



TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 29, 2025
5:30 P.M.

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

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

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San Rafael
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Belvedere
Peter Mark

Corte Madera
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Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

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Ross
Teri Dowling

San Anselmo
Steve Burdo

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

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County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
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How to provide public comment (limited to 3 minutes or less):

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

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

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.



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The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Meeting Minutes from September 11, 2024 (Action)
6. Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action)
7. Measure AA Expenditure Plan Review Update (Discussion)
8. Adjournment

** Additional materials will be presented at the meeting*



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 11, 2024
5:30 PM

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

MEETING MINUTES

Members Present: Don Magdanz, San Rafael
Joe Mulligan, At-Large Member
Kevin McGowan, Marin Public Works Association, Vice-Chair
Kristin Drumm, At-Large Member
Mark Birnbaum, Novato/Northern Marin, Chair
Mike Howe, West Marin

Members Absent: Ben Berto, Ross Valley
Cheryl Longinotti, Larkspur/Corte Madera

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Jennifer Doucette, Executive Assistant/Clerk of the Board
Joanne O'Hehir, Administrative Assistant
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

1. Call Meeting to Order

The meeting was called to order at 5:33 p.m. Chair Birnbaum welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum of the Bicycle/Pedestrian Advisory Committee (BPAC). A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

Member McGowan commended staff for the breadth of information provided in the agenda packet.

3. TAM Updates

Director of Programming and Legislation David Chan and Director of Planning Derek McGill reported on the Safe Pathways Call for Projects and the Countywide Transportation Plan (CTP).

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

4. Open Time for Public Expression

Chair Birnbaum shared the public comment received from San Rafael resident Philip Mooney regarding a feasibility study on the Canal Bicycle and Pedestrian Overcrossing, which was distributed to the BPAC prior to the meeting and posted on the TAM website.

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

WTB-TAM Director of Planning Matthew Hartzell commented on the possibility of TAM including a feasibility study on the Canal Bicycle and Pedestrian Overcrossing with its Reconnecting Communities and Neighborhoods (RCN) grant program application for the US 101/I-580 Multimodal and Local Access Improvement project.

TAM Community Oversight Committee (COC) and 101/580 Community Working Group (CWG) member Kate Powers also expressed support for TAM including a feasibility study on the Canal Bicycle and Pedestrian Overcrossing with its Reconnecting Communities and Neighborhoods (RCN) grant program application for the US 101/I-580 Multimodal and Local Access Improvement project.

5. Adoption of Minutes from June 12, 2024 (Action)

Chair Birnbaum requested the following amendment to the minutes:

Page 1, Item 2: "Vice-Chair Birnbaum commented on the importance of closing the gaps in the Sonoma-Marin Area Rail Transit (SMART) multi-use path in Novato; and inquired about the agency responsible for maintaining and improving the existing path between Vintage Oaks and State Route 37, as such improvements would benefit the Bel Marin Keys community"; be amended to: "Vice-Chair Birnbaum commented on the importance of closing the gaps in the Sonoma-Marin Area Rail Transit (SMART) multi-use path in Novato; and inquired about the agency responsible for maintaining and improving the existing path between *Hannah Ranch Road* and *Bel Marin Keys*, as such improvements would benefit the Bel Marin Keys community".

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

Member McGowan moved to approve the Minutes of the June 12, 2024 meeting, as amended. Member Drumm seconded the motion, which passed unanimously.

6. Marin County SMART Pathway Update (Discussion)

SMART Senior Planner Zoe Unruh and Associate Engineer Alexandra Majoulet presented this item for discussion.

In response to Chair Birnbaum, Ms. Majoulet explained that the current pathway design(s) do not include lighting.

In response to Member McGowan, Ms. Majoulet explained that design documents were reviewed by WTB-TAM, Sonoma County Bicycle Coalition, and the Marin County Bicycle Coalition; as well as the opportunity for review by the local agency when a pathway crosses into its jurisdiction. Ms. Majoulet also explained that the bid process, delivery method, and prioritization for future pathway projects is funding dependent.

Member Magdanz expressed support for SMART's pathway plan, including the future Windsor extension.

Chair Birnbaum commented on the importance of rehabilitating the pathway between Hannah Ranch Road and Bel Marin Keys. Ms. Majoulet explained that SMART has been in communication with both Caltrans and PG&E regarding the right-of-way and maintenance of this section of pathway.

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

WTB-TAM Director of Planning Matthew Hartzell inquired about funding for the Hannah Ranch Road segment in Novato; and the status of the connection from the Hamilton Marketplace to the SMART pathway. In response, Mr. Chan explained that SMART has applied for funding from the North Bay Transit Access category of Regional Measure 3 (RM3); and Ms. Majoulet explained that the connection from the Hamilton Marketplace to the SMART pathway is in the design phase.

Kate Powers commented on the importance of considering the environmental values of the landscape when designing pathways, such as the McInnis Parkway to Smith Ranch Road segment in San Rafael.

7. Complete Streets Checklist Review for MTC Grants (Discussion)

Principal Transportation Planner Scott McDonald presented this item for discussion, and project sponsors were invited to provide a project overview.

Director of Planning Derek McGill provided an overview of the Marin Countywide Coordinated Signal Modernization Plan.

In response to Member Magdanz, Mr. McGill explained that the proposed plan will include all signalized intersections, with a focus on signals on specific arterial networks, at a minimum.

Director of Project Delivery Dan Cherrier and consultant Connie Fremier with Fremier Enterprises, Inc. provided an overview of the Canal Neighborhood Bellam Gateway Local Access Improvement Project.

In response to Members Magdanz and Mulligan, Ms. Fremier explained that the Class IV bike path for this project will be located on the northwest side of Bellam Blvd.; and that the long-term plan/project anticipates the inclusion of a 2-way pathway on both sides of Bellam Blvd.

In response to Member McGowan, Ms. Fremier explained that the project sponsor is seeking funding for both design and construction of the project.

Ms. Unruh and Ms. Majoulet provided an overview of the following SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure segments: Smith Ranch Rd. to Main Gate Rd./SMART Hamilton Station; Grant Ave. to Rush Creek Pl.; Rowland Wy./Vintage Wy. N. to Novato Creek/Sutter Health; and State Access Rd. to Frosty Ln./Bay Trail.

In response to Member Magdanz, Ms. Majoulet explained that all of the segments are currently in the design phase and that timing for construction is dependent on funding.

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

In regard to the Canal Neighborhood Bellam Gateway Local Access Improvement Project, Mr. Hartzell commented on the importance of extending the bicycle/pedestrian facility improvements to the existing North-South Greenway multi-use pathway.

Mr. Cherrier explained that the extension of the bicycle/pedestrian facility improvements to the North-South Greenway multi-use pathway is still in preliminary design.

8. Update on Mobility Hubs Planning Grant (Discussion)

Director of Planning Derek McGill presented this item for discussion.

In response to Member Magdanz, Mr. McGill explained that the implementation of the regional Transit Oriented Communities (TOC) policy is administered through various avenues, such as Regional Housing Needs Allocation (RHNA).

In response to Member Howe, Mr. McGill explained that the downtown San Rafael Transit Center Project is currently advancing to the final stages of the environmental phase.

In response to Member McGowan, Mr. McGill explained that in addition to monthly updates provided to the Marin Public Works Association (MPWA), TAM envisions the development of a technical advisory committee (TAC) to communicate and coordinate with local planning and public works departments.

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

9. Redwood Bike Share Pilot Program Update (Discussion)

Principal Transportation Planner Scott McDonald presented this item for discussion.

In response to Member Magdanz, Mr. McDonald explained that the pilot program is grant-funded through the Metropolitan Transportation Commission (MTC), however, ownership of the equipment will be retained by Drop Mobility. Mr. McDonald also explained that data collected during the first year of the program will be utilized to spur sponsorship and further funding efforts with the goal of building a sustainable system to run beyond the 2-year pilot.

In response to Member Howe, Mr. McDonald explained that the equipment will be serviced daily between 6:00 a.m. and 10:00 p.m.; and that the e-bikes are equipped with lights.

Member Mulligan expressed support for the hub-based model.

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

The meeting was adjourned at 7:38 p.m.



DATE: September 29, 2025

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action), Agenda Item No. 6

RECOMMENDATION

The TAM Bicycle/Pedestrian Advisory Committee (BPAC) reviews the preliminary staff recommendation in Attachment D for FY2025-26 and FY2026-27 Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, and Measure B 1b Funds, and provides recommendations regarding the programming of these funds.

BACKGROUND

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) for projects that reduce vehicle emissions and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for bicycle/pedestrian projects. BAAQMD has the discretion to review proposed TFCA projects based on their ability to reduce emissions and approve all projects selected for funding. TAM receives relatively small amounts of funding from TFCA and TDA Article 3 annually and therefore programs the funds together on a 2-year cycle. In May 2025, the TAM Board also approved making available \$500,000 in Measure B Vehicle Registration Fee (VRF) Element 1b carryover funds through the multi-fund competitive call for projects, to be utilized by local jurisdictions for planning, maintenance, or construction of pathways and other active transportation improvements.

Staff issued a Multi-Fund Call for Projects on June 24, 2025, with approximately \$772,000 in TFCA funds (\$386,000 from FY2025-26 revenue, and \$386,000 estimated from FY2026-27 revenue) and \$680,000 in TDA Article 3 funds (\$400,000 from FY2025-26 revenue, and \$280,000 estimated from FY2026-27 revenue). The included amounts for FY2025-26 are adjusted based on estimated amounts as of July 2025, while the amounts included for FY2026-27 are estimates based on historical trends and using a more conservative estimate of TDA Article 3 revenues, which fluctuate and have been provided in the \$280,000 range on the lower end in recent years. The larger amount for TDA in FY2025-26 is due to estimated available carryover funding.

Final allocated amounts will be adjusted based on actual revenues collected. Any additional funding above and beyond the estimated amounts will be used to supplement funding for the highest ranked project shown in Attachment D awarded either TFCA or TDA 3 funds; if for any reason revenues are reduced, the funding will be reduced from the lowest ranked project.

In total, approximately \$1,952,000 is included in the Call for Projects, based on the amounts in the following table:

	TFCA	TDA 3	Measure B 1b	Total
FY2025-26	\$386,000	\$400,000*	\$500,000	\$1,286,000
FY2026-27**	\$386,000	\$280,000		\$666,000
Total	\$772,000	\$680,000	\$500,000	\$1,952,000

*Available amount for allocation will be determined by July 2025 Fund Estimate

**Estimated amounts for FY2026-27 based on historical trends

DISCUSSION

By the application deadline of August 19, 2025, seven applications were received from five sponsors, requesting a total of approximately \$6 million, with the requested amounts shown below:

- Corte Madera: Paradise Drive Gap Closure Project - Seawolf to Prince Royal - \$1,360,000
- County of Marin: Quick Build Public Safety Improvements for Vulnerable Road Users - \$200,000
- County of Marin: Horse Hill Bikeway Maintenance Project - \$3,840,000
- Larkspur: Pathway Repaving 2025 - \$125,000
- San Anselmo: Sir Francis Drake Boulevard/Madrone Ave. Pedestrian Hybrid Beacon - \$200,000
- San Rafael: Park St. & Belle Ave. Pedestrian Enhancement - \$66,700
- San Rafael: Point San Pedro Pedestrian Quick Build Enhancements - \$182,000

Project descriptions are included in Attachment A, and Attachment B shows the mapped locations of the projects.

Project Evaluation

Each application was screened by TAM staff, and evaluated based on the following criteria:

- Regional Significance
- Readiness for Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity

The staff evaluation panel recommended funding the top-ranking projects, while considering funding eligibility, and with the goal of funding projects that are shovel ready and can begin construction relatively soon. Following the panel evaluation, staff presented the recommendations provided within this staff report to the Marin Public Works Association (MPWA). Comments from MPWA reflected support for the TAM staff recommendations.

Attachment C shows an eligibility determination for each application to receive TFCA, TDA Article 3, and/or Measure B 1b funds. Attachment D provides the list of projects in ranked order based on project evaluation factors noted above. Attachment D also includes the recommended amounts of TFCA, TDA Article 3, and/or Measure B 1b funds for each project, including the fiscal year the funds will be available.

NEXT STEPS

Following the TAM BPAC presentation, TAM staff will present recommendations to the TAM Funding, Programs & Legislation (FP&L) Executive Committee and will present final recommendations to the TAM Board in the coming month. Following approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC for TFCA and TDA Article 3 projects, respectively.

