



FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE MEETING

OCTOBER 13, 2025
2:00 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415-226-0815
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This meeting will be held in-person and via Zoom webinar.

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Mill Valley
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San Anselmo
Steve Burdo

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Alice Fredericks

County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
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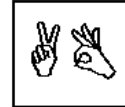
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During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered 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.



Late agenda material can be inspected in TAM's office between the hours of 9:00 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 & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally, may only listen.)
4. Approval of Meeting Minutes from September 8, 2025 (Action) – **Attachment**
5. Overview of 2025 State Legislative Bills (Discussion) – **Attachment**
6. Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action) – **Attachment**



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

SEPTEMBER 8, 2025
2:00 PM

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

MEETING MINUTES

Members Present: Brian Colbert, County of Marin Board of Supervisors
Mary Sackett, County of Marin Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: Kate Colin, San Rafael City Council, Committee Chair
Melissa Blaustein, Sausalito City Council

Staff Members Present: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
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
Scott McDonald, Principal Transportation Planner

In Chair Colin's absence, Commissioner Colbert served as Chair and called the meeting to order at 2:03 p.m.

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

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

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on Marin Commutes' HOV Diamond Dozen Challenge and referenced Transit Month in September and Rideshare Month in October; the upcoming ribbon cutting ceremony for the Marin-Sonoma Narrows B7 project, scheduled for October 3rd; TAM's Third Annual Clean Fleet Expo, scheduled for October 8th; and UC Berkeley's Future of Mobility Forum, scheduled for October 23rd and 24th.

ED Richman also provided an update on state legislation and potential state transit cuts, as well as federal issues, including a potential government shut down and Clean Air Act waiver rescission for California; and a status report for Infrastructure Investment and Jobs Act (IIJA) grants.

In response to Commissioner Carmel, ED Richman explained that staffing in the Department of Transportation's (DOT) Region 9, which includes California, has been reduced by approximately 30–50%. Commissioner Carmel commented on the importance of assessing major upcoming projects and how each might be impacted by the current federal funding policies.

In response to Commissioner Sackett, ED Richman confirmed that Plan Bay Area 2050 is a federally required plan, which is then approved by the state.

Chair Colbert expressed support for the upcoming Clean Fleet Expo; and commented on the importance of preparing shovel-ready projects that may benefit from the current administration's funding policies.

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

3. Open Time for Public Expression

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

4. Approval of Meeting Minutes from July 14, 2025 (Action)

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

Commissioner Carmel moved to approve the July 14, 2025 meeting minutes. Commissioner Sackett seconded the motion, which passed unanimously.

5. Award Measure AA Category 2.4 Innovation Program Funds (Action)

Director of Planning Derek McGill presented this item, which recommends that the FP&L Executive Committee approves the programming of Measure AA Category 2.4 Innovation Program funds in the amount of \$335,000 for the following projects: Mill Valley - Rapid Rectangular Flashing Beacon (RRFB) Accessibility Improvements (\$85,000), and San Anselmo - Artificial Intelligence to Improve Efficiency of the Town's Traffic Signals (\$250,000); directs staff to develop a countywide active transportation counter program; and refers these actions to the TAM Board for approval.

Commissioner Carmel and Mr. McGill discussed bicycle and pedestrian counting equipment, adaptive traffic signal technologies, and potential future calls for projects using the remaining Innovation Program funds.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for staff's recommendations, including San Anselmo's Bicycle Counter program advancing as part of a countywide approach to Data Collection for Active Transportation (AT) Facilities.

In response to Commissioner Sackett's inquiry about using artificial intelligence (AI) to capture bicycle and pedestrian counts in place of physical infrastructure, Mr. McGill noted that local in-ground counters, among other benefits, can serve as local validation points for larger data sets.

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

6. Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program (Action)

Senior Transportation Planner Mikaela Hiatt presented this item, which recommends the FP&L Executive Committee recommend 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.

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

Commissioner Carmel moved to approve the staff recommendation and refer it to the TAM Board for approval. Commissioner Sackett seconded the motion, which passed unanimously.

7. Approve Funding Change with Measure B and Measure AA Funds Allocated to San Rafael for the South Merrydale Project (Action)

Director of Programming and Legislation David Chan presented this item, which recommends that the FP&L Executive Committee approves funding changes with Measure AA and Measure B funds allocated to San Rafael for the South Merrydale Road – Civic Center Connector Pathway ("South Merrydale") Project and refers it to the TAM Board for adoption.

In response to Commissioner Carmel, City of San Rafael Senior Civil Engineer Grey Melgard explained that the project will involve excavation, with staff coordinating with Caltrans on right-of-way considerations under the US 101 overpass; an unused AT&T utility pole will either be removed or the utilities would be placed underground; and the total project length is approximately 820 feet of pathway, extending from the start of the pavement toward the Civic Center.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for the reallocation of funds for the South Merrydale Project.

Commissioner Sackett expressed support for staff's recommendation to reallocate funds for the South Merrydale Project.

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

The meeting was adjourned at 2:53 p.m.

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DATE: October 13, 2025

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

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

SUBJECT: Overview of 2025 State Legislative Bills (Discussion), Agenda Item No. 5

RECOMMENDATION

This is a discussion item only.

BACKGROUND

The 2025 Legislative Session is the first year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. September 12, 2025 was the last day for the Legislature to pass bills. October 12, 2025 is the last day for the Governor to sign or veto bills. Statutes take effect on January 1, 2026, except emergency items that take effect upon signing.

DISCUSSION/ANALYSIS

The table below and Attachment A contain the 26 state bills that were monitored by staff and TAM's Legislative Consultant, Gus Khouri. The table below is a summary of the bills listed in Attachment A that show TAM's adopted positions and the final result for the bills.

Of the 26 bills listed in the table, TAM supported eight bills. Four (AB 289, AB 382, SB 71, and SB 727) of the eight supported bills were advanced to the Governor for his consideration. TAM opposed one bill, AB 1058, that failed passage but became a two-year bill. TAM adopted Watch positions on 17 bills, of which seven bills were advanced to the Governor for his consideration.

Letters of support or opposition were developed and circulated for bills that TAM supported or opposed. TAM's Legislative Consultant, Gus Khouri, also testified at Legislative hearings to convey TAM's positions on specific legislation during the legislative session.

The table also includes two new bills, AB 1207 and SB 840, on the newly renamed Cap and Invest Program that extends the existing Cap and Trade Program from 2030 to 2045.

At the October 13th Funding, Programs & Legislation (FP&L) Executive Committee meeting, Mr. Khouri will provide an overview of the 2025 Legislative Session, particularly with AB 1207 and SB 840, as well as the Governor's decisions on bills that were on his desk at the time of this memo. Mr. Khouri will also discuss what to expect for the 2026 Legislative Session that may influence TAM's 2026 Legislative Platform. Attachment B is Mr. Khouri's State Legislative report that will be discussed on October 13, 2025.

Summary of Monitored Bills				
Bill	Author	Subject	Previously Adopted Position	Status
AB 12	Wallis	Low-Carbon Fuel Standard Regulations	Watch	Two-Year Bill
AB 33	Aguiar-Curry	Autonomous Vehicle Operation	Watch	Inactive file
AB 39	Zbur	Local Electrification Planning Act	Watch	Governor's Desk
AB 259	Rubio	Brown Act – Remove Sunset Date on Teleconferencing	Support	Two-Year Bill
AB 289	Haney	Speed Safety System Pilot System	Support	Governor's Desk
AB 334	Petrie-Norris	Toll Facility Interoperability	Watch	Inactive file
AB 382	Berman	Pedestrian Safety Near Schools	Support	Governor's Desk
AB 555	Jackson	CARB Reporting on Impacts to Fuel Prices	Watch	Held in Committee
AB 612	Rogers	Caltrans Road Improvements Preventing Delay for Fire Dept. Response Times	Watch	Held in Committee
AB 697	Wilson	Protected Species and State Route 37	Watch	Governor's Desk
AB 891	Zbur	Caltrans Quick-Build Project Pilot Program	Support	Held in Committee
AB 939	Schultz	Safe, Sustainable, Traffic-Reducing Transportation Bond Act	Watch	Two-Year Bill
AB 954	Bennett	Bicycle Highway Pilot Program	Watch	Inactive file
AB 1058	Gonzales	Suspension of Fuel Tax for One Year	Oppose	Two-Year Bill
AB 1070	Ward	Regulations on Transit District Board Compensation	Watch	Two-Year Bill
AB 1132	Schiavo	Caltrans Climate Change Vulnerability Assessment Report	Watch	Held in Committee
AB 1244	Wicks	CEQA Transit-Oriented Development Implementation Program	Watch	Two-Year Bill
AB 1275	Elhawary	Regional Housing Needs Allocation Process	Watch	Governor's Desk
SB 63	Wiener	Bay Area Transportation Regional Measure	Watch	Governor's Desk
SB 71	Wiener	CEQA Exemption Extension for Active Transportation Projects	Support	Governor's Desk
SB 79	Wiener	Housing Development: Transit-Oriented Development	Watch	Governor's Desk
SB 239	Arreguin	Brown Act – Teleconferencing for Subsidiary Bodies of a Local Agency	Support	Two-Year Bill
SB 512	Perez	District Elections: Initiatives	Watch	Governor's Desk
SB 707	Durazo	Brown Act: Meeting and Teleconference Requirements.	Watch	Governor's Desk
SB 727	McGuire	Great Redwood Trail Agency	Support	Governor's Desk
SB 752	Richardson	Sales Tax Exemption for Zero-Emission Bus Purchases	Support	Held in Committee
Relevant New Bills				
Bill	Author	Subject	Previously Adopted Position	Status
AB 1207	Irwin	Cap and Invest Program (formerly Cap and Trade)	None	Signed into law
SB 840	Limon	Cap and Invest Expenditure Plan	None	Signed into law

