



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

OCTOBER 23, 2025
6:30 P.M.

MARIN WILDFIRE PREVENTION AUTHORITY BOARD ROOM
1600 LOS GAMOS DRIVE, ROOM 335
SAN RAFAEL, CALIFORNIA

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Belvedere
Peter Mark

Corte Madera
James Andrews

Fairfax
Lisel Blash

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Mark Milberg

Ross
Teri Dowling

San Anselmo
Steve Burdo

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

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

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvZz09>

Webinar ID: 881 5544 9529
Passcode: 389590

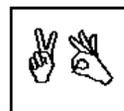
Teleconference: Members of the public wishing to participate via teleconference may do so by dialing the following number at 6:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: **881 5544 9529**; Password: **389590**

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

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

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

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



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

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

AGENDA

1. Chair's Report (Discussion)
2. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes for September 25, 2025
 - b. Accept an Overview of the 2025 State Legislative Session
 - c. Review and Accept the FY2025-26 First Quarter Financial Report and Amend the FY2025-26 Budget
 - d. Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service
 - e. Actions Associated with RM3 Funding for State Route 37
 - f. Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program
6. Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action) – **Attachment**
7. Update on U.S. 101 HOV Hours of Operations (Action) – **Attachment**
8. Authorize a Contract Extension for the Highway 101 Interchange Studies and Update on the Studies and Next Steps (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

SEPTEMBER 25, 2025
6:00 PM

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, Marin County Board of Supervisors
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Marin County Board of Supervisors, TAM Chair
Gabe Paulson, Larkspur City Council
James Andrews, Corte Madera Town Council
Kate Colin, San Rafael City Council
Lisel Blash, Fairfax Town Council
Mark Milberg, Novato City Council
Mary Sackett, Marin County Board of Supervisors
Melissa Blaustein, Sausalito City Council
Peter Mark, Belvedere City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Steve Burdo, San Anselmo Town Council
Teri Dowling, Ross Town Council
Max Perrey, Mill Valley City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Lucan called the meeting to order at 6:04 p.m.

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

1. Chair's Report

None.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that legislation for a 10-year regional transit funding measure has advanced to the Governor's desk. If approved and subsequently passed by voters in 2026, it would provide dedicated funding for major Bay Area transit agencies (BART, SFMTA, AC Transit, Caltrain, and SamTrans). The North Bay would benefit by retaining its existing discretionary transit funding rather than having it reallocated. Commissioner Moulton-Peters also announced that the Golden Gate Bridge and Highway Transportation District (GGBHTD) received a \$400 million federal grant for its seismic retrofit project, allowing construction to begin.

Marin Transit Report – Commissioner Colbert

Commissioner Colbert reported that Marin Transit adopted an updated Zero Emission Bus Rollout Plan, outlining milestones for transitioning to zero-emission buses and related cost, infrastructure, and range challenges; systemwide ridership increased 10% in FY 24/25, surpassing pre-COVID levels and most Bay Area peers; and General Manager Nancy Whelan will retire at year-end after 11 years of service.

SMART Report – Commissioner Sackett

Commissioner Sackett reported that Sonoma-Marín Area Rail Transit (SMART) ridership increased 39% over the past year, and pathway usage rose 38%; and that new pathway segments in Sonoma County will open on October 4 and 5. Commissioner Sackett also reported that the SMART Board approved the design-build contract to extend rail service to Healdsburg.

Commissioner Matters Not on the Agenda

Commissioner Milberg reported on the recent meeting of TAM's Alternative Fuels and Electric Vehicles (AFEV) Ad Hoc Committee, noting it was highly informative with productive discussion among Commissioners Colbert, Rodoni, and staff; and highlighted strong collaboration between the City of Novato and TAM.

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

3. Executive Director's Report (Discussion)

ED Richman provided highlights from the Executive Director's Report (EDR), which was distributed to the TAM Board and posted on the TAM website as supplemental information.

In response to Commissioner Blaustein, Commissioner Moulton-Peters announced plans to host a Southern Marin Transit 101 workshop featuring presentations from Marin Transit and Golden Gate Transit on proposed service changes and responses to public comments related to the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS).

In response to Commissioner Perrey, ED Richman explained that Street Smarts yard signs, featuring the program's graphics, are available for the public to display and may be obtained through local city and town agencies.

In response to Commissioner Paulson, ED Richman noted that Caltrans is responsible for determining and monitoring the new HOV hours; and that contact information for Caltrans public information officers is available on the Caltrans website for those wishing to provide feedback.

In response to Commissioner Blash's inquiry regarding a letter from the Amalgamated Transit Union expressing concerns regarding MASCOT's proposed changes to transit services, ED Richman acknowledged awareness of the letter, noting it pertains primarily to operational matters within GGBHTD.

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

4. Open Time for Public Expression

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

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes for July 24, 2025
- b. Authorize a One-Year Contract Extension and Amendment for Reach Strategies for Technical Assistance and Outreach Support for the Alternative Fuels Program
- c. Authorize a One-Year Contract Extension for On-Call Travel Demand Forecasting Contract
- d. Authorize a One-Year Contract Extension and Budget Amendment for Implementation of TAM's Study for Sea Level Rise Adaptation Planning for Marin County's Transportation System
- e. Approve Funding Change with Measure B and Measure AA Funds Allocated to San Rafael for the South Merrydale Project
- f. Approve the Programming of 2026 State Transportation Improvement Program Funds
- g. Interagency Agreements with Various School Districts for Reimbursed Crossing Guard Services

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

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

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

Director of Planning Derek McGill presented this item, which recommends that the TAM Board accepts the Funding, Programs & Legislation (FP&L) Executive Committee recommendation of programming Measure AA 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); and directs staff to develop a countywide active transportation counter program.

In response to Commissioner Blash, Mr. McGill explained that the new approach to bike and pedestrian data collection will deploy countywide in-ground counters and integrate big data sources, such as Streetlight, Strava, and local validation, to provide a more comprehensive count of bike and pedestrian activity on all local roads.

In response to Commissioner Rodoni, Mr. McGill noted that the small number of applicants may be due to the significant planning needed for many innovation-type projects; and that the timing coincided with some councils' capital improvement program efforts, leading potential applicants to focus on internal projects rather than seeking outside funding.

In response to Commissioner Milberg, Mr. McGill explained that approximately \$400,000 will remain available for programming, which the Board will discuss in a future meeting to ensure alignment with the Innovation Program's intent.

In response to Commissioner Moulton-Peters, Mr. McGill explained that San Anselmo is deploying AI-based signal controller software that detects vehicle flow and supports adaptive signal timing, with plans to expand its use from the downtown hub to all signals throughout the town.

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

Marin County Bicycle Coalition (MCBC) Executive Director Tarrell Kullaway expressed support for the development of a countywide active transportation counter program.

Commissioner Burdo moved to approve staff recommendations. Commissioner Fredricks seconded the motion, which passed unanimously.

7. Measure AA Expenditure Plan Review Update (Discussion)

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

In response to Commissioner Milberg, Mr. McGill explained that school enrollment data is sourced from the Marin County Office of Education and state databases, which do not include private school enrollment; and noted that the projected costs for the Crossing Guard Program are based on a 4% annual increase model.

In response to Commissioner Mark, Mr. McGill noted uncertainty about whether recent school enrollment declines represent a temporary or long-term trend and advised against making major adjustments based solely on current data. Mr. McGill also explained that while the overall population is declining, there remains a continued need for local road and infrastructure improvements; and emphasized monitoring long-term demographic trends, including the number of new housing developments, before considering significant program changes.

In response to Commissioner Rodoni, Mr. McGill explained that the local transit category includes operations, capital improvements, senior and disability services, and rural and customer-focused programs, consistent with the current expenditure plan. Mr. McGill noted that Marin Transit has indicated satisfaction with current funding levels, therefore staff is not recommending changes to local transit funding at this time, aside from exploring opportunities to expand first- and last-mile services under Category 4.6.

In response to Commissioner Burdo, Mr. McGill explained that the Marin Commutes program receives funds from both Measure AA and Measure B; and ED Richman noted that an evaluation of the program was presented to the TAM Board in December 2023.

In response to Commissioner Andrews, ED Richman explained that the Measure AA expenditure plan included a prohibition on allocating sales tax funds to SMART, as well as a restriction preventing that limitation from being changed through the current review process.

In response to Commissioner Perrey, Mr. McGill explained that the proposed 0.5% reduction for Category 1.3 – Local Interchanges will still support the design and environmental phases of the prioritized interchange locations; and ED Richman noted that a detailed update on the interchange program will be presented to the Board in the coming months as the Caltrans project initiation process concludes.

In response to Commissioner Paulson, ED Richman and Director of Project Delivery Dan Cherrier explained that various alternatives for the Crossing Guard Program have been evaluated over the years, including the use of volunteers or school staff; however, due to liability, reliability, and safety concerns, staff does not recommend incorporating those approaches into the program.

In response to Commissioner Dowling, Mr. McGill explained that the TAM Board may amend the expenditure plan outside of the regular 6-year review cycle by following the same approval process, which requires concurrence from the TAM Board, the County Board of Supervisors, and a majority of cities representing at least half of the county's population.

In response to Commissioner Blaustein, Mr. McGill noted that a prior TAM Board presentation on the Measure AA Expenditure Plan Review included a chart detailing resource allocation across strategies within the Countywide Transportation Plan (CTP). Commissioner Blaustein requested that this information be consolidated into future meeting materials for reference.

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

Commissioner Colin expressed support for staff's reallocation recommendations; and appreciated that staff carefully considered community input, prior Board comments, and feedback from DPW directors, demonstrating flexibility in adjusting initial recommendations. Commissioner Colin also noted ongoing interest in the Crossing Guard Program and acknowledged that additional funding will provide some flexibility to address the projected program cost increases.

Commissioner Colbert expressed general support for staff's recommendations, emphasizing that the "Reimagined Roadways" initiative balances local jurisdiction priorities with countywide mobility, access, and congestion challenges; noted that as a self-help county, Marin must strategically leverage funding for long-term transportation goals beyond highway expansion; and questioned the projected population increase estimates.

Commissioner Sackett expressed appreciation for staff's work refining the proposal, emphasizing the policy importance of the "Reimagined Roadways" initiative, which considers countywide needs beyond jurisdictional lines; valued the input from public works directors, who highlighted the critical importance of each dollar for local maintenance; and noted an interest in exploring how funding categories, such as interchanges and reimagined roadways, could be combined to support comprehensive corridor improvements.

Chair Lucan noted that since identifying the three interchanges, all cities, towns, and the County have adopted their housing elements, which may influence decisions on where to invest planning funds or advance design work for the selected interchanges.

8. Review of the Semi-Annual Project Status Report (Information)

Director of Project Delivery Dan Cherrier presented this informational item.

In response to Commissioner Blaustein, Mr. Cherrier explained that the Marin City Noise Analysis Project Initiation Document (PID) process began with multiple public TAM meetings and includes an outreach component as part of the Project Study Report, with ongoing coordination between the County of Marin Public Information Officer and TAM's communications team.

Commissioner Moulton-Peters noted that when Highway 101 was widened, no sound wall was installed above Marin City, and Caltrans no longer installs them except in certain situations, such as with HOV lanes, and that TAM is managing the project to explore sound wall options. For a separate flooding-related highway project, TAM is also monitoring the work because Senator McGuire earmarked the funds to TAM; the project involves highway impacts, a pond, and a secondary culvert to the Bay, with projects managed by Caltrans and the County.

Chair Lucan asked if any members of the public wished to speak, closed public comment; and adjourned the meeting at 8:01 p.m.

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DATE: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Accept an Overview of the 2025 State Legislative Session (Action), Agenda Item No. 5b

RECOMMENDATION

The TAM Board accepts an overview of the 2025 State Legislative session.

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 13, 2025 was 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, with the table below summarizing TAM's adopted positions and the final result for each bill.

Of the 26 bills listed in the table, TAM supported eight bills. Four of the eight supported bills (AB 289, AB 382, SB 71, and SB 727) were signed into law by the Governor. TAM opposed one bill, AB 1058, that failed passage but became a two-year bill. TAM adopted Watch positions on 17 bills, of which six bills (AB 39, AB 697, AB 1275, SB 63, SB 79, and SB 707) were signed into law by the Governor and one bill (SB 512) was vetoed.

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. Both were signed by the Governor.

At the October 13th Funding, Programs & Legislation (FP&L) Executive Committee meeting, Mr. Khouri provided 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 the meeting. Attachment B is Mr. Khouri's State Legislative report that was 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	Signed into law
AB 259	Rubio	Brown Act – Remove Sunset Date on Teleconferencing	Support	Dead
AB 289	Haney	Speed Safety System Pilot System	Support	Signed into law
AB 334	Petrie-Norris	Toll Facility Interoperability	Watch	Inactive file
AB 382	Berman	Pedestrian Safety Near Schools	Support	Signed into law
AB 555	Jackson	CARB Reporting on Impacts to Fuel Prices	Watch	Dead
AB 612	Rogers	Caltrans Road Improvements Preventing Delay for Fire Dept. Response Times	Watch	Dead
AB 697	Wilson	Protected Species and State Route 37	Watch	Signed into law
AB 891	Zbur	Caltrans Quick-Build Project Pilot Program	Support	Dead
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	Dead
AB 1244	Wicks	CEQA Transit-Oriented Development Implementation Program	Watch	Two-Year Bill
AB 1275	Elhawary	Regional Housing Needs Allocation Process	Watch	Signed into law
SB 63	Wiener	Bay Area Transportation Regional Measure	Watch	Signed into law
SB 71	Wiener	CEQA Exemption Extension for Active Transportation Projects	Support	Signed into law
SB 79	Wiener	Housing Development: Transit-Oriented Development	Watch	Signed into law
SB 239	Arreguin	Brown Act – Teleconferencing for Subsidiary Bodies of a Local Agency	Support	Dead
SB 512	Perez	District Elections: Initiatives	Watch	Governor vetoed
SB 707	Durazo	Brown Act: Meeting and Teleconference Requirements.	Watch	Signed into law
SB 727	McGuire	Great Redwood Trail Agency	Support	Governor's Desk
SB 752	Richardson	Sales Tax Exemption for Zero-Emission Bus Purchases	Support	Dead
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 acceptance of an overview of the 2025 State Legislation Session.

NEXT STEPS

Staff will assess whether the newly approved bills affect the agency and make appropriate updates as needed. Staff will also explore ideas to be used in the development of the 2026 Legislative Platform and present the proposed Platform for adoption in January 2026.

ATTACHMENTS

- Attachment A – Bill Matrix – October 2025
- Attachment B – Khouri Consulting’s State Legislative Update

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
AB 12 (Wallis) Low-carbon fuel standard: regulations	92/138/25 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	98/29/25 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
AB 39 (Zbur) General Plans: Local Electrification Planning Act	98/1529/25 Senate Floor <u>Chapter 356 Statutes of 2025</u>	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
<p>AB 259 (Rubio) Open meetings: local agencies: teleconferences</p>	<p>96/1327/25 Senate Local Government Two-year bill</p>	<p>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.</p>	<p>Support</p>
<p>AB 289 (Haney) State highway: work zone speed safety program</p>	<p>9/12/25 Senate Floor <u>Chapter 684 Statutes of 2025</u></p>	<p>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.</p>	<p>Support</p>
<p>AB 334 (Petrie-Norris) Operators of toll facilities: interoperability programs: vehicle information</p>	<p>9/132/25 Senate Floor <u>Inactive file</u></p>	<p>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.</p>	<p>Watch</p>

TAM Bill Matrix – October 2025

Measure	Status	Bill Summary	Adopted Position
AB 382 (Berman) Pedestrian safety: school zones	9/12/25 Senate Floor <u>Chapter 555 Statutes of 2025</u>	This bill would, until January 1, 2029 <u>2031</u> , 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 <u>2031</u> , 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.	95/123/25 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
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

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
<p>AB 697 (Wilson) Protected species: authorized take: State Route 37 improvements</p>	<p>9/112/25 Senate Floor Chapter 438 Statutes of 2025</p>	<p>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.</p>	<p>Watch</p>
<p>AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program</p>	<p>98/1329/25 Senate Appropriations Held in committee</p>	<p>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.</p>	<p>Support</p>
<p>AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026</p>	<p>93/130/25 Assembly Transportation Two-year bill</p>	<p>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.</p>	<p>Watch</p>

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
AB 954 (Bennett) STIP: bicycle highway pilot program	698/301329/25 Senate Transportation Inactive File	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	93/139/25 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
AB 1070 (Ward) Transit districts: governing boards: compensation: nonvoting members	94/123/25 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

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
<p>AB 1132 (Schiavo) Caltrans: climate change vulnerability assessment</p>	<p><u>94/1322/25</u> Assembly Appropriations Held in Committee</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1207 (Irwin) Cap and Invest Extension Trade Climate change: market based compliance mechanisms: extension</p>	<p><u>9/1932/25</u> Signed by the Governor, Chapter 117, Statutes of 2025 Senate Floor <u>Governor's Desk</u></p>	<p><u>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.</u></p> <p>This bill is a placeholder for Cap and Trade extension.</p>	<p>Watch</p>

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
<p>AB 1244 (Wicks) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program</p>	<p>96/1330/25 Senate Environmental Quality Two-year bill</p>	<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>	<p>Watch</p>
<p>AB 1275 (Elhawary) Regional housing needs: regional transportation plans</p>	<p>9/192/25 Senate Floor <u>Chapter 593</u> <u>Statutes of 2025</u></p>	<p>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.</p>	<p>Watch</p>

TAM Bill Matrix – October 2025

Measure	Status	Bill Summary	Adopted Position
<p>SB 63 (Wiener) San Francisco Bay area: local revenue measure: transportation funding</p>	<p>9/21<u>19</u>/25 Assembly Floor <u>Chapter 740</u> <u>Statutes of 2025</u></p>	<p>This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and, 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</u> an unspecified portion of the proceeds of the tax to be for allocated by MTC to initiatives included in a specified commission plan and to the <u>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>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></u></p>	<p>Watch</p>

