



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JANUARY 22, 2026
6:00 P.M.

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

900 Fifth Avenue
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San Rafael
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Belvedere
Peter Mark

Corte Madera
Rosa Thomas

Fairfax
Lisel Blash

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Kevin Jacobs

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.

This meeting shall consist of a simultaneous teleconference call at the following location(s):
75 Diane Lane, Larkspur CA 94939

How to watch the live meeting using the Zoom link:

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

Webinar ID: 881 5544 9529
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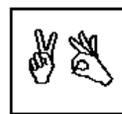
Teleconference: Members of the public wishing to participate via teleconference may do so by dialing the following number at 6:00 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: **881 5544 9529**; Password: **389590**

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. Annual Selection of TAM Chair and Vice-Chair, and Appointments to the TAM Executive Committees (Action) – **Attachment**
2. Chair’s Report (Discussion)
3. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
4. Executive Director’s Report (Discussion)
5. 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.)
6. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes for December 8, 2025
 - b. Adopt the 2026 Legislative Platform
 - c. Approve Extension of Service Agreement with Apex Technology Management for Technology Support
 - d. Authorization of Transportation Demand Management & Public Outreach Contract Extension with Convey, Inc.
 - e. Allocate Measure B Element 1.1 Funds to Marin County for the Redwood Highway Frontage Road Bike Lane Project
 - f. Execute TAM Resolutions No. 2026-01 and 2026-02 for RM3 Funding for State Route 37
 - g. Accept Update of Program/Project Management and Oversight (PMO) Services Contract
 - h. Amendment No. 4 to Caltrans Cooperative Agreement 04-2791 for the Construction of the US 101 Marin-Sonoma Narrows B7 Project
7. Measure AA Expenditure Plan Draft Amendments (Action) – **Attachment**
8. Crossing Guard Funding (Action) – **Attachment**
9. Redwood Bikeshare Pilot Program Update (Discussion) – **Attachment**



DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*

SUBJECT: Annual Selection of TAM Chair and Vice-Chair, and Appointments to the TAM Executive Committees (Action), Agenda Item No. 1

RECOMMENDATION

The TAM Board nominates and elects a Chair and Vice-Chair and makes appointments to the TAM Executive Committees following the Executive Director's issuance of Oaths of Office to new Board members and any other preceding action items on the agenda.

BACKGROUND

Selection of a Chair and Vice-Chair

Pursuant to Section 104.1(a) of the TAM Administrative Code, the TAM Board is required to elect a Chair and Vice-Chair in January of each year. Also as stated in the Administrative Code, at no time should two Commissioners from the Board of Supervisors or two Commissioners from City or Town Councils hold both the Chair and Vice Chair positions.

Appointments to the TAM Executive Committees

Following the selection of a Chair and Vice Chair, it may be necessary or desired to adjust membership of the TAM Executive Committees. Per TAM's Administrative Code, "Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board. The TAM Board Chair shall serve as chair over one committee and the TAM Board Vice-Chair shall serve as chair over the other."

DISCUSSION

The current Executive Committee memberships are outlined below for reference.

*Funding, Programs & Legislation
Executive Committee*

Kate Colin - Chair
Brian Colbert
Mary Sackett
Melissa Blaustein
Urban Carmel

*Administration, Projects & Planning
Executive Committee*

Eric Lucan - Chair
Alice Fredericks
Stephanie Moulton-Peters
Teri Dowling

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Not applicable.

FISCAL IMPACTS

None.

NEXT STEPS

None.

ATTACHMENTS

None.



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

DECEMBER 8, 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
Eric Lucan, Marin County Board of Supervisors, TAM Chair
Kate Colin, San Rafael City Council, TAM Vice-Chair
Lisel Blash, Fairfax Town Council
Mary Sackett, Marin County Board of Supervisors
Rachel Farac, Novato City Council
Steve Burdo, San Anselmo Town Council
Teri Dowling, Ross Town Council

Members Absent: Dennis Rodoni, Marin County Board of Supervisors
Gabe Paulson, Larkspur City Council
James Andrews, Corte Madera Town Council
Melissa Blaustein, Sausalito City Council
Peter Mark, Belvedere City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

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
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Senior Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Lucan called the meeting to order at 6:02 p.m.

Chair Lucan welcomed everyone to the meeting, and Executive Assistant/Clerk of the Board Jennifer Doucette conducted the roll call. The roll call indicated that the Board was one member short of a quorum; however, Commissioner Fredericks arrived shortly thereafter, establishing a quorum.

1. Chair's Report

None.

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

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Colbert

None.

SMART Report – Commissioner Sackett

None.

Commissioner Matters Not on the Agenda

None.

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

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne 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.

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

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 November 20, 2025
- b. Amend Employment Contract with Executive Director
- c. Bellam Boulevard Off-Ramp Improvement Project Update and Measure AA Allocation
- d. US 101/I-580 Multi-Modal and Local Access Improvement Project – Memorandum of Understanding (MOU) with City of San Rafael

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

Commissioner Sackett made the motion to approve the Consent Calendar. Commissioner Farac seconded the motion, which passed unanimously.

6. Programming Local Partnership Program Formula Funds (Action)

Director of Programming and Legislation David Chan and Director of Project Delivery Dan Cherrier presented this item, which recommends the TAM Board approves the programming of approximately \$1.16 million in Cycle 5 Local Partnership Program (LPP) Formula funds to the Marin-Sonoma Narrows (MSN) B8 Project and commits to program Cycle 6 LPP Formula funds to Corte Madera for the Tamalpais Drive Overcrossing Project.

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

Vice-Chair Colin moved to approve staff recommendations. Commissioner Fredricks seconded the motion, which passed unanimously.

7. Authorize a Contract for Website Update and Related Services (Action)

Director of Finance and Administration Melanie Purcell presented this item, which recommends that the Board authorize the Executive Director to negotiate and execute a contract with “lowercaseproductions” for the TAM website update and ongoing maintenance. The proposed three-year contract, with an option to extend for two additional years, includes a comprehensive website update and one year of post-launch support at an estimated cost of \$150,000, with annual maintenance and hosting of \$10,000 and up to \$7,500 per year for out-of-scope updates. The total not-to-exceed cost for the initial three-year term is \$185,000.

Commissioners and staff discussed the importance of ensuring the redesigned website is fully accessible, compliant with current digital accessibility standards, and built using modern, future-ready technology. The discussion emphasized selecting a vendor capable of delivering innovative, intuitive, and sustainable solutions that will remain relevant as digital tools continue to evolve. Staff confirmed that both accessibility expertise and the ability to provide forward-looking, high-quality website design were key evaluation criteria and central to the recommendation.

In response to Commissioner Farac, Dan Reider, owner and managing director of lowercase productions, noted that the firm has provided services for several public-sector clients, including Bay Area Rapid Transit, AC Transit, and others.

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

Commissioner Colbert moved to approve staff recommendations. Commissioner Blash seconded the motion, which passed unanimously.

8. Measure AA Expenditure Plan Draft Amendments (Discussion)

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

Commissioner Fredericks expressed concerns about potential funding shifts between local and major roads, noting that the Town of Tiburon has a high percentage of dead-end, aging roads that require ongoing maintenance and do not serve as connector routes.

Commissioner Colbert commented on the importance of focusing on multi-jurisdictional corridors as a key future priority for TAM, particularly as opportunities arise to leverage future state and federal funding; and also underscored the need to continue refining and sustaining the Crossing Guard Program as a critical Board priority.

Commissioner Farac expressed support for the proposed additional 0.5 percent funding for the Crossing Guard Program.

Vice-Chair Colin commented that funding for the Crossing Guard Program is intended to maintain service levels – not increase them – as the program faces potential cuts; and noted the importance of aligning funding decisions with the Countywide Transportation Plan.

Chair Lucan suggested that TAM could play a coordination role among cities and towns to identify efficiencies in local streets and roads paving programs; and noted that facilitating collaboration among public works directors, potentially through a working group or joint contracting, could create economies of scale and help stretch limited local streets and roads funding.

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

The meeting was adjourned at 6:50 p.m.

DRAFT



DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the 2026 Legislative Platform (Action), Agenda Item No. 6b

RECOMMENDATION

The TAM Board adopts the proposed 2026 Legislative Platform as shown in Attachment A.

On January 12, 2026, the FP&L Executive Committee reviewed and voted unanimously to refer the proposed 2026 Legislative Platform to the TAM Board for review and adoption.

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

On January 9, 2026, Governor Newsom released the proposed FY 2026-27 State Budget. Mr. Khouri provided a brief summary on the State Budget as Attachment C and 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)

Attachment C – Khouri Consulting: State Legislative Update – Governor's FY 2026-27 State Budget

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TAM 2026 Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM’s Priority Projects</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"> 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. 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. 3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to: <ul style="list-style-type: none"> • acquire operating and capital revenue to maintain and expand service, connectivity, and advance mobility for all • seek resources to maintain a state of good repair, • implement operational improvements (i.e. Bus on Shoulder Project), • protect assets from climate impacts, and • enhance the bicycle and pedestrian networks through state programs such as the Active Transportation Program (ATP), Cap and Invest Program, and Transit and Intercity Rail Capital Program (TIRCP). 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

Issue and Background Information	Goals	Strategies
		<p>used in underprivileged communities within the County but also provide a regional benefit.</p> <ol style="list-style-type: none"> 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. 6. Pursue state funding for prioritized projects that include but are not limited to: <ul style="list-style-type: none"> • US 101 Part-Time Transit Lanes • Safe Routes to School/Crossing Guard Program • US 101/I-580 Multimodal and Local Access Improvement Project • Interchange Program • Segments of the North South Greenway • Marin Sonoma Narrows (MSN) B8 San Antonio Bike Lane • MSN B6 San Antonio Bridge • Marin City Noise Analysis and Potential Future Phases • SR 37 (Marin phases)
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</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>	<ol style="list-style-type: none"> A. Monitor requirements regarding GHG emission reduction, local land use development patterns and the impact on VMT. B. Support state funding to expand infrastructure and incentives for 	<ol style="list-style-type: none"> 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. 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. 3. Work with local jurisdictions to support climate action plan goals and mobility goals.

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>	<p>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> <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> <p>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.</p> <p>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.</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 mitigate threats to the local transportation network, particularly major arterials, or evacuation routes.</p>

Issue and Background Information	Goals	Strategies
		<ol style="list-style-type: none"> 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. 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.
<p>III. Leveraging Regional Partnerships</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"> 1. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities. 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. 3. Collaborate on operational strategies on regional and state facilities with MTC and state to deliver frequent and reliable mobility options, such as MASCOTS.
<p>IV. Enhancing Multi-Modal Options</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"> 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.

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"> 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. 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. 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. 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses. 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. 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.
<p>V. Seek Efficiencies</p>	<p>A. Streamline and expedite project delivery.</p>	<ol style="list-style-type: none"> 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.

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"> 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. 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.
<p>VI. Achieving Vision Zero 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"> 1. Support legislation or local efforts that implement speed calming strategies to realize Vision Zero goals. 2. Support advanced technologies and infrastructure upgrades to eliminate collisions and fatalities for motorists, cyclists, and pedestrians. 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.
<p>VII. Pursuing Federal Opportunities 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"> 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. 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.

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>	<ol style="list-style-type: none"> 3. Supports examining revenue solutions for the Highway Trust Fund that keep up with inflation. 4. Continue to advocate that federal transportation programs fund and advance the following priorities: <ol style="list-style-type: none"> 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. b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools. 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. 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. 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. 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

Issue and Background Information	Goals	Strategies
		<p>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 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>I. Acquiring State Funding for TAM’s Priority Projects</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>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.</p> <p>The Cap and Trade Program, <u>renamed as the Cap and Invest Program</u>, has been extended from is set to expire in 2030 <u>to 2045</u>. without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects were extended, but</p>	<p>A. Aggressively pursue <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"> 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. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees. 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. 3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to: <ul style="list-style-type: none"> • <u>acquire operating and capital revenue to maintain and expand service, connectivity, and advance mobility for all</u> • encourage and provide <u>seek resources for transportation</u> to maintain a state of good repair, • <u>implement operational improvements (i.e. Bus on Shoulder Project),</u> <ul style="list-style-type: none"> — enhance connections to transit, — advance equitable mobility, • <u>protect assets from climate impacts, and</u> • <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

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><u>InvestTrade</u> 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 extend the Cap and Trade program beyond 2030 and retain, at a minimum, the existing continuous appropriation for transit and local transportation needs.<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. <u>Pursue state funding for prioritized projects that include but are not limited to:</u></p> <ul style="list-style-type: none"> • <u>US 101 Part-Time Transit Lanes</u> • <u>Safe Routes to School/Crossing Guard Program</u> • <u>US 101/I-580 Multimodal and Local Access Improvement Project</u> • <u>Interchange Program</u> • <u>Segments of the North South Greenway</u> • <u>Marin Sonoma Narrows (MSN) B8 San Antonio Bike Lane</u> • <u>MSN B6 San Antonio Bridge</u> • <u>Marin City Noise Analysis and Potential Future Phases</u> • <u>SR 37 (Marin phases)</u>
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</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"> 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. 3. Work with local jurisdictions to support climate action plan goals and mobility goals. 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. 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. <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> 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. 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 Trade <u>Invest</u> revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational

Issue and Background Information	Goals	Strategies
<p>billion bond, which includes \$1.2 billion to protect against sea-level rise<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 mitigate against<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>III. Leveraging Regional Partnerships</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>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.</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>IV. Enhancing Multi-Modal Options</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>A. Monitor potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p> <p>B.A. Seek funding to maintain transit operations.</p> <p>C.B. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</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 efforts related to improving 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"> 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses. 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. 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>
<p>V. Seek Efficiencies</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. Support efforts to Streamline and expedite project delivery.</p> <p>Support flexibility for advisory committees of local agencies to conduct virtual public meetings.</p>	<ol style="list-style-type: none"> 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. 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. 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. 3. <u>-Support legislation that makes the permitting process more transparent and includes local governments in allowing for</u>

Issue and Background Information	Goals	Strategies
<p>The California Transportation Commission conducts several competitive programs that require individual applications.</p> <p><u>VI. Achieving Vision Zero</u> <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. 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></p> <p><u>1.</u></p> <p><u>4. Support advanced technologies that make and infrastructure upgrades to eliminate collisions and fatalities for motorists, cyclists, and pedestrians.</u></p> <p><u>2.</u></p> <p><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><u>VII. Pursuing Federal Opportunities</u></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"> 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. b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools. 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. 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> 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. 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

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

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January 9, 2026

TO: Board Members, Transportation Authority of Marin
 FROM: Gus Khouri, President
 Mitch Weiss, Legislative Advocate
 Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2026-27 STATE BUDGET

On January 9, 2026, Governor Newsom released his proposed FY 2026-27 State Budget. The FY 2026-27 Budget, which includes \$348.9 billion in General Fund spending and \$23 billion in reserves, is projected to result in a \$2.9 billion deficit. This is in stark contrast to the Legislative Analyst’s Office’s (LAO) 2026-27 [Fiscal Outlook](#), which estimates an \$18 billion General Fund shortfall. The difference is the Governor’s Budget forecast reflects General Fund revenues that are more than \$42 billion higher over the budget window (\$31 billion more than the LAO projected due), from FY 2024-25 through FY 2026-27, than projected at the 2025 Budget Act—an increase driven by higher cash receipts, higher stock market levels, and an improved economic outlook rather than the LAO’s conservative approach that capital gains revenues will regress by 20 percent, which the Governor does not factor. The Governor estimates a deficit of roughly \$22 billion in the FY 2027-28 and continued shortfalls in the two years following.

Impact on Transportation

There are no changes to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or cap-and-invest auction proceeds. It remains to be seen whether the Legislature can fulfill its obligation to fully allocate the remaining balance of SB 125 funding for transit capital and operations. That will be contingent upon the accrual of Cap and Invest auction proceeds, which have come in more than \$350 million below expectations through the past two auctions. There is not much, if any, capacity within the \$1 billion legislative appropriation bucket, due to \$250 million in various commitments. The budget act also requires the Greenhouse Gas Reduction Fund (GGRF) to absorb Cal Fire expenses that were borne by the General Fund, including \$1.25 billion in FY 26-27, \$500 million in FY 27-28, and \$500 million in FY 28-29.

Bay Area Transit Loan—Pursuant to the FY 2025-26 Budget Act, the Budget proposes statutory changes to authorize the Metropolitan Transportation Commission (MTC) to provide short-term loans to transit agencies facing cash flow issues, preserving essential services for Bay Area riders. We are awaiting the publication of the trailer bill language.

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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Melanie Purcell, Director of Finance and Administration

SUBJECT: Approve Extension of Service Agreement with Apex Technology Management for Technology Support (Action), Agenda Item No. 6c

RECOMMENDATION

Staff recommend that the TAM Board approve the second one-year extension of the service agreement with Apex Technology Management, Inc. to provide technology support services through February 28, 2027, and authorize the Executive Director to execute said contract extension not to exceed \$34,000, including anticipated annual maintenance costs of \$26,000, and approximately \$8,000 in one-time costs related to replacement of dated machines.

