



FUNDING, PROGRAMS & LEGISLATION  
EXECUTIVE COMMITTEE MEETING

JANUARY 12, 2026  
2:00 P.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
Fax: 415-226-0816

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

www.tam.ca.gov

**How to watch the live meeting using the Zoom link:**

<https://us02web.zoom.us/j/85390710355?pwd=cZlnSzVINXE2cnhXUVZoU3kwelA0QT09>

Belvedere  
Peter Mark

Webinar ID: 853 9071 0355  
Passcode: 571956

Corte Madera  
Rosa Thomas

Fairfax  
Lisel Blash

**Teleconference:** Members of the public wishing to participate via teleconference may do so by dialing in to the following number at 2:00 p.m. on the day of the meeting: +1 669 900 6833; Access Code: 853 9071 0355; Password: 571956

Larkspur  
Gabe Paulson

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

Mill Valley  
Urban Carmel

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

Novato  
Rachel Farac

Ross  
Teri Dowling

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

San Anselmo  
Steve Burdo

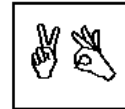
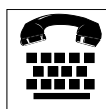
San Rafael  
Kate Colin

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.

Sausalito  
Melissa Blaustein

Tiburon  
Alice Fredericks

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



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.  
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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

## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally, may only listen.)
4. Approval of Meeting Minutes from October 13, 2025 (Action) – **Attachment**
5. Adopt the 2026 Legislative Platform (Action) – **Attachment**
6. Crossing Guard Funding (Action) – **Attachment**



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

OCTOBER 13, 2025  
2:00 PM

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

**MEETING MINUTES**

Members Present: Brian Colbert, County of Marin Board of Supervisors  
Kate Colin, San Rafael City Council, Committee Chair  
Mary Sackett, County of Marin Board of Supervisors  
Melissa Blaustein, Sausalito City Council  
Urban Carmel, Mill Valley City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Audrey Veyssiere, Assistant Project Delivery Manager  
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  
Joanne O'Hehir, Administrative Assistant  
Melanie Purcell, Director of Finance and Administration  
Mikaela Hiatt, Senior Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Principal Transportation Planner  
Ray Rodriguez, Assistant Project Delivery Manager

*Chair Colin called the meeting to order at 2:01 p.m.*

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

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

Commissioner Carmel announced that on October 25, Mill Valley will be one of the official starting points for the Kelly Brush Ride, which is a fundraising event to help people with paralysis purchase adaptive sports equipment needed for active recreation.

**2. Executive Director's Report (Discussion)**

Executive Director (ED) Anne Richman introduced TAM's new Assistant Project Delivery Manager Audrey Veyssiere; reported on TAM's Third Annual Clean Fleet Expo; International Walk n Roll to School Day; the Marin-Sonoma Narrows ribbon cutting ceremony and new HOV Hours; and provided an update on the new hours of operation for the Richmond-San Rafael Bridge Path Modified Pilot program.

In response to Commissioner Sackett, ED Richman reported that, consistent with the approach agreed upon last spring, TAM has begun collecting data on surrounding surface and nearby arterial roadways, and Caltrans will monitor the mainline. Commissioner Sackett requested that TAM provide regular informational updates on the monitoring of the HOV hours for commissioners to share with constituents.

In response to Commissioner Carmel, ED Richman noted that the 4–6 month timeframe to analyze the new HOV hours is intended to allow traffic conditions to stabilize and provide consistent trend data as users adjust and seasonal factors change.

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

Matthew Hartzell expressed support for the new HOV hours and commented on the importance of educating the public about the purpose of the new HOV lanes.

### **3. Open Time for Public Expression**

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

### **4. Approval of Meeting Minutes from September 8, 2025 (Action)**

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

Commissioner Sackett moved to approve the September 8, 2025 meeting minutes. Commissioner Blaustein seconded the motion, which passed unanimously.

### **5. Overview of 2025 State Legislative Bills (Discussion)**

Director of Programming and Legislation David Chan and Legislative Consultant Gus Khouri presented this item for discussion.

In response to Commissioner Blaustein, Gus Khouri explained that TAM has remained neutral on Senate Bill (SB) 63, noting that Marin and Sonoma counties are not included and SMART is expected to pursue its own measure. In response to Commissioner Blaustein's inquiry regarding whether the streamlining of the California Environmental Quality Act (CEQA) could accelerate TAM projects, ED Richman explained that any such opportunities would be evaluated on a case-by-case basis; and that while the legislation may help advance certain projects, it does not eliminate environmental review requirements. In response to Commissioner Blaustein's inquiry regarding Cap-and-Invest programs, Mr. Khouri and ED Richman explained that programs include both formula and competitive funding opportunities for transit operators such as Marin Transit, SMART, and Golden Gate Transit. TAM typically supports these applications rather than serving as a project sponsor; and noted that most provisions remain status quo, with the exception of a new \$125 million transit pass program, which may present future partnership opportunities pending further guidance.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that SB 727 includes a provision extending the official designation of the Great Redwood Trail from the SMART Larkspur Station to the Golden Gate Bridge and expressed support for this change as a better reflection of the trail's regional identity. Mr. Wells commented that the new designation may encourage greater coordination among agencies and land managers along the corridor, particularly related to wayfinding, connectivity, and addressing funding gaps for key trail segments in Marin.

**6. Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action)**

Principal Transportation Planner Scott McDonald presented this item, which recommends the FP&L Executive Committee reviews and refers to the TAM Board the programming recommendations for FY2025-26 and FY2026-27 Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, and Measure B 1b Funds, as follows: Corte Madera – Paradise Drive Gap Closure Project - Seawolf to Prince Royal (\$1,272,000); County of Marin – Quick Build Public Safety Improvements for Vulnerable Road Users (\$200,000); 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) and Point San Pedro Pedestrian Quick Build Enhancements (\$88,300).

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for TAM staff's recommendations.

Commissioner Sackett expressed support for staff's recommendation, thanked staff for the analysis and evaluation matrix; and highlighted the Point San Pedro Road quick-build project as particularly promising and expressed hope it could help leverage additional funding opportunities.

Commissioner Carmel commented on the importance of continued collaboration between TAM and the County on the Horse Hill segment of the North-South Greenway, noting that it should remain a priority as the project scope evolves and funding is pursued.

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

*The meeting was adjourned at 2:41 p.m.*

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** January 12, 2026

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

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

**SUBJECT:** Adopt the 2026 Legislative Platform (Action), Agenda Item No. 5

---

## **RECOMMENDATION**

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the proposed 2026 Legislative Platform as shown in Attachment A and refers it to the TAM Board for approval.

## **BACKGROUND**

Staff and Khouri Consulting, TAM's Legislation Consultant, developed the proposed 2026 Legislative Platform to guide policy decisions and communicate TAM's goals and the County's transportation priorities to the Legislature and other relevant agencies, such as the Metropolitan Transportation Commission (MTC), California Transportation Commission (CTC), Bay Area Air Quality Management District (BAAQMD), and the Self-Help Counties Coalition (SHCC). The platform is used to guide communications on critical legislation and policies that impact how TAM achieves its goals and funding needs during the year. The platform is also used to position TAM's prioritized projects for state and federal funding opportunities, including but not limited to funding from Senate Bill 1 (SB 1) and Congressional Directed Spending, also known as earmarks.

TAM will continue to collaborate with other organizations in developing a unified message to advance Marin and the Bay Area's transportation interests. TAM's past legislative advocacy and successes have usually been accomplished by working collaboratively with local jurisdictions and transit agencies, North Bay Counties, Bay Area County Transportation Agencies (BACTA), Self Help Counties Coalition (SHCC), statewide Regional Transportation Planning Agencies (RTPAs), and MTC. While collaborating with organizations is always prudent practice, TAM is also willing to lead efforts on issues uniquely important to Marin when warranted.