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	9/ 19 2/25 Assembly Floor <u>Chapter 747</u> <u>Statutes of 2025</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/ 19 2/25 Assembly Floor <u>Chapter 512</u> <u>Statutes of 2025</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	Adopted Position
<p>SB 239 (Arreguín)</p> <p>Open meetings: teleconferencing: subsidiary body</p>	<p>9/13/25</p> <p>Senate Floor</p> <p><u>Inactive file</u></p> <p>Two Year Bill</p>	<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>	<p>Support</p>
<p>SB 512 (Perez)</p> <p>District elections: initiatives</p>	<p>9/162/25</p> <p>Assembly Floor</p> <p><u>Governor Voted</u></p>	<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 substantive 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>	<p>Watch</p>

<p>SB 707 (Durazo) Brown Act Teleconferencing</p>	<p>9/132/25 Assembly Floor <u>Chapter 327</u> <u>Statutes of 2025</u></p>	<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>	<p>Watch</p>
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TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted 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>	
<p>SB 727 (McGuire) Great Redwood Trail Agency</p>	<p>9/132/25 Assembly Floor Chapter 424 Statutes of 2025</p>	<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>	<p>Watch</p>
<p>SB 752 (Richardson) Zero Emission Truck and Bus Incentive</p>	<p>95/123/25 Senate Revenue and Taxation Held in Committee</p>	<p>This bill would extend the sales tax exemption on zero emission bus purchases from January 1, 2026, to January 1, 2028.</p>	<p>Support</p>

TAM Bill Matrix –_October_2025

Measure	Status	Bill Summary	Adopted Position
<p><u>SB 840 (Limón, et al.)</u></p> <p><u>Greenhouse gases:</u></p> <p><u>Greenhouse Gas</u></p> <p><u>Reduction Fund</u></p>	<p><u>9/15/25</u></p> <p><u>Chapter 121</u></p> <p><u>Statutes of 2025</u></p>	<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>	<p><u>Watch</u></p>

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October 14, 2025

TO: Board Members, Transportation Authority of Marin

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

RE: **STATE LEGISLATIVE UPDATE – OCTOBER 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 had until October 13 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:** Signed by Governor

[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:** Signed by Governor

[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:** Signed by Governor

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 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Finance and Administration Team

SUBJECT: Review and Accept the FY2025-26 First Quarter Financial Report and Amend the FY2025-26 Budget (Action), Agenda Item No. 5c

RECOMMENDATION

Staff recommend that the TAM Board reviews and accepts the FY2025-26 First Quarter Financial Report; and amends the budget to reflect the adjustments as listed:

- CMA Fund: Increase Revenues by \$12,512,500; increase expenditures by \$12,539,000
- Measure A/AA Fund: Increase expenditures by \$145,000

BACKGROUND

This report, along with all accompanying attachments, provides a summary of the financial activities for the period ending September 30, 2025, and covers TAM's revenue and expenditure activities from July 1, 2025 to September 30, 2025. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS

Revenue Highlights

As of September 30, 2025, the total ½-Cent Transportation Sales Tax cash disbursements received from the California Department of Tax and Fee Administration (CDTFA) for the three-month period from July 2025 to September 2025 was \$9.02 million, which is 2.8% more than the total disbursements received for the same period in FY2024-25. TAM is seeing slightly higher than planned revenues although still not consistent enough to modify the forecasts. Markets continue to reflect conflicting indicators with the recent government shutdown beginning to show effects along with additional layoffs in the technology and medical sectors.

As of September 30, 2025, TAM has received a total of \$399,455 in Measure B \$10 Vehicle Registration Fee cash disbursements from the Department of Motor Vehicles (DMV) for the three-month period from July 2025 to September 2025. This is a 32% decrease in cash receipts compared to those received for the same period in FY2024-25. This decrease is due to receiving only two payments instead of three with the September payment delayed until mid-October. A two-month comparison between current and prior year receipts indicates that revenues remain relatively flat, consistent with the current budget.

TAM also received \$789,309 in interest revenue for the three-month period from July 2025 to September 2025, which includes \$783,564 from its investments in CalTRUST (Investments Trust of California), and \$5,745 from its cash in the checking and money market accounts with Bank of Marin.

The increase in interest revenue is due to timely investment of available resources in higher interest earning options.

Expenditure Highlights

Total expenditure through the first quarter of the year is approximately \$7.47 million. Please note all expenditures are reported on a cash basis and there are delays due to the time needed by vendors to prepare and submit payment requests for work conducted through the end of the first quarter of the year.

Budget Amendments

TAM staff is proposing the following amendments:

- Net increase in Revenues of \$12,512,500
 - Recognize \$12,500 in Regional Measure 2 (RM2) funds in support of the HOV campaign (CMA Fund)
 - Recognize \$12,500,000 in Regional Measure 3 (RM3) funds supporting the State Route 37 Construction Phase 1 (CMA Fund)

- Net increase in Expenditures of \$12,684,000
 - Pass-through \$12,500,000 in RM3 funds to CalTrans for the State Route 37 Construction Phase 1 (CMA Fund)
 - Carry forward \$35,000 in CMAQ funds to support the Countywide Transportation Plan
 - Appropriate \$4,000 in prior year City/County funds for close out of the North/South Greenway Construction project (CMA Fund)
 - Allocate \$100,000 in prior year Measure AA interest funds for the City of Sausalito Gate 6 Intersection Modification Project completion (Measure A/AA Fund)
 - Include \$45,000 in prior year Measure AA interest funds for Bike/Ped Maintenance (Measure A/AA Fund)

Investment with CalTRUST

Attachment 7 of the staff report provides principal and interest earning details for each of the CalTRUST funds in which TAM invests. As of September 30, 2025, interest earnings from all funds totaled \$783,564 and unrealized loss was \$592,723, which is mostly from the agency's investment in the Medium-Term Fund due to fluctuations in the current financial market condition. Staff continue to closely monitor the agency's cash flow needs and do not expect a need to sell those funds in the near future.

FISCAL CONSIDERATION

As noted above, this action amends the budget to reflect the most current information affecting revenues and expenditures with an increase in revenues of \$12,512,500 and an increase in expenditures of \$12,684,000, leaving a net decrease in total fund balance to offset future project costs of \$171,500.

NEXT STEPS

The Second Quarter Financial Report will be presented to the Board for review and acceptance by January 2026.

ATTACHMENTS

- Attachment 1 FY2025-26 Budget to Actual Comparison as of 09/30/2025
- Attachment 2 Summary of FY2025-26 Budget Amendments as of 09/30/2025
- Attachment 3 FY2025-26 Revenue and Expenditure Report as of 09/30/2025 – Measure A Sales Tax Detail
- Attachment 4 FY2025-26 Revenue and Expenditure Report as of 09/30/2025 – Measure AA Sales Tax Detail
- Attachment 5 5.1: Monthly Measure A/AA Sales Tax Disbursement Comparison
5.2: Annual Measure A/AA Sales Tax Actual Vs. Budget Comparison
- Attachment 6 FY2025 and FY2026 Monthly Measure B VRF Disbursement Comparison
- Attachment 7 CalTRUST Investment Monthly Interest Income by Fund
- Attachment 8 8.1: FY2025-26 Budget Revenue Overview by Funding Source
8.2: FY2025-26 Budget Expenditure Overview by Category
- Attachment 9 Transportation Acronyms

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Attachment 1: FY2025-26 Budget to Actual Comparison as of 9/30/25

Budget Line Items	Annual Budget	Actual 9/30/25	\$ Difference	Actual as % of Budget
<u>Beginning Fund Balance *</u>	<u>47,352,743</u>	<u>47,352,743</u>		
REVENUES				
Measure A/AA Sales Tax	34,430,000	9,018,132	(25,411,868)	26.19%
Measure B Vehicle Registration Fee Revenue	2,250,000	399,455	(1,850,545)	17.75%
Cities/Towns and County CMA Fee	606,158	606,156	(2)	100.00%
Interest Revenue	2,565,000	789,309	(1,775,691)	30.77%
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000	-	(1,200,000)	0.00%
MTC Regional Measure 3 Fund	8,400,000	-	(8,400,000)	0.00%
State STIP/PPM Fund	245,000	-	(245,000)	0.00%
CA State Earmark	8,600,000	-	(8,600,000)	0.00%
State-SB1 Planning Grant	359,885	-	(359,885)	0.00%
State TDA Fund	30,000	-	(30,000)	0.00%
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	1,164,000	-	(1,164,000)	0.00%
Federal SS4A Grant	216,000	-	(216,000)	0.00%
County of Marin Grant	290,000	-	(290,000)	100.00%
Part Time Transit Lane Grant	680,000	-	(680,000)	0.00%
Marin Transportation For Clean Air Funding	350,000	-	(350,000)	0.00%
Realized Highway 101 ROW Excess Fund	50,000	-	(50,000)	0.00%
<u>Total Revenue Available</u>	<u>61,436,043</u>	<u>10,813,051</u>	<u>(50,622,992)</u>	<u>17.60%</u>
EXPENDITURES				
Administration				
Salaries & Benefits	3,076,621	647,407	2,429,214	21.04%
Office Lease	272,472	83,074	189,398	30.49%
Agency IT Related Equipment Upgrade	85,000	-	85,000	0.00%
Equipment Purchase/Lease	15,000	1,118	13,882	7.45%
Telephone/Internet/Web Hosting Services	50,000	5,713	44,287	11.43%
Office Supplies & Small Miscellaneous Items	37,000	10,224	26,776	27.63%
Insurance	22,000	18,202	3,798	82.74%
Financial Audit	28,000	-	28,000	0.00%
Legal Services	13,000	-	13,000	0.00%
Document/Video/Marketing Material Production	37,500	-	37,500	0.00%
Memberships	47,500	34,009	13,491	71.60%
Travel/Meetings/Conferences	52,500	4,031	48,469	7.68%
Professional Development	20,000	4,285	15,715	21.43%
Human Resources/Board Support	5,000	608	4,393	12.15%
Information Technology Support	40,000	11,759	28,241	29.40%
Annual Support & Upgrade of Financial System	10,000	-	10,000	0.00%
Stipends	7,500	-	7,500	0.00%
<u>Subtotal, Administration</u>	<u>3,819,093</u>	<u>820,431</u>	<u>2,998,662</u>	<u>21.48%</u>

Attachment 1: FY2025-26 Budget to Actual Comparison as of 9/30/25

Budget Line Items	Annual Budget	Actual 9/30/25	\$ Difference	Actual as % of Budget
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	150,000	23,546	126,454	15.70%
Travel Model Maintenance & Update	25,000	-	25,000	0.00%
Traffic Monitoring, Reporting & Travel Model Data Requests	200,000	-	200,000	0.00%
Project Management Oversight	260,000	1,512	258,488	0.58%
101/580 Multi-modal and Local Access Improvements	1,800,000	5,810	1,794,190	0.32%
State Legislative Assistance	50,000	8,300	41,700	16.60%
Federal Legislative Assistance	24,000	4,000	20,000	16.67%
Measure A/AA Sales Tax Compliance Audit	25,000	-	25,000	0.00%
Public Outreach Service Support	10,000	-	10,000	0.00%
Part Time Transit Lane	500,000	-	500,000	0.00%
Countywide Transportation Plan	-	1,962	(1,962)	0.00%
Expenditure Plan Update	22,000	2,500	19,500	11.36%
Equity Planning Support and Outreach	25,000	-	25,000	0.00%
VMT Toolkit	314,000	18,064	295,936	5.75%
MSN B7 Construction Design Support	100,000	13,590	86,410	13.59%
School Access Safety Action Plan	270,000	5,440	264,560	2.01%
N/S Greenway - Construction Support	-	882	(882)	0.00%
Marin City Noise Analysis PID	500,000	-	500,000	0.00%
Subtotal, Professional Services	4,275,000	85,607	4,189,393	2.00%
Measure A Sales Tax Programs/Projects				
<u>Strategy 4 - Safer Access to Schools.</u>	350,000	-	350,000	0.00%
<i>Substrategy 4.3 - Safe Pathways to School</i>				
<i>Safe Pathway Capital Projects</i>	350,000	-	350,000	0.00%
Subtotal, Measure A Programs	350,000	-	350,000	0.00%

Attachment 1: FY2025-26 Budget to Actual Comparison as of 9/30/25

Budget Line Items	Annual Budget	Actual 9/30/25	\$ Difference	Actual as % of Budget
Measure AA Sales Tax Programs/Projects				
Major Road Set-Aside	2,000,000	-	2,000,000	0.00%
<u>Category 1 - Reduce Congestion</u>	<u>2,020,000</u>	<u>14,625</u>	<u>2,005,375</u>	<u>0.72%</u>
<i>Category 1.1 - Completion of Marin-Sonoma Narrows MSN B7/B8 Design/ROW/Utility Work</i>	70,000	1,268	68,732	1.81%
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector 580/101 Direct Connector Project PID & PAED</i>	100,000	-	100,000	0.00%
<i>Category 1.3 - Enhance Interchanges</i>	1,710,000	-	1,710,000	0.00%
<i>Category 1.4 - Transportation Demand Management</i>	140,000	13,357	126,643	9.54%
<u>Category 2 - Local Transportation Infrastructure</u>	<u>7,792,797</u>	<u>2,458,751</u>	<u>5,334,046</u>	<u>31.55%</u>
<i>Category 2.1 - Local Roads</i>	6,622,797	2,458,481	4,164,316	37.12%
<i>Category 2.2 - Large Safe Pathways Capital Projects</i>	1,000,000	-	1,000,000	0.00%
<i>Category 2.3 - Sea Level Rise</i>	75,000	270	74,730	0.36%
<i>Category 2.4 - Innovative Technology</i>	95,000	-	95,000	0.00%
<u>Category 3 - Safer Access to Schools</u>	<u>4,350,000</u>	<u>241,880</u>	<u>4,108,120</u>	<u>5.56%</u>
<i>Category 3.1 - Safe Routes to Schools</i>	1,500,000	241,880	1,258,120	16.13%
<i>Category 3.2 - Crossing Guards</i>	2,350,000	-	2,350,000	0.00%
<i>Category 3.3 - Small Safe Pathways Capital Projects</i>	500,000	-	500,000	0.00%
<u>Category 4 - Transit</u>	<u>24,711,801</u>	<u>-</u>	<u>24,711,801</u>	<u>0.00%</u>
<i>Category 4.1 - Local Bus Transit Service</i>	17,600,000	-	17,600,000	0.00%
<i>Category 4.2 - Rural Bus Transit System</i>	884,485	-	884,485	0.00%
<i>Category 4.3 - Special Needs Transit Services</i>	3,200,000	-	3,200,000	0.00%
<i>Category 4.4 - School Transit Service</i>	1,600,000	-	1,600,000	0.00%
<i>Category 4.5 - Bus Transit Facilities</i>	1,427,316	-	1,427,316	0.00%
Subtotal, Measure AA Programs	40,874,598	2,715,257	38,159,341	6.64%
Measure B VRF Programs				
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>1,615,000</u>	<u>-</u>	<u>1,615,000</u>	<u>0.00%</u>
<i>Element 1.1 - Bicycle, Pedestrian, and Safety</i>	1,000,000	-	1,000,000	0.00%
<i>Element 1.2 - Bike/Ped Pathways</i>	615,000	-	615,000	0.00%
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>800,000</u>	<u>-</u>	<u>800,000</u>	<u>0.00%</u>
<i>Element 2.1 - Mobility Management Programs</i>	100,000	-	100,000	0.00%
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	175,000	-	175,000	0.00%
<i>Element 2.3 - Paratransit Plus</i>	325,000	-	325,000	0.00%
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	200,000	-	200,000	0.00%
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>760,000</u>	<u>48,953</u>	<u>711,047</u>	<u>6.44%</u>
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	175,000	-	175,000	0.00%
<i>Element 3.2 - Commute Alternative Programs</i>	285,000	25,333	259,667	8.89%
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	300,000	23,620	276,380	7.87%
Subtotal, Measure B Programs	3,175,000	48,953	3,126,047	1.54%

Attachment 1: FY2025-26 Budget to Actual Comparison as of 9/30/25

Budget Line Items	Annual Budget	Actual 9/30/25	\$ Difference	Actual as % of Budget
Interagency Agreements				
Caltrans - MSN B8 PS&E/ROW Support & Capital	50,000	-	50,000	0.00%
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	500,000	-	500,000	0.00%
Caltrans - MSN B7 Construction Capital & Support	6,000,000	191,923	5,808,077	3.20%
Caltrans - MSN B8 Capital Construction	30,000	-	30,000	0.00%
Caltrans - 101 Interchange Studies	35,000	7,339	27,661	20.97%
Caltrans - SR-37 Segment A1 Design/ROW coop	7,500,000	3,750,000	3,750,000	50.00%
Caltrans - Part Time Transit Lane	180,000	-	180,000	0.00%
Caltrans - Southern Marin Study (Noise Analysis)	80,000	-	80,000	0.00%
Caltrans - Marin City Flood Mitigation	200,000	-	200,000	0.00%
County of Marin - Marin City Flood Mitigation	900,000	-	900,000	0.00%
County of Marin - Bellam Ramp Construction	7,800,000	-	7,800,000	0.00%
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	0.00%
Sausalito - Gate 6 Intersection Modification Project	-	100,000	(100,000)	0.00%
Various Agencies - Bike/Ped Path Maintenance	-	27,622	(27,622)	0.00%
Subtotal, Interagency Agreements	24,375,000	4,076,883	20,298,117	16.73%
TFCA Programs/Projects Expenditures				
TFCA - Reimbursement of Various Capital Projects	378,493	-	378,493	0.00%
Subtotal, TFCA Programs/Projects	378,493	-	378,493	0.00%
Total Expenditures	77,247,184	7,747,130	69,500,054	10.03%
Net Change in Fund Balance	(15,811,141)	3,065,921		
Ending Fund Balance	31,541,602	50,418,664		

* Beginning Fund Balance has been adjusted to exclude the July/Aug 2025 Measure A/AA and Measure B revenues that were accrued in the FY2024-25. The July/Aug 2025 revenues are included in the FY2025-26 revenue numbers .

