



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

SEPTEMBER 25, 2025
6:00 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

Phone: 415-226-0815
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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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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 July 24, 2025
 - b. Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program
 - c. Authorize a One-Year Contract Extension for On-Call Travel Demand Forecasting Contract
 - d. Authorize a One-Year Contract Extension and Budget Amendment for Implementation of TAM's Study for Sea Level Rise Adaptation Planning for Marin County's Transportation System
 - e. Approve Funding Change with Measure B and Measure AA Funds Allocated to San Rafael for the South Merrydale Project
 - f. Approve the Programming of 2026 State Transportation Improvement Program Funds
 - g. Interagency Agreements with Various School Districts for Reimbursed Crossing Guard Services
6. Award Measure AA Category 2.4 Innovation Program Funds (Action) – **Attachment**
7. Measure AA Expenditure Plan Review Update (Discussion) – **Attachment**
8. Review of the Semi-Annual Project Status Report (Information) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

JULY 24, 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
Maribeth Bushey, San Rafael City Council
Mark Milberg, Novato City Council
Mary Sackett, Marin County Board of Supervisors
Melissa Blaustein, Sausalito City Council
Pat Carapiet, Belvedere City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Steve Burdo, San Anselmo Town Council
Teri Dowling, Ross Town Council
Urban Carmel, Mill Valley City Council

Members Absent: Brian Colbert, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Gabe Paulson, Larkspur City Council
James Andrews, Corte Madera Town Council
Lisel Blash, Fairfax Town 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
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Senior Transportation Planner
Molly Graham, Public Outreach Coordinator
Ray Rodriguez, Assistant Project Delivery Manager

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

Chair Lucan welcomed everyone to the meeting and announced that Commissioner Sackett was participating remotely pursuant to the "Just cause" clause of Assembly Bill (AB) 2449.

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

1. Chair's Report

Chair Lucan announced the appointment of Commissioner Milberg to the Alternative Fuels and Electric Vehicles (AFEV) Ad Hoc Committee and noted that vacancies remain on other ad hoc committees for any commissioners interested in serving.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that the Metropolitan Transportation Commission (MTC) approved the annual state and federal funding allocations to County Transportation Authorities (CTA) and other transit agencies.

Marin Transit Report – Commissioner Sackett on behalf of Commissioner Colbert

Commissioner Sackett reported on the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan, Marin Transit's recent maintenance facility outreach events, the launch of a new Mobility Wallet Program, and the Marin Transit Board's approval of eight free fare days to encourage transit use.

SMART Report – Commissioner Sackett

Commissioner Sackett reported on the July 16 SMART Board meeting, highlighting record-breaking ridership increases, especially around July 4th; and findings from a new quality-of-life study showing benefits such as increased physical activity, reduced highway collisions, and significant economic impact.

Commissioner Matters Not on the Agenda

Commissioner Carmel reported that some of the recently activated metering lights in Southern Marin are equipped with adaptive technology and appear to be operating smoothly. Commissioner Carmel also reported that the City of Mill Valley's new Traffic and Mobility Commission is launching a pilot program at Old Mill School to promote and measure active transportation. The City has purchased equipment to collect objective data on student bike and pedestrian trips, which will help support Safe Routes to Schools and validate existing transportation data.

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

Member of the Public "Susan" commented on pedestrian safety around SMART stations, particularly regarding interactions with bicyclists and automobiles; and urged that this issue be prioritized moving forward.

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.

Commissioner Moulton-Peters referenced a recent article highlighting the importance of local climate action, and noted that per a recent study, local efforts do make a meaningful impact; and expressed appreciation for the initiatives presented in the Executive Director's report.

In response to Commissioner Carmel, ED Richman explained that the SHOPP (State Highway Operation and Protection Program) is programmed every two years for a 10-year period; and that the process is primarily internal to Caltrans and guided by criteria based on state of good repair assessments.

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

Member of the Public “Susan” commented that pedestrian safety and bus stop access, especially for Marin Transit and Golden Gate Transit riders, be prioritized in Caltrans and Highway 101 projects; and emphasized the impact on both safety and worker mobility.

4. Open Time for Public Expression

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

5. CONSENT CALENDAR (Action)

- 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

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

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

6. Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan (Action)

Director of Programming and Legislation David Chan and Marin Transit Director of Planning Cathleen Sullivan presented this item, which recommends that 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.

ED Richman clarified that the current funding commitment is a framework to provide assurance to transit agencies conducting outreach that funding will be available when service begins, and that the actual fund allocation will occur next fiscal year, with a formal request expected in the spring.

In response to Commissioner Milberg, Ms. Sullivan explained that while SMART connections are not yet fully resolved, Marin Transit retains flexibility to adjust services during the three-year pilot; that plans include extending Route 71 to better serve the San Marin SMART Station; and that improving connections to the Hamilton SMART Station remains a known challenge and is actively being addressed.

Commissioner Fredericks expressed strong support for the collaboration, praising the coordination on scheduling, outcomes, and funding; and noted the broader benefits to all travelers.

In response to Commissioner Blaustein, Ms. Sullivan shared that a proposal is being considered to extend Marin Transit’s Route 71 to Sausalito, creating a one-seat ride along the 101 corridor from Novato to Sausalito, offering higher frequency in Southern Marin and stronger connections to other Marin Transit routes; and noted that public feedback, including comments about Spencer Avenue, will be considered in evaluating the proposal.

Commissioner Carmel expressed support for the MASCOTS program but raised concerns about losing reliable transit connections in Mill Valley; and urged reconsideration of proposed changes to Route 17, which currently links Mill Valley to the Sausalito ferry and supports student access across communities.

Commissioner Carmel also requested restoration or adjustment of commuter service to San Francisco, noting that Mill Valley lacks all-day transit despite being one of Marin's largest cities. In response to Commissioner Carmel's inquiry regarding the allocation, ED Richman explained that the current funding framework provides assurance to agencies conducting outreach, even though exact allocations can be adjusted in the spring based on refined service and cost details.

In response to Commissioner Milberg, Ms. Sullivan noted that while park-and-ride access hasn't been specifically studied in this effort, they have considered parking availability when adjusting stops; and that an access study may be part of future work identified by the established working group.

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

Member of the Public "Susan" inquired about transit services between San Rafael and Novato. In response, Ms. Sullivan noted that while no major transit service changes are proposed between Novato and San Rafael, SMART service will see increased frequency and extended hours, with earlier and later trains.

Commissioner Fredericks made the motion to commit to allocating \$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, which was seconded by Commissioner Burdo. A roll call vote was conducted, and the motion passed with 10 ayes and 1 nay: Commissioners Blaustein, Burdo, Bushey, Carapiet, Dowling, Fredericks, Lucan, Milberg, Moulton-Peters, and Sackett voted aye, and Commissioner Carmel voted nay.

7. Award of Four Contracts for Video Services Associated with Crossing Guard Location Selection (Action)

Director of Project Delivery Dan Cherrier and Assistant Project Delivery Manager Ray Rodriguez presented this item, which recommends 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 following firms, associated with the Marin Crossing Guard Program: approval of a 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; and approval of a contract with National Data & Surveying Services for video traffic collection for a Not to Exceed amount of \$21,000; all contracts terminating in March 2026.

In response to Commissioner Burdo, Mr. Cherrier explained that multiple firms were engaged to complete the counts more quickly; and while each was assigned a similar number of locations, pricing varied by firm.

In response to Commissioner Milberg, Mr. Cherrier explained that Street Smarts is a traffic safety program that educates drivers, pedestrians and cyclists about safety issues; and that there are currently four crossing guard sites that are paid for by individual school districts.

In response to Commissioner Moulton-Peters, Mr. Cherrier explained that school-age pedestrian volume is the primary metric used to evaluate sites. Commissioner Moulton-Peters suggested incorporating school enrollment data as additional context to help support and validate the site rankings. ED Richman shared that coordination with the Safe Routes to Schools program is underway; and while it won't inform the current list, a more comprehensive review, linking Safe Pathways projects with crossing guard locations, is planned for the near future and seen as a valuable next step.

In response to Commissioner Carapiet, Mr. Cherrier confirmed that four crossing guard sites are currently funded by school districts – two in Novato, one in Larkspur-Corte Madera, and one in Kentfield.

In response to Commissioner Carmel, Mr. Cherrier noted that current scoring metrics give higher weight to uncontrolled crossings compared to signalized intersections.

In response to Commissioner Blaustein, Mr. Cherrier explained that transitioning from all-inclusive pricing under non-federal contracts to a direct cost model for federal contracts typically increases overall contract costs due to added administrative requirements and direct charges, such as profit and overhead, that would otherwise be absorbed by the company.

Chair Lucan commented on the importance of managing the process and expectations around the crossing guard list and addressing the reduction in guards due to limited revenue; and further commented that the priority should be finding new funding to extend coverage rather than focusing on individual crossing guard placements.

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

Commissioner Moulton-Peters moved to approve staff's recommendations, which was seconded by Commissioner Blaustein. A roll call vote was conducted, and the motion passed unanimously.

8. US-101 Part Time Transit Lane Project - Caltrans Cooperative Agreement for the Project Initiation Document (PID) Phase and Consultant Contract Authorization (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends that the TAM Board executes 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); and authorizes 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.

In response to Commissioner Milberg, Mr. Cherrier explained that the Initial Cost Estimate is a calculation based on projected hours, and any additional costs associated with an increase in project scope would be calculated accordingly.

In response to Commissioner Dowling, Mr. Cherrier explained that under a cost-plus-fixed-fee contract, the consultant is paid for direct costs (e.g., hours worked and expenses), plus an audited rate for indirect costs (e.g., overhead) – profit is added separately as a fixed fee, which is standard for federal contracts.

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

In response to Member of the Public "Susan's" inquiry, Chair Lucan explained that a part-time transit lane or "bus on shoulder" operates during peak commute times, whereby buses would be allowed to use the highway shoulder to bypass traffic; and clarified that the vote before the Board is not to implement the project now, but to begin work on the Project Initiation Document (PID) with Caltrans, laying the groundwork for it to be considered as a future option.

In response to Matthew Hartzell, Chair Lucan noted that most of the proposed service changes in the MASCOTS Plan affect the US 101 corridor north of Novato, while the proposed part-time transit lane or bus-on-shoulder would operate south of Novato.

Commissioner Milberg moved to approve staff's recommendations, which was seconded by Commissioner Bushey. A roll call vote was conducted, and the motion passed unanimously.

9. Measure AA Expenditure Plan Review Update (Discussion)

Director of Programming and Legislation David Chan and Director of Planning Derek McGill presented this item for discussion.

Commissioner Blaustein commented on the importance of prioritizing basic infrastructure needs, noting that many local roads are in poor condition and require urgent maintenance like paving and sealing. While supportive of broader visions for reimagining roadways, Commissioner Blaustein stressed that any such efforts must be balanced with these foundational needs; and encouraged integrating cost-effective sustainability improvements, such as bioswales, road diets, or adjusted bike lane widths, into existing repaving projects to maximize impact without significantly increasing costs. Commissioner Blaustein also highlighted the importance of public engagement and gathering community feedback through outreach events; and expressed concern about the high cost of large-scale planning and implementation.

Commissioner Moulton-Peters expressed support for prioritizing funding for major roads, citing the benefits of a comprehensive planning approach.

Commissioner Carmel commented on the need to narrow the focus to a small number of specific, high-impact projects due to the high cost and long timelines involved; and called for a clear, long-term vision for transportation in Marin County by 2050, including goals for transit, Safe Routes to Schools, local roads, and highways. Lastly, Commissioner Carmel commented on the importance of prioritizing and aligning Measure AA funding with the goals of the Countywide Transportation Plan (CTP).

Commissioner Fredericks commented on the strong community support for maintaining high Pavement Condition Index (PCI) scores, noting that road repair costs rise significantly as PCI drops; and also highlighted the importance of focusing on major roads to support transit-oriented development, especially as increased housing density relies on expanded bus service and reliable transit infrastructure.

Commissioner Bushey emphasized the importance of analyzing how needs have evolved since Measure AA was adopted in 2018 and inquired about ways to promote a more strategic approach to project prioritization decisions.

Mr. McGill explained that the Reimagined Roadways proposal emerged from the need to plan comprehensively for roadways in response to housing growth, a concern frequently raised by commissioners, the public, and partners; and noted that the Measure AA Expenditure Plan Review may provide an opportunity to adopt a more programmatic, holistic approach to meet these challenges.

Commissioner Dowling commented on the importance of addressing Marin's aging population and stressed the need to ensure funding meets the growing mobility needs of older adults and people with disabilities and encouraged more outreach to understand their future transportation requirements.

Commissioner Moulton-Peters commented that while trends like increased remote work have shifted local road usage, many commuters still rely on cars, leading to congested highways and reduced transit ridership; and highlighted ongoing challenges with housing affordability in Marin, resulting in workforce commuters from surrounding areas and strained bridge connections. Commissioner Moulton-Peters also noted that no single solution exists, stressing the need to support a variety of transit modes; and welcomed the broader discussion of these evolving transportation trends.

Chair Lucan highlighted Marin and the North Bay's success in leveraging local funds to design and compete for projects but acknowledged concerns from smaller jurisdictions about pavement funding equity and suggested exploring adjustments to funding formulas to ensure minimum allocations for smaller areas. Chair Lucan also noted that multiple jurisdictions each run separate pavement programs and procurements and proposed considering coordinated efforts to maximize limited funds and achieve better pricing and expressed interest in gauging public works directors' support for such collaboration.

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

Member of the Public “Susan” commented on the need to understand who is using various transportation modes and their travel patterns, noting current uncertainties make transit planning challenging, and suggested exploring cost-saving measures like traffic calming near schools while recognizing that shifting demographics and behaviors will continue to evolve.

10. Countywide Transportation Plan Implementation Update (Discussion)

Director of Planning Derek McGill presented this item for discussion.

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

Member of the Public “Susan” expressed concern regarding pedestrian safety and suggested that e-bike riders be required to walk their bikes when using sidewalks or crossing streets to enhance safety and equity for all users.

Commissioner Moulton-Peters recommended revisiting this topic at a future TAM Board meeting, while Chair Lucan recognized the role of the CTP Ad Hoc Committee and committed to collaborating with ED Richman and staff to identify the best way to continue the discussion.

The meeting was adjourned at 8:52 p.m.

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DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program (Action), Agenda Item No. 5b

RECOMMENDATION

Staff recommends the TAM Board authorize the Executive Director (ED) to negotiate and execute the second of two one-year contract extensions for Reach Strategies' Technical Assistance and Outreach Support for the Alternative Fuels Program Contract, including an amendment to the contract of \$131,000.

BACKGROUND

With the passage of Measure B, the \$10 Vehicle Registration Fee (VRF) in 2010, TAM developed an Alternative Fuels Program as designated in Element 3, Reduce Congestion and Pollution, of the VRF Expenditure Plan. The Alternative Fuels Program provides funding for three main areas:

- Public Property Electric Vehicle (EV) Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

In September of 2021, the TAM Board authorized a suite of outreach efforts, including short-term outreach activities, a national drive electric week Marin Event sponsorship, and a longer-term outreach contract with Reach Strategies, culminating from a competitive procurement process. The Reach Strategies contract used TAM's standard contract duration of three years, with two additional one-year contract extensions. The total not to exceed amount to date is \$450,000 for the initial 3-year term and one extension year. Since approval of the contract, Reach Strategies has assisted TAM in the following outreach activities:

- Strategic Outreach Plan
- First Responder Webinar
- School Electrification Webinar
- Clean Fleet Expos Production
- Outreach Initiatives for the TAM Rebate Program
- Technical Assistance (as needed rebate, funding, and equity-oriented support for grant planning purposes)
 - Support the development and evaluation of a Request for Information for the Electric Vehicle Charging Station Installation, Operations, and Maintenance

DISCUSSION/ANALYSIS

As the majority of the outreach items envisioned under the original three-year period and the one-year extension are complete, staff is exploring opportunities for upcoming future year programs. In order to provide continuity of outreach services, in alignment with MCEP's EV Acceleration Strategy goals, staff is seeking authorization for the second of two one-year extension options included in the contract. Staff is also seeking authorization of funding for the contract extension in an amount not to exceed \$131,000 to complete the following tasks:

- Outreach for Local Agencies in Funding, Policy, and Implementation
 - Newsletter campaigns focused on state and federal policies and how local jurisdictions should be thinking about and planning for electric vehicle infrastructure and funding
- 2025 Clean Fleet Expo Production
- 2026 Clean Fleet Expo Planning and Production
 - The 2026 Clean Fleet Expo will be held in September 2026
- Technical Assistance and Additional Outreach Support for TAM and Local Agencies
 - Additional support on the Request for Information process as needed

On September 8, TAM staff brought this item to the Funding, Programs, and Legislation (FP&L) Executive Committee for their review and recommendation to the TAM Board. The FP&L Executive Committee did not have any questions or comments and recommended the item be brought to the TAM Board for approval.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The TAM Alternative Fuels Program is included in the "Zero Emission Vehicles" strategy from the recently adopted CTP. The CTP goal of sustainable transportation is central to the Alternative Fuels Program as the program aims to support the strategy through "GHG emissions reductions via a network of charging/fueling stations and agency fleet transitions".

FISCAL CONSIDERATION

Funding is included in the current year's budget for the Alternative Fuels Program and staff anticipates it will be included as a part of the FY2026-27 budget. The total amount of the contract amendment is \$131,000 for work to be conducted from October 1, 2025 through September 30, 2026.

NEXT STEPS

Upon TAM Board approval, the Executive Director will negotiate and execute the contract extension and budget amendment for Reach Strategies and commence work. Staff will return to the Board with a comprehensive program update in the coming months.

ATTACHMENTS

None.



DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Authorize a One-Year Contract Extension for On-Call Travel Demand Forecasting Contract (Action), Agenda Item No. 5c

RECOMMENDATION

Accept the Administration, Projects & Planning (AP&P) Executive Committee recommendation to the TAM Board that the Executive Director (ED) execute the second of two single-year contract extensions for an on-call travel demand forecasting contract with Fehr & Peers.

BACKGROUND

Travel models are planning tools, used to develop traffic analysis for development projects, transportation projects and various land use and transportation plans. In 2019, TAM adopted its current activity-based model, the TAM Demand Model, as a focused model of the Metropolitan Transportation Commission's (MTC) Travel Model 2. County travel models are subject to a consistency review with MTC's Plan Bay Area, and MTC provides guidance to ensure that county forecasts are based on a common set of planning assumptions.

Historically, TAM has used on-call support services for development, maintenance, and operations of its travel demand forecasting for county projects. In September 2021, the TAM Board authorized a three-year (with two one-year optional extensions) contract with Fehr & Peers to conduct on-call modeling and forecast services, with a not-to-exceed amount of \$500,000 following a competitive procurement process. The first single year contract extension was authorized in June 2024, with a \$400,000 increase in the contract not-to exceed amount to support increased work activities related to traffic forecasting. Staff are now seeking the final single year contract extension with no change to the current not-to-exceed total of \$900,000.

DISCUSSION/ANALYSIS

With MTC's approval of Plan Bay Area 2050 in October 2021, staff have been underway with a variety of tasks related to modeling and traffic analysis in the county. In addition, staff have been leading an update to the TAM demand model in alignment with MTC's consistency guidance, including:

- Updates to the model base year (2022) to reflect post-pandemic travel conditions,
- Development of an updated 2040 scenario to reflect Regional Housing Needs Allocation (RHNA) housing element sites and forecasts, as well as modifications to the forecasted jobs in Marin County based on Department of Finance jobs forecasts,
- Development of a 2050 land use scenario to reflect PBA 2050 Housing forecasts,
- Model operational changes to support local land use and development use,
- Modeling support for local projects and plans as needed, and
- Development of a new traffic monitoring program.

Work associated with the model development is substantially complete. Associated tasks are underway to develop the MTC model consistency report, development report and model user guide. There are expected to be upcoming support tasks related to model implementation activities including Vehicle Miles Traveled (VMT) support for local jurisdictions, and traffic analysis and forecasting support for local plans and projects. Currently, sufficient budget is available for all authorized task orders and task orders are only issued when sufficient budget is available.

The current status of all authorized contract tasks and billings are shown below:

TO	Task Order Description	Total Budget	Total Billings as of FY25/26 Start
1	TAMDM General Administration	\$ 25,000	\$ 24,576
2	Modeling Support	\$ 50,000	\$ 43,611
3	Cube Assignment Trip Table Script	\$ 5,000	\$ 4,432
4	TAMDM PBA 2050 Model Update	\$ 408,000	\$ 401,449
5	TAM Data Strategic Plan	\$ 50,000	\$ 45,828
6	US 101 HOV Lane Analysis	\$ 169,925	\$ 159,900
7	US 101 HOV Data Collection	\$ 10,000	\$ 3,841
	<i>Total Authorized</i>	\$ 717,925	\$ 683,638
	Contract Value	\$ 900,000	\$ 900,000
	Remaining Authorization	\$ 182,075	

At its September 8 meeting, the AP&P Executive Committee reviewed this item and received a presentation on example data the TAM Demand Model provides for transportation planning and traffic studies.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The TAM Demand Model is an example project identified in the CTP 2050 Transportation Data and System Management Strategy. The Model supports local transportation projects and land use plans and other areas of implementation of the CTP.

FISCAL CONSIDERATION

This action would extend the contract schedule with no change in contract amount. Funding for all anticipated work is included in the current year’s budget.

NEXT STEPS

Upon TAM Board approval, the Executive Director will execute the contract amendment with Fehr & Peers.

ATTACHMENTS

None.



DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Mikaela Hiatt, Senior Transportation Planner

SUBJECT: Authorize a One-Year Contract Extension and Budget Amendment for Implementation of TAM's Study for Sea Level Rise Adaptation Planning for Marin County's Transportation System (Action), Agenda Item No. 5d

RECOMMENDATION

Staff recommends the TAM Board authorize the Executive Director (ED) to negotiate and execute the first of two one-year contract extensions with ARUP for Implementation of TAM's Study for Sea Level Rise Adaptation Planning for Marin County's Transportation System, including a contract budget increase of \$175,000.

BACKGROUND

TAM has been coordinating with partner agencies and stakeholders in Marin County and the region to advance adaptation planning for sea level rise as it relates to Marin's Transportation system. With the passage of the voter approved Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, 1% of the transportation sales tax is dedicated under "Category 2.3: Develop projects to address transportation impacts from sea level rise (SLR)". The expenditure plan states:

"This funding would be utilized to support protecting and adapting Marin's roadways and related infrastructure to the effects of sea level rise and flooding. These funds can be used to serve as seed money to find solutions, attract matching grants and leverage private investments to meet the challenges and vulnerabilities identified in numerous planning efforts including those of Bay Wave, and CSMART."

In order to advance adaptation planning needs, on April 27, 2023, the TAM Board approved a contract with ARUP, the consultant to this planning effort. The total contract value approved by the Board was \$550,000. The contract was executed on June 1, 2023 for a three year term with two additional one-year optional contract extensions included. There have been no amendments or extensions executed on the contract to date.

At the June 26, 2025 TAM Board meeting, the Board accepted the Sea Level Rise Adaptation Planning Study for Marin County's Transportation System, including implementation recommendations for future TAM Board decisions.

DISCUSSION/ANALYSIS

Included in the Sea Level Rise Adaptation Planning Study for Marin County's Transportation System are implementation items, including coordinating with the local jurisdictions on a Voluntary Adaptation Policy (VAP), developing technical assistance resources, and developing countywide Climate Resilient Transportation Design Principles. To help guide the implementation and coordination of the Sea Level Rise program, staff recommend developing the countywide Climate Resilient Design Principles, which will support subsequent implementation tasks such as the VAP and technical assistance resources.

The Design Principles will also allow TAM to continue conversations with partners around adaptation of the transportation system to sea level rise and provide further detail to the "Complete, Green, and Elevated Streets" adaptation solution included in the TAM Sea Level Rise Study. The following tasks will support the development of the design principles:

- Agency and Partner Engagement
 - Working with local, state, and regional partners to ensure that research and resulting design principles reflect local agency and key partner priorities, interests, and needs
- Best Practices Report on Resilient Transportation Design Guidance
 - Development of a report of the current state of best practice for resilient transportation design guidance and relevant application through literature and case study review locally to internationally
- Draft and Final Design Principles
 - Development of a set of climate resilient design principles or guidelines in a toolkit for local jurisdictions to reference when designing transportation infrastructure

The work on the Design Principles is expected to be complete by late fall 2026. As such, TAM staff is recommending that in addition to the budget change to the contract, the first of two extension years in the contract also be executed to cover the duration of the work.

At its September 8 meeting, the Administration, Projects, and Planning (AP&P) Executive Committee received a presentation and recommended the TAM Board authorize the Executive Director to negotiate and execute the study extension and contract budget amendment. The AP&P Executive Committee recommended that the technical advisory committee be examined to include additional members or exchange members where there may have been turnover. TAM staff will include an update of the technical advisory committee as a part of the Design Principles.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The TAM Sea Level Rise Adaptation Planning for the Marin County Transportation System Study is included as an implementation action and in the "adaptation to climate change" Strategy from the recently adopted CTP. The CTP goal of sustainable transportation is at the core of this effort, particularly in the "Strategies" sections where "Adaptation to Climate Change" is identified under the System Management Strategies. The SLR study also incorporates equity by containing MTC Equity Priority Communities data in the focus area analysis.

FISCAL CONSIDERATION

Funds are available in the program and are included in the current year's budget. No budget amendment is expected. Future fiscal year funds will be included as a part of the program budget for FY2026-27 as needed. The total amount of the contract amendment is \$175,000 and if approved the contract will be extended for the first of two extension years. The total not to exceed value of the contract will be \$725,000 and the contract will terminate May 31, 2027.

NEXT STEPS

Upon approval from the TAM Board, the Executive Director will negotiate and execute the contract extension and amendment and commence work. Staff will return to the Board with a comprehensive program update in the coming months.

ATTACHMENTS

None.