## **DISCUSSION/ANALYSIS**

Staff has developed the annual Legislative Platform to address ongoing and emerging transportation issues anticipated for 2026. The proposed 2026 Legislative Platform is included as Attachment A. A redlined version of the proposed 2026 Legislative Platform is included as Attachment B to show changes from the Adopted 2025 Legislative Platform.

The proposed 2026 Legislative Platform captures relevant ongoing policy elements that TAM adopted in prior years' platforms and adds potential new issues that staff anticipates being relevant in 2026. Issues from the 2025 Legislative Platform that were accomplished, such as Brown Act reforms and

the Cap and Trade Extension, and issues that have moved past the Legislature to another step, such as MTC's Regional Transportation Measure, were not carried forward to the 2026 Legislative Platform. Staff and Khouri Consulting also reviewed MTC's and the County of Marin's proposed 2026 Legislation Programs in developing TAM's proposed Legislation Platform to avoid contradictory messages.

The proposed 2026 Legislative Platform continues to recognize the importance of state and federal funding by advocating the continuation of key funding sources that may be at risk of being underfunded. TAM will monitor all proposals on the distribution of SB 1 funds and the Infrastructure Investment and Jobs Act (IIJA) at the federal level, to maximize funding opportunities for projects/programs in Marin. The proposed 2026 Legislative Platform also recognizes funding opportunities through State and Federal Congressional Directed Spending, also known as earmarks, and identifies an initial list of TAM's prioritized projects that may be submitted for funding requests. Staff will also be seeking support from local Congressional delegates on suitable projects identified in the adopted 2026 Legislative Platform for submittal.

It is anticipated that the focal points for the California Legislature in 2026 will be the state budget deficit, housing and homelessness, and energy and climate change. While not direct transportation issues, legislation in these areas may impact transportation in ways that are germane to Marin. Staff and Khouri Consulting will be mindful of bringing to the TAM Board for consideration in 2026 not only direct transportation legislation but also legislation in these areas that may have relevance.

On the federal side, the focus for transportation is expected to continue to be the Administration's approach to implementing current IIJA programs, as well as related policies and executive orders. In addition, the IIJA expires on September 30, 2026 and a new successor surface transportation bill will be needed. It is expected that a new bill may not be done in time, in which case continuing resolutions and appropriations would be needed in order to maintain funding availability for federal programs. TAM staff will be working with partner agencies as well as with our federal lobbyists to identify priorities and any potential issues with federal programs and legislation.

Other areas of significance noted in the proposed 2026 Legislative Platform include efforts to reform the Sustainable Communities Strategy (SCS) under SB 375, promotion of motorist, pedestrian and bicycle safety, including e-bikes, and measures to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). Staff also proposes new strategies to support local government's role in monitoring autonomous vehicle implementation by private entities, and to support technology and operational strategies that improve mobility. Lastly, the proposed 2026 Legislative Platform recognizes the diminishing return from traditional gas tax revenue and the need for a new revenue approach.

Finally, 2026 is likely to be a busy year for transportation measures on the ballot in the Bay Area. It is anticipated that a SMART sales tax renewal will be before voters in Marin and Sonoma counties, as well as a new regional transportation ballot measure in some of the non-North Bay counties. Staff will continue to follow these potential measures, as well as other election items of relevance that may emerge such as statewide propositions.

### **2026 State Legislative Session**

The 2026 Legislative Session is the second year of a two-year session. Any bill that is introduced in the first year that does not pass is eligible to continue through the legislative process in the second year without needing to be re-introduced. Therefore, some bills deliberated in 2025 will reappear in 2026.

The deadline to introduce legislative bills for the 2026 State Legislative Session is February 20, 2026. Staff and Khouri Consulting anticipate returning to the TAM Board in March and subsequent months to highlight relevant bills for monitoring and taking positions consistent with the adopted 2026 Legislative Platform.

Notable dates for the 2026 Legislative Session are shown in the table below.

Legislature reconvenes	January 5, 2026
Deadline for Governor to submit proposed FY2026-27 State Budget	January 10, 2026
Last day for bills to be introduced	February 20, 2026
Deadline to propose changes to State Budget, referred to as "May Revise"	May 14, 2026
Deadline for Legislature to pass State Budget	June 15, 2026
Last day for the Legislature to pass bills	August 31, 2026
Last day for the Governor to sign or veto bills	September 30, 2026
Statutes take effect, except emergency items that take effect upon signing	January 1, 2027

As noted in the above milestones, the Governor is required to submit a budget proposal for FY2026-27 to the Legislature on January 10, 2026. Mr. Khouri will provide greater details on the proposed State Budget at a future TAM Board meeting.

**RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)**

The proposed 2026 Legislative Platform supports concepts from the recently adopted CTP. Core principles of safe, equitable, and sustainable transportation from the CTP are prominently referenced throughout the proposed 2026 Legislation Platform, particularly in the "Strategies" sections where actionable suggestions are recommended to effectuate TAM's CTP principles.

**FISCAL CONSIDERATION**

There are no immediate fiscal impacts with the adoption of the proposed 2026 Legislative Platform.

**NEXT STEPS**

Upon Board approval, staff will communicate TAM's 2026 Legislative Platform to our partners, review proposed 2026 legislative bills, and present relevant legislative bill positions to the Board for action in upcoming Board meetings.

**ATTACHMENTS**

- Attachment A – Proposed 2026 Legislative Platform
- Attachment B – Proposed 2026 Legislative Platform (redlined version)

THIS PAGE LEFT BLANK INTENTIONALLY



## TAM 2026 Legislative Platform

Issue and Background Information	Goals	Strategies
<p><b>I. Acquiring State Funding for TAM’s Priority Projects</b></p> <p>The Road Repair and Accountability Act of 2017 (commonly known as SB 1) provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Opportunities to acquire SB 1 funding have been made available by the California Transportation Commission (CTC).</p> <p>A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax that has been diminishing in revenue collection due to decreasing fuel consumption that will not be likely to reverse in the long term.</p> <p>The Cap and Trade Program, renamed as the Cap and Invest Program, has been extended from 2030 to 2045. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) were extended, but now receive line-items of \$200 million and \$400 million, respectively, rather a percentage based distribution. A new program, consisting of \$125 million, has been created to provide free transit passes statewide. With the extension of the program, auctions are expected to stabilize and result in excess revenues, which can be reinvested.</p>	<p>A. Secure funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue.</p>	<ol style="list-style-type: none"> <li>1. Remain diligent in competing for additional state funds, including requesting Congressionally-Directed Spending funds (also known as earmarks), to support countywide transportation priorities, with an emphasis on addressing mobility through safety, equity, and sustainability, securing funds for projects and programs in county measures and CTP, as well as rehabilitating local roads and bridges and Safe Routes to School Program.</li> <li>2. Support a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers.</li> <li>3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to:                             <ul style="list-style-type: none"> <li>• acquire operating and capital revenue to maintain and expand service, connectivity, and advance mobility for all</li> <li>• seek resources to maintain a state of good repair,</li> <li>• implement operational improvements (i.e., Bus on Shoulder Project),</li> <li>• protect assets from climate impacts, and</li> <li>• enhance the bicycle and pedestrian networks through state programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).</li> </ul> </li> <li>4. Continue to seek to modify the definition of disadvantaged communities that account for local characteristics and considerations so that state and regional resources can be</li> </ol>