ATTACHMENTS

Attachment A – Project Descriptions
Attachment B – Project Map
Attachment C – Project Application Eligibility Determination
Attachment D – Project Ranking & Funding Recommendations
Attachment E – PPT Presentation

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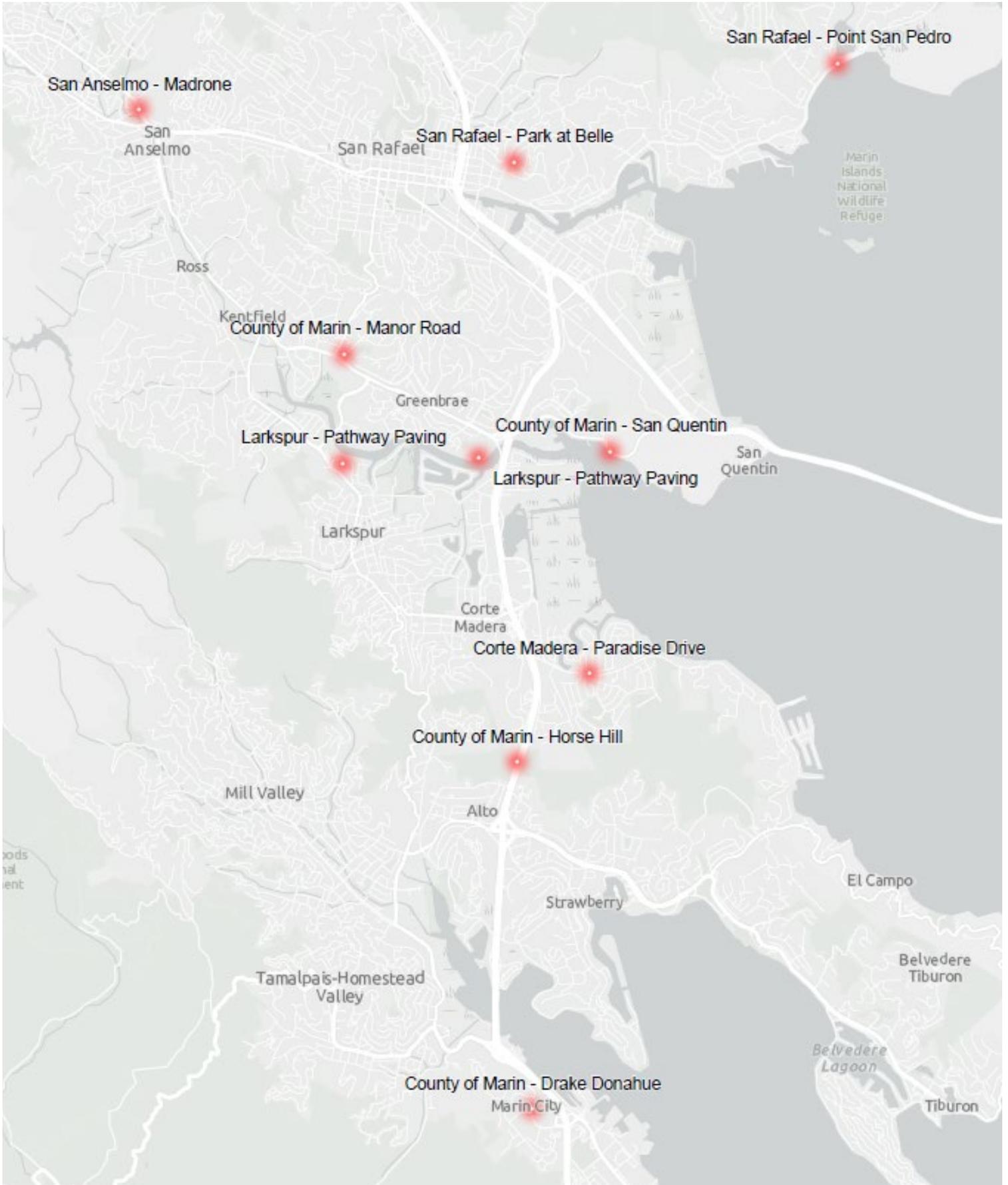
Attachment A

Sponsor	Project	Description
Corte Madera	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	The Paradise Drive Gap Closure Project will close a gap in the Bay Trail and enhance active transportation infrastructure on Paradise Drive between Seawolf Passage and Prince Royal Passage. Consisting of a Class 1 multi-use path on the north side of the street through lane reduction in the north side lanes, pedestrian safety crossing improvements at Prince Royal Passage including a Pedestrian Hybrid Beacon, and connection with the existing western terminus of the Class I path three hundred feet east of Prince Royal Passage. Additionally, traffic calming enhancements will be made on Spindrift Passage, particularly between the Cove School parking lot and Seawolf Passage. All improvements will serve to increase accessibility and safety of the last mile connection to transit stops, which are heavily frequented by students.
County of Marin	Horse Hill Bikeway Maintenance Project	The proposed project is a capital maintenance and improvement project designed to enhance safety and promote active transportation by resurfacing the Horse Hill bike and pedestrian path, part of the North-South Greenway, with a new wearing surface, restriping and installing new signs and markings, clearing overgrown vegetation, replacing existing portable K-rails with equivalent height mesa-block wall system, correcting surface drainage as-needed, and adding solar-powered lighting.
County of Marin	Quick Build Public Safety Improvements for Vulnerable Road Users	The proposed project is a bundle of targeted safety improvements for bicyclists and pedestrians, using innovative quick build delivery to realize benefits more immediately. The proposed project includes: A) narrowing pedestrian crossing distances using paint or raised markers in Marin City at the intersection of Donahue St and Drake Ave, and improving visibility using green paint, thermoplastic and/or pavement markers at a bike lane/bus stop conflict zone on Donahue Avenue and Termers Drive; B) providing pedestrian and bicycle refuge areas on a shoulder with no sidewalk along a gap in the Bay Trail from San Quentin to Remillard Park in Larkspur; and C) providing additional visibility, conflict reduction, and protections for Bacich Elementary students on Manor Road near Sir Francis Drake Blvd.
Larkspur	Pathway Repaving 2025	Pathway repaving including digout and replacement of failed areas and tree-root uplifted segments, hot mix asphalt overlay and shoulder backing. Minor pavement widening at pinch points and curves as identified to meet standards and improve sight distances. Miscellaneous associated improvements including signs and markings.
San Anselmo	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	The proposed project will replace an existing rectangular rapid flash beacon (RRFB) with a pedestrian hybrid beacon (HAWK) system to cross Sir Francis Drake Blvd (a major arterial roadway with high traffic volumes and speeds) at Madrone Avenue. As the existing crossing goes across 4 lanes of traffic, the HAWK could potentially increase pedestrian visibility and increase driver yield rates. The pedestrian beacon can be installed on the existing poles and mast arms, reducing construction costs.

Attachment A

San Rafael	Point San Pedro Pedestrian Quick Build Enhancements	Pedestrian improvements at crosswalks including but not limited to installing Rectangular Rapid Flashing Beacons (RRFBs), flashing advanced warning signs, rubber curbs to establish pedestrian refuge island, minor traffic striping, and installing rubber curb bulb-outs
San Rafael	Park St. & Belle Ave. Pedestrian Enhancement	Install an asphalt concrete (AC) berm along the edge of the existing pedestrian path on Park St. and Belle Ave., place asphalt pavement within the berm limits to create a solid walking surface, and apply red curb paint to designate no-parking zones.

Map of Projects



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Attachment C

Project Applications Received and Eligibility Determination					
Sponsor	Project Title	Preliminary Fund Eligibility ¹			Comments
		TFCA ²	TDA	Measure B 1b	
Corte Madera	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	Yes	Yes	Yes	Request of \$1,360,000 to construct the project
County of Marin	Horse Hill Bikeway Maintenance Project	No	Yes	Yes	Request of \$3,840,000 to complete the maintenance project
County of Marin	Quick Build Public Safety Improvements for Vulnerable Road Users	No	Yes	Yes	Three Pedestrian Projects included in request
Larkspur	Pathway Repaving 2025	No	Yes	Yes	
San Anselmo	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	No	Yes	Yes	
San Rafael	Point San Pedro Pedestrian Quick Build Enhancements	No	Yes	Yes	Three Pedestrian Projects included in request
San Rafael	Park St. & Belle Ave. Pedestrian Enhancement	No	Yes	Yes	

¹ Final eligibility will determined by BAAQMD for TFCA funds and MTC for TDA funds.

² TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

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Attachment D

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding					
						TFCA FY25-26	TFCA FY26-27	TDA FY25-26	TDA FY26-27	Measure B 1.2	Total Recommended
Corte Madera	1	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	\$1,610,000	\$1,360,000		\$386,000	\$386,000			\$500,000	\$1,272,000
County of Marin	2	Quick Build Public Safety Improvements for Vulnerable Road Users	\$200,000	\$200,000	Three Pedestrian Projects included in request: 1) East SFD from Remillard Park to San Quentin, 2) Donahue St. and Drake Ave. intersection, 3) Manor Rd. and SFD Blvd.			\$200,000			\$200,000
San Anselmo	3	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	\$205,000	\$200,000				\$200,000			\$200,000
Larkspur	4	Pathway Repaving 2025	\$235,000	\$125,000	Spot repairs will take place as needed throughout all of Larkspur's 7 miles of Class 1 paths, but mostly concentrated on the Corte Madera Creek Path and Magnolia Ave Side Path at Doherty Dr.				\$125,000		\$125,000
San Rafael	5	Park St. & Belle Ave. Pedestrian Enhancement	\$66,700	\$66,700					\$66,700		\$66,700
San Rafael	6	Point San Pedro Pedestrian Quick Build Enhancements	\$182,000	\$182,000	Three Pedestrian Projects included in request along Point San Pedro: 1) Knight Drive, 2) Peacock Drive, 3) Riviera Drive				\$88,300		\$88,300
County of Marin	7	Horse Hill Bikeway Maintenance Project	\$3,840,000	\$3,840,000							\$0
Total Recommended						\$386,000	\$386,000	\$400,000	\$280,000	\$500,000	\$1,952,000
Total Available Funds ¹						\$386,000	\$386,000	\$400,000	\$280,000	\$500,000	
Remaining						\$0	\$0	\$0	\$0	\$0	

TFCA –\$772,000 (\$386,000 from FY25/26 revenue, and \$386,000 estimated from FY26/27 revenue)

TDA Article 3 – \$680,000 (\$400,000 from FY25/26 revenue, and \$280,000 estimated from FY26/27 revenue). Allocations from FY26/27 TFCA and TDA 3 funds will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues from these sources. Should revenues decrease, the reduction will be made to the lowest ranked project shown above receiving these sources.

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TFCA, TDA Article 3, and Measure B 1b Call for Projects and Preliminary Recommendations

Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee
September 29, 2025

Call for Projects

- TAM conducted a Call for Projects from June to August 2025
- The following funds are being made available through the call, to include two years of Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, along with Measure B 1b Carryover funding:

	TFCA	TDA 3	Measure B 1b	FY Total
FY2025-26	\$386,000	\$400,000	\$500,000	\$1,286,000
FY2026-27	\$386,000	\$280,000		\$666,000
Fund Total	\$772,000	\$680,000	\$500,000	\$1,952,000

Project Applications

Sponsor	Project	Request
Corte Madera	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	\$1,360,000
County of Marin	Quick Build Public Safety Improvements for Vulnerable Road Users	\$200,000
County of Marin	Horse Hill Bikeway Maintenance Project	\$3,840,000
San Anselmo	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	\$200,000
Larkspur	Pathway Repaving 2025	\$125,000
San Rafael	Park St. & Belle Ave. Pedestrian Enhancement	\$66,700
San Rafael	Point San Pedro Pedestrian Quick Build Enhancements	\$182,000

Project Evaluation Process

Panel Evaluation:

- Regional Significance
- Readiness to Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity



Funding Eligibility

Sponsor	Project Title	Preliminary Fund Eligibility ¹			Comments
		TFCA ²	TDA	Measure B 1b	
Corte Madera	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	Yes	Yes	Yes	Request of \$1,360,000 to construct the project
County of Marin	Horse Hill Bikeway Maintenance Project	No	Yes	Yes	Request of \$3,840,000 to complete the maintenance project
County of Marin	Quick Build Public Safety Improvements for Vulnerable Road Users	No	Yes	Yes	Three Pedestrian Projects included in request
Larkspur	Pathway Repaving 2025	No	Yes	Yes	Two Pathway Maintenance Locations
San Anselmo	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	No	Yes	Yes	
San Rafael	Point San Pedro Pedestrian Quick Build Enhancements	No	Yes	Yes	Three Pedestrian Projects at consecutive intersections included in request
San Rafael	Park St. & Belle Ave. Pedestrian Enhancement	No	Yes	Yes	Sidewalk Gap Closure Improvement