FISCAL CONSIDERATION

There are no immediate fiscal impacts with the discussion of the 2025 State Legislation Session.

NEXT STEPS

Staff will explore ideas to be used in the development of the 2026 Legislative Platform and present the proposed 2026 Legislation Platform for adoption in January 2026.

ATTACHMENTS

Attachment A – Bill Matrix – October 2025

Attachment B – Khouri Consulting's State Legislative Update

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TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 12 (Wallis) Low-carbon fuel standard: regulations	<u>92/138/25</u> Assembly Natural Resources Two-year bill	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices.	Watch
AB 33 (Aguiar-Curry) Autonomous vehicles	<u>98/29/25</u> Senate Floor <u>Inactive file</u>	This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human operator on any highway within the state. The bill would require the DMV to submit a report to the Legislature evaluating the performance of autonomous vehicle technology and its impact on public safety and employment.	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	98/1529/25 Senate Floor <u>Governor's Desk</u>	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch
AB 259 (Rubio) Open meetings: local agencies: teleconferences	96/1327/25 Senate Local Government Two-year bill	This bill would extend the January 1, 2026 sunset under the Brown Act for local agencies to use teleconferencing as an option for participation until January 1, 2030, thus extending the current practice of hybrid meetings.	Support
AB 289 (Haney) State highway: work zone speed safety program	9/12/25 Senate Floor <u>Governor's Desk</u>	This bill would authorize Caltrans to establish a speed safety system pilot program for up to 75 speed safety systems (automated enforcement) in state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	Support

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 334 (Petrie-Norris) Operators of toll facilities: interoperability programs: vehicle information	9/ 13 ¹² /25 Senate Floor <u>Inactive file</u>	This bill would limit information sharing between interstate tolling agencies for implementation of interstate interoperability to only the vehicle's use of the toll facility.	Watch
AB 382 (Berman) Pedestrian safety: school zones	9/12/25 Senate Floor <u>Governor's Desk</u>	This bill would, until January 1, 2029 ²⁰³¹ , authorize a local authority to determine and declare a prima facie speed limit of 20 miles per hour in a school zone, and would, beginning on January 1, 2029 ²⁰³¹ , establish a prima facie speed limit of 20 miles per hour in a school zone. The bill would authorize a local authority to determine and declare a prima facie speed limit of 15 miles per hour in a residence district on a highway with a posted speed limit of 30 miles per hour or slower in a school zone, or 25 miles per hour when approaching from a school zone at a distance of 500 to 1,000 feet, without the above-mentioned conditions.	Support
AB 555 (Jackson) Air resources: regulatory impacts: transportation fuel costs.	95/12 ^{95/123} /25 Assembly Appropriations Held in Committee	This bill would require the California Air Resources Board, on a quarterly basis, to submit a report to the relevant policy committees of the Legislature providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuels to California consumers.	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 612 (Rogers) Transportation: Highway Design Manual: emergency response times	95/123/25 Assembly Appropriations Held in Committee	This bill would require Caltrans, on or before, January 1, 2026 to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.	Watch
AB 697 (Wilson) Protected species: authorized take: State Route 37 improvements	9/112/25 Senate Floor <u>Governor's Desk</u>	This bill would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to certain improvements on the State Route 37 corridor, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit. The projects covered by this bill are (1) the Sears Point to Mare Island Improvement Project on State Route 37 from post mile 2.4 in the County of Sonoma to post mile 8.5 in the County of Solano and (2) projects implementing the preferred alternative described in the 2022 State Route 37 Planning and Environmental Linkages Study or subsequent updates.	Watch
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	98/1329/25 Senate Appropriations Held in committee	This bill would establish the Quick-Build Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system, such as the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.	Support

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	93/130 /25 Assembly Transportation Two-year bill	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch
AB 954 (Bennett) STIP: bicycle highway pilot program	698/301329 /25 Senate Transportation <u>Inactive File</u>	As amended on June 30, this bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP).	Watch
AB 1058 (Gonzalez) Motor Vehicle Fuel Tax: suspension of tax	93/130 /25 Assembly Transportation Two-year bill	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would direct the Controller to transfer an amount equal to the amount collected in the 2023-24 fiscal year, adjusted for inflation, from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund.	Oppose

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
AB 1070 (Ward) Transit districts: governing boards: compensation: nonvoting members	<u>94/123/25</u> Local Government Two-year bill	This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips during the month for which the member seeks compensation. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	Watch
AB 1132 (Schiavo) Caltrans: climate change vulnerability assessment	<u>94/1322/25</u> Assembly Appropriations Held in Committee	Caltrans developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide Caltrans with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would require Caltrans, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks.	Watch

TAM Bill Matrix –_October_2025			
Measure	Status	Bill Summary	Recommended Position
AB 1207 (Irwin) <u>Cap and Trade Climate change: market-based compliance mechanisms: extension</u>	9/ 19 32/25 Signed by the Governor, Chapter 117, Statutes of 2025 Senate Floor <u>Governor's Desk</u>	<p>This bill would extends the newly branded Cap and Invest program through 2045 and reform the use and accountability of auction credits. It would also provide greater oversight on the California Air Resources Board (CARB), requiring the agency to appear before the legislature to discuss the administration of the program.</p> <p>This bill is a placeholder for Cap and Trade extension.</p>	Watch
AB 1244 (Wicks) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program	96/ 133 0/25 Senate Environmental Quality Two-year bill	<p>This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the Department of Housing and Community Development to fund developments located in the same region, as defined. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.</p>	Watch

TAM Bill Matrix –_October_2025			
Measure	Status	Bill Summary	Recommended Position
AB 1275 (Elhawary) Regional housing needs: regional transportation plans	9/19/25 Senate Floor <u>Governor's Desk</u>	This bill would require the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region with a council of government (COG) three years prior to the region's housing element update, instead of two years under existing law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each COG's final regional housing needs allocation (RHNA) plan.	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
SB 63 (Wiener) San Francisco Bay area: local revenue measure: transportation funding	9/21 93 /25 Assembly Floor Governor's Desk	<p>This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alamedaand, Contra Costa, <u>San Mateo, and Santa Clara</u>, and the City and County of San Francisco and would require the district to be governed by the same board that governs MTC. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 <u>14</u> years, inclusive, and generally in an amount of 0.5% <u>in each of the aforementioned counties and 1% in the City and County of San Francisco</u>, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require <u>the district to transfer specified portions of the tax</u> an unspecified portion of the proceeds of the tax to be allocated by MTC to initiatives included in a specified commission plan and to the <u>to certain programs and purposes, and for allocation to Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency, and other specified transit agencies -for transit operating expenses, and would require the remaining proceeds to go</u> <u>district to transfer specified portions of the tax directly to the counties comprising the district for other specified transit agencies for public transportation-transit expenses, as prescribed. The</u> September 2 amendments added an urgency clause. <u>This bill would also require MTC to establish an oversight committee and to contract with a third-party consultant to conduct one or both phases of a required financial efficiency review.</u></p>	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	9/ 192 /25 Assembly Floor <u>Governor's Desk</u>	This bill would indefinitely extend CEQA exemptions for active transportation plans, bicycle parking and storage, signal timing to improve intersection operations, and related signage, along with specified transit projects and transit planning.	Support
SB 79 (Wiener) Local government land: public transit use: housing development: transit-oriented development	9/ 192 /25 Assembly Floor <u>Governor's Desk</u>	This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, especially train stations. This bill requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio. The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on. The September 2 amendments remove designations that would qualify Marin County transit operators from participating in the bill.	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	<u>96/13/25</u> Senate Floor <u>Inactive file</u> Two-Year Bill	<p>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serves exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology.</p> <p>The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body.</p> <p>The bill would sunset on January 1, 2030, and thereby remove the authorization for subsidiary bodies to use these alternative teleconferencing provisions</p> <p>This would apply to TAM advisory committees such as the Expenditure Plan Advisory Committee and Bicycle/Pedestrian Advisory Committee.</p>	Support
SB 512 (Perez) District elections: initiatives	<u>9/162/25</u> Assembly Floor <u>Governor's Desk</u>	<p>This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. <u>The bill would require that an initiative measure contain substantiative accountability standards, including, but not limited to the inclusion of a transportation expenditure plan that specifies the purposes for which the revenues will be used, but not including any procedural requirement such as a requirement that the expenditure plan be approved by local agencies.</u></p>	Watch