BACKGROUND

TAM entered into a three-year agreement with Apex Technology Management, Inc. in February 2022 after conducting a competitive Request for Proposals (RFP) process. The current contract provides options for up to two (2) additional years. A one-year extension was approved by the TAM Board on February 25, 2025, not to exceed \$42,000 including maintenance costs and additional services. The original contract approved in FY2021 was up to \$26,000 including maintenance costs and hourly charges for additional services as needed.

DISCUSSION/ANALYSIS

The proposed contract extension continues the support provided by Apex Technology Management, Inc., including ongoing/routine technical support, cybersecurity provisions, daily and monthly backups, and administration of various licenses needed to maintain TAM's software capabilities. With the majority of laptops and desktops replaced in the past fiscal year, the total costs of this contract are reduced.

A Request for Proposals (RFP) process to secure technology support services will be conducted in the fall of 2026 to secure appropriate technology support prior to the expiration of this extension.

FISCAL CONSIDERATION

The proposed contract extension is reflected in the adopted FY2025-26 Annual Budget and will be incorporated into the recommended FY2026-27 Annual Budget as part of TAM's annual operating expenses.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

TAM's information technology infrastructure is essential for service delivery and interaction with our partners and jurisdictions as well as for effective management of resources.

NEXT STEPS

Once the Board approves the extension, the Executive Director will finalize and execute the amendment with Apex Technology Management, Inc.

ATTACHMENTS

None.



DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Authorization of Transportation Demand Management & Public Outreach Contract Extension with Convey, Inc. (Action), Agenda Item No. 6d

RECOMMENDATION

The TAM Board authorizes the Executive Director to exercise the second one-year option under the contract with Convey, Inc. for Transportation Demand Management & Public Outreach Services (“Marin Commutes”) increasing the contract not to exceed amount from \$1,188,000 to \$1,485,000.

BACKGROUND

In 2019, TAM launched a new transportation demand management (TDM) program branded as “Marin Commutes,” a comprehensive effort to encourage alternatives to single occupancy driving while increasing awareness of commute options, incentives, and tools available to commuters. The program has since brought together several individual TDM activities and programs including the following:

- Promotion of commute alternatives to driving alone
- Information about the Redwood Bikeshare Program
- Vanpool Incentive Program
- Marin Emergency Ride Home Program
- Active Transportation Promotion
- Information on Electric Vehicles (EVs) for trips that require a vehicle including carpools
- Employer resources including remote work guides
- Trip planning, logging, and mode shift software (Ride Amigos “My Marin Commute” platform)
- Marin Commutes Rewards Program

In February 2022, following a request for proposals (RFP) process, the TAM Board approved a contract with Convey, Inc. for an initial three-year period with two additional one-year extension options. Marin Commutes has become an ongoing program with ongoing contract support needs. The current contract expires on February 28, 2026 following the TAM Board approval of the first of two optional one-year extensions in January 2025.

The contract work includes outreach to build and maintain participation in mode shift campaigns, ongoing incentives management (currently using the Ride Amigos software platform), software user support, employer outreach, updates to the MarinCommutes.org website, along with a focus on equity, performance metrics, and incentives management.

The program also includes meetings with TAM’s TDM Working Group and Commute Alternatives & Reduction of Trips (CART) Ad Hoc Committee as needed to discuss program developments and explore future outreach opportunities.

DISCUSSION/ANALYSIS

Based on metrics identified under the Measure B Expenditure Plan Amendment Process in 2023, below are statistics from Fiscal Year 2024-25 regarding TDM programs and related activities as compared with the prior fiscal year performance:

Performance Measure	Metric	Fiscal Year 23-34 7/1/23 - 6/30/24	Fiscal Year 24-25 (7/1/24 - 6/30/25)	
Awareness of commute alternatives	Website traffic	7,324 new visitors (610/mo)	9,348 new visitors (779/mo)	27% ↑
		9,423 unique visits (785/mo)	13,113 unique visits (1,093/mo)	39% ↑
		299 ERH page visits (25/mo)	1,796 ERH page visits (150/mo)	500% ↑
	Meetings/presentations/events	27 touchpoints	30 touchpoints	11% ↑
Participation in commute alternatives	Registered users	1,566 registered users	2,208 registered users	40% ↑
	Newsletter/mailling list subscribers	1,760 subscribers	2,288 subscribers	30% ↑
	Partner & employer contacts registered	575 subscribers	565 subscribers	Maintained
	Vanpool utilization	10 active vanpools	13 active vanpools	30% ↑
Impact of commute alternatives	SOV trips reduced	5,070 trips / mo.	7,687 trips / mo.	51% ↑
	SOV miles avoided	90,029 miles / mo.	140,112 miles / mo.	55% ↑
	CO2 emissions savings	24.52 tons / mo.	42.74 tons / mo.	74% ↑
Funding and partnerships	Partners offering additional incentives	2	2	Maintained
	Value of partner incentives	\$18,570	\$39,360	111% ↑

Over the next year, the contract team plans to build on these results while researching new methods of engagement and targeted approaches for outreach and ways to grow participation. This will also include a review of Marin Commutes in relation to other countywide TDM programs, key origins and destinations, and principles from TAM's Countywide Transportation Plan (CTP) to advance the outcomes for Marin Commutes.

Since Convey was brought on to update and manage TAM's Marin Commutes Program, its contract team has rolled out the year-round rewards platform 'Marin Commutes Rewards' to offer commuters incentives throughout the year. The Marin Commutes Rewards outreach and supplemental seasonal campaigns have shown to increase engagement with the platform with more opportunities for ride sharing, mode shifts, and to establish more direct data metrics.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The Transportation Demand Management & Public Outreach Services provided through this contract support several concepts from the CTP. Core principles of safe, equitable, and sustainable transportation from the CTP are promoted through encouragement of alternative modes of transportation, which can result in reductions in greenhouse gas emissions, reduced reliance on single-occupant commute trips, and increased utilization of shared and active transportation.

FISCAL CONSIDERATION

This contract was initially approved for a three-year period with two additional one-year options available for extension. The contract was established with \$891,000 and the TAM Board subsequently approved the first one-year option in January 2025, increasing the not to exceed amount to \$1,188,000. The second one-year option being recommended would extend the contract another year, through February 28, 2027, and increase the not to exceed amount to \$1,485,000. The contract expenditures are roughly \$297,000 each year and funding is available in TAM's Annual Budget under the Measure B Vehicle Registration Fee (VRF), Element 3.2 and Measure AA Category 1.4 – Transportation Demand Management. Funding for this contract is within TAM's approved annual budget and therefore there is no additional budget impact at this time.

NEXT STEPS

With the Board's approval, the Executive Director will execute an amendment to exercise the second one-year option associated with this contract for TDM Program Management & Public Outreach with Convey, Inc. Staff will continue to work with the contract team on Marin Commutes program management and outreach and bring updates to the TAM Board in the future.

ATTACHMENTS

None.

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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation
Scott McDonald, Principal Transportation Planner

SUBJECT: Allocate Measure B Element 1.1 Funds to Marin County for the Redwood Highway Frontage Road Bike Lane Project (Action), Agenda Item No. 6e

RECOMMENDATION

The TAM Board allocates \$761,197 in Measure B Element 1.1 funds to Marin County for the Redwood Highway Frontage Road Bike Lane Project between Seminary Drive and Tiburon Boulevard in the Strawberry Neighborhood. The TAM Board also approves amending TAM's FY2025-26 Annual Budget to include \$761,197 in Measure B Element 1.1 funds for Marin County's Redwood Highway Frontage Road Bike Lane Project.

BACKGROUND

Measure B Element 1.1 received 35% of the Measure B funds collected, to be distributed to local jurisdictions based on a formula of 50% population and 50% lane miles for specific bicycle/pedestrian and safety improvement projects. Measure B Element 1.1 funds are allocated based on five years of estimated fund collection. Measure B Element 1.1 generates approximately \$749,000 annually. Five years of estimated fund collection from FY2023 to FY2027-28 is approximately \$3.74 million.

In March 2023, a Call for Projects was issued to the local jurisdictions, requesting completed Measure B Element 1.1 Allocation Request Forms for the amounts available to each jurisdiction.

Allocation requests were received from all jurisdictions for their available amounts, except for the following:

- Marin County requested \$500,000 of \$1,261,197 available for the Lomita Drive Project, leaving \$761,197 available for another allocation request at a later date.
- San Rafael did not submit an allocation request for \$742,228, leaving the entire amount available for future request.

In July 2023, the TAM Board approved the allocation requests for Measure B Element 1.1 funds as submitted by local jurisdictions. Subsequently, in July 2024, the TAM Board approved the requested amount of \$742,228 to San Rafael for the South Merrydale Road – Civic Center Connector Pathway Project.

To date, Marin County still has \$761,197 in remaining Measure B Element 1.1 funds available for programming upon request.

DISCUSSION

Marin County submitted the attached Allocation Request Form (Attachment A) for \$761,197 in Measure B Element 1.1 funds to construct the Redwood Highway Frontage Road Bike Lane Project between Seminary Drive and Tiburon Boulevard in the Strawberry Neighborhood. Marin County is leveraging the Measure B Element 1.1 funds with approximately \$1.78 million in state and local funds for a project cost of \$2.54 million.

Staff reviewed Marin County's Allocation Request and found the scope and requested amount to be consistent with the intent and available amount of the Measure B Element 1.1 Program.

Redwood Highway Frontage Road Bike Lane Project

Marin County is proposing to construct bicycle facilities on Redwood Highway Frontage Road in Strawberry between Seminary Drive and Tiburon Boulevard. The roadway between Seminary Drive and Tiburon is scheduled to be repaved. As a part of the repaving work, sections of the roadway will be widened to accommodate bicycle facilities, including Class II or separated bike lanes and buffered devices for bicycle safety. The project will provide high visibility signage and striping and will close existing sidewalk gaps to provide a continuous sidewalk. Several old curb ramps and new curb ramps will be reconstructed for accessibility. This project was approved by the Board of Supervisors under the County's 2025 5-Year Pavement Management Plan.

FISCAL IMPACTS

Upon approval from the TAM Board, TAM's FY2025-26 Annual Budget will be amended to include \$761,197 in Measure B Element 1.1 funds for Marin County's Redwood Highway Frontage Road Bike Lane Project. These funds have been accruing and a cash flow plan for the project allocation will be determined with the County as part of the funding agreement.

NEXT STEPS

Upon TAM Board approval, a funding agreement for the Redwood Highway Frontage Road Bike Lane Project will be issued to Marin County.

ATTACHMENTS

Attachment A – Marin County's Allocation Request Form

Measure B Allocation Request
Element 1.1 - Bicycle, Pedestrian, and Safety Improvements

1. Applicant

Responsible Agency: Marin County Department of Public Works
Contact Person: Rachel Calvert, Sr. Civil Engineer/Sahar Shirazi, Principal Transportation Planner
Phone: 473-2830 / 473-6287
E-Mail: Rachel.Calvert@marincounty.gov / Sahar.Shirazi@marincounty.gov

2. Project Information

The project will construct bicycle facilities on Redwood Highway Frontage Road in Strawberry. Subsequent to the pending overhead utility undergrounding project between the roadway and US 101, the roadway will be repaved. In the space between the roadway and freeway right of way currently occupied by utility poles, it will be feasible to widen the roadway by 2-3 feet to accommodate bicycle facilities between Seminary Drive and Tiburon Boulevard. At a minimum, Class II bike lanes will be provided but, as feasible, more substantial treatments will be implemented, including buffered and/or separated bike lanes. Design work currently under way will evaluate enhanced facilities.

The project will provide high visibility signing and striping, and will close existing sidewalk gaps to provide a continuous sidewalk. Several old curb ramps and new curb ramps will be reconstruction to be accessible.

Project is located on Redwood Highway Frontage Road between Seminary Drive and The County limit line in advance of Tiburon Boulevard.

This project was approved as an important road in the 2025 5-Year Pavement Management Plan.

3. Cost Estimate Breakdown and Schedule

Provide the requested information related to the project cost, schedule, and status by phase.

Project Phase	Cost	Schedule		Status
	Phase Total (nearest 1000's)	Begin (Mo/Yr)	End (Mo/Yr)	% of phase complete
Environmental Studies and Permits (ENV)	\$100,000	12/2025	TBD	30%
Final Design (PS&E)	\$350,000	12/2024	03/2026	30%
Right of Way Acquisition (ROW)	\$165,000	12/2025	TBD	0%
Construction (CON)	\$1,750,000	9/2026	9/2027	0%
Contingency (no more than 10% of the total construction cost)	\$175,000	9/2026	9/2027	0%
Other (enter phase name)				
Other (enter phase name)				
Total Project Cost	2,540,000			

4. Measure B 1.1 Funds Available:

List the amount of funds requested and the phase(s) of work the funding will be applied. Request cannot exceed the corresponding available revenue shown in table listed in "Guidelines for Measure B Element 1.1 Funds."

	Phase(s)	Requested Amount
Measure B 1.1 Funds	Construction	\$761,197
Total Requested		\$761,197

5. Other Programmed Funding

Identify other funds programmed for this project. Pending funds are funds for which you intend to apply. Secured funds are funds from sources that have been awarded.

Source (list specific names of other funding)	Phase	Fiscal Year	Status of funds (pending or secured)	Programmed Amount
MTC-TDA	CON	27	Secured	\$120,000
Marin County Road & Bridge	DESIGN	26	Secured	\$350,000
Marin County Road & Bridge	ENV	26	Secured	\$100,000
Marin County Road & Bridge	RW	26	Secured	\$165,000
Marin County Road & Bridge	CON	26	Secured	\$1,043,803
Total Funds Programmed				\$1,778,803

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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Audrey Veysiere, Assistant Project Delivery Manager

SUBJECT: Execute TAM Resolutions No. 2026-01 and 2026-02 for RM3 Funding for State Route 37 (Action), Agenda Item No. 6f

RECOMMENDATION

The TAM Board approves the following actions:

1. Execute TAM Resolution No. 2026-01 (Attachment A) authorizing 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.
2. Execute TAM Allocation Request Resolution No. 2026-02 (Attachment B), required by the Metropolitan Transportation Commission (MTC), authorizing the Executive Director to execute and submit an allocation request in the amount of \$25,000,000 in Regional Measure 3 (RM3) funds for Phase I of the SR 37 Flood Reduction Project.

The Administration, Projects and Planning (AP&P) Executive Committee met on January 12, 2026 and voted to refer these two actions to the TAM Board for approval.

BACKGROUND

State Route 37 (SR 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 (MOU), in place since October 2015 and amended once, was established to define the structure of the Policy Committee and its 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, which are allocated among various eligible subprojects.

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), currently in design phase, 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 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 was done 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 Assembly Bill (AB) 179. The final \$25 million will be provided from the RM3 funding.

DISCUSSION/ANALYSIS

To access the RM3 funding, at its October 2025 meeting, the TAM Board agreed to the new funding distribution in the MOU 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 also took these changes to their respective Boards for consideration this past fall and winter. The MOU is now circulating for signature.

Notably, for the Novato Creek Bridge project, with Caltrans as the project sponsor and implementing agency of the primarily SHOPP-funded project, TAM will not be responsible for cost overruns during construction.

At its October 2025 meeting, the TAM Board also authorized 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 and amendments to the approved FY2025-26 TAM Budget to account for the Caltrans invoices and RM3 reimbursements. Caltrans also requires a resolution to be approved by the Board authorizing the Executive Director to sign the Cooperative Agreement (Attachment A).

To obtain the RM3 Funding, TAM will request an allocation of RM3 funds in the amount of \$25,000,000 for the construction capital phase. The attached TAM Resolution No. 2026-02 (Attachment B) is a standard resolution required by MTC to accompany all RM3 Allocation Requests. The resolution primarily asserts that TAM will comply with RM3 Policies and Procedures and applicable state and federal laws, demonstrate a full funding plan for the phases requested, has no legal impediments that can adversely affect the proposed project, and other miscellaneous requirements. MTC staff anticipates processing TAM's allocation request for the SR37 Flood Reduction Project Phase 1 Project in February 2026 or after.

As the project is delivered, the RM3 funds will be invoiced in an initial deposit of \$2 million followed by a series of \$1 million invoices from Caltrans and then reimbursed by MTC as the manager of the RM3 Program.

RELATIONSHIP TO THE COUNTYWIDE TRANSPORTATION PLAN (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. These amounts will be shown in the annual budget during the year in which the transfers are expected to occur.

NEXT STEPS

MTC is expected to process the RM3 Funding Allocation before summer 2026.

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

ATTACHMENTS

Attachment A – Caltrans Resolution (TAM Resolution No. 2026-01)

Attachment B – MTC Resolution (TAM Allocation Request Resolution No. 2026-02)

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TAM RESOLUTION NO. 2026-01

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION AUTHORITY OF MARIN AUTHORIZING 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 STATE ROUTE (SR) 37 FLOOD REDUCTION PROJECT.