¹ Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

² TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

Staff Funding Recommendation

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding					Total Recommended
						TFCA FY25-26	TFCA FY26-27	TDA FY25-26	TDA FY26-27	Measure B 1.2	
Corte Madera	1	Paradise Drive Gap Closure Project - Seawolf to Prince Royal	\$1,610,000	\$1,360,000		\$386,000	\$386,000			\$500,000	\$1,272,000
County of Marin	2	Quick Build Public Safety Improvements for Vulnerable Road Users	\$200,000	\$200,000	Three Pedestrian Projects included in request: 1) East SFD from Remillard Park to San Quentin, 2) Donahue St. and Drake Ave. intersection, 3) Manor Rd. and SFD Blvd.			\$200,000			\$200,000
San Anselmo	3	Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon	\$205,000	\$200,000				\$200,000			\$200,000
Larkspur	4	Pathway Repaving 2025	\$235,000	\$125,000	Spot repairs will take place as needed throughout all of Larkspur's 7 miles of Class 1 paths, but mostly concentrated on the Corte Madera Creek Path and Magnolia Ave Side Path at Doherty Dr.				\$125,000		\$125,000
San Rafael	5	Park St. & Belle Ave. Pedestrian Enhancement	\$66,700	\$66,700				\$66,700			\$66,700
San Rafael	6	Point San Pedro Pedestrian Quick Build Enhancements	\$182,000	\$182,000	Three Pedestrian Projects included in request along Point San Pedro: 1) Knight Drive, 2) Peacock Drive, 3) Riviera Drive				\$88,300		\$88,300
County of Marin	7	Horse Hill Bikeway Maintenance Project	\$3,840,000	\$3,840,000							\$0
Total Recommended						\$386,000	\$386,000	\$400,000	\$280,000	\$500,000	\$1,952,000
Total Available Funds ¹						\$386,000	\$386,000	\$400,000	\$280,000	\$500,000	
Remaining						\$0	\$0	\$0	\$0	\$0	

TFCA –\$772,000 (\$386,000 from FY25/26 revenue, and \$386,000 estimated from FY26/27 revenue)

TDA Article 3 – \$680,000 (\$400,000 from FY25/26 revenue, and \$280,000 estimated from FY26/27 revenue). Allocations from FY26/27

TFCA and TDA 3 funds will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues from these sources. Should revenues decrease, the reduction will be made to the lowest ranked project shown above receiving these sources.

Questions?

Thank you!

TAM Contact:
Scott McDonald
SMcDonald@tam.ca.gov

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DATE: September 29, 2025

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
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
- September 2025 – the TAM Board was presented with the initial series of proposed changes to the Measure AA Expenditure Plan

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), Marin Public Works Association (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 has 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 were 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.

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. 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.

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, BPAC, 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)



Measure AA Expenditure Plan Review Initial Proposed Revisions

Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

September 25, 2025

Agenda

- Overview
- Context
 - 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.

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

Measure A/AA
has generated \$500 Million in funding for transportation improvements in Marin County.
La medición de A/AA ha generado 500 millones de dólares en fondos para mejoras en el transporte en el condado de Marin.

Place your three stickers on the priorities that matter most to you. You can put them all in one category or spread them out!
Coloque sus tres pegatinas sobre las prioridades que más le importan. Puede situarlas en la misma categoría o en diferentes categorías.

Local Transit
Maintain and expand local transit services.
Mantener y ampliar los servicios de tránsito locales.

Local Transportation Infrastructure
Maintain and improve local roads, bikeways, and sidewalks.
Mantener y mejorar las carreteras locales, las caminos para bicicletas y las veredas.

School Safety & Access
Reduce congestion and improve safety around schools.
Acceso y seguridad escolar: Reducir la congestión y mejorar la seguridad en las inmediaciones de las escuelas.

US-101 Improvements
Reduce congestion on US 101 and adjacent roadways.
Mejoras en la US-101: Reducir la congestión en la US 101 y en las carreteras adyacentes.

Do you have additional comments on these funding categories or your priorities for local transportation improvements?
¿Tiene comentarios adicionales sobre estas categorías de fondos o sobre sus prioridades para las mejoras en el transporte local? ¿Puede una tarjeta de comentario?

Scanned with CamScanner

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

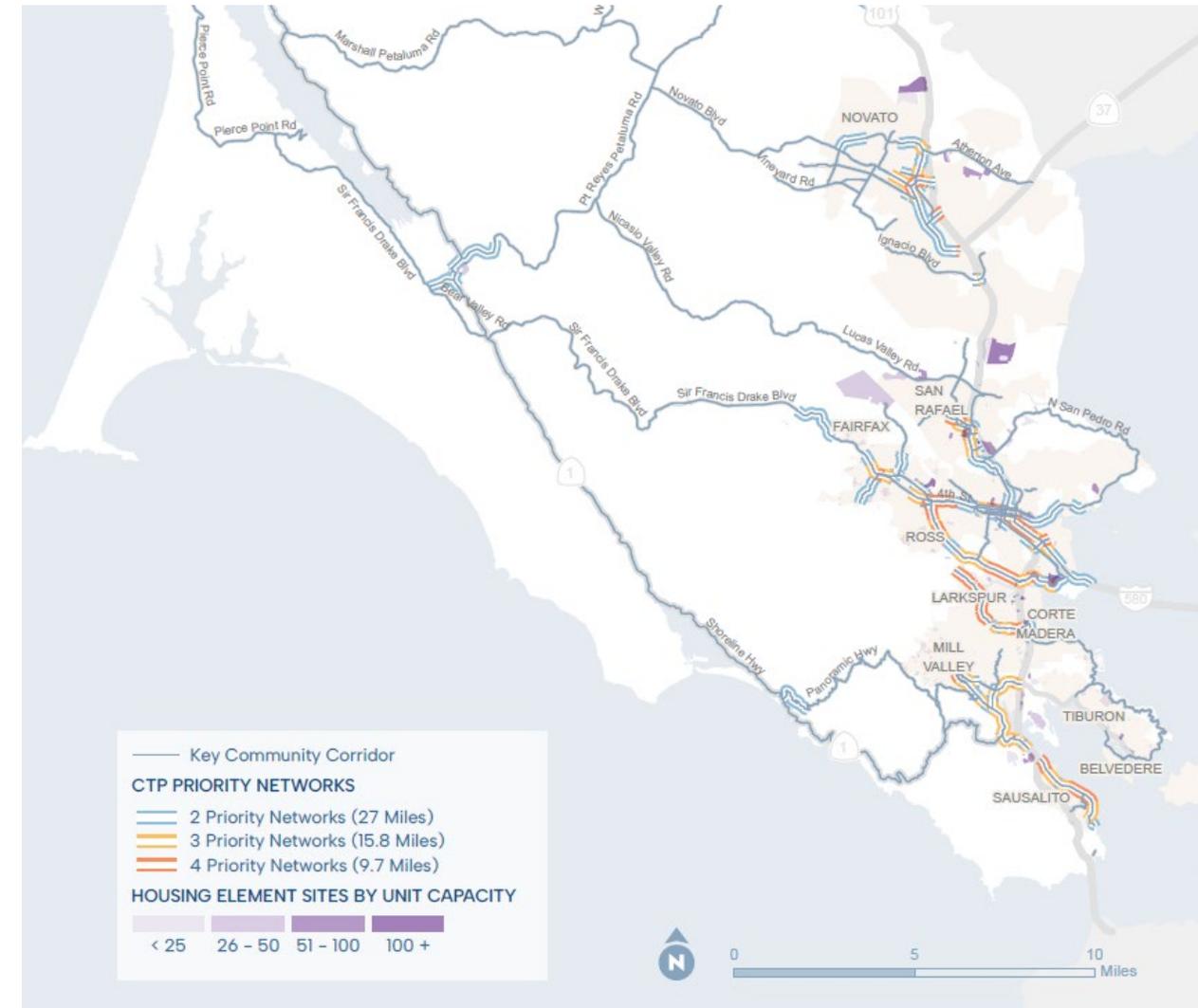
- Program to make improvements on US 101 Interchanges - 3% of Measure AA
- Program assessed 12 interchanges
- In July 2022, TAM Board advanced 3 into Project Development
- PIDs are nearing completion for the following interchanges:
 - Tiburon/East Blithedale Ave.
 - Manuel T. Frietas
 - Alameda Del Prado
- 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 2.4 – 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

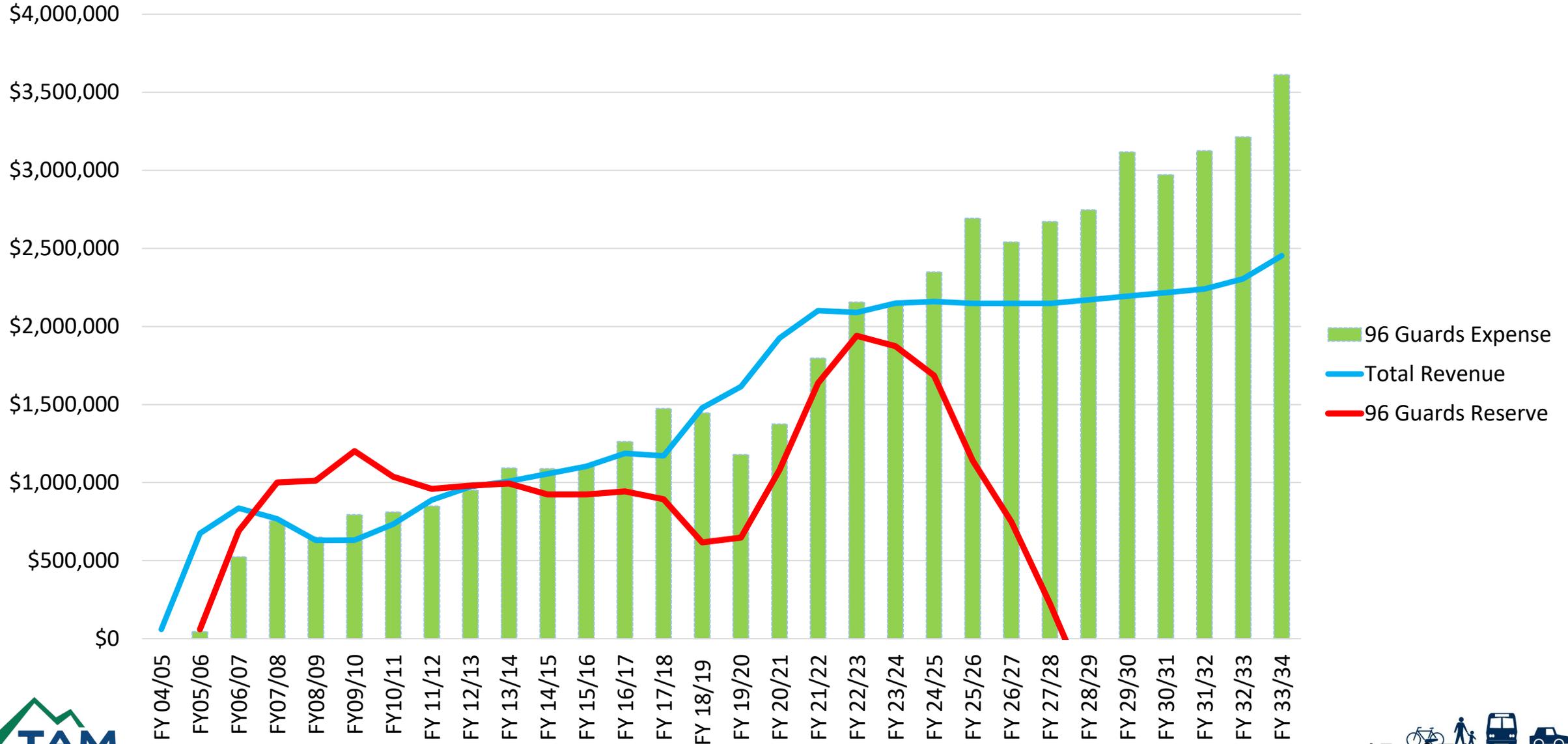
Category 3.2 Crossing Guards

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

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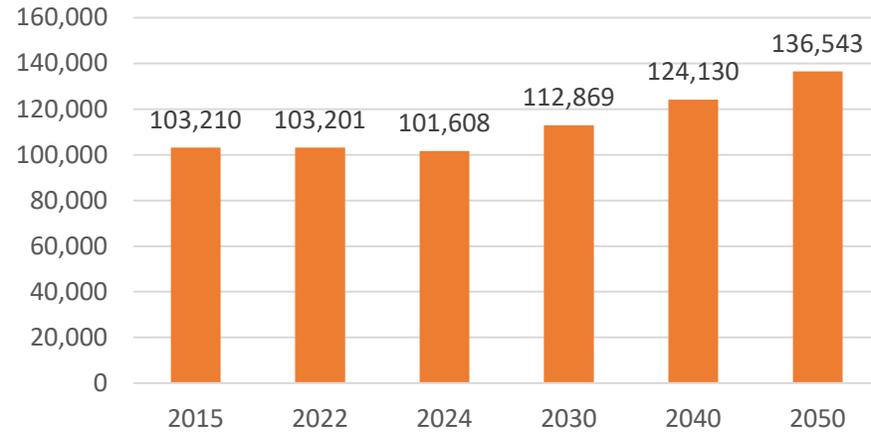
Next Steps