SB 707 (Durazo) Brown Act Teleconferencing	9/132/25 Assembly Floor Governor's Desk	<p>This bill makes numerous changes to the rules governing local agency public meetings pursuant to the Ralph M. Brown Act (Brown Act) to, among other things, increase public access and extend teleconferencing flexibilities. <u>As amended on September 5, this bill includes, among other proposed changes, new public access and participation requirements, new exempts from certain teleconferencing requirements for subsidiary bodies and multijurisdictional bodies, exemptions from certain teleconferencing requirements for specified legislative bodies or under specific circumstances.</u></p> <p><u>This bill would require the translation of agendas for “eligible legislative bodies” into languages, as specified. This provision defines eligible legislative bodies based on city and county populations. ¶For special districts, eligibility is based on a population of 200,000 or more.</u></p> <p><u>This bill would also extend to January 1, 2030, the teleconferencing flexibility provisions allowing remote participation of an individual member of a legislative body based on “just cause” and “emergency circumstances”, and expands “just cause” to include military service.</u></p> <p><u>The bill would expand the requirement for a legislative body to orally report a summary of a recommendation for a final action on salaries, salary schedules, or compensation paid in the form of fringe benefits for a local agency executive to also include a department head or similar administrative officer of the local agency.</u></p> <p><u>This bill would allow an eligible multijurisdictional body to conduct a teleconference meeting provided that specified requirements are met, including, but not limited to, that the body has adopted, in a regular meeting, a resolution authorizing teleconferencing; a quorum of the body must participate from one or more physical locations that are open to the public and within the boundaries of the agency; the agenda identifies each member participating remotely; the member participates through both audio and visual technology; and the member must be participating at least 20 miles away from any physical meeting location. Additionally, the bill would limit the number of meetings per year a member can participate solely by teleconference based on the number of times the body meets per month. For a body</u></p>	Watch
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TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
		<p><u>meeting once per month, that limit would be two meetings per year. This section would only remain in effect until January 1, 2030.</u></p> <p><u>This bill would clarify that the existing authority of a legislative body to remove or limit participation of a disruptive individual also applies to members of the public participating remotely.</u></p>	
SB 727 (McGuire) Great Redwood Trail Agency	9/132/25 Assembly Floor <u>Governor's Desk</u>	<p>This bill would expressly state that the Great Redwood Trail Agency is a subdivision of the state and would require city representatives on the board to be selected by the cities through a process adopted by the board. The bill would require the planned bike and pedestrian pathway running from the district's station in the City of Larkspur to the northern terminus of the Golden Gate Bridge in the County of Marin shall to be known as the Great Redwood Trail.</p>	Watch
SB 752 (Richardson) Zero-Emission Truck and Bus Incentive	95/123/25 Senate Revenue and Taxation Held in Committee	<p>This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.</p>	Support

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Recommended Position
<u>SB 840 (Limón, et al.)</u> <u>Greenhouse gases:</u> <u>Greenhouse Gas</u> <u>Reduction Fund</u>	<u>9/15/25</u> <u>Governor's</u> <u>DeskSigned by</u> <u>the Governor,</u> <u>Chapter 121,</u> <u>Statutes of 2025</u>	<p><u>This bill would establish a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs.</u></p> <p><u>The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, these programs have a ceiling, but no floor, based on available revenue.</u></p>	<u>Watch</u>



September 25, 2025

TO: Board Members, Transportation Authority of Marin

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

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

GENERAL UPDATE

The legislature extended Session and met through Saturday, September 13, to vote on the extension of Cap and Trade, among other issues. Governor Newsom will have until October 12 to sign or veto bills. Bills that remain in the house of origin must make it to the other house by January 31 to stay alive next year. For bills in the other house, they must pass each policy committee by the end of June.

LEGISLATION OF INTEREST

[SB 63 \(Wiener\)](#), sponsored by MTC, creates the Transportation Revenue Measure District (District) to include Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. It also authorizes the District to impose, either directly or through a qualified voter initiative, a retail transaction and use tax, to be administered by the Metropolitan Transportation Commission (MTC), for a duration of 14 years, to be placed on the November 2026 ballot to fund transit operations for Bay Area transit operators. **Status:** Governor's Desk

[SB 71 \(Wiener\)](#) would expand and extend existing California Environmental Quality Act (CEQA) exemptions for transit projects. It would exempt diesel-powered heavy rail projects meeting the "Tier 4" standard in regions that do not have severe air quality issues. SMART utilizes Tier 4 rolling stock. The bill could help Marin County bus and rail operators maintain or establish additional service due to reduced costs of CEQA streamlining. **Status:** Governor's Desk

[SB 707 \(Durazo\)](#) would make changes to the rules governing local agency public meetings pursuant to the Ralph M. Brown Act (Brown Act) to increase public access and extend teleconferencing flexibilities. This bill would take effect beginning July 1, 2026, and until January 1, 2030. **Status:** Governor's Desk

Cap and Invest Extension

On September 13, the legislature approved AB 1207 and SB 840, which comprise the package to extend and fund the Cap-and-Trade Program.

[AB 1207 \(Irwin\)](#) extends the newly branded Cap and Invest program through 2045 and reforms the use and accountability of auction credits. It also provides greater oversight on the California Air Resources Board (CARB), which would have to appear before the legislature to discuss the administration of the program.

[SB 840 \(Limón\)](#) establishes a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding and \$250 million in financial incentives for local air districts to fund community emissions reduction programs.

Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon and Transit Operations Program (LCTOP) are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line-items, TIRCP and LCTOP have a ceiling, but no floor, based on available revenue.

Impact on Bay Area Transit Operators

There is an outstanding balance of prior commitments, such as the Zero Emission Transit Capital Program (\$690 million combined in FY 26-27 and FY 27-28), and \$388 million for SB 125 formula-based TIRCP (\$188 million) and competitive funds (\$200 million for Cycle 6 and 7) through FY 2026-27, that are not itemized, but can be honored through legislative appropriation or through the excess balance of funds that materialize through auctions. MTC has a remaining share of over \$600 million that is allotted under SB 125, Chapter 54, Statutes of 2023, primarily dedicated to the BART system, and TIRCP awards for SMART to extend service to Healdsburg that remains to be allocated. MTC is relying on a combination of the enactment of SB 63, remaining SB 125 funds, and a \$750 million loan authorized as part of the FY 25-26 Budget Deal in SB 101 to help keep service afloat for BART, Caltrain, SF Muni, and some bus operators in the region (Alameda, Contra Costa, and San Mateo).

The Department of Finance (DOF) estimates that auction proceeds should generate \$4.2B for FY 26-27, which is down from the \$4.4B in FY 24-25. With all the prescriptive line-items, if the DOF estimate holds, it would leave around \$107M that is not programmed for any purpose. This is the balance of funding that they would use to pay down the previous SB 125 and TIRCP Cycle 6 and 7 commitments, as highlighted. If revenue exceeds \$4.2 billion, the legislature can augment any program or even accelerate the SB 125 and TIRCP Cycle 6 and 7 competitive grant commitments.