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DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve Funding Change with Measure B and Measure AA Funds Allocated to San Rafael for the South Merrydale Project (Action), Agenda Item No. 5e

RECOMMENDATION

The TAM Board approves funding changes with Measure B and Measure AA funds allocated to San Rafael for the South Merrydale Road – Civic Center Connector Pathway (“South Merrydale”) Project.

On September 8, 2025, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed and supported staff’s recommendation on changes (as noted in Table 2 below) to the allocated Measure AA and Measure B funds for the South Merrydale Project and referred the position to the TAM Board for approval.

BACKGROUND

On July 25, 2024, the TAM Board allocated \$742,228 in Measure B Element 1.1 funds to San Rafael for the South Merrydale Project. Of that total, \$120,000 was programmed for pre-construction phases, which include the environmental (ENV), design (PSE), and right-of-way (ROW) phases of the project. The remaining \$622,228 in Measure B Element 1.1 was reserved for the construction phase.

On March 27, 2025, the TAM Board further allocated \$450,000 in Measure AA Safe Pathway funds to San Rafael for the same South Merrydale Project. These funds were programmed for the construction phase, supplementing the previously allocated Measure B Element 1.1 funds.

San Rafael was leveraging the Measure B Element 1.1 and Measure AA Safe Pathway funds with \$1,946,000 in a federal Reconnecting Communities/Neighborhood Access and Equity (RCN) grant that was awarded in March 2024. San Rafael was also contributing approximately \$250,000 in City Gas Tax funds to complete a full funding plan for the South Merrydale Project of approximately \$3.4 million as shown in Table 1.

Table 1			
Original Funding Plan Estimates			
	Pre-Construction	Construction	Total
Measure B Funds	\$120,000	\$622,228	\$742,228
Measure AA Funds	\$0	\$450,000	\$450,000
RCN Funds	\$824,000	\$1,122,000	\$1,946,000
City Gas Tax Funds	\$0	\$250,000	\$250,000
Total	\$944,000	\$2,444,228	\$3,388,228

DISCUSSION

In July 2025, San Rafael was informed by the Federal Highway Administration (FHWA) that its RCN grant of \$1,946,000 was rescinded. Grants under the RCN grant program were rescinded due to a federal budget reconciliation law enacted in July 2025. The new law effectively canceled funding for most projects in the Neighborhood Equity and Access part of the RCN program that had not yet obligated their awards, as was the case with the South Merrydale Project.

In response to the rescinded RCN funds, San Rafael is requesting that TAM revise the funding plan to program all Measure B Element 1.1 and Measure AA Safe Pathway funds to the pre-construction phases of the South Merrydale Project as shown in Table 2.

Table 2			
Revised Funding Plan Estimates			
	Pre-Construction	Construction	Total
Measure B Funds	\$742,228	\$0	\$742,228
Measure AA Funds	\$450,000	\$0	\$450,000
City Gas Tax Funds	\$0	\$250,000	\$250,000
Unsecured Funds	\$0	\$1,946,000	\$1,946,000
Total	\$1,192,228	\$2,196,000	\$3,388,228

It is the intent of San Rafael to maintain momentum for a high priority project by completing the pre-construction phases while searching for construction funds. The proposed revised funding plan will allow San Rafael to complete the pre-construction phases to advance the project to “shovel-ready” status.

While the pre-construction funding is greater in Table 2 than Table 1, San Rafael anticipates a possible cost increase in pre-construction costs that can absorb the increased pre-construction funds. Any funds not being used for pre-construction costs will be preserved for construction costs.

Table 2 also reflects an unfunded amount of nearly \$2 million for the construction phase. By advancing the project to “shovel-ready,” the project stands a better chance to secure other competitive grants, including One Bay Area Grant Cycle 4 (OBAG4), Active Transportation Program (ATP), Local Partnership Program (LPP), and other state and regional funds.

If unsuccessful with competitive grants, San Rafael will consider backfilling the construction funds with its annual Measure AA Local Infrastructure funds and SB1 Local Street and Road funds. San Rafael receives approximately \$1.3 million and \$3.4 million annually, respectively.

South Merrydale Project

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



Project Conceptual Rendering

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

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

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

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



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

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN

The funding changes to facilitate the South Merrydale Project align with the goals of the CTP because the project will provide a safe, equitable, and sustainable mode of transportation for a community that had been bisected by a highway.

FISCAL IMPACTS

There are no fiscal impacts to TAM since there are no changes to the allocated amounts of Measure AA and Measure B funds. The approved changes affect the funding plans for the South Merrydale Project. By moving the funds from the construction phase to the pre-construction phases, San Rafael will be seeking to backfill the construction funds with other sources, including competitive grants and San Rafael's annual Measure AA Local Infrastructure funds and the State's gas tax funds for local streets and roads as described above.

NEXT STEPS

Upon approval from the TAM Board, the Allocation Request Forms in the Measure AA and Measure B Funding Agreements for the South Merrydale Project will be revised accordingly.

ATTACHMENTS

None.



DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve the Programming of 2026 State Transportation Improvement Program Funds (Action), Agenda Item No. 5f

RECOMMENDATION

The TAM Board approves the programming of 2026 State Transportation Improvement Program (STIP) funds for Planning Programming and Monitoring (PPM) activities in the amount of \$200,000 for FY 28/29.

BACKGROUND

The STIP is a biennial programming document adopted each even-numbered year by the California Transportation Commission (CTC). Each STIP will cover a five-year period; the upcoming 2026 STIP covers FY 26/27 to FY 30/31. Each new STIP will include projects carried forward from the previous STIP, plus new projects and reserves proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP) and by the California Department of Transportation (Caltrans) in its Interregional Transportation Improvement Program (ITIP). The CTC adopted a STIP Fund Estimate in August 2025, estimating all funds reasonably expected by each county in the 2026 STIP.

DISCUSSION

2026 STIP Fund Estimate

In the early stages of the Marin-Sonoma Narrows (MSN) project, TAM advanced its future share of STIP funding to leverage State Proposition 1B bond funds. The Proposition 1B bond funds would not have been programmed by the CTC without TAM's commitment to dedicate its future STIP funds to the project. As a result, TAM will not have STIP funds for new capital projects until the advancement is repaid. It is anticipated that funds from the 2030 STIP cycles will complete TAM's obligation to the advancement, depending on the statewide STIP revenue collection for each cycle.

While TAM has no new STIP funds for programming for projects, the CTC has still made available STIP funds for PPM activities. The CTC has set aside \$103,000 in STIP funds for TAM to use for PPM activities during the 2026 STIP cycle.

2026 STIP Schedule

The following schedule lists major milestones dictating the 2026 STIP.

TAM Board approves STIP programming	September 25, 2025
Final List of Projects due to MTC	October 31, 2025
MTC approves STIP programming	December 17, 2025
CTC adopts STIP programming	March 19, 2026

Programming of STIP Funds

TAM will not be programming STIP funds for new projects in the 2026 STIP with the exception of PPM activities. Per statute, TAM may use STIP funds for its planning activities and multi-fund programming and monitoring efforts. STIP funds are included in the adopted TAM budget whenever STIP funds for PPM activities are available.

STIP funds for PPM activities are made available each STIP cycle by the CTC in one lump sum and CMAs have the discretion to program the STIP funds for PPM activities in any of the latter fiscal years of the STIP cycle as needed.

As noted above, TAM has a total of \$103,000 in STIP funds in the 2026 STIP for PPM activities that can be programmed between FY 28/29 and FY 30/31. TAM also has \$97,000 in STIP funds for PPM activities in FY 28/29 from the 2024 STIP.

Because of the relatively small amount of STIP funds available in the 2026 STIP for PPM activities, staff recommends programming all available STIP funds for PPM activities in FY 28/29, which is the earliest fiscal year available.

Since TAM has existing funds of \$97,000 programmed in FY 28/29, it is more efficient to program the new amount of \$103,000 in the same year to avoid the need to process multiple allocations with the CTC. The combined amounts will total \$200,000 in FY 28/29 for PPM activities. TAM will have three fiscal years to expend the funds.

FISCAL IMPACTS

Once the STIP funds are allocated by CTC, the funds will be included in the TAM Annual Budgets in the fiscal years planned for expenditures.

NEXT STEPS

Complete the necessary documents to program \$200,000 in STIP funds for PPM activities in FY 28/29. After the funds have been approved by the CTC in March 2026, staff will submit an allocation request for the programmed funds at the appropriate time.

ATTACHMENTS

None.



DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

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

RECOMMENDATION

The TAM Board authorizes the Executive Director to:

1. Enter into Amendment 9 of Interagency Agreement A-FY17-02 with Larkspur-Corte Madera School District for reimbursement of one crossing guard for the 2025/2026 school year. The not to exceed amount will be increased by \$25,000 to \$197,500, and the termination date will be extended to July 31, 2026.
2. Enter into Amendment 10 of Interagency Agreement A-FY15/16-001 (FA) with Kentfield School District for reimbursement of one crossing guard for the 2025/2026 school year. The not to exceed amount will be increased by \$25,000 to \$155,500, and the termination date will be extended to July 31, 2026.
3. Enter into Amendment 3 of Interagency Agreement A-FY23-16 with Novato Unified School District for reimbursement of two crossing guards for the 2025/2026 school year. The not to exceed amount will be increased by \$50,000 to \$140,000, and the termination date will be extended to July 31, 2026.

BACKGROUND

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard services. Under contract, All City Management Services (ACMS) currently provides crossing guards under the general supervision of TAM staff. The 2025/2026 school year will be the 20th year during which crossing guards have been funded by the TAM Crossing Guard Program.

In April 2024, the TAM Board approved the Program to fund 96 guards for the 2024/2025 and 2025/2026 school years with the expectation that the funding level will need to be reduced for the 2026/2027 school year. Staff will continue assessing the Program's finances over the next few months and provide recommendations next Spring.

DISCUSSION

In addition to funding the top 96 ranked locations, the TAM Crossing Guard Program includes provisions for local agencies, schools, or school districts to arrange for crossing guard services to be provided through the TAM contract at locations below the funding cutoff by reimbursing TAM for the cost of the services.

The current cost for a crossing guard is approximately \$25,000 for a regular school year. This amount has remained stable since January 1, 2025, and will continue to be monitored.

Currently, four guard locations are funded in this manner:

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

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

RELATIONSHIP TO CTP

The Marin County Crossing Guard Program has multiple CTP elements. The most prevalent are “Safe Travel for All”, “Accessible and Walkable Communities”, and “Complete Active Transportation”.

FISCAL IMPACTS

The cost of providing crossing guard services for the four locations will be reimbursed 100% by the applicable school districts during the 2025/2026 school year and has no impact on the FY2025-26 TAM Annual Budget.

NEXT STEPS

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

ATTACHMENTS

None.



DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Award Measure AA Category 2.4 Innovation Program Funds (Action), Agenda Item No. 6

RECOMMENDATION

Accept the Funding, Programs & Legislation (FP&L) Executive Committee recommendation of programming Measure AA 2.4 Innovation Program funds in the amount of \$335,000 to two projects as shown in Attachment A; and direct staff to develop a countywide active transportation counter program.

BACKGROUND

The Measure AA Expenditure Plan directed TAM to set aside 0.5% under “Category 2: Maintain, Improve and Manage Marin’s Local Infrastructure” to support operational improvements to local streets and roads through innovative technology. Additionally, the Expenditure Plan notes that these “Innovation Program” funds are to be distributed through a call for projects.

At the May 2025 TAM Funding, Programs & Legislation (FP&L) Executive Committee, and subsequent Board of Commissioners meeting, staff presented an update on the Innovation Program and focus areas for a future call for projects. The Board directed staff to make \$500,000 available in Innovation Program funds through a call for projects to local jurisdictions, as required by the Measure AA Expenditure Plan. Based on Board feedback, staff narrowed the options down to three focus areas for the call for projects, as follows:

1. Active Transportation/Safety Focus – advance transportation improvements on the Countywide high-injury network and Countywide Active Transportation network, including funding to advance active transportation monitoring through in-ground counters;
2. Community Mobility Focus – advance mobility options for historically disadvantaged populations, including funding for shared mobility services, or locations near affordable housing or senior housing locations;
3. Climate Adaptation/Environmental Pilots – support for environmental pilot projects such as heat resilient or cool streets, wildfire evacuation improvements, and green streets.

A fourth potential focus area to modernize traffic signals received a \$500,000 Technical Assistance Grant from MTC and work is expected to begin in fall 2025.

Since the time the Innovation Program was envisioned, much has changed in terms of transportation technology and necessary infrastructure to support new technologies. The original impetus for the program recognized that local streets and roads serve as the “influence point” for new technologies like autonomous vehicles and smart signal technology. However, a number of other technologies have since emerged as part of the suite of transportation innovations, such as artificial intelligence and data analytics, and new approaches to address climate change. Meanwhile, autonomous or self-driving cars continue to advance development in the private sector with oversight from the state and federal governments. With TAM's adopted Countywide Transportation Plan (CTP) 2050, there are now numerous avenues to focus TAM's support for Innovation in alignment with locally adopted goals and strategies.

DISCUSSION

On May 21, 2025, staff released the application for the Innovation Program Call for Projects to local public works directors, along with program guidance to support local staff in developing the call for projects. This call was released concurrently with Allocation Request Forms for Measure AA local streets and roads funds, to support any additional funding needs on Local Streets and Roads projects that met the criteria of the Innovation Program. Applications were requested by June 30, 2025 and applicants were notified that \$500,000 was expected to be available.

By the June 30th deadline, staff received the following applications totaling \$952,200 in funding requests:

Project Name	Amount Requested
1. Corte Madera - Lower Christmas Tree Hill Undergrounding and Evacuation Improvements Project	\$500,000
2. Mill Valley - Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements	\$85,000
3. San Anselmo - The Wiggle – Downtown to Memorial Park Bike Route	\$7,200
4. San Anselmo - Artificial Intelligence to Improve Efficiency of the Town's Traffic Signals	\$250,000
5. San Anselmo - San Anselmo Bicycle Counters	\$110,000
Total Amount Requested	\$952,200

A review panel consisting of TAM staff and consultants was assembled to review applications and develop recommendations for funding. The review panel screened projects based on alignment with the CTP, approach to innovation, feasibility, and use of innovation program funds. The panel unanimously recommended that two of the projects be considered for funding, and a third project (San Anselmo's Bicycle Counter program) should advance as part of a countywide approach to Data Collection for Active Transportation (AT) Facilities. Staff confirmed this approach with San Anselmo city staff who supported a coordinated approach to data collection and vendor procurement. The review panel did not recommend the Lower Christmas Tree Hill project for funding due to the project scope as a traditional infrastructure design and utility undergrounding project, and funding schedule (project appears to be fully funded); nor The Wiggle Project due to its limited alignment with the project guidelines.

Thus, the staff recommendation is as follows:

Project Name	Staff Recommendation
1. Mill Valley - Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements	\$85,000
2. San Anselmo - Artificial Intelligence to Improve Efficiency of the Town's Traffic Signals	\$250,000
3. San Anselmo - The Wiggle – Downtown to Memorial Park Bike Route	\$0
4. Corte Madera - Lower Christmas Tree Hill Undergrounding and Evacuation Improvements Project	\$0
5. San Anselmo - San Anselmo Bicycle Counters	(Wrap into Countywide Data Collection Program)
Total Funding Award	\$335,000

None of the projects recommended for award are included in the annual allocation request forms for the jurisdictions. As such, staff will review the approach to align future rounds of the innovation programs as incentive funds to explore other methods of leveraging these funds with local streets and roads projects being advanced. Staff will also explore alternative uses of these program funds including use for Data Collection purposes (a high priority for the TAM Board in recent CTP discussions) and future bikeshare operations (post-pilot and expansion).

The Funding, Programs & Legislation Executive Committee met on September 8, 2025 and recommended that the TAM Board approve the staff recommendation. The Executive Committee asked clarifying questions around the AI signal project and related signal improvement efforts in other jurisdictions and other local approaches for bike and pedestrian counting equipment.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The proposed Innovation Program awards were reviewed by the selection panel for consistency with the CTP goals of safety, equity and sustainability. All three recommended projects advance these three goals.

FISCAL CONSIDERATION

TAM's FY2025-26 budget will need to be amended to reflect the programming action by the TAM Board. Funds are available for this program, and projects are expected to be delivered in FY2025-26 and FY2026-27.

NEXT STEPS

Staff will host a Board workshop on October 23, 2025 to discuss the Innovation Program in further detail, including the use of existing un-programmed funds and the future of Innovation. Staff will authorize funding agreements with awarded jurisdictions and seek to procure a coordinated countywide AT data counting and collection program.

ATTACHMENTS

- Attachment A – Staff Recommendation
- Attachment B – Staff Presentation

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TAM Innovation Program Awards - Staff Recommendation

Agency Sponsor	Project Name	Project Description	Project Category	Amount Requested	Staff Recommendation
Corte Madera	Lower Christmas Tree Hill Undergrounding and Evacuation Improvements Project	This project addresses a critical climate adaptation need in the Christmas Tree Hill neighborhood and includes a combination of utility undergrounding and roadway improvements to enhance evacuation capacity and overall community resilience. Innovative supplemental elements include the introduction of a striped median that would serve as an additional emergency egress lane during evacuations, and a proposed "Red Flag Day" parking restriction program.	Climate Adaption	\$500,000	\$0
Mill Valley	Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements	There are three existing RRFBs along Miller Avenue. They were built in conformance to the standards in place at the time, and do not provide a speech message that indicates the status of the beacon. The City has received requests to provide an audible indication for pedestrian activated warning devices for pedestrians who have low vision.	Active Transportation	\$85,000	\$85,000
San Anselmo	The Wiggle – Downtown to Memorial Park Bike Route	The project consists of 18 directional signs to help bicyclists navigate the circuitous route of residential streets between Downtown San Anselmo and Memorial Park. The signs will feature a cute 'wiggle' that represents the zig-zag route to follow between two major use centers.	Active Transportation	\$7,200	\$0
San Anselmo	Artificial Intelligence to Improve Efficiency of the Towns Traffic Signals	This project will install new artificial intelligence (AI) cameras on the existing traffic signal poles and mast arms to detect users (vehicles, bicycles and pedestrians) and identify efficiencies by shortening phases when throughput is low. By increasing the efficiency of the intersection, the project will reduce air and noise pollution, wait time, vehicle idling, carbon emissions, travel time, and congestion.	Community Mobility	\$250,000	\$250,000
San Anselmo	San Anselmo Bicycle Counters	The Town of San Anselmo plans to install 10 automated bike counters at key spots around town, focusing on popular bike routes and areas identified on the High Injury Network. These counters will help the Town collect better data on how and where people are biking, supporting regional goals to make active transportation safer and more accessible.	Active Transportation	\$110,000	Wrap Into Countywide AT Data Collection Program
			Totals	\$754,800	\$335,000

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Measure AA Innovation Program Project Awards

Transportation Authority of Marin
Board of Commissioners

September 25, 2025

Measure AA – Innovation Program

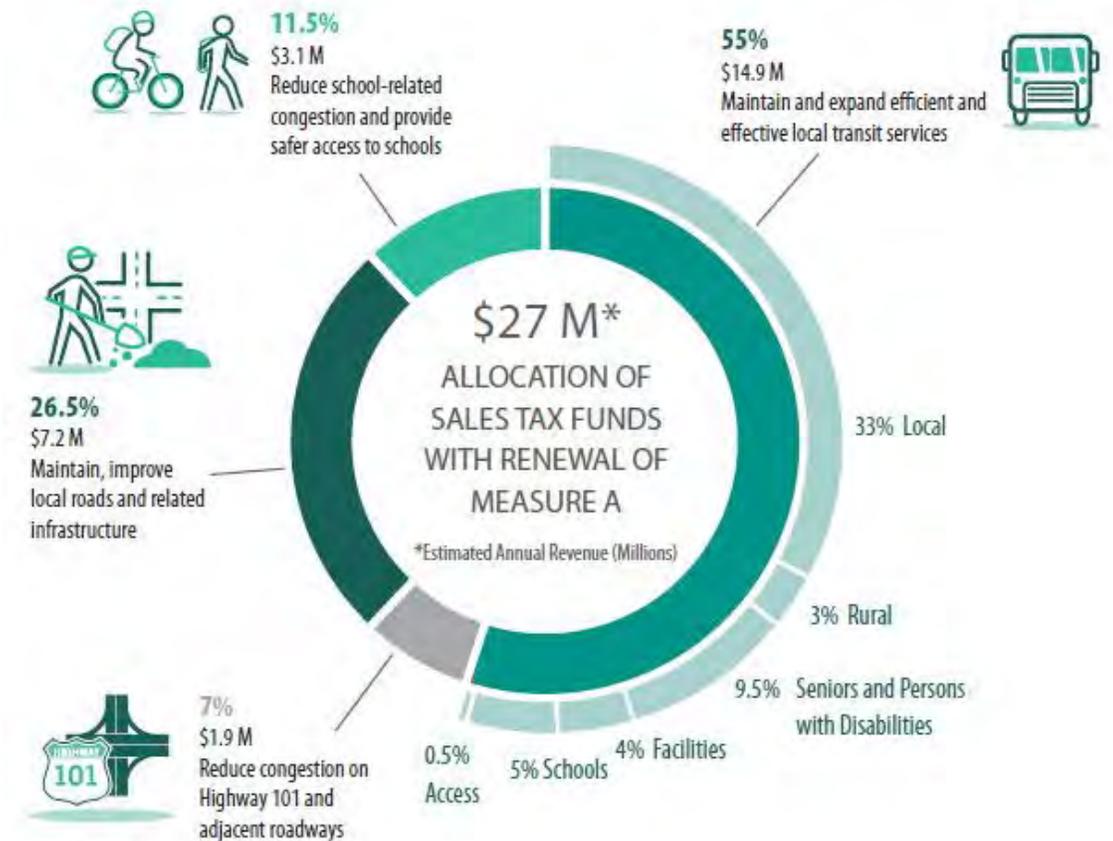
Funded from Local Roads Category: 0.5%

- Approx. \$150k annually
- \$208k previously allocated
- \$730k available for distribution

Expenditure Plan identifies call for projects, but does not define “Innovation”

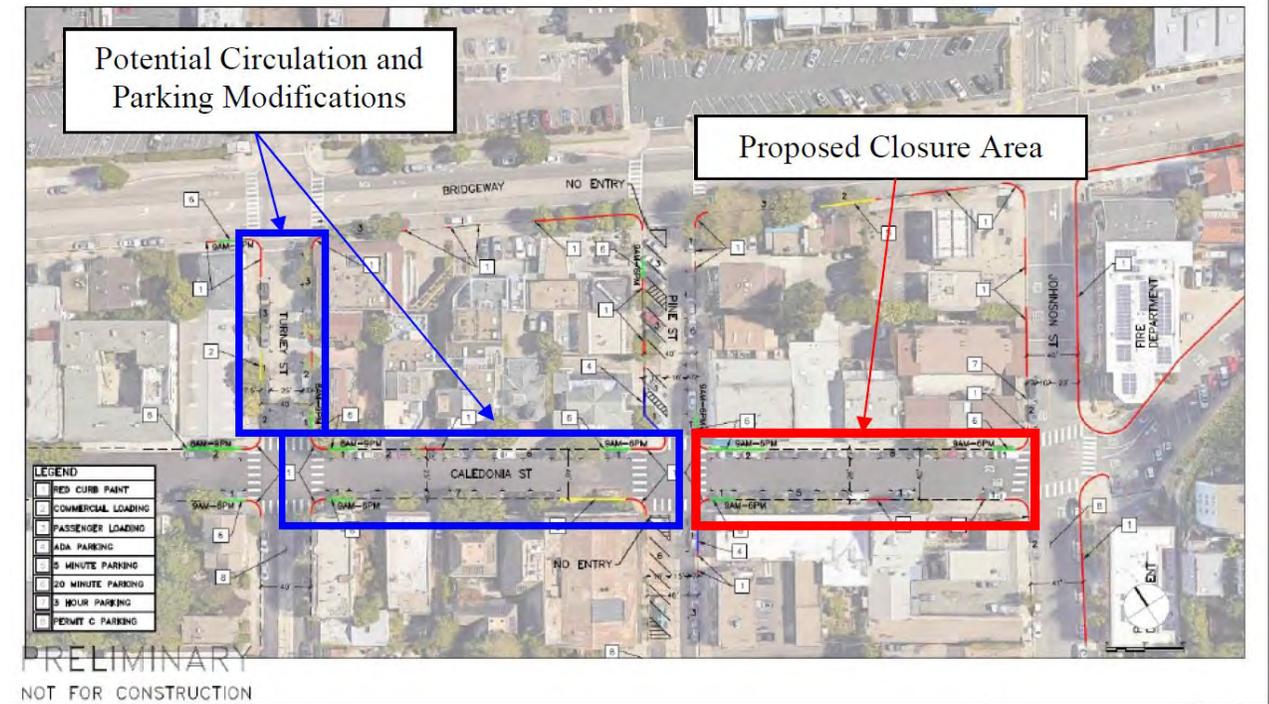
- Innovation Strategic Plan process conducted prior to Sales Tax Approval

May 2025 Board direction – make \$500k available for current round



2020 – Quick Build Focused Call

- Pandemic response – Consider funding to rethink use of roadways
- Aligned with NACTO Guidance
- Call for Projects conducted in 2020
 - \$20k per jurisdiction max
 - Local jurisdictions eligible applicants
 - Focus on Quick Build
 - 11 projects identified, 10 delivered, 1 revised
- Overwhelmingly positive feedback
- Limited Active Transportation investment
- \$208k expended



Call for Projects and Guidance

- May 21st Call for Projects and Guidance released to Local DPWs
 - Timing aligned with Measure AA LSR Allocation Request forms
- Program to align with focus areas discussed at May 2025 Board:
 1. Active Transportation
 2. Community Mobility Innovations
 3. Climate Adaptation and Environmental Pilot
- All focus areas to deliver on CTP goals and strategies
- Long term, support for countywide big data/data analytics could be folded into program

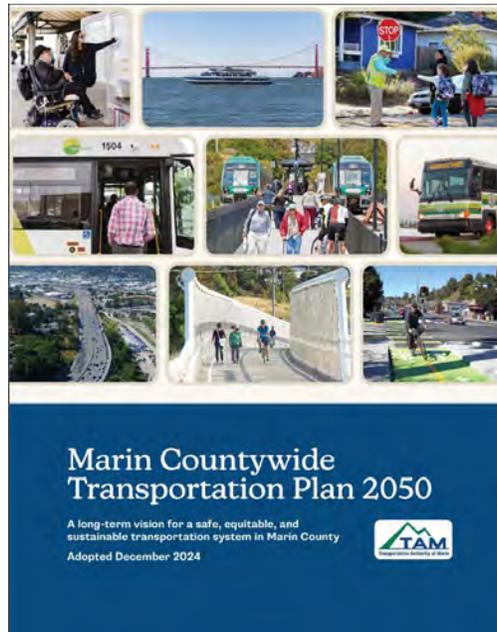
Applications Received

Agency Sponsor	Project Name	Project Category	Amount Requested
Corte Madera	Lower Christmas Tree Hill Undergrounding and Evacuation Improvements Project	Climate Adaptation	\$500,000
Mill Valley	Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements	Active Transportation	\$85,000
San Anselmo	The Wiggle – Downtown to Memorial Park Bike Route	Active Transportation	\$7,200
San Anselmo	Artificial Intelligence to Improve Efficiency of the Towns Traffic Signals	Community Mobility	\$250,000
San Anselmo	San Anselmo Bicycle Counters	Active Transportation	\$110,000
		Total Requested	\$952,200

Evaluation Process

Staff and Consultant Review:

- Alignment with CTP Goals
- Feasible/Implementable
- Scalable/Repeatable
- Delivery of a distinguishable benefit from existing programs
- Leveraging or Piggybacking on Measure AA or other funding



Staff Recommendation

- Unanimous recommendation from panel
- Projects not included in Measure AA Allocation Request Forms

Project Name	Staff Recommendation
Mill Valley - Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements	\$85,000
San Anselmo - The Wiggle – Downtown to Memorial Park Bike Route	\$0
San Anselmo - Artificial Intelligence to Improve Efficiency of the Town's Traffic Signals	\$250,000
Corte Madera - Lower Christmas Tree Hill Undergrounding and Evacuation Improvements Project	\$0
San Anselmo - San Anselmo Bicycle Counters	Wrap into Countywide Data Collection Program
Total Funding Award	\$335,000

Innovation Workshop for Board

- October 23, 4-6pm at Marin Wildfire Prevention Authority Boardroom
- Chance for a deeper dive on advancing Innovation in TAM programs, funding and projects
- Expert panel with guest presenters to further explore topics such as AI, AVs, and more



Next Steps



- Funding Agreements with Jurisdictions
- Budget Amendment
- Innovation Workshop – October 23rd
- Staff to develop Countywide AT Counting Program
- Considerations for un-programmed funds
 - Data Collection & Management
 - Bikeshare Operations

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DATE: September 25, 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. 7

RECOMMENDATION

This is a discussion item.