- 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

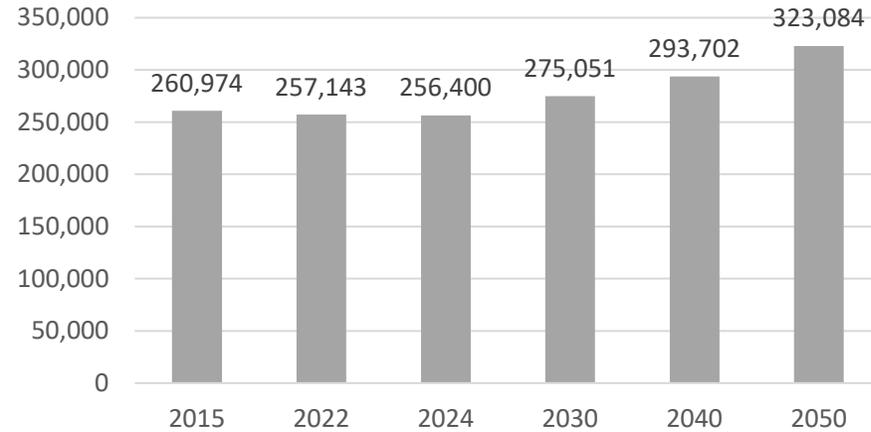


Land Use Trends and Forecasts

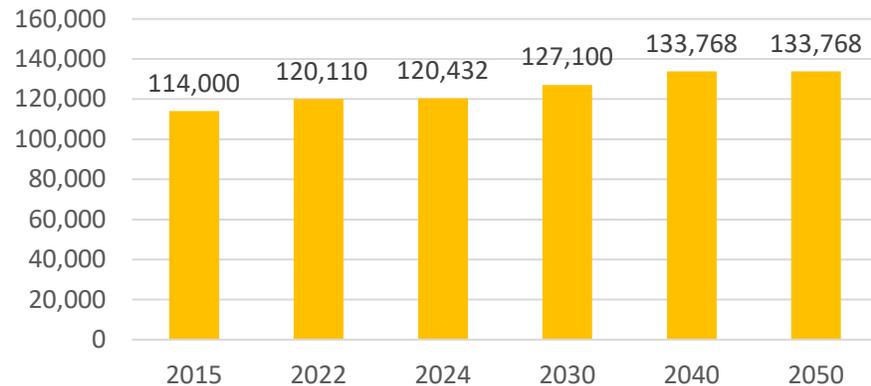
Households



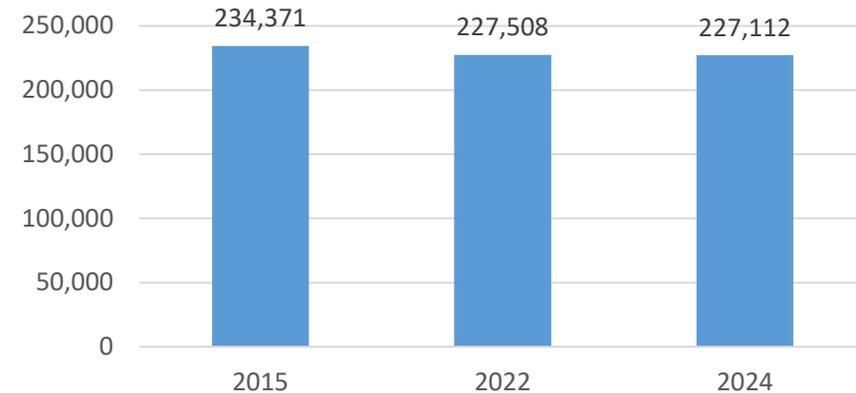
Population



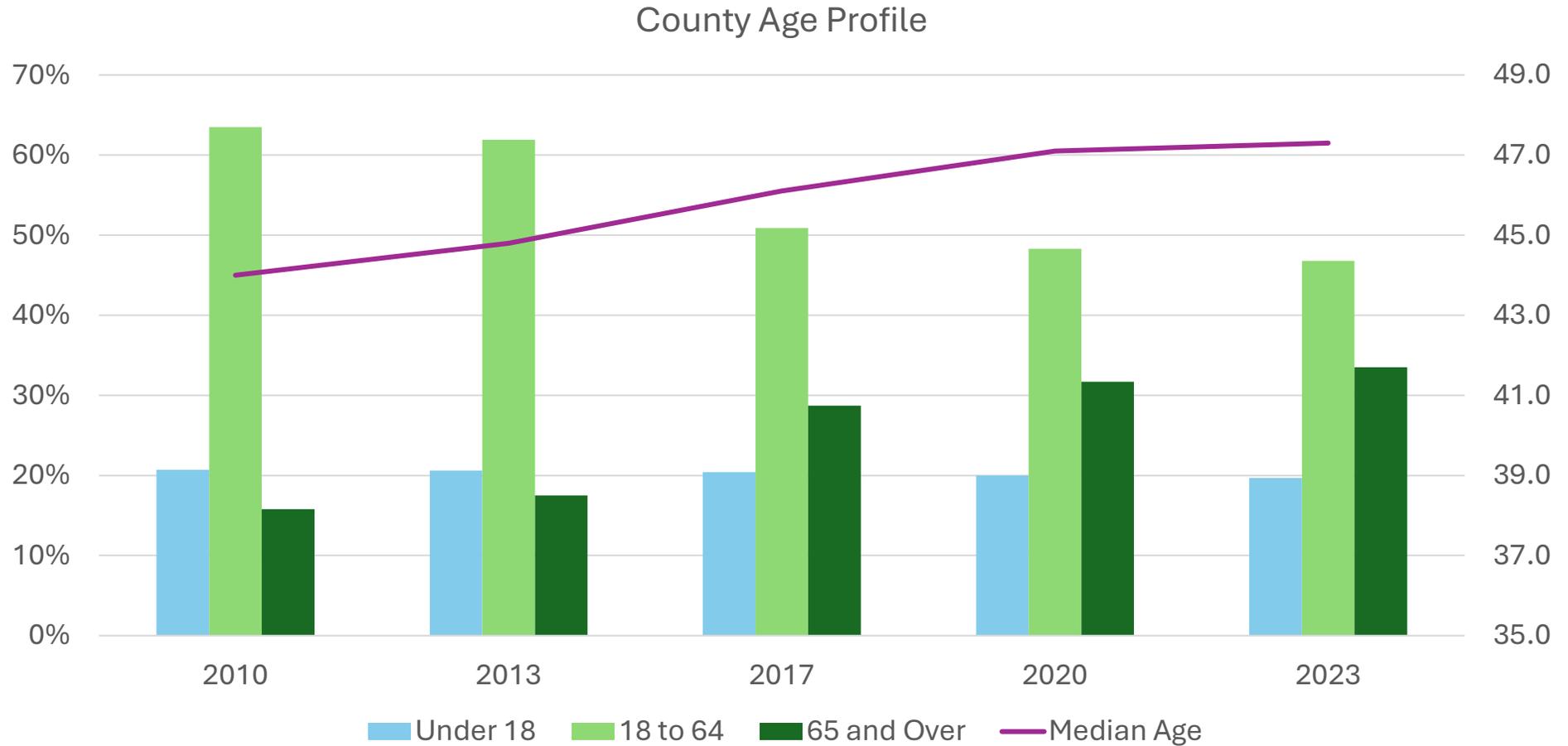
Employed Population



All Vehicles

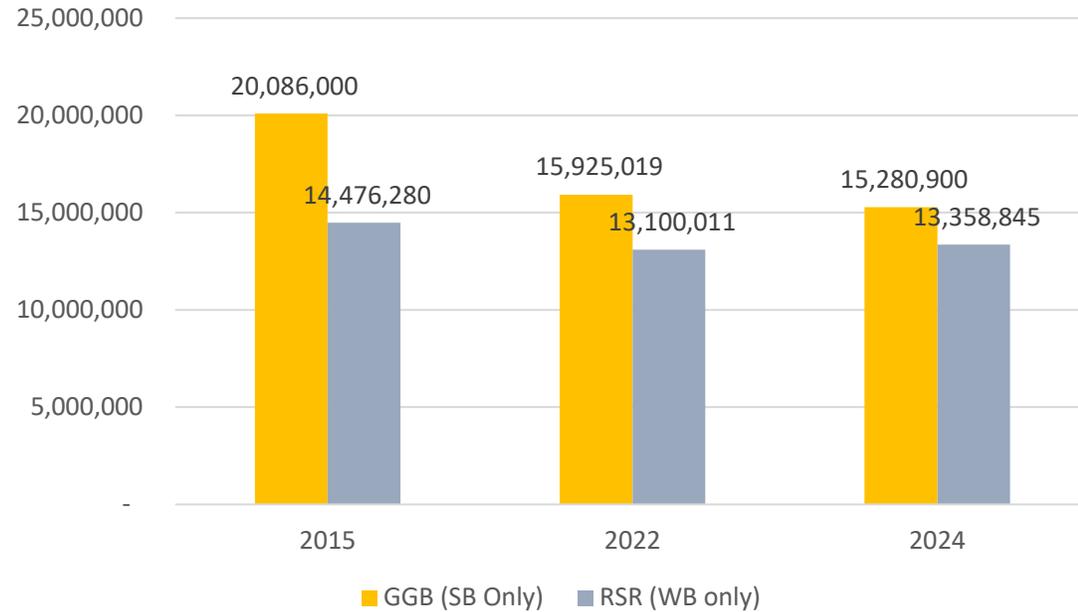


County Age Profile

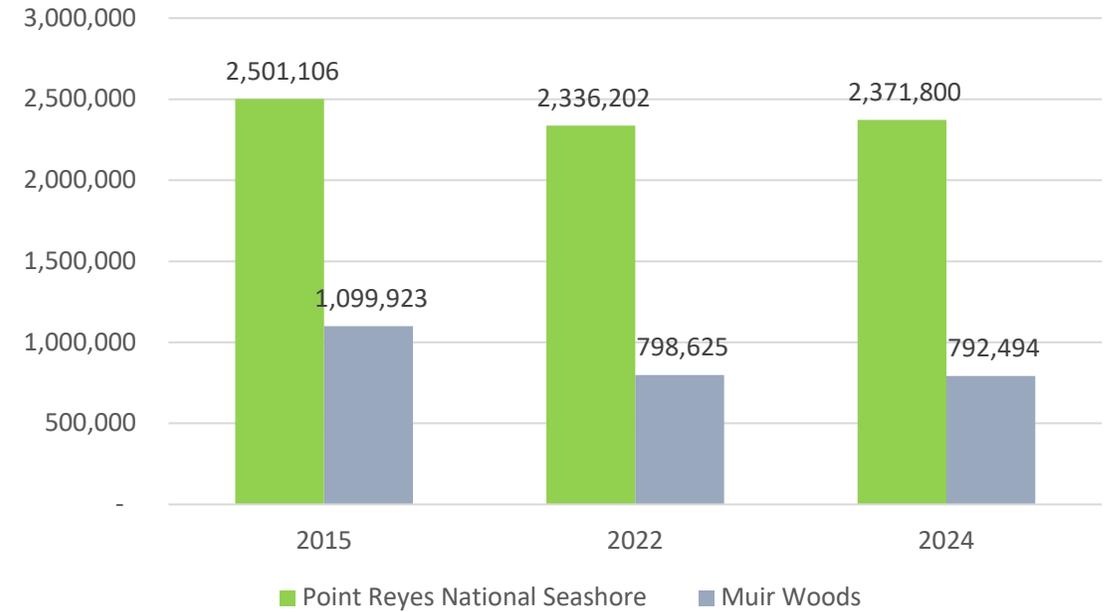


Gateway/Visitor Volumes

Bridge Crossings



Annual Visitors

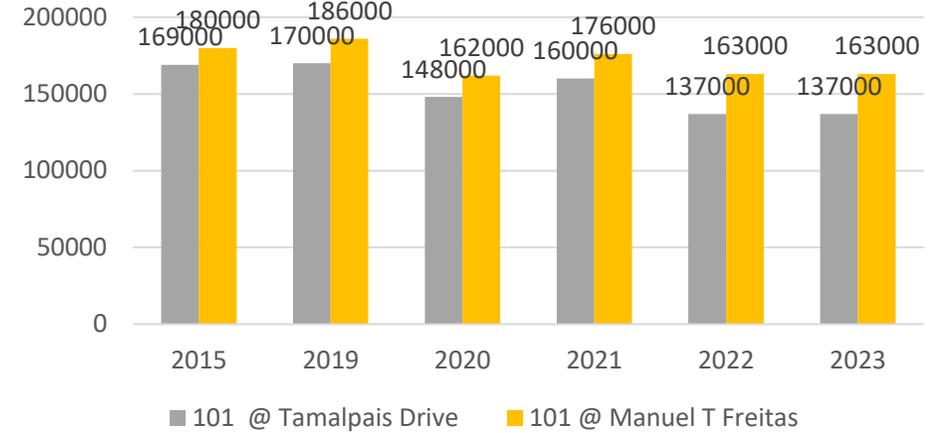