Legislative or regulatory direction will need to be provided to administer the \$125 million in funding that is being made available for a new free transit pass program. It is uncertain whether funds will be available on a formulaic or competitive basis, and what the cap would be for an award.

Detailed Breakdown of GGRF funding priorities per SB 840

SB 840 sunsets the existing GGRF continuous appropriations structure. Funds were previously continuously appropriated to specific programs, such as high-speed rail (25%), affordable housing and community development (20%), TIRCP (10%), and LCTOP (5%), and off-the-top line items for wildfire prevention and water storage programs. The remaining revenue, roughly 40% (\$1.76 billion), was available for appropriation by the Legislature for discretionary spending programs and to cover state administrative costs through the annual budget process.

The new Cap and Invest extension essentially turns the continuous appropriations into continuous line-items by establishing the following new GGRF distributions (totaling approximately \$4.2 billion/year), beginning with the 2026-27 fiscal year, through the establishment of three funding tiers:

Tier I (up to \$1.243B)

Items (a) through (e) below are off the top line-item commitments (roughly \$2.243B):

- a. backfill the State Responsibility Area (SRA) fire prevention fee (\$70-90 million/year until 2031).
- b. fund the manufacturing tax credit (\$100-150 million/year until 2031).
- c. \$3 million to establish the Legislative Counsel Climate Bureau, contingent on legislation to establish the roles and responsibilities of the bureau.
- d. \$1 billion continuously appropriated to the High-Speed Rail Authority.

Tier II (\$1B)

- e. \$1 billion reserved for appropriation by the Legislature, with the intent that this amount is allocated in the following amounts for the 2026-27 fiscal year:
 - i. \$125 million for transit passes.
 - ii. \$25 million for seed funding for a University of California Climate Research Center.
 - iii. \$15 million for rebuilding Topanga Park.
 - iv. \$85 million for an entity chosen by the Legislature to support climate-focused technological innovation, related research, and the deployment of climate solutions identified in the ARB scoping plan.

Tier III (\$1.85B)

- f. Remaining monies (roughly \$1.85B) in the fund after funding items (a) through (e) or Tier I and Tier II are continuously appropriated (\$2.243B) as follows, subject to proportional reductions by the Department of Finance if revenues are insufficient:
 - i. \$800 million to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program.
 - ii. \$400 million to the Transportation Agency for TIRCP.
 - iii. \$250 million to ARB for community air protection programs and allocated for financial incentives to reduce mobile and stationary sources of criteria air pollutants or toxic air contaminants consistent with community emissions reduction programs and for support for local air districts' implementation of AB 617.
 - iv. \$200 million to the Transportation Agency for LCTOP.
 - v. \$200 million to the Department of Forestry and Fire Protection and allocated as follows:
 - (1) 82.5% for healthy forest and fire prevention programs and projects that improve forest health and reduce emissions of greenhouse gases caused by uncontrolled wildfires.
 - (2) 17.5% for the completion of prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan.
 - vi. \$130 million to the Safe and Affordable Drinking Water Fund.

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DATE: October 13, 2025

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

FROM: Anne Richman, Executive Director *Anne Richman*
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 Funding, Programs & Legislation (FP&L) Executive Committee reviews the 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 refers it to the TAM Board for approval.

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

*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 also consulted with Marin Transit and their staff confirmed that they were no transit coordination concerns regarding any of the project applications.

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.

Marin Public Works Association and Bicycle/Pedestrian Advisory Committee Input

On September 18, 2025, TAM staff presented the recommendation shown in Attachment D to the public works directors of the Marin Public Works Association (MPWA), requesting input regarding recommended fund programming. The comments demonstrated support for the recommendations.

The TAM Bicycle/Pedestrian Advisory Committee (BPAC) met on September 29, 2025 to review the applications and staff's funding recommendations. The BPAC deliberated on the merits of each project, relative to the funds available, and unanimously supported staff's recommendation shown in Attachment D.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The proposed awards were reviewed by the selection panel for consistency with the CTP and support core principles of safe, equitable, and sustainable transportation while supporting Marin's active transportation network.

FISCAL CONSIDERATION

Expenditures associated with the projects that will receive TFCA funds will be included in TAM's annual budget during the years the expenditures will occur, while the Measure B 1b carryover funding will be included in the FY2025-2026 budget to remain available for sponsor reimbursements. The TDA Article 3 funds have no direct fiscal impacts to TAM since project sponsors enter into funding agreements with MTC and seek reimbursements from MTC directly.

NEXT STEPS

Following the FP&L Executive Committee presentation, TAM staff will present final recommendations to the TAM Board later this 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. Staff will enter into funding agreements with recipients for TFCA and Measure B funds.

ATTACHMENTS

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

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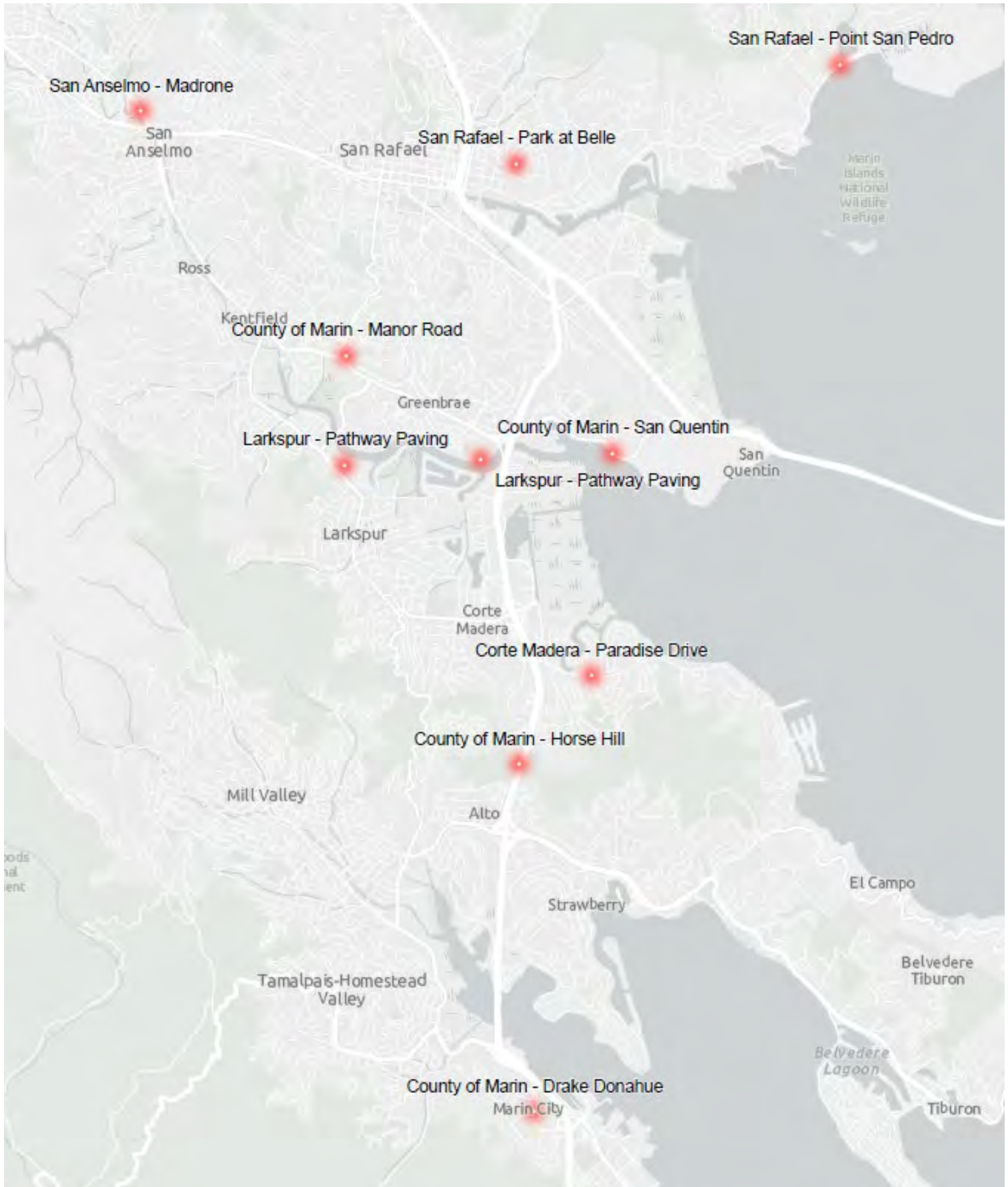
Project Descriptions

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.