BACKGROUND

On November 6, 2018, Marin voters approved Measure AA by 76.7% to renew and extend the original Measure A Transportation Sales Tax. 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.

Staff began the process for the first Measure AA Expenditure Plan Review in the fall of 2024. Since that time, the TAM Board has been briefed at the following:

- October 2024 – the TAM Board approved the process and schedule for the Measure AA Expenditure Plan Review
- 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
- April 2025 – the TAM Board was briefed on the initial findings and considerations based on the initial discussions with the Ad Hoc Committee

- June 2025 – the Ad Hoc Committee was convened to discuss financial projections and possible changes to the categories in Measure AA, including the idea of reintroducing the concept of a “Major Road” category that was initially proposed by Marin Public Works Association (MPWA), merging the large and small Safe Pathway categories, and converting the Local Infrastructure category from upfront distribution of funds to reimbursement based consistent with all categories of Measure AA
- July 2025 – the TAM Board was briefed on the financial projections for Measure AA revenue, introduced to the idea of a “Reimagined Roadways” category, and provided an overview of the Crossing Guard Program based on current financial circumstances and public outreach effort
- September 2025 – the Ad Hoc Committee convened to further discuss the Reimagined Roadways category, Crossing Guard funding options, and travel trends

DISCUSSION

As noted above, staff has regularly provided briefings to the TAM Board and Ad Hoc Committee since the process started in October 2024. Concepts and potential changes were introduced to the TAM Board and Ad Hoc Committee and further discussed with the TAM Community Oversight Committee (COC), Technical Advisory Working Group (TAWG), MPWA, MPWA Measure AA Subcommittee, and transit operator representatives.

Staff has also engaged the public to spread awareness and gauge the general public’s priorities and perception of Measure AA. Public outreach is further discussed below.

These overall efforts with Board members, the TAWG, recipients of Measure AA funds, and the public have provided valuable feedback and insights. Staff have formulated concepts and suggested changes that attempt to account for and balance the needs of stakeholders in light of developing trends, while maintaining consistency with the goals of TAM’s Countywide Transportation Plan. Staff also recognizes the importance of retaining overall consistency with the original measure, given the strong voter support.

Concepts and suggested potential changes are discussed further below and will be key discussion topics at the September 25th TAM Board meeting. Travel trends (Exhibit B) will also be discussed to provide insights on the proposed changes. It should be noted that staff will further engage MPWA at its September 18th meeting and pertinent comments expressed at the MPWA meeting will be conveyed to the TAM Board on September 25, 2025.

Staff have prepared updated financial forecasts for the remaining years of Measure AA to confirm approximate funds available for each category. Staff retained HdL, Inc. to prepare these scenarios, and the resulting analysis is similar to the original 2018 estimate for the measure. These forecasts are shown in the table below:

Measure AA Revenue Projections			
	FY18-24	FY25-30	Measure Total
2018 Estimate	151,624,034	198,746,290	1,200,330,289
Actual	168,417,962		
2025 Optimist		221,607,056	1,376,928,205
2025 Pragmatist		207,786,343	1,194,455,529

As of August 2025, the optimistic scenario assumes growth between 2.8 and 3.0%, and the pragmatist scenario assumes 0% growth for two years, 1% growth for the three subsequent years, and 2% thereafter, similar to TAM’s recent annual budget documents.

Summary of Proposed Changes

The table below highlights the proposed changes for the Measure AA Expenditure Plan (EP). The most notable changes include a new Reimagined Roadway sub-category, incorporating the Innovative Technology category. The Reimagined Roadway category is further discussed below. Other changes include:

- 0.5% reduction for Category 1.3 Local Interchanges to allow for a 0.5% increase for Category 3.2 Crossing Guards
- 4% reduction for Category 2.1 Local Transportation Infrastructure and incorporating the 0.5% Innovation program to provide 4.5% for a new Reimagined Roadways category
- Category 2.3 Sea Level Rise will remove the requirement to issue Calls for Projects and TAM becomes an eligible recipient
- Category 4.6 Ferries and Regional Transit will change eligible recipients and broaden the eligibility to include First/Last Mile at Major Transit Stops

Categories with Proposed Changes	2018 EP	Rev EP	Proposed Changes for Discussion
Category 1.3 Local Interchanges	3.0%	2.5%	Reduction of 0.5%.
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Funding for new Category 2.4
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects language
Category 2.4 Innovative Technology	0.5%	0.0%	Fold into funding for new Reimagined Roadways.
Category 2.4 Reimagined Roadway	0.0%	4.5%	New Category. Maintain 0.5% from 2.4 plus 4% from Category 2.1.
Category 3.2 Cross Guard Program	7.0%	7.5%	0.5% from Category 1.3, Revise language to specify number of guards rather than number of sites/locations.
Category 4.6 Ferries and Regional Transit	0.5%	0.5%	Change eligible recipients and broaden to First/Last Mile at Major Transit Stops.

Reimagined Roadway Category

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).

Since the Measure AA Expenditure Plan Review process started, some members of MPWA have approached staff on considering reintroducing the Major Road concept to Measure AA. The idea was not necessarily to replicate the Major Road category as established in the original Measure A Expenditure Plan but 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 on corridors that may traverse through multiple jurisdictions that is beyond the capability for any one jurisdiction to efficiently develop and manage.

While the concept was generally accepted by members of MPWA, they also expressed concerns, such as how candidate projects will be selected, how will the interests of smaller jurisdictions not be overlooked, and how this new category will be funded. MPWA also wanted TAM to recognize that pavement maintenance is a priority over modernization or new capital projects when funding for the new category is considered.

TAM has since proposed that the new category include projects that are considered countywide significant with no current reasonable means of addressing, especially projects in smaller jurisdictions with limited financial resources. Projects with rights-of-way in multiple jurisdictions that traditionally would have difficulties proceeding would be targeted with the new category. The funds from the new category would be used by TAM to advance the selected projects through the initial project delivery phases.

While these explanations appear reasonable to MPWA for supporting this new category, further discussions were needed on the funding mechanism. MPWA suggested TAM use a portion of Category 2.1 and requested matching funds from other categories in Measure AA to fund the new category, which has since been named as the Reimagined Roadway category.

In response to this feedback, staff is proposing to change Category 2.4 from the Innovative Technology category to the new Reimagined Roadway category. The Reimagined Roadway category will be funded with 4.5% of the Measure AA funds: the 0.5% of the Innovative Technology program would be folded into the new category, supplemented by 4.0% from Category 2.1 Local Transportation Infrastructure. The existing Innovative Technology category will no longer be a standalone program but advanced through the Reimagined Roadways proposal. Category 2.1 Local Transportation Infrastructure will be reduced from 22% to 18%.

Attachment C shows the amount of funding received annually by each jurisdiction for local infrastructure projects from Measure AA and from State funds. This is notable because over time, the amounts from the TAM program and from the state programs have fluctuated, and with the addition of state Senate Bill 1 funds after 2017, the TAM funds now represent about 22% of the total local roads funding received by local jurisdictions from TAM and the State. Attachment D is a fact sheet on the Reimagined Roadway category that provides greater details on the proposed Program. Attachment E is staff's proposal on funding the Reimagined Roadway category with a combination of the existing Category 2.1 and Category 2.4 (Innovation Technology) funds.

As noted above, staff will discuss these issues with MPWA on September 18th, which is after the TAM Board packet mailout. Pertinent comments from the MPWA meeting will be reported to the TAM Board at the September 25th meeting.

Crossing Guard Program

The costs of the crossing guard program will outpace projected funding levels. Additional revenue will be needed 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).

Discussions have been ongoing on critical funding decisions to maintain 96 guards or reduce the number of guards to match the available revenue. In the above table, staff is proposing to reduce Category 1.3 Local Interchanges by 0.5% from 3.0% to 2.5%, with the 0.5% going to the Crossing Guard Program. The Crossing Guard Program would increase from 7.0% to 7.5%. The current estimated amount for 0.5% is approximately \$160,000 annually, which helps but does not entirely address the funds needed for a 96 guards.

Other previously enacted cost saving measures will also help (but not eliminate) with the deficit, including reducing recertification costs by 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. Also, the language in the Measure AA Expenditure for the Crossing Guard Program will reaffirm the effort to fund 96 guards as opposed to 96 locations.

While the modest funding increase and cost savings will provide some relief, the cost of the program will continue to increase. More substantial increases in funding will still be needed to maintain the desired 96 guards. These discussions will continue and staff will provide funding options for the TAM Board's consideration at a future meeting.

Transit

Measure AA Category 4 provides funding for transit operations and capital projects. Marin Transit receives 54.5% of Measure AA funds to maintain and expand transit for Marin County and Golden Gate Bridge Highway and Transit District (GGBHTD) receives 0.5% to provide access to ferries and regional transit.

Staff is not proposing changes to Categories 4.1 through 4.5 where Marin Transit is the direct recipient. However, staff is proposing changes to Category 4.6 Ferries and Regional Transit. GGBHTD is currently the sole recipient of Category 4.6 funds, which is currently at 0.5% or approximately \$160,000 annually. Staff is proposing to change eligible recipients to include more than GGBHTD and broaden the category to First/Last Mile projects at Major Transit Stops. This is in recognition of the fact that post-covid, more trips are local, and that transit services are undergoing changes that may warrant a larger array of options for connectivity in the future.

Alignment of the Measure AA and Measure B Review Schedules

The current review cycle for Measure AA is every six years, and for Measure B is every 10 years, in accordance to their respective Expenditure Plans. The review processes for both Expenditure Plans are involved, time-consuming, and resource intensive. The average Expenditure Plan review process requires approximately 18 months from start to Board adoption.

An idea emerged when the Measure B Expenditure Plan was reviewed and now with the Measure AA Expenditure Plan review, to potentially merge the two review processes into one review process. The merger of the two processes is believed to be more efficient and effective in considering the two funding sources for strategic funding opportunities at the same time. The current bifurcated processes do not effectively factor the non-reviewing funding source in decision making as much as if they were reviewed simultaneously.

Attachment F is a draft proposal on aligning the two Expenditure Plan review schedules in order for the two review processes to occur simultaneously. The proposal is to merge the two processes during the second scheduled review for both Measures B and AA in 2032 to 2033, approximately six years from now, and establish an eight-year cycle for both thereafter. This would still provide four review cycles for Measure AA, including a final one the year before the measure is due to sunset in 2049.

Public Outreach

In August, staff conducted four public outreach pop-up events on the Measure AA Expenditure Plan Review to educate the general public on the uses of local transportation funds and solicit feedback and priorities. Events were held at Farmers Markets in Larkspur, Sausalito, and Novato and at the West Marin Community Services Food Pantry in Point Reyes.

Materials at the events included a large-scale overview exhibit and a “dot exercise” exhibit where community members could place dots on their three top priorities of Measure AA subcategories. Additional materials included a fact sheet for the public and comment cards for TAM to consider. The exercise at these public events has thus far identified 1) local transit, 2) maintaining and improving pavement condition, and 3) better bike and walking paths to transit stops as the top three categories in order of priority.

Public outreach is still ongoing to community groups on request and Measure AA review updates were provided to the TAM Technical Advisory Working Group and to the League of Women Voters Transportation, Land Use and Housing subcommittee. A report summarizing all of the outreach including the pop-up events is being assembled and will be available soon.

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 have reviewed Measure AA funding categories for alignment with the CTP vision, goals, strategies, and performance measures, and presented these items to the board at the April 2025 Board meeting.

FISCAL CONSIDERATION

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

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.

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

ATTACHMENTS

Attachment A – PowerPoint Presentation

Attachment B – Travel Trend Updates

Attachment C – Comparison between FY 24/25 Measure AA and State Gas Tax Funds

Attachment D – Reimagine Roadways Fact Sheet

Attachment E – Draft Reimagined Roadways Funding Scenario

Attachment F – Potential Alignment of Measure B and Measure AA Review Schedules (DRAFT)

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Measure AA Expenditure Plan Review Initial Proposed Revisions

Transportation Authority of Marin

Board of Commissioners

September 25, 2025

Agenda

- Overview
- Context
 - Review of Board Feedback
 - Public Outreach Preliminary Results
 - Travel Trends
- Proposed Changes
 - Category 1.3 – Interchange Program
 - New Category 2.4 - Reimagined Roadways Modified Scenario
 - Current Category 2.4 – Innovation Program
 - Category 3.2 Crossing Guard Program Funding
 - Additional Changes
- Summary & Next Steps

Summary of Proposed Changes (DRAFT)

- Measure AA received strong voter support in 2018 with 76.7% approval
- No changes proposed to 95% of Measure AA funding
- Strategic changes proposed to 5% of Measure AA to respond to input received

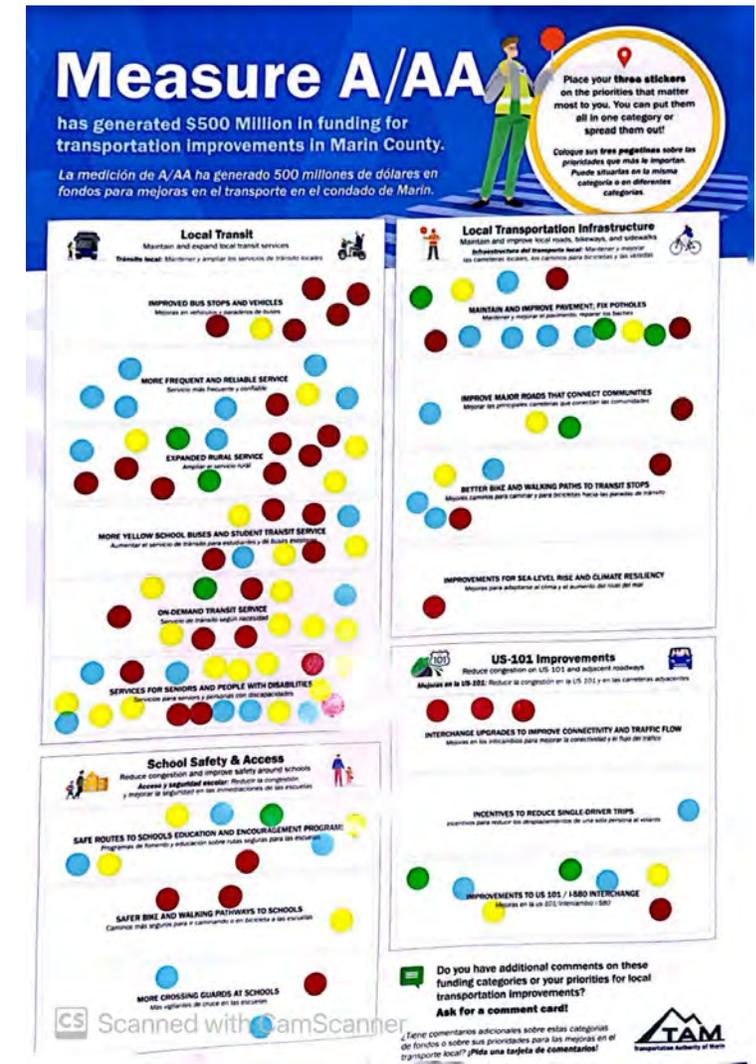
	2018	Proposed	DRAFT PROPOSED EXPENDITURE PLAN (EP) CHANGES FOR DISCUSSION
Category 1.3 Local Interchanges	3.0%	2.5%	Reduction of 0.5%.
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Funding for new Category 2.4
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects language
Category 2.4 Innovative Technology	0.5%	0.0%	Funding Moved to new Reimagined Roadways.
Category 2.4 Reimagined Roadway	0.0%	4.5%	New Category. Maintain 0.5% from 2.4 plus 4% from Category 2.1.
Category 3.2 Crossing Guard Program	7.0%	7.5%	0.5% from Category 1.3, Revise language to specify number of guards rather than number of locations.
Category 4.6 Ferries and Regional Transit	0.5%	0.5%	Change eligible recipients and broaden to First/Last Mile at Major Transit Stops.
Additional Changes			
COC Membership			Align with Measure B
Review Timeline			Align with Measure B for concurrent review processes.

Board Feedback Summary

Commissioners Noted:	Potentially Addressed By:
Need for roadway capital programs and addressing housing growth	Reimagined Roadway proposal
Funding of Reimagined Roadways from Local Streets and Roads (LSR) was a concern, need to get “back to basics” and address pavement condition	Remaining funds in LSR Category, plus state funding
Can current dollars go farther, e.g., joint procurement	Efficiencies such as joint procurement are allowable now
More planning is needed but planning takes too long	Reimagined Roadway proposal
Specificity sought on projects and what can be delivered over the next 25 years	Staff has developed more specific information in staff report. What can be delivered is a function of available funding.
Look at data and travel trends	Travel trends included in staff report
Support for funding of crossing guard program	Category augmentation

Preliminary Outreach Feedback

- Approximately 124 respondents to dot priority exercise
- Four pop up events conducted in August
 - Larkspur, Sausalito, Novato, West Marin
- Priorities varied by location
- Overall Categories Response
 1. Local Transit – 36%
 2. Local Transportation Infrastructure – 32%
 3. School Safety & Access – 16%
 4. US 101 Improvements – 16%
- Top Three Responses
 1. Maintain and Improve Pavement: Fix Potholes
 2. Services for Seniors and People with Disabilities
 3. Better Bike and Walking Paths to Transit Stops



West Marin Dot Exercise

Data Trends Summary

- Population has declined and is aging, but forecasted to grow as housing production comes online
- Employment has grown, and TAM forecasts continued growth
- School enrollment has decreased
- Overall volumes (Bridges, Roadways, Visitors) are down post-covid
- Highway delay is back, mainly midweek
- Increasing local population expected to reduce overall Vehicle Miles Traveled (and associated greenhouse gas emissions) but increased number of local trips
- Transit Markets have shifted
 - Transit ridership is predominately *local*
 - Ferries have surpassed regional bus service
 - SMART ridership growth particularly strong

Context – Measure Considerations

- Public Support for Measure and Categories remains strong
- No major increase or decrease in funding is projected at this time
- Trips are going to move toward local roads, programs should support this shift
- Transit is already focusing on local needs
- School transportation needs may change in long term (if enrollment declines continue)
- With limited highway & roadway improvements advancing, operational & technology improvements will grow in focus
- Efforts that focus on safety and trip reduction are well positioned to address growing needs

Category 1.3 – Interchange Program

PROPOSAL: Reduce from 3% to 2.5% to fund Crossing Guard Program

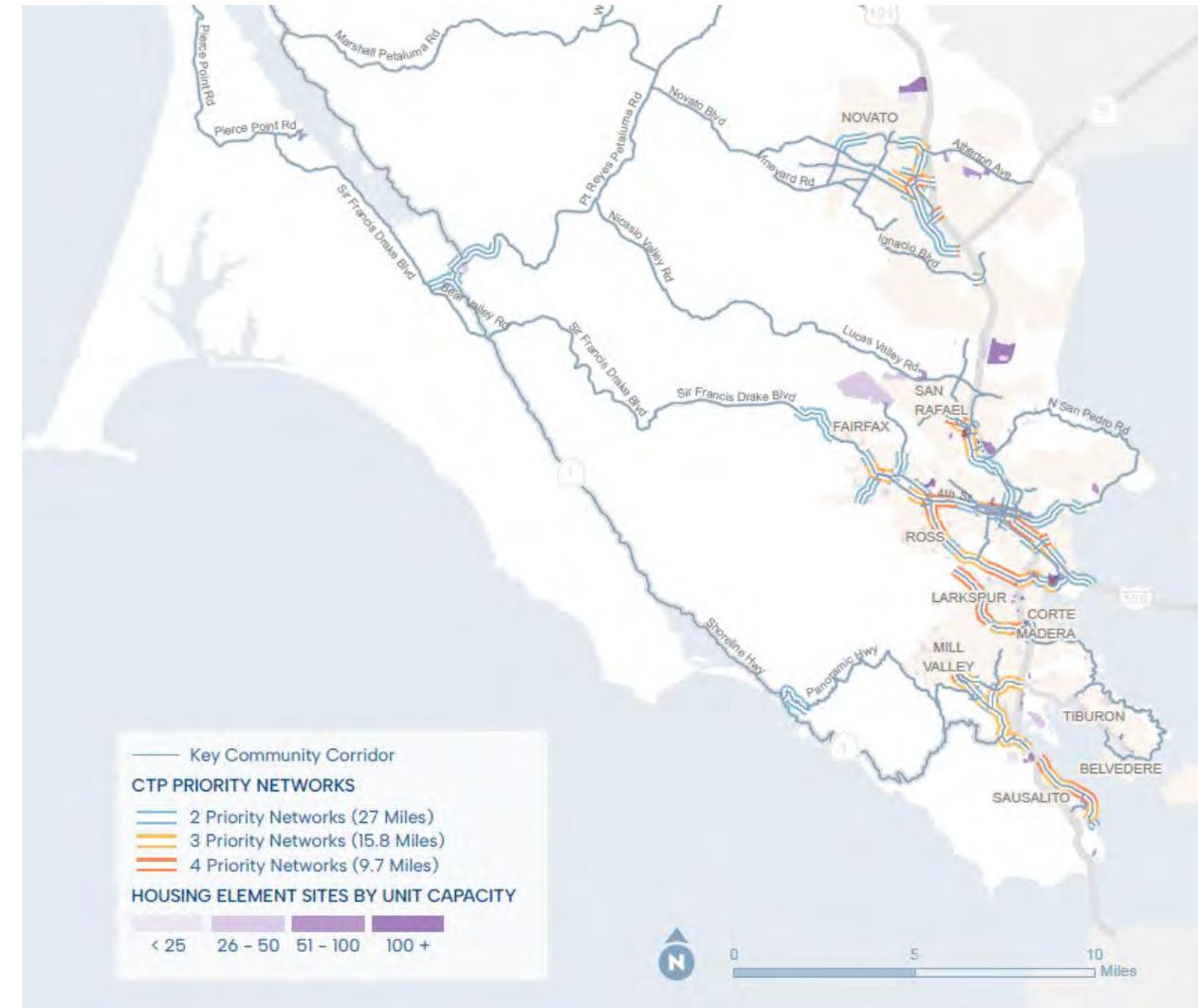
- Program to make improvements on US 101 Interchanges - 3% of Measure AA
- Program assessed 12 interchanges
- In July 2022, TAM Board advanced 3 into Project Development
- PIDs are nearing completion for the following interchanges:
 - Tiburon/East Blithedale Ave.
 - Manuel T. Frietas
 - Alameda Del Prado
- Upcoming Board discussion on how to advance project development (preliminary)
- Finances:
 - \$4.1M expended, ~\$23.9M remains over life of Measure AA
 - 0.5% reduction is feasible (~\$4M over remaining years of exp. plan) but may have future impacts
 - Construction phase remains unfunded

Remaining	\$23.9 M
Remaining if ½ percent redirected	\$19.9M

New Category 2.4 – Reimagined Roadways Proposal

PROPOSAL: Fund new program at 4.5% from Category 2.1 and 2.4

- Purpose:
 - Get larger capital roadway projects “Shovel Ready”
 - Advance multi-jurisdiction, multi-agency, and multi-modal project development
 - Advance CTP goals and strategies
 - Identify and prioritize corridor projects with countywide significance
- Fact Sheet included in packet
- Would generate approximately \$35.3M