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflected the actual collection and work during the period.

Attachment 2: Summary of FY2025-26 Budget Amendments as of 9/30/25

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>47,352,743</u>		<u>47,352,743</u>
REVENUES			
Measure A/AA Sales Tax	34,430,000		34,430,000
Measure B Vehicle Registration Fee Revenue	2,250,000		2,250,000
Cities/Towns and County CMA Fee	606,158		606,158
Interest Revenue	2,565,000		2,565,000
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000		1,200,000
MTC Regional Measure 2 Fund	-	12,500	12,500
MTC Regional Measure 3 Fund	8,400,000	12,500,000	20,900,000
State STIP/PPM Fund	245,000		245,000
CA State Earmark	8,600,000		8,600,000
State-SB1 Planning Grant	359,885		359,885
State TDA Fund	30,000		30,000
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	1,164,000		1,164,000
Federal SS4A Grant	216,000		216,000
County of Marin Grant	290,000		290,000
Part Time Transit Lane Grant	680,000		680,000
Marin Transportation For Clean Air Funding	350,000		350,000
Realized Highway 101 ROW Excess Fund	50,000		50,000
Total Revenue Available	<u>61,436,043</u>	<u>12,512,500</u>	<u>73,948,543</u>
EXPENDITURES			
Administration			
Salaries & Benefits	3,076,621		3,076,621
Office Lease	272,472		272,472
Agency IT Related Equipment Upgrade	85,000		85,000
Equipment Purchase/Lease	15,000		15,000
Telephone/Internet/Web Hosting Services	50,000		50,000
Office Supplies & Small Miscellaneous Items	37,000		37,000
Insurance	22,000		22,000
Financial Audit	28,000		28,000
Legal Services	13,000		13,000
Document/Video/Marketing Material Production	37,500		37,500
Memberships	47,500		47,500
Travel/Meetings/Conferences	52,500		52,500
Professional Development	20,000		20,000
Human Resources/Board Support	5,000		5,000
Information Technology Support	40,000		40,000
Annual Support & Upgrade of Financial System	10,000		10,000
Stipends	7,500		7,500
Subtotal, Administration	<u>3,819,093</u>	<u>-</u>	<u>3,819,093</u>

Attachment 2: Summary of FY2025-26 Budget Amendments as of 9/30/25

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Professional Services			
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	150,000		150,000
Travel Model Maintenance & Update	25,000		25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	200,000		200,000
Project Management Oversight	260,000		260,000
101/580 Multi-modal and Local Access Improvements	1,800,000		1,800,000
State Legislative Assistance	50,000		50,000
Federal Legislative Assistance	24,000		24,000
Measure A/AA Sales Tax Compliance Audit	25,000		25,000
Public Outreach Service Support	10,000		10,000
Part Time Transit Lane	500,000		500,000
Countywide Transportation Plan	-	35,000	35,000
Expenditure Plan Update	22,000		22,000
Equity Planning Support and Outreach	25,000		25,000
VMT Toolkit	314,000		314,000
MSN B7 Construction Design Support	100,000		100,000
School Access Safety Action Plan	270,000		270,000
N/S Greenway - Construction Support	-	4,000	4,000
Marin City Noise Analysis PID	500,000		500,000
Expired Expenditure Line Items	-		-
Subtotal, Professional Services	4,275,000	39,000	4,314,000
Measure A Sales Tax Programs/Projects			
Strategy 4 - Safer Access to Schools.	350,000	-	350,000
<i>Substrategy 4.3 - Safe Pathways to School</i>			
<i>Safe Pathway Capital Projects</i>	350,000		350,000
Subtotal, Measure A Programs	350,000	-	350,000

Attachment 2: Summary of FY2025-26 Budget Amendments as of 9/30/25

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Measure AA Sales Tax Programs/Projects			
Major Road Set-Aside	2,000,000		2,000,000
<u>Category 1 - Reduce Congestion</u>	2,020,000	-	2,020,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows</i>			
<i>MSN B7/B8 Design/ROW/Utility Work</i>	70,000		70,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>			
<i>580/101 Direct Connector Project PID & PAED</i>	100,000		100,000
<i>Category 1.3 - Enhance Interchanges</i>	1,710,000		1,710,000
<i>Category 1.4 - Transportation Demand Management</i>	140,000		140,000
<u>Category 2 - Local Transportation Infrastructure</u>	7,792,797	-	7,792,797
<i>Category 2.1 - Local Roads</i>	6,622,797		6,622,797
<i>Category 2.2 - Large Safe Pathways Capital Projects</i>	1,000,000		1,000,000
<i>Category 2.3 - Sea Level Rise</i>	75,000		75,000
<i>Category 2.4 - Innovative Technology</i>	95,000		95,000
<u>Category 3 - Safer Access to Schools</u>	4,350,000	-	4,350,000
<i>Category 3.1 - Safe Routes to Schools</i>	1,500,000		1,500,000
<i>Category 3.2 - Crossing Guards</i>	2,350,000		2,350,000
<i>Category 3.3 - Small Safe Pathways Capital Projects</i>	500,000		500,000
<u>Category 4 - Transit</u>	24,711,801	-	24,711,801
<i>Category 4.1 - Local Bus Transit Service</i>	17,600,000		17,600,000
<i>Category 4.2 - Rural Bus Transit System</i>	884,485		884,485
<i>Category 4.3 - Special Needs Transit Services</i>	3,200,000		3,200,000
<i>Category 4.4 - School Transit Service</i>	1,600,000		1,600,000
<i>Category 4.5 - Bus Transit Facilities</i>	1,427,316		1,427,316
Subtotal, Measure AA Programs	40,874,598	-	40,874,598
Measure B VRF Programs			
<u>Element 1 - Maintain Local Streets & Pathways</u>	1,615,000	-	1,615,000
<i>Element 1.1 - Bicycle, Pedestrian, and Safety</i>	1,000,000		1,000,000
<i>Element 1.2 - Bike/Ped Pathways</i>	615,000		615,000
<u>Element 2 - Seniors & Disabled Mobility</u>	800,000	-	800,000
<i>Element 2.1 - Mobility Management Programs</i>	100,000		100,000
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	175,000		175,000
<i>Element 2.3 - Paratransit Plus</i>	325,000		325,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	200,000		200,000
<u>Element 3 - Reduce Congestion & Pollution</u>	760,000	-	760,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	175,000		175,000
<i>Element 3.2 - Commute Alternative Programs</i>	285,000		285,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	300,000		300,000
Subtotal, Measure B Programs	3,175,000	-	3,175,000

Attachment 2: Summary of FY2025-26 Budget Amendments as of 9/30/25

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Interagency Agreements			
Caltrans - MSN B8 PS&E/ROW Support & Capital	50,000		50,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	500,000		500,000
Caltrans - MSN B7 Construction Capital & Support	6,000,000		6,000,000
Caltrans - MSN B8 Capital Construction	30,000		30,000
Caltrans - 101 Interchange Studies	35,000		35,000
Caltrans - SR-37 Segment A1 Design/ROW coop	7,500,000		7,500,000
Caltrans - SR 37 Construction Capital - Phase 1	-	12,500,000	12,500,000
Caltrans - Part Time Transit Lane	180,000		180,000
Caltrans - Southern Marin Study (Noise Analysis)	80,000		80,000
Caltrans - Marin City Flood Mitigation	200,000		200,000
County of Marin - Marin City Flood Mitigation	900,000		900,000
County of Marin - Bellam Ramp Construction	7,800,000		7,800,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000		1,100,000
Sausalito - Gate 6 Intersection Modification Project	-	100,000	100,000
Various Agencies - Bike/Ped Path Maintenance	-	45,000	45,000
Subtotal, Interagency Agreements	24,375,000	12,645,000	37,020,000
TFCA Programs/Projects Expenditures			
TFCA - Reimbursement of Various Capital Projects	378,493	-	378,493
Subtotal, TFCA Programs/Projects	378,493	-	378,493
Total Expenditures	77,247,184	12,684,000	89,931,184
Net Change in Fund Balance	(15,811,141)	(171,500)	(15,982,641)
Ending Fund Balance	31,541,602		31,370,102

Attachment 3: FY2025-26 Revenue and Expenditure Report as of 9/30/25 – Measure A

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.
FY2025 Accrual Balance	4,807,439	991,116	(29)	17,123	149,326	6,063	18,181	12,991
REVENUE								
FY2026 Revenue	70,927		(23)	(93)	(880)	(71)	(214)	(143)
EXPENSES								
ADMINISTRATION								
Salaries & Benefits								
PROFESSIONAL SERVICES								
Project Management Oversight								
N/S Greenway - Construction Design Support								
MEASURE A PROGRAMS/PROJECTS								
Strategy 1 - Transit								
Strategy 3 - Streets & Roads								
Strategy 4- Safe Routes								
INTERAGENCY AGREEMENT								
Sausalito - Gate 6 Intersection Modification Project	100,000							
Various Agencies - Bike/Ped Path Maintenance	27,622							
Total Expenses	127,622	-	-	-	-	-	-	-
BALANCE	4,750,745	991,116	(52)	17,030	148,446	5,992	17,967	12,848

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 3: FY2025-26 Revenue and Expenditure Report as of 9/30/25 – Measure A

Budget Line	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
FY2025 Accrual Balance	6,165	404,451	7,614	10,477	(292,232)	6,138,685
REVENUE						
FY2026 Revenue	(315)	(315)	(78)	(100)	(83)	68,612
EXPENSES						
ADMINISTRATION						
Salaries & Benefits						-
PROFESSIONAL SERVICES						
Project Management Oversight						-
N/S Greenway - Construction Design Support						-
MEASURE A PROGRAMS/PROJECTS						
Strategy 1 - Transit						-
Strategy 3 - Streets & Roads						-
Strategy 4- Safe Routes						-
INTERAGENCY AGREEMENT						
Sausalito - Gate 6 Intersection Modification Project						100,000
Various Agencies - Bike/Ped Path Maintenance						27,622
Total Expenses	-	-	-	-	-	127,622
BALANCE	5,850	404,136	7,536	10,377	(292,315)	6,079,676

Attachment 4: FY2025-26 Revenue and Expenditure Report as of 9/30/25 – Measure AA

Budget Line	Interest	Major Road Set Aside	5% Reserve	1% Adm	4% PM	Category DM	Cat 1.1 MSN	Cat 1.2 101/580	Cat 1.3 Intrchngs	Cat 1.4 TDM	Cat 2.1 Local Roads	Cat 2.2 Large SP Projects
FY2025 Accrual Balance	3,604,219	(7,221,739)	6,904,677	871,414	672,282	-	(1,952,931)	(287,974)	430,993	580,781	6,738,030	2,202,752
REVENUE												
FY2026 Revenue	386,303	195,833	-	27,574	110,298	56,250	32,784	43,713	65,569	10,928	524,571	71,532
EXPENSES												
ADMINISTRATION												
Salaries & Benefits		9,578		61,910	175,715	101,741			73			
Office Lease					83,074							
Agency IT Related Equipment Upgrade												
Equipment Purchase/Lease					1,118							
Telephone/Internet/Web Hosting Services					5,713							
Office Supplies & Small Miscellaneous Items					9,642							
Insurance					18,202							
Financial Audit												
Legal Services												
Document/Video/Marketing Material Production												
Memberships					11,509							
Travel/Meetings/Conferences					3,756							
Professional Development					4,285							
Human Resources/Board Support					608							
Information Technology Support					11,759							
Annual Support & Upgrade of Financial System												
PROFESSIONAL SERVICES												
Bellam Blvd 101 Off Ramp Improvements - Design & ROW		23,546										
Measure A/AA Sales Tax Compliance Audit												
Mill Valley Study												
Project Management Oversight					126							
Public Outreach Service Support												
Expenditure Plan Update					2,500							
MEASURE AA SALES TAX PROGRAMS/PROJECTS												
Major Road Set-Aside												
Category 1 - Reduce Congestion							1,268			13,357		
Category 2 - Local Transportation Infrastructure											2,458,481	
Category 3 - Safer Access to Schools												
Category 4 - Transit												
INTERAGENCY AGREEMENTS												
Marin Transit - Bus Facility Lease or Purchase Contribution												
Caltrans - 101 Interchange Studies									7,339			
County of Marin - Bellam Ramp Construction												
County of Marin - Southern Marin Study												
Total Expenses	-	33,124	-	61,910	328,007	101,741	1,268	-	7,412	13,357	2,458,481	-
BALANCE	3,990,522	(7,059,030)	6,904,677	837,078	454,573	(45,491)	(1,921,415)	(244,261)	489,149	578,352	4,804,120	2,274,284

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 4: FY2025-26 Revenue and Expenditure Report as of 9/30/25 – Measure AA

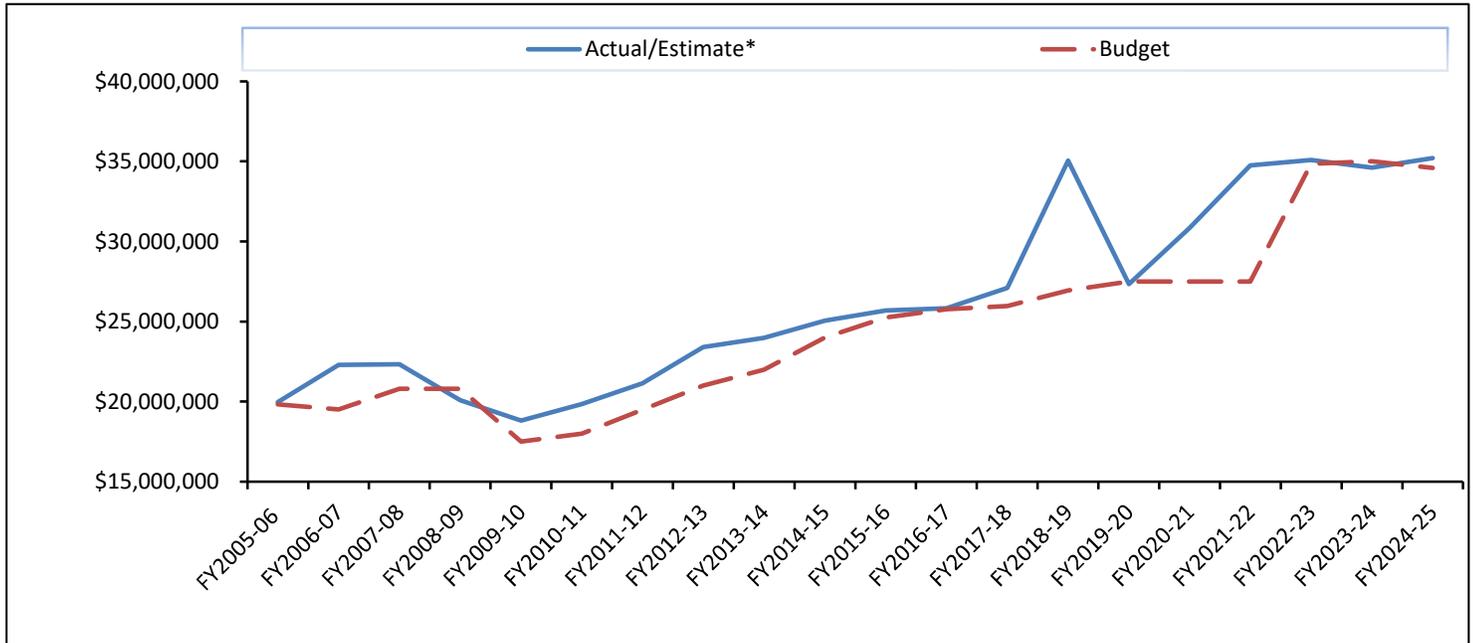
Budget Line	Cat 2.3 Sea Level Rise	Cat 2.4 Innovative Tech	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
FY2025 Accrual Balance	1,166,486	674,816	1,333,726	1,746,700	1,072,929	9,347,611	78,993	1,782,012	1,649,488	193,741	530,242	32,119,248
REVENUE												
FY2026 Revenue	23,844	11,922	78,490	156,980	22,426	794,829	72,257	228,814	120,429	96,343	12,043	3,143,732
EXPENSES												
ADMINISTRATION												
Salaries & Benefits												349,017
Office Lease												83,074
Agency IT Related Equipment Upgrade												-
Equipment Purchase/Lease												1,118
Telephone/Internet/Web Hosting Services												5,713
Office Supplies & Small Miscellaneous Items												9,642
Insurance												18,202
Financial Audit												-
Legal Services												-
Document/Video/Marketing Material Production												-
Memberships												11,509
Travel/Meetings/Conferences												3,756
Professional Development												4,285
Human Resources/Board Support												608
Information Technology Support												11,759
Annual Support & Upgrade of Financial System												-
PROFESSIONAL SERVICES												
Bellam Blvd 101 Off Ramp Improvements - Design & ROW												23,546
Measure A/AA Sales Tax Compliance Audit												-
Mill Valley Study												-
Project Management Oversight												126
Public Outreach Service Support												-
Expenditure Plan Update												2,500
MEASURE AA SALES TAX PROGRAMS/PROJECTS												
Major Road Set-Aside												-
Category 1 - Reduce Congestion												14,625
Category 2 - Local Transportation Infrastructure	270											2,458,751
Category 3 - Safer Access to Schools			241,880									241,880
Category 4 - Transit												-
INTERAGENCY AGREEMENTS												
Marin Transit - Bus Facility Lease or Purchase Contribution												-
Caltrans - 101 Interchange Studies												7,339
County of Marin - Bellam Ramp Construction												-
County of Marin - Southern Marin Study												-
Total Expenses	270	-	241,880	-	-	-	-	-	-	-	-	3,247,452
BALANCE	1,190,059	686,738	1,170,336	1,903,680	1,095,355	10,142,440	151,250	2,010,826	1,769,917	290,084	542,285	32,015,528