WHEREAS, The Transportation Authority of Marin (TAM) has routinely partnered with the California Department of Transportation (Caltrans) for projects involving the state's highway facilities; and,

WHEREAS, Partners are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130; and,

WHEREAS, Phase I of State Route 37 Flood Reduction Project (PROJECT) will enter in the construction phase; and,

WHEREAS, In order for TAM to contribute a fixed amount toward the PROJECT, the state requires that TAM and Caltrans enter into a cooperative agreement which defines the work and establishes the responsibilities and financial commitments of each partner; and,

WHEREAS, TAM staff has negotiated a cooperative agreement with Caltrans, with fair terms that protect the interests of TAM, in a not-to-exceed amount of \$25,000,000; and,

WHEREAS, Caltrans is responsible for completing all work for the PROJECT; and,

WHEREAS, TAM will request a \$25 million RM3 Allocation to fund the construction capital of the PROJECT; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized 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.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of January 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board

TAM RESOLUTION NO. 2026-02

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION AUTHORITY OF MARIN AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND SUBMIT AN ALLOCATION REQUEST FOR THE CONSTRUCTION PHASE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR REGIONAL MEASURE 3 (RM3) FUNDS IN THE AMOUNT OF \$25 MILLION FOR PHASE I OF THE STATE ROUTE (SR) 37 FLOOD REDUCTION PROJECT

Sponsor Agency: Transportation Authority of Marin
Project Title: State Route 37 Improvements
Subproject Title: Phase I of State Route 37 Flood Reduction

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the Transportation Authority of Marin is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, Phase I of State Route 37 Flood Reduction Project, a subproject of Project 23 State Route 37 Improvements is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the Transportation Authority of Marin is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that the Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that the Transportation Authority of Marin certifies that Phase I of State Route 37 Flood Reduction Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that the Transportation Authority of Marin approves the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that the Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that the Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and, be it further

RESOLVED, that the Transportation Authority of Marin is authorized to submit an allocation request for Regional Measure 3 funds for Phase I of State Route 37 Flood Reduction Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that the Transportation Authority of Marin certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to the Transportation Authority of Marin making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Transportation Authority of Marin to deliver such project; and be it further

RESOLVED, that the Transportation Authority of Marin indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or

indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. The Transportation Authority of Marin agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that the Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that the Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that the Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$25,000,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin allocation request referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of January 2026, by the following vote:

AYES:

NOES:

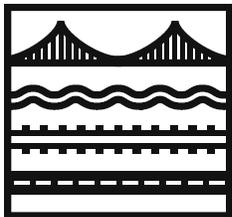
ABSENT:

ABSTAIN:

Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	23
Project Title	State Route 37 Flood Reduction
Project Funding Amount	\$100 million

Subproject Information (if different from overall RM3 project)

Subproject Number	23.4
Subproject Title	SR37 Flood Reduction Project Phase 1
Subproject Funding Amount	\$25 million

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
April/May 2026	\$25 million	Construction Phase

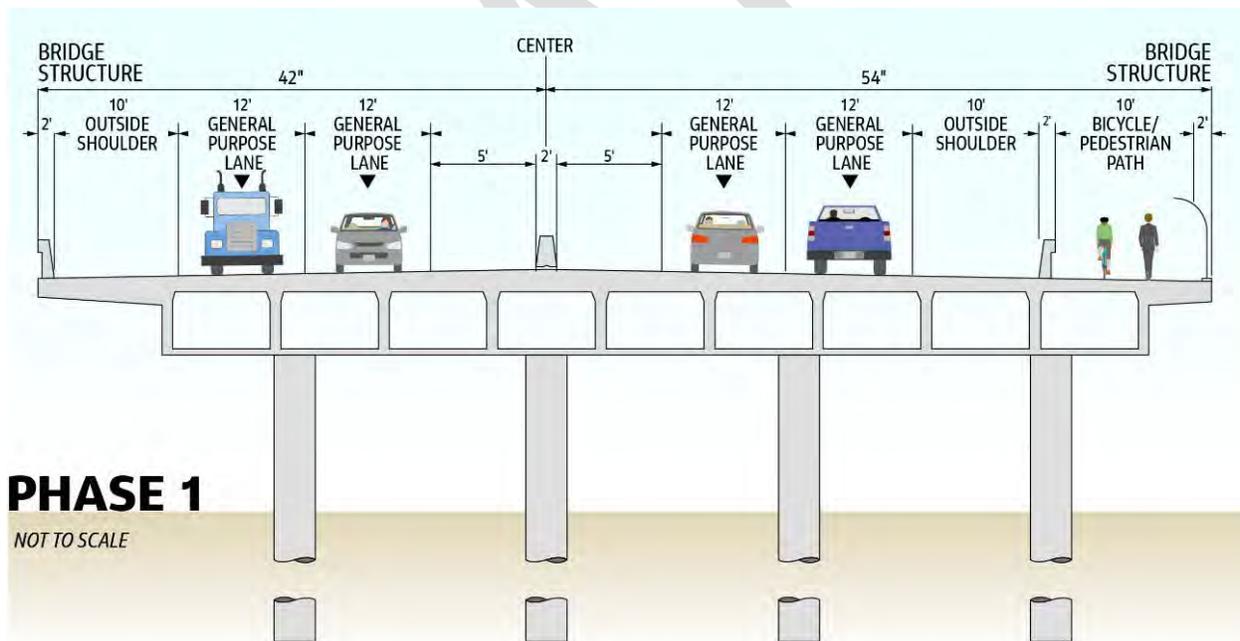
I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

The Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the State Route 37 Flood Reduction Project was approved and adopted in January 2024. Since summer 2024, the Design phase for Phase 1 – Novato Creek Bridge Replacement has begun and is scheduled to be completed by May 2026. Construction is scheduled to start in May 2027 and end in June 2029.

- b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

SR37 Flood Reduction Project Phase 1 would replace the existing Novato Creek Bridge with a new, longer bridge that would free-span Novato Creek. The existing Novato Creek Bridge (Bridge No. 27-0011 L&R) consists of two separate bridge structures (eastbound and westbound) spanning 720 feet in length and 34 feet in width, with a 40-foot space between the two bridges. The existing bridge has 224, 16-inch-diameter piles. The new bridge would be a single 1,000-foot-long, 96-foot-wide structure. Two temporary transition bridges on either end of the Novato Creek Bridge would connect the new Novato Creek Bridge to the embankments that would bring SR 37 back to an at-grade elevation.



Conceptual Cross Section of the Proposed Novato Creek Bridge

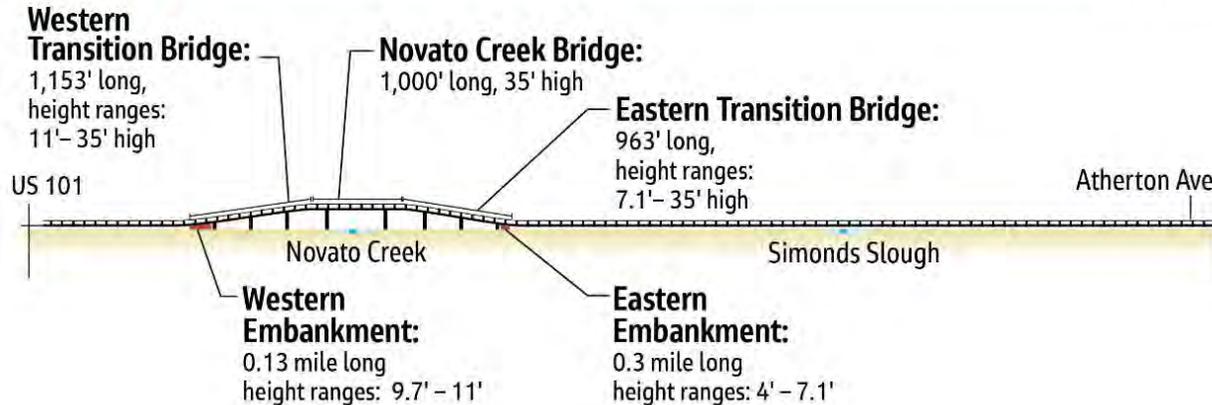
SR37 Flood Reduction Project Phase 1 extends from approximately PM R11.5 to PM 12.6. Starting at the western end, at PM R11.5, the embankment would start at an elevation of 9.7 feet (NAVD 88) and extend east until it connects with the western transition bridge structure at an elevation of 11 feet (NAVD 88). The western transition bridge would be

1,153 feet long with a 4% grade and range in elevation from 11 feet to 35 feet (NAVD 88) where it would connect with the Novato Creek Bridge.

A 10-foot-wide designated bicycle and pedestrian path would start on the western transition and extend across the Novato Creek Bridge to the embankment east of the Novato Creek Bridge. The allocation will be primarily used to complete the multiuse path.

PHASE 1

NOT TO SCALE



Conceptual Profile of Phase 1

- c. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

[See attached Excel file](#)

- d. **Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

The project depends on RM3 funding to complete a significant funding portion of the construction (CON) phase. The RM3 funding needs to be allocated before the expected Ready to List (RTL) CALTRANS deadline, which is May 30, 2026. By this date, the whole funding plan for the construction must be secured and committed to allow TAM to sign a cooperative agreement with CALTRANS and CALTRANS to advertise the project.

The expected completion date for the construction phase is June 2029.

- e. **If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

N/A

- f. **Request Details**

Amount being requested	\$25,000,000
Project phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	January 22, 2026
Month/year being requested for MTC commission approval of allocation	April/May 2026

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months

N/A

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	State Route 37 Improvements
Subproject Title	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$25 million

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

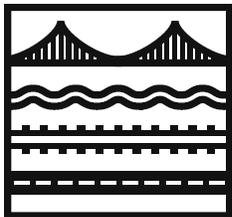
Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV										\$ -		\$ -
SHOPP	ENV	\$ 10,000									\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE										\$ -		\$ -
SB179	PSE		\$ 7,500	\$ 7,500							\$ 15,000	\$ 11,250	\$ 3,750
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 11,250	\$ 3,750
RM 3	ROW										\$ -		\$ -
SHOPP	ROW				\$ 5,000						\$ 5,000		\$ 5,000
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000
RM 3	CON					\$ 7,000	\$ 11,000	\$ 7,000			\$ 25,000		\$ 25,000
IJJA - PROTECT	CON					\$ 43,484	\$ 68,332	\$ 43,484			\$ 155,300		\$ 155,300
SHOPP	CON					\$ 16,716	\$ 26,268	\$ 16,716			\$ 59,700		\$ 59,700
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 240,000	\$ -	\$ 240,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 11,000	\$ 7,000	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
Capital Funding Total		\$ 10,000	\$ 7,500	\$ 7,500	\$ 5,000	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 260,000	\$ 11,250	\$ 248,750

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	State Route 37 Improvements
Subproject Title	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$25 million

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital			\$ 25
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 25
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Constulants Subtotal			\$ -
5. Other direct costs			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 25

Comments: All support and overhead is the responsibility of CALTRANS.



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	23
Project Title	State Route 37 Improvements
RM3 Funding Amount	\$100 million

Subproject Information

Subproject Number	23.4
Subproject Title	SR37 Flood Reduction Project Phase 1
RM3 Funding Amount	\$25 million

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

The California Department of Transportation (Caltrans) is the lead agency for the State Route (SR) 37 Flood Reduction Project (Project) under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

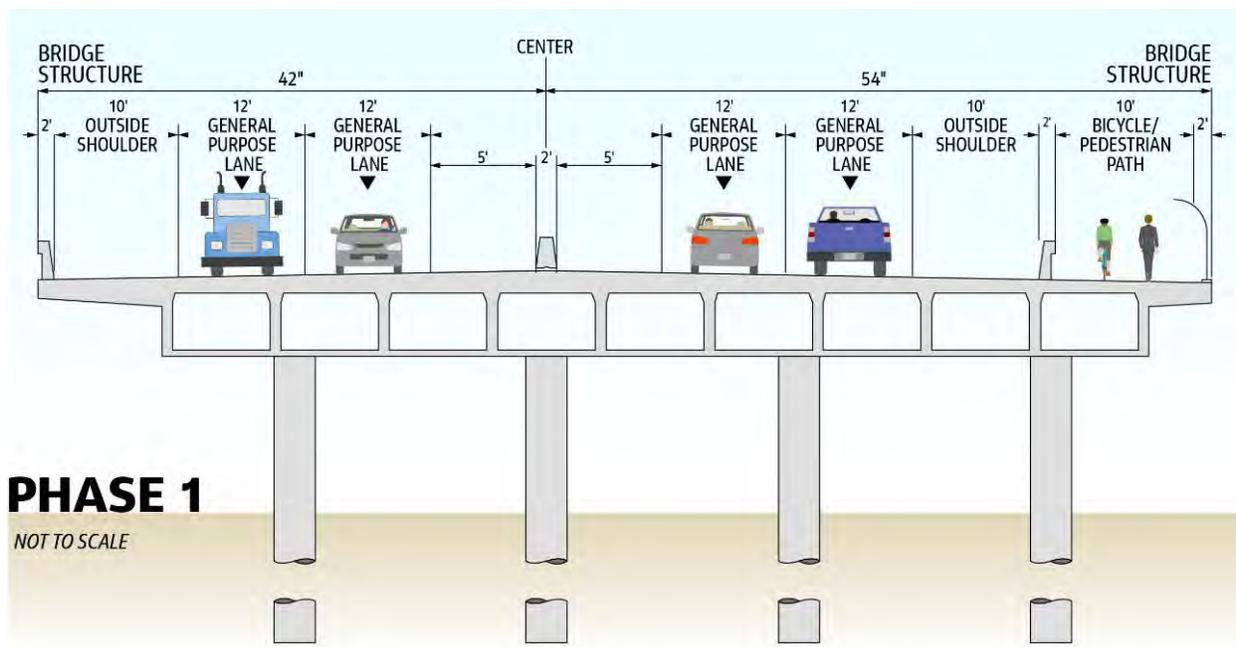
- Caltrans will deliver the project and is the implementing agency.
- The Transportation Authority of Marin is the sponsor.

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

SR37 Flood Reduction Project Phase 1 would replace the existing Novato Creek Bridge with a new, longer bridge that would free-span Novato Creek. The existing Novato Creek Bridge (Bridge No. 27-0011 L&R) consists of two separate bridge structures (eastbound and westbound) spanning 720 feet in length and 34 feet in width, with a 40-foot space between the two bridges. The existing bridge has 224, 16-inch-diameter piles. The new bridge would be a single 1,000-foot-long, 96-foot-wide structure. Two temporary transition bridges on either end of the Novato Creek Bridge would connect the new Novato Creek Bridge to the embankments that would bring SR 37 back to an at-grade elevation.



Regional Measure 3 Initial Project Report



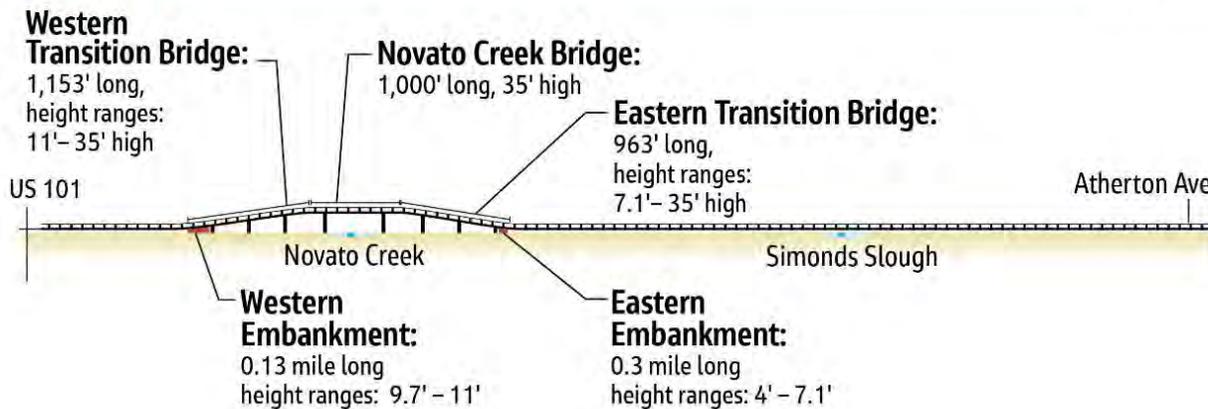
Conceptual Cross Section of the Proposed Novato Creek Bridge

SR37 Flood Reduction Project Phase 1 extends from approximately PM R11.5 to PM 12.6. Starting at the western end, at PM R11.5, the embankment would start at an elevation of 9.7 feet (NAVD 88) and extend east until it connects with the western transition bridge structure at an elevation of 11 feet (NAVD 88). The western transition bridge would be 1,153 feet long with a 4% grade and range in elevation from 11 feet to 35 feet (NAVD 88) where it would connect with the Novato Creek Bridge.

A 10-foot-wide designated bicycle and pedestrian path would start on the western transition and extend across the Novato Creek Bridge to the embankment east of the Novato Creek Bridge.

PHASE 1

NOT TO SCALE



Conceptual Profile of Phase 1



Regional Measure 3 Initial Project Report

c. Impediments to Project Completion

The project depends on RM3 funding to complete a significant funding portion of the construction (CON) phase. The RM3 funding needs to be allocated before the expected Ready to List (RTL) CALTRANS deadline, which is May 30, 2026. By this date, the whole funding plan for the construction must be secured and committed to allow TAM to sign a cooperative agreement with CALTRANS and CALTRANS to advertise the project.