Measure A – Major Roads Background

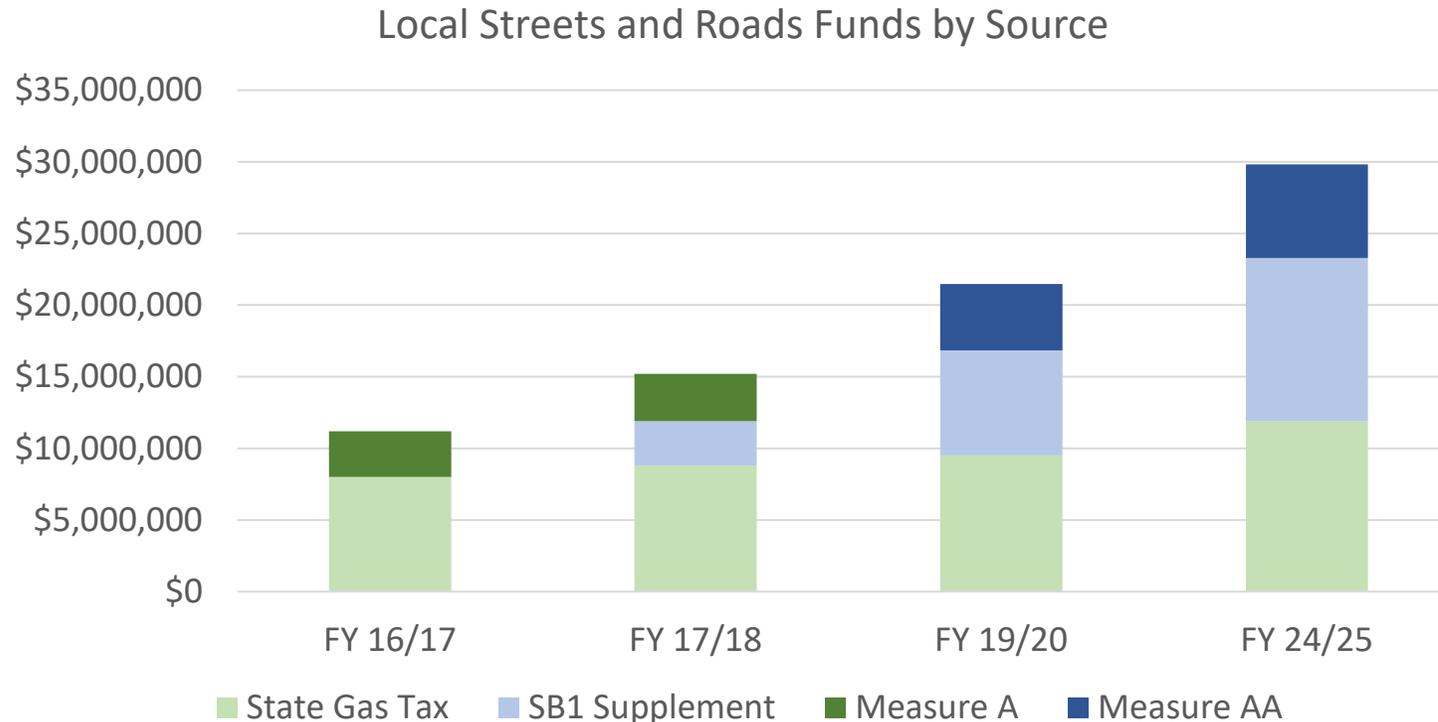
- Measure A Major Road Category:
 - 13.25% for Local Transportation Infrastructure **plus**
 - 13.25% for Major Roads (\$38M in revenue collected from Measure A)
- Funds distributed through 5 planning areas delivering 9 projects

Planning Area	Jurisdiction	Project	Measure A/AA (\$M)	Project Cost (\$M)
North	Novato	Novato Blvd./Diablo Ave. (Phase in Progress)	\$13.3	\$15.0
Central	San Rafael	4th Street	\$4.5	\$5.5
	San Rafael	3rd Street	\$13.0	\$20.0
Southern	Mill Valley	Miller Ave.	\$10.3	\$18.3
	Mill Valley	E. Blithedale Ave.	\$2.3	\$3.7
Ross Valley	Marin County	Sir Francis Drake Blvd. US 101 - Wolfe Grade	\$7.2	\$11.4
	Marin County	Sir Francis Drake Blvd. Wolfe Grade - Ross Limit	\$7.2	\$11.4
West	Marin County	Sir Francis Drake Blvd. Samuel P. Taylor - Platform Bridge	\$5.8	\$8.1
	Marin County	Sir Francis Drake Blvd. Fairfax Limit - Samuel P. Taylor	\$0.8	\$2.1
Total			\$64.3	\$95.5

Category 2.1 – Local Transportation Infrastructure

Local Roadway funding has fluctuated over time to respond to changing local needs.

- 2004 - Measure A and State Gas Tax Funding available
- 2017 - SB1 passed, increasing Gas Tax amounts, and providing additional LSR funds to Jurisdictions
- 2018 - Measure AA passed:
 - Reallocated funds to local jurisdictions for local transportation infrastructure - now 22% of Measure AA
 - Off the top amount of \$2.35M/year until FY 32/33 to fund Major Road Commitments
- 2025 - Measure AA funds are ~23% of total available to jurisdictions, state contribution is significant



Category 2.4 – Reimagined Roadways

- Revised Proposal based on Marin Public Works Association direction
 - Revise down the 75/25 split and seek additional funds
 - Revised Proposal: 82/18 split with 0.5% funds from Innovation Program
- Funds would be used by TAM to identify and define roadway needs, concept designs and environmental process
- Project Development Process & Lead Agency TBD

	Local Roads - Current 22%	Revised Proposal - Reimagined Roadways 82/18 + 0.5% of Measure		
		Local Roads - 18%	Reimagined Roads - 4%	With Additional 0.5% of Measure
Total Available	\$6,528,669	\$5,341,638	\$1,187,031	\$1,337,031
Est. 6 Year Collection (Unescalated)				\$8,022,184

Category 2.4 – Innovation Program

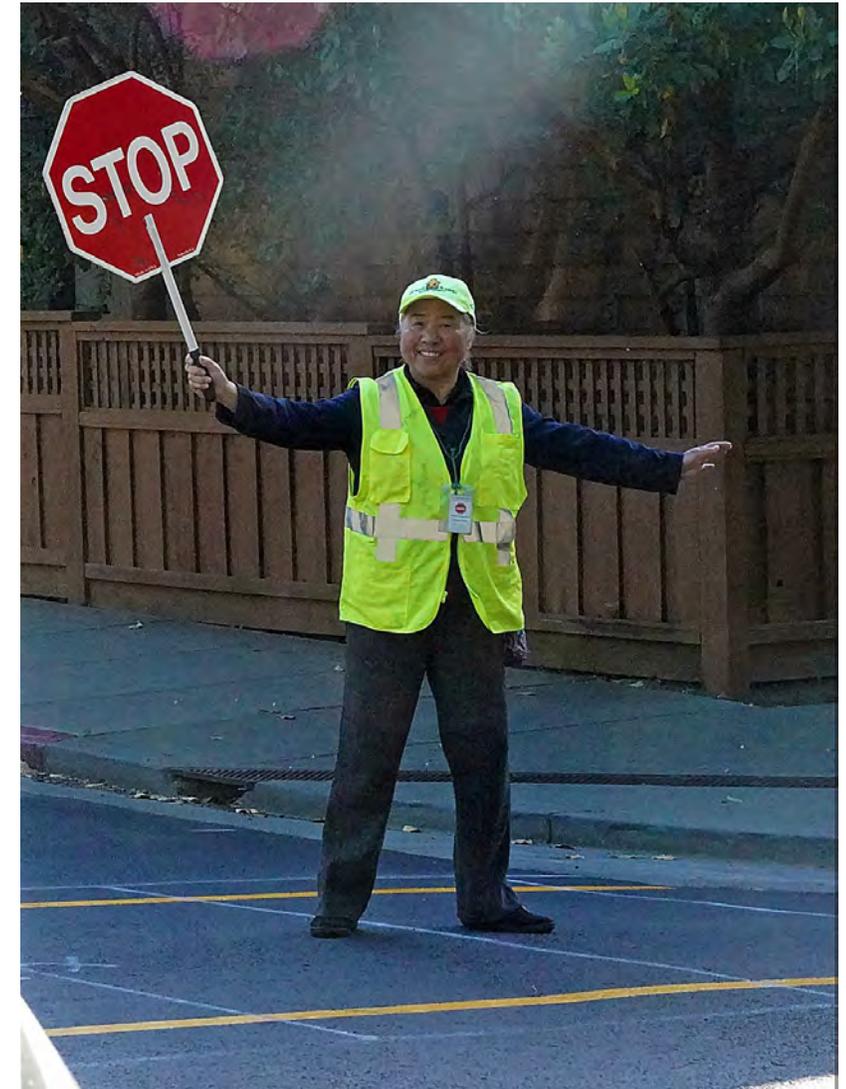
PROPOSAL: Fold into Reimagined Roadways

- Currently 0.5% of Measure AA, as a standalone category
- Funds required to be distributed as a call for projects
- Staff have conducted two cycles of calls
- Need for ongoing planning to advance innovation
- Innovative Elements would still remain within larger roadway projects

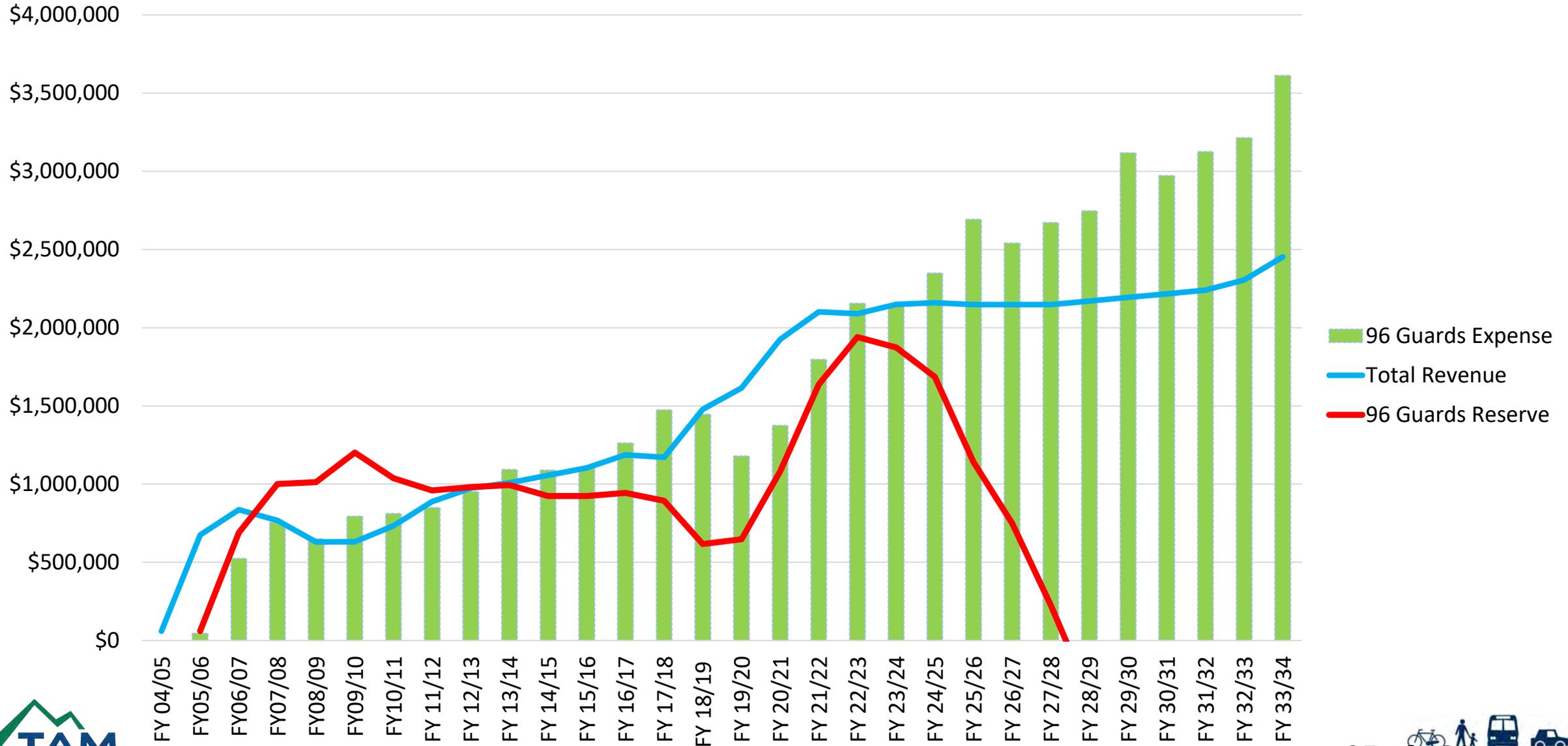
Category 3.2 Crossing Guards

PROPOSAL: Increase funds from 7% to 7.5%

- Program currently provides 96 guards at 96 locations
- Program is 7% of Measure AA (increase from 4.2% in Measure A)
- Program exceeds annual revenue collection requiring use of carryover (Program Reserve)
- Operational program - annual ongoing revenues needed
 - Current revenue supports ~68 guards
 - Additional annual revenue of \$840,000 needed to maintain 96 guards
- Primary way to reduce expenses is to reduce number of guards, other expense reduction measures were implemented this cycle



Crossing Guard – Financial Projections



Crossing Guard Funding Options

PROPOSAL: Augment program with 0.5% from Interchange Category

- Generates approximately \$1.25M through FY 33/34
- Will need to find additional revenue outside of Measure AA, or further reduce expenses (guards)
- Upcoming TAM Board decisions
 - Measure AA revenue increase (potential)
 - Ranked list of sites and how many sites to fund (in Spring 2026)
 - Other revenue pursuits (TBD)

Measure AA Exp Plan – Additional Changes

PROPOSED CHANGES:

- Align Timeline of Measure AA and B Reviews
 - Currently: Measure AA review is every 6 years, Measure B review is every 10 years
 - Aligning allows for a broader view of Local Funds
 - Increased efficiency in conducting Measure AA and B Reviews
 - Conduct next review in 6 years, followed by 8-year review cycle
- COC Membership Changes to Align Measure AA and B Language
- Category 2.3 Sea Level Rise
 - Identify TAM as an eligible recipient and remove call for project language
- Category 4.6 Ferries and Regional Transit
 - Identify TAM and Marin Transit as eligible recipients and broaden focus to all Major Transit Stops (i.e., SMART and Ferry Stations)

Summary of Proposed Exp. Plan Changes (DRAFT)

- No changes to the majority of Measure AA: 95% of funds remain in place
- Strategic changes to the following subset of program categories

	2018 EP	Rev EP	DRAFT PROPOSED CHANGES FOR DISCUSSION
Category 1.3 Local Interchanges	3.0%	2.5%	Reduction of 0.5%.
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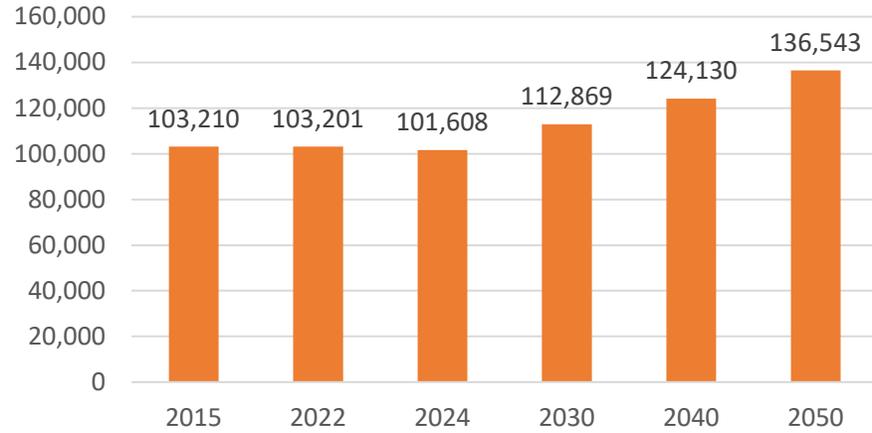
Next Steps

- Incorporate feedback from the TAM Board on proposed changes
- Continued discussions with local agencies, COC & Ad Hoc Committees
- Staff will begin drafting changes to the Expenditure Plan for review