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 5.1: FY2025 and FY2026 Monthly Measure A/AA Sales Tax Revenue Comparison
 (Cash Receipts from July to June)

		FY2025	FY2026	\$ Difference	% Difference
Actuals	July	2,883,434	3,019,978	136,544	4.74%
	August	3,234,180	3,243,041	8,861	0.27%
	September	2,654,493	2,755,114	100,621	3.79%
	July - Sept 2025	8,772,107	9,018,132	246,025	2.80%
Actual / Budget	October	2,497,102		(2,497,102)	-100.00%
	November	3,486,645		(3,486,645)	-100.00%
	December	2,802,782		(2,802,782)	-100.00%
	January	2,497,259		(2,497,259)	-100.00%
	February	4,019,395		(4,019,395)	-100.00%
	March	2,534,226		(2,534,226)	-100.00%
	April	2,186,317		(2,186,317)	-100.00%
	May	3,582,419		(3,582,419)	-100.00%
	June	2,674,866		(2,674,866)	-100.00%
	Annual Revenue	35,053,118			
	FY2026 Annual Budget		34,430,000		

Attachment 5.2 Measure A/AA Sales Tax Actual Vs. Budget Comparison



Attachment 6: FY2025 and FY2026 Monthly Measure B VRF Revenue Comparison

(Cash Receipts from July to June)

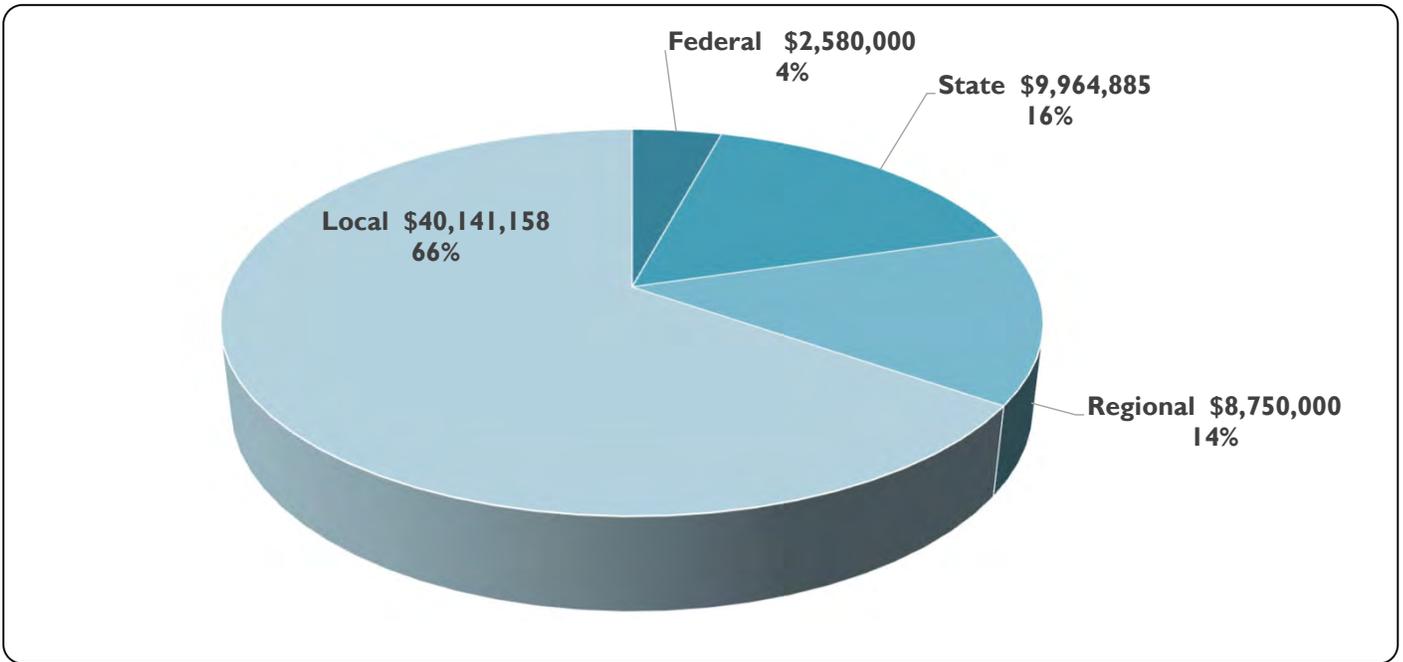
		FY2025	FY2026	\$ Difference	% Difference
Actual	July	205,236	202,309	(2,927)	-1.43%
	August	179,147	197,146	17,999	10.05%
	September	201,606		(201,606)	-100.00%
	July - Sept 2025	<u>585,990</u>	<u>399,455</u>	<u>-</u>	<u>-31.83%</u>
Actual / Budget	October	210,859		(210,859)	-100.00%
	November	192,731		(192,731)	-100.00%
	December	194,229		(194,229)	-100.00%
	January	173,832		(173,832)	-100.00%
	February	195,332		(195,332)	-100.00%
	March	210,363		(210,363)	-100.00%
	April	169,726		(169,726)	-100.00%
	May	194,747		(194,747)	-100.00%
	June	198,892		(198,892)	-100.00%
	Annual Revenue	<u>2,326,701</u>			
	FY2026 Annual Budget	<u>2,250,000</u>			

Attachment 7: CalTRUST Investment Monthly Interest Income by Fund
July - Sept 2025

	Short Term	Medium Term	Liquidity*	Total
Initial Principal Investment	\$ 1,808,530	\$ 44,297,339	\$ -	\$ 46,105,869
Prior Reinvested Interest Revenue	\$ 243,160	\$ 8,095,605	\$ 4,545,152	\$ 12,883,917
Prior Reinvestment of Interest to Liquidity Fund	\$ (167,858)	\$ (5,871,495)	\$ 6,039,353	\$ -
Prior Realized Gain/(Loss)	\$ 5,599	\$ 77,449	\$ -	\$ 83,048
Prior Purchase	\$ -	\$ -	\$ 140,100,000	\$ 140,100,000
Prior Redemption	\$ (938,351)	\$ (4,000,000)	\$ (122,811,728)	\$ (127,750,079)
FY2025-26 Monthly Interest Income				
<i>July-25</i>	\$ 3,401	\$ 141,868	\$ 150,910	\$ 296,179
<i>August-25</i>	\$ 3,185	\$ 131,475	\$ 112,622	\$ 247,282
<i>September-25</i>	\$ 3,496	\$ 146,216	\$ 90,390	\$ 240,103
Total Thru 1st Quarter	\$ 10,083	\$ 419,559	\$ 353,922	\$ 783,564
Reinvestment of Interest to Liquidity Fund	\$ (10,083)	\$ (419,559)	\$ 429,642	\$ -
Net Investment Purchase/Redemption - 9/30/25 YTD	\$ -	\$ -	\$ (7,000,000)	\$ (7,000,000)
Unrealized Gain/(Loss) - 9/30/25 Cumulative	\$ 5,709	\$ (598,432)	\$ -	\$ (592,723)
				\$ -
Market Value - 9/30/25	\$ 956,789	\$ 42,000,466	\$ 21,656,342	\$ 64,613,597

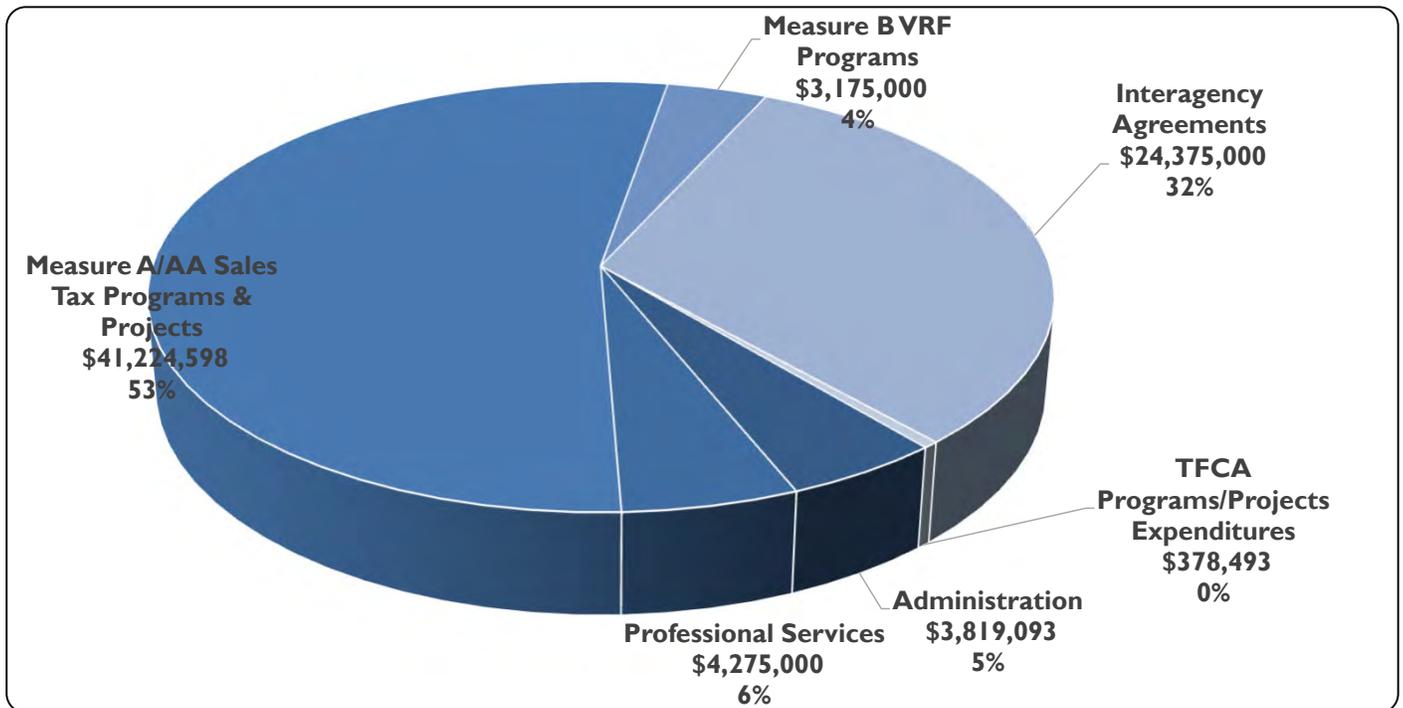
Note: Starting December 1, 2018, interests earned in the short-term and medium-term funds are reinvested in the liquidity fund for potential immediate agency cash needs with no principal risk.

Attachment 8.1: FY2025-26 Budget Revenue Overview by Funding Source



Attachment 8.2: FY2025-26 Budget Expenditure Overview by Category

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Attachment 9: Transportation Acronyms

Acronym	Full Term
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BPAC	Bicycle / Pedestrian Advisory Committee
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMFC	Central Marin Ferry Connection
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EIR	Environmental Impact Report
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
IIJA	Infrastructure Investment and Jobs Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LATIP	Local Area Transportation Improvement Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

Attachment 9: Transportation Acronyms

Acronym	Full Term
MTS	Metropolitan Transportation System
Neg Dec	Negative Declaration
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PAED	Project Approval and Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimate
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RM3	Regional Measure 3 (Bridge Toll-2018)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State-Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TMP	Traffic Management Plan
TMS	Transportation Management System
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee



DATE: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Measure AA (Transportation Sales Tax) Funds to Golden Gate Bridge, Highway and Transportation District for Ferry Shuttle Service (Action), Agenda Item No. 5d

RECOMMENDATION

The TAM Board allocates \$150,883 in Measure AA funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) for the FY2025-26 operational period of the SMART Connect Shuttle.

BACKGROUND

Prior to the downturn in ridership caused by the 2020 Shelter in Place Order and the pandemic, GGBHTD had experienced insufficient capacity at its Larkspur Ferry Terminal parking lot nearly every weekday morning since 2012. In 2013, GGBHTD approved the implementation of a ferry feeder bus service to address the steadily growing demand for Larkspur Ferry Service and parking, followed by charging for parking at the ferry terminal and upgraded ferry service as part of its overall implementation strategy.

From 2013 to 2019, TAM allocated approximately \$85,000 annually in Measure A Interest Funds to Marin Transit as pass through funds to GGBHTD to operate ferry feeder bus service to the Larkspur Ferry Terminal from the Ross Valley/Sir Francis Drake Corridor. Marin Transit was used as a pass-through agency because GGBHTD was not named as a recipient of Measure A funds.

With the passage of Measure AA in November 2018, the Measure AA Expenditure Plan specifically named GGBHTD as a direct recipient of Measure AA funds under Category 4.6 to expand access to ferries and regional transit. Measure AA set aside 0.5% of the total revenue annually for Category 4.6. The anticipated FY2025-26 revenue collection for Category 4.6 is \$150,883.

DISCUSSION

TAM received the attached Allocation Request Form (Attachment A) from GGBHTD requesting an allocation of Measure AA funds in the amount of \$150,883 for the SMART Connect Larkspur Shuttle for FY2025-26 to help serve the Golden Gate Ferry Larkspur Terminal. The SMART Connect Larkspur Shuttle is operating in its second year of service.

The SMART Connect Larkspur Shuttle serves the SMART Larkspur station, the Golden Gate Ferry Larkspur Terminal, and the surrounding Larkspur Landing area. On weekends, the shuttle also serves The Village and Town Center shopping malls in Corte Madera.

The shuttle meets every southbound train at the SMART Larkspur train station within 5 minutes, providing an alternative to the Central Marin Ferry Bicycle/Pedestrian Bridge, linking the SMART Larkspur Station with the Golden Gate Larkspur Ferry Terminal.

The shuttle follows the same holiday schedule as the SMART train. The shuttle operates:

- Thursday – Friday: 7:00 AM – 12:30 PM and 1:30 PM – 6:00 PM
- Saturday – Sunday: 8:30 AM – 11:30 AM and 12:30 PM – 7:30 PM



Measure AA funds programmed for annual operations of transit service, such as Category 4.6, are considered programmatic as opposed to project specific funding. Programmatic funding is approved annually, and all expenditures incurred on or after July 1 of the year are eligible for reimbursement.

FISCAL IMPACTS

Upon approval by the TAM Board, TAM's FY2025-26 Annual Budget would be amended to include \$150,883 from Measure AA Category 4.6 for GGBHTD.

NEXT STEPS

Upon approval by the TAM Board, a funding agreement will be issued to GGBHTD for \$150,883 in Measure AA Funds for FY2025-26 operation of SMART Connect Larkspur Shuttle.

ATTACHMENT

Attachment A – GGBHTD's Allocation Request Form

Attachment A
Measure AA – Transportation Sales Tax
Allocation Request Form

Fiscal Year of Allocation: 2025/26

Expenditure Plan: Category 4.6 – Expand Access to Ferries and Regional Transit

Project Name: SMART Connect – Larkspur Ferry and SMART Station Area

Implementing Agency: Golden Gate Bridge, Highway & Transportation District (GGBHTD)

Scope of Work: The SMART Connect Larkspur shuttle serves the SMART Larkspur station, the Golden Gate Ferry Larkspur Terminal, and the surrounding Larkspur Landing area. On weekends, the shuttle also serves The Village and Town shopping malls in Corte Madera.

The shuttle operates seven days per week:

Monday – Friday: 7:00am – 12:45pm and 2:00pm – 6:15pm
Saturday – Sunday: 8:30am – 11:30am and 12:30pm – 7:30pm

The shuttle follows the same holiday schedule as the SMART train. The shuttle meets every southbound train at the SMART Larkspur train station within 5 minutes, providing an alternative to the Central Marin Ferry Bicycle/ Pedestrian Bridge, linking the SMART Larkspur Station with the Golden Gate Larkspur Ferry Terminal.



Cost of Scope: Approximately \$369,560 annually

Strategic Plan Programming Amount: \$150,883

Requested Funding: \$150,883 (FY 2025-26)

Other Funding: SMART's Measure Q sales tax and state funding

Cash Flow Availability: 100% in FY 2025/26

Project Deliver Schedule (Include start & completion milestones): The program began on June 6, 2024, and currently has no end date.



DATE: October 23, 2025
TO: Transportation Authority of Marin Board of Commissioners
FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Director of Project Delivery
SUBJECT: Actions Associated with RM3 Funding for State Route 37 (Action), Agenda Item No. 5e

RECOMMENDATION

The TAM Board approves the following actions:

1. Authorize the TAM Board Chairperson to execute Amendment 2 of the Resilient State Route 37 (SR 37) Program Memorandum of Understanding (MOU) to modify the funding table and make other minor changes.
2. Authorize the Executive Director to enter into a Cooperative Agreement to transfer \$25 million in Regional Measure 3 (RM3) funding to Caltrans for construction capital for Phase I of the SR 37 Flood Reduction Project.
3. Authorize amendments to the approved FY2025-26 TAM Budget to account for the Caltrans invoices and RM3 reimbursements.

The Administration, Projects and Planning (AP&P) Executive Committee met on October 13, 2025 and voted to refer these three actions to the TAM Board for approval.

BACKGROUND

State Route 37 is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR 37 has been the subject of numerous planning studies conducted by a number of transportation agencies and organizations, including the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans). Staff and elected officials from these various agencies have been in discussion over the past several years about how to advance improvements in the corridor.

The corridor is divided into eight segments. Segments 1, 2, and 3 are in Marin County. Each segment has unique challenges and varies in how those challenges can be met in regard to mobility, sea level rise and flooding.

A Policy Committee that includes representatives from Marin, Sonoma, Solano, and Napa Counties, as well as elected officials and State, Regional, and Tribal representatives, was formed in 2015 to provide direction. A Memorandum of Understanding was created to define the structure of the Policy Committee and the supporting Executive Steering Committee (ESC) and Policy Leadership Team (PLT). The primary focus of the committees has been to develop and deliver the Resilient State Route 37 Program.

The MOU also defines the expenditure plan for the \$100 million in RM3 funds available to the corridor. The RM3 funds are divided among various eligible subprojects. The MOU has been in place since October 2015, with one prior amendment.