Right of way coordination with Sonoma-Marin Area Rail Transit (SMART) where the railway transit is continuing.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

The California Department of Transportation (Caltrans) is the lead agency for the State Route (SR) 37 Flood Reduction Project (Project) under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

This ensures that the work is being managed in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users' Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Construction Manual

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

As a Caltrans facility, Caltrans will maintain the project upon completion.

f. Project Graphic(s) *(include below or attach)*

The following figure shows the project location and regional vicinity:



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

The Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the Project was approved and adopted in January 2024.

b. Design

Design began in summer 2024, and is anticipated to be completed by May 2026.

c. Right-of-Way Activities / Acquisition

Rights of entry will be required for various properties, including SMART.

d. Construction / Vehicle Acquisition / Operating

Construction is anticipated to begin by May 2027 and end by June 2029.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Summer 2021	January 2024
Final Design - Plans, Specs. & Estimates (PS&E)	Summer 2024	May 2026
Right-of-Way Activities /Acquisition (R/W)	Aug 2026	Dec 2026
Construction (Begin – Open for Use) / Acquisition (CON)	May 2027	June 2029

IV. Project Budget

Capital: SR37 Flood Reduction Project Phase 1

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	10,000
Design - Plans, Specifications and Estimates (PS&E)	15,000
Right-of-Way Activities /Acquisition (R/W)	5,000


Regional Measure 3 Initial Project Report

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Construction / Rolling Stock Acquisition (CON)	240,000
Total Project Budget (in thousands)	270,000

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	Not in project / contract

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

[See Excel portion of the IPR](#)

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: [Dan Cherrier](#)

Title: [Director of Project Delivery](#)



Regional Measure 3 Initial Project Report

Phone: [415 226-0829](tel:4152260829)

Email: dcherrier@tam.ca.gov

Mailing Address: [900 5th Ave, Ste 100, San Rafael, CA 94901](#)

Person Preparing Initial Project Report (if different from above)

Name: [Audrey Veysiere](#)

Title: [Assistant Project Delivery Manager](#)

Phone: [628 313-0520](tel:6283130520)

Email: aveyssier@tam.ca.gov

Mailing Address: [900 5th Ave, Ste 100, San Rafael, CA 94901](#)

DRAFT

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	State Route 37 Improvements
Subproject Title	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$ 25,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
SHOPP	YES	\$ 10,000	\$ 10,000	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 10,000	\$ 10,000	\$ -
PSE				
SB179	YES	\$ 15,000	\$ 10,000	\$ 5,000
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 15,000	\$ 10,000	\$ 5,000
ROW				
SHOPP	YES	\$ 5,000	\$ -	\$ 5,000
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ 5,000	\$ -	\$ 5,000
CON				
RM3	pending MTC approval	\$ 25,000	\$ -	\$ 25,000
IJJA - PROTECT	YES	\$ 155,300	\$ -	\$ 155,300
SHOPP	YES	\$ 59,700	\$ -	\$ 59,700
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 240,000	\$ -	\$ 240,000
Capital Funding Total		\$ 270,000	\$ 20,000	\$ 250,000

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Regional Measure 3
 Initial Project Report - Subproject Report
 Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	State Route 37 Improvements
Subproject Title:	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$ 25,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV												
RM-3										\$ -		\$ -
SHOPP	\$ 10,000									\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ENV Subtotal	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE												
RM-3										\$ -		\$ -
S8179		\$ 7,500	\$ 7,500							\$ 15,000	\$ 11,250	\$ 3,750
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
PSE Subtotal	\$ -	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 11,250	\$ 3,750
ROW												
RM-3										\$ -		\$ -
SHOPP				\$ 5,000						\$ 5,000		\$ 5,000
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000
CON												
RM-3					\$ 7,000	\$ 11,000	\$ 7,000			\$ 25,000		\$ 25,000
IJA - PROTECT					\$ 43,484	\$ 68,332	\$ 43,484			\$ 155,300		\$ 155,300
SHOPP					\$ 16,716	\$ 26,268	\$ 16,716			\$ 59,700		\$ 59,700
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 240,000	\$ -	\$ 240,000
RM-3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 11,000	\$ 7,000	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
Capital Funding Total	\$ 10,000	\$ 7,500	\$ 7,500	\$ 5,000	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 260,000	\$ 11,250	\$ 248,750

**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	State Route 37 Improvements
Subproject Title:	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$ 25,000,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)
ENV										
RM 3										\$ -
SHOPP	\$ 10,000									\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ENV Subtotal	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE										
RM 3										\$ -
SB179		\$ 7,500	\$ 7,500							\$ 15,000
										\$ -
										\$ -
										\$ -
										\$ -
PSE Subtotal	\$ -	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
ROW										
RM 3										\$ -
SHOPP				\$ 5,000						\$ 5,000
										\$ -
										\$ -
										\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
CON										
RM 3					\$ 7,000	\$ 11,000	\$ 7,000			\$ 25,000
IJJA - PROTECT					\$ 43,484	\$ 68,332	\$ 43,484			\$ 155,300
SHOPP					\$ 16,716	\$ 26,268	\$ 16,716			\$ 59,700
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 240,000
RM 3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 11,000	\$ 7,000	\$ -	\$ -	\$ 25,000
Capital Funding Total	\$ 10,000	\$ 7,500	\$ 7,500	\$ 5,000	\$ 67,200	\$ 105,600	\$ 67,200	\$ -	\$ -	\$ 260,000

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	State Route 37 Improvements
Subproject Title	State Route 37 Flood Reduction Project
Project/Subproject Number:	23.4
Total RM3 Funding:	\$ 25,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital			\$ 25,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 25,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Constultants Subtotal			\$ -
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 25,000

Comments: All support and overhead is the responsibility of CALTRANS.



DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Audrey Veysiere, Assistant Project Delivery Manager

SUBJECT: Accept Update of Program/Project Management and Oversight (PMO) Services Contract (Action), Agenda Item No. 6g

RECOMMENDATION

The TAM Board reviews and accepts the update of the Program/Project Management and Oversight (PMO) Services Contract.

At its January 12, 2026 meeting, the Administration, Projects & Planning (AP&P) Executive Committee reviewed the update of the Program/Project Management and Oversight (PMO) Services Contract and voted unanimously to refer it to the TAM Board for acceptance.

BACKGROUND

Since inception, TAM has been using consultant support to augment staff in project and program oversight support. This approach is likely to continue as the best approach to meet varying project workloads. The use of consultant support services on an as-needed basis enables TAM to deliver its projects and programs without bringing on additional full-time staffing, which is more cost-effective over the long run and allows access to specialized skills. The support services are funded by various local, regional, state and federal funding sources, depending on the project/program.

The on-call contract allows TAM to utilize expertise when it is needed and creates access to a variety of services depending on the circumstances. Often, expertise is needed for a limited period. Having a team ready to respond quickly has proven to be very effective. Work proceeds on a task order basis after the TAM Board approves funding for the overall work element.

The on-call contract authorizes work through a Task Order System with associated scope, deliverables, schedule and not to exceed amount. Task Orders are only issued after a source of funds has been identified for the proposed work and it is listed in the approved TAM budget. The work product is either listed in the budget as an individual item or part of the PMO budget line. Task Orders can be amended as situations evolve.

The Task Order Manager is responsible for verifying that sufficient funds are available and authorizes payment for the individual Task Order. The Task Order Manager also manages the scope and schedule of the Task Order. The Contract Manager has the responsibility for scope, schedule, and budget for the overall contract as well as verifying rates and required insurance.

Note that major efforts in planning or project delivery are typically managed through separate Requests for Qualification (RFQ) or Requests for Proposals (RFP) processes.

TAM staff committed to providing periodic updates to the Board as to task orders issued under the contract, which is the purpose of this item. No new contract authorizations are being sought at present for the PMO contract.

The attached presentation (Attachment C) was provided to the Administration, Projects and Planning (AP&P) Executive Committee on January 12, 2026.

DISCUSSION/ANALYSIS

In early 2022, TAM staff released a Request for Qualifications (RFQ) for Program/Project Management, Construction Management and Oversight Services for Various Projects in Marin County. Staff estimated work needs based on projected workload through 2027. Actual work scope and expenditure were based on program and project needs. The expected scope of services was kept intentionally broad as shown in Attachment A.

At its May 2022 meeting, the TAM Board awarded a not-to-exceed amount of \$3 million contract to the team headed by T.Y. Lin International, which is set to expire in June of 2027.

T.Y. Lin International has the capabilities to offer many services in-house. In addition, they also offer a very robust team of sub-consultants with expertise in various areas as listed below.

Convey, Inc.	Communications and Outreach
Advance Project Delivery	Crossing Guard and Local Agency Support
Parisi Transportation Consulting	Planning, Program Management, Design, and Local Agency Support
Sam Schwartz	Planning and Grant Support
Fremier Enterprises, Inc.	Program, Project, and Construction Management
Integral Group	Design
Ross & Baruzzini	Planning and Design
Towill, Inc.	Design and Surveying

Since the execution of the contract, Parisi Transportation Consulting was acquired by Parametrix in 2023. Sam Schwartz formally became TY Lin in 2024 and is no longer considered a subconsultant. As needs progressed, two team members were added for their specialized knowledge. Traffic Data Service CA LLC assists in traffic data collection, and SS Consultants support Planning Staff.

The prime consultant T.Y. Lin International provides overall Program Management, Contract Management, and Project Delivery. The designated point of contact is Michael F. Pyrz, currently serving as Vice-President - Sector Manager, Roads and Highways - Northern California for T.Y. Lin International.

FINANCIAL CONSIDERATION

The amount paid (through December 10, 2025) to each team consultant is shown below:

T.Y. Lin International	\$ 384,973.57
T.Y. Lin Sam Schwartz	\$ 132,118.16
Convey, Inc.	\$ 17,842.04
Advance Project Delivery	\$ 26,559.65
Parametrix	\$ 294,959.56
Traffic Data Service CA LLC	\$ 21,880.00
SS Consultants, LLC	\$ 24,605.00
Total	\$ 902,937.98

The total amount authorized for the task orders issued to date is \$1.271 million. This amount is well within the overall contract not to exceed amount. Note: a breakdown of the Task Orders is shown in Attachment B.

NEXT STEPS

TAM staff may return later to update continued use of the PMO/On-Call contract. Annual budgets will continue to show the PMO authorized expenditures.

ATTACHMENTS

Attachment A – Scope of Services

Attachment B – PMO Task Orders

Attachment C – TY Lin On-Call Contract Update Presentation provided to the AP&P Executive Committee on January 12, 2026

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ATTACHMENT A – SCOPE OF WORK

The following is the work scope for the PMO/On-call **C-FY22-08** contract:

- Assist with the development of project controls and the overall management of program/project scope, schedule and budget;
- Assist with the development and application of criteria for project prioritization;
- Management of project delivery, and oversight of projects;
- Review of compliance with performance standards and reporting requirements for claimants;
- Assist with the development of annual revenue and expenditure updates to the Measure A/AA and Measure B Strategic Plans, as well preparation of biennial updates to the Strategic Plans as needed;
- Develop public outreach and educational programs and materials;
- Create and implement communications plans and campaigns for various project and programs;
- Provide graphic design, video production, photography, social media and media communications;
- Support in-person and virtual meetings and events including planning, promotion and facilitation;
- Assist as necessary any countywide/local transportation planning efforts;
- Development of equity plans and Community Based Transportation Plans (CBTP);
- Development and delivery of Transportation Demand Management (TDM) Programs;
- Development and delivery of adaptation planning including sea level rise, wildfire evacuation, and climate change planning and programs;
- Assist with the periodic updates required to the Measure AA and Measure B Expenditure Plans, including outreach, educational products, analysis of costs and revenues, plan development and review, and other items as needed;
- Development of grant applications, management of grant coordination among partner agencies when necessary;
- Prepare state and federal fund applications for submittal to applicable agencies as needed;
- Development of transit studies; including on-demand programs;
- Provide assistance as necessary for management of TAM's Crossing Guard Program;
- Development and delivery of electric vehicle and alternative fuel programs and planning including electric vehicle infrastructure and fleet conversion programs;
- Development and delivery of innovation programs including intelligent transportation systems, and transportation technology programs;
- Provide traffic studies including operational analysis and traffic counts;
- Provide quick build and innovative project delivery support;
- Provide safety analysis and development of systemic safety analysis plans and designs;
- Provide legal expertise on transportation issues and other issues;
- Provide programming expertise;
- Provide assistance in preparation of Plans, Specifications & Estimates (PS&E), and other engineering evaluations for TAM or local agencies;
- Provide construction management support as needed; and
- Provide project environmental studies and various documents as required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

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**PMO Contract Task Orders
May 1, 2022 to December 10, 2025**

Task Order #	Task Order Name	Task Order Manager	Primary Consultant / Subconsultant	Task Order Status	Task Order Start Date	Termination Date	Authorization Amount	Paid to Date	Funding source
Task Order 1	General Administration	D. Cherrier	TY Lin International	Open	6/23/2022	ongoing	\$ 100,000	\$ 47,453	Local Funds
Task Order 2	Crossing Guards	D. Cherrier	TY Lin International	Open	6/24/2022	ongoing	\$ 380,000	\$ 261,975	Local Funds - Measure A/AA
Task Order 3	Local Agency and Contract Support	D. Cherrier	TY Lin International	Open	6/24/2022	ongoing	\$ 200,000	\$ 157,681	Local Funds - Measure AA
Task Order 4	CMP System Monitoring	D. McGill	TY Lin International	Open	7/29/2022	ongoing	\$ 55,000	\$ 52,185	Local Funds
Task Order 5	North-South & East-West Bicycle & Pedestrian Master Plan	S. McDonald	TY Lin International	Closed	9/7/2022	7/31/2023	\$ 85,000	\$ 82,418	Local Funds
Task Order 6	Website and Marketing Support	M. Graham	Parametrix	Open	10/1/2022	ongoing	\$ 125,000	\$ 101,496	Local Funds - Measure AA
Task Order 7	Federal Grants	S. McDonald	TY Lin International	Closed	5/8/2023	10/31/2025	\$ 25,000	\$ 23,916	Local Funds
Task Order 8	Horse Hill Path Counts	B. Whitney	Traffic Data Service CA LLC	Closed	5/1/2024	6/30/2024	\$ 2,500	\$ 2,363	Local Funds
Task Order 9	Local Road Safety Plan	B. Whitney	Parametrix	Closed	12/16/2022	9/30/2024	\$ 92,500	\$ 91,861	State Fund
Task Order 10	Planning Staff Support	D. McGill	SS Consultants, LLC	Open	3/21/2024	ongoing	\$ 35,000	\$ 26,222	Local Funds - Measure AA
Task Order 11	PTTL PAED Estimate	B. Whitney	TY Lin International	Closed	9/26/2024	12/31/2024	\$ 16,000	\$ 15,603	Local Funds
Task Order 12	Marin Cty Sound Wall_PID Estimate	R. Rodriguez	TY Lin International	Closed	10/17/2024	12/31/2024	\$ 12,000	\$ 11,935	Local Funds
Task Order 13	School Access Safety Action Plan Independent Cost Estimate	S. McDonald	TY Lin International	Closed	2/6/2025	2/27/2025	\$ 8,000	\$ 7,681	Local Funds
Task Order 14	Meas AA Outreach Support	M. Graham	Convey Inc.	Open	12/5/2024	12/31/2026	\$ 30,000	\$ 18,734	Local Funds - Measure AA
Task Order 15	School Routes to Schools Program Evaluation (SR2S)	S. McDonald	TY Lin International	Open	10/13/2025	5/31/2026	\$ 80,000	\$ 1,416	Local Funds - Measure AA
Task Order 16	GIS Support	D. McGill	TY Lin International	Open	7/14/2025	ongoing	\$ 25,000	\$ -	Local Funds
GRAND TOTAL							\$ 1,271,000	\$ 902,937.98	

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Update of Program/Project Management and Oversight Services Contract

Transportation Authority of Marin

Administration, Projects and Planning
Executive Committee

January 12, 2026

Why a PMO and On-Call Contract?

Since inception, TAM has been using consultant support to augment staff in project and program oversight support. This approach is likely to continue as the best approach to meet varying project workloads.

- Deliver projects and programs without bringing on additional full-time staffing
- Access to a variety of services and specialized skills for a limited period
- Have a team ready to respond quickly
- Respond to peak workload issues in a timely manner
- Keep a variety of projects/programs on schedule

Task Order System



Contract Manager

- Responsible for the scope, schedule, and budget for the overall contract
- Invoicing requirements
- Required insurance



Task Order Manager

- Verifies that sufficient funds are available
- Authorizes payment for the individual Task Order
- Manages Task Order scope, schedule and deliverables



Task Orders

= + Deliverables + Schedule + Budget – not to exceed amount

- Can be amended as situations evolve
- Only issued after a source of funds has been identified for the proposed work and it is listed in the approved TAM budget

Note that major efforts in planning or project delivery are typically managed through separate Request for Proposals (RFP) processes.