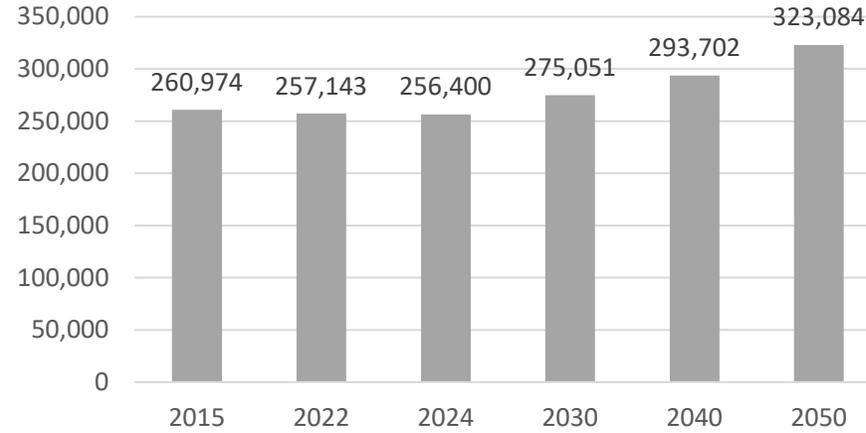


Land Use Trends and Forecasts

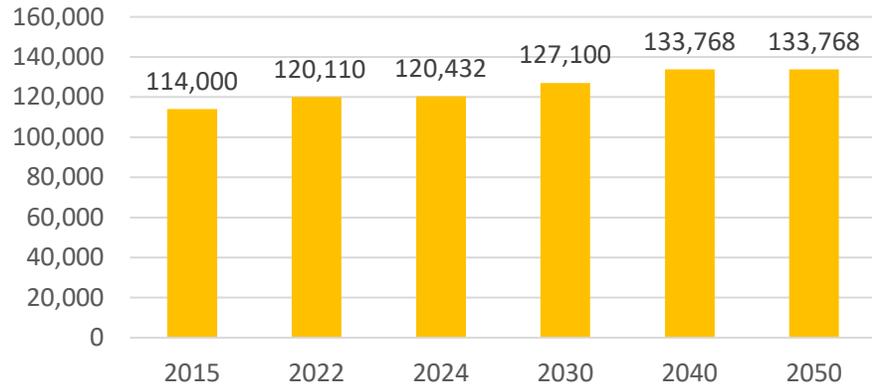
Households



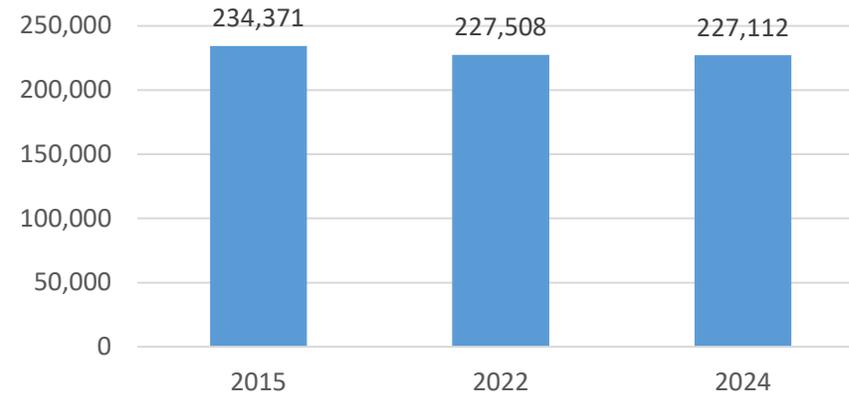
Population



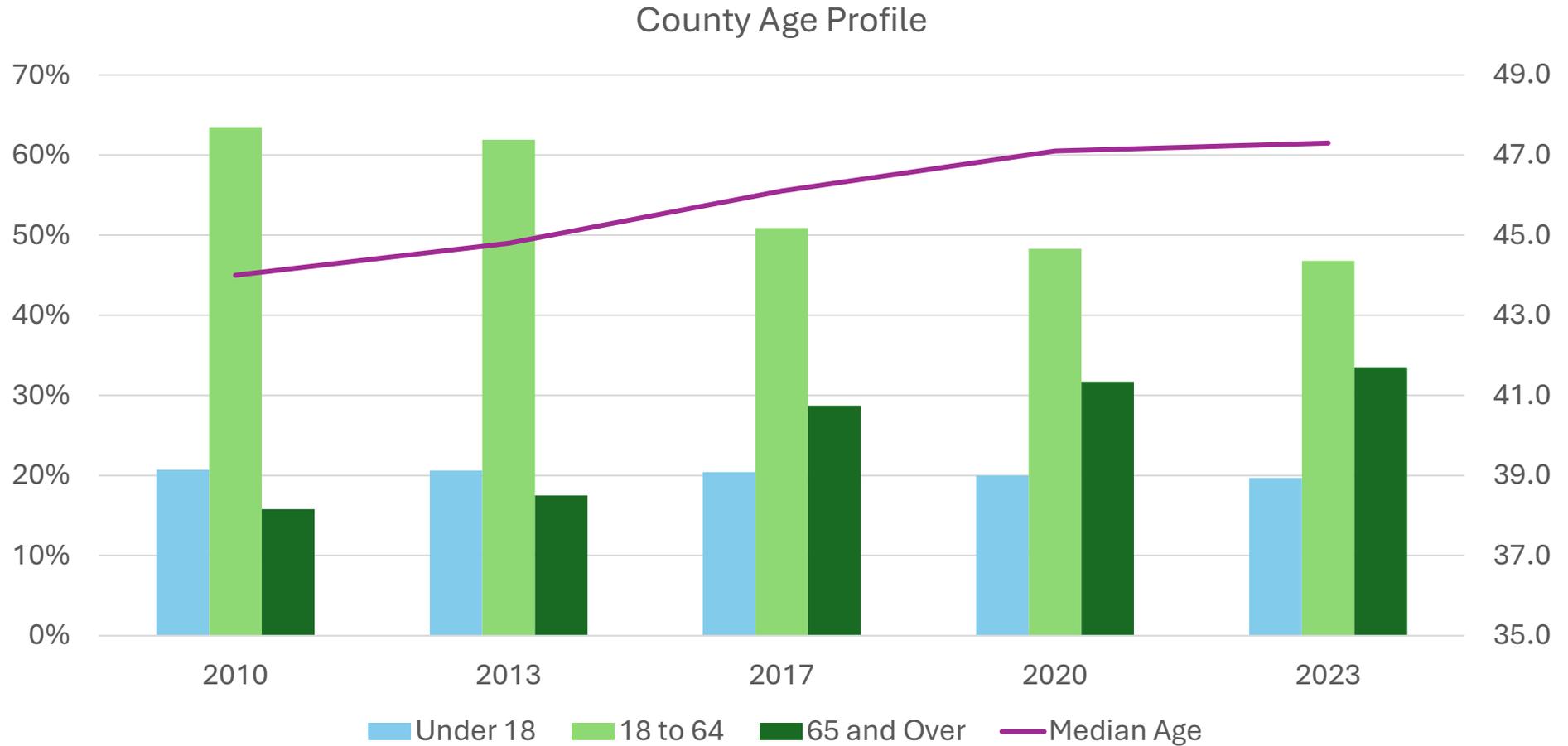
Employed Population



All Vehicles

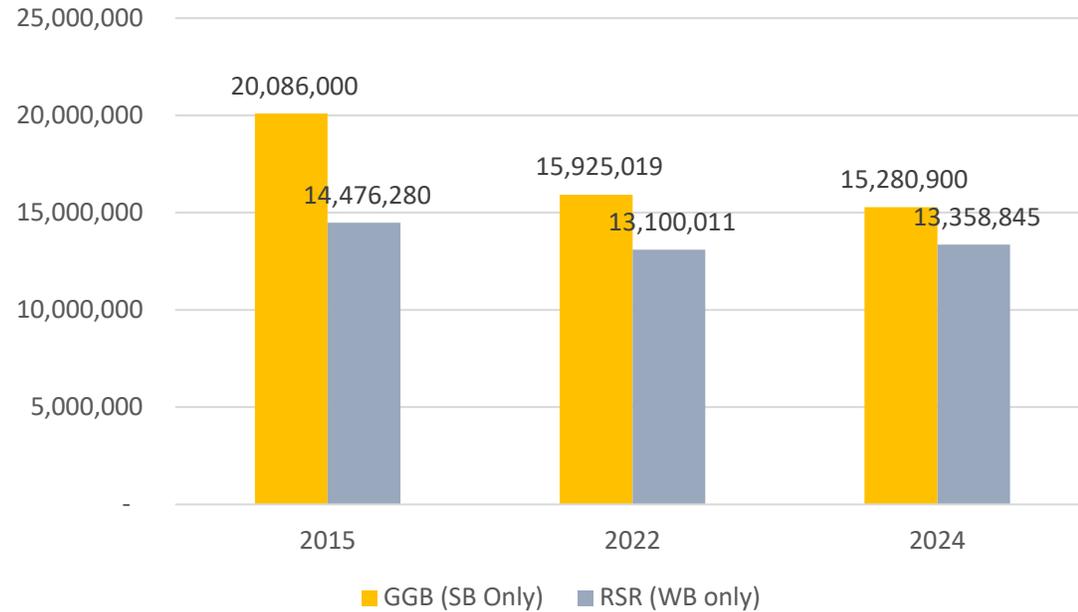


County Age Profile

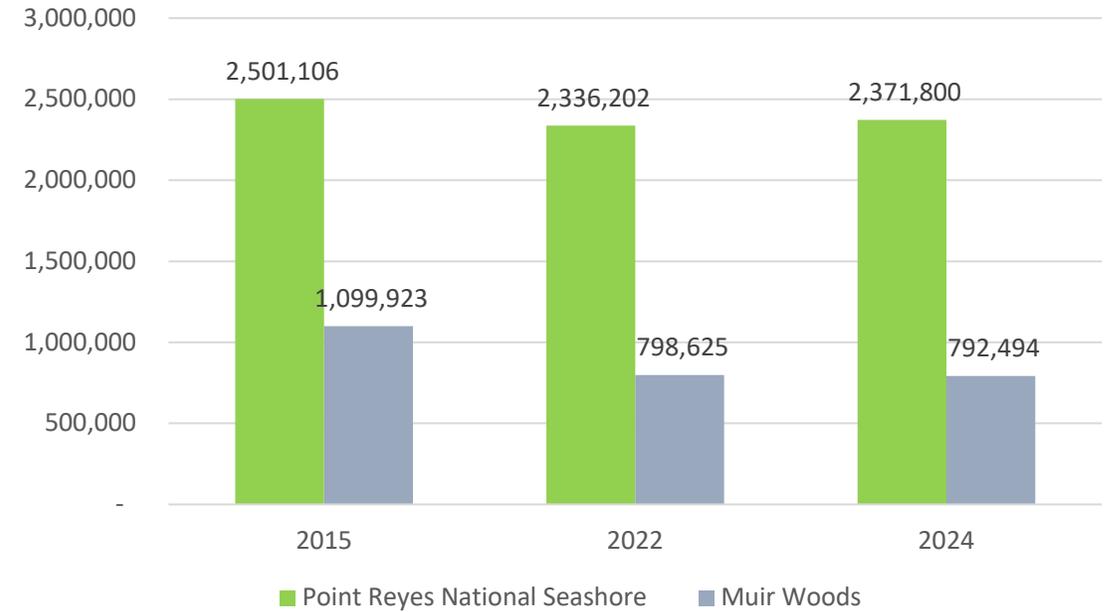


Gateway/Visitor Volumes

Bridge Crossings



Annual Visitors

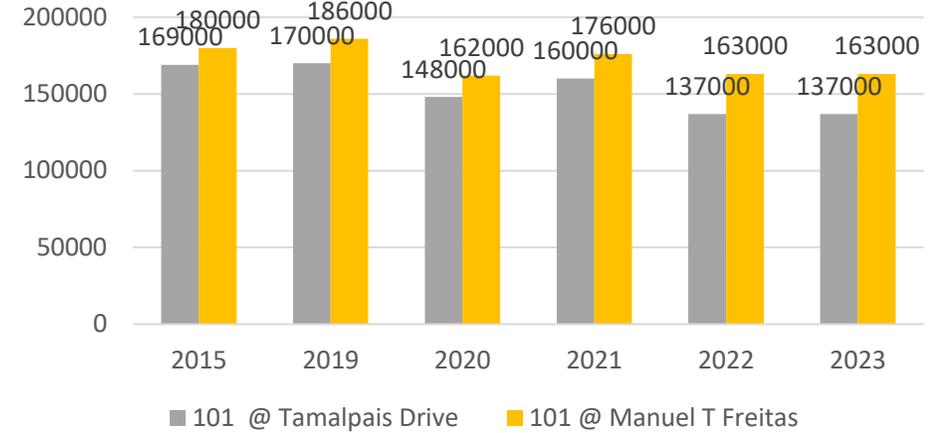


Roadway Volumes

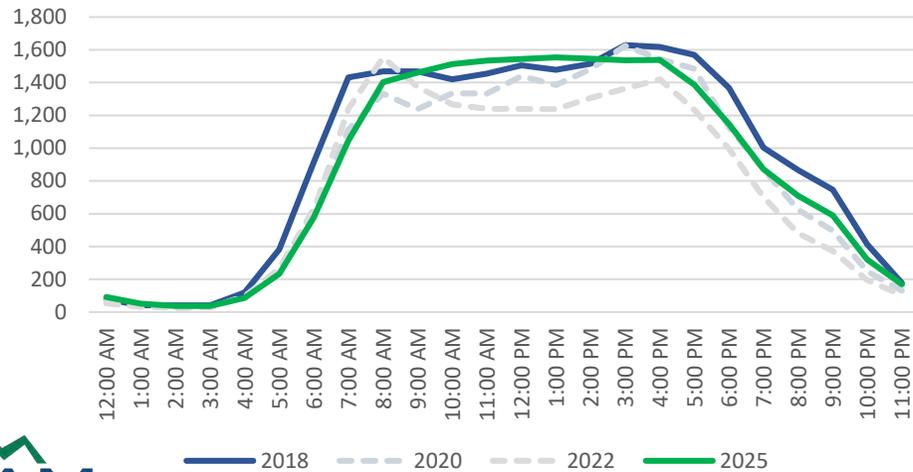
Local Road Volumes AADT



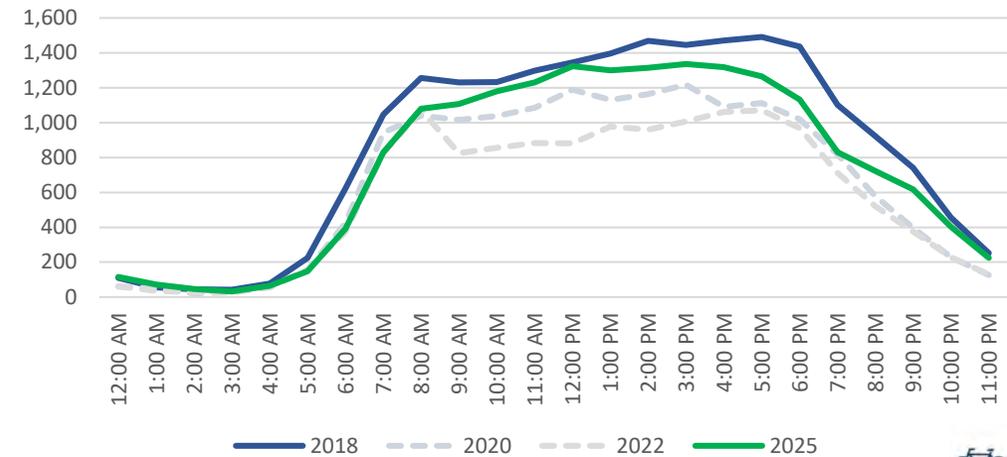
US 101 Volumes AADT



2nd Street

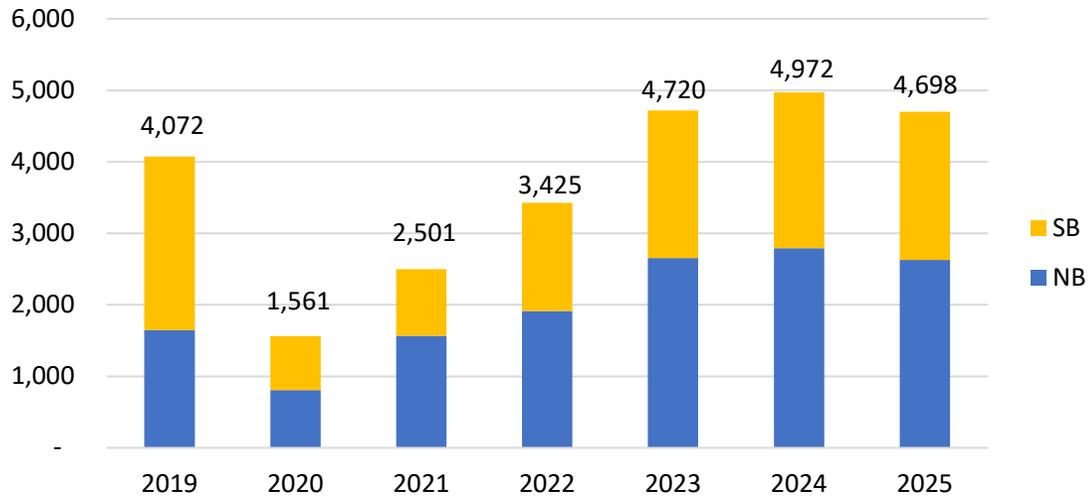


3rd Street

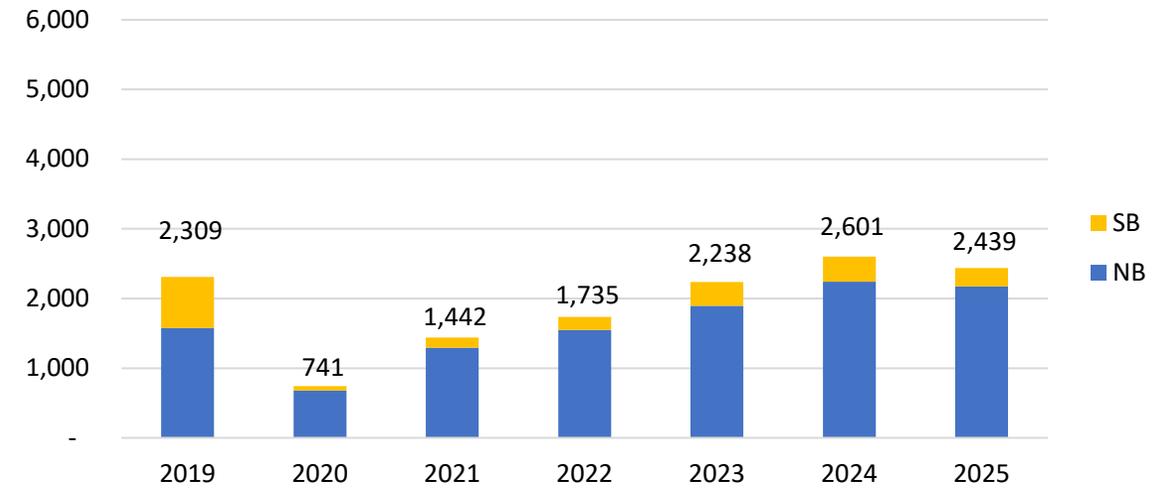


Highway 101 Congestion Levels

Average T-TH Daily Vehicle Hours of Delay



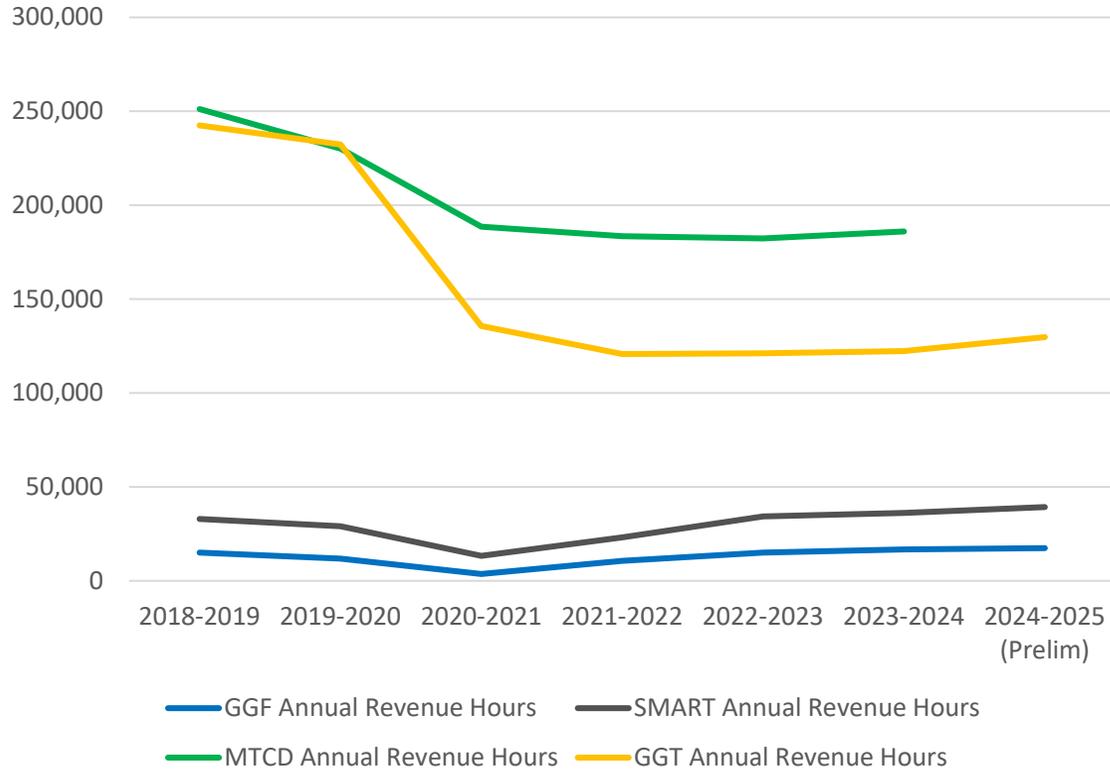
Average M & F Daily Vehicle Hours of Delay



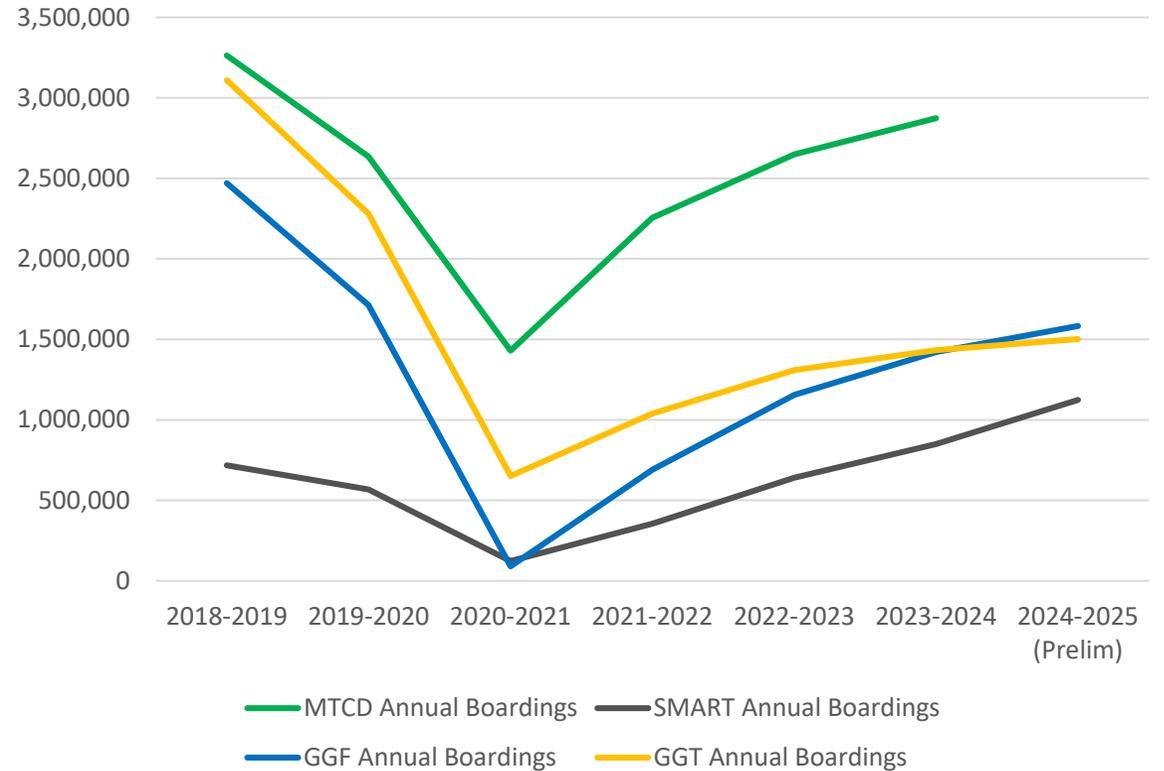
Detector Health in Bay Area – 54.6% in Good Health