DISCUSSION/ANALYSIS

The Policy Committee recently prioritized the eight segments, and Segment 2 over Novato Creek was determined to be the top priority, mostly due to flooding potential. The Novato Creek Bridge Project (officially known as the Flood Reduction Project Phase 1) will construct a new structure at the ultimate elevation to clear the potential 100-year flood event and is expected to begin construction in 2027. The project is in design. The bridge will return to the current roadway profile until sufficient funds are obtained to construct the full elevated causeway in Segments 1 and 3. At that time, the Bridge will be widened to the ultimate width.

A funding package for the construction phase of the Novato Creek Bridge was recently completed by Caltrans by putting additional State Highway Operation and Protection Plan (SHOPP) funds towards the project, and work by staff to negotiate with other stakeholders a greater share of RM3 funding being allocated to Marin to complete the multi-modal aspects of the Project.

The total cost of the Flood Reduction Project Phase 1 is \$270 million. This will be funded by \$155 million from the Infrastructure Investment and Jobs Act (IIJA), \$75 million from the SHOPP, and \$15 million that TAM received from Senator McGuire's office by way of AB 179. The final \$25 million will be provided from the RM3 funding.

The RM3 funding requires Board action to agree to the new funding distribution in the MOU (refer to Attachment A) and to enter into an agreement with Caltrans to fund the construction capital. Previously, some of the RM3 funds were being held for Marin and Sonoma projects that would be defined later. Over the last several years, the Novato Creek Bridge project has been developed, along with other aspects of the corridor program, and the MOU signatories are now in a position to confirm the funding distribution to these more specific projects. The other parties to the MOU are also taking these changes to their respective Boards for consideration this fall.

Notably, for the Novato Creek Bridge project, with Caltrans as the project sponsor of the primarily SHOPP-funded project, TAM will not be responsible for cost overruns during construction. The money will be invoiced in a series of \$2 million invoices from Caltrans and then reimbursed by MTC as the manager of the RM3 Program.

RELATIONSHIP TO CTP

State Route 37 improvements address the Regional Connectivity and Adaptation to Climate Change strategies defined in the CTP.

FISCAL CONSIDERATION

This action will be neutral for TAM budgeting as the amounts paid to Caltrans will be immediately presented to MTC for payment from the RM3 Program. The funds will be transferred over 13 months. Amendments will be necessary to the FY2025-26 TAM Budget to allow for the fund transfers.

NEXT STEPS

Staff will continue to work with the SR 37 partners and actively participate in the projects and studies.

ATTACHMENTS

Attachment A – Memorandum of Understanding (MOU) with Changes

SECOND AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING

for

THE RESILIENT STATE ROUTE 37 PROGRAM

between

METROPOLITAN TRANSPORTATION COMMISSION
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
CALIFORNIA DEPARTMENT OF TRANSPORTATION
SOLANO TRANSPORTATION AUTHORITY
SONOMA COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION AUTHORITY OF MARIN
NAPA VALLEY TRANSPORTATION AUTHORITY
SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Metropolitan Transportation Commission ("MTC"), the Bay Area Infrastructure Financing Authority ("BAIFA"), the California Department of Transportation District 4 ("Caltrans"), the Solano Transportation Authority ("STA"), the Sonoma County Transportation Authority ("SCTA"), Transportation Authority of Marin ("TAM") and Napa Valley Transportation Authority ("NVTA") and Sonoma-Marín Area Rail Transit District ("SMART") referred to herein collectively as the "Parties" or individually as a "Party"), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program ("Program").

RECITALS

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for habitat restoration, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of several low-lying areas throughout the corridor.
2. The Resilient SR37 Baylands Restoration and Transportation Expanded Partnership was adopted in February 2024 by the SR37 Policy Committee. (See attachment A)
3. The SR 37 Policy Committee is composed of Board Members representing MTC/BAIFA, STA, SCTA, TAM, and NVTA, plus ex officio seats held by Congressional and State legislative officials and Tribal government chairs. Their responsibilities include:
 - a. Provide policy direction on how best to improve the SR37 corridor.
 - b. Receive regular reporting on transportation, equity, public access, and resource restoration projects.
 - c. Provide a venue for active public engagement.
 - d. Advocate for the project and support funding opportunities.

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- e. Meet a minimum of three times annually and select a Chair and Vice Chair every two years.
4. Under the Expanded Partnership the SR 37 Policy Committee, Leadership Committee, Executive Steering Committee ("ESC"), the Project Leadership Team ("PLT"), Interagency Regulatory Coordination group, project and program teams, and the Program Coordination Team have varying roles and responsibilities in the development and delivery of the Program.
 5. The Executive Directors of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA serve on the ESC to provide strategic direction to the Policy Committee and PLT. Responsibilities include:
 - a. Project level decision making.
 - b. Guide the identification, development, funding plan, and implementation of transportation and related projects through regular coordination.
 - c. Meet regularly and select a Chair every other year to lead the ESC meetings and perform duties related to organizing the meetings and representing the ESC on the Leadership Committee.
 - d. Approve the scope, schedule, budget, and funding plans for individual projects.
 - e. Oversee overall project progress and support reporting of status, risk assessment, costs, and schedule.
 6. The staffs of MTC/BAIFA, Caltrans, SMART, STA, SCTA, TAM, and NVTA participate in the PLT to assist the ESC in performance of its duties and coordinate at a management level on funding, cost estimates, risk assessment, scope, schedule, budget, project delivery and reporting.
 7. State and regional partners signed a Partnership Agreement in January 2023 supporting the near- and long-term SR37 projects. This agreement includes Partner commitments to:
 - a. Improve travel time reliability and prioritize high occupancy vehicles,
 - b. Introduce bus transit along SR 37,
 - c. Reduce inequities in transportation due to severe travel delays to and from more affordable housing in Solano and Napa counties to and from job opportunities across the four counties,
 - d. Become resilient by reducing existing and future vulnerability to flooding due to storm events and sea level rise,
 - e. Increase public non-motorized and bicycle access along the corridor,
 - f. Preserve a critical regional transportation corridor while integrating ecological resiliency which facilitates adaptation to sea level rise,
 - g. Conserve California's biodiversity and ecosystems,
 - h. Provide important ecosystem services such as improved water quality and flood risk reduction,
 - i. Enhance wildlife and ecological connectivity,
 - j. Reduce historic inequities by ensuring and increasing public recreational access for all,

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- k. Preserve historical and cultural resources, and
 - l. Build climate resiliency.
8. The SR37 Planning and Environmental Linkages (PEL) Study was approved in December 2022 and identified a preferred alternative alignment for the long term SR37 alignment.
 9. The SR 37 Transportation and Sea Level Rise Corridor Improvement Plan the section from Sears Point to the Mare Island Bridge bottleneck as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Sears Point to Mare Island is the priority segment. Subsequently, a Project Initiation Document (PID) and CEQA/NEPA documents for this project were completed and approved by Caltrans as the lead agency.
 - ~~10. On November 8, 2018, the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the MTC for funding consideration under Regional Measure 3, as follows:

 - ~~a. \$15 million to STA for Segment C Fairgrounds Interchange,~~
 - ~~b. \$20 million to SCTA for Interim Segment B Environmental and Design Phases,~~
 - ~~c. \$4 million to SCTA for Environmental Phase for SR 37/121 improvements,~~
 - ~~d. \$3 million to TAM for Segment A levee study, and~~
 - ~~e. \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.~~~~
 11. Under the Second Amendment to this MOU in 2025 an amended Regional Measure 3 funding plan will be submitted to MTC, as follows:
 - a. \$15 million to STA for Fairgrounds Interchange;
 - b. \$50 million to SCTA/MTC for near-term improvements from Sears Point to Mare Island;
 - c. \$10 million to SCTA for Environmental Phase for long-term SR 37/121 improvements;
 - d. \$25 million to TAM for Flood Reduction Project construction
 12. The Parties wish to organize the delivery of the SR 37 Program wherein:
 - a. MTC, Caltrans, SMART, SCTA and TAM are assigned to and have purview over US 101 to SR121;
 - b. MTC, BAIFA, Caltrans, SCTA, SMART, STA and NVTA are assigned to and have purview over Sears Point to Mare Island Bridge; and
 - c. MTC, Caltrans, SMART and STA are assigned to and have purview over Mare Island Bridge to I-80.

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

13. The Parties commit to continue to make progress on the delivery of the priority Sears Point to Mare Island near-term and long-term projects, while also

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performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.

14. The Parties acknowledge the likely need for funding above and beyond tolling and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.
15. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Construction Management / General Contractor or Design Build contracts), early habitat restoration, and funding and partnerships.
16. SMART is the owner of the railroad corridor that is adjacent to portions of SR 37. The addition of SMART to the Resilient State Route 37 Program is a commitment to the multi-modal nature of the Program beyond bus transit and carpooling.
17. BAIFA has secured tolling authority between Sears Point and Mare Island from the California Transportation Commission in May 2023.

TERMS

I. Term

The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.

II. SR 37 Program Delivery Organizational Structure

A. Executive Steering Committee (ESC)

1. Role

The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.

2. Members

- a. Executive Director, MTC/BAIFA (or designee)
- b. District 4 Director, Caltrans (or designee)
- c. Executive Director, STA (or designee)
- d. Executive Director, SCTA (or designee)
- e. Executive Director, TAM (or designee)
- f. Executive Director, NVTA (or designee)
- g. General Manager, SMART (or designee)

3. Assignment

- a. US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- b. Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA,

STA, NVTA

- c. Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

4. Responsibilities

- a. Approve implementation and funding plan(s), which may include one or more projects.
- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the MTC, BAIFA or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the MTC on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will act. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between MTC, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
 - a. MTC will select, with the ESC, and employ the Corridor Director.
 - b. MTC reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in consultation with the ESC.
 - c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.
2. The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to:
 - a. Develop an implementation plan(s) and funding plan(s), including delivery methods
 - b. Develop the scope, schedule, budget and funding plan for individual projects.
 - c. Report regularly to the ESC on project status, risks assessments, change, costs

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and schedule.

- d. Develop project staffing plans.
- e. Prepare agendas for ESC meetings.
- f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
- g. Deliver progress reports to ESC and Policy Committee.
- h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

C. Project Leadership Team

1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

2. Members

- a. Section Director, Capital Delivery, Asset Management and Roadside Tolling, MTC (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Director of Projects, STA (or designee)
- d. Deputy Executive Director, SCTA (or designee)
- e. Director of Project Delivery, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)
- g. Chief Engineer, SMART (or designee)

3. Assignment

- a. US 101 to SR121: MTC, Caltrans, SMART, SCTA, TAM
- b. Sears Point to Mare Island Bridge: MTC, BAIFA, Caltrans, SMART, SCTA, STA, NVTA
- c. Mare Island Bridge to I-80: MTC, Caltrans, SMART, STA

4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their duties for their assigned segments by

- a. Developing an implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget, and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.

- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

III. General

A. Integration Clause

This MOU constitutes the complete and entire understanding among the Committee Members.

B. Amendments

This MOU may be amended in writing from time to time upon agreement of the Committee Members.

C. Counter Parts

This MOU may be executed in counterparts, each one of which will be an original or the equivalent thereof.

D. Miscellaneous

This MOU is intended solely as a guide to the obligations, intentions, and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding MOU amongst the Agencies.

IN WITNESS WHEREOF, the Parties hereto have agreed to this MOU on the date opposite their respective names.

David Ambuehl
Acting District 4 Director
Caltrans

Sue Noack
Chair, Metropolitan Transportation Commission

Mitch Mashburn
Chair, Solano Transportation Authority

Lynda Hopkins
Chair, Sonoma County Transportation Authority

MTC/Caltrans/STA/SCTA/TAM/NVTA/SMART
Memorandum of Understanding
Resilient SR 37 Program
Amendment No. 2

Eric Lucan
Chair, Transportation Authority of Marin

Mark Joseph
Chair, Napa Valley Transportation Authority

Chris Coursey
Chair, Sonoma Marin Area Rail Transit



DATE: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program (Action), Agenda Item No. 5f

RECOMMENDATION

The TAM Board authorizes the Executive Director to execute a software subscription agreement extension with Ride Amigos for one additional year, at the amount not to exceed \$36,888.

BACKGROUND

As part of the commitment to promote a variety of high-quality transportation options and alternatives to single occupant vehicle trips, TAM manages its ongoing Marin Commutes Program feature through MarinCommutes.org. The Marin Commutes Program is a comprehensive public engagement effort emphasizing the benefits of alternative transportation options and building awareness of the incentives and tools available to Marin commuters, including an integrated Transportation Demand Management (TDM) software platform provided by the company Ride Amigos.

Through TAM's Ride Amigos software subscription, employers can offer additional trip promotions and incentives, with the County of Marin and City of San Rafael administering incentives for employees that track green trips on the software platform. TAM is using the Ride Amigos software for a year-round rewards program, which helps increase trips recorded through the program. The use of the software has become a key element of TAM's Marin Commutes Program to support local employers and employee transportation.

Several agencies and employers in the Bay Area are also implementing online TDM platforms through Ride Amigos to offer commute related incentives using the real-time rideshare apps and trip planning tools. Ride Amigos is currently being utilized by the Napa Valley Transportation Authority (NVTA), Sonoma County Transportation and Climate Authorities (SCTCA), and Solano Transportation Authority (STA), along with TAM. Coordination among agencies in the North Bay has been critical to promoting trips along shared corridors using the software, such as along US 101 and State Route 37.

DISCUSSION

Ride Amigos Software has also been an effective tool for the following services: trip planning, incentive management, commute challenges, trip tracking, gamification, and data collection to support the distribution of incentives to encourage adoption and ongoing use of non-single occupant vehicle commuting modes. Ride Amigos consistently provides innovations to improve the platform and the user experience.

TAM staff is also exploring additional software services and apps provided by Ride Amigos, and other companies, and may coordinate with other agencies in the North Bay, such as SCTCA, to identify over the next year if there are new TDM software products that may be worth procuring on a coordinated basis.

The proposed action now is to renew the software agreement from its current expiration date of December 9, 2025, to December 8, 2026, to gain another year of experience with the Ride Amigos Software platform, grow the benefits of the Marin Commutes Program, and coordinate with regional programs using the software to expand green trips. TAM entered into an initial introductory subscription in 2018 and has so far provided \$214,408 toward annual subscriptions. Currently, Ride Amigos is charging \$36,888 annually.

Fiscal Impacts

The budget needed for the current year extension is included in the adopted TAM FY2025-2026 Annual Budget. Revenues from the Measure B, Element 3.2 Commute Alternative Programs and Measure AA Category 1.4 for Commute Alternatives and Trip Reduction, are both available to fund Marin Commutes and its included features.

NEXT STEPS

Upon Board approval, staff will work with Ride Amigos to execute the agreement extension and continue implementation of its software through the MarinCommutes.org site.

ATTACHMENTS

None.



DATE: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

Approve the Funding, Programs & Legislation (FP&L) Executive Committee recommendation of programming 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.

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.

TAM Funding, Programs & Legislation Executive Committee Recommendation

The TAM Funding, Programs & Legislation Executive Committee met on October 13, 2025 and unanimously recommended that the TAM Board approve the staff recommendation.

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 presentation of this item to the TAM Board, TAM staff would 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.

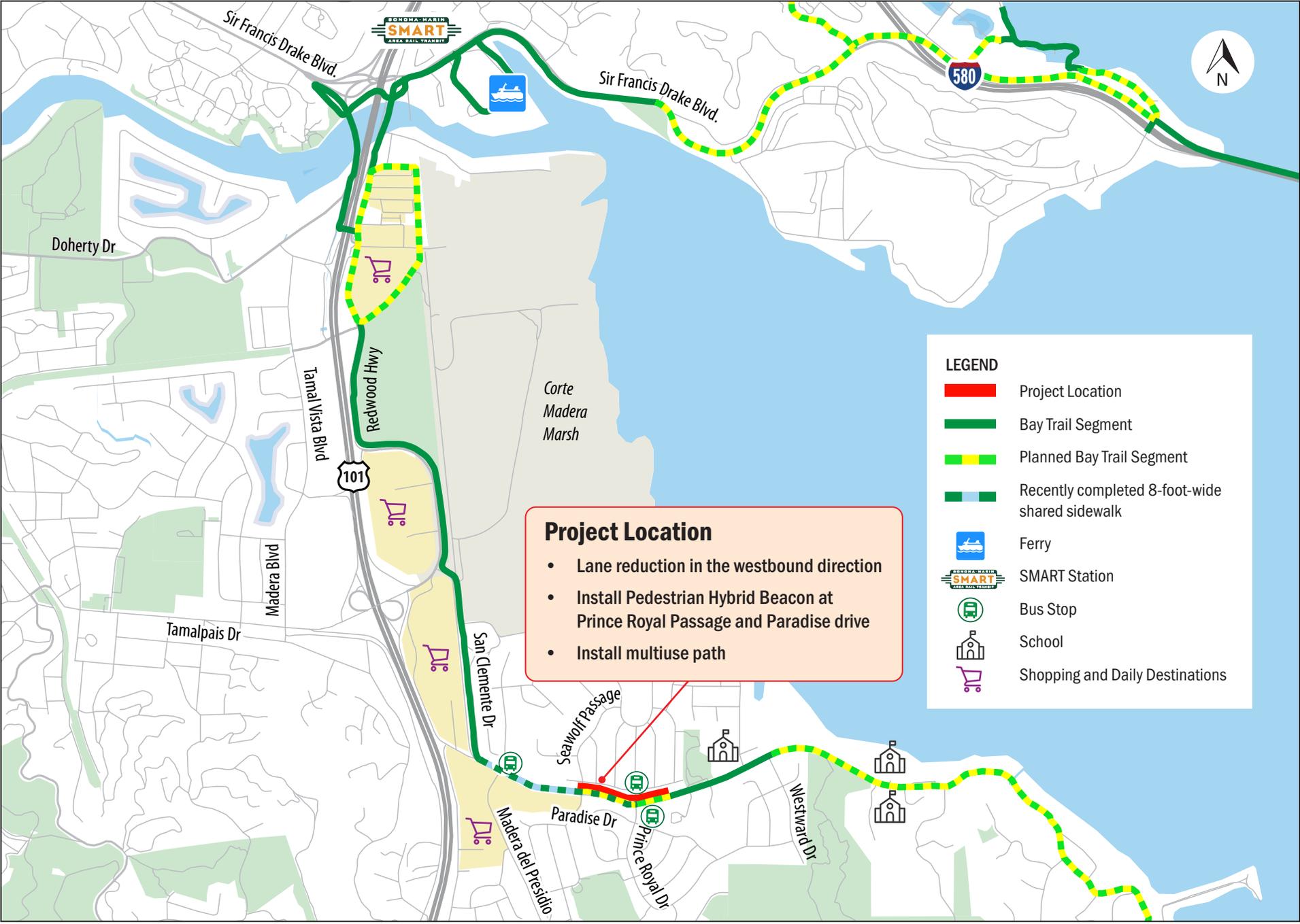
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Attachment D