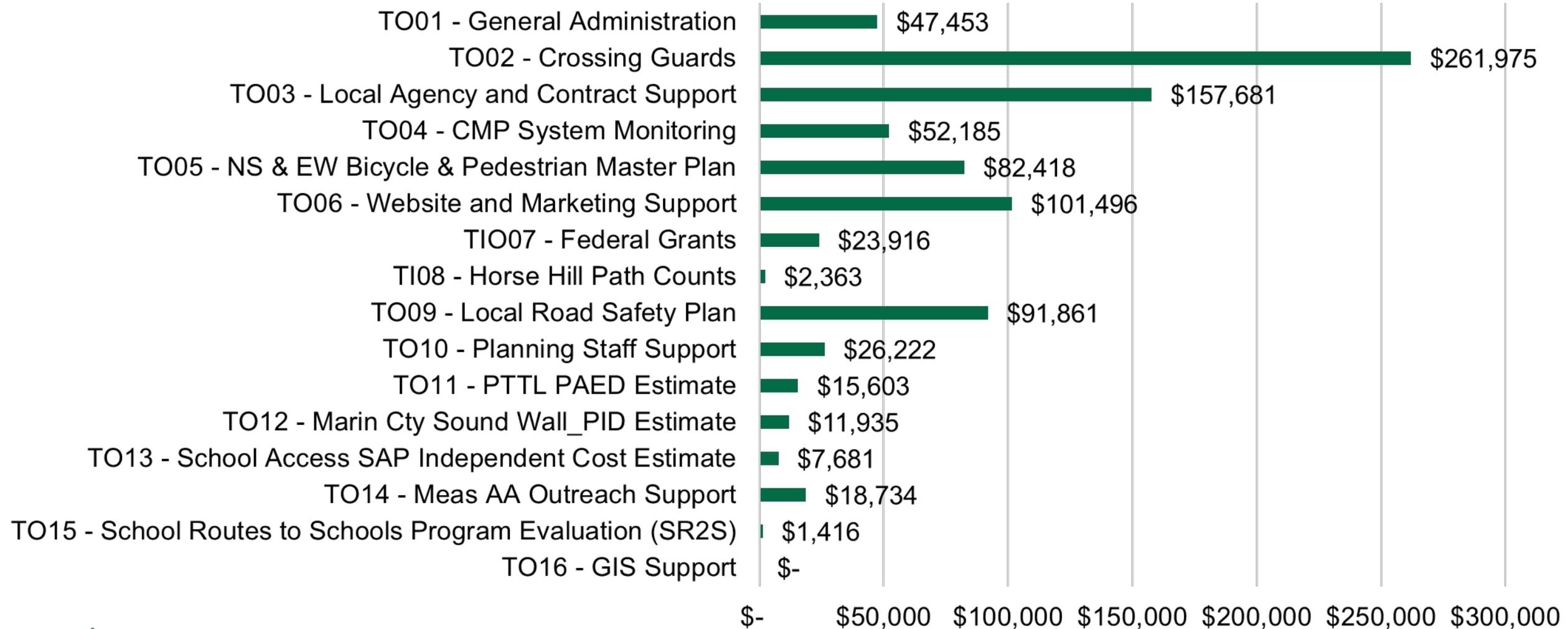
TAM's current PMO contract with TY Lin

- Executed in June 2022
- Not-to-exceed \$3,000,000 amount
- A robust team of sub-consultants with expertise in various areas
- 16 Task Orders: 8 open – including 6 ongoing - and 8 closed
- \$ 902,937.98 paid up-to-date

TY Lin Contract Subconsultants

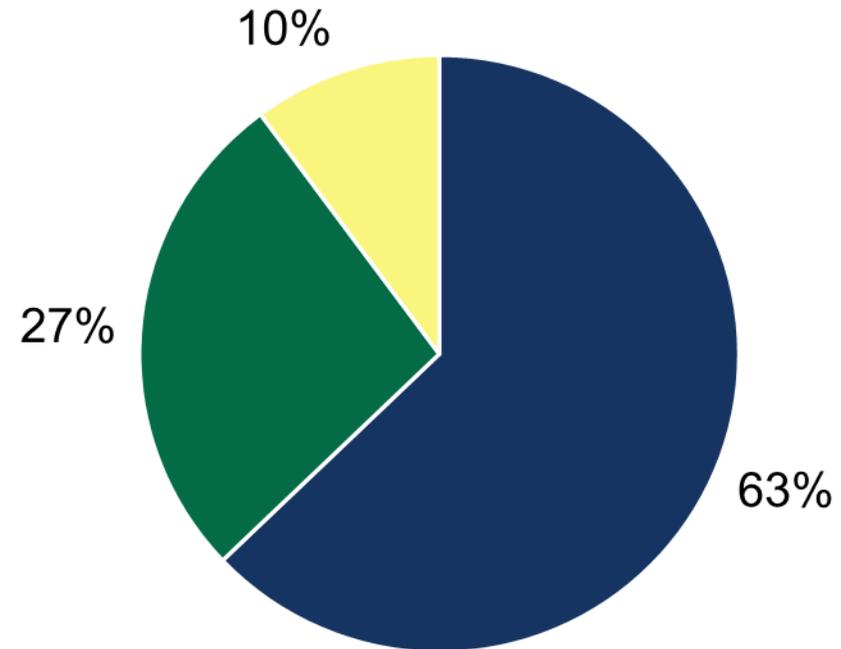
Subconsultant	Purpose	Notes
Convey, Inc	Communications and Outreach	
Advance Project Delivery	Crossing Guard and Local Agency Support	
Parisi Transportation Consulting / Parametrix	Planning, Program Management, Design, and Local Agency Support	Parisi Transportation Consulting was acquired by Parametrix in 2023
Sam Schwartz	Planning and Grant Support	Sam Schwartz became TY Lin in 2024 and is no longer considered a subconsultant.
Fremier Enterprises, Inc	Program, Project, and Construction Management	
Integral Group	Design	
Ross & Baruzzini	Planning and Design	
Towill, Inc.	Design and Surveying	
Traffic Data Service CA LLC	Traffic Data Collection	Added to the team for their specialized knowledge.
SS Consultants	Planning Staff Support	Added to the team for their specialized knowledge.

TY Lin Contract Task Orders

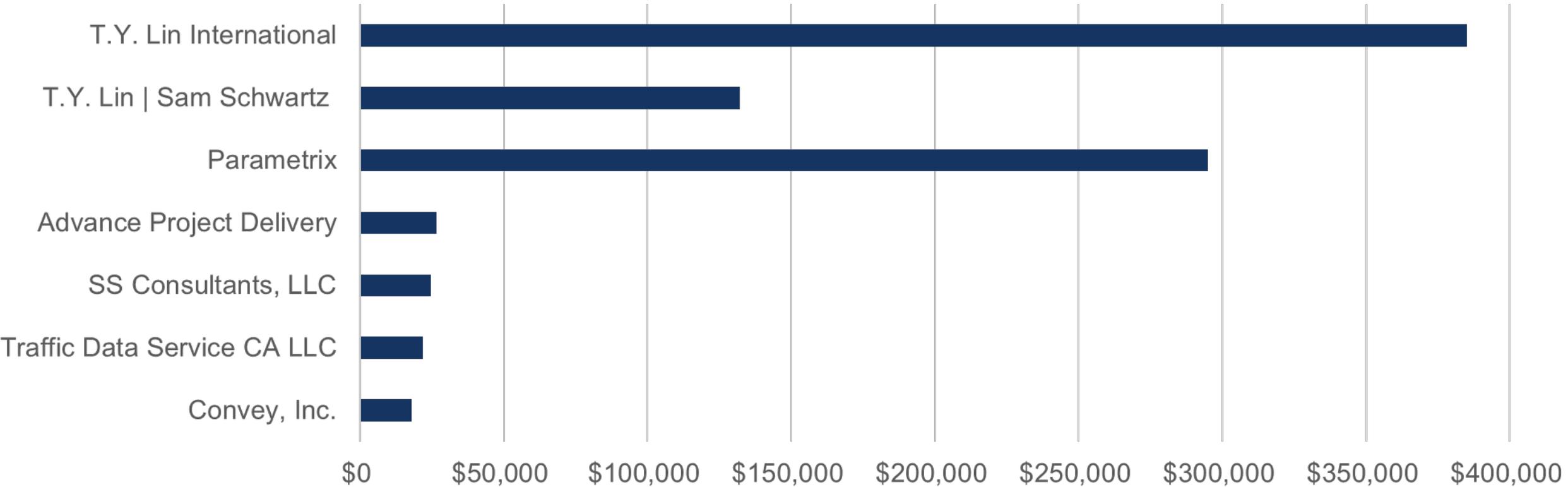


TY Lin Contract Funding Sources

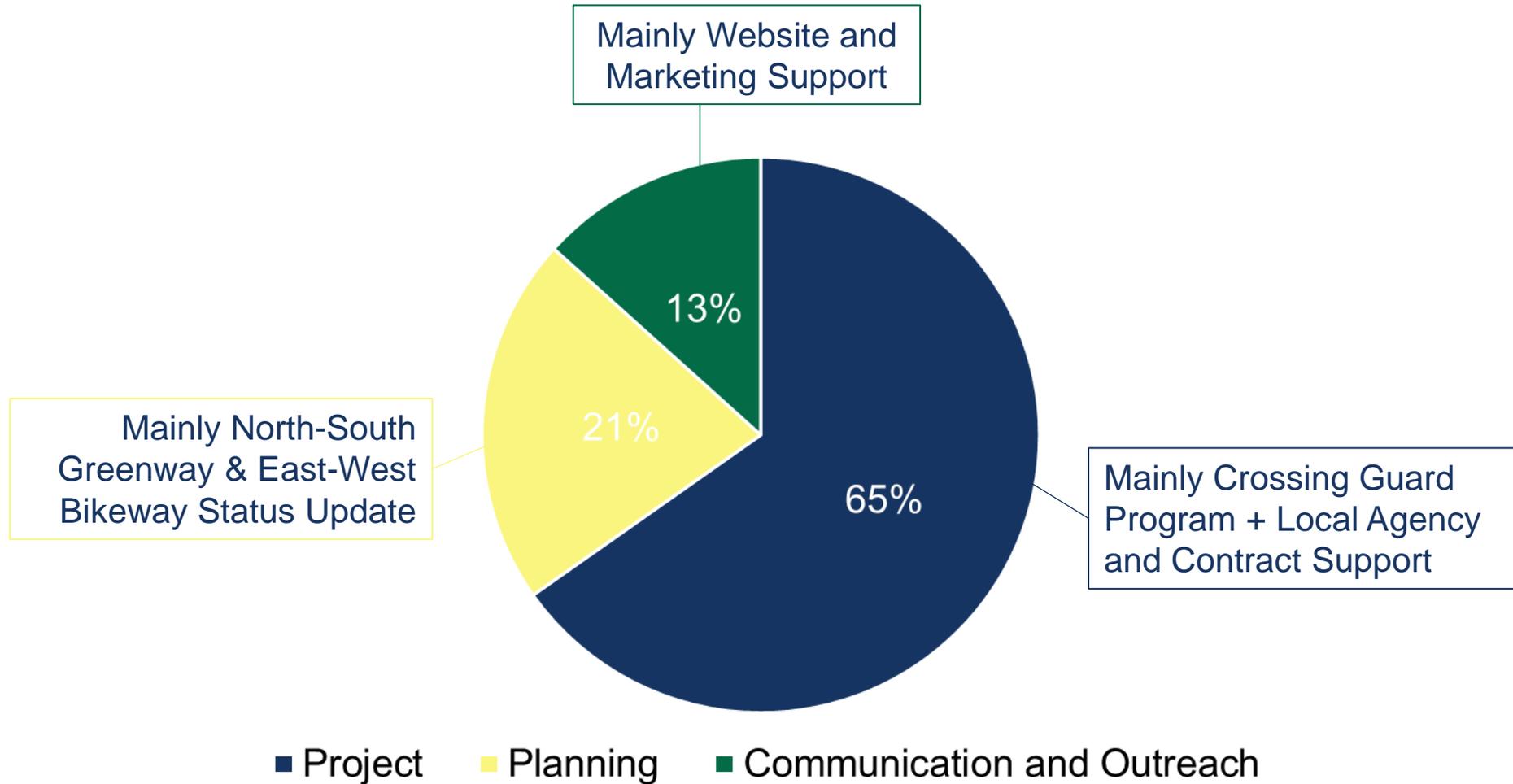
■ Measure A/AA	\$ 567,524
■ Local Funds	\$ 243,553
■ State Fund	\$ 91,861



TY Lin Contract Task Orders by Subconsultants



TY Lin Contract by Activities



What's Next

- Approximately \$2,000,000 remains and is not yet allocated to a Task Order
- Future PMO activities may include:
 - Recertification of the Crossing Guard Program in 2025-2026
 - 101 Interchanges Request for Proposals (RFP) support and cost estimates
 - Countywide Traffic Signal Study support
 - Alt. Fuels Program support
- A new RFP process is expected early 2027 to renew the PMO contract by June 2027

THANK YOU

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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Amendment No. 4 to Caltrans Cooperative Agreement 04-2791 for the Construction of the US 101 Marin-Sonoma Narrows B7 Project (Action), Agenda Item No. 6h

RECOMMENDATION

Accept the Administration, Projects & Planning (AP&P) Executive Committee recommendation authorizing the Executive Director (ED) to negotiate and enter into Amendment No. 4 to Cooperative Agreement 04-2791 with Caltrans to provide additional funds to complete the construction capital portion of the US 101 Marin-Sonoma Narrows (MSN) B7 Project.

BACKGROUND

The MSN B7 project is the last HOV widening project on the MSN corridor and completes the HOV lane system along US 101 in Marin and Sonoma counties. Because of the scale of MSN (17 miles between Novato and Petaluma), the program has been delivered in phases in both counties, with phases completed over time as funding became available.

The MSN B7 Project is the final MSN corridor project and extends just south of the Franklin Avenue Overhead to 0.3 miles south of the Marin/Sonoma County line. The project will not only complete the MSN HOV widening but also complete the fifty-two mile HOV system along US 101 from the Richardson Bay Bridge in southern Marin County to Windsor in Sonoma County.

Stage 4 of the project is substantially complete and HOV lanes opened to traffic on September 29, 2025, however, miscellaneous work remains to be completed such as raising drainage inlets, completing erosion control and electrical work at ramps, final paving and striping and a one-year plant establishment period. The project is currently in winter suspension until weather conditions are appropriate to complete the final paving and striping in spring 2026.

DISCUSSION/ANALYSIS

In October 2020, the TAM Board authorized the Executive Director to negotiate and enter into Cooperative Agreement 04-2791 with Caltrans for the construction of the MSN B7 Project. Since that time, three amendments were issued to address changes in funding sources for the project, and to increase construction capital funding to address cost overruns. The total current funding amount is \$17,350,000 for Construction Support and \$105,146,000 for Construction Capital.

Since the last Cooperative Agreement Amendment in spring 2025, there have been additional unanticipated changes and additional funds are needed to complete construction. The largest cost increase is from the cross-slope correction work due to unexpected field issues – the additional work is anticipated to cost approximately \$1,300,000. A summary of the additional work is below:

- Cross-Slope Correction (Change in Grade Character): Grade issues required significantly more grinding and asphalt concrete (AC) replacement than planned, with multiple lifts during night closures instead of a simple overlay, increasing AC quantities and the number of lane closures
- Temporary Delineation after RHMA-G (type of asphalt): Plans do not include temporary delineation between the two final paving lifts of RHMA-G and RHMA-O. Since RHMA-O paving cannot take place until spring due to weather requirements, for safety, temporary striping is needed
- PG&E Services: Delays caused by PG&E for service connections
- Drainage Inlet Aprons: Increased quantities and changes to staging of the work
- Settlement of Outstanding Potential Claims

Based on current authorized change orders, item overruns and anticipated future change orders required to complete the project as noted above, it is estimated an additional \$2,500,000 of Construction Capital is needed to complete construction and close out of the capital portion of the project which will increase the total Construction Capital amount from \$105,146,000 to \$107,646,000.

Note that it is anticipated that additional funds for construction support will also be needed to complete mitigation and monitoring of permit requirements which will be addressed in a future cooperative amendment.

The AP&P Executive Committee discussed this item at the January 12 meeting and unanimously recommended approval.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Completion of the MSN Projects is part of the Regional Connectivity section of the CTP.

FISCAL CONSIDERATION

Sufficient funding is available through state funds in the form of right of way proceeds TAM received from the sale of surplus property from the US 101 Gap Closure Project and from Measure AA Category 1 (MSN).

NEXT STEPS

The Executive Director will negotiate and execute Cooperative Agreement 04-2791 Amendment No. 4. Project final construction and closeout activities will occur over the next several years. Staff is negotiating with Caltrans to reduce the expected increases in construction support costs.

ATTACHMENTS

None.



DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Measure AA Expenditure Plan Draft Amendments (Action), Agenda Item No. 7

RECOMMENDATION

Recommend the TAM Board open a 45-day public comment period for the Measure AA Expenditure Plan proposed amendments as shown in Attachment B.

BACKGROUND

The Measure AA Expenditure Plan (“Expenditure Plan,” hereinafter), approved by Marin voters in November 2018, includes directions to fund Marin’s core transportation needs that include local street and road maintenance, Safe Routes to Schools programs, transit service, and highway and interchange improvements. In Measure AA, a policy was included for TAM to review the Expenditure Plan every six years on the rationale that four reviews can be conducted before expiration. The Expenditure Plan states that:

[It] must be reviewed every six years following passage to ensure that it responds to a rapidly evolving transportation landscape, incorporates innovations, and reflects current priorities. The TAM Board may also consider an amendment at the point of the six-year review or at any time deemed necessary during the life of the Expenditure Plan.