Transit Service

Transit Service Levels

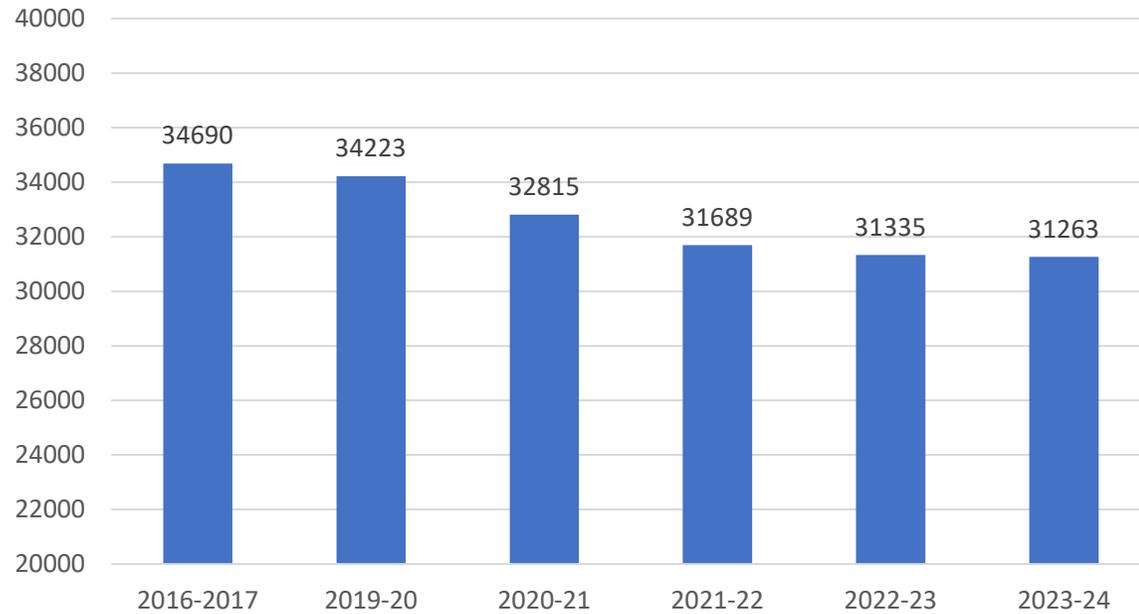


Transit Ridership

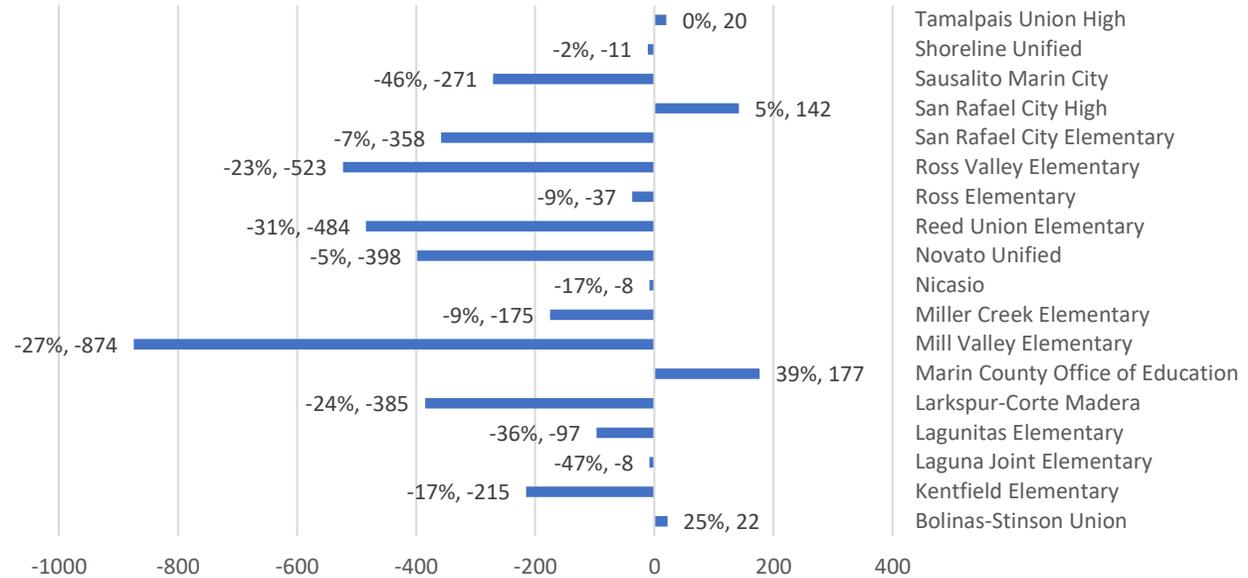


School Enrollment

All Students

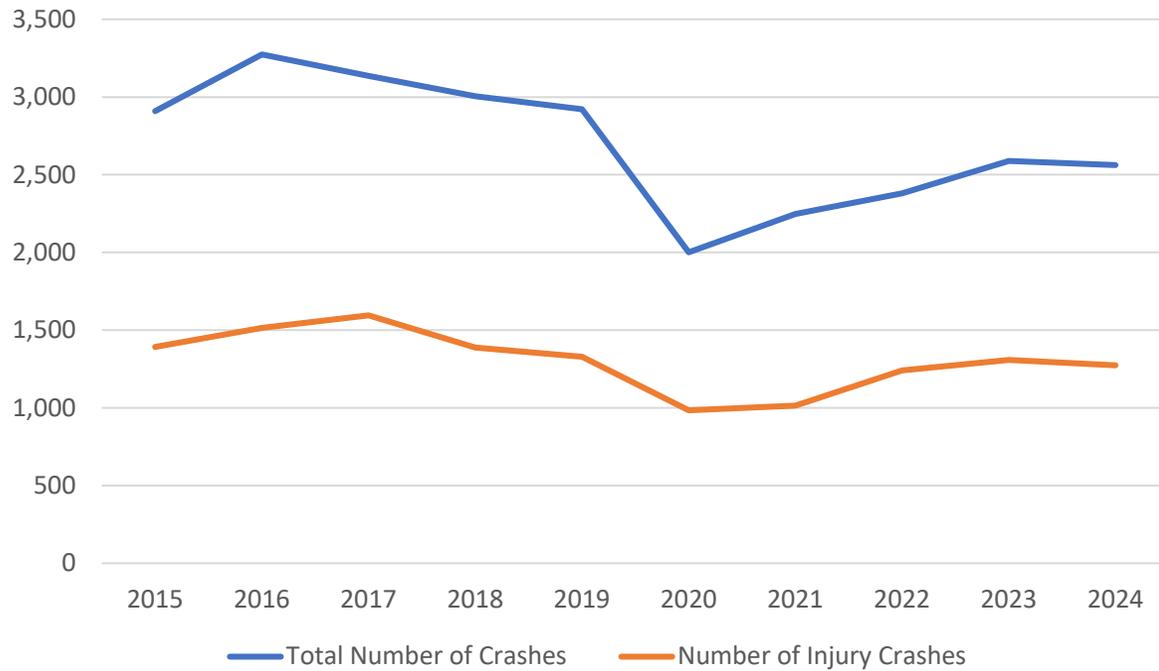


School Enrollment Change 2016/17 to 2023/24

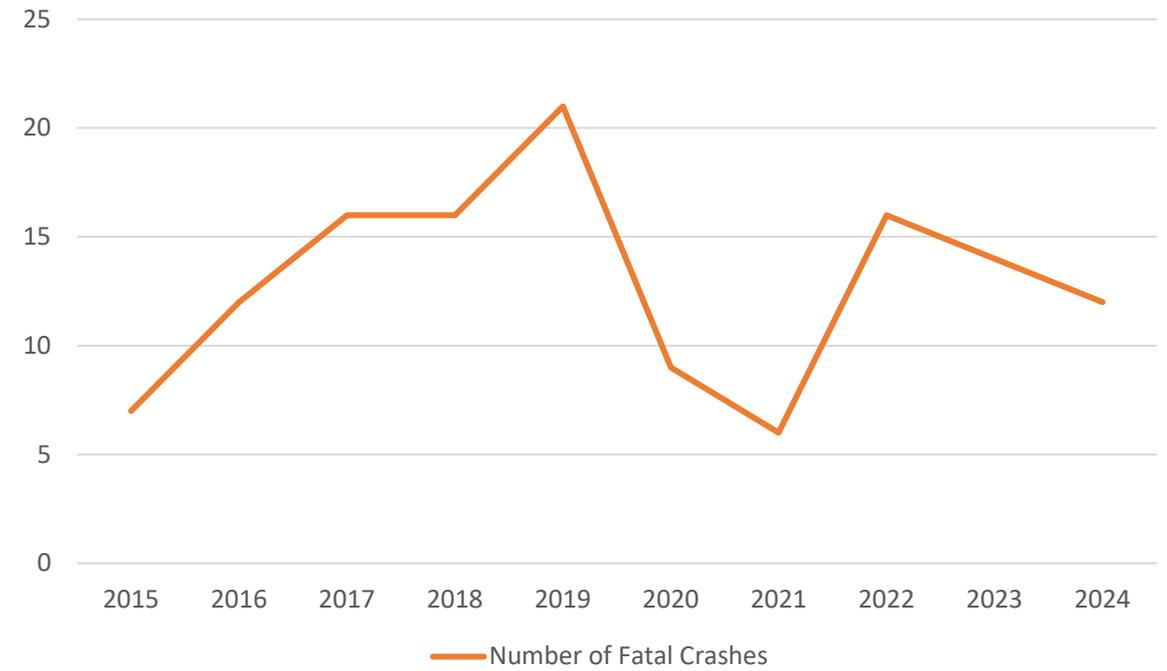


Safety Trends

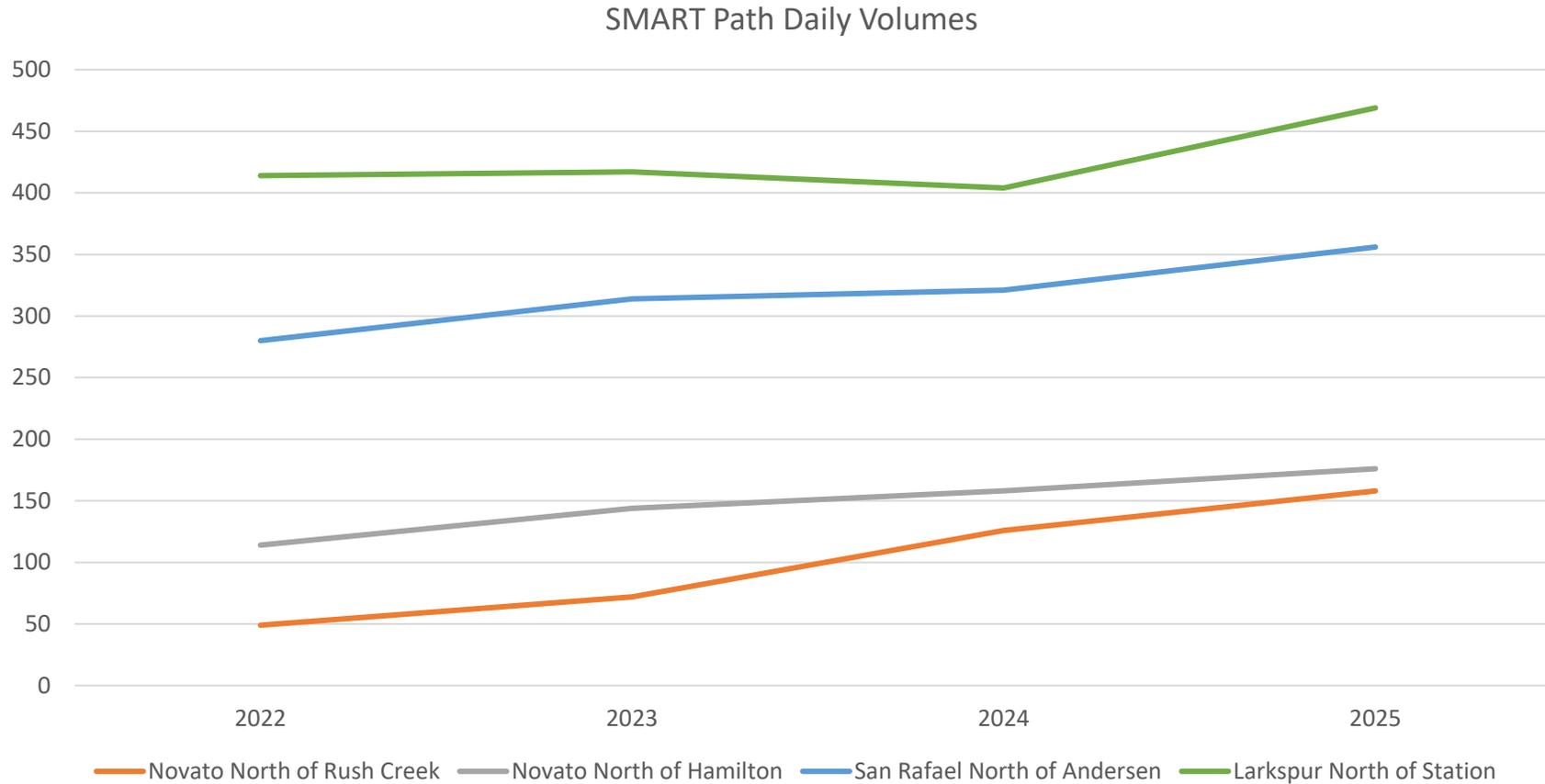
Total Number of Crashes



Number of Fatal Crashes

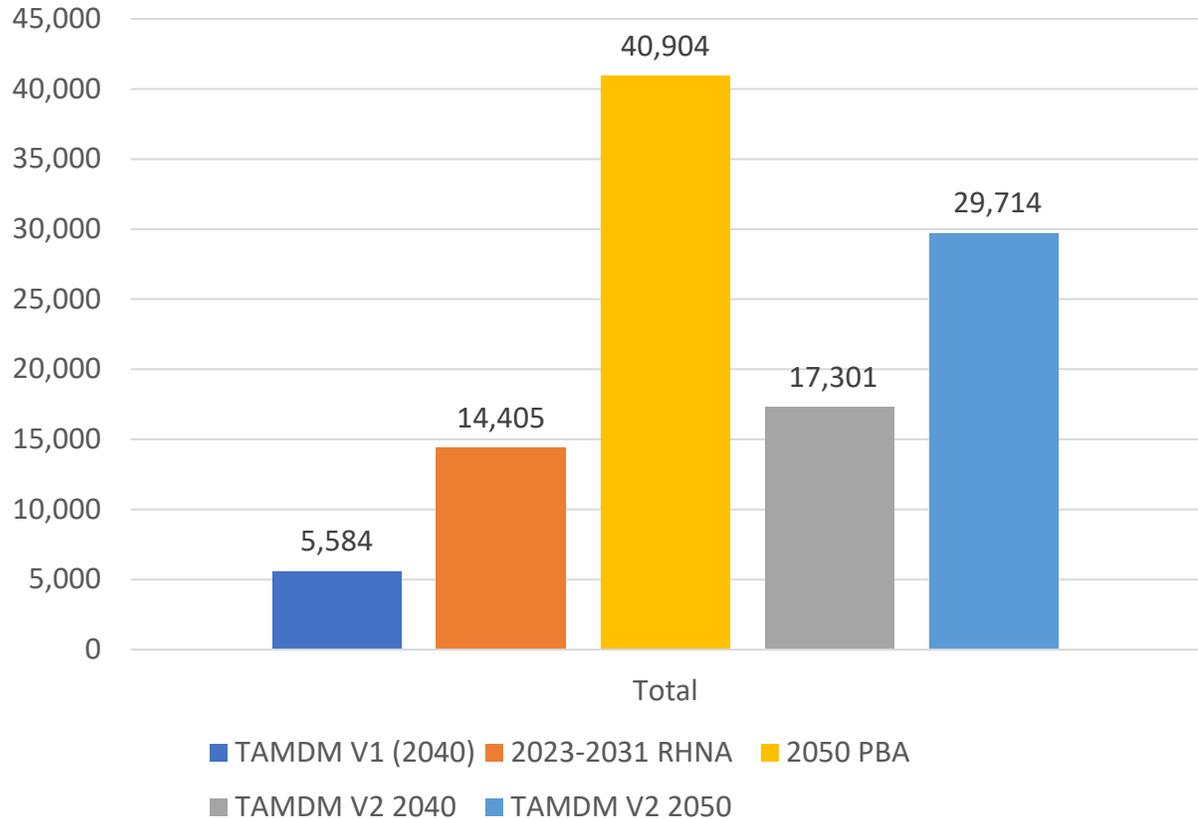


Bike and Ped Trends

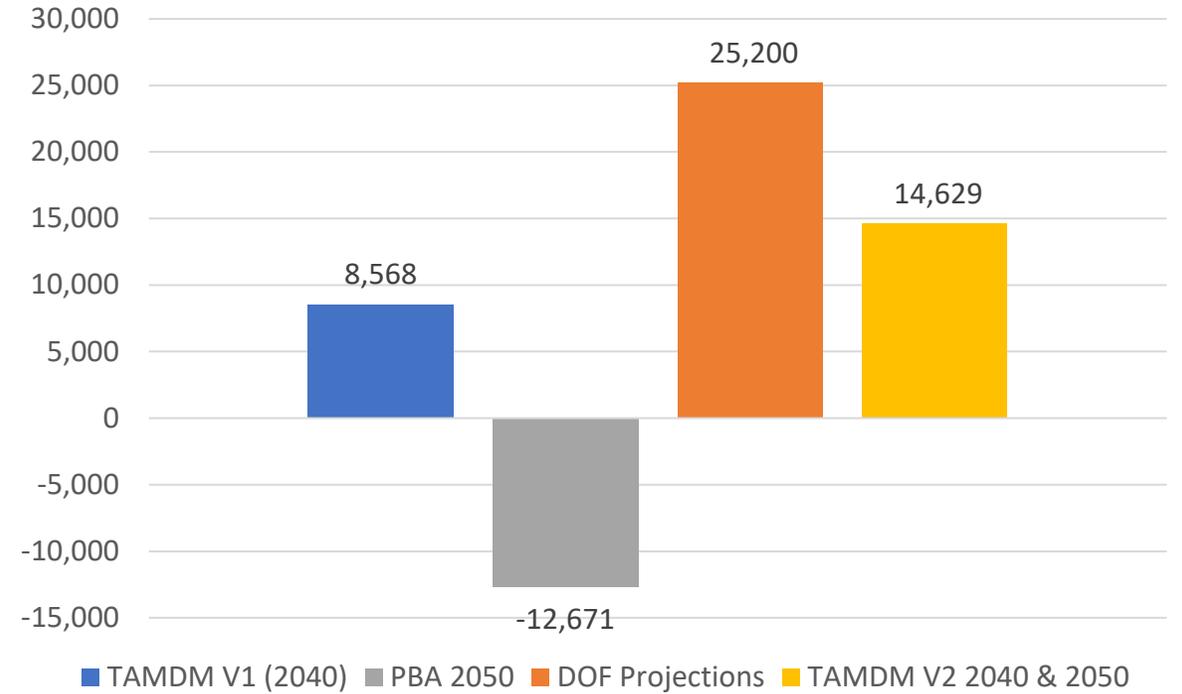


Housing and Jobs Forecasts - Comparisons from Various Sources

Marin County Household Growth Forecasts (2015 Baseline)

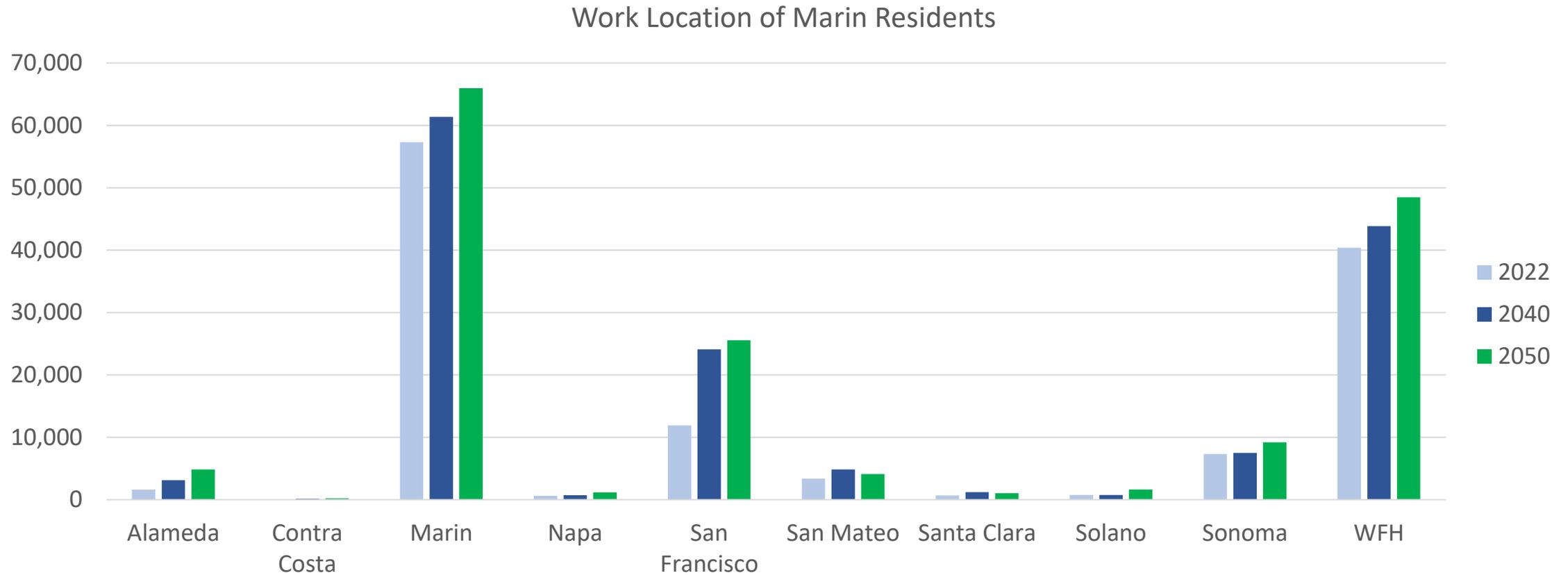


Marin County Job Growth Forecasts (2015 Baseline)

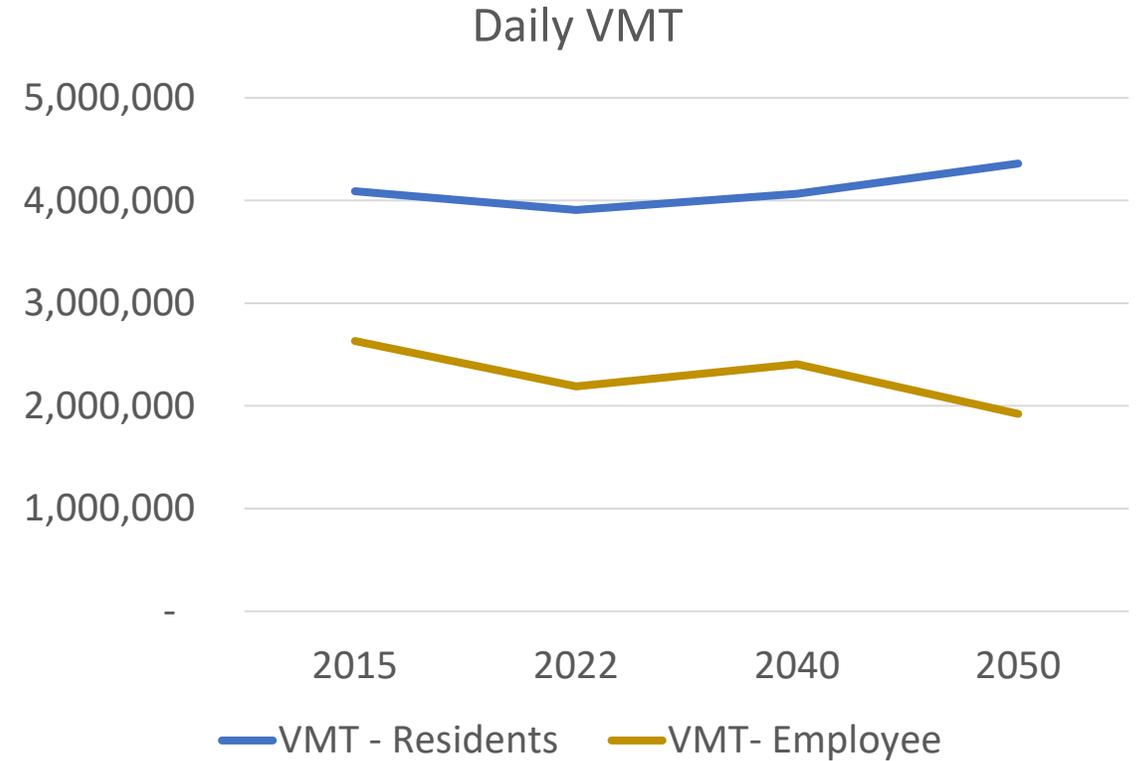
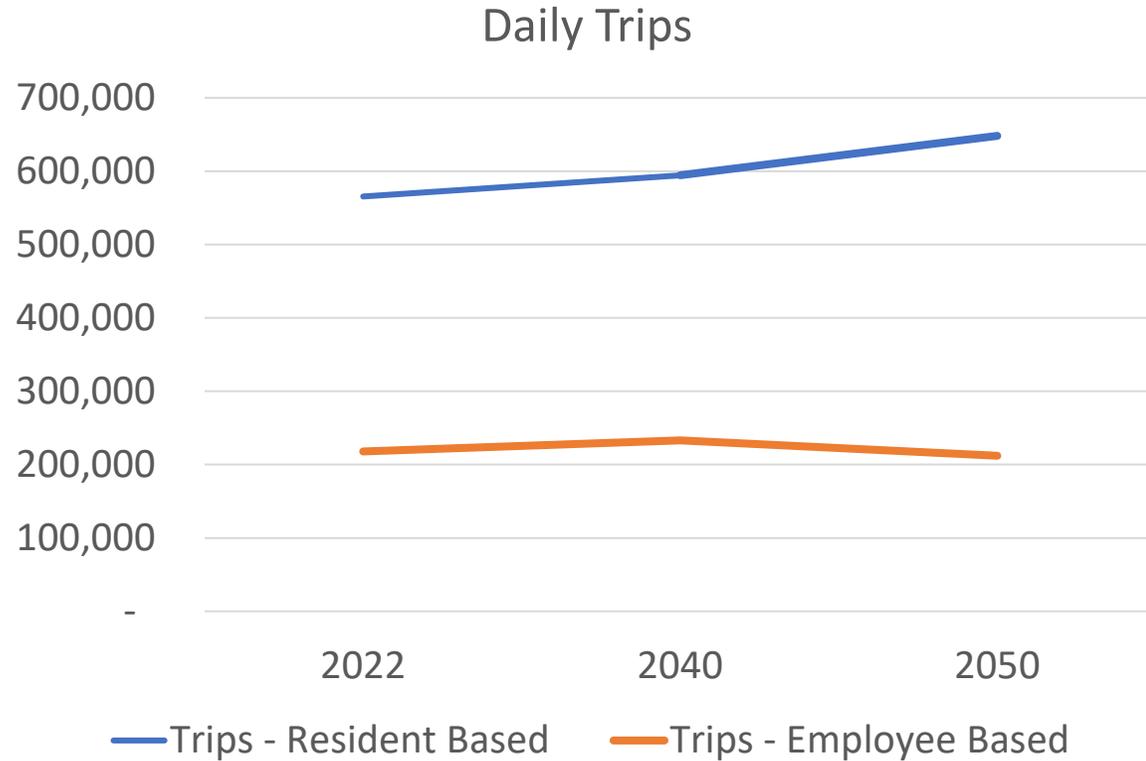


Data sources: TAM Demand Model, MTC Plan Bay Area 2050, CA State Dept. of Finance (DOF)

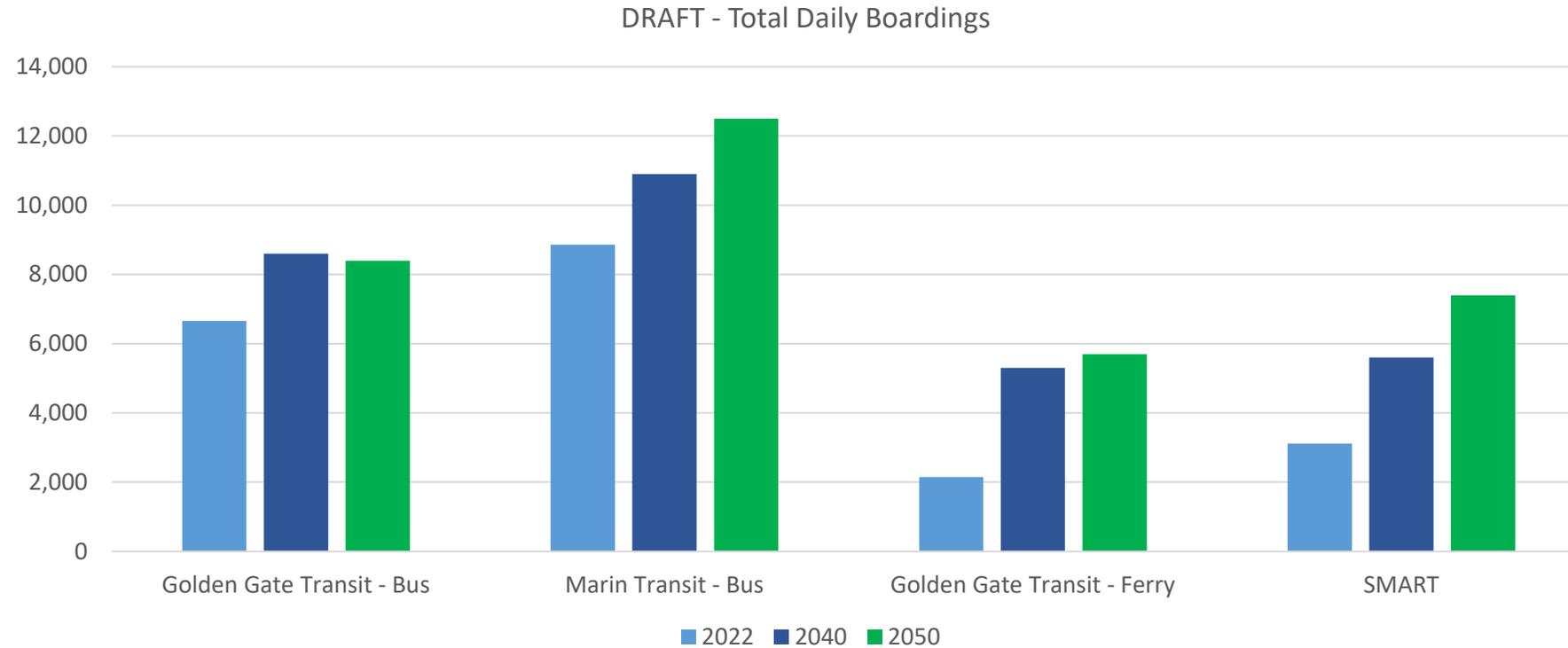
Forecasted Work Location of Marin Residents



Daily Trips and Vehicle Miles Traveled



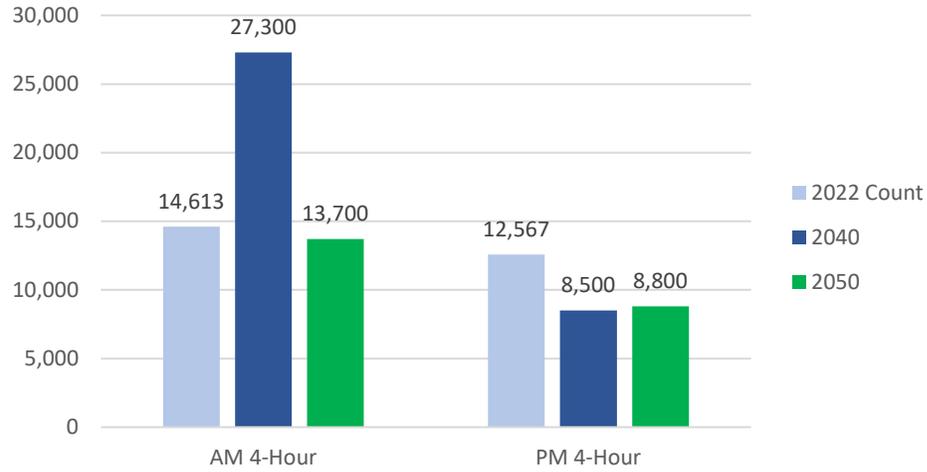
Transit Volumes (Recent and Forecast)



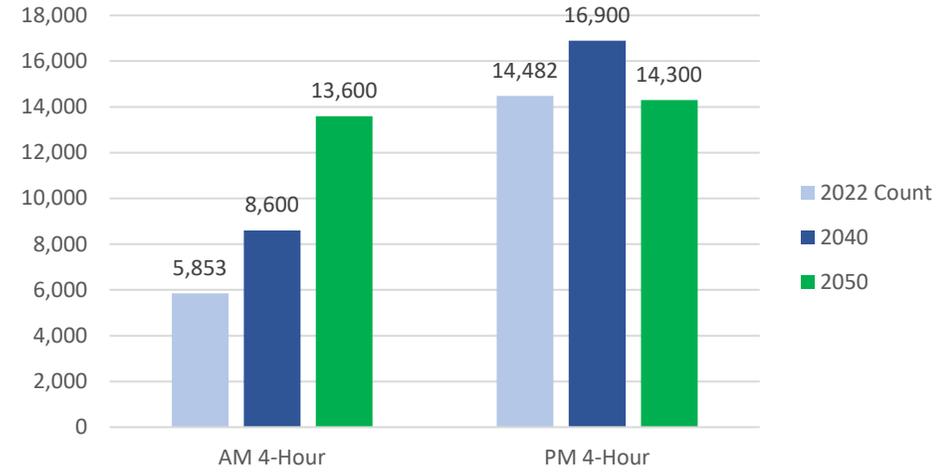
Data sources: Transit Operators, FTA NTD

Highway Volumes (Recent and Forecast)

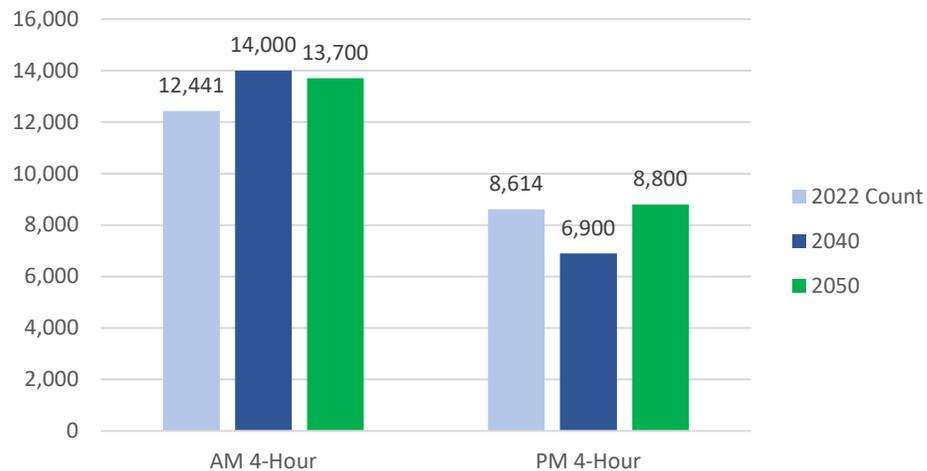
US 101 SB San Francisco/Marin County Line



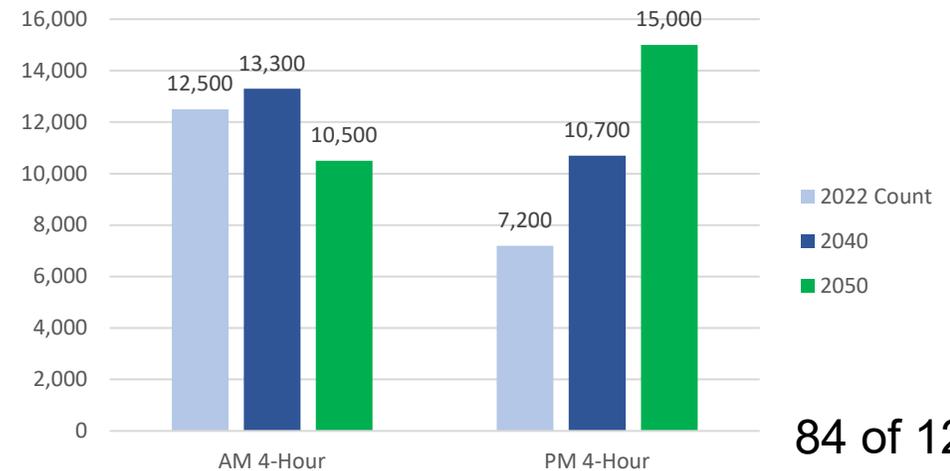
I-580 EB at Contra Costa/Marin County Line



US 101 SB at Marin/Sonoma Line



I-580 WB at Contra Costa/Marin County Line



Comparison between FY 24/25 Measure AA and State Gas Tax Funds Available for LSR Projects

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

FY2024/25 State Local Street and Road (LSR) Funding Estimates California Department of Finance January 2024			
Jurisdiction	Annual State Gas Tax for LSR	SB 1 LSR Additional	Total
Belvedere	\$64,065	\$54,333	\$118,398
Corte Madera	\$287,598	\$260,914	\$548,512
Fairfax	\$215,105	4194,246	\$409,351
Larkspur	\$366,557	\$334,543	\$701,100
Mill Valley	\$395,346	\$361,390	\$756,736
Novato	\$1,470,710	\$1,359,978	\$2,830,687
Ross	\$69,883	\$59,758	\$129,641
San Anselmo	\$358,433	\$326,968	\$685,401
San Rafael	\$1,700,202	\$1,573,981	\$3,274,183
Sausalito	\$202,041	\$182,064	\$384,105
Tiburon	\$257,287	\$233,581	\$490,869
Marin County	\$6,235,833	\$5,694,458	\$11,930,291
Total	\$11,623,061	\$10,636,214	\$22,259,275

Source: CaliforniaCityFinance.com

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DRAFT for Discussion - August 22, 2025

Reimagine Roadways Program

What is the purpose of this program?