Roadway Volumes

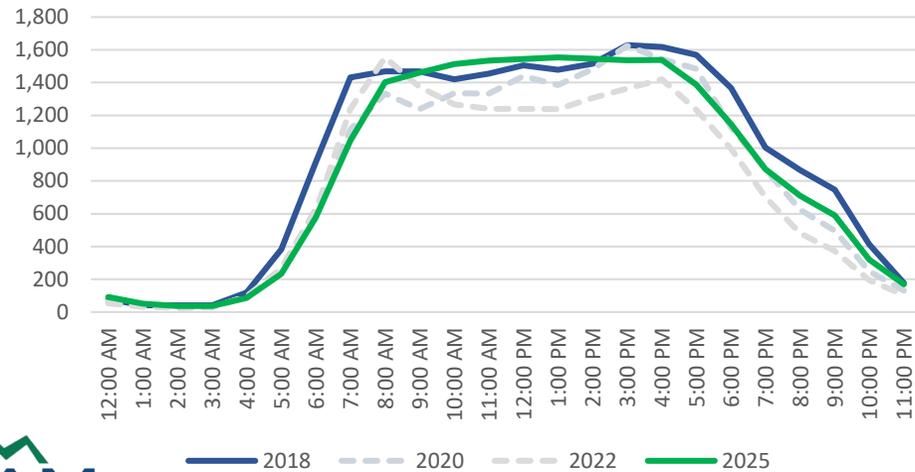
Local Road Volumes AADT



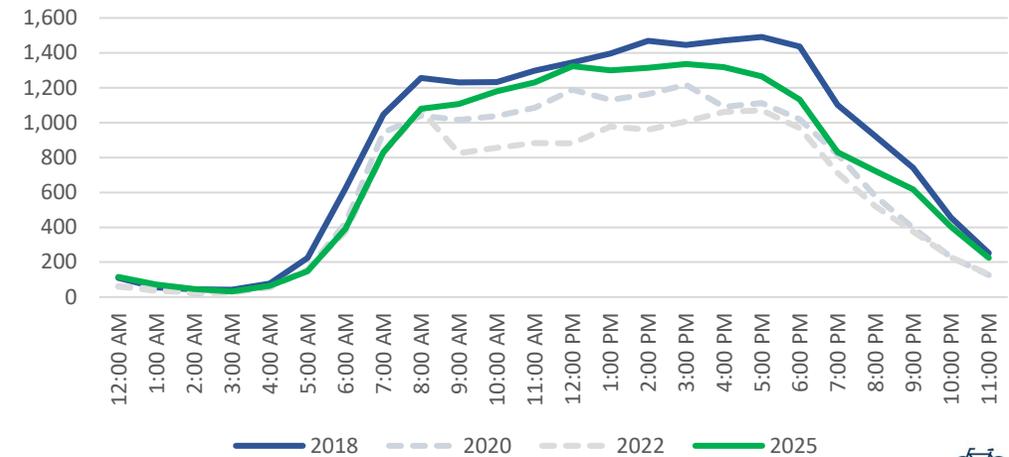
US 101 Volumes AADT



2nd Street

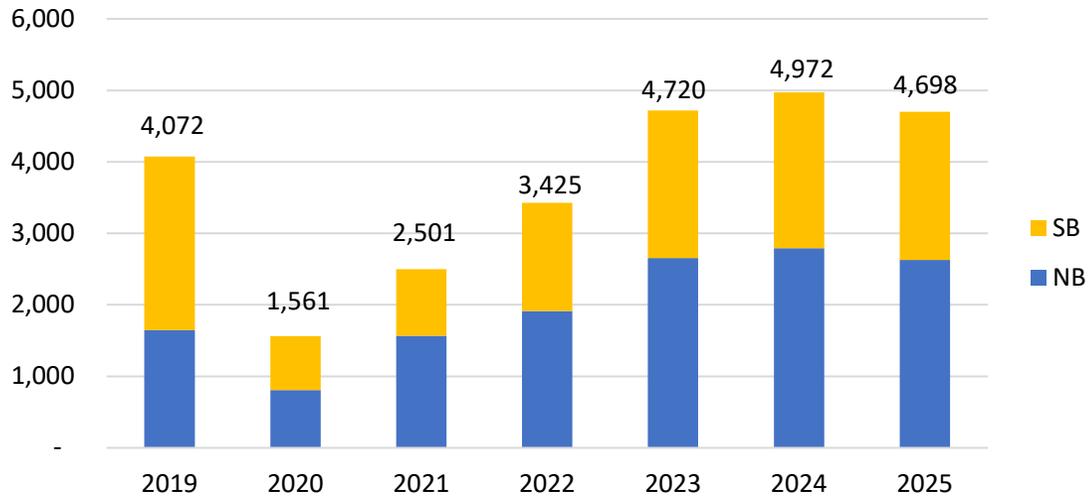


3rd Street

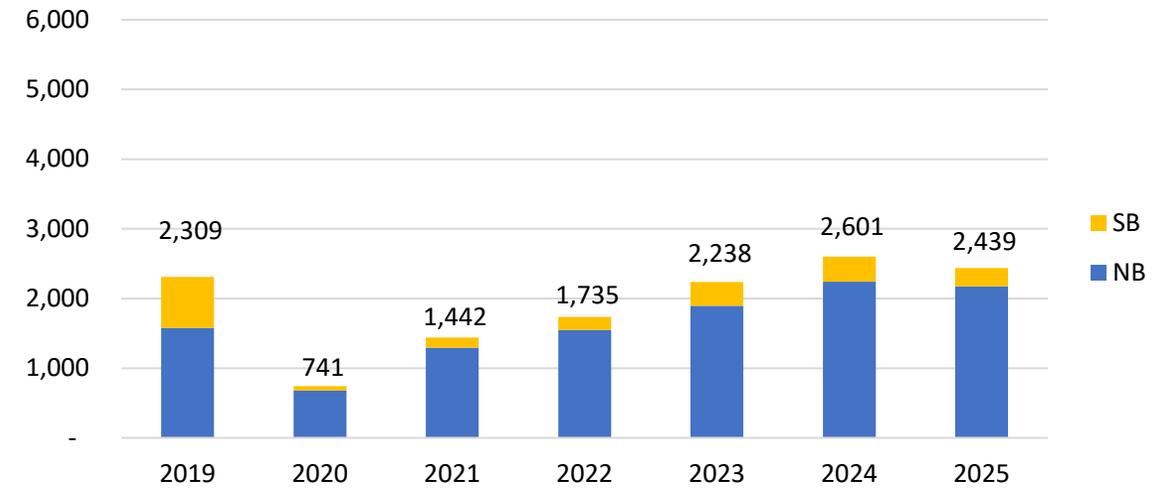


Highway 101 Congestion Levels

Average T-TH Daily Vehicle Hours of Delay



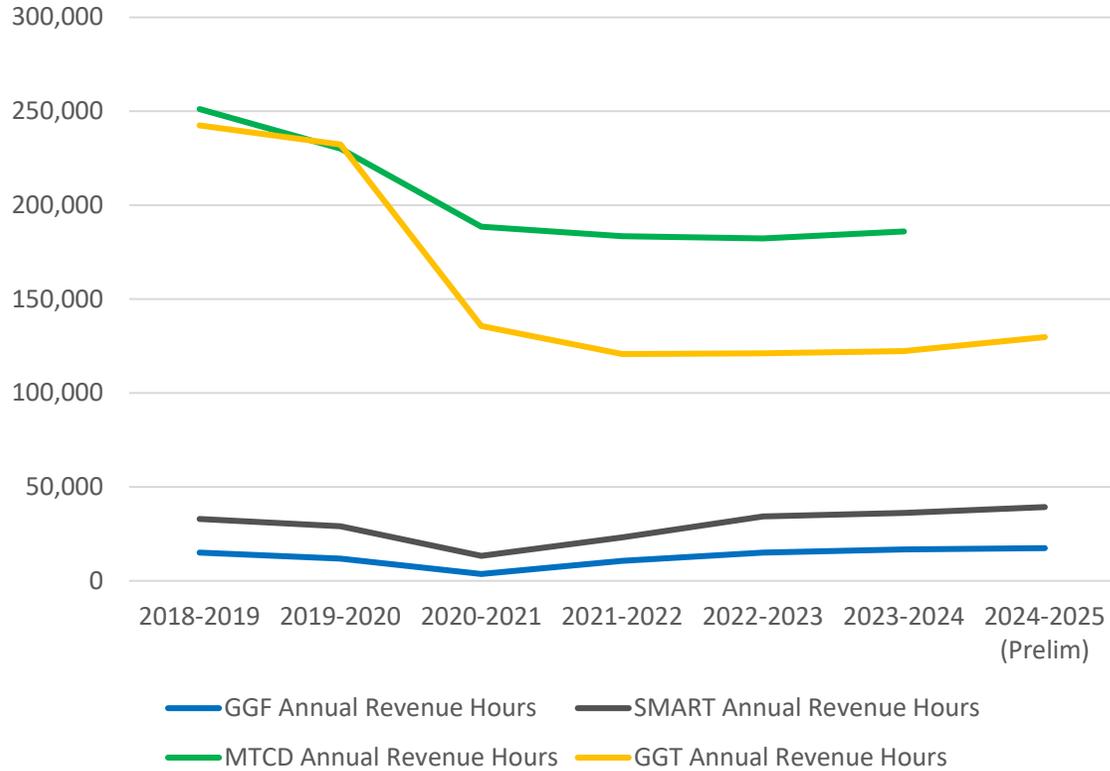
Average M & F Daily Vehicle Hours of Delay



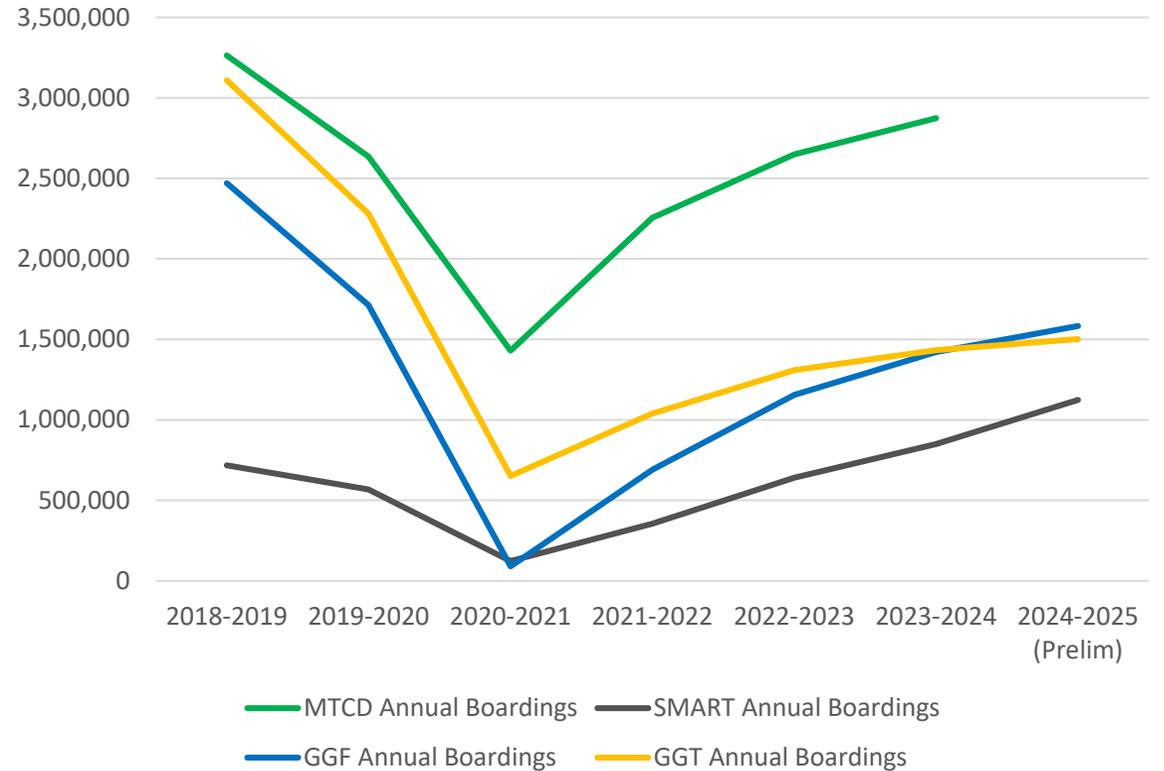
Detector Health in Bay Area – 54.6% in Good Health