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

- October 2024 – the TAM Board approved the process and schedule for the Measure AA Expenditure Plan Review
- April 2025 – the Ad Hoc Committee for the Measure AA Expenditure Plan Review convened for the first time to discuss issues and progress with the review
- April 2025 – the TAM Board was briefed on the initial findings and considerations based on the initial discussions with the Ad Hoc Committee
- June 2025 – the Ad Hoc Committee convened to discuss financial projections and possible changes to the categories in Measure AA, including the idea of reintroducing the concept of a “Major Road” category that was initially proposed by Marin Public Works Association (MPWA), merging the large and small Safe Pathway categories, and converting the Local Infrastructure category from upfront distribution of funds to reimbursement based consistent with all categories of Measure AA
- July 2025 – the TAM Board was briefed on the financial projections for Measure AA revenue, introduced to the idea of a “Reimagined Roadways” category, and provided an overview of the Crossing Guard Program based on current financial circumstances and public outreach efforts

- September 2025 – the Ad Hoc Committee convened to further discuss the Reimagined Roadways category, Crossing Guard funding options, and travel trends. Initial staff-proposed amendments to the Expenditure Plan were also presented to the TAM Board for input and discussion.
- December 2025 – an informational item was presented to the TAM Board to summarize the final proposed changes to the Expenditure Plan and provide greater details of those changes to each affected category of the Expenditure Plan. Feedback from the TAM Board was heard and further considered for incorporation.
- January 2026 – the Ad Hoc Committee convened to discuss the final proposed changes to the Expenditure Plan. The Ad Hoc Committee expressed support for the proposed changes to the Expenditure Plan and provided feedback for staff to show the amount of local infrastructure funding reassigned to the Reimagined Road category for each jurisdiction in the next presentations (this is included in Attachment C to this item).

In addition, staff have presented various updates on projects and programs included in the Expenditure Plan to the Board as is normal practice throughout the year.

The Community Oversight Committee, the Bicycle/Pedestrian Advisory Committee, and the Working Groups were updated at multiple points throughout the review process and provided feedback to staff at several key junctures. In addition, staff engaged in extensive discussions with the Marin Public Works Association beginning in 2024. Four public pop-up events were held in August 2025 at locations throughout Marin County to gather public input. These outreach efforts are documented and summarized in the Outreach Report included in Attachment C.

DISCUSSION

While feedback was heard in December 2025 from the TAM Board, the final proposed changes to the Expenditure Plan (EP) remained unchanged as presented in December. The final proposed changes are shown in Attachment B and are summarized below:

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

At its December 2025 meeting, the TAM Board expressed support for the proposed amendments, particularly with the new Reimagined Roadway category and the additional funding to the Crossing Guard Program from the Local Interchange category. However, some TAM Board Commissioners also voiced concerns that a decrease in local infrastructure funding could negatively impact the smaller jurisdictions. Staff was also advised to engage local jurisdictions with opportunities to support local pavement management. At its January 2026 meeting, the Ad Hoc Committee asked staff to show each jurisdiction's contribution to the Reimagined Roadway category. This information can be found in Appendix 4d of Attachment C.

Attachment C is a handbook of compiled information that has been discussed and referenced in the Expenditure Plan Review process since its inception in October 2024. The information includes:

- Measure AA Review Process, Requirements, and Schedule
- Public Outreach Report
- CTP Alignment Review
- Travel Trend Data
- Reimagined Roadway Fact Sheet, Proposed Category Funding, etc.

Staff is requesting the TAM Board proceed to the next step in the review process, which is to open a 45-day public comment period as required by Measure AA. The comment period would be from January 22 through 5 p.m. on March 9, 2026. In addition, staff would schedule a public hearing to occur at the March 26, 2026 regularly scheduled TAM Board meeting.

Amendments to the Expenditure Plan

The Measure AA Expenditure Plan states that to modify the plan:

....an amendment must be approved by a two-thirds majority of the total commissioners on TAM's Board, a noticed public hearing and a 45-day public comment period. Following the two-thirds vote, any plan amendment will be submitted to each of the cities and towns in Marin County and to the Board of Supervisors for their approval. Amending the Expenditure Plan will require a majority vote of 50+% of the cities or towns representing 50+% of the incorporated population, as well as a majority vote of the Board of Supervisors

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The Measure AA Expenditure Plan Review is identified in CTP 2050 as an early action in the implementation plan. CTP 2050 specifically notes that "to achieve the greatest benefit of the CTP", the Measure AA Expenditure Plan review should "ensure funding criteria advance the CTP vision and goals" (page 92 of CTP 2050).

Staff have reviewed Measure AA funding categories for alignment with the CTP vision, goals, strategies, and performance measures, and presented these items to the Board at the April 2025 Board meeting. Alignment with CTP goals are also referenced in Appendices 3b and 3c of Attachment C.

FISCAL CONSIDERATION

There are no fiscal impacts with opening a public comment period for the Measure AA Expenditure Plan Review. Upon approval of amendments to the Measure AA Expenditure Plan, the approved amendments will be incorporated in the FY 26/27 TAM Annual Budget and a revised Measure AA Strategic Plan.

NEXT STEPS

Upon the approval to open a 45-day public comment period, staff will collect all comments received during the comment period. If the comments can be addressed with no material change to proposed amendments shown in Attachment B, the TAM Board will be requested to adopt the proposed amendments in Attachment B in March 2026.

Upon adoption of the proposed amendments to the Expenditure Plan, staff will submit the proposed amendments to the Expenditure Plan to the cities and towns in Marin County and the Board of Supervisors for consideration.

The table below shows the remaining milestones in the Expenditure Plan Review process.

Expenditure Plan Review Schedule – Remaining Milestones	
TAM Board Opens 45-day comment period/hearing	January 2026
TAM Board Conducts a Public Hearing and Considers Adoption of Amended Measure AA Expenditure Plan	March 2026
Present proposed amendments to Expenditure Plan to Cities, Towns, and County for Approval	March/April 2026
Incorporate Expenditure Plan amendments in TAM FY2026-27 Budget Process	April-June 2026

ATTACHMENTS

- Attachment A – Staff Presentation
- Attachment B – DRAFT Measure AA Expenditure Plan – 2026 Amendments
- Attachment C – Measure AA Expenditure Plan Review Commissioner Handbook



Item 7 - Attachment A

Measure AA Expenditure Plan Review Open Public Comment Period

Transportation Authority of Marin
Board of Commissioners

January 22, 2026

Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
Expenditure Plan in Effect for Six Years	March 31, 2025
Public Outreach Process	April-December 2025
Present Draft Amended Expenditure Plan to TAM Executive Committee and Board	September-December 2025
TAM Board Opens 45-day comment period/hearing for any changes proposed	January 2026
TAM Board Adopts Amended Measure AA Expenditure Plan	March 2026
Present Amended Expenditure Plan to Cities, Towns, and County for Approval	April/Spring 2026
Identify Expenditure Plan changes in TAM FY2026-27 Budget Process	April-June 2026

★ *We are here*

Summary of Proposed Measure AA Amendments

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

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

Outreach Summary

• Public Outreach

- Four pop-up events in August: Larkspur, Sausalito, Novato, West Marin
- Overall Priorities (varied by location)
 1. Local Transit – 36%
 2. Local Transportation Infrastructure – 32%
 3. School Safety & Access – 16%
 4. US 101 Improvements – 16%

• Partner/Advisory Outreach – Staff presentations to:

- TAM Community Oversight Committee
- TAM Bicycle/Pedestrian Advisory Committee
- TAM Technical Advisory Working Group
- TAM Equity Working Group
- Marin Public Works Association
- TAM/MMA Subcommittee
- TAM Measure AA Expenditure Plan Review Ad Hoc Committee

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

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

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

- IMPROVED BUS STOPS AND VEHICLES
Mejoras en refugios y vehículos de buses
- MORE FREQUENT AND RELIABLE SERVICE
Servicio más frecuente y confiable
- EXPANDED RURAL SERVICE
Ampliar el servicio rural
- MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE
Aumentar el servicio de tránsito para estudiantes y el Buses ESCUELA
- ON-DEMAND TRANSIT SERVICE
Servicio de tránsito según necesidad
- SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES
Servicios para seniors y personas con discapacidades

Local Transportation Infrastructure
Maintain and improve local roads, bikeways, and sidewalks.
Mantener y mejorar el pavimento, las ciclovías y los senderos.

- MAINTAIN AND IMPROVE PAVEMENT, FIX POTHOLES
Mantener y mejorar el pavimento, reparar los baches
- IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES
Mejorar las principales carreteras que conectan las comunidades
- BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS
Mejoras para caminar y para bicicleta hacia los paradas de tránsito
- IMPROVEMENTS FOR SEA LEVEL RISE AND CLIMATE RESILIENCY
Mejoras para adaptación al clima y el aumento del nivel del mar

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

- INTERCHANGE UPGRADES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW
Mejoras en los intercambios para mejorar la conectividad y el flujo del tráfico
- INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS
Incentivos para reducir los desplazamientos de una sola persona al trabajo
- IMPROVEMENTS TO US 101 / 180 INTERCHANGE
Mejoras en la US 101 / 180 Intercambio / 180

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

- SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAM!
Programa de formación y educación sobre rutas seguras para los escolares
- SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS
Caminos más seguros para a caminar y con bicicleta a las escuelas
- MORE CROSSING GUARDS AT SCHOOLS
Más vigilantes de cruce en las escuelas

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

Ask for a comment card!

CS Scanned with CamScanner

TAM Transportation Authority of Marin

West Marin Dot Exercise

Board Feedback on Initial Staff Proposal

Summary of TAM Board Feedback

- Overall, support for “Reimagined Roadways” and Crossing Guard funding increase
- Commissioner concerns on Local Transportation Infrastructure as revenue source for “Reimagined Roadways”
 - Tiburon, Mill Valley, Sausalito
- Chair Comments
 - Consider opportunities for TAM to engage local jurisdictions and support local Pavement Management

Other Committee & Working Group Feedback

- Overall, high levels of support for proposed changes
- TAM COC supportive of the proposed amendments, including additional Crossing Guard funding, but recognition and concern Measure AA won't resolve funding challenges for the program
- Expenditure Plan Review Ad Hoc Committee convened in January 2026 to review and offered support for the final proposed amendments

Category 1.3 – Interchange Program

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

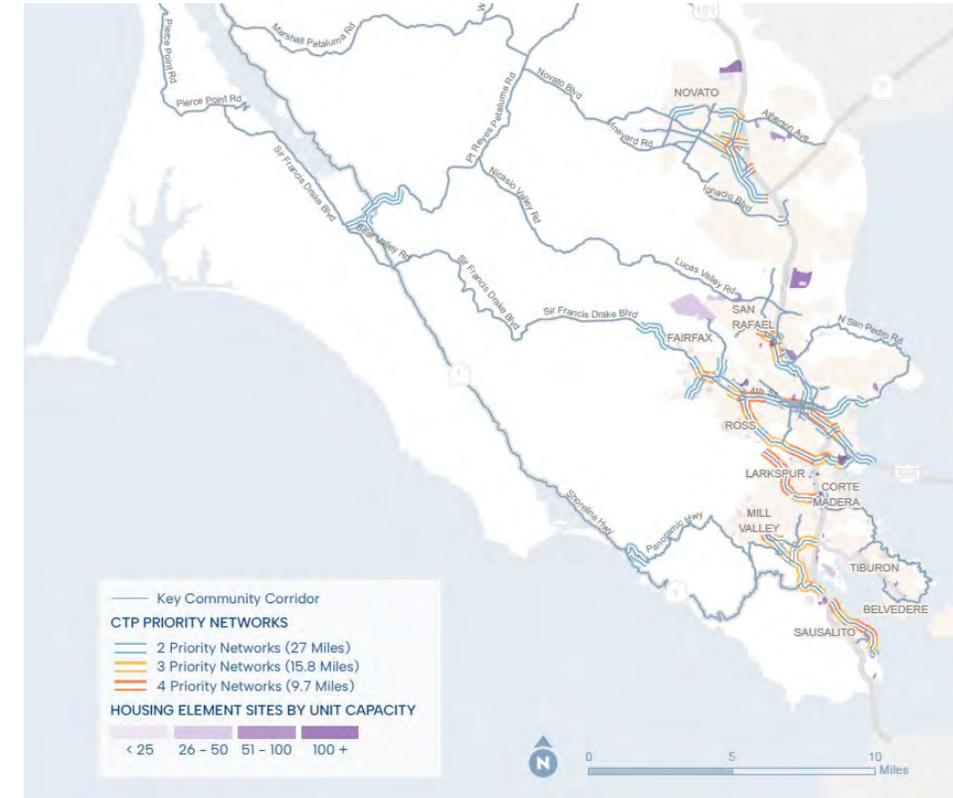
- Background:
 - Program to make improvements on US 101 Interchanges - 3% of Measure AA
 - Program assessed 12 interchanges, July 2022 Board direction to advance 3 interchanges:
 - Tiburon/East Blithedale Ave.
 - Manuel T. Frietas
 - Alameda Del Prado
- Current: October 2025, Board direction to host local discussions to reduce project development costs
- Finances:
 - \$4.1M expended, ~\$29.6M remains over life of Measure AA
 - 0.5% reduction is feasible (~\$5M over remaining years of exp. plan)
 - Can still proceed with project development
 - Construction phase remains unfunded

Remaining	\$29.6 M
Remaining if ½ percent redirected	\$24.7 M

New Category 2.4 – Reimagined Roadways Proposal

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

- Background:
 - Prior Major Roads funding from Measure A supported corridors throughout county; no similar program in Measure AA
 - Innovation program mixed results through calls for projects
- Current Proposal:
 - Get larger capital roadway projects “Shovel Ready”
 - Focus on multi-jurisdiction, multi-agency, and multi-modal project development
 - Advance CTP goals and strategies
 - Support for innovation within Measure programs, rather than standalone program
- Finances: Would generate approximately \$35.3M



Measure A – Major Roads Background

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

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

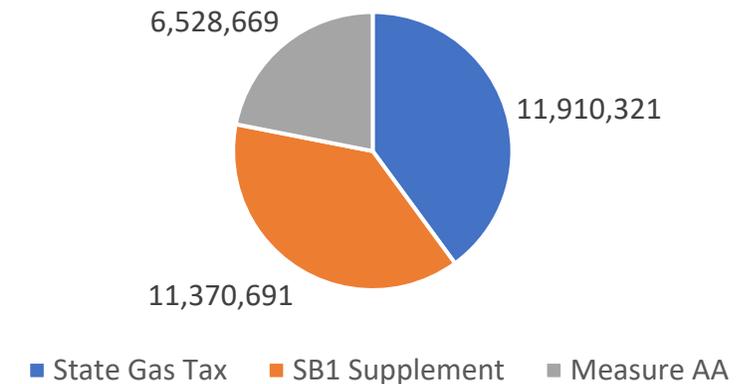
Local/Major Roads Funding History

- Measure AA funds now complemented by state funds
- Currently no dedicated funding source for larger Capital Projects
- Marin County has highest PCI in North Bay
- Proposed changes expected to have minimal impact on PCI

Category	2004 (Meas. A)	2018 (Meas. AA)	2026 Proposed (Meas. AA Rev.)
Local Streets & Roads	13.5%	22%	18%
Major Roads	13.5%	0%*	4.5%*

* Does not include off-the-top percent needed to fully fund 2004 commitments, anticipated to be approx. \$2.35M/year until 2032

FY 24/25 Local Road Funds- All Jurisdictions



Category 3.2 Crossing Guards

PROPOSAL: Increase funds from 7% to 7.5%

- Background:
 - Program currently provides 96 guards at 96 locations
 - Program is 7% of Measure AA, increased from 4.2% in Measure A
- Current:
 - Program costs exceed annual revenue collection, requiring use of carryover (Program Reserve); carryover will exhaust ~FY2029
- Finances:
 - 0.5% addition generates approx. \$1.25M through FY 33/34, funds about 5 guards/year
 - Will need to identify additional revenue outside of Measure AA, or further reduce expenses starting next school year
 - Related item on January agenda



Measure AA Exp Plan – Additional Changes

PROPOSED CHANGES:

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

Summary of Proposed Exp. Plan Amendments

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

	2018 EP	Rev EP	PROPOSED AMENDMENTS FOR EXPENDITURE PLAN
Category 1.3 Local Interchanges	3.0%	2.5%	Reallocate 0.5% to support the Crossing Guard Program
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Reallocate 4% to fund new Category 2.4 Reimagined Roadways
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects requirement
Category 2.4 Innovative Technology	0.5%	0.0%	0.5% remains in Category 2.4 but reallocated to Reimagined Roadways from Innovative Technology
Category 2.4 Reimagined Roadway	0.0%	4.5%	New Category. Maintain 0.5% from Category 2.4 plus 4% from Category 2.1.
Category 3.2 Cross Guard Program	7.0%	7.5%	0.5% from Category 1.3, Revise language from sites/locations to specify guards.
Category 4.6 Ferries and Regional Transit	0.5%	0.5%	Change eligible recipients and broaden to First/Last Mile at Major Transit Stops.
Additional Changes			
COC Membership			Align with Measure B
Review Timeline			Align with Measure B for concurrent review processes.