Project Descriptions

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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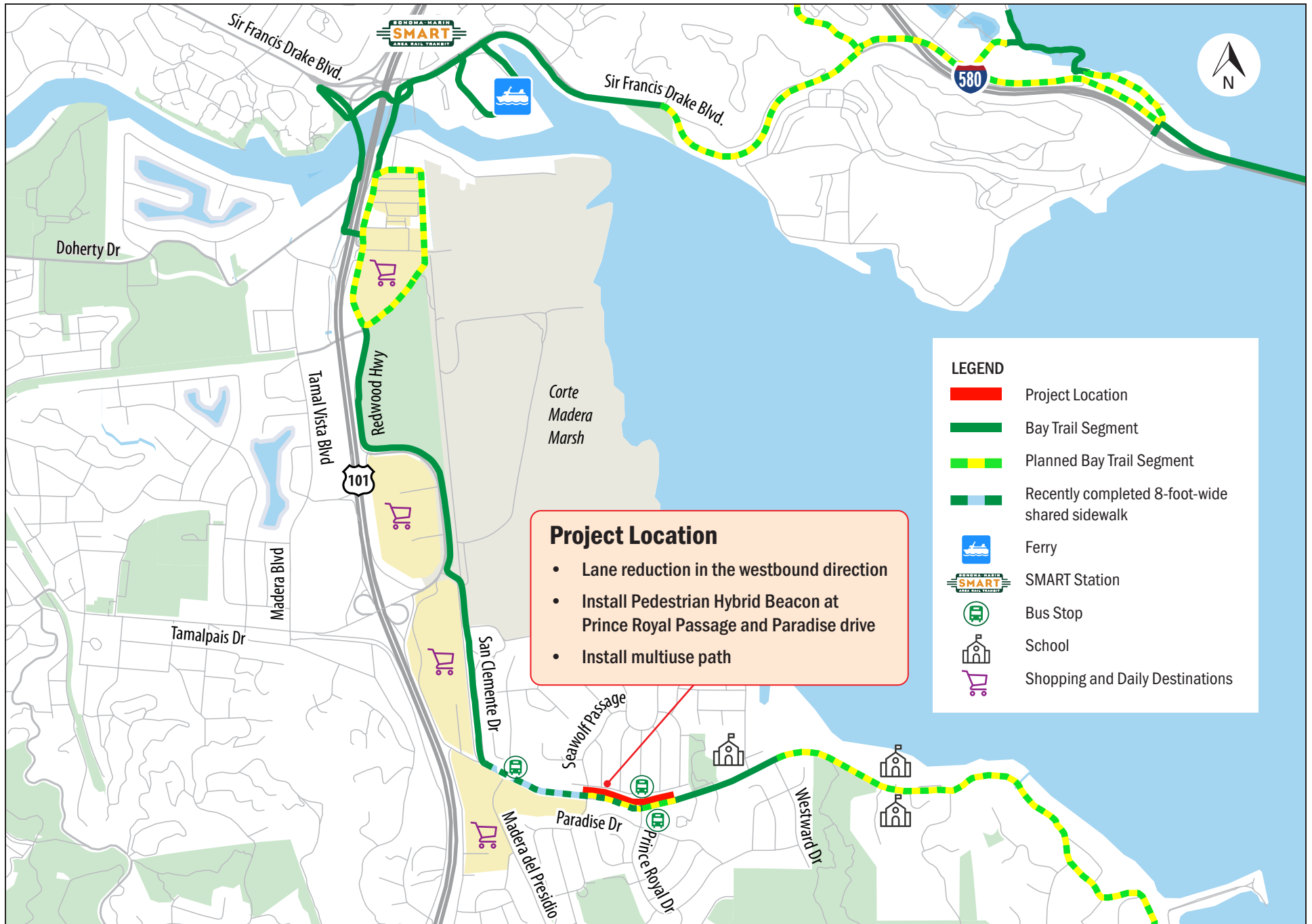
Attachment D

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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Project Map