Transit Service

Transit Service Levels

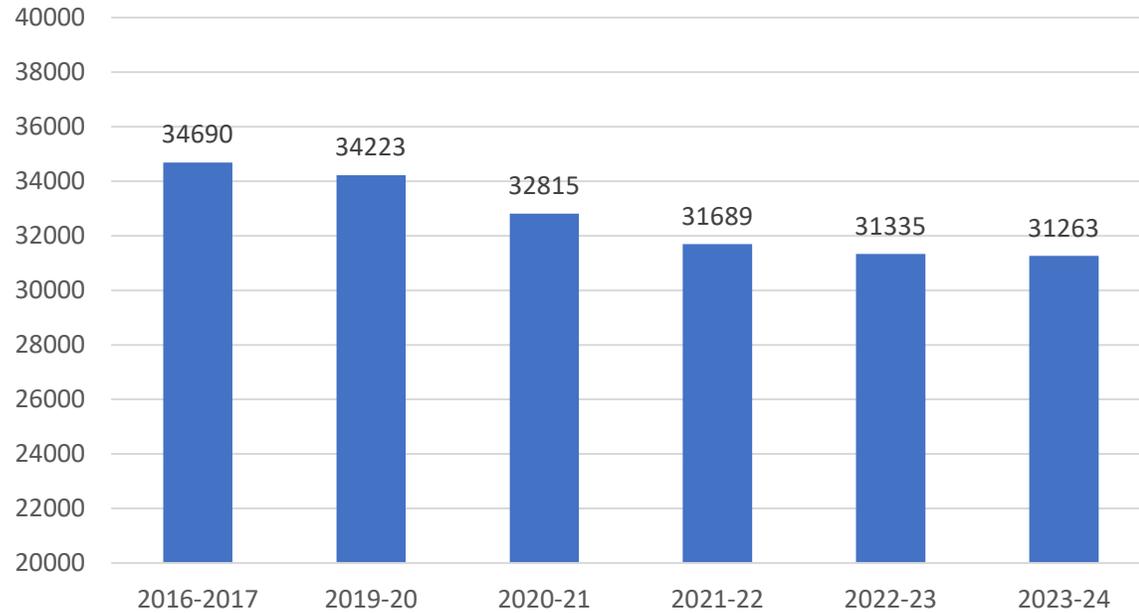


Transit Ridership

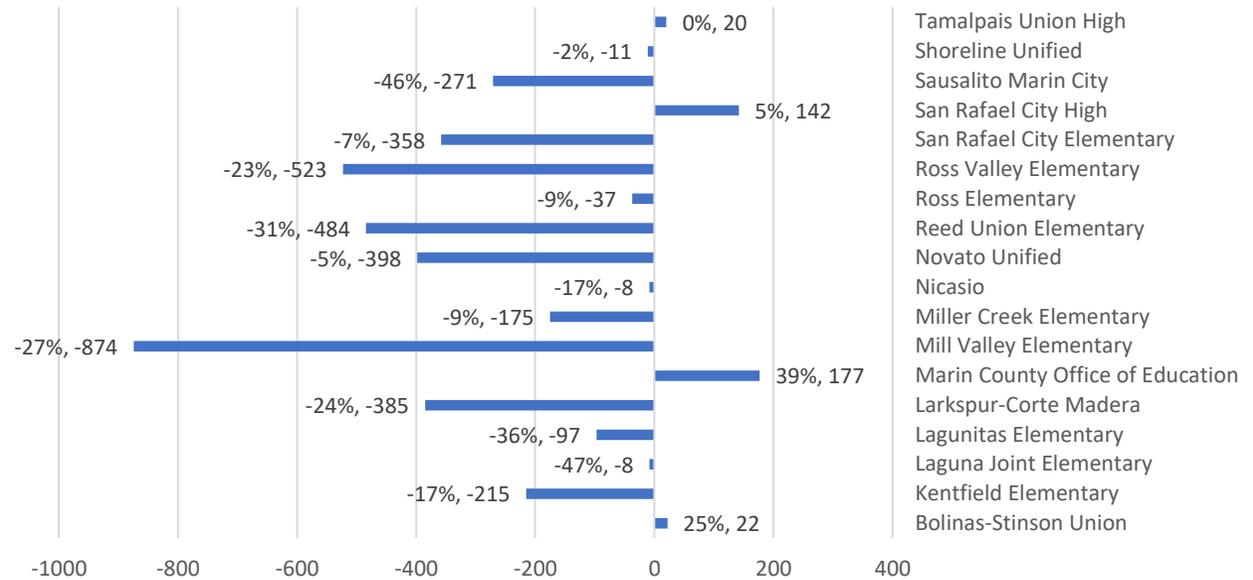


School Enrollment

All Students

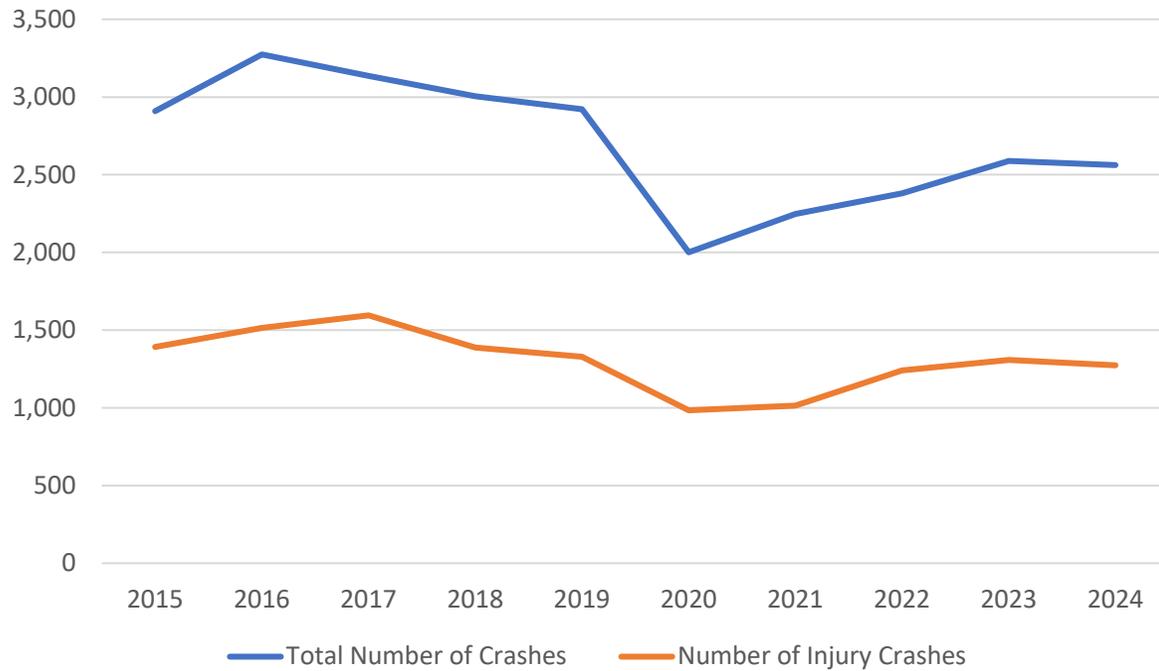


School Enrollment Change 2016/17 to 2023/24

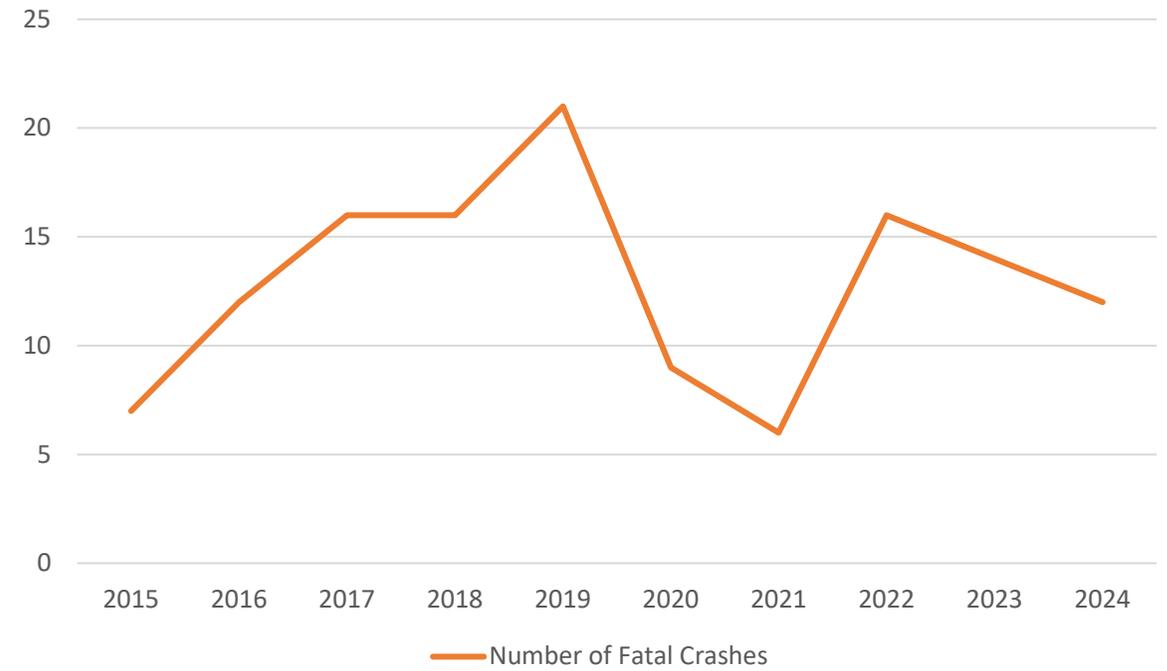


Safety Trends

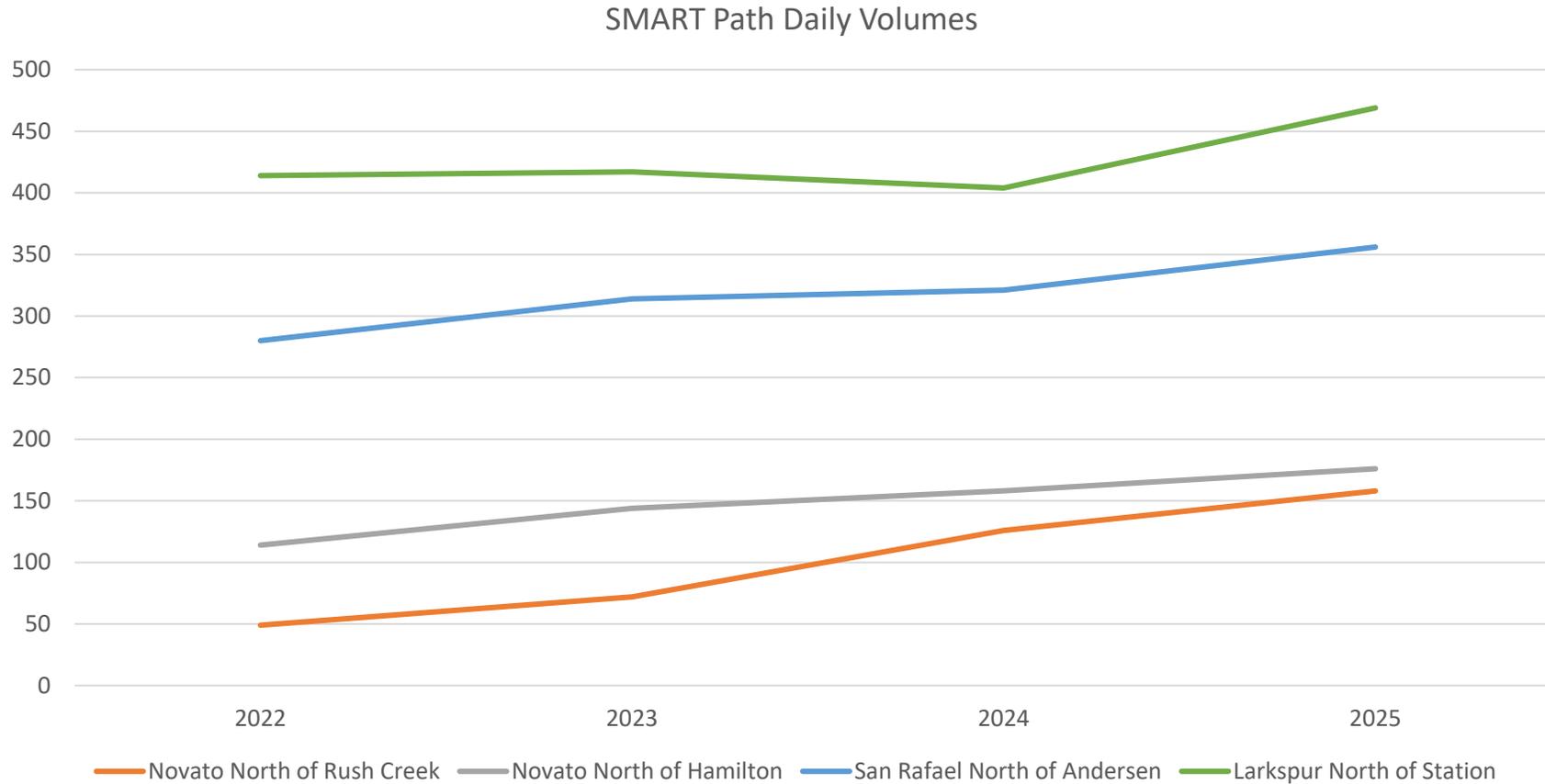