Process for Amendments to the Expenditure Plan

To amend the Measure AA Expenditure Plan:

- **open a 45-day public comment period (*January 22 through 5pm on March 9*)**
- hold a noticed public hearing (*expected March 26, 2026*)
- vote/approve by a two-thirds vote (*expected March 26, 2026*)
- amendments to be presented to each of the cities and towns in Marin County and to the Board of Supervisors for their approval (*April/Spring*)
 - requiring a majority vote of 50+% of the cities or towns
 - representing 50+% of the incorporated population, as well as a majority vote of the Board of Supervisors

Questions & Comments

Thank you!



Measure AA Expenditure Plan Amendment #1, April 2026

Pursuant to the actions of the participating jurisdictions and the TAM Board of Commissioners as defined by the Measure AA Expenditure Plan approved by the voters of Marin County in November 2018, the following amendments to said Expenditure Plan are hereby incorporated into the Expenditure Plan effective XXXXXXXX.

CATEGORY 1 (Change in funding distribution)

The following change in funding distribution shall supersede previous funding distribution language:

Percentage of Sales Tax Funds equal to ~~7%~~ **6.5%** of the total collected net of existing obligations and administration to be used in Category 1, with ~~3%~~ **2.5%** dedicated to “Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county.”

CATEGORY 2 (Multiple Changes)

The following change in funding distribution shall supersede previous funding distribution language:

Percentage of Sales Tax Funds equal to ~~22%~~ **18%** of the total collected net of existing obligations and administration to be dedicated to “Maintain and manage local roads to provide safe and well-maintained streets for all users. All investments will consider the needs of all users in accordance with local practices (i.e. “Complete Streets” practices) that have been adopted in each city, town, and the County. Improvements to maximize the efficiency, effectiveness, and resiliency of our transportation system to be determined by local jurisdictions and may include:

- Paving and repair to roadways, drainage, sidewalks and intersections
- Bike lanes and paths
- Safe pathways to transit and bus stop improvements
- System enhancements to accommodate new technologies such as signal coordination, real time information
- Investments to address congestion on local street and road corridors
- Facilities and support including project management, technical services and outreach to support alternative fuel vehicles, electric vehicles, zero emission vehicles and autonomous vehicles
- Municipal fleet conversion to alternative fuel vehicles including electric vehicles
- Improvements to address sea level rise and flooding on local streets

The following change in description shall supersede all previous language:

Sea Level Rise and Resiliency

Marin's transportation infrastructure is sited along vulnerable bay frontage that is at increasing risk of flooding and erosion from sea level rise and king tide events. This funding would be utilized to support protecting and adapting Marin's roadways and related infrastructure to the effects of sea level rise and flooding. These funds can be used to serve as seed money to find solutions, attract matching grants and leverage private investments to meet the challenges and vulnerabilities identified in numerous planning efforts including those of Bay Wave, and CSMART. The funds can also be utilized for facilities to support alternative fuel vehicles including electric vehicles. Sea Level Rise and Resiliency funds shall be available to TAM and to eligible recipients including local jurisdictions through a process defined by TAM.

The following change in funding distribution and description related to Innovation Technology shall be deleted and replaced with:

Percentage of Sales Tax Funds equal to **4.5%** of the total collected net of existing obligations and administration to be dedicated to "Reimagined Roadways: Provide planning and project development activities for large roadway capital projects."

Description: "With traffic and land use changes in Marin County, there is a growing need to advance large roadway capital projects, specifically roadway corridors or intersections, to support multi-jurisdictional travel and multiple modes of travel. This category would support the identification and planning of roadway projects of countywide significance. The funds would be used by TAM to advance prioritized projects through the initial project delivery phases and compete for construction funding. TAM would work with local jurisdictions to determine corridor needs in alignment with the Countywide Transportation Plan (CTP) and the ability to leverage outside grants from regional, state or federal funding sources."

CATEGORY 3 (Change in funding distribution)

The following change in funding distribution shall supersede previous funding distribution language:

Percentage of Sales Tax Funds equal to ~~44.5%~~ **12.0%** of the total collected net of existing obligations and administration to be used in Category 3, with ~~7.0%~~ **7.5%** of the total collected net of existing obligations and administration to be dedicated to "Maintain the crossing guard program, providing funding for crossing guards throughout Marin County".

The following description change will supersede all previous description language:

All references to number of sites and/or intersections will be replaced with number of crossing guards.

CATEGORY 4 (Modified description)

The following description change will supersede all previous description language:

Expand access to Rail and Ferry Stations through first and last mile programs or services. Expand and maintain shared mobility services, and new transit connections to address first and last mile connections to rail and ferry stations.

Marin County residents and workers now have expanded regional transportation options to improve regional mobility, particularly during commute hours. Local residents and workers often require first and last mile connections to make these regional options accessible, including access to the ferry and express bus services. This category helps to expand and maintain first and last mile solutions that provide access to regional transit stops for Marin's residents and commuters. The funds can be accessed by TAM, Marin Transit, or Golden Gate Bridge, Highway, and Transportation District as sponsors of shared mobility services such as bikeshare systems or new first/last mile connections (e.g. Shuttle service, new transit connections, or other shared mobility services) at major transit stops working in coordination with TAM.

COMMUNITY OVERSIGHT COMMITTEE (Additional language)

The following description change is in addition to all previous description language:

To accurately represent the voices of the communities in Marin, especially to timely address the needs and voices of the Equity Priority Communities (EPCs), the TAM Board has the authority to review and amend the COC membership structure when necessary.

AMENDMENTS TO EXPENDITURE PLAN (Modified and additional language)

The following description change will supersede the previous description of the frequency of reviews (the remaining amendment description language is unchanged):

The Expenditure Plan must be reviewed periodically following passage to ensure that it responds to a rapidly evolving transportation landscape, incorporates innovations, and reflects current priorities. The TAM Board may also consider an amendment, adhering to the process below, at the point of the scheduled review or at any time deemed necessary during the life of the Expenditure Plan.

The timing of the Measure AA Expenditure Plan review and the Measure B Expenditure Plan review will occur together for one consolidated, concurrent review for efficiency and effectiveness. The timing of the two review processes will occur concurrently during the second scheduled review for both Measures B and AA in 2032 to 2033 and will establish an eight-year cycle for both thereafter. This would provide four review cycles for Measure AA, including a final one the year before the measure is due to sunset in 2049.

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TAM Measure AA Expenditure Plan Review - Commissioner Handbook

January 2026

Table of Contents

1. Measure AA Expenditure Plan Review Overview
 - a. Review Requirement
 - b. Current Categories & Proposed Changes
 - c. Outreach Summary Report
2. Historical Information
 - a. Comparison of Measure A & AA
 - b. Local Streets and Roads funding from Measure A + SB1
 - c. Major Roads List
3. CTP Review
 - a. CTP Flyer
 - b. CTP Goal Alignment Matrix
 - c. CTP Strategy Alignment Matrix
4. Looking Forward
 - a. Financial Forecast
 - b. Travel Trends (September 2025)
 - c. Reimagined Roadways Fact Sheet
 - d. Reimagined Roadways Funding Scenario
5. Administrative Items
 - a. Measure AA and Measure B – Proposed Review Schedule
 - b. Measure AA and Measure B – Community Oversight Committee Structure

1. Measure AA Expenditure Plan Review Overview

DRAFT

Measure AA Expenditure Plan Review Requirement

(Excerpt from 2018 Expenditure Plan)

AMENDMENTS TO THE EXPENDITURE PLAN

The Expenditure Plan must be reviewed every six years following passage to ensure that it responds to a rapidly evolving transportation landscape, incorporates innovations, and reflects current priorities. The TAM Board may also consider an amendment, adhering to the process below, at the point of the six year review or at any time deemed necessary during the life of the Expenditure Plan. The TAM Board cannot increase the sales tax through an amendment process; any increase in the level of tax must be approved by voters. The TAM Board cannot amend the plan to include prohibited categories including funds to extend or operate SMART, to support parks and open space, or to fund the planning, construction, or renovation of housing. The TAM Board Amendments must continue to fulfill obligations for long-term contracts, bonding and financing; any such amendments will be subordinate to any sales tax lien against any bond issuance.

To modify this Expenditure Plan, an amendment must be approved by a two-thirds majority of the total commissioners on TAM's Board, a noticed public hearing and a 45-day public comment period. Following the two-thirds vote, any plan amendment will be submitted to each of the cities and towns in Marin County and to the Board of Supervisors for their approval.

Amending the Expenditure Plan will require a majority vote of 50+% of the cities or towns representing 50+% of the incorporated population, as well as a majority vote of the Board of Supervisors.

**Transportation Authority of Marin
Summary of Proposed Expenditure Plan Revisions**

DRAFT FOR DISCUSSION

January, 2026

	2018 EP	Rev EP	DRAFT PROPOSED CHANGES FOR DISCUSSION
Major Road Set Aside	%	%	
Meas A Major Road Set Aside	N/A	N/A	Obligated through FY 31/32

Category 1 - Highway 101 & Adjacent Roads	%	%	
Category 1.1 Marin Sonoma Narrows	1.5%	1.5%	
Category 1.2 Hwy 101/580 Direct Connector	2.0%	2.0%	
Category 1.3 Local Interchanges	3.0%	2.5%	Reduction of 0.5%, shift to Category 3.2
Category 1.4 Commute Alternatives	0.5%	0.5%	
Subtotal	7.0%	6.5%	

Category 2 - Local Transportation Infrastructure	%	%	
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Reduction of 4%, shift to Category 2.4
Category 2.2 Safe Pathways	3.0%	3.0%	
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects language
Category 2.4 Innovative Technology	0.5%	0.0%	
Category 2.4 Reimagined Roadway	0.0%	4.5%	New Category. Maintain 0.5% from 2.4 plus 4% from Category 2.1.
Subtotal	26.5%	26.5%	

Category 3 - School-Related Congestion	%	%	
Category 3.1 Safe Routes to Schools	3.5%	3.5%	
Category 3.2 Cross Guard Program	7.0%	7.5%	0.5% from Category 1.3, Revise language from sites/locations to specify guards.
Category 3.3 Small School Safety Projects	1.0%	1.0%	
Subtotal	11.5%	12.0%	

Category 4 - Local Transit Services	%	%	
Category 4.1 Bus Transit Service	33.0%	33.0%	
Category 4.2 Rural/Recreational Bus Services	3.0%	3.0%	
Category 4.3 Transit Services for Special Needs	9.5%	9.5%	
Category 4.4 Transit Services to Schools	5.0%	5.0%	
Category 4.5 Bus Transit Facilities	4.0%	4.0%	
Category 4.6 Ferries and Regional Transit	0.5%	0.5%	Change eligible recipients and broaden to First/Last Mile at Major Transit Stops.
Subtotal	55.0%	55.0%	

Additional Changes			
COC Membership			Align with Measure B
Review Timeline			Align with Measure B for concurrent review processes.

100.0% 100.0%



**Transportation Authority of Marin
Measure AA
Outreach Summary Report
October 2, 2025**

This memo summarizes outreach efforts and community input collected about the Measure AA Expenditure Plan update.

Table of Contents

Overview of Measure AA expenditure Plan Review	2
Overview of Engagement	2
Website Updates.....	2
Pop-up Events	2
Stakeholder Outreach	4
Summary of Community Input	5
Outreach Materials	7
Sticker Activity Posterboard.....	7
Informational Posterboard.....	12
Project Fact Sheet (Front Page)	13
Project Fact Sheet (Rear Page).....	14

OVERVIEW OF MEASURE AA EXPENDITURE PLAN REVIEW

Measure AA is Marin County's ½-cent transportation sales tax, approved by 76.7% of Marin voters on November 6, 2018, following unanimous approval by the 11 cities and towns and the County of Marin. Funds generated by the sales tax can only be applied to transportation improvements that will benefit Marin County. Currently, the sales tax generates about \$35 million annually to support road repairs, Safe Routes to Schools, transit service, and other vital transportation projects.

Every six years, the Transportation Authority of Marin (TAM) is required to review the Measure AA Expenditure Plan to ensure it continues to reflect Marin's evolving transportation needs. As part of this review, TAM conducted a series of outreach activities to gather input from community members on their transportation priorities. Outreach was focused solely on the Expenditure Plan and input on the funding categories because TAM recently underwent a full-scale outreach effort about the broader vision for transportation in the county as part of the Countywide Transportation Plan. Community feedback from the CTP will be utilized (as applicable) for the Expenditure Plan update.

OVERVIEW OF ENGAGEMENT

Website Updates

The Measure AA Expenditure Plan page on TAM.ca.gov (<https://www.tam.ca.gov/funding/measure-a-renewal/>) was updated to provide clearer information on the transportation sales tax renewal and the revision of the expenditure plan.

Pop-up Events

A series of popup events were held at four high-traffic locations. The purpose of the pop-ups was to collect input from communities on their transportation priorities to confirm the categories laid out in the Measure AA Expenditure Plan.

Each pop-up had informational materials and posterboards, including a project overview board and an interactive sticker board where participants were invited to place up to three stickers to mark their top priorities for Measure AA funds. Free giveaways - TAM-branded bike lights and canvas bags - were provided to encourage participation.

Date	Location	Photo
8/23	Larkspur Farmer's Market	
8/24	Sausalito Farmers' Market	
8/26	Novato Farmer's Market	

8/28	West Marin Community Services Food pantry	
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Additional Stakeholder Outreach

Date	Meeting
10.14.2024	Executive Committee
10.17.2024	Marin Public Works Association
10.21.2024	Community Oversight Committee
10.24.2024	Board of Commissioners
2.10.2025	Marin Public Works Association
2.12.2025	TAM Technical Advisory Working Group
2.18.2025	Marin Transit Staff
3.12.2025	Marin Managers Association
3.17.2025	Community Oversight Committee
4.2.2025	Marin Conservation League
4.10.2025	TAM Technical Advisory Working Group
4.24.2025	Board of Commissioners
5.8.2025	TAM Equity Working Group
5.14.2025	Marin Managers Association
7.10.2025	TAM Technical Advisory Working Group
7.14.2025	Executive Committee
7.17.2025	Marin Public Works Association
7.21.20	Community Oversight Committee
7.24.2025	Board of Commissioners
9.8.2025	League of Women Voters
9.10.2025	Marin Managers Association
9.11.2025	TAM Technical Advisory Working Group
9.18.2025	Marin Public Works Association
10.14.2025	Executive Committee
10.16.2025	Marin Public Works Association
10.16.2025	TAM Equity Working Group
11.17.2025	Community Oversight Committee
12.8.2025	Board of Commissioners

SUMMARY OF COMMUNITY INPUT FROM POP-UP EVENTS

Across the four pop-up events, 124 participants provided 374 total responses about how Measure AA funds should be spent. Local Transit (36%) and Local Transportation Infrastructure (32%) were the most popular categories, followed by School Safety & Access (16%) and US 101 Improvements (16%).

Top priorities by location:

- **West Marin:** Services for Seniors and People with Disabilities
- **Larkspur:** Safer bike and walking pathways to schools
- **Sausalito:** Better bike and walking paths to transit stops
- **Novato:** Maintain and Improve Pavement: Fix Potholes

In addition to posterboard input, additional comments were received emphasizing themes including better connectivity to SMART and ferries, improved bike and pedestrian safety (especially at bus stops), completion of key paths such as the SMART trail between Hamilton and the Civic Center, and greater attention to road repairs, sea-level rise, and e-bike safety enforcement.

Below is the full input dataset from the pop-up events.

Category & Subcategory	Larkspur	Sausalito	Novato	West Marin	Total	
Local Transit						
Improved bus stops and vehicles	0	0	1	6	7	
More frequent and reliable services	7	11	6	8	32	
Expanded rural service	4	4	2	14	24	
More yellow school buses and student transit services	5	4	1	9	19	
On demand transit service	3	0	0	12	15	
Services for seniors and people with disabilities	6	2	10	20	38	
Total	25	21	20	69	135	36%
Local Transportation Infrastructure						
Maintain and improve pavement; fix potholes	9	12	17	13	51	
Improve major roads that connect communities	4	3	3	4	14	
Better bike and walking paths to transit stops	8	15	7	6	36	
Improvements for sea level rise and climate resiliency	5	8	3	1	17	
Total	26	38	30	24	118	32%
School Safety & Access						
SR2S education & engagement	2	4	2	8	16	
Safer bike and walking pathways to schools	17	7	7	3	34	
More crossing guards at schools	1	2	5	3	11	
Total	20	13	14	14	61	16%
US 101 Improvements						
Interchange upgrades to improve connectivity and traffic flow	7	6	1	3	17	
Incentives to reduce single driver trips	8	6	3	1	18	
Improvements to 101/580 interchange improvements	10	4	4	7	25	
Total	25	16	8	11	35	9%
Total responses	96	88	72	118	374	
Estimated respondents	32	29	24	39	124	

OUTREACH MATERIALS

The following outreach collateral was developed to support outreach efforts.

Sticker Activity Posterboard

Measure A/AA

has generated \$500 Million in funding for transportation improvements in Marin County.

La medición de A/AA ha generado 500 millones de dólares en fondos para mejoras en el transporte en el condado de Marin.