Issue and Background Information	Goals	Strategies
		<p>used in underprivileged communities within the County but also provide a regional benefit.</p> <p>5. Support efforts to acquire excess Cap and Invest auction proceeds, and interest, to augment transit operations and capital needs for bus, rail, bicycle, pedestrian, and Transportation Demand Management (TDM) programs. This includes supporting MTC’s efforts to acquire the remaining SB 125 funds to help support regional service.</p> <p>6. Pursue state funding for prioritized projects that include but are not limited to:</p> <ul style="list-style-type: none"> <li>• US 101 Part-Time Transit Lanes</li> <li>• Safe Routes to School/Crossing Guard Program</li> <li>• US 101/I-580 Multimodal and Local Access Improvement Project</li> <li>• Interchange Program</li> <li>• Segments of the North South Greenway</li> <li>• Marin Sonoma Narrows (MSN) B8 San Antonio Bike Lane</li> <li>• MSN B6 San Antonio Bridge</li> <li>• Marin City Noise Analysis and Potential Future Phases</li> <li>• SR 37 (Marin phases)</li> </ul>
<p><b>II. Addressing Mobility and Meeting State Climate Change Mandates</b></p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate VMT and reduce GHG.</p>	<p>A. Monitor requirements regarding GHG emission reduction, local land use development patterns and the impact on VMT.</p> <p>B. Support state funding to expand infrastructure and incentives for</p>	<p>1. Support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion, including the cost of increased electricity usage.</p> <p>2. Support effort to ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles.</p> <p>3. Work with local jurisdictions to support climate action plan goals and mobility goals.</p>

Issue and Background Information	Goals	Strategies
<p>In September 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency (CalSTA) to leverage \$5 billion in annual state funding to encourage mode shift, emphasizing reducing GHG and VMT. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates, such as the Climate Action Plan for Transportation Infrastructure (CAPTI), to reduce GHG and VMT.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing VMT can be challenging. The prospects for reducing GHG can also be realized through investments made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible. Legislation should be pursued to allow metropolitan planning organizations greater flexibility in complying with state air quality standards so that solutions regarding population density, vehicle miles traveled, and housing are emblematic of a region’s geography, demographics, travel patterns, and availability of alternative modes.</p> <p>Marin County has endured several climate events that compromise the integrity of vital routes. In November of 2024, California voters approved Proposition 4, a \$10 billion bond, which includes \$1.2 billion to protect against climate impacts.</p>	<p>conversion to electric vehicles to reduce GHG emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<ol style="list-style-type: none"> <li>4. Work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, where feasible.                     <p>For SB 375 to be implemented, TAM supports streamlining state defined transportation geographies relevant to local housing and transportation integration such as major transit stops, high quality transit areas, or other similar transportation definitions that influence housing and land use development to help compel practical transit-oriented development solutions.</p> </li> <li>5. Monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT.</li> <li>6. Continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Invest revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</li> <li>7. Support efforts to mitigate climate change and adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea-level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate threats to the local transportation network, particularly major arterials, or evacuation routes.</li> </ol>

Issue and Background Information	Goals	Strategies
		<ol style="list-style-type: none"> <li>8. Support efforts to access state funding to address flooding on state highways including areas identified in TAM's sea level rise study such as State Route 37; Highway 101 in southern and central Marin; Highway 1 adjacent to Bolinas Lagoon; and future projected flooding due to sea level rise.</li> <li>9. Monitor the California Air Resources Board's (CARB's) policies that impact the Sustainable Communities Strategy (SCS) and advocate for reforms that promote practical needs and maintain accessibility of state funding for the Bay Area to advance mobility and sustainability goals. This includes supporting MTC's efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which is duplicative with CEQA VMT changes, and places too great an emphasis on long-term modeling. TAM will seek changes to provide greater alignment between local, regional and state GHG reduction goals.</li> </ol>
<p><b>III. Leveraging Regional Partnerships</b></p> <p>Even with the availability of state resources, regional coordination, and funding are needed to expedite project delivery to improve air quality, mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the CalSTA, CTC, Caltrans, and the Governor's Office, about the Bay Area's transportation network and mobility needs.</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<ol style="list-style-type: none"> <li>1. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</li> <li>2. MTC is collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), SMART, and partners to seek funding for State Route 37 for congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor. This includes supporting projects referenced above in Section I, Strategy 6.</li> <li>3. Collaborate on operational strategies on regional and state facilities with MTC and state to deliver frequent and reliable mobility options, such as MASCOTS.</li> </ol>
<p><b>IV. Enhancing Multi-Modal Options</b></p> <p>While transit ridership in the North Bay has largely rebounded after the pandemic, additional investments are needed to maintain and expand service, and to meet</p>	<p>A. Seek funding to maintain transit operations.</p>	<ol style="list-style-type: none"> <li>1. Support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations.</li> </ol>

Issue and Background Information	Goals	Strategies
<p>state climate and mobility goals. Legislation will be needed to extend relief for Bay Area transit operators to maintain and expand existing services.</p> <p>In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students, are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</p> <p>In 2018, CARB adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</p>	<p>B. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<ol style="list-style-type: none"> <li>2. Monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations, including modifications to the Transportation Development Act (TDA) funds and other revenue generating opportunities to maintain or expand public transit service and capital needs.</li> <li>3. Continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications.</li> <li>4. Monitor and support bicycle and pedestrian safety, including enhanced e-bike and scooter safety regulations such as age-appropriate restrictions for school-age children, speed limit regulations, and reductions on the number of out-of-class, non-street legal electric devices on public roadways and paths.</li> <li>5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation.</li> <li>6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.</li> <li>7. Advocate flexibility with regional and state funds, such as Highway Safety Improvement Program (HSIP) and other safety programs, to permit the funding of Safe Route to School and Crossing Guard Programs.</li> <li>8. Work with Caltrans to fill gaps in complete streets networks, and support Caltrans’ efforts to fund projects within its right of way with resources other than local revenues.</li> </ol>
<p><b>V. Seek Efficiencies</b></p>	<p>A. Streamline and expedite project delivery.</p>	<ol style="list-style-type: none"> <li>1. Support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</li> </ol>

Issue and Background Information	Goals	Strategies
<p>Better coordination is needed between various state agencies to ensure that the scope of a project as certified in an environmental document and approved by state funding agencies can acquire all necessary permits and be delivered on time and on budget.</p> <p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>		<ol style="list-style-type: none"> <li>2. Support a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</li> <li>3. Support legislation that makes the permitting process more transparent and includes local governments in allowing for autonomous vehicle deployment in communities to allow local govt and better integrate needs.</li> </ol>
<p><b>VI. Achieving Vision Zero</b></p> <p>Vision Zero in California is a movement adopted by many cities (like SF, LA, Berkeley, Santa Rosa) and the state itself, aiming to eliminate all traffic fatalities and severe injuries by designing safer streets, using data-driven engineering, education, and targeted enforcement, recognizing that traffic deaths are preventable public health issues, not inevitable accidents, though progress is mixed, with significant challenges in enforcement and changing driver behavior. It involves redesigning roads for slower speeds and better pedestrian/bicyclist safety. In 2025, the legislature enacted SB 289 to allow for camera enforcement for speeding through construction zones on the state highway system, and SB 720, which allows local jurisdictions to opt in to utilize red light camera systems in high collision areas.</p>	<p>A. Support efforts to enhance motorist and pedestrian safety.</p>	<ol style="list-style-type: none"> <li>1. Support legislation or local efforts that implement speed calming strategies to realize Vision Zero goals.</li> <li>2. Support advanced technologies that make infrastructure upgrades to eliminate collisions and fatalities for motorists, cyclists, and pedestrians.</li> <li>3. Support the Highway Safety Improvement Program, which is managed by Caltrans, and aims to drastically reduce traffic fatalities and serious injuries on all public roads using data-driven strategies and projects like roundabouts, traffic calming, and better signage.</li> </ol>
<p><b>VII. Pursuing Federal Opportunities</b></p> <p>The Infrastructure Investment and Jobs Act (IIJA) of 2021 provides \$1.2 trillion in investments through September 30, 2026, for federal-aid highways, transit, highway safety, among other items. IIJA program funding is being released over time through calls for projects. It is expected that during 2026, there may continue to be shifts in how the programs are administered, and discussions will begin on a successor bill after the IIJA expires.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p>	<ol style="list-style-type: none"> <li>1. Advocate for the continuation and reauthorization of IIJA with the new administration. The current authorization is due to expire October 1, 2026, advocate to maintain or expand the current investment level for California.</li> <li>2. Work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will seek new resources to support climate adaptation and the deployment of new transportation technology to address mobility challenges.</li> </ol>