Paradise Drive Gap Closure Project – Seawolf Passage to Prince Royal Drive

Paradise Drive Gap Closure Project – Seawolf Passage to Prince Royal Drive

Demonstration of Project Need



■ Proposed multi-use path

Horse Hill Bikeway Maintenance Project Proposal

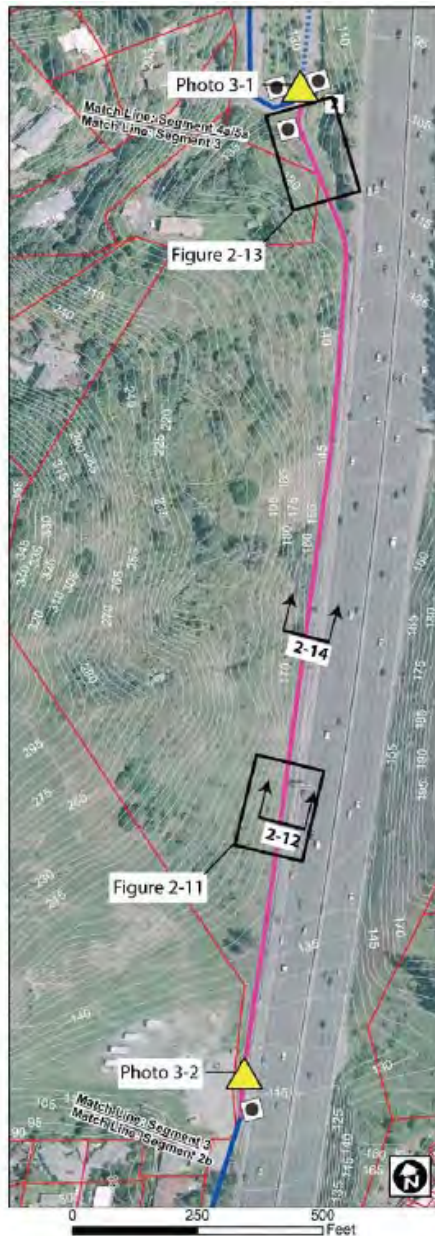


Photo 3-2: Southern Limit



Photo 3-1: Northern Limit

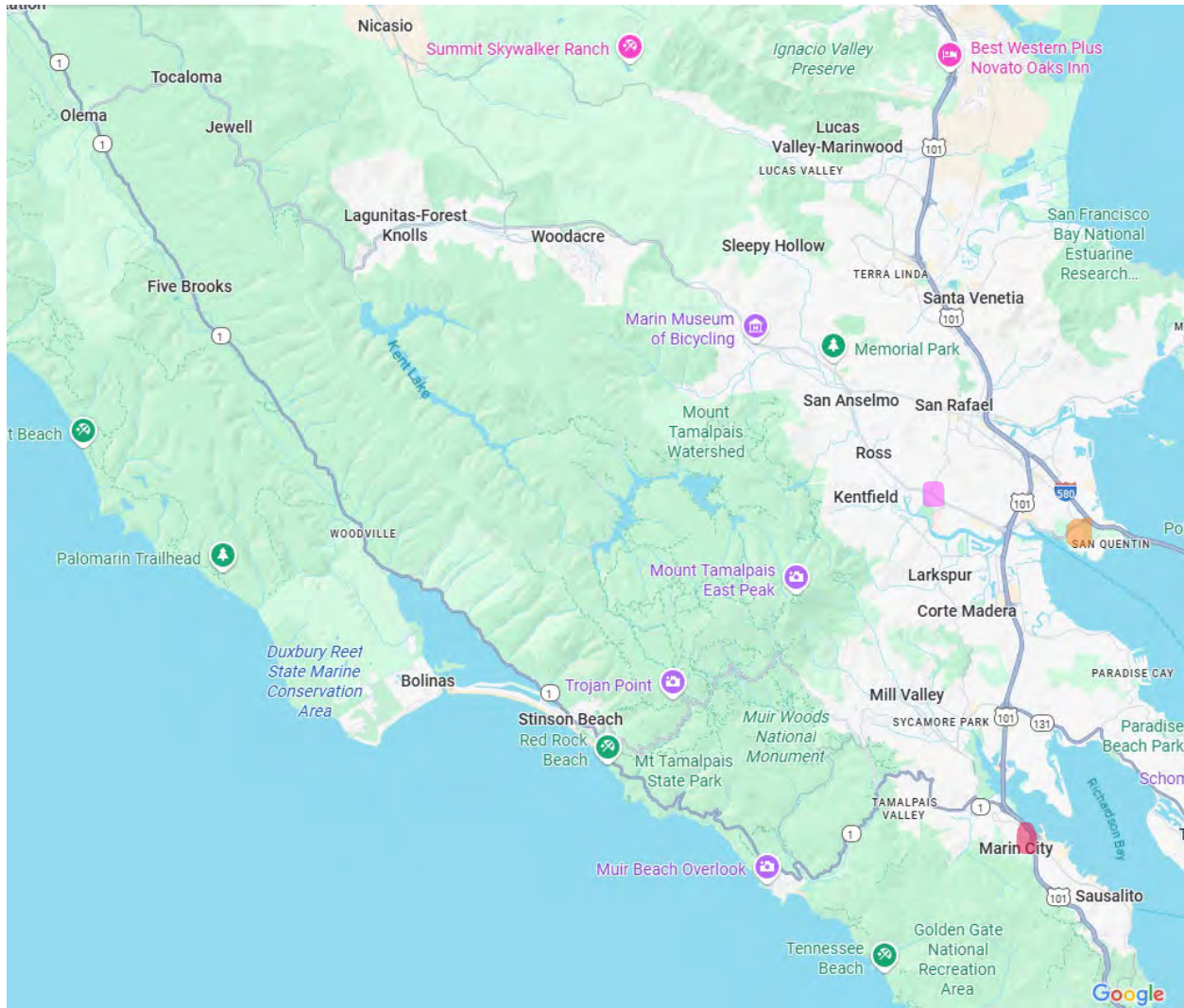


Segment Location Map



6. Project Location

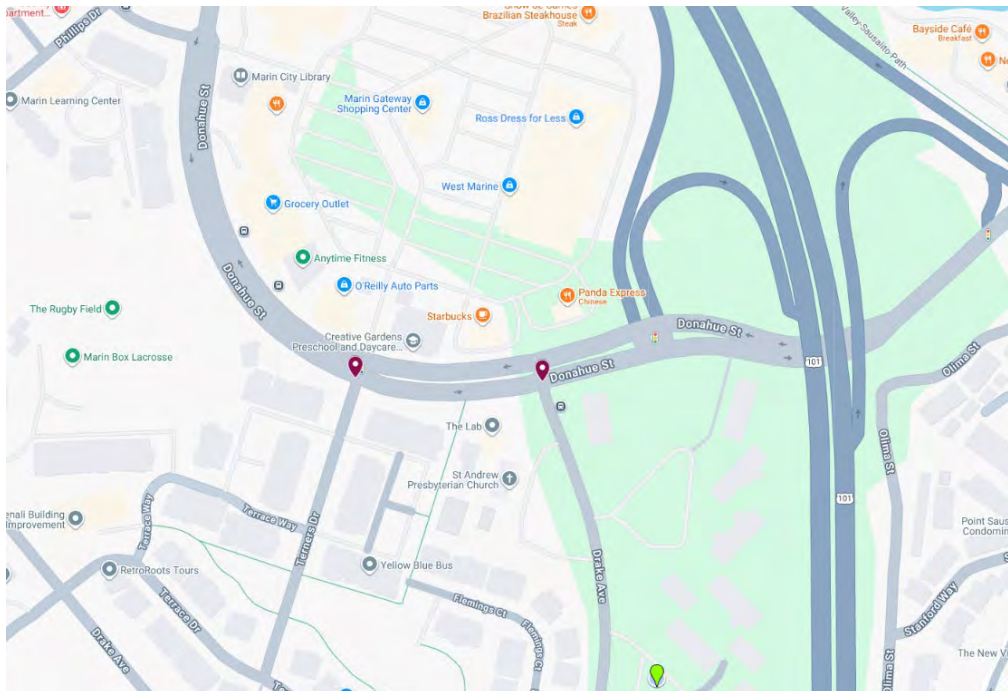
Program of Projects Locations:



- Manors Rd Safety Improvements
- East Sir Francis Drake Blvd Safety Improvements
- Donahue Street Safety Improvements

