primary Active Transportation Network completed	%
Percent of Transit Corridors with priority treatments	%
Fatal and serious injury crashes on High Collision Network (HCN) identified in Marin County Local Roadway Safety Plan (LRSP)	#, 5-Year Average of Collisions
California Office of Traffic Safety (OTS) countywide rankings	Ranking
School transportation coordination process implemented with School districts, Marin Transit, and TAM	Yes / No / Partial
Percent of students making green trips	%
Percent of school funding going to schools in areas meeting federal childhood poverty thresholds	%
Progress in implementing Community Based Transportation Plan (CBTP) projects and programs (% of action plans that are complete)	%
Increase in Class 1, protected and/or separated multi-use paths	#, Centerline Miles
Number of projects that mitigate or directly address SLR risk; number of projects that improve wildfire evacuation	#, Total Projects
Number of Green/Cool streets or innovative climate treatments in local streets and roads projects	#, Total Projects

CTP 2050 PERFORMANCE MEASURES	Unit
Percent of public fleets in Marin County that are compliant with CARB ZEV fleet requirements	%
Number of public EV chargers in Marin County	#
Improvement in road pavement conditions (scored using Pavement Condition Index (PCI))	#, Average PCI
Percent of agencies with SB 743 VMT reduction policies	%
Transit speed and reliability performance on transit priority corridors	Route speeds, On-time performance
Average hours of delay on US 101 and variation in best and worst average hours of delay	#, Daily Time
Number of projects implemented that add connectivity or improve the safety and comfort of existing connections for communities disconnected by major roads and freeways	#, Total Projects
Number of projects that remove travel barriers for historically underserved, vulnerable road user, or non-driver populations	#, Total Projects
Percent of major transit station areas compliant with MTC TOC Policy	%
Percent of overall housing units planned and permitted within Priority Development Areas (PDA) or Transit Priority Areas (TPA)	%
Visitor travel coordination process implemented with Marin Visitor Travel Collaborative	Yes / No / Partial
Overall participation in Marin Commutes Program	#, participating individuals
Describe how TAM Board actions would support accomplishing CTP 2050 vision, goals, strategies, in future staff reports. Present an update on CTP 2050 metrics to the TAM Board every year.	Yes / No / Partial
Percent of agencies reporting that their process for identifying projects and developing maintenance strategies/plans incorporate equity, safety, and sustainability considerations	%
Regular update of the CTP 2050 metrics	Yes / No / Partial

CTP 2050 Implementation Overall Assessment

Successes

- Progress on 19 of the 27 Implementation Actions
- All Early Action items complete or underway
- No major delays for Works in Progress
- CTP is being included in Programming decisions
- Measure AA alignment with CTP assessed

Key Items Completed

- SLR Study
- MSN HOV Hours
- MASCOTs Recommendations
- Working Groups Formed

Progress On

- Traffic Signal Modernization Study
- School Safety Access Plan
- Mobility Hubs
- VMT Toolkit
- Capital projects (some)

Challenges

- Shift in Federal Administration focus
- State and Federal Funding Landscape
- New State Housing Laws
- Local Challenges
 - Transportation planning under-resourced
 - Challenges in delivering safety improvements
 - Multi Jurisdictional Planning
- Alignment of CTP and Local Policy
 - Sustainability Definition
 - Safe systems or emergency response times

CTP Take-Aways

- CTP 2050 is a long-term framework for safety, equity, & sustainability into the future
- Technical information supports the vision
- The CTP takes a systems approach, supporting a range of activities
- We are making progress, and there will be challenges to implementation
- Partnerships are key

CTP Implementation Questions

- What challenges are you facing with CTP Implementation?
- How do we build better alignment between Local Jurisdiction and TAM CTP goals?
- What additional details/information would be useful?
- Other questions?

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TAM CTP IMPLEMENTATION PROGRESS
DRAFT July 16, 2025

TAM ACTION ITEM	Program Type	TAM Staff Priority (H-M-L)	Progress	Resource Needs
Early Actions				
TAM Technical Working Group (TWG)	Facilitation	H	Implemented - Group meeting regularly	N/A
TAM Equity Working Group (EWG)	Facilitation	H	Implemented - Group has met once, attendance & structure will need further review	N/A
Evaluation of Existing Programs & CTP Alignment	Planning	H	Underway – Draft preparation	N/A
Measure AA Review	Planning	H	Underway – April and July Board Presentations	N/A
Work in Progress				
Transportation Project Planning & Development	Planning	H	Ongoing– Challenges with staff resources and jurisdictional coordination	Staffing (Local and TAM) & Funding
Marin Sonoma Coordinated Transportation Study (MASCOTS)	Transit	M	Underway – Draft Recommendations developed for public outreach this summer	Funding Plan presented in July.
Sea Level Rise Study	Planning	M	Nearing Completion – SLR study finished in June, coordination on Voluntary Adaptation Policy and Design Principles as next step.	Staffing (Local and TAM)
Marin-Sonoma Narrows Project and Closure of HOV Gap on US-101	Project Delivery	H	Nearing Completion – Summer 2025 Completion, HOV hours Determined, Mode shift campaign being developed	Funding