Issue and Background Information	Goals	Strategies
<p>There have been developments related to executive orders and administrative actions regarding climate, resilience, and environmental policy, and the impact on federal grant opportunities.</p>	<p>C. Support the development of a successor surface transportation bill that provides stable, ongoing funding for policies and projects important to TAM such as safety, equity, and resilience.</p>	<p>3. Supports examining revenue solutions for the Highway Trust Fund that keep up with inflation.</p> <p>4. Continue to advocate that federal transportation programs fund and advance the following priorities:</p> <ul style="list-style-type: none"> <li>a. Highway 101 Multi-Modal Corridor Projects. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for, bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including US 101/I-580 Multimodal and Local Access Improvement Project, interchange improvements, and Part Time Transit Lanes. Support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80.</li> <li>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</li> <li>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Novato Creek Bridge and the remainder of Segment A in Marin County.</li> <li>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs and the flexibility for transit operators to use transit funds for operations and/or capital purposes.</li> </ul> <p>5. Advocate for funding and mitigating climate change and support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p> <p>6. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPRA to slow</p>

<b>Issue and Background Information</b>	<b>Goals</b>	<b>Strategies</b>
		<p>or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p> <p>7. Protect federally awarded grants that provide access and mobility for all residents.</p>



## TAM 2026~~5~~ Legislative Platform

Issue and Background Information	Goals	Strategies
<p><b>I. Acquiring State Funding for TAM’s Priority Projects</b></p> <p>The Road Repair and Accountability Act of 2017 (commonly known as SB 1) provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Opportunities to acquire SB 1 funding have been made available by the California Transportation Commission (CTC). TAM received SB1 funding for the Marin-Sonoma Narrows and several active transportation projects.</p> <p><del>In September 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035 and promotes zero-emission vehicles for future mobility needs. A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax that has been diminishing in revenue collection due to decreasing fuel consumption that will not be likely to reverse in the long term.</del></p> <p>The Cap and Trade Program, <u>renamed as the Cap and Invest Program</u>, has been extended from <del>is set to expire in 2030</del> <u>to 2045</u>. <del>without further legislative action.</del> Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) <del>could be at risk, with no capacity beyond 2026 to program more TIRCP projects were extended, but</del></p>	<p>A. <del>Aggressively pursue</del> <u>Secure</u> funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue.</p>	<ol style="list-style-type: none"> <li>1. Remain diligent in competing for additional state funds, <u>including requesting Congressionally-Directed Spending funds (also known as earmarks)</u>, to support countywide transportation priorities, with an emphasis on addressing mobility through safety, equity, and sustainability, securing funds for projects and programs in county measures and CTP, as well as rehabilitating local roads and bridges and Safe Routes to School Program. <del>This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees.</del></li> <li>2. Support a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers.</li> <li>3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to: <ul style="list-style-type: none"> <li>• <u>acquire operating and capital revenue to maintain and expand service, connectivity, and advance mobility for all</u></li> <li>• <del>encourage and provide</del> <u>seek resources for transportation</u> to maintain a state of good repair,</li> <li>• <u>implement operational improvements (i.e. Bus on Shoulder Project),</u> <ul style="list-style-type: none"> <li>— <del>enhance connections to transit,</del></li> <li>— <del>advance equitable mobility,</del></li> </ul> </li> <li>• <u>protect assets from climate impacts, and</u></li> <li>• <u>enhance the safety and extent of the bicycle and pedestrian networks, from through state programs</u> such as the Active Transportation Program (ATP), Cap and</li> </ul> </li> </ol>

Issue and Background Information	Goals	Strategies
<p><u>now receive line-items of \$200 million and \$400 million, respectively, rather a percentage based distribution. A new program, consisting of \$125 million, has been created to provide free transit passes statewide. With the extension of the program, auctions are expected to stabilize and result in excess revenues, which can be reinvested.</u></p>		<p>Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).</p> <p>4. Continue to seek to modify the definition of disadvantaged communities that account for local characteristics and considerations so that state and regional resources can be used in underprivileged communities within the County but also provide a regional benefit.</p> <p>5. Support efforts to <del>extend the Cap and Trade program beyond 2030 and retain, at a minimum, the existing continuous appropriation for transit and local transportation needs.</del> <u>acquire excess Cap and Invest auction proceeds, and interest, to augment transit operations and capital needs for bus, rail, bicycle, and pedestrian, and Transportation Demand Management (TDM) programs. This includes supporting MTC's efforts to acquire the remaining of remaining SB 125 funds to help support regional service.</u></p> <p>6. Pursue state funding for prioritized projects that include but are not limited to:</p> <ul style="list-style-type: none"> <li>• <u>US 101 Part-Time Transit Lanes</u></li> <li>• <u>Safe Routes to School/Crossing Guard Program</u></li> <li>• <u>US 101/I-580 Multimodal and Local Access Improvement Project</u></li> <li>• <u>Interchange Program</u></li> <li>• <u>Segments of the North South Greenway</u></li> <li>• <u>Marin Sonoma Narrows (MSN) B8 San Antonio Bike Lane</u></li> <li>• <u>MSN B6 San Antonio Bridge</u></li> <li>• <u>Marin City Noise Analysis and Potential Future Phases</u></li> <li>• <u>SR 37 (Marin phases)</u></li> </ul>
<p><b>II. Addressing Mobility and Meeting State Climate Change Mandates</b></p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community</p>	<p>A. Monitor requirements regarding GHG emission reduction, local</p>	<p>1. Support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion, including the cost of increased electricity usage.</p>

Issue and Background Information	Goals	Strategies
<p>Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate VMT and reduce GHG.</p> <p>In September 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency (CalSTA) to leverage \$5 billion in <u>annual state funding</u> to encourage mode shift, emphasizing reducing GHG and VMT. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates, <u>such as the Climate Action Plan for Transportation Infrastructure (CAPTI)</u>, to reduce GHG and VMT.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing VMT can be challenging. The prospects for reducing GHG can also be realized through investments made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible. <u>Legislation should be pursued to allow metropolitan planning organizations greater flexibility in complying with state air quality standards so that solutions regarding population density, vehicle miles traveled, and housing are emblematic of a region's geography, demographics, travel patterns, and availability of alternative modes.</u></p> <p>Marin County has endured several climate events that compromise the integrity of vital routes. In November of 2024, California voters approved Proposition 4, a \$10</p>	<p>land use development patterns and the impact on VMT.</p> <p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<ol style="list-style-type: none"> <li>2. Support effort to ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles.</li> <li>3. Work with local jurisdictions to support climate action plan goals and mobility goals.</li> <li>4. Work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, where feasible. <del>This includes supporting MTC's efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which is duplicative with CEQA VMT changes, and places too great an emphasis on long-term modeling. TAM will seek changes to provide greater alignment, rather than competition between local, regional and state GHG reduction goals.</del> <p>For SB 375 to be implemented, TAM supports streamlining state defined transportation geographies relevant to local housing and transportation integration such as major transit stops, high quality transit areas, or other similar transportation definitions that influence housing and land use development to help compel practical transit-oriented development solutions.</p> </li> <li>5. Monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT.</li> <li>6. Continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from <del>Cap-and-Trade Invest</del> revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational</li> </ol>