- Get Projects “Shovel Ready” - Advance large roadway capital projects through environmental clearance to best compete for future construction funds
- Create an avenue for multi-jurisdiction, multi-agency, and multi-modal project development
- Advance CTP goals and strategies and tackle functional purpose and modal priority tradeoffs through a holistic project development process
- Identify and prioritize corridor projects with countywide significance

What benefits would this program provide?

- Deliver high-impact, multi-benefit projects
- Coordinated delivery of challenging multi-jurisdictional projects
- Speed up current project delivery process and timeline for large capital projects
- Respond to post pandemic local travel behavior
- Define corridor needs at a local level in alignment with CTP goals, including:
 - Adapt transportation solutions to accommodate housing growth
 - Address climate adaptation needs with wildfire evacuation & SLR
 - Enhance local safety on major roadways/challenging intersections

What specific roadways would be included?

Project eligibility criteria:

- Typically involves multiple jurisdictions and/or multiple agencies
- Located on the “Key Community Corridors” network (CTP Figure 12). This includes both major and minor arterials throughout the county.
- Serving areas of growth in local housing elements.
- Overlap with at least two of the following CTP priority networks or geographies:
 - Activity Hubs
 - High Collision Network
 - Primary Active Transportation Network
 - Transit Priority Routes

Example corridors by sub area:

Southern Marin: TAM Junction, Bridgeway

Central Marin: Sir Francis Drake in Fairfax and Ross Valley, The Hub, Second Street San Rafael, Las Gallinas Avenue

Northern Marin: Redwood Boulevard, Rowland Boulevard, San Marin Drive

West Marin: Visitor Management treatments on Hwy 1 and Recreational Routes

What types of projects would be included and prioritized?

Project types or elements

- Complete streets & roadway improvements
- Intersection improvements
- Transit priority improvements

DRAFT for Discussion - August 22, 2025

- Signal upgrade and coordination
- Travel management and wayfinding

Project development guidance and prioritization criteria:

- **Safety:** Align the project with the Safe System principles and advance recommendations from the Local Road Safety Plan, or other relevant local safety plan documents.
- **Equity:** Evaluate corridor usage by transportation-disadvantaged populations (see list of CTP designated equity populations, and CTP 2050 Appendix 5 Equity Mapbook for locations of identified populations) and advance designs that remove barriers and improve outcomes for these populations.
- **Sustainability:** Advance mitigation strategies such as sustainable development growth and travel demand management to reduce VMT, GHG, other pollutants, and environmental degradation. Advance adaptation strategies such as infrastructure risk management, protective amenities, and redundant travel options to reduce the risk of extreme climate hazards related to fires, floods, earthquakes, and extreme temperatures.
- **Leveraging Funds:** Align projects with scoring criteria for regional, state, and federal funds.

Anticipated key performance metrics:

- Reduction in fatal and serious injury crashes on Key Community Corridors, especially in Activity Hubs
- Number of projects implemented that add multimodal connectivity or improve the comfort of existing connections for communities disconnected by major roads and freeways

What is the potential schedule for this program?

2026: Adopt Adjustment to Measure AA Expenditure Plan

2026-2027: Initial Planning Phase (managed by TAM)

- Key corridors identified
- Project extents defined, project elements identified, and project partners integrated
- Projects prioritized

2028-2030: Priority Projects Advanced to Design and Engineering and Environmental Approvals (lead TBD)

2030+: Final Design and Construction (local jurisdictions)

How would construction be funded?

- Future STIP shares, LPP competitive and other SB1 funds
- Future federal, state, and regional grants
- Future development impact fees (for local match)
- Highway Safety Improvement Program (HSIP)
- Bicycle and Pedestrian components of projects may be eligible for ATP, TFCA, TDA, and Measure B Funds

DRAFT Measure AA Expenditure Plan for Local Infrastructure Proposed Changes

	Local Roads - Current 22%	July Discussion - Reimagined Roadways- 75/25 - NOT ADVANCING		Revised Proposal - Reimagined Roadways 82/18 + 0.5% of Measure		
		Local Roads - 16.5%	Major Roads - 5.5%	Local Roads - 18%	Major Roads - 4%	Additional 0.5%
Belvedere	\$63,490	\$47,618		\$51,946		
Corte Madera	\$240,618	\$180,464		\$196,869		
Fairfax	\$180,859	\$135,644		\$147,976		
Larkspur	\$266,420	\$199,815		\$217,980		
Mill Valley	\$359,661	\$269,746		\$294,268		
Novato	\$1,170,810	\$878,108		\$957,935		
Ross	\$64,076	\$48,057		\$52,426		
San Anselmo	\$289,688	\$217,266		\$237,017		
San Rafael	\$1,294,166	\$970,625		\$1,058,863		
Sausalito	\$179,161	\$134,371		\$146,586		
Tiburon	\$220,669	\$165,502		\$180,547		
County	\$2,199,051	\$1,649,288		\$1,799,224		
<i>Total Available Annually</i>	\$6,528,669	\$4,896,502	\$1,632,167	\$5,341,638	\$1,187,031	\$1,337,031
6 Year Revenue Projection (unescalated)			\$9,793,004		\$7,122,184	\$8,022,184

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Potential Alignment of Measure B and Measure AA Review Schedules (DRAFT)

	Approved by Voters	Funds Collection Started	1st Review Adoption	2nd Review Expected	3rd Review Expected	4th Review Expected	Sunset
Measure B	Nov. 2, 2010	April 1, 2011	Feb. 23, 2023	March 2033	March 2043	March 2053	N/A
Measure AA	Nov. 6, 2018	April 1, 2019	March 2026	March 2032	March 2038	March 2044	March 2049
Proposed Review Period (6 year, followed by 8 year cycle)				2032	2040	2048	N/A

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DATE: September 25, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Project Delivery Team

SUBJECT: Review of the Semi-Annual Project Status Report (Informational), Agenda Item No. 8

BACKGROUND

In order to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, these project updates are presented approximately every six months. The intent of these updates is to provide a broad overview of projects directly managed by TAM, and to update and identify potential issues that may require future Board actions. As projects progress, they will require specific Board deliberations and actions, such as consultant contract amendments or acceptance of work products.

DISCUSSION/ANALYSIS

Project Status Report Highlights:

The Project Status Report covers key on-going projects that are active and those that are in the active planning phase. State Route 37 and Improvements in Marin City to reduce flooding have multiple components that are either in planning or active phases.

Active Projects covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded. This report includes five active projects: (1) US 101 Marin-Sonoma Narrows – B7 and B8; (2) Improve Bellam Boulevard off-ramp from Northbound US 101; (3) US 101/I-580 Multi-modal and Local Access Improvement Project; (4) State Route 37; and (5) Marin City Noise Analysis PID.

Planning Projects covers emerging high-priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes four projects in the planning phase: (1) Southern segment of North South Greenway, (2) Studies of Highway 101 Interchanges and Approaching Roadways, (3) US 101 Part-Time Transit Lane, (4) Improvements in Marin City to reduce flooding. The 101 Interchanges project is expected to move to the active phase within the next year.

FISCAL IMPACTS

Not applicable. Each project has separate approved budgets.

RELATIONSHIP TO CTP

Many of these projects have multimodal elements and encourage alternate transportation. In addition, many of the projects will directly improve transit, safety, and resiliency.

NEXT STEPS

The next Project Status Report update will be provided in spring 2026. Staff will continue to bring in-depth updates for various projects as necessary.

ATTACHMENTS

Attachment A – September 2025 TAM Project Status Report
Attachment B – Presentation



Transportation Authority of Marin

Project Status Report

September 2025

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

US 101 Marin-Sonoma Narrows Overview1
US 101 Marin-Sonoma Narrows – B7 and B82
Improve Bellam Boulevard Off-Ramp from Northbound US 101 4
US 101/I-580 Multimodal and Local Access Improvements..... 6
State Route 37..... 8
Marin City Noise Analysis PID.....10

B. PROJECTS – PLANNING PHASE

North-South Greenway Gap Closure Project – Southern Segment..... 12
Highway 101 Interchanges and Approaching Roadway Studies..... 14
Marin County US 101 Part-Time Transit Lane..... 16
Marin City Flood Mitigation.....18

C. OTHER

Project Phase Definitions 20
Acronyms and Abbreviations 21

Project Status Report - Active

September 2025

Project: US 101 Marin-Sonoma Narrows Overview

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin
Jurisdiction(s) Novato, Petaluma

Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability. As of the third quarter of 2025, all mainline HOV segments between Petaluma and Novato have been built or are under construction.

Status

- The final MSN HOV lane project on the corridor and in Marin County (MSN B7) commenced construction in July 2022 and is estimated to be substantially complete with HOV lanes open to the public in late summer 2025. One month of additional paving will be required after the HOV lanes are open.
- Various non-mainline projects are still outstanding and will require funding.

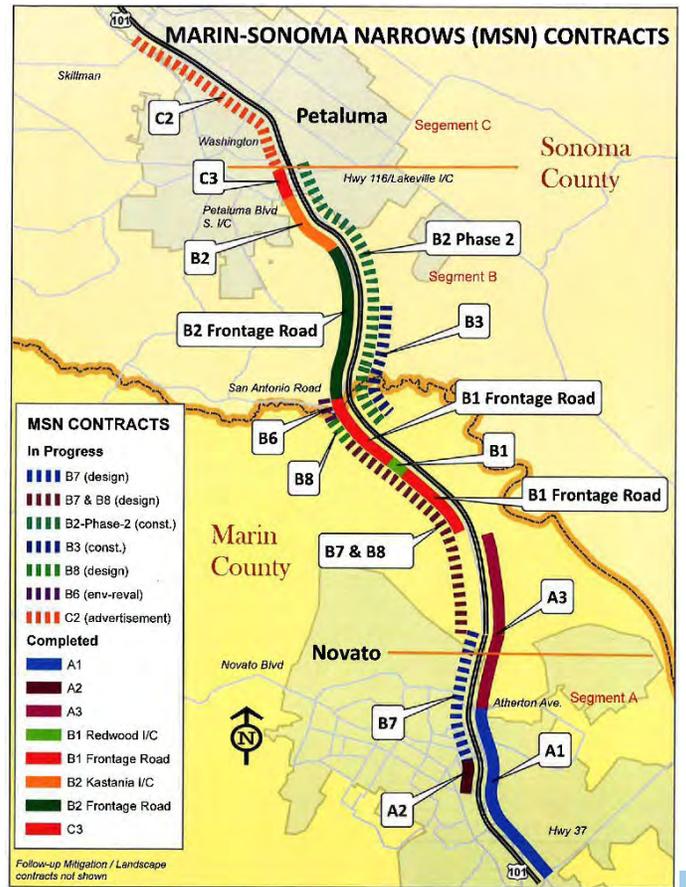
Issues/Areas of Concern

The MSN B7 project is fully funded for construction with assistance from SB1 SCCP and MTC federal discretionary fund sources, however additional funds are required to complete the project. There is environmental mitigation that requires additional funds, however, the bulk of the funding will come from bid savings supplemented with local funds. The accompanying MSN B8 north utility relocation project is under design and will start construction fall 2025. The south utility project is in the ROW acquisition phase and requires additional funding. Minor vegetation restoration projects and a local San Antonio Road bridge reconstruction project (MSN B6) still remain as part of the overall MSN corridor work.

MARIN-SONOMA NARROWS STATISTICS

Project length 17 miles
 Avg. daily traffic – 2017 153,000 vehicles
 Avg. daily truck traffic – 2013..... 6,200 trucks

Marin/Sonoma total populations.....258,000/495,000
 Vehicle hours of delay (at less than 35 mph)..... 978,400
 Funds programmed for MSN..... ~\$720,819,000
 Funds needed to complete MSN~ \$40,000,000



Major Phase Status

A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	In Progress
B2 Phase I	Completed
B2 Phase II	Completed
B3	Completed
B8 (Formerly A4 & B5; See Fact Sheet)	In Progress
B6	In Progress
C1	Completed
C2	Completed
C3	Completed

Project Status Report - Active

September 2025

Project: US 101 Marin-Sonoma Narrows – B7 and B8

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin

Jurisdiction(s) Novato

Scope

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to join the existing, and a northbound HOV lane from north of Atherton Avenue Overcrossing. Project includes bridge widening, interchange modifications, completing all HOV lanes in the NB and SB directions, standardizing shoulders, Class 2 bike lane construction and correcting the roadway alignment and vertical profiles, along with relocating remaining utilities.

Status

Construction will be substantially complete with HOV lanes open to the public late summer 2025. The MSN B8 design is on-going and will relocate major utility lines outside the Caltrans ROW and add Class 2 bike lanes to a county road. The utility relocation work was split into a north and south segments. The north segment is completing design and will start construction fall 2025. The south utility project requires additional funding.

Issues/Areas of Concern

- The project is an aggregate of three MSN projects, formerly called the B1 Phase 2, A4 and B5 projects. Due to the lengthy process with right-of-way (ROW) acquisition, the project was split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) San Antonio Road Widening, ROW acquisition and utility relocation (MSN B8).
- While the MSN B7 project continues to make good progress with substantial completion in fall 2025, the construction budget requires additional funding to close out the project. TAM previously added \$1.1M in additional STIP Right of Way Excess funds to the project to cover the cost increases caused by severe winter storm damage in 2022 and 2023. Caltrans continues to evaluate expenditures.
- The B8 southern utility project faces significant challenges with ROW acquisition and lack of funding.

Updates from Previous Report

- There is approximately one month of paving work to complete the project, however, HOV lanes will open after the first lift of asphalt concrete is placed and lanes are striped.

- The project includes one year of plant establishment work that will be completed in late 2026.
- Caltrans and TAM staff worked with executives to successfully preserve initial surplus of SB1 and MTC federal funds for the B7 and B8 projects to partially accommodate various funding shortfalls.



Schedule

Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2022-2026

Estimated Cost by Project Phase

Planning	N/A
Environmental Clearance	N/A
Design	\$8,300,000
Right of Way and Utilities	\$11,100,000
Construction	\$123,100,000+
TOTAL	\$142,500,000+

Funding by Source

STIP Right of Way Excess Fund	\$4,550,000
SB1-LPP	\$500,000
Measure AA Sales Tax	\$6,905,000
STP	\$2,000,000
SB1-SCCP	\$40,118,000
RM3/MTC Fed Discretionary & Other	\$88,427,000
TOTAL	\$142,500,000

Project Status Report - Active**September 2025****Project: US 101 Marin- Sonoma Narrows – B7 and B8****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY18-12	8	Open	BKF Engineers	Design and Support Engineering Services and Construction Support	\$8,644,329	STIP ROW Fund & STP, RM3, Meas AA Sales Tax	\$8,463,741	98%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$450,000	RM3	\$67,695	15%
A-FY20-36	2	Open	Caltrans	Cooperative Agreement 04-2742 B7 ROW/Design	\$7,370,000	SB1 LPP,RM3, ROW Credit	\$1,101,260	15%
A-FY20-37	1	Open	Caltrans	Cooperative Agreement 04-2741 B8 ROW/Design	\$3,606,500	RM3, ROW Credit	\$841,483	23%
A-FY20-39	2	Open	Caltrans	Cooperative Agreement 04-2791 B7 Construction	\$118,496,000	SB1-SCCP, RIP, RM3, Meas AA	\$76,013,331	64%
				TOTAL	\$138,566,829		\$86,487,511	62%

Project Status Report - Active**September 2025****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Partners** Caltrans, City of San Rafael, and Transportation Authority of Marin**Jurisdiction(s)** Caltrans and City of San Rafael**Scope**

Improve the Bellam Boulevard off-ramp from US 101 by creating additional storage. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. Lane striping will be modified near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

The off-ramps are the only freeway access to the economically disadvantaged Canal Neighborhood.

Status

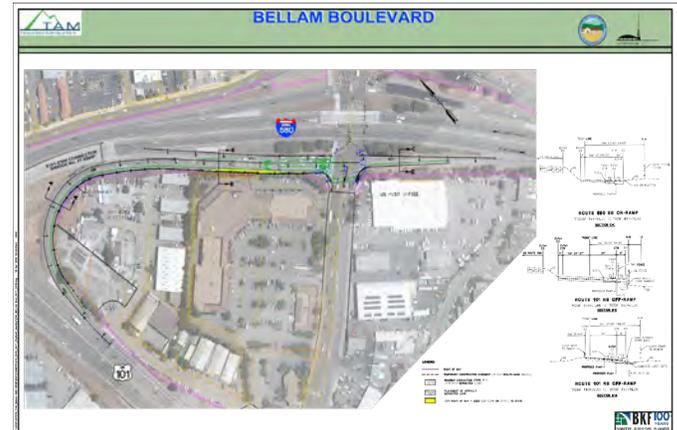
The CEQA document was recorded on August 15, 2018. Construction is underway and is expected to be completed by the end of the year.

Issues/Area of Concern

The modest Project contingency is exhausted. The primary issue has been the required off haul of unanticipated Aerially Deposited Lead. The County of Marin and TAM will jointly work to minimize additional contract change orders.

Updates from Previous Report

Project was awarded and construction has begun. Lane closures have been limited to nighttime hours. The retaining wall foundation has been completed.

**Schedule**

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Winter 2026

Estimated Cost by Project Phase

Planning	\$30,000
Environmental Clearance	\$90,000
Design	\$1,250,000
Right of Way and Utilities	\$250,000
Construction	\$8,380,000
TOTAL	\$10,000,000

Funding By Source

Measure A and AA Sales Tax	\$8,900,000
Local Partnership Program	\$1,164,000
TOTAL	\$10,064,000

Project Status Report – Active**September 2025****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	6	Open	BKF Engineers	Complete design services including environmental.	\$1,557,615	Measure A/AA Sales Tax	\$1,399,575	90%
A-FY24-35		Open	County of Marin	Construction management	\$8,300,000	LPP/Measure A/ AA Sales Tax	\$3,170,075	38%
A-FY19-17*		Closed	County of Marin	Agreement to manage construction including construction management*	\$4,000,000	Measure A Sales Tax	\$63,888	2%
				TOTAL	\$13,857,615		\$4,633,538	33%

*This agreement has expired.

Project Status Report – Active

September 2025

Project: US 101/I-580 Multimodal and Local Access Improvements

Partners Caltrans, City of San Rafael, and Transportation Authority of Marin

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Improve regional connectivity between NB US 101 and EB I-580, traffic operations on local streets, transit and travel times, community cohesion and enhance the bike and pedestrian network. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low-speed local roads with traffic signals resulting in traffic delays on local roads and US 101.

Status

The Project Study Report (PSR) was approved by Caltrans in August 2023. A Scoping meeting was held on Oct 1, 2024, to kick off the environmental phase. Traffic and Environmental studies are ongoing.

Issues/Area of Concern

- Comments from Caltrans regarding ramp metering, sea level rise, VMT, and design exceptions.
- Potential right of way impacts for Bellam Round-about option
- Additional funding likely needed for construction.

Updates from Previous Report

- The Community Working Group was updated for the Environmental Phase – a second meeting was held in September 2024 and a third meeting in July 2025.
- A third Bellam workshop for Spanish speaking community members took place in May 2025.
- Traffic studies for the environmental phase are ongoing.
- Environmental Scoping meeting was held on October 1, 2024 and EIR phase work is underway.



Schedule

Planning	2020
Environmental Clearance	2027
Design	2029
Right of Way and Utilities	2031
Construction	2033

Estimated Cost by Project Phase

Planning	\$2,250,000
Environmental Clearance	\$7,500,000
Design	\$9,000,000
Right of Way and Utilities	\$8-30 M
Construction (depends on alternative)	\$50-290 M
TOTAL	\$77-339 M

Funding By Source

RM 3	\$135,000,000
Measure A/AA Sales Tax	\$17,000,000
TOTAL	\$152,000,000

Project Status Report – Active**September 2025****Project: US 101/I-580 Multimodal and Local Access Improvement Project****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
C-FY20-01	2	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	\$10,000,000	Measure AA Sales Tax, RM3	\$4,330,930	43%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$600,000	Measure AA Sales Tax, RM3	\$390,523	65%
A-FY20-38		Closed	Caltrans	Cooperative Agreement 04-2760 PID	\$180,000	Measure AA Sales Tax, RM3	\$163,759	91%
				TOTAL	\$10,882,000		\$4,987,212	46%

Project Status Report – Planning & Active

September 2025

Project: State Route 37 (Marin Portion)

Partners Caltrans, Metropolitan Transportation Commission, and Transportation Authorities of Marin, Sonoma, Napa and Solano Counties

Jurisdiction(s) Marin County

Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Evaluation of the corridor has been assigned to a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

Status

TAM selected Caltrans to complete the design of Segment 2 – Phase 1. Segment 2 is from US 101 to Atherton Ave; Phase 1 is the bridge over Novato Creek to less than the ultimate width and includes temporary transition structures to return to the existing grade.

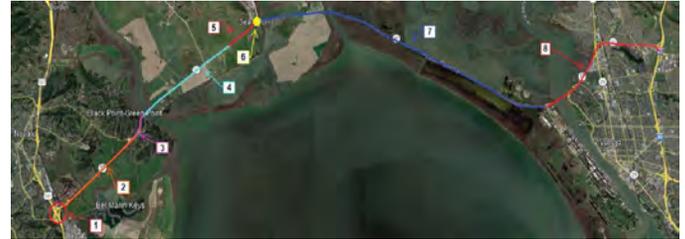
Issues/Area of Concern

A segment of the four-lane freeway in Novato was closed due to the flooding of Novato Creek in January and February 2017, February 2019, and January 2023. Segment two is the first of the eight segments to enter final design.

Updates from Previous Report

TAM has received concurrence from our partner agencies that \$25 million of Regional Measure 3 will be directed to the multi-use path portion of the Project. This will need to be memorialized in an updated MOU among the parties and is expected to be signed this fall.

Caltrans has designated an additional \$65 million in SHOPP funds to close the previous funding gap



Schedule – Segment 2 Phase 1

Planning	2018
Environmental Clearance	2023
Design	2026
Right of Way and Utilities	TBD
Construction	Start 2027

Estimated Cost by Project Phase – Segment 2 P1

Planning	N/A
Environmental	\$10,000,000
Design	\$15,000,000
Right of Way and Utilities	\$5,000,000
Construction	\$240,000,000+
TOTAL	\$270,000,000+

Funding by Source – Segment 2 Phase 1

Caltrans SHOPP	\$75,000,000
State Earmark	\$20,000,000
Regional Measure 3	\$25,000,000
IJJA PROTECT	\$155,200,000
TOTAL	\$275,200,000

Project Status Report – Planning & Active**September 2025****Project: State Route 37****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	98%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Closed	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$30,000	100%
A-FY24-34		Open	Caltrans	Segment 2 Phase 1 Design	\$15,000,000	State Earmark	\$7,500,000	50%
				TOTAL	\$15,169,765		\$7,667,687	51%

Project Status Report – Project Initiation Phase

September 2025

Project: Marin City Noise Analysis PID

Partners Caltrans, County of Marin, City of Sausalito, and Transportation Authority of Marin

Jurisdiction(s) Marin County

Scope

TAM and the County of Marin have agreed to invest \$700K of local funds including Measure AA to prepare a Caltrans compliant Project Initiation Document (PID), including a Noise Study Report. The results from these studies will inform the project team whether future phases are warranted under Caltrans criteria. If the need is substantiated, an approximately 1,700-ft soundwall adjacent to Golden Gate Village Housing, in Marin City, along the Southbound (or West) side of US Hwy. 101 may be constructed. If not, availability of potential funding and approval will become substantially more difficult.

Status

On April 24, 2025, the TAM Board authorized TAM’s Executive Director to enter into an agreement with BKF Engineers for \$530,000 to develop this work.

TAM and Caltrans have a draft Cooperative Agreement pending final signatures. If additional funds are needed, the County and TAM will enter into a subsequent Funding Agreement.

Issues/Area of Concern

The Marin City community has concerns that noise levels at the Golden Gate Village Housing adjacent to Southbound US Hwy. 101 have exceeded the Noise Abatement Criteria (NAC) specified in 23CFR772, which is one of several qualification criteria for Type II Retrofit Noise Abatement Projects established by Caltrans and approved by the Federal Highway Administration (FHWA).