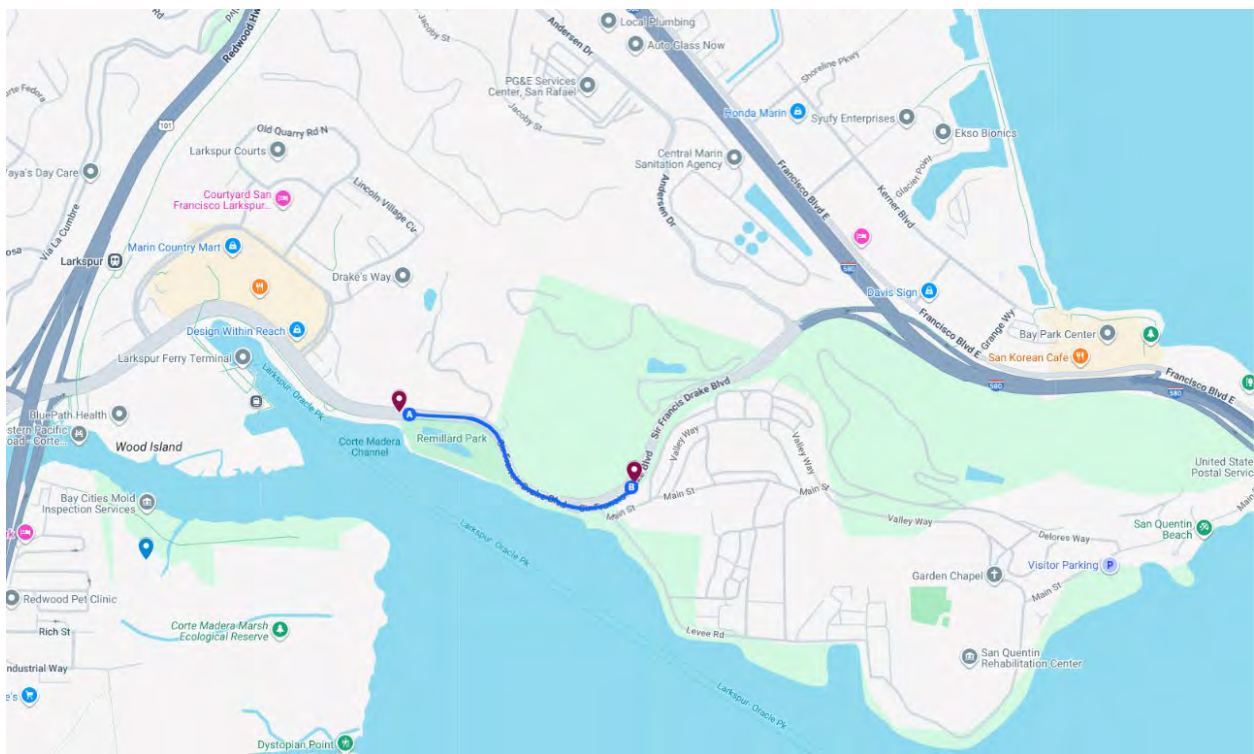
6. Project Location

Location A: Drake avenue and Donahue St Intersection and Transit Conflict zone



6. Project Location

Location B: East Sir Francis Drake from San Quentin Westgate to Remillard Park



6. Project Location

Location C: Manor Rd from Sir Francis Drake to Los Cerros Dr

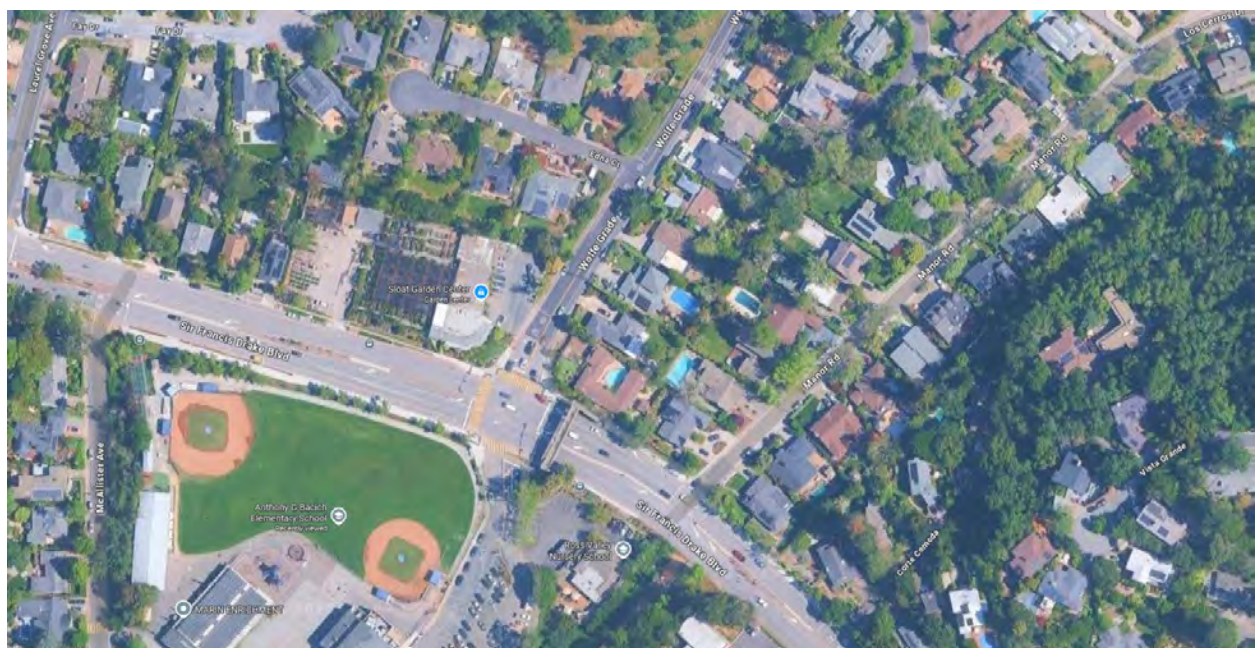
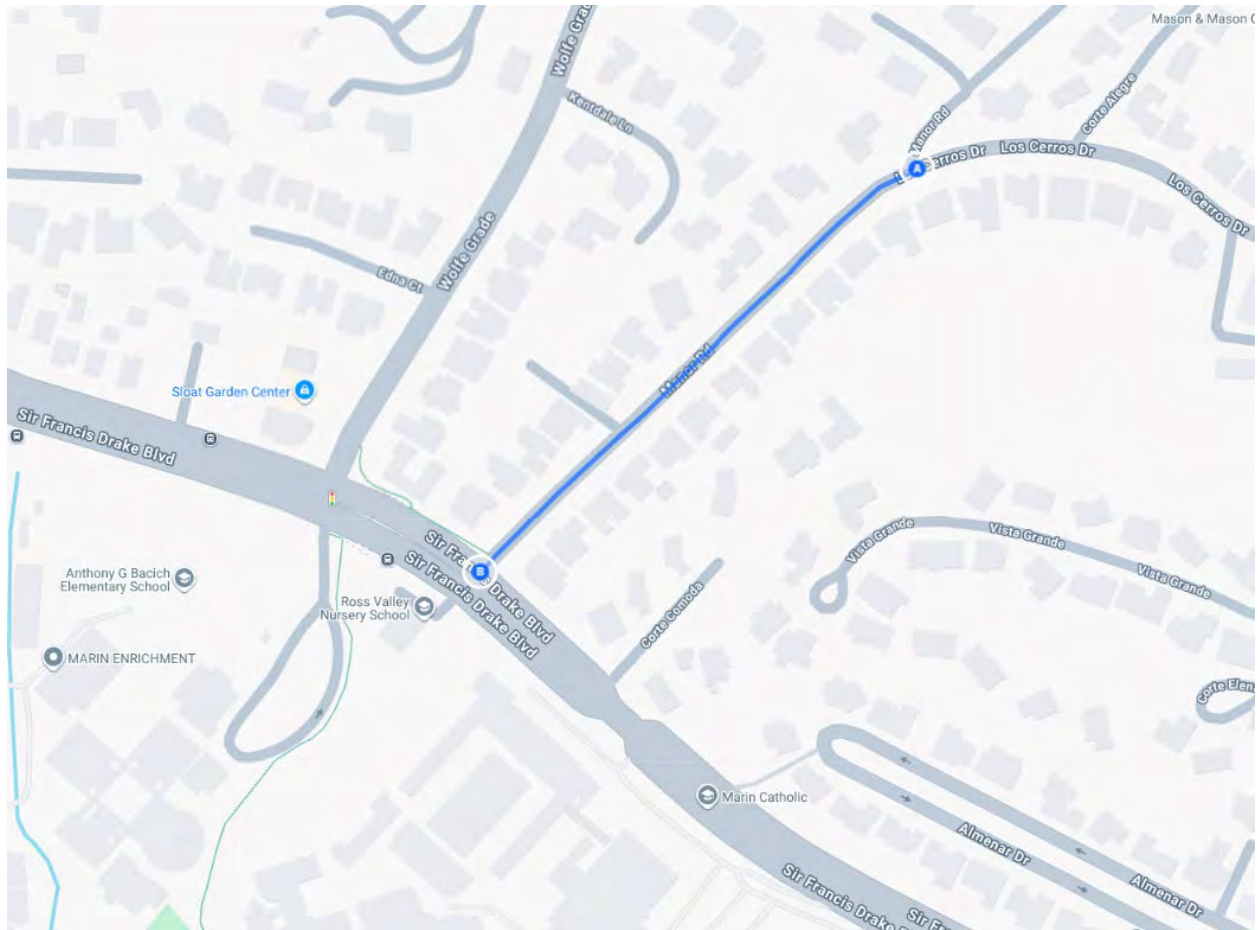
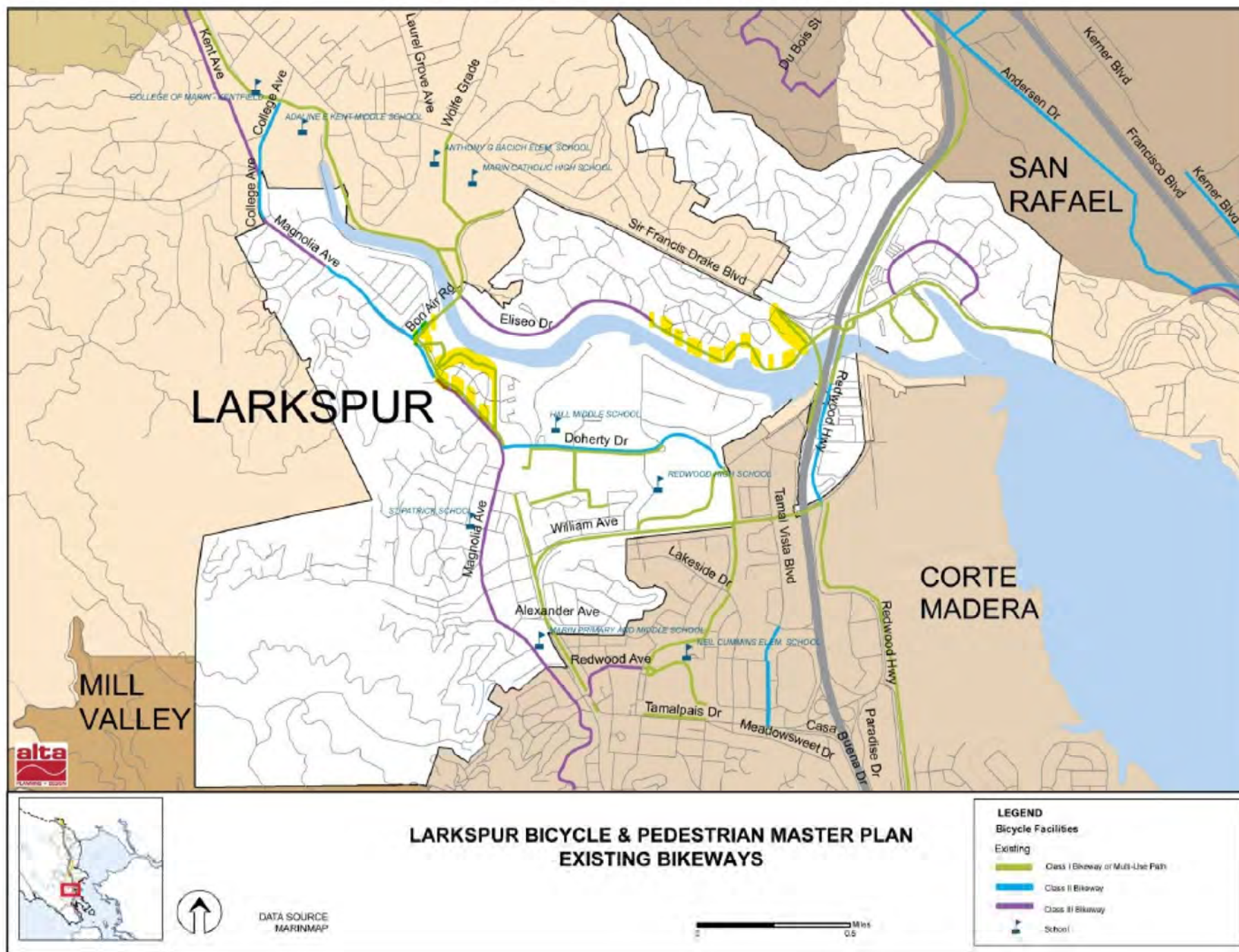