Issue and Background Information	Goals	Strategies
<p>billion bond, which includes \$1.2 billion to protect against <del>sea-level rise</del><u>climate impacts</u>.</p>		<p>improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>7. Support efforts to mitigate climate change and adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea-level rise, such as wetlands restoration, levee construction or other resilience measures to <del>mitigate against</del><u>mitigate</u> threats to the local transportation network, particularly major arterials, or evacuation routes.</p> <p>8. Support efforts to access state funding to address flooding on state highways including areas identified in TAM's sea level rise study such as State Route 37; Highway 101 in southern and central Marin; Highway 1 adjacent to Bolinas Lagoon; and future projected flooding due to sea level rise.</p> <p>9. <u>Monitor the California Air Resources Board's (CARB's) policies that impact the Sustainable Communities Strategy (SCS) and advocate for reforms that promote transportation fundings that align real-world practical needs and maintain accessibility of state funding for the Bay Area to advance mobility and sustainability goals. - This includes supporting MTC's efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which is duplicative with CEQA VMT changes, and places too great an emphasis on long-term modeling. TAM will seek changes to provide greater alignment between local, regional and state GHG reduction goals.</u></p>
<p><b>III. Leveraging Regional Partnerships</b></p> <p>Even with the availability of state resources, regional coordination, and funding are needed to expedite project delivery to improve air quality, mobility and maintain</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to</p>	<p><del>1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan.</del></p>

Issue and Background Information	Goals	Strategies
<p>system integrity. TAM will educate our delegation and state funding partners, such as the CalSTA, CTC, Caltrans, and the Governor’s Office, about the Bay Area’s transportation network and mobility needs.</p>	<p>protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<p>21. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</p> <p>32. MTC is collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), SMART, and partners to seek funding for State Route 37 for congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor. <u>This includes supporting projects referenced above in Section I, Strategy 6.</u></p> <p>3. <u>Collaborate on operational strategies on regional and state facilities with MTC and state to deliver frequent and reliable mobility options, such as MASCOTS.</u></p>
<p><b>IV. Enhancing Multi-Modal Options</b></p> <p>While transit ridership in the North Bay has largely rebounded after the pandemic, additional investments are needed to maintain and expand service, and to meet state climate and mobility goals. Legislation will be needed to extend relief for Bay Area transit operators to maintain and expand existing services.</p> <p>In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students, are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</p> <p>In 2018, CARB adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit</p>	<p><del>A. Monitor potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</del></p> <p><del>B.A. Seek funding to maintain transit operations.</del></p> <p><del>C.B. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</del></p>	<p>1. Support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations.</p> <p>2. Monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations, <u>including modifications to the Transportation Development Act (TDA) funds and other revenue generating opportunities to maintain or expand public transit service and capital needs.</u></p> <p>3. Continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications.</p> <p>4. Monitor and support <del>efforts related to improving</del> bicycle and pedestrian safety, including <u>enhanced e-bikes and scooter safety regulations such as age-appropriate restrictions for school-age children, speed limit regulations, and reductions on the number of out-of-class, non-street legal electric devices on public roadways and paths.</u></p>

Issue and Background Information	Goals	Strategies
<p>agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</p>		<ol style="list-style-type: none"> <li>5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation.</li> <li>6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.</li> <li>7. Advocate flexibility with regional and state funds, such as Highway Safety Improvement Program (HSIP) and other safety programs, to permit the funding of Safe Route to School and Crossing Guard Programs.</li> <li>8. <u>Work with Caltrans to fill gaps in complete streets networks, and support Caltrans' efforts to fund projects within its right of way with resources other than local revenues.</u></li> </ol>
<p><b>V. Seek Efficiencies</b></p> <p>Better coordination is needed between various state agencies to ensure that the scope of a project as certified in an environmental document and approved by state funding agencies can acquire all necessary permits and be delivered on time and on budget.</p> <p>The Ralph M. Brown Act (Brown Act) includes increased flexibility in relation to remote participation for local agency meetings with and without a declared State of Emergency. Currently, virtual participation is limited to no more than 20% of a local agency's board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board. Legislation may be pursued by the California State Association of Counties or League California Cities, among others, to provide an exemption to allow for committees under the purview of a board to meet without the same restrictions.</p>	<p>A. <del>Support efforts to</del> Streamline and expedite project delivery.</p> <p><del>Support flexibility for advisory committees of local agencies to conduct virtual public meetings.</del></p>	<ol style="list-style-type: none"> <li>1. Support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</li> <li><del>2. Monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying the Brown Act. TAM will advocate for language that allows committee and advisory group members to participate remotely more frequently if needed, without a declared state of emergency.</del></li> <li>23. Support a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</li> <li>3.</li> <li><u>-Support legislation that makes the permitting process more transparent and includes local governments in allowing for</u></li> </ol>

Issue and Background Information	Goals	Strategies
<p>The California Transportation Commission conducts several competitive programs that require individual applications.</p> <p><b><u>VI. Achieving Vision Zero</u></b>  <u>Vision Zero in California is a movement adopted by many cities (like SF, LA, Berkeley, Santa Rosa) and the state itself, aiming to eliminate all traffic fatalities and severe injuries by designing safer streets, using data-driven engineering, education, and targeted enforcement, recognizing that traffic deaths are preventable public health issues, not inevitable accidents, though progress is mixed, with significant challenges in enforcement and changing driver behavior. It involves redesigning roads for slower speeds and better pedestrian/bicyclist safety. In 2025, the legislature enacted SB 289 to allow for camera enforcement for speeding through construction zones on the state highway system, and SB 720, which allows local jurisdictions to opt in to utilize red light camera systems in high collision areas.</u></p> <p><u>The emergence of autonomous vehicles has created challenges in motorist and pedestrian safety.</u></p>	<p><u>A. Support efforts to enhance motorist and pedestrian safety.</u></p>	<p><u>autonomous vehicle deployment in communities to allow local govt and better integrate needs.</u></p> <p><u>Support legislation or local efforts that implement speed calming strategies to realize Vision Zero goals.</u>  <del><u>Support legislation that streamlines the permitting process and includes local governments in allowing for autonomous vehicle deployment in communities to better integrate and regulate their u</u></del></p> <p><u>1.</u>  <u>4. Support advanced technologies that make infrastructure upgrades to eliminate collisions and fatalities for motorists, cyclists, and pedestrians.</u></p> <p><u>2.</u>  <u>3. Support the Highway Safety Improvement Program, which is managed by Caltrans, and aims to drastically reduce traffic fatalities and serious injuries on all public roads using data-driven strategies and projects like roundabouts, traffic calming, and better signage.</u></p>
<p><b><u>VII. Pursuing Federal Opportunities</u></b></p> <p><u>The Infrastructure Investment and Jobs Act (IIJA) of 2021 provides \$1.2 trillion in investments through September 30, 2026, for federal-aid highways, transit, highway safety, among other items. IIJA program funding is being released over time through calls for projects. It is expected that during 2026, there may continue to be shifts in how the programs are administered, and discussions will begin on a successor bill after the IIJA expires.</u></p> <p><u>There have been developments related to executive orders and administrative actions regarding climate, resilience, and environmental policy, and the impact on federal grant opportunities.</u></p>	<p><u>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</u></p> <p><u>B. Support climate resilience policies.</u></p> <p><u>C. Support the development of a successor surface transportation bill</u></p>	<p><u>1. Advocate for the continuation and reauthorization of IIJA with the new administration. The current authorization is due to expire October 1, 2026, advocate to maintain or expand the current investment level for California.</u></p> <p><u>2. Work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will seek new resources to support climate adaptation and the deployment of new transportation technology to address mobility challenges.</u></p> <p><u>3. Supports examining revenue solutions for the Highway Trust Fund that keep up with inflation.</u></p> <p><u>4. Continue to advocate that federal transportation programs fund and advance the following priorities:</u></p>