TAM CTP IMPLEMENTATION PROGRESS
DRAFT July 16, 2025

TAM ACTION ITEM	Program Type	TAM Staff Priority (H-M-L)	Progress	Resource Needs
Advancement of Part-Time Transit Lanes on US-101	Project Delivery	M	Initiated – Procurement nearing completion for PID/PAED.	Future funding needs. Current Phase is fully funded
Richmond San Rafael Bridge Forward Suite of Corridor Improvements	Project Delivery	M	Ongoing – awaiting BCDC decision on Pilot project, ORT & Plaza improvements in 2026	Not identified.
Redwood Bikeshare Pilot	Program	M	In Operation – full system launched.	Long term operations funding plan TBD.
LRSP Adoption & VZ Implementation	Planning	H	Many Jurisdictions have not adopted, since initial wave of adoption.	Not identified.
TAM Equity Action Plan	Planning	M-H	Many Actions completed – wrap into Equity Working Group	N/A
Initiate New Efforts				
Traffic Signal Modernization Study & Implementation	Planning	L-M	Initiated – MTC in Procurement, fall 2025 consultant onboarded	Future funding needs. Current Planning phase is fully funded
<u>Update</u> to Coordinated Countywide School Transportation Study	Planning	H	No Action – Safe Routes Evaluation and progress report being scoped, and School Access Safety Plan grant secured and contractor onboarded.	Funding TBD. Potential future grant
Countywide Primary ATP Network & Coordinated Grant Approach	Planning/ Project Delivery	M	No Action – Scope developed, unsuccessful Caltrans planning grant application announced June 2025.	Funding TBD. Potential future grant
Advance Mobility Hubs	Planning/ Project Delivery	L-M	Underway – Marin County Mobility Hub Plan expected Winter 2025/26.	Local Jurisdiction Staff
VMT Toolkit Development	Planning	L	Underway – Marin County VMT Toolkit in development, limited progress due to model schedule delays.	Local Jurisdiction Staff

TAM CTP IMPLEMENTATION PROGRESS
DRAFT July 16, 2025

TAM ACTION ITEM	Program Type	TAM Staff Priority (H-M-L)	Progress	Resource Needs
Establish New Processes				
Establish Data Management Plan	Planning	H	Initiated – GIS licenses secured. Progress on Draft program, will advance in summer/fall 2025.	Ongoing Funding / Staffing Plan being developed.
Establish School Transportation Committee	Facilitation	M	No Action	Funding TBD. Potential future grant
Establish Marin Visitor Travel Collaborative	Facilitation	L-M	No Action	Funding TBD. Potential future grant

TAM CTP IMPLEMENTATION PROGRESS
DRAFT July 16, 2025

ACTION ITEM – LED BY OTHERS	Program Type	PRIORITY (H-M-L)	Progress	Resource Need
Initiate New Efforts				
Land Use Planning & Development	Planning	H	Initiated – working on project notification process, exploring opportunities to support the transportation system under new state housing laws.	Local Objective Design Standards Development for Transportation.
Identify new PDAs (Local Jurisdictions)	Planning	L	No action – MTC revising PDA program in future Plan Bay Area Program.	No Action needed at this time.
MTC TOC Policy Compliance, Specific Plans for Existing PDAs	Planning	L	Limited initiation – TOC Policy compliance TBD, Specific Plan for Southeast San Rafael initiated, no updates on Northgate PDA.	Local Staffing.
VMT Policy Adoption and Transportation Impact Analysis Guidelines (Local Jurisdictions)	Planning	M	No Action	TBD.
Explore Future of Flexible Transit Services for non-drivers, including seniors and people with disabilities (MTC/MCTD)	Transit	H/M	Ongoing – Marin Transit Mobility Wallet launched in July 2025.	TBD.
Support ZEV Funding Opportunities (MCE)	Project Delivery	L-M	Ongoing – Issued Request for Information to inform EV charging Operations and Maintenance needs.	TBD.