Total Number of Crashes



Number of Fatal Crashes

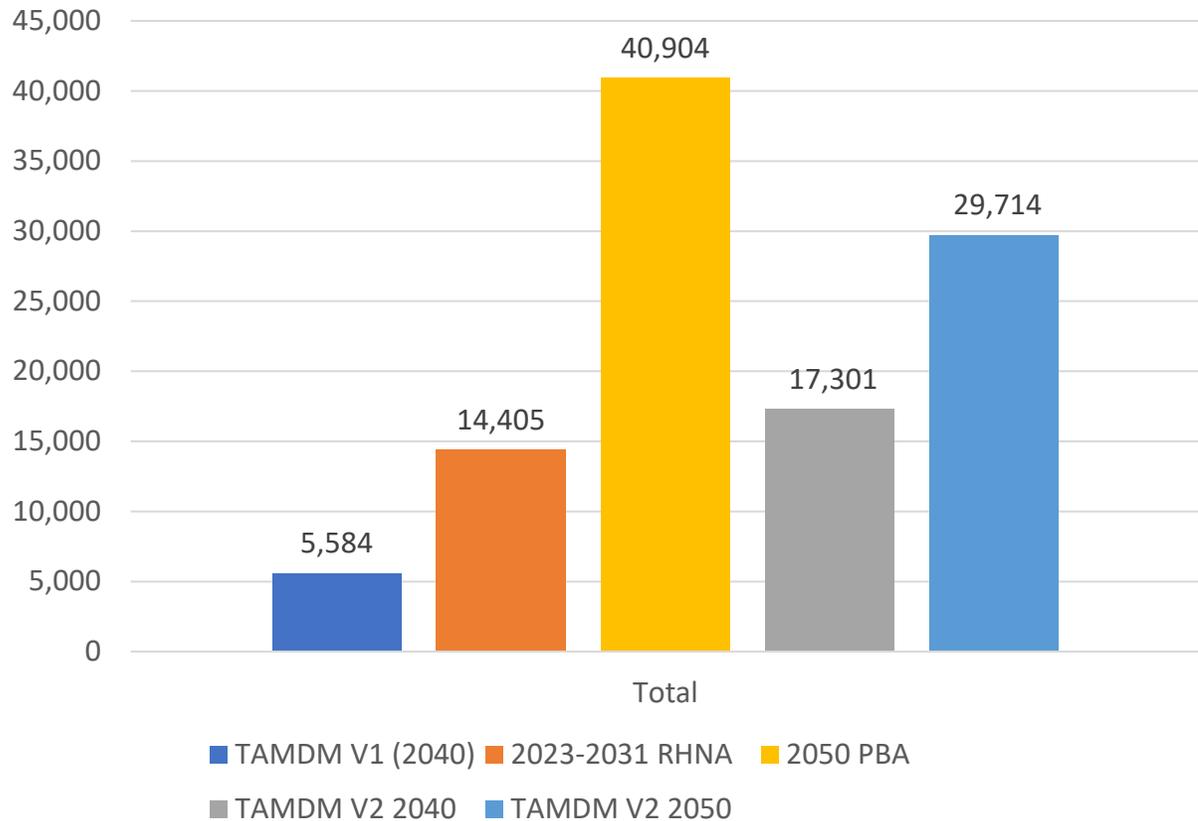


Bike and Ped Trends

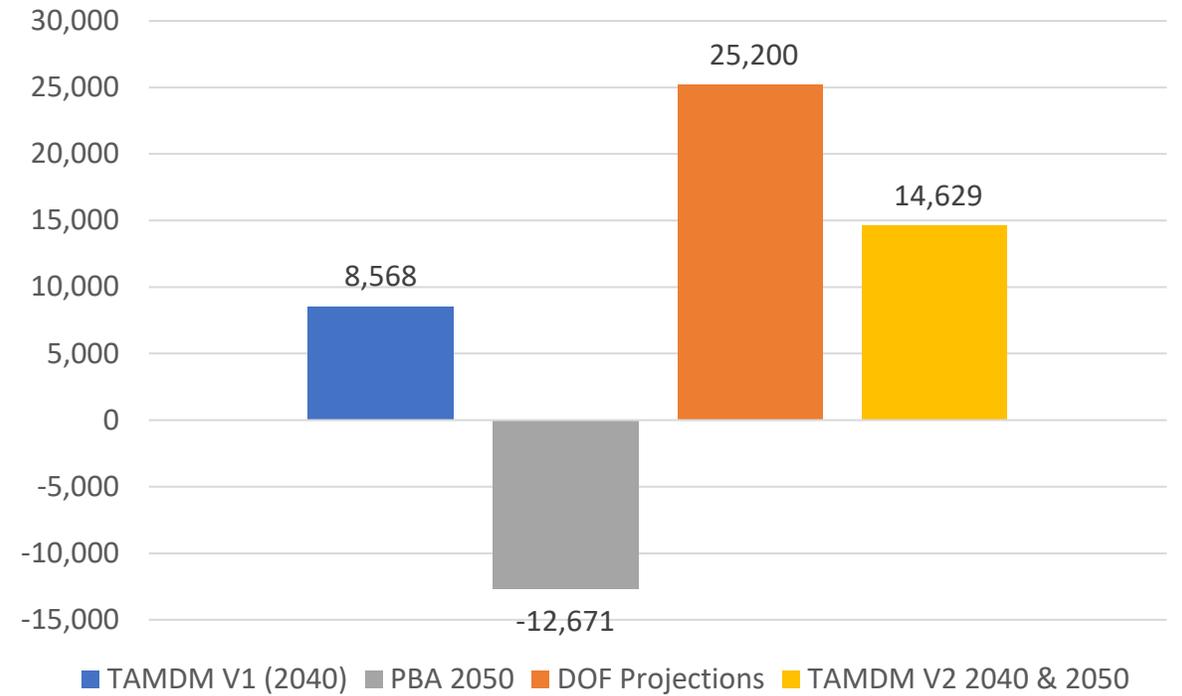


Housing and Jobs Forecasts – Comparisons from Various Sources

Marin County Household Growth Forecasts (2015 Baseline)

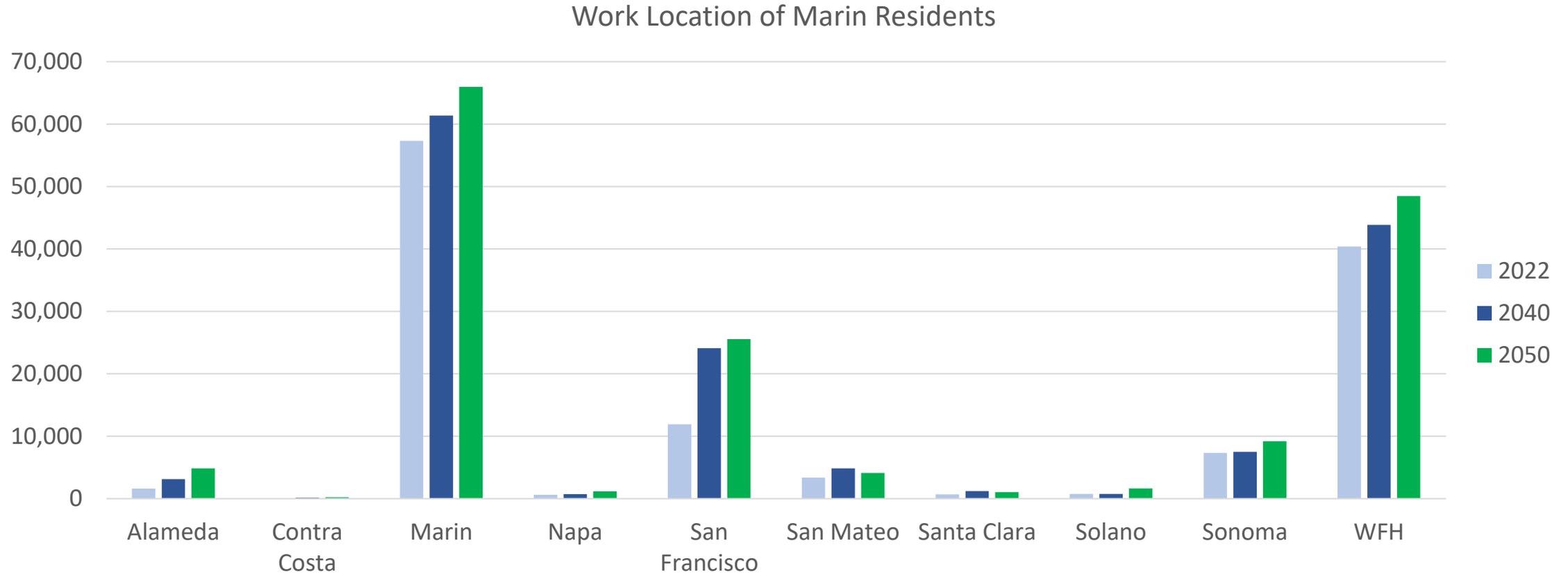


Marin County Job Growth Forecasts (2015 Baseline)