Updates from Previous Report

The \$530,000 contract with BKF Engineers was signed on August 15, 2025.

The previous \$200,000 funding shortfall has been resolved.

TAM staff are working with the County of Marin to fully develop an outreach strategy and will use the outreach component of the consultant contract to further support this effort.



Schedule

Planning	Early 2027
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Funding Distribution by Project/Activity

Project Initiation Document (PID)	\$700,000
TOTAL	\$700,000

Funding by Source

Local Funds – Measure A	\$350,000
Local Funds - County of Marin	\$350,000
TOTAL	\$700,000

Project Status Report – Planning**September 2025****Project: Marin City Noise Analysis PID****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY22-08-T12		Closed	TY Lin	PID Cost Estimate	\$12,000	City/County , County of Marin	\$11,935	99%
C-FY25-06		Open	BKF Engineers	Project Study Report-Project Development Support	\$530,000	Measure A Interest, County of Marin	\$0	0%
				TOTAL	\$542,000		\$11,935	2%

Project Status Report – Planning

September 2025

Project: North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)

Partners TAM, MTC, SMART, the City of Larkspur and the Town of Corte Madera

Jurisdiction(s) City of Larkspur and the Town of Corte Madera

Scope

The Southern Segment of the North-South Greenway Gap Closure Project will close a gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the Sonoma Marin Area Rail Transit (SMART) right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)



Status

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works agreed to be the implementing agency for the initial alternative’s alignment analysis phase. TAM is the project sponsor.

Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- An MOU will be required between partners to identify roles and responsibilities.
- Project development has been suspended pending identification of funding.

Updates from Previous Report

- None.

Schedule

Planning	TBD
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$500,000
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	\$850,000
Construction	TBD
TOTAL	\$1,350,000

Funding by Source

RM2	\$1,350,000
TOTAL	\$1,350,000

Project Status Report – Planning**September 2025****Project: North-South Greenway Gap Closure Project – Southern Segment****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000*	RM2	\$446,015	33%
A-FY14-21		Closed	SMART	Boundary Survey and Title	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	SMART	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,348,667	59%

*A portion of this allocation re-directed to another project.

Project Status Report – Planning

September 2025

Project:	Highway 101 Interchanges and Approaching Roadways Studies
Partners	Caltrans, TAM, County of Marin, Marin Cities, Marin Transit, and Golden Gate Transit
Jurisdiction(s)	Caltrans, County of Marin, Marin Cities

Scope

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The Studies will be used to develop multi-modal improvement concepts to Highway 101 interchanges and highway access routes to reduce congestion, improve connectivity, and improve local traffic operations.

The transportation sales tax funding will be used as “seed money” to prepare studies and conduct environmental reviews that can support application for regional, state, and federal grants.

Status

The studies have been developed to outline existing conditions, define constraints, and present opportunities for potential improvements to twelve interchanges on Highway 101 and their local approaching roadways.

An implementation plan was prepared based on the interchange studies and results from the prioritization plan. The approved recommendation was to advance three interchange locations to the next phase of project development using the Caltrans Project Initiation Document (PID) procedures:

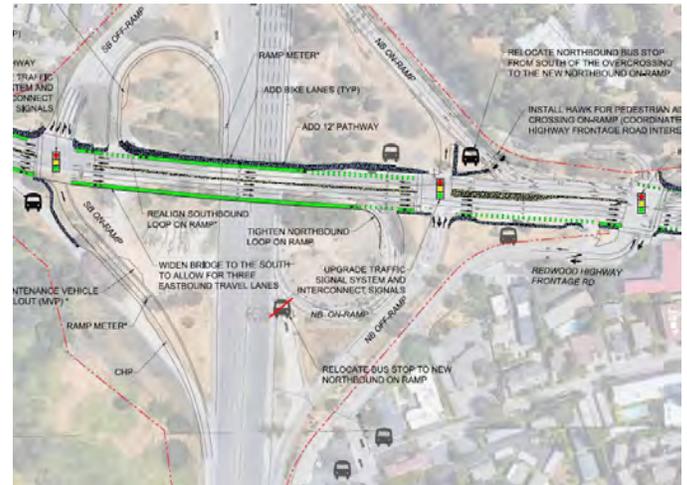
- East Blithedale/Tiburon Blvd (SR 131)
- Manual T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

Issues/Area of Concern

Staff will assess the next steps after PID phase, such as environmental review and design.

Updates from Previous Report

Final PID has been submitted to Caltrans. The consulting team is responding to final comments. Approval is expected in early 2026.



Schedule

Planning	2020-2025
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$4,631,000
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	\$4,631,000

Funding by Source

Measure AA Sales Tax	\$24,800,000
TOTAL	\$24,800,000

Project Status Report – Planning**September 2025****Project: Studies for Twelve US 101 Interchanges and Approaching Roadways****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-09	2	Open	HNTB Corporation	Professional Engineering Services	\$4,431,000	Measure AA Sales Tax	\$4,077,949	92%
A-FY23-17		Open	Caltrans	Cooperative Agreement 04-2904 PID	\$200,000	Measure AA Sales Tax	\$160,183	80%
				TOTAL	\$4,631,000		\$4,238,133	92%

Project Status Report – Planning

September 2025

Project:	Marin County US 101 Part-Time Transit Lane Study
Partners	Caltrans, Marin County, City of San Rafael, City of Novato, Marin Transit, Golden Gate Transit
Jurisdiction(s)	Caltrans, Marin County, City of San Rafael and the City of Novato

Scope

This pilot project would provide a part-time transit lane using the highway shoulder of Southbound US-101 in Marin County between Novato and San Rafael. Bus on Shoulder, or Part-Time Transit Lane, is a proven concept to improve transit reliability and speed according to FHWA guidance, and a TAM feasibility study identified benefits to both Golden Gate Transit and Marin Transit Services. The conceptual design would allow for the operation of transit buses in existing auxiliary lanes, on/off ramps, and shoulder lane with minor modifications to the striping and lane widths on the highway.

Status

TAM completed a feasibility study and concept design, cost estimates and operational plans for the project in October 2021. The next step will involve Project Initiation (PID) with Caltrans and determine funding availability.

Marin Transit was awarded \$1,107,000 from the MTC-sponsored Transit Performance Initiative with TAM serving as the implementing agency. The grant has been transferred from FHWA to FTA. A funding agreement between Marin Transit and TAM was executed with a local match from TAM in the amount of \$144,000.

Issues/Area of Concern

Performance measurements would be required for any pilot project, these would include safety measures, CHP enforcement, and other concerns raised during the feasibility study. Potential legislation is also being sought to clarify vehicle code compliance and enforcement concerns.

Updates from Previous Report

TAM and Caltrans are in the process of signing a Cooperative Agreement to perform the PID oversight. The TAM Board approved the award of a contract to Kimley Horn and Associates to prepare the environmental documents.



Schedule

Planning	2021-2026
Environmental Clearance	Late 2027
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$350,000
PID and Environmental	\$1,250,000
Design	\$2,800,000
Right of Way and Utilities	TBD
Construction	\$5,500,000
TOTAL	\$9,900,000+

Funding by Source

Caltrans Planning Grant	\$350,000
Transit Performance Initiative	\$1,107,000
City/County Funds	\$144,000
TOTAL	\$1,601,000

Project Status Report – Planning**September 2025****Project: Marin County US 101 Part-Time Transit Lane Study****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-07		Closed	Kimley-Horn and Associates, Inc.	Planning Services	\$308,000	Caltrans Grant	\$308,000	100%
A-FY24-30		Open	Marin Transit	PID/PSR and Evironmental Phase	\$1,107,000	STP funds	\$0	0%
				TOTAL	\$1,415,000		\$308,000	22%

Project Status Report – Planning & Active

September 2025

Project: Marin City Flood Mitigation Projects
Partners Caltrans, County of Marin, and Transportation Authority of Marin
Jurisdiction(s) Marin County

Scope

TAM is currently administering a \$10 million earmark from the state to distribute to the County of Marin and Caltrans for flood mitigation projects within the Marin City area of Marin County.

Status

Four projects have been identified by the County to be funded using the state earmark funds and one project by Caltrans to be funded using IJJA PROTECT funds and the state earmark:

1. Portable Pump Station at Donahue Street
2. Permanent Pump Station in Existing Pond
3. Permanent Floodwall
4. Environmental Pond Dredging
5. Second Culvert Under Hwy 101 (Caltrans)

TAM and the County executed a funding agreement to implement the County’s four projects.

Issues/Area of Concern

US 101 near Marin City and the Manzanita Park & Ride lot experiences flood events due to a combination of roadway settlement, sea level rise, higher King tides, and maintenance challenges, sometimes closing off access to these areas.

Updates from Previous Report

The location of the Second Culvert Under Hwy 101 has obtained concurrence from Caltrans and the County per Alternative 4. The Draft Environmental Document (DED) was circulated externally in June 2025.

The portable pumps are ready for future flood events and the County has retained contractor Aqua Poppy Environmental Services to operate the pump 24/7. The State Earmark funds have carried the project through completion of Phase I, including 65% design, permit applications, and CEQA, which have been reviewed by the District. The formal public comment period for the DED took place from May 15th to June 23rd of this year. The County’s Flood Control District is currently (1) applying for possible FEMA funds (HMGP grant is due to CalOES this month) and (2) exploring eligibility under Continuing Authorities Program project funds through the U.S.A.C.E. to cover Phase II, including construction.



Schedule

Planning	Completed
Environmental Clearance	Summer/Late 2025
Design*	65-100% June 2026*
Right of Way* and Utilities*	2027*
Construction	TBD

*Project 5 only. Projects 1-4 stop at 65% Design. *Projects 1-4 are TBD.

Project Estimates for Earmark Share

Potable Pump Station	\$2,600,000
Permanent Pump Station	\$450,000
Permanent Floodwall	\$850,000
Pond Dredging	\$3,150,000
Hwy 101 Second Culvert	\$2,950,000
TOTAL	\$10,000,000

Funding by Source

Caltrans IJJA PROTECT for Second Culvert	\$20,000,000
State Earmark	\$10,000,000
TOTAL	\$30,000,000

Project Status Report – Planning & Active

September 2025

Project: Marin City Flood Mitigation Projects

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY24-02		Open	County of Marin	County of Marin Mitigation Projects	\$6,650,000	State Earmark	\$2,077,827	31%
				TOTAL	\$6,650,000		\$2,077,827	31%

PROJECT PHASE DEFINITIONS

Planning – Complete project studies to define general project parameters.

Environmental Clearance – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

Design – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

Right of Way and Utilities – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

Construction – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

Project Management – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

Project Status Report**September 2025****ACRONYMS AND ABBREVIATIONS**

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
LPP	Local Partnership Program
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

ACRONYMS AND ABBREVIATIONS

NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PID	Project Initiation Document
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
PTTL	Part Time Transit Lane
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
RM3	Regional Measure 3
ROW	Right of Way
ROW CAP	Right of Way Capital
RSR	Richmond-San Rafael Bridge
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to Schools
STA	State Transit Assistance; also, Solano Transportation Authority
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



TAM Semi-Annual Project Update

Transportation Authority of Marin

Board of Commissioners

September 25, 2025

TAM Project Update

1. Marin-Sonoma Narrows
2. Bellam Blvd. Off-Ramp from Northbound US 101
3. US 101/I-580 Multi-modal and Local Access Improvements
4. State Route 37
5. Marin City Noise Analysis PID
6. Highway 101 Interchange Studies
7. US 101 Part-Time Transit Lane
8. US 101 & Marin City Flood Mitigation Coordination

US 101 – Marin-Sonoma Narrows B7 & B8

Current Phase: Construction (B7) & Final Design (B8)

Update from Prior Report:

- MSN B7 HOV lanes will open late September 2025
- MSN B8 (utility relocation & Class 2 bike lane on San Antonio Rd.) North segment will start construction in fall 2025. South utility segment is delayed. TAM strategizing to advance roadway segment separate from the utility relocation.
- Funding issues with stormwater requirements; TAM, MTC, and Caltrans are exploring options

Upcoming Activities:

- Complete construction of B7 and open HOV lanes
- Secure funds for shortfalls
- Apply for environmental permits
- Complete design package for B8



Bellam Boulevard Off-Ramp Improvements

Current Phase: Construction

Update from Prior Report:

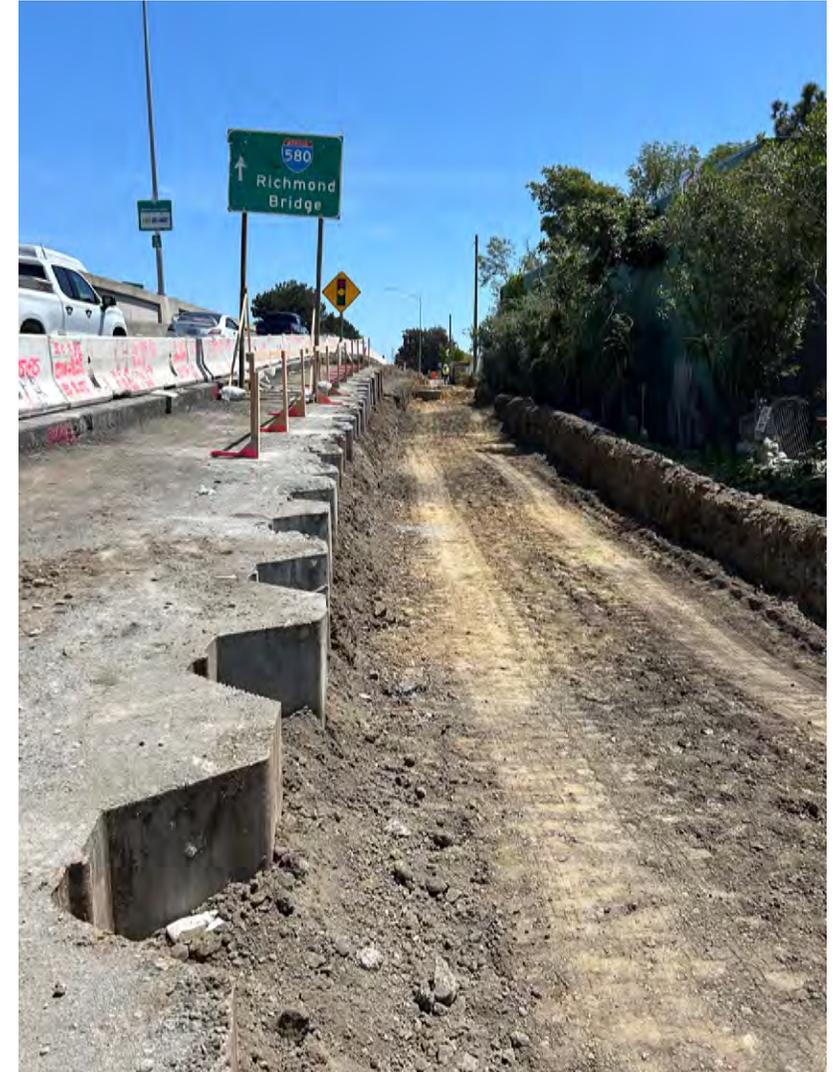
- Construction commenced
- Extra pile depths required
- Unexpected lead contaminated soil

Issues:

- Contingency nearly exhausted

Upcoming Activities:

- Construction expected to be completed late 2025
- TAM and County of Marin working proactively to further limit cost increase during construction



101/580 Multi-Modal & Local Access Improvements

Current Phase: Environmental

Update from Prior Report:

- Third Community Working Group Meeting held in July 2025
- Third Bellam Blvd. workshop held in May 2025 (Spanish)
- Traffic studies for environmental phase are ongoing
- Environmental studies are ongoing

Issues:

- Caltrans approval of non-standard features
- Caltrans comments on VMT, sea level rise and ramp metering
- Funding shortfall for construction
- Exploring ideas to alleviate Bellam Blvd. congestion

Upcoming Activities:

- Community Working Group Meeting #4 in winter 2025/2026
- Bring MOU between agencies to TAM Board for consideration
- Draft EIR expected in late 2026



State Route 37 – Marin Portion, Novato Creek Bridge

Current Phase: Design for the Novato Creek Bridge

Update from Prior Report:

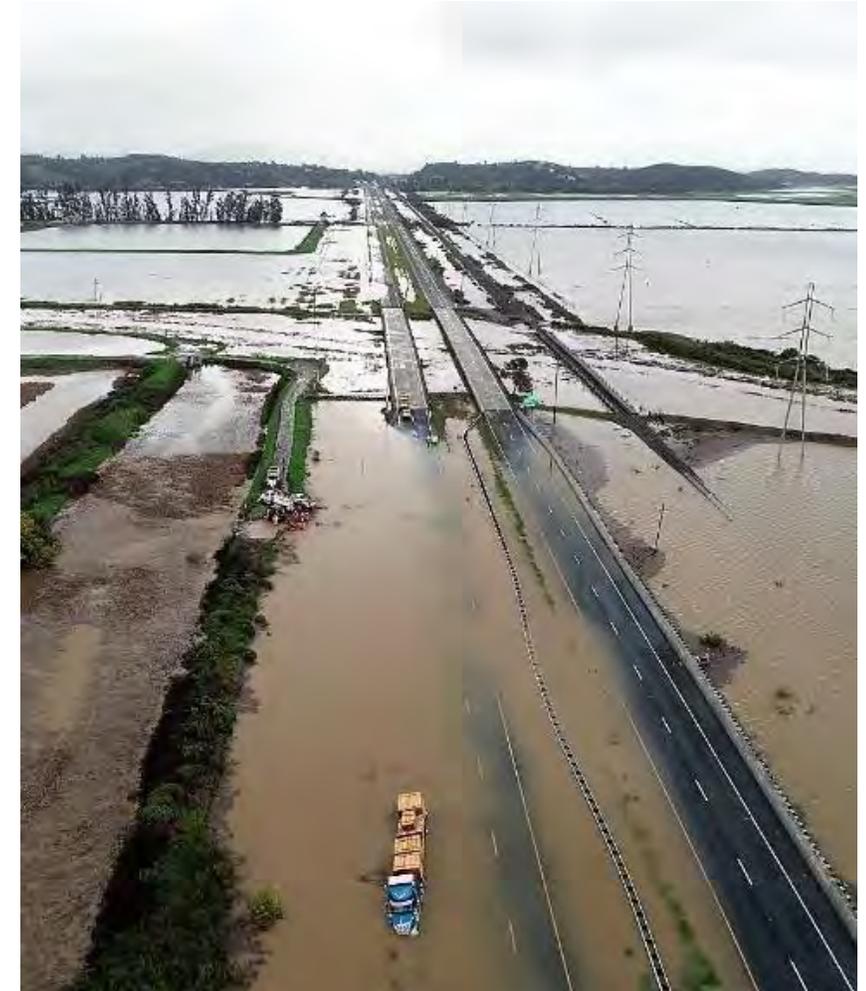
- Caltrans added \$65M in additional SHOPP funds to close funding gap

Issues:

- Design schedule is aggressive to meet deadline for award of construction funding

Upcoming Activities:

- Approval of multi-party MOU to reflect revised RM3 distribution
- Continue with design



Marin City Noise Analysis PID

Current Phase:

- Project Initiation Document (PID)
Preparation: PID and Noise studies will inform the project team whether the Project meets Caltrans Soundwall warrants

Update from Prior Report:

- TAM Board approval of funding and consultant contract

Issues:

- None

Upcoming Activities:

- Begin PSR

Aerial Perspective of Marin City/US101/Sausalito Area



Photo courtesy of Pacific Sun

Highway 101 Interchange Studies

Current Phase:

Project Initiation Document (PID) Phase for three selected interchanges:

1. East Blithedale/Tiburon Blvd (SR 131)
2. Manual T. Freitas Parkway/Civic Center Drive
3. Alameda Del Prado/Nave Drive

Update from Prior Report:

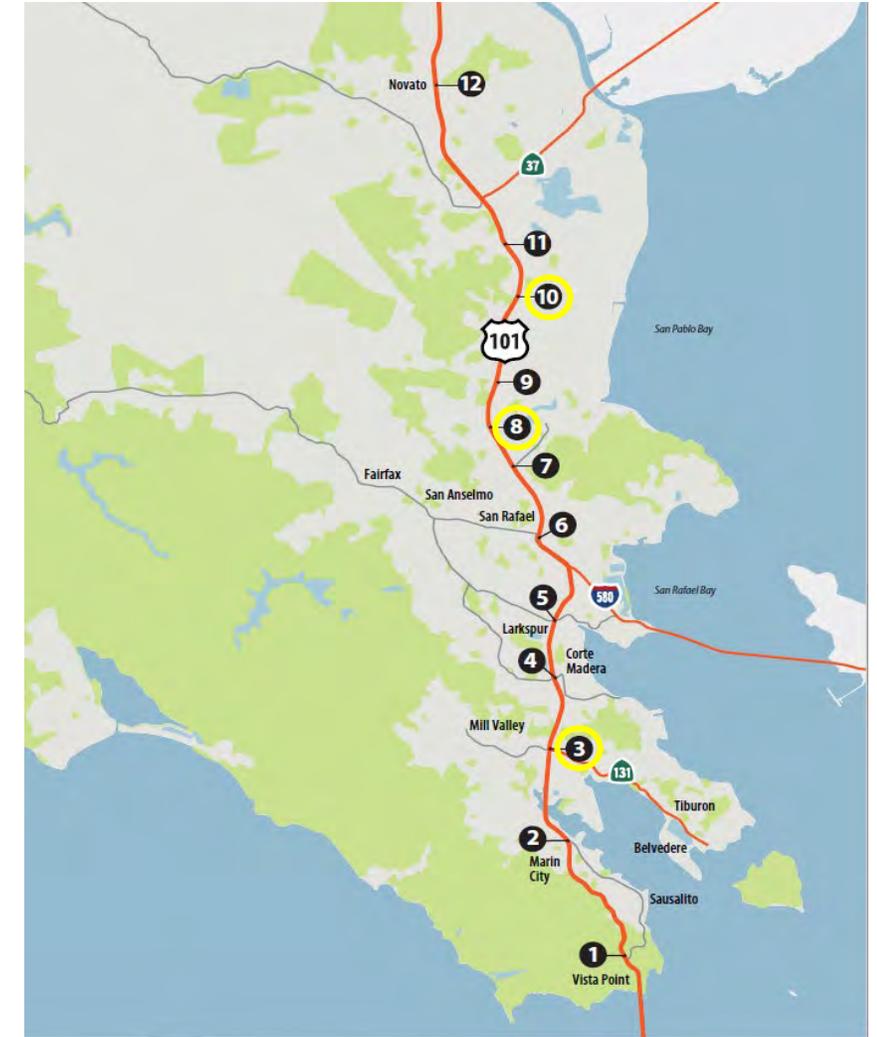
- Draft PID submitted to Caltrans for signature
- Final TAC meeting held, and recommendations received for next steps

Issues:

- None

Upcoming Activities:

- Awaiting Caltrans signature of PID
- Define implementation plan with Board



US 101 Part-Time Transit Lane (Bus on Shoulder)

Current Phase: Project Initiation Document (PID) Preparation

Update from Prior Report:

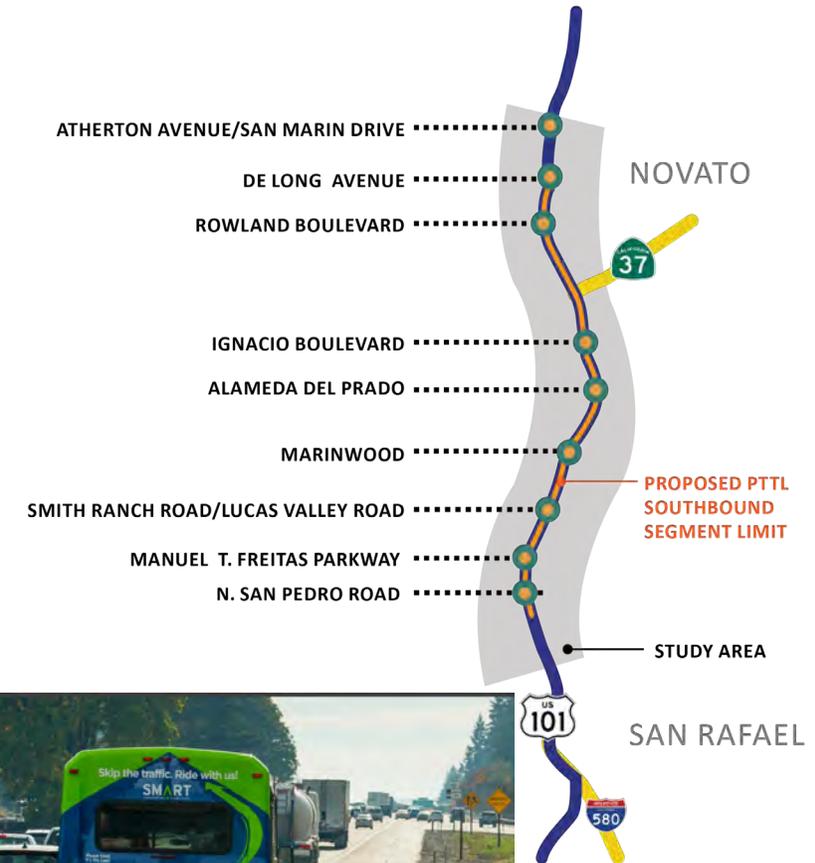
- Negotiated contract terms with selected consultant

Issues:

- None

Upcoming Activities:

- Kick off PID preparation phase in early 2026
- Approve Co-Operative Agreement with Caltrans



US 101 & Marin City Flood Mitigation Coordination

Current Phase: Projects in Design Phase

- Portable Pump at Donahue
- Permanent Pump
- Floodwall
- Pond Dredging
- Second Culvert (wrapping up Environmental)

Update from Prior Report:

- County continues to maintain contract to operate temporary pump 24/7
- Second Culvert Under Hwy 101 per Design Alternative 4 has been selected
- Draft Environmental Document for the second culvert has been prepared

Issues:

- County continues to seek funding

Upcoming Activities:

- Approval of environmental document for second culvert



Photo courtesy of Pacific Sun

Questions?

Questions & Discussion