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 Location

- Lane reduction in the westbound direction
- Install Pedestrian Hybrid Beacon at Prince Royal Passage and Paradise drive
- Install multiuse path

LEGEND

- █ Project Location
- █ Bay Trail Segment
- █ Planned Bay Trail Segment
- █ Recently completed 8-foot-wide shared sidewalk
-  Ferry
-  SMART Station
-  Bus Stop
-  School
-  Shopping and Daily Destinations

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

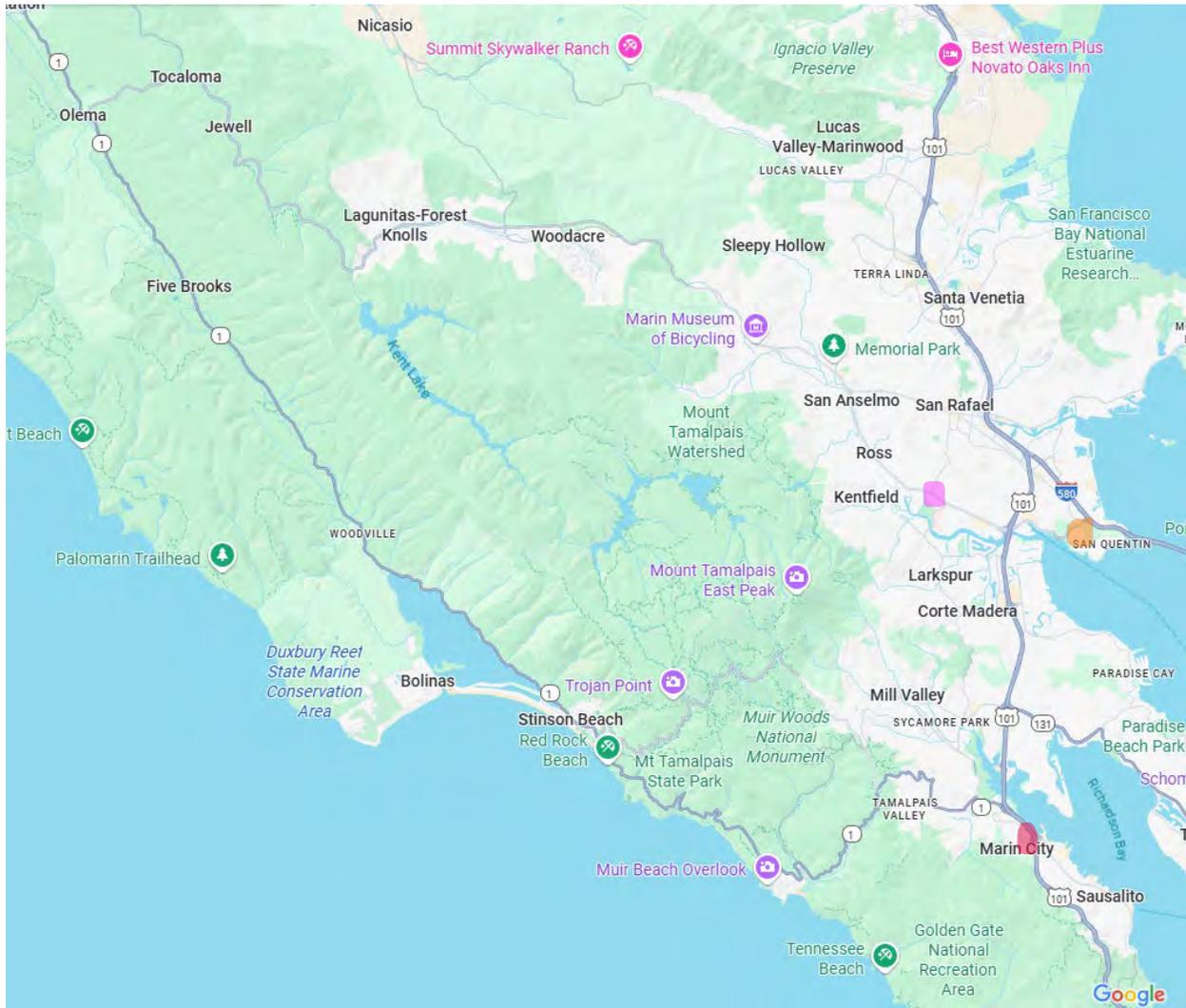


Segment Location Map



6. Project Location

Program of Projects Locations:



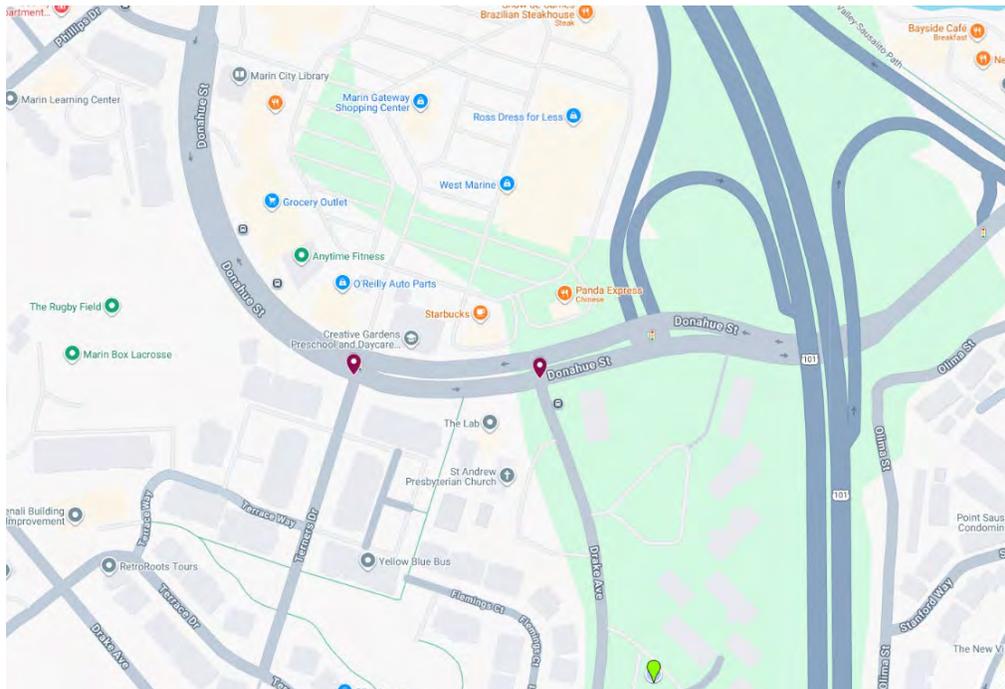
 Manor Rd Safety Improvements

 East Sir Francis Drake Blvd Safety Improvements

 Donahue Street Safety Improvements

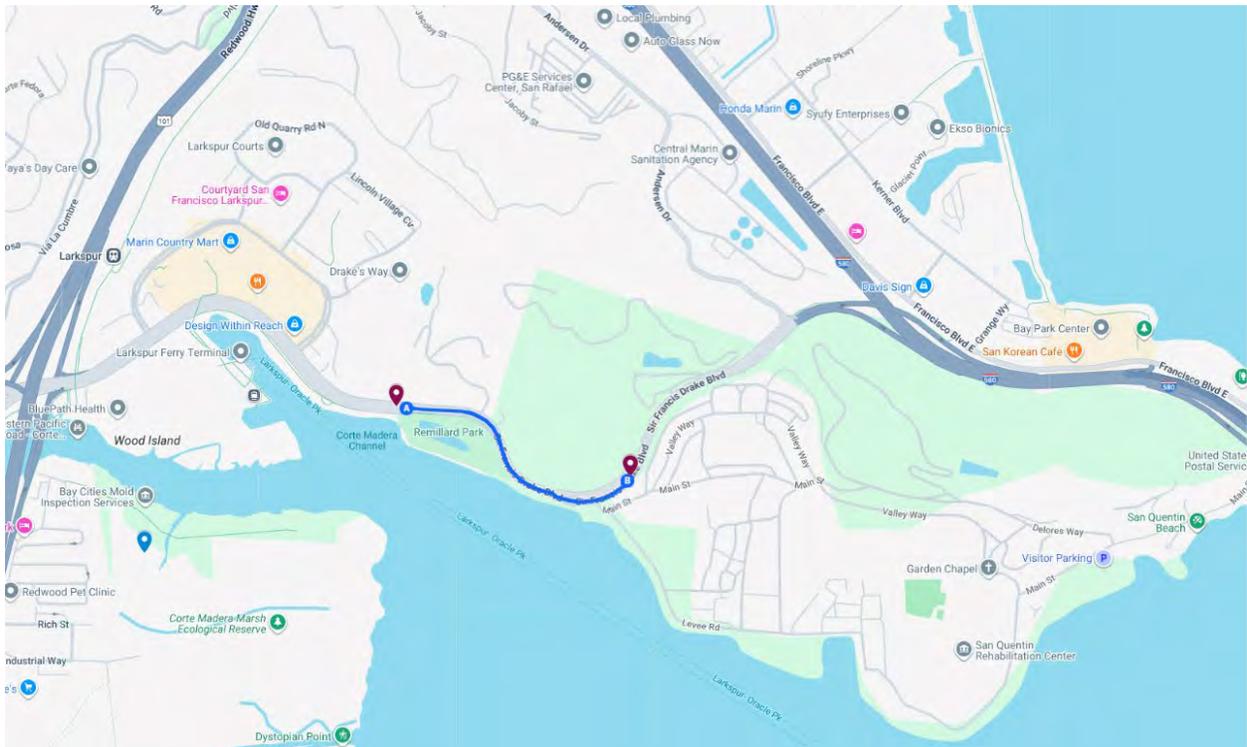
6. Project Location

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

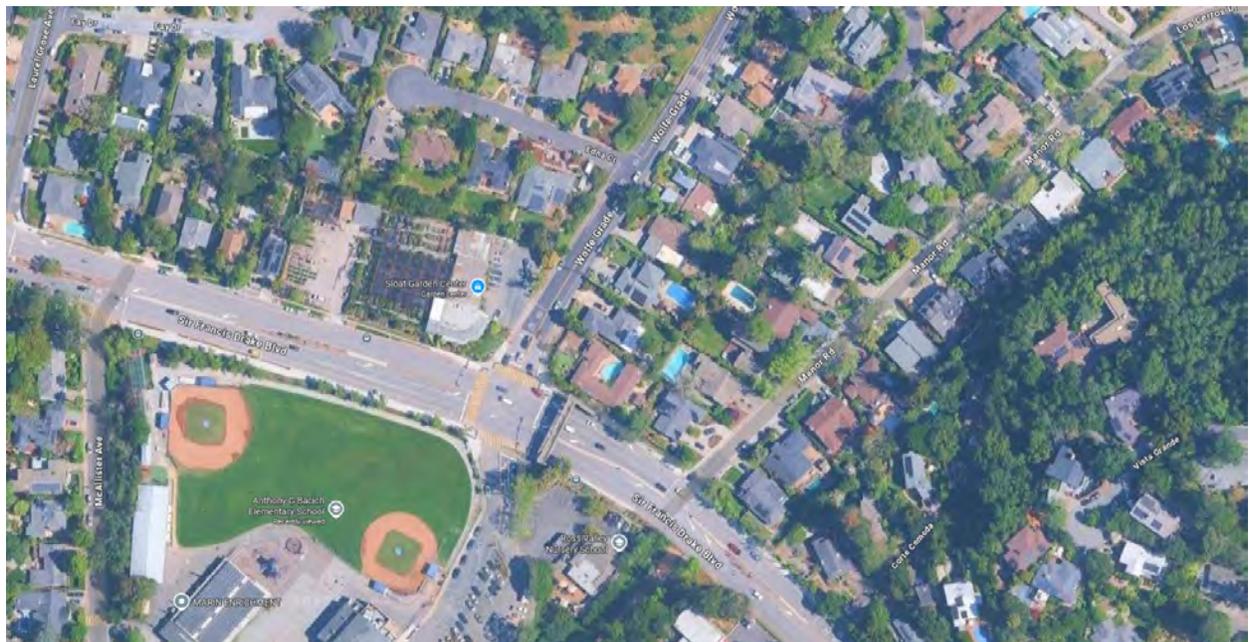
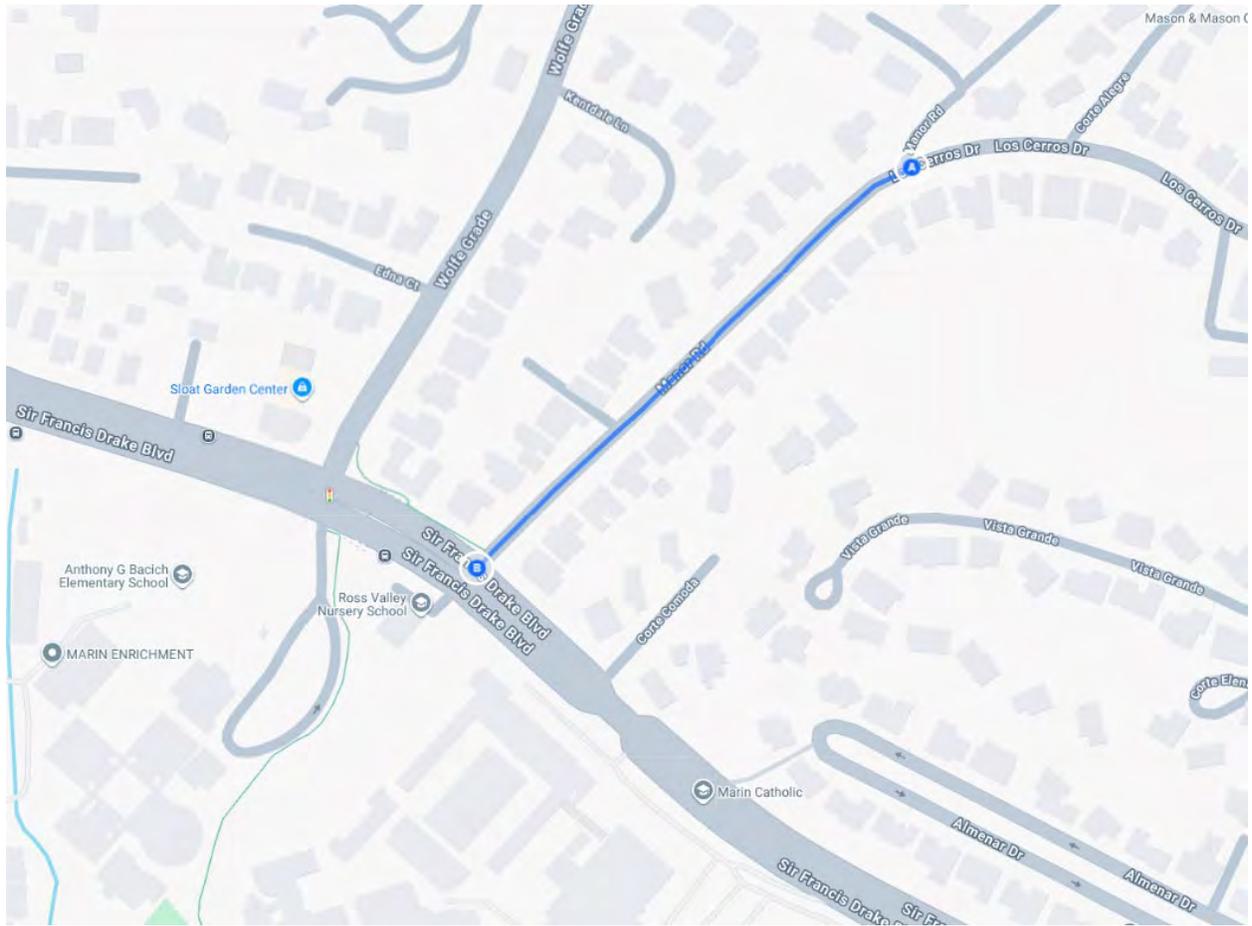
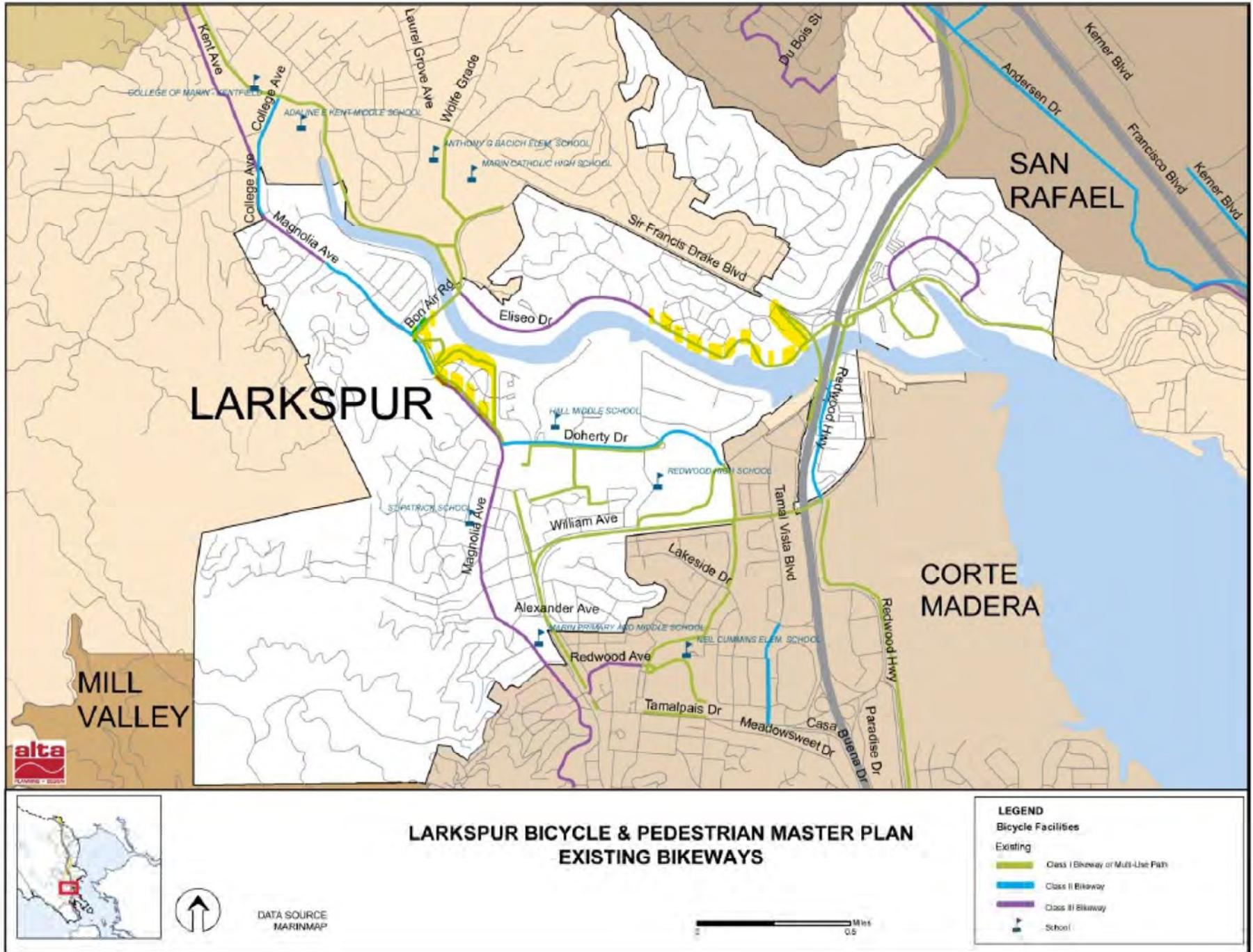