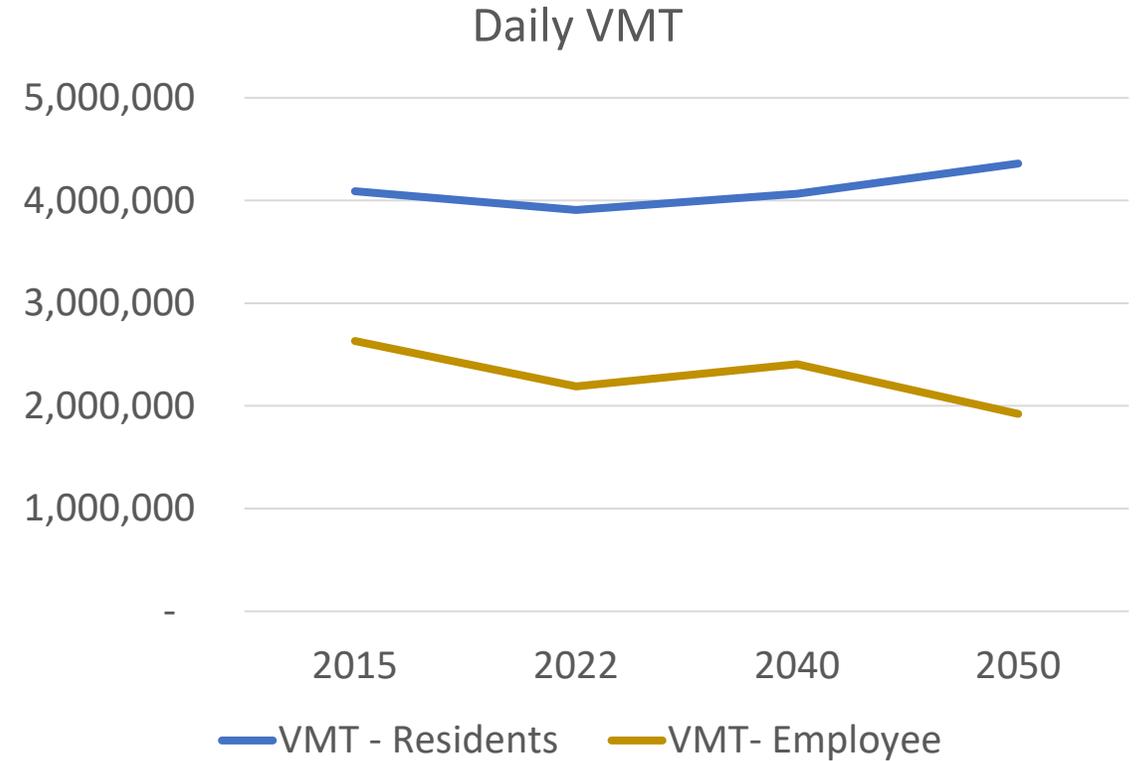
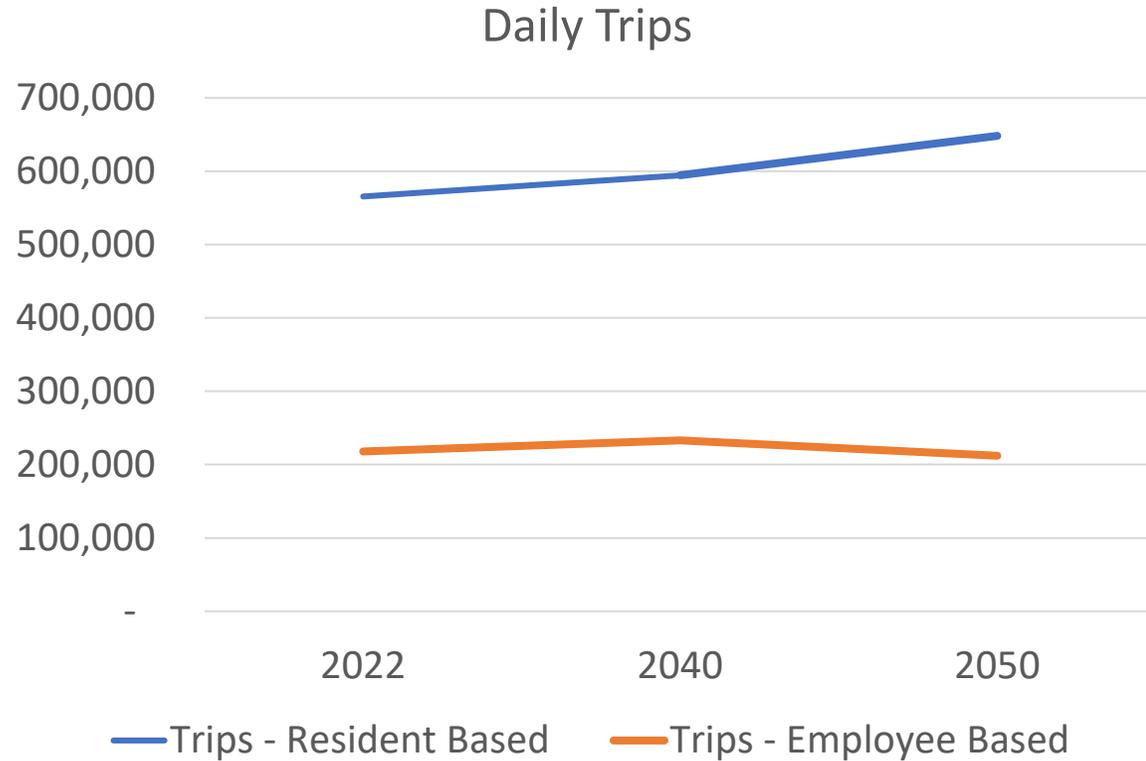


Data sources: TAM Demand Model, MTC Plan Bay Area 2050, CA State Dept. of Finance (DOF)

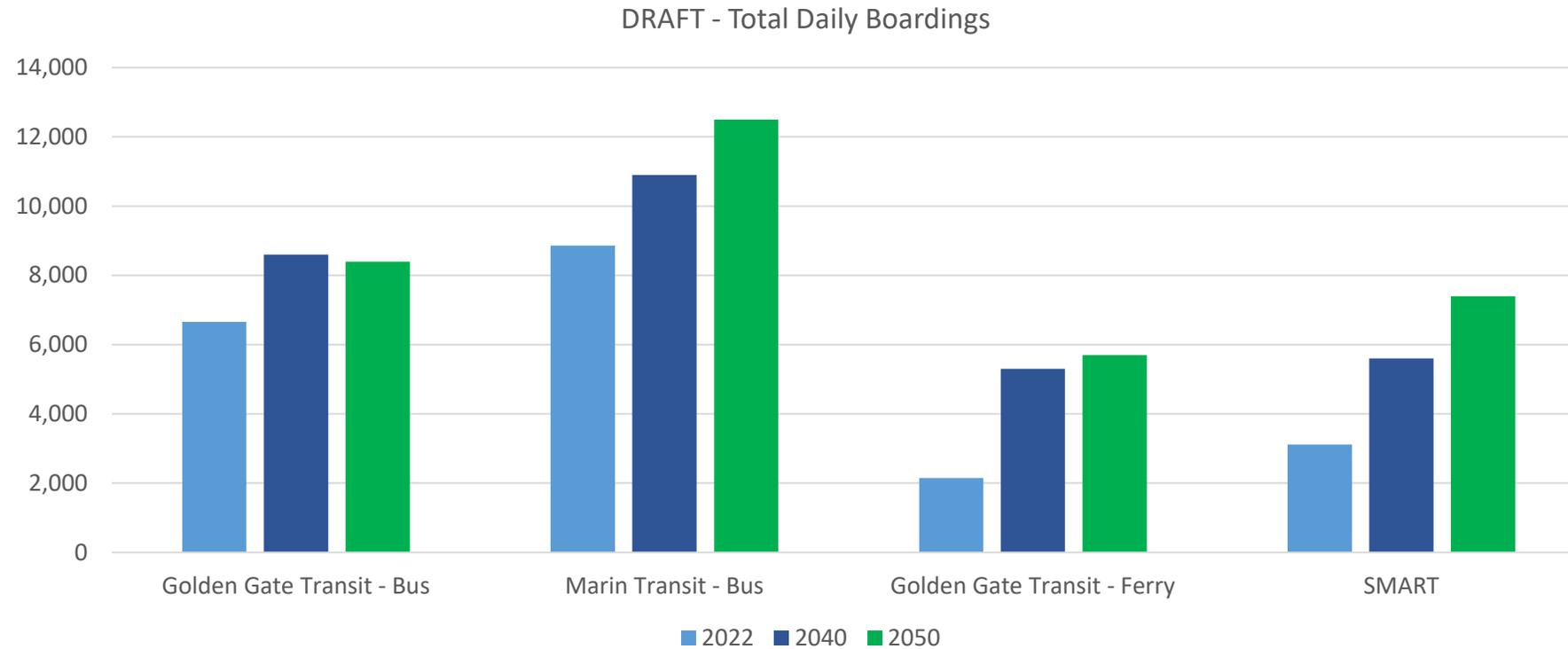
Forecasted Work Location of Marin Residents



Daily Trips and Vehicle Miles Traveled



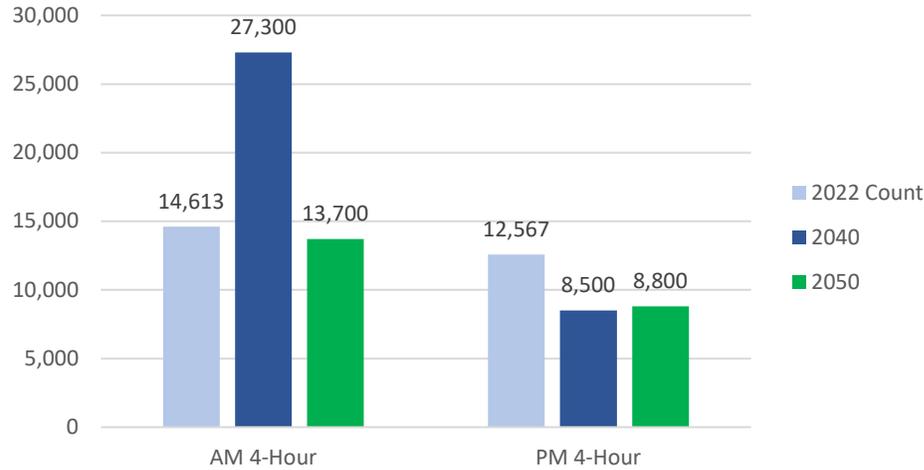
Transit Volumes (Recent and Forecast)



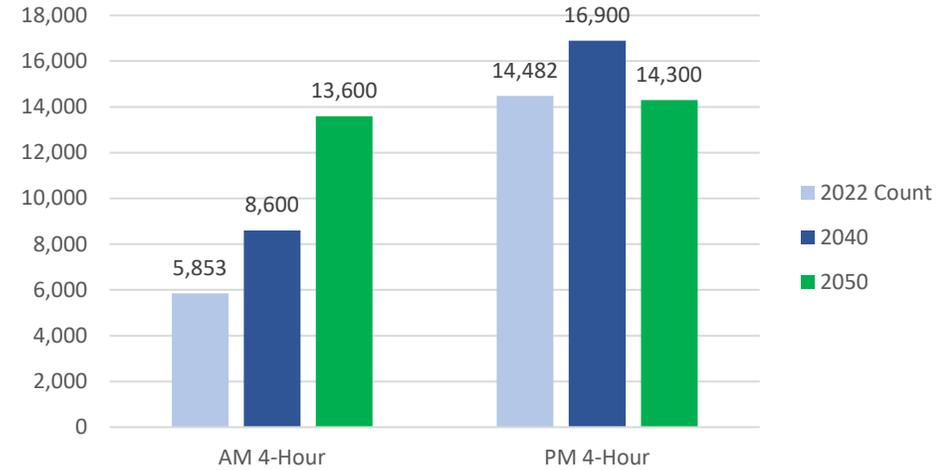
Data sources: Transit Operators, FTA NTD

Highway Volumes (Recent and Forecast)

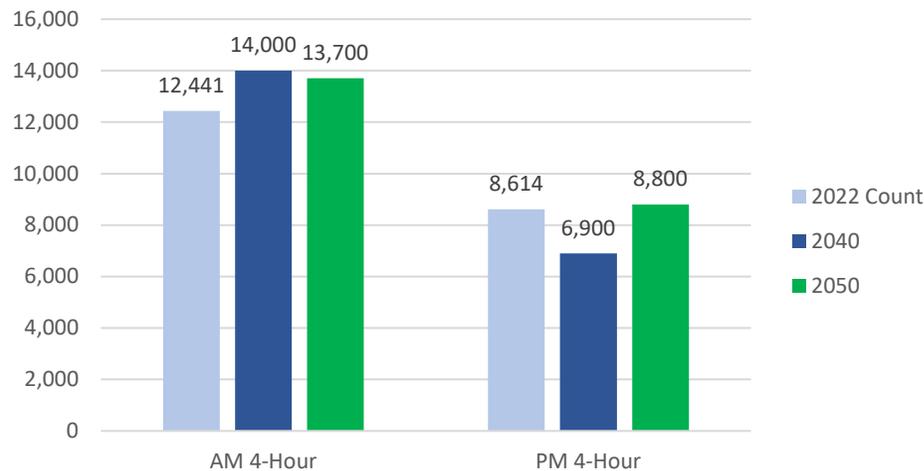
US 101 SB San Francisco/Marin County Line



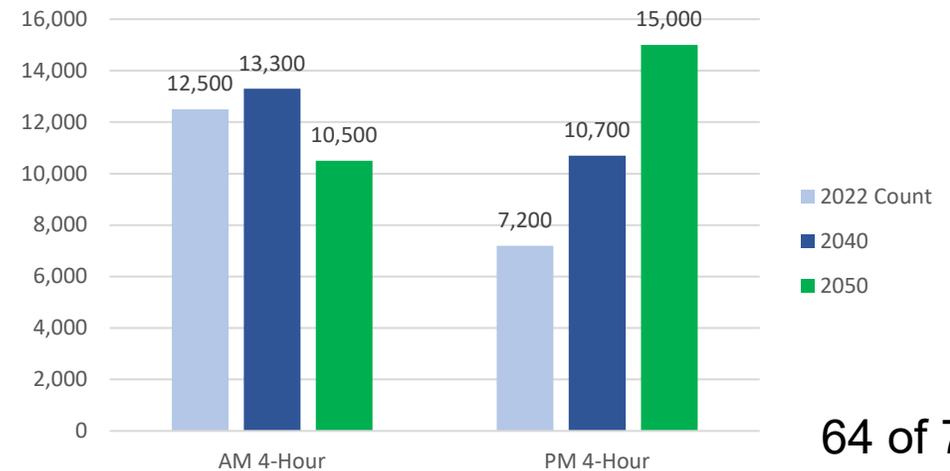
I-580 EB at Contra Costa/Marin County Line



US 101 SB at Marin/Sonoma Line



I-580 WB at Contra Costa/Marin County Line



Attachment C

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