Issue and Background Information	Goals	Strategies
	<p>that provides stable, ongoing funding for policies and projects important to TAM such as safety, equity, and resilience.</p>	<ul style="list-style-type: none"> <li>a. Highway 101 Multi-Modal Corridor Projects. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for, bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including US 101/I-580 Multimodal and Local Access Improvement Project, interchange improvements, and Part Time Transit Lanes. Support the Sonoma Marin Area Rail Transit's (SMART's) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80.</li> <li>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</li> <li>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Novato Creek Bridge and the remainder of Segment A in Marin County.</li> <li>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs <u>and the flexibility for transit operators to use transit funds for operations and/or capital purposes.</u></li> <li>5. Advocate for <u>funding and</u> mitigating climate change and support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</li> <li>6. While the United States District Court granted a Stay Order to ___-allow transit funds to continue to flow to California and ___prevents the Department of Labor from using PEPPRA to slow ___or stop the execution of FTA grants to transit agencies, TAM ___supports a permanent resolution that does not compel ___-recission of grant funds to ensure predictability for transit</li> </ul>

<b>Issue and Background Information</b>	<b>Goals</b>	<b>Strategies</b>
		____agencies.  <u>7. Protect federally awarded grants that provide access and mobility for all residents.</u>

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** January 12, 2026

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

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

**SUBJECT:** Crossing Guard Funding (Action), Agenda Item No. 6

---

## RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Committee reviews the proposed funding options for the Crossing Guard Program and selects an option to recommend and refer to the TAM Board for adoption.

## BACKGROUND

TAM has been funding and managing the Marin County Crossing Guard Program (Program) since 2006. Funding for the Program comes from the transportation sales tax, Measure A/AA, and from the vehicle registration fee (VRF), Measure B. In the current fiscal year, the Program is expected to cost approximately \$2.5 million.

A key decision in managing the Program is to determine the locations for guards. In summary, the decision process involves assessing locations near schools throughout the County, developing a ranked list based on established criteria, and assigning guards to the top locations within the fiscal constraints of the program. Evaluations have occurred for implementation in 2010, 2014, 2018, and 2023. The next assessment is currently underway and a revised ranked list will be presented to the TAM Board later this spring.

The Measure AA Expenditure Plan specifies a base level of 96 guards (referenced as locations in one section). This was an increase of approximately 20 crossing guards from the previous transportation sales tax (Measure A). When the Program began in August 2006, Measure A had been in place and sales tax collected for 18 months with very little expenditures (the time lag was necessary to determine guard conditions and to procure a vendor for the guard service). Therefore, a substantial crossing guard reserve was created and has allowed the Program to operate at a constant level without concern over exactly matching estimated revenue and costs each year.

In prior cycles, guard numbers were recommended by staff based on the reserve being exhausted at the end of the sales tax measure, which for Measure A was 2024, and is 2049 for Measure AA. As recently as 2022, it was expected that the 96 guard/location number could remain in place until 2049 based on future costs and revenues. Unfortunately, the cost forecasts were greatly revised when the state minimum wage unexpectedly experienced a major increase. This information was presented to the TAM Board and various actions were taken at the December 2023 and April 2024 meetings.

These actions consisted of:

- Discontinuing the expansion of the Program to 103 locations, approved by the Board in April 2023, and resetting the Program back to the Expenditure Plan level of 96 with the resulting increased use of Program reserve
- Reduction in Program Costs
  - Creation of a list of locations to no longer be evaluated due to historic high and low scoring values
  - Creation of a revised system to request new locations be evaluated between the creation of the updated site list cycles
- Change the exhaustion date for the Program reserve from 2049 to 2034 for a more realistic ten-year horizon and to tie in with the 2034 new location list. This is subject to change during the creation of the 2030 ranked list and a new time horizon of ten years from that date may be utilized.

## DISCUSSION/ANALYSIS

A number of funding, cost, and operating factors are considered below, leading to the options presented.

**Measure AA Expenditure Plan Review** – Over the last several months the Board has been presented with an option to make two changes that affect the Crossing Guard Program in the Measure AA Expenditure Plan.

1. Change any reference in the Expenditure Plan referring to the number of guards/locations to just guards.
2. Move 0.5% of the sales tax going forward from Category 1.3 to Category 3.2. Category 1.3 (U.S. 101 Interchange Improvements) would change from 3% to 2.5%, while Category 3.2 (Crossing Guards) would change from 7% to 7.5%.

**Number of Guards/Locations** – The standard of care has recently changed in the crossing guard industry. It is now recommended that two guards be utilized when crossing multi-lane roads. The Program vendor has provided staff with a list of eight locations from the current sites that will require two guards should the Board choose to extend their contract past July 2026. Therefore, moving forward, decisions regarding guard staffing levels will refer to the number of crossing guards and no longer locations. With this change, the number of sites having guards would reduce from 96 to 88 even if the same funding level can be maintained.

**Program Funding and Costs** – Several changes have occurred recently that have improved the financial outlook for the Program:

- TAM Finance staff have completed a review of the Sales Tax actual collections to date for this fiscal year, as well as projections for next fiscal year, and the recommendations to come before the Board in February are substantially greater than last year's forecast.
  - Sales tax estimate for FY 27 was \$34.4 million, however staff expects to recommend \$36.6 million.

- Growth beginning in FY 28 was expected to grow by 0% with a gradual increase to 2% by FY 31. It is now expected that the draft Strategic Plan will show a 1.5% increase for FY 28 and increase to 2% by FY 29.
- The audited actual FY2024-25 expenses for the Crossing Guard Program came in lower than expected. This sometimes occurs when the vendor is not able to fully staff every site every day.
- The assumed wage/rate increases for the Program in FY 25/26 have not occurred. The guard rate has remained at the FY 24/25 level.

These updated factors have been incorporated into the various options presented.

In addition, staff have considered various additional funding options for the Program. Among many considered, the following two are considered the most viable:

1. Sales Tax Interest. These funds arise from timing differences between allocation and payment of various funds. The current Interest Policy sets the highest priority for these funds for active construction projects that may have immediate funding shortfalls. However, interest funds are wholly within the Board’s control, can support operating programs, and have accrued in sufficient amount to use a portion for the Crossing Guard program. In order to preserve funds for capital project needs, staff recommends designating not more than \$0.5 million for the Crossing Guard Program.
2. OBAG 4 Safe Routes to School Supplemental Funds. These funds are issued to TAM from MTC at TAM’s request; however, the funds would come from TAM’s County Target amount and therefore would result in less money for other projects in Marin. Since the source of the One Bay Area Grant (OBAG) is federal funds, crossing guards are not an eligible use and a swap would be required. Staff feel that \$0.5 million could be made available and not adversely affect other work. It should be noted that these funds come with significant reporting and other requirements.