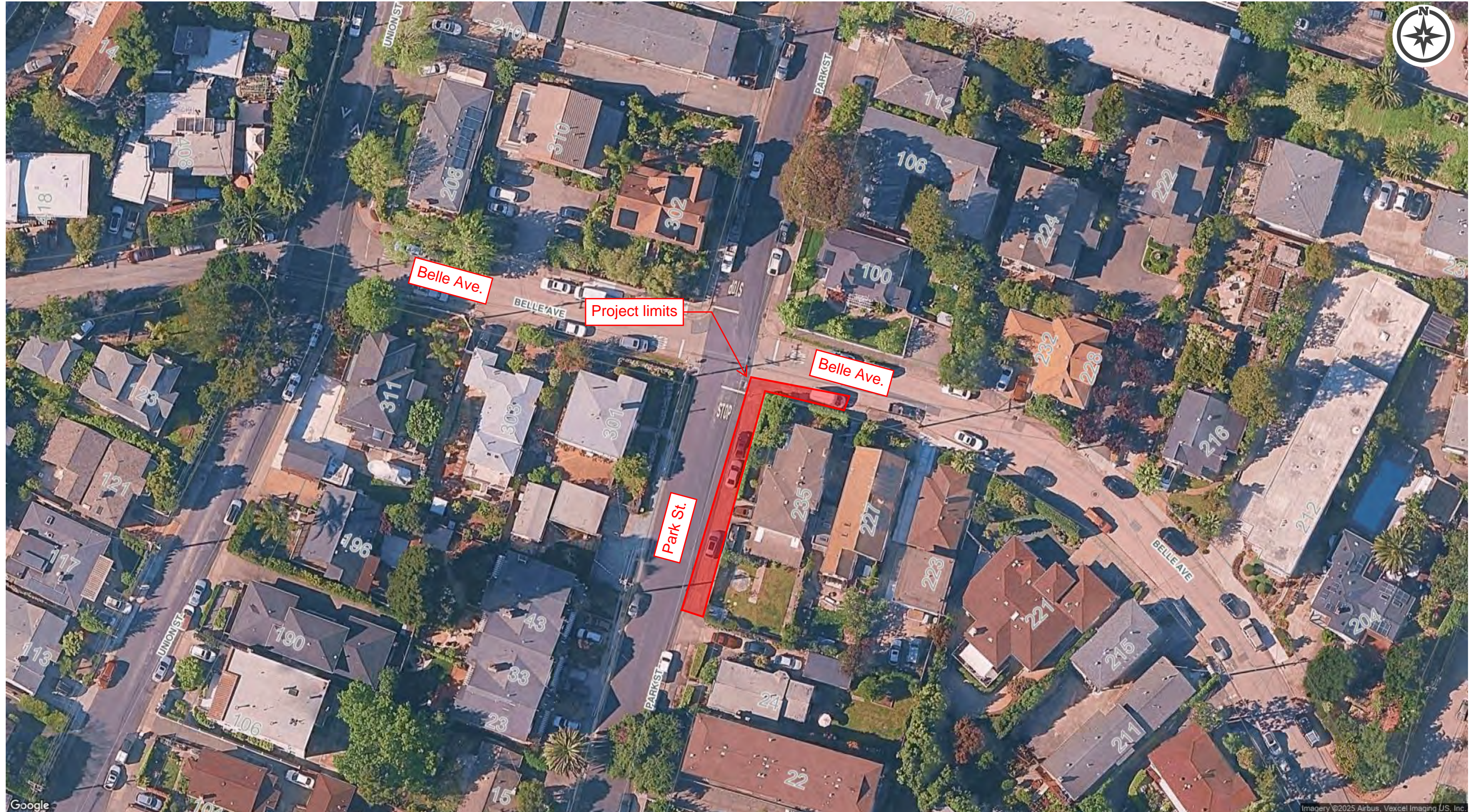
FIGURE 3: EXISTING BIKEWAY NETWORK





FOR REFERENCE ONLY. INFORMATION CONTAINED IN THESE DRAWINGS IS FOR REFERENCE ONLY.
NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.

Park St. and Belle Ave. Pedestrian Enhancement



FOR REFERENCE ONLY. INFORMATION CONTAINED IN THESE DRAWINGS IS FOR REFERENCE ONLY.
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TFCA, TDA Article 3, and Measure B 1b Call for Projects

Transportation Authority of Marin

Funding, Programs & Legislation Executive Committee

October 13, 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

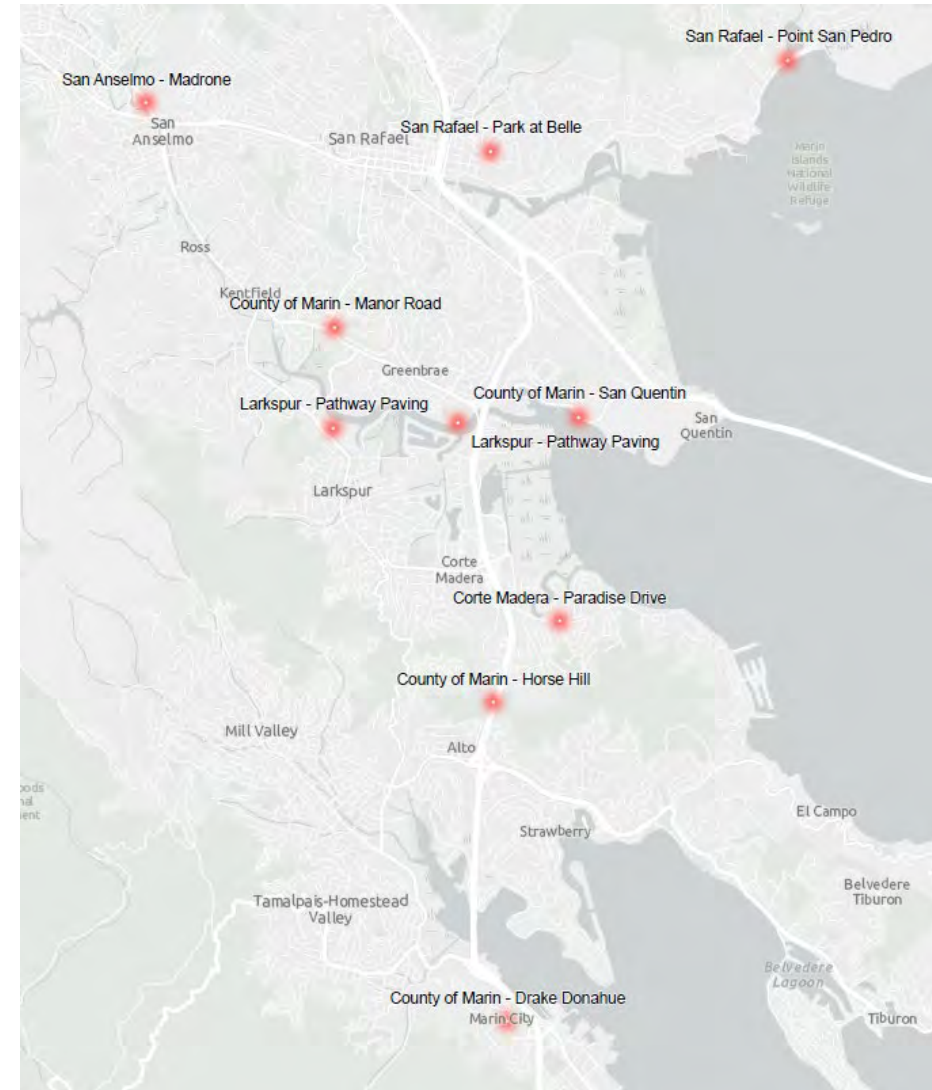
Project Applications

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					
						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.

Questions?

Thank you!

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