FIGURE 3: EXISTING BIKEWAY NETWORK





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. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.



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

Transportation Authority of Marin

Board of Commissioners

October 23, 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

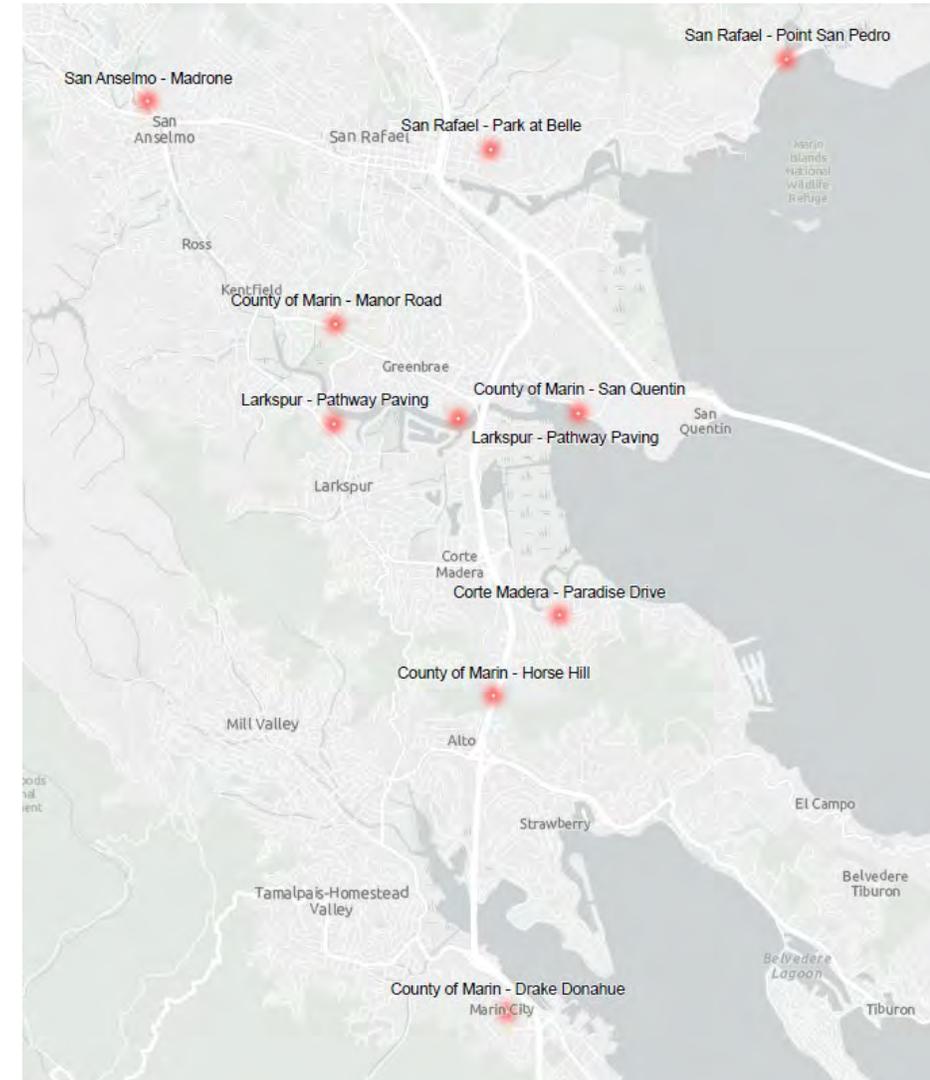
Project Applications

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	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			\$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				\$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				\$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	

1. 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: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Update on U.S. 101 HOV Hours of Operations (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board authorizes the TAM Board Chairperson to send a letter to Caltrans regarding changes to High Occupancy Vehicle (HOV) Hours of Operations on U.S. 101 in Marin County.

BACKGROUND

The completion of the HOV lane system along U.S. 101 in Marin and Sonoma counties has been a goal for the past several decades, improving safety and supporting carpooling and transit in the corridor. The Marin-Sonoma Narrows (MSN) B7 Project was the final project to add northbound and southbound HOV lanes on the U.S. 101 MSN corridor. The project completed the fifty-two mile HOV system along U.S. 101 from the Richardson Bay Bridge in southern Marin County to Windsor in Sonoma County. The lanes opened in early October 2025.

Previously, Marin and Sonoma counties had independent HOV operating hours for the U.S. 101 HOV lanes within their respective counties. With the completion of MSN B7 the lanes are now connected, and consistent HOV hours between the two counties are required.

Previously, the Marin and Sonoma HOV hours were as follows:

- Marin: 6:30 A.M. to 8:30 A.M. southbound only
4:30 P.M. to 7:00 P.M. northbound only

- Sonoma: 7:00 A.M. to 9:00 A.M. both directions
3:00 P.M. to 6:30 P.M. both directions

The environmental document approved for the Marin-Sonoma Narrows project requires only consistent hours of operations between the two counties, it does not specify the actual hours. Please note that Golden Gate Bridge HOV toll discount hours are 5:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. in the southbound direction. The part time lane on the Richmond San Rafael bridge in the eastbound direction is 2:00 P.M. to 7:00 P.M, and the HOV toll discount hours at the westbound toll plaza are 5:00 A.M. to 10 A.M. and 3:00 P.M. to 7:00 P.M.

As shared with the TAM Board on April 24, 2025, the Managed Lane/Freeway Management Executive Committee comprised of the California Highway Patrol (CHP), Caltrans and the Metropolitan Transportation Commission (MTC) met on April 10, 2025 to discuss HOV hours of

operation on U.S. 101. The conversation focused on advancing the regionally-consistent hours of 5:00 A.M. to 10:00 A.M. and 3:00 P.M. to 7:00 P.M. (in both directions). MTC and Caltrans committed to activating ramp meters in the short term at the highest volume locations (with operations commencing in 2025) and longer-term adaptive ramp meter operations on U.S. 101. Caltrans and MTC have also committed to ongoing monitoring of the corridor, with a monitoring plan to be developed with criteria or thresholds for making any future HOV adjustments. Finally, MTC and Caltrans are also key partners with other improvements in the corridor, including Part Time Transit Lanes, which will be entering project development phases in coming months.

TAM staff, supported by the Sonoma County Transportation and Climate Authorities (SCTCA), voiced concerns at the Managed Lanes Committee meeting, citing potential for increased localized congestion for both Northbound (p.m.) and Southbound (a.m.) general purpose lanes, and Northbound HOV Lanes. The Managed Lane Committee did carefully consider the request from TAM and SCTCA before proceeding; however, the decision was to keep the regional hours in order to maintain consistency across the Bay Area. Following discussion at its April 2025 Board meeting, the TAM Board sent a letter to Caltrans expressing concerns with the decision and supporting partnership on future corridor efforts.

DISCUSSION/ANALYSIS

In late August 2025, Caltrans completed the signage change for the HOV hours of operation for the 52-mile corridor and on September 8th, Caltrans implemented the changed HOV hours in the corridor. This was followed by the opening of the HOV lane as part of the MSN B7 Project, on September 29th. On October 1st, the Clean Air Vehicle Waiver expired, further reducing access to the HOV lane for zero emission vehicles that had previously operated in the HOV lane. During this period, users of the roadway have expressed frustration about encountering delays resulting from the change in the HOV hours. After years of construction of the continuous carpool lane, drivers did not anticipate that its completion along with the HOV hours, would mean significantly longer commute delays. The new U.S. 101 HOV lane hours have quickly become a top local transportation concern. Caltrans has worked with MTC, TAM and SCTCA to monitor conditions and respond to public inquiries.

With the timing of the HOV Hours change aligning with fall school opening, clean air vehicle waivers expiring, and subsequent beneficial results from the opening of the lane in the Narrows, data monitoring efforts have been challenging for depicting current conditions in the corridor. Morning congestion appears to be an area of frustration for many users of the facility, primarily in the southbound direction from Novato to San Rafael, for those traveling within Marin, and from Sonoma to Marin. It has also been noted in correspondence that local roads connecting or paralleling the freeway, especially in Novato, are becoming impacted during the morning when freeway congestion peaks as well. Letters have also inquired about enforcement and incident response. Data collection is continuing and generally corroborates the southbound congestion, especially mid-week; however, initial results indicate that the afternoon northbound congestion may not be as impacted as expected (still increased over the previous conditions), perhaps due to the implementation of Ramp Metering in the northbound direction prior to the change of HOV hours.

Caltrans has indicated a desire to wait for approximately six months and collect data, prior to recommending any changes. Staff have expressed concern with waiting that long to make any changes due to already observed impacts.

Staff is recommending that TAM, along with SCTCA, prepare a joint letter to Caltrans with three key points:

1. Do not wait six months or longer to consider changes,
2. Encourage changing the hours to a shorter duration that makes sense to ease congestion and still support HOV and transit use in the corridor, potentially the 6:00 to 9:00 a.m. and 3:00 to 6:30 p.m. scenario that TAM and SCTCA have supported,
3. Ensure that any mitigation efforts (such as ramp metering) do not increase impacts to local streets and roads, unless a demonstrated benefit for overall travel times has been established.

Caltrans staff has agreed to attend the October 2025 TAM Board meeting and present a summary of the changes in the corridor, monitoring efforts and data collection, progress in ramp metering, and the decision-making process for subsequent decisions on HOV hours of operations in the corridor.

RELATIONSHIP TO CTP

U.S. 101 is identified as part of the Transit Priority network in the CTP, where transit would be prioritized to avoid a deterioration of service that would otherwise occur. The CTP identifies transit speed and reliability improvements on this network as an example project, and the HOV lane is one of the treatments available in the corridor to improve transit speed and reliability. Additionally, HOV lanes are a key treatment for carpooling and other sustainable modes of transportation and are consistent with the Sustainability goal of the CTP.

FISCAL CONSIDERATION

None at this time.

NEXT STEPS

Continue to work with the TAM Board Chairperson and SCTCA to send a letter to Caltrans regarding HOV lane impacts.

ATTACHMENTS

None.

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DATE: October 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Authorize a Contract Extension for the Highway 101 Interchange Studies and Update on the Studies and Next Steps (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board authorizes the Executive Director to execute Amendment 4 of contract C-FY20-09 with HNTB Corporation to extend the term until December 31, 2026. The not to exceed amount of \$4,431,000 will remain unchanged.

The Administration, Projects, and Planning (AP&P) Executive Committee met on October 13, 2025 and voted to recommend the execution of Amendment 4 of contract C-FY20-09 to the TAM Board, and provided feedback on the process to further develop the Interchange projects.

BACKGROUND

TAM has been working with Caltrans and our local partner agencies over the last few years to analyze and study twelve Interchanges along Highway 101 to document existing conditions and propose potential improvements. The overall approach of the study is to identify operational and safety improvements for all users of an interchange and approaching roadways, including adjacent intersections. The twelve independent Interchange studies were further evaluated as part of the program's "Implementation and Prioritization Plan". The Board-approved Plan recommended three Interchange locations be further developed with our partners following Caltrans Project Development Procedures. The project team is in the process of completing a Project Initiation Document (PID) for the following three Interchanges:

- State Route 131 Tiburon Blvd./East Blithedale
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda del Prado/Nave Drive (short-term improvements)

Staff expects the PID to be completed and approved by Caltrans in the next few months.

DISCUSSION/ANALYSIS

The project team prepared various improvement concepts while coordinating our efforts with the Technical Advisory Committee (TAC) and Caltrans. Using the Highway Design Manual as a guide, the concept features were evaluated to confirm they comply with current Caltrans design standards. Because the interchanges were built many years ago, design exceptions were requested at many locations.

After completion of the PID, the next steps consist of Project Approval and Environmental Document (PAED) followed by Final Design. The team working with the TAC has created two alternatives for Alameda del Prado/Nave Drive, four alternatives for Tiburon Boulevard/East Blithedale and six alternatives for Manuel T. Freitas/Civic Center Drive. Construction estimates for the alternatives range from \$23 to \$92 million. Typically, consultant costs for the PAED phase are approximately \$1.5 million per build alternative when NEPA actions are required. Economies of scale can adjust these estimates slightly. TAM staff costs will be approximately \$0.5 million per project, resulting in the following PAED estimates:

- Alameda del Prado/Nave Drive \$4.0 million
- Tiburon Boulevard/East Blithedale \$6.5 million
- Manuel T. Freitas/Civic Center Drive \$8.5 million

An additional \$6 to \$8 million will be necessary for the design phase of each preferred alternative.

Given these financial parameters, the project team prioritized the three locations using the following evaluation metrics:

- Relieve Local Traffic Congestion
- Improve Multi-Modal Access
- Promote Economic Vitality
- Identified Users Benefits
- Safety
- Schedule
- Right of Way Needs
- Magnitude of Required Permits and Mitigation
- Other Recent Investments

Each project was scored by the project team and the TAC using various weighing factors. In all cases, Alameda del Prado/Nave Drive was scored third. The other two projects came in either first or second depending on the emphasis placed on some of the metrics. The scoring was reviewed by the TAC.

This past spring, the potential reallocation of 0.5% of interchange funds to the crossing guard program was introduced as part of the Measure AA Expenditure Plan Review, the TAC was asked to provide input on the proposed approach moving forward. Comments were roughly evenly divided between the following approaches:

- Advance all three projects through the PAED phase
- Advance one project through both the PAED and Design phases
- Advance one project through PAED and advance another one through PAED and Design phases

On October 13, 2025, the Administration, Projects, and Planning (AP&P) Executive Committee met and was asked to provide direction to staff as to the next project development steps. Staff presented an initial recommendation to advance the Manuel T. Freitas Parkway/Civic Center Drive and the Tiburon Boulevard/East Blithedale projects to completion of the PAED phase, at an estimated cost of \$15 million. It was noted that these costs may be greatly reduced if alternatives can be eliminated prior to or early in the environmental process before substantial funds are expended on the various studies.

Given the cost of the PAED phase for each alternative (~\$1.5 million), the AP&P Executive Committee agreed on the next step to narrow down the number of alternatives, potentially reducing the costs such that all three interchange projects could advance to PAED.

To do so, the AP&P Executive Committee asked the project team to:

- Provide an update on the Highway 101 Interchange Studies to the TAM Board of Commissioners on October 23, 2025.
- Conduct focused workshops for the Alameda del Prado/Nave Drive, Tiburon Boulevard/East Blithedale and Manuel T. Freitas interchanges to share information and where applicable, to try to reduce the number of alternatives.
 - > One focused workshop for each of these three interchanges to include applicable TAC members, elected officials, agency staff, and the TAM team.
 - > Workshops will include project history, Caltrans requirements, and discussion and selection of alternatives.

After these meetings, the Board will have additional data and understanding to potentially provide direction as to the next project development steps regarding PAED, and Final Design Phases.

The intention is to conduct workshops and prepare an implementation plan by late winter 2026.

As recommended by the AP&P Executive Committee, it is necessary to extend the term of the consultant contract with HNTB by one year to complete the PID and to help organize the implementation plan. The current contract expires in December 2025 and the extension would be for one year with no additional funding.

RELATIONSHIP TO CTP

These projects fit the goals of multiple elements within the Countywide Transportation Plan. Elements include Safe Travel for All, Easy & Safe School Travel, Accessible & Walkable Communities, Complete Active Transportation Network, Higher Quality Transit, and Connected & Complete Community Corridors.