**Options and Recommendation** – Based on the above cost and funding information, staff prepared the following options for consideration:

- **A:** No additional funding – number of guards reduced in 2026 and then constant until 2034.
- **B:** Expenditure Plan (EP) modifications only – number of guards reduced somewhat in 2026 and then constant until 2034.
- **C:** EP modifications and add \$500K of Transportation Sales Tax Interest Funds – number of guards slightly reduced in 2026 and then constant until 2034.
- **D:** EP modifications and add \$500K of Interest Funds – number of guards held constant until 2030, then reduced.
- **E:** EP modifications and add \$500K of OBAG 4 funds and \$500K of sales tax interest funds. Number of guards maintained until 2034.

	Option				
	A	B	C	D	E
Number of Guards beginning August 2026	86	91	93	96	96
Number of Guards beginning August 2030	86	91	93	91	96
Number of Guards beginning August 2034	79	84	84	84	84

Note, as shown in the bottom row of the table above, the Program will require additional reductions in August 2034 since all of the Program reserve will be exhausted at that time.

Also, the number of locations guarded will be lower than shown in the table by 7 or 8. The number varies depending on whether a site that has multiple lanes is no longer guarded or new sites are added during evaluations.

The guard costs have been escalated at a 4% growth factor. Staff continues to monitor for increases to the minimum wage for Marin workers and continually updates Program costs.

Staff is recommending that the TAM Board adopt Option D. Note that this option relies on the adoption of an amended Measure AA Expenditure Plan in 2026 in order to add 0.5% (approximately \$150,000 per year) to the program.

Updates to the financial plan will be made with each certification cycle or as needed should circumstances change.

### **RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)**

The Crossing Guard Program is consistent with the Safe Travel for All, the Accessible and Walkable Communities, and the Complete Active Transportation Network elements of the CTP.

### **FISCAL CONSIDERATION**

Staff will prepare the FY2026/2027 crossing guard budget based on the Program option selected and the revised Strategic Plan approved by the Board.

### **NEXT STEPS**

Progress continues on the evaluation of sites for the next ranked list. Staff will be meeting with the MPWA and MCOE to finalize the list and bring a draft list to the Board most likely in April 2026. This will allow for sufficient time to work with the schools to notify them of any changes for the upcoming school year.

The current contract with the crossing guard vendor expires in July 2026, and it allows for a two-year extension. Staff will be meeting with the vendor to determine if a new procurement process should occur. A recommendation will be brought to the Board for consideration at a future meeting.

Staff will continue to advance the Measure AA Expenditure Plan Review process, and to explore additional crossing guard funding options. In addition, staff will monitor the assumptions used to predict the cash flows and return to the Board if discrepancies are noted.

### **ATTACHMENTS**

Attachment A – PPT Presentation

# Crossing Guard Program Financial Analysis

**Transportation Authority of Marin**

Funding, Programs & Legislation Committee  
January 12, 2026



# Program Summary

Program costs approx. \$2.5 million this FY

Funded by Measure AA (~\$2.3 million) and Measure B (\$175,000)

Direction of the Program since 2008 has been to set the guard level with each new recertification list to a sustainable level for the remainder of the Sales Tax

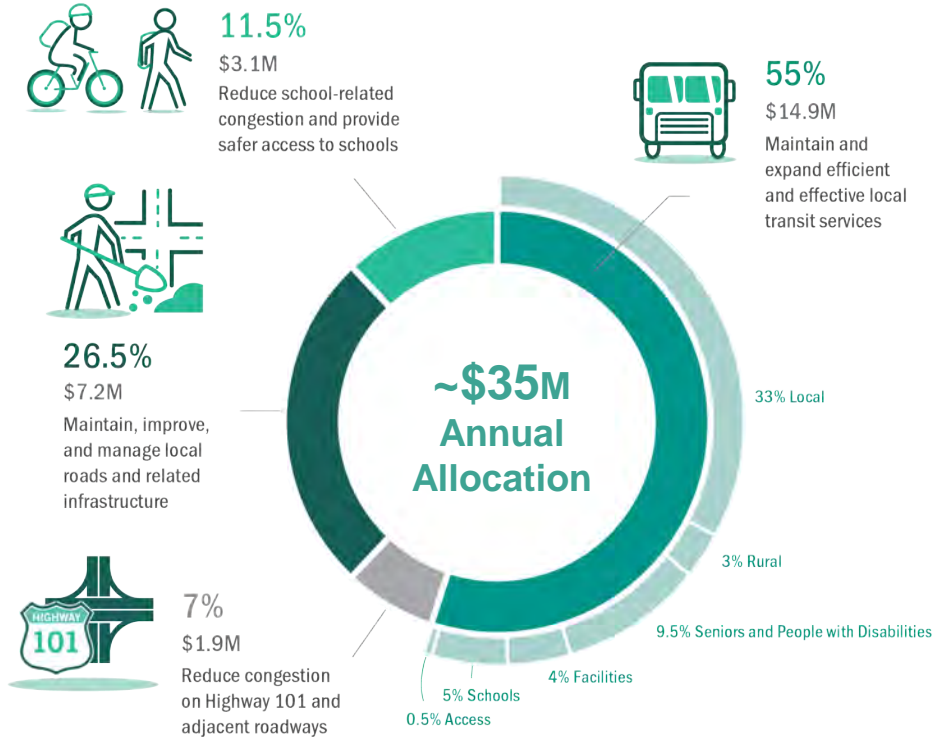
- 2008: guard level was set at 64
- 2011: raised to 76 guards, with the voter approval of the Vehicle Registration Fee
- 2018: new base level of 96 guards, with voter approval of Measure AA



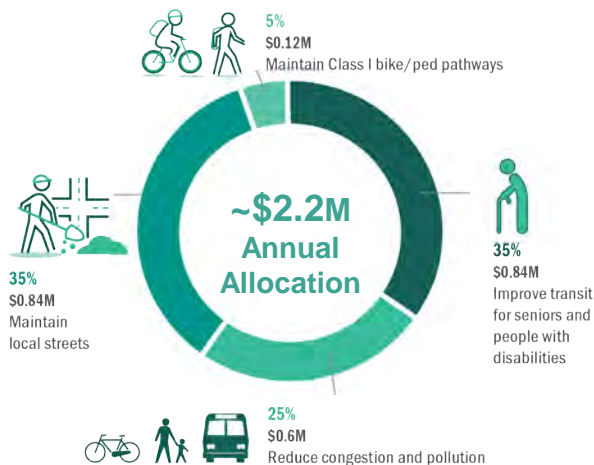
# Program Background

- Program funding is in the Measure A/AA and Measure B Expenditure Plans
- Measure AA Renewal in 2018 increased local funding for Crossing Guards from 4.2% to 7%
  - Specified a base of up to 96 Guards
- In Measure B, Crossing Guards is in Element 3
  - 25% for Crossing Guards, Alt. Fuels and Marin Commutes

## MEASURE AA ½-CENT TRANSPORTATION SALES TAX



## MEASURE B \$10 VEHICLE REGISTRATION FEE



# Program Background, cont.

Crossing Guard Program is part of multi-tiered approach in TAM's Safe Routes to Schools Program, which also includes:

- Education and Encouragement
  - 51% of Marin School Trips are Green
  - 88% of public elementary schools, 100% of public middle schools, and 50% of high schools participated during recent years
  - Classroom and experiential safety programs
  - Street Smarts messaging for roadway users
  
- Infrastructure Improvements (Safe Pathways)
  - Over \$12.6 million has been allocated so far to build 80 Safe Pathways projects



# Recent Board Actions

The Board took the following actions at the Dec. 2023 and Apr. 2024 meetings:

- Reset the Program back to the Expenditure Plan level of 96, from 103 (approved by the Board in April 2023) with the resulting increased use of the Program reserve
- Reduce Program Costs:
  - Creation of a list of locations to no longer be evaluated due to historic high and low scoring values
  - Creation of a revised system to request new locations be evaluated between site list cycles
- Change the program financial horizon to ten years, rather than end of Measure AA (2034 instead of 2049) including exhaustion date for the Program reserve. This is subject to change during the creation of the 2030 ranked list.