FISCAL CONSIDERATION

Sufficient funds exist in the FY2025-26 TAM budget to complete the PSR and assist staff with the workshops and implementation plan development, potentially leading to PAED work. Any additional work will be placed into the draft FY2026-27 budget. No additional funds are needed with this request.

NEXT STEPS

Execute a Contract Amendment extending the contract duration with HNTB and finalize the Interchange PID. Conduct the focused workshops and further develop the plans for project development. After that, staff would return to the Board in 2026 for further discussion of implementation.

ATTACHMENTS

Attachment A – PPT Presentation

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Item 8 - Attachment A

U.S. 101 Interchange Improvements at Three Locations

Transportation Authority of Marin

Board of Commissioners

October 23, 2025

History

During the Expenditure Plan development process for the sales tax renewal, 11 interchanges were identified for potential improvements to allow smoother travel for all users and to improve access to Highway 101 and local roads, as follows:

- Alexander Avenue
- Bridgeway/Gate 6
- Tiburon Boulevard/East Blithedale
- Paradise Drive/Tamalpais Drive
- Sir Francis Drake Boulevard
- San Rafael on-ramps at 2nd Street and Heatherton Avenue
- Merrydale Road/North San Pedro Road
- Manuel T. Freitas Parkway
- Lucas Valley/Smith Ranch Road
- Ignacio Boulevard
- San Marin Drive/Atherton Avenue

During early outreach it was decided to add a twelfth project at Alameda del Prado/Nave Drive

History (Cont.)

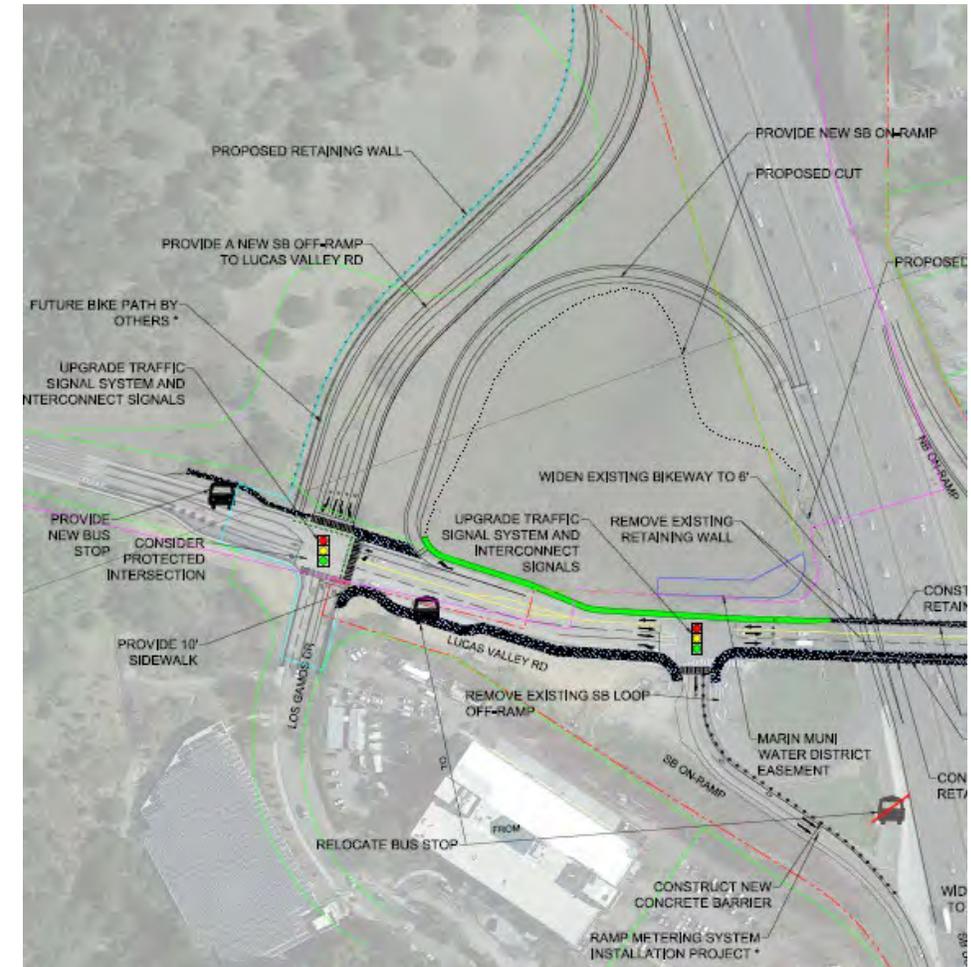
- Measure AA was approved, with 3% funding to develop the interchange projects
- HNTB was selected to review all 12 interchanges and later to prepare a Caltrans Project Study Report for 3 of the interchange
- First order of work was to prepare general alternatives for the twelve interchanges and work with local jurisdictions to develop:
 - Existing Conditions Assessments
 - Online Surveys
 - Opportunities & Concept Development
 - Cost Estimates
 - Public Outreach
 - Existing Conditions, Constraints & Opportunities Memos
 - Evaluation & Prioritization
 - Prioritization Recommendations & Draft Implementation Plans



Interchange Concepts Developed to Address Issues

“Long-term” concepts:

- Concept plans are representative of potential long-term measures
- Focus on addressing all identified multimodal needs
- Meet design standards
- Can involve significant infrastructure investment

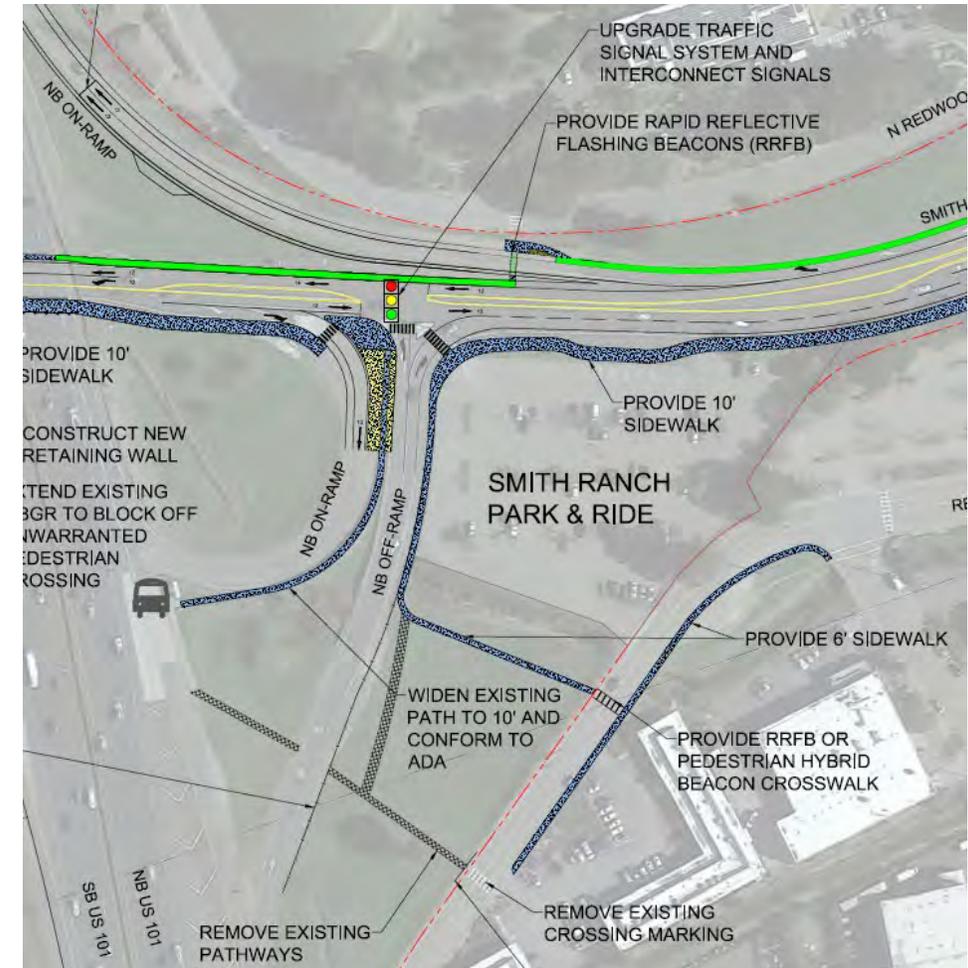


Sample long-term concept: Lucas Valley/Smith Ranch interchange

Interchange Concepts Developed to Address Issues

“Near-term” concepts:

- Concept plans are representative of potential near-term measures
- Focus on addressing pedestrian, bicycle and some transit needs, although some needs would require “long-term” remedies
- May not correct all existing nonstandard conditions
- Designed to transition/phase into long-term plans



Sample near-term concept: Lucas Valley/Smith Ranch interchange

Concepts Evaluation Based on Weighted Goals

All interchange concepts were evaluated against goals weighted by the Executive Committee:

- Enhance health & safety
- Relieve local traffic congestion
- Improve multimodal access to/from & across Highway 101
- Promote economic vitality
- Implementability

Most goals included addressing GHG & VMT reduction and equity measures

Goal	Base Case
Enhance health & safety	23%
Relieve local traffic congestion	22%
Improve multimodal access	20%
Promote economic vitality	15%
Implementability	20%
Total	100%

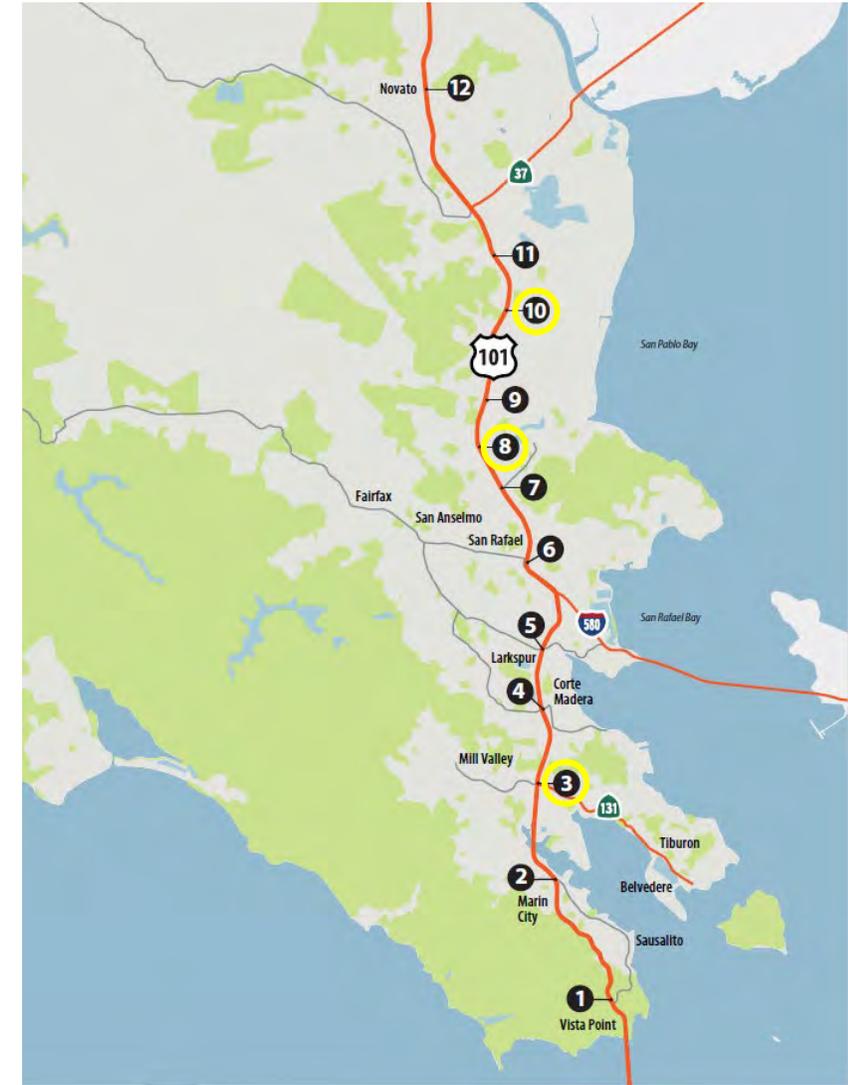
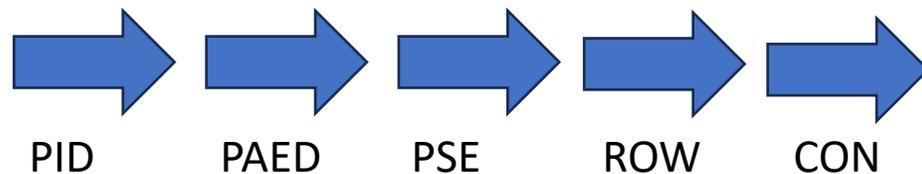
July 2022 TAM Board Decision

Board chose to **pursue improvements** at:

- Tiburon Boulevard/East Blithedale
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda del Prado/Nave Drive

Single Project Initiation Document (PID) was prepared for **all three** of the above Projects

- Caltrans approval is expected by early 2026
- PID is first phase of project development



Summary of Alternatives

<u>Alternative</u>	<u>Construction Costs</u>	<u>Right of Way</u>	<u>Total Project Capital Outlay</u>
Alameda Del Prado/Nave Drive			
Alternative 1A: Signalized Intersections	\$48.2M	\$1.1M	\$49.3M
Alternative 1B: Roundabouts	\$52.5M	\$1.7M	\$54.2M
SR 131 Tiburon Blvd/E. Blithedale Ave			
Alternative 2A: Widen Bridge + MUP	\$51.3M	\$1.2M	\$52.5M
Alternative 2B: MUP Undercrossing Structure	\$66.7M	\$1.5M	\$68.2M
Alternative 2C: MUP Overcrossing Structure	\$69.0M	\$2.7M	\$71.7M
Alternative 2D: Replace Bridge + MUP	\$89.9M	\$1.2M	\$91.1M
Manuel T. Freitas Pkwy/Civic Center Dr			
Alternative 3A: Signalized Intersections	\$23.4M	\$0.3M	\$23.7M
Alternative 3B: Signalized Intersections + MUP Overcrossing	\$34.3M	\$0.5M	\$34.8M
Alternative 3C: Signalized Intersections + MUP Undercrossing	\$43.0M	\$0.4M	\$43.4M
Alternative 3D: Roundabouts	\$34.2M	\$0.5M	\$34.7M
Alternative 3E: Roundabouts + MUP Overcrossing	\$44.9M	\$0.6M	\$45.5M
Alternative 3F: Roundabouts + MUP Undercrossing	\$46.5M	\$0.6M	\$47.1M

Project Development Costs

- Typically, consultant costs for PAED phase are approx. \$1.5 million per alternative when NEPA actions are required. Economies of scale can adjust these estimates slightly
- TAM staff costs will be approximately \$0.5 million per project
- Therefore, PAED estimates are:
 - Alameda del Prado/Nave Drive \$4.0 million
 - Tiburon Boulevard/East Blithedale \$6.5 million
 - Manuel T. Freitas/Civic Center Drive \$8.5 million
- An additional \$6 to \$8 million will be necessary for the design phase for each preferred alternative

Revenues and Measure AA Expenditure Plan Review

In September, staff presented a draft proposal to the Board to reduce the Interchange Program from 3% to 2.5% to fund the Crossing Guard Program

- Interchanges = 3% of Measure AA
- \$4.1M expended to date, ~\$23.9M remaining expected over life of Measure AA
- Reducing the share by 0.5% would remove ~\$4M over the remaining years of the Expenditure Plan, may have future impacts
- Construction phase of any of the Interchange projects remain unfunded

Remaining	\$23.9 M
Remaining if 0.5 percent redirected	\$19.9M

Technical Advisory Committee (TAC)

Final alternatives reviewed and recommended by specially formed TAC that also made recommendations to reduce the original 12 interchanges to three.

TAC members included representatives from:

- Marin County
- Mill Valley, Tiburon, San Rafael, Novato, and Belvedere
- Caltrans
- Marin Transit and GGBHTD
- TAM

Project Scoring

TAC evaluated all three projects utilizing the following metrics:

- Relieve Local Traffic Congestion
- Improve Multi-Modal Access
- Promote Economic Vitality
- Identified Users Benefits
- Safety
- Schedule
- Right of Way Needs
- Magnitude of Required Permits and Mitigation
- Other Recent Investments

TAC Feedback on Implementation Plan

TAC was requested to prioritize among projects using scoring metrics, and to weigh in on approach going forward

- Comments were roughly evenly divided among priorities and approaches
- Did not attempt to reduce the number of alternatives

At the time, TAC was unaware of potential reduction of 0.5% of the Measure AA funds.

Implementation Plan – Alternative Reduction Process

To reduce PAED costs and set up all three projects to move ahead, AP&P Executive Committee suggested:

- Staff conduct focused workshops, one each for the three interchanges to reduce the number of alternatives
- Each workshop to include TAC members, elected officials, agency staff, and the TAM team
- Workshops to include project history, Caltrans requirements, and discussion and selection of alternatives to move forward

Intent to conduct workshops and prepare development plan by late winter 2026

Estimated Schedule

- Early 2026 – Alternative Reduction Workshops
- June or July 2026 – Board adopts Implementation Strategy
- Late 2026 – Caltrans Co-Operative Agreement signed, and Consultants selected
- Late 2029 – Final Environmental Document(s) approved
- Late 2031 – Design approved
- Late 2032 – Right of Way Agreements signed
- 2034 – Construction complete

Schedule assumes that construction funding can be obtained prior to 2030

Requested Action

1. If comfortable, provide direction to staff on the proposed approach to potentially reduce alternatives.
2. Recommend to the Board to authorize the Executive Director to extend the current contract with the project consultant (HNTB) by one year to December 2026 to complete the PID and to prepare documentation for the PAED consultant selection exhibits and agreements with Caltrans. Not to Exceed amount of \$4.4M will remain unchanged.

Questions?

Questions & Discussion