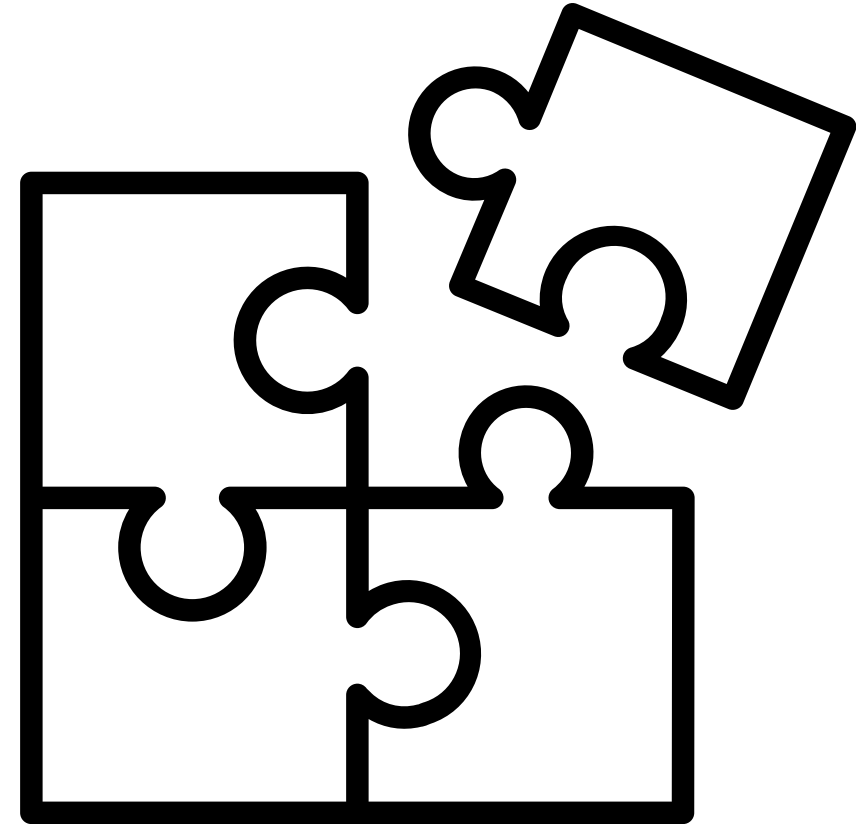
# 2026 Recertification & Revised Location List

- 6th list of Crossing Guard locations
  - Typically done every four years: 2006, 2010, 2014, 2018, 2023
  - Lists are recommended by Marin Public Works Association (MPWA)
- Number of locations will no longer be considered in the cash flow analysis, just the number of guards
  - Due to changing industry standards for multi-lane roads



# Pieces of the Financial Puzzle

- Potential New Funding Options:
  - Measure AA Expenditure Plan Amendments
  - Interest Funds
  - OBAG 4
- Cash Flow Changes:
  - Improved Sales Tax Forecasts
  - Lower than Expected Costs Last Year
- Number of Guards



# Potential Measure AA Expenditure Plan Changes

Potential changes that affect the Crossing Guard Program in the Measure AA Expenditure Plan Review Process:

1. Change any reference in the Expenditure Plan referring to the number of guards/locations to just guards
2. Move 0.5% of the sales tax from Category 1.3 to Category 3.2
  - Category 1.3 (U.S. 101 Interchange Improvements) would change from 3% to 2.5%
  - Category 3.2 (Crossing Guards) would change from 7% to 7.5%

# Potential Additional Funding

Staff have considered various additional funding options for the Program, the following are considered the most viable.

## 1. Sales Tax Interest

- These funds arise from timing differences between allocation and payment of various funds and investing when balances grow
- Current Interest Policy is to prioritize these funds for active construction projects that may have immediate funding shortfalls.
- Staff recommends using these funds for no more than \$0.5 million.

## 2. OBAG 4 Safe Routes to School Funds

- These funds are issued to TAM from MTC at TAM's request and would result in less money for other projects in Marin.
- One Bay Area Grants are federal funds, and crossing guards are not an eligible use - a swap would be required.
- Staff feel that \$0.5 million could be made available, if a workable exchange is identified
- These funds come with significant reporting and other requirements.

# Cash Flow Changes

## Increased Revenues:

- Increased revenue forecasts are now expected for next year's Measure AA and Measure B budgets, based on YTD actuals. These will be presented to the Board in early 2026 for approval
  - Sales tax estimate for FY27 was \$34.4 million, however staff expects to recommend \$36.6 million
  - Growth beginning in FY28 was expected to grow by 0% with a gradual increase to 2% by FY31. It is now expected that the draft Strategic Plan will show a 1.5% increase in FY28 and increase to 2% by FY29

## Lower Costs:

- Audited actual expenses for FY24/25 came in under the budgeted amount
- Wages/rates did not increase in FY25/26

## Other:

- Guard costs to increase at 4% per year
- Ten-year horizon (Reserve to be exhausted in June 2034)

# Funding Options

- A:** No additional funding – number of guards reduced in 2026 and then constant until 2034
- B:** Expenditure Plan (EP) modifications only – number of guards reduced somewhat in 2026 and then constant until 2034
- C:** EP modifications and add \$500K of Transportation Sales Tax Interest Funds – number of guards slightly reduced in 2026 and then constant until 2034
- D:** EP modifications and add \$500K of Interest Funds – number of guards held constant until 2030, then reduced
- E:** EP modifications and add \$500K of OBAG 4 funds and \$500K of sales tax interest funds. Number of guards maintained until 2034

	Option				
Number of Guards	A	B	C	D	E
August 2026	86	91	93	96	96
August 2030	86	91	93	91	96
August 2034	79	84	84	84	84

# Funding Options Notes

- Reserve to be exhausted in 2034 and additional cuts will be required without a change in revenue and cost forecasts. At that point, expenditures will match revenue.
- Time horizon for reserve exhaustion may be extended by the Board prior to approving the 2030 level
- Numbers represent guards and not locations
- Actual number of sites will be 7 or 8 less depending on how many sites above the funding cut-off on the ranked list have multiple lanes



# Recommendations and Next Steps

- Staff recommends **Option D**
- Should the Board not approve the Expenditure Plan amendments, Option A would be the default
  - Staff could return with modifications to supplement with either Sales Tax Interest or OBAG 4 funding
- Location selection ranked list to be available for Board approval most likely in April 2026
- Staff will be meeting with the vendor to determine if a new procurement process should occur. Current contract expires in July 2026 and has an option for two additional years. A recommendation will be brought to the Board for consideration at a future meeting.
- Staff continue to look for additional funding

# Questions?