Place your **three stickers on the priorities that matter most to you. You can put them all in one category or spread them out!**

*Coloque sus **tres pegatinas** sobre las prioridades que más le importan. Puede situarlas en la misma categoría o en diferentes categorías.*

Local Transit

Maintain and expand local transit services
Tránsito local: Mantener y ampliar los servicios de tránsito locales

IMPROVED BUS STOPS AND VEHICLES

Mejoras en vehículos y paraderos de buses

MORE FREQUENT AND RELIABLE SERVICE

Servicio más frecuente y confiable

EXPANDED RURAL SERVICE

Ampliar el servicio rural

MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE

Aumentar el servicio de tránsito para estudiantes y de buses escolares

ON-DEMAND TRANSIT SERVICE

Servicio de tránsito según necesidad

SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES

Servicios para seniors y personas con discapacidades

Local Transportation Infrastructure

Maintain and improve local roads, bikeways, and sidewalks
Infraestructura del transporte local: Mantener y mejorar las carreteras locales, los caminos para bicicletas y las veredas

MAINTAIN AND IMPROVE PAVEMENT; FIX POTHOLES

Mantener y mejorar el pavimento; reparar los baches

IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES

Mejorar las principales carreteras que conectan las comunidades

BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS

Mejores caminos para caminar y para bicicletas hacia los paraderos de tránsito

IMPROVEMENTS FOR SEA-LEVEL RISE AND CLIMATE RESILIENCY

Mejoras para adaptarse al clima y el aumento del nivel del mar

School Safety & Access

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

SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAMS

Programas de fomento y educación sobre rutas seguras para las escuelas

SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS

Caminos más seguros para ir caminando o en bicicleta a las escuelas

MORE CROSSING GUARDS AT SCHOOLS

Más vigilantes de cruce en las escuelas

US-101 Improvements

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

INTERCHANGE UPGRADES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW

Mejoras en los intercambios para mejorar la conectividad y el flujo del tráfico

INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS

Incentivos para reducir los desplazamientos de una sola persona al volante

IMPROVEMENTS TO US 101 / I-580 INTERCHANGE

Mejoras en la us-101/intercambio I-580

Do you have additional comments on these funding categories or your priorities for local transportation improvements? Ask for a comment card!

¿Tiene comentarios adicionales sobre estas categorías de fondos o sobre sus prioridades para las mejoras en el transporte local? ¡Pida una tarjeta de comentarios!

Sticker Activity Posterboard (Larkspur)

Measure A/AA

has generated \$500 Million in funding for transportation improvements in Marin County.

Place your **three stickers** on the priorities that matter most to you. You can put them all in one category or spread them out!

Local Transit

Maintain and expand local transit services

IMPROVED BUS STOPS AND VEHICLES

MORE FREQUENT AND RELIABLE SERVICE

EXPANDED RURAL SERVICE

MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE

ON-DEMAND TRANSIT SERVICE

SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES

Local Transportation Infrastructure

Maintain and improve local roads, bikeways, and sidewalks

MAINTAIN AND IMPROVE PAVEMENT, FIX POTHOLES

IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES

BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS

IMPROVEMENTS FOR SEA-LEVEL RISE AND CLIMATE RESILIENCY

School Safety & Access

Reduce congestion and improve safety around schools

SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAMS

SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS

MORE CROSSING GUARDS AT SCHOOLS

US-101 Improvements

Reduce congestion on US 101 and adjacent roadways

INTERCHANGE UPGRADES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW

INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS

IMPROVEMENTS TO US 101 / I-580 INTERCHANGE

Do you have additional comments on these funding categories or your priorities for local transportation improvements?
Ask for a comment card!

Sticker Activity Posterboard (Sausalito)

Measure A/AA

has generated \$500 Million in funding for transportation improvements in Marin County.

Place your **three stickers** on the priorities that matter most to you. You can put them all in one category or spread them out!

Local Transit

Maintain and expand local transit services

IMPROVED BUS STOPS AND VEHICLES

MORE FREQUENT AND RELIABLE SERVICE

EXPANDED RURAL SERVICE

MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE

ON DEMAND TRANSIT SERVICE

SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES

Local Transportation Infrastructure

Maintain and improve local roads, bikeways, and sidewalks

MAINTAIN AND IMPROVE PAVEMENT, FIX POTHOLES

IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES

BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS

IMPROVEMENTS FOR SEA-LEVEL RISE AND CLIMATE RESILIENT

US-101 Improvements

Reduce congestion on US-101 and adjacent roadways

INTERCHANGE UPDATES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW

INCENTIVES TO REDUCE SINGLE DRIVER TRIPS

IMPROVEMENTS TO US 101 / I 880 INTERCHANGE

School Safety & Access

Reduce congestion and improve safety around schools

SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAMS

SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS

MORE CROSSING GUARDS AT SCHOOLS

Do you have additional comments on these funding categories or your priorities for local transportation improvements?
Ask for a comment card!

TAM
Transportation Authority of Marin

CS Scan with CamScanner

Sticker Activity Posterboard (Novato)

Measure A/AA

has generated \$500 Million in funding for transportation improvements in Marin County.

La medición de A/AA ha generado 500 millones de dólares en fondos para mejoras en el transporte en el condado de Marin.

Place your **three stickers** on the priorities that matter most to you. You can put them all in one category or spread them out!

Coloque sus tres pegatinas sobre las prioridades que más le importan. Puede situarlas en la misma categoría o en diferentes categorías.

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

IMPROVED BUS STOPS AND VEHICLES
Mejoras en vehículos y paraderos de buses

MORE FREQUENT AND RELIABLE SERVICE
Servicio más frecuente y confiable

EXPANDED RURAL SERVICE
Ampliar el servicio rural

MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE
Aumentar el servicio de tránsito para estudiantes y de buses escolares

ON-DEMAND TRANSIT SERVICE
Servicio de tránsito según necesidad

SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES
Servicios para seniors y personas con discapacidades

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

SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAMS
Programas de fomento y educación sobre rutas seguras para las escuelas

SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS
Caminos más seguros para ir caminando o en bicicleta a las escuelas

MORE CROSSING GUARDS AT SCHOOLS
Más vigilantes de cruce en las escuelas

Local Transportation Infrastructure
Maintain and improve local roads, bikeways, and sidewalks
Infraestructura del transporte local: Mantener y mejorar las carreteras locales, los caminos para bicicletas y las veredas

MAINTAIN AND IMPROVE PAVEMENT, FIX POTHOLES
Mantener y mejorar el pavimento, reparar los baches

IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES
Mejorar las principales carreteras que conectan las comunidades

BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS
Mejores caminos para caminar y para bicicletas hacia las paradas de tránsito

IMPROVEMENTS FOR SEA-LEVEL RISE AND CLIMATE RESILIENCY
Mejoras para adaptarse al clima y el aumento del nivel del mar

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

INTERCHANGE UPGRADES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW
Mejoras en los intercambios para mejorar la conectividad y el flujo del tráfico

INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS
Incentivos para reducir los desplazamientos de una sola persona al volante

IMPROVEMENTS TO US 101 / I 580 INTERCHANGE
Mejoras en la us 101/intercambio I 580

Do you have additional comments on these funding categories or your priorities for local transportation improvements?
Ask for a comment card!

¿Tiene comentarios adicionales sobre estas categorías de fondos o sobre sus prioridades para las mejoras en el transporte local? ¡Pida una tarjeta de comentarios!

Sticker Activity Posterboard (West Marin)

Measure A/AA

has generated \$500 Million in funding for transportation improvements in Marin County.

La medición de A/AA ha generado 500 millones de dólares en fondos para mejoras en el transporte en el condado de Marin.

Place your **three stickers** on the priorities that matter most to you. You can put them all in one category or spread them out!

Coloque sus **tres pegatinas** sobre las prioridades que más le importan. Puede situarlas en la misma categoría o en diferentes categorías.

Local Transit

Maintain and expand local transit services
Tránsito local: Mantener y ampliar los servicios de tránsito locales

- IMPROVED BUS STOPS AND VEHICLES
Mejoras en vehículos y paraderos de buses
- MORE FREQUENT AND RELIABLE SERVICE
Servicio más frecuente y confiable
- EXPANDED RURAL SERVICE
Ampliar el servicio rural
- MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE
Aumentar el servicio de tránsito para estudiantes y de buses escolares
- ON-DEMAND TRANSIT SERVICE
Servicio de tránsito según necesidad
- SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES
Servicios para seniors y personas con discapacidades

Local Transportation Infrastructure

Maintain and improve local roads, bikeways, and sidewalks
Infraestructura del transporte local: Mantener y mejorar las carreteras locales, los caminos para bicicletas y las veredas

- MAINTAIN AND IMPROVE PAVEMENT; FIX POTHOLES
Mantener y mejorar el pavimento; reparar los baches
- IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES
Mejorar las principales carreteras que conectan las comunidades
- BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS
Mejores caminos para caminar y para bicicletas hacia las paradas de tránsito
- IMPROVEMENTS FOR SEA LEVEL RISE AND CLIMATE RESILIENCY
Mejoras para adaptarse al clima y el aumento del nivel del mar

School Safety & Access

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

- SAFE ROUTES TO SCHOOLS EDUCATION AND ENCOURAGEMENT PROGRAM!
Programas de fomento y educación sobre rutas seguras para las escuelas
- SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS
Caminos más seguros para ir caminando o en bicicleta a las escuelas
- MORE CROSSING GUARDS AT SCHOOLS
Más vigilantes de cruce en las escuelas

US-101 Improvements

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

- INTERCHANGE UPGRADES TO IMPROVE CONNECTIVITY AND TRAFFIC FLOW
Mejoras en los intercambios para mejorar la conectividad y el flujo del tráfico
- INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS
Incentivos para reducir los desplazamientos de una sola persona al volante
- IMPROVEMENTS TO US 101 / I-580 INTERCHANGE
Mejoras en la us 101 / intercambio I-580

Do you have additional comments on these funding categories or your priorities for local transportation improvements?
Ask for a comment card!

¿Tiene comentarios adicionales sobre estas categorías de fondos o sobre sus prioridades para las mejoras en el transporte local? ¡Pida una tarjeta de comentarios!

TAM
Transportation Authority of Marin

Informational Posterboard

Measure A/AA

Keeping Marin Moving

Measure A/AA has generated over **\$500 million** in funding for transportation improvements in Marin County

➔ KEY ACCOMPLISHMENTS

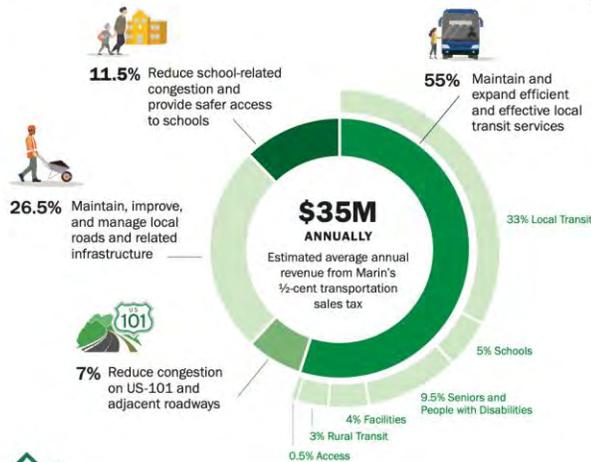
- **FUNDED** highway improvements, including the Marin-Sonoma Narrows project and interchange enhancements along US-101 and I-580.
- **IMPROVED** local transit service with new options for seniors, people with disabilities, and rural communities.
- **MADE** school travel safer by improving walk and bike routes, expanding Safe Routes to Schools to nearly 60 schools, and adding crossing guards at over 90 intersections.
- **INVESTED** in cleaner, more equitable transportation including bike/ped infrastructure and senior mobility programs.
- **IMPLEMENTED AND MAINTAINED** local road improvements, including pothole repair to meet the needs of drivers, bicyclists, pedestrians, and transit users.

MARIN COUNTY VOTERS approved the Measure AA transportation sales tax in 2018.

Today, Measure AA generates approximately **\$35 million each year** to support local transportation improvements across the county!



HOW ARE SALES TAX FUNDS DISTRIBUTED?



Please provide your feedback on these funding categories and your priorities for local transportation improvements.



bit.ly/MeasureReview
info@tam.ca.gov



Project Fact Sheet (Front Page)

Review of Marin's Transportation Sales Tax

Approved by 76.7% of Marin County Voters

Measure A/AA has generated \$500 Million in funding for transportation improvements in Marin County

For the last 20 years, Marin County's transportation sales tax measures have transformed how we move—making it easier, safer, and more sustainable to get around by car, bus, bike, or foot. Currently, the voter-approved Measure AA results in approximately \$35 million each year to support critical improvements across every part of the county!

KEY ACCOMPLISHMENTS

- **FUNDED** highway improvements, including the Marin-Sonoma Narrows project and interchange enhancements along US-101 and I-580.
- **IMPROVED** local transit service with new options for seniors, people with disabilities, and rural communities.
- **MADE** school travel safer by improving walk and bike routes, expanding Safe Routes to Schools to nearly 60 schools, and adding crossing guards at over 90 intersections.
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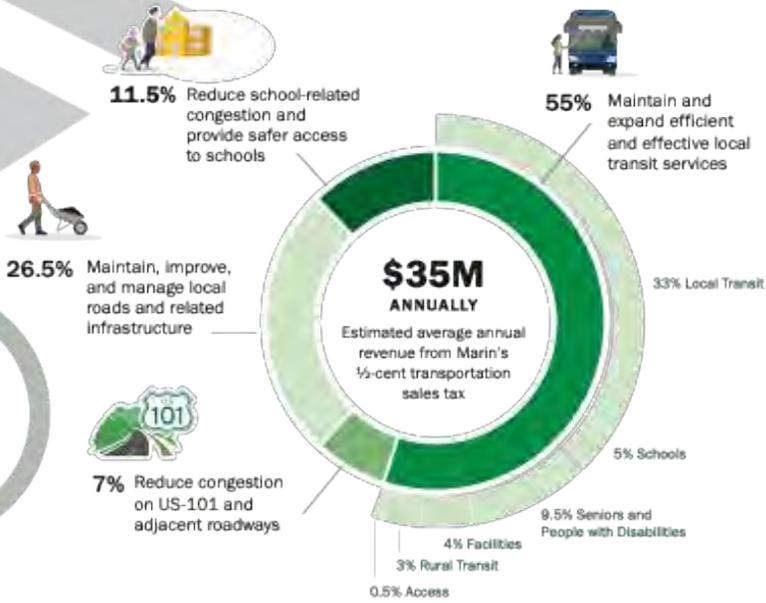
Project Fact Sheet (Rear Page)

A Vision for Funding

Using the local, voter-approved ½-Cent Sales Tax Funds (Measure AA) the Transportation Authority of Marin (TAM) implements projects and programs to alleviate congestion, support transit, expand bike and pedestrian pathways, provide safer routes to schools, maintain and improve local transportation infrastructure for people who live, work, and travel in Marin County.



How are sales tax funds distributed?



Opportunity for Input

The Transportation Sales Tax Expenditure Plan guides how funds from Measure AA are spent. Every six years, TAM is required to review the Expenditure Plan to ensure it continues to reflect the County's diverse transportation needs and priorities.

Please provide your feedback on these funding categories and your priorities for local transportation improvements.



bit.ly/MeasureReview
info@tam.ca.gov



2. Historical Information

DRAFT

Measure A & AA Comparison

	Measure A	Measure AA
<i>Strategy 1 – Reduce congestion on Highway 101 and adjacent roadways by leveraging non-local funds to accelerate completion of key multimodal projects.</i>	7.50%	7.0%
Provide local matching funds to accelerate the completion of the Marin Sonoma Narrows, to complete the 17-mile carpool lane and multi-use pathway facilities.		1.5%
Provide local matching funds to accelerate the completion of the Northbound Highway 101/ Eastbound I-580 Direct Connector, including the development of local enhancements to reduce impacts and enhance the facility for all users.		2%
Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county.		3%
Implement commute alternatives and trip reduction strategies to decrease Single Occupant Vehicle (SOV) trips, increase shared mobility, and reduce peak hour congestion throughout the county.		0.5%
<i>Strategy 2 - Maintain, improve and manage Marin County's local transportation infrastructure, including roads, bikeways, sidewalks and pathways to create a well maintained and resilient transportation system.</i>	26.50%	26.5%
Maintain and manage local roads to provide safe and well-maintained streets for all users. All investments will consider the needs of all users in accordance with local practices (i.e. "Complete Streets" practices) that have been adopted in each city, town, and the County. Improvements to maximize the efficiency, effectiveness, and resiliency of our transportation system to be determined by local jurisdictions and may include: <ul style="list-style-type: none"> •Paving and repair to roadways, drainage, sidewalks and intersections •Bike lanes and paths •Safe pathways to transit and bus stop improvements •System enhancements to accommodate new technologies such as signal coordination, real time information •Investments to address congestion on local street and road corridors •Facilities and support including project management, technical services and outreach to support alternative fuel vehicles, electric vehicles, zero emission vehicles and autonomous vehicles •Municipal fleet conversion to alternative fuel vehicles including electric vehicles •Improvements to address sea level rise and flooding on local streets 	(13.25% to Local Roads by Formula, and 13.25% to Major Roads)	22%
Provide safe pathways for safe walking and biking access to schools.		3%
Develop projects to address and mitigate transportation impacts from sea level rise, including facilities to support alternative fuel vehicles including electric vehicles.		1%
Support operational improvements to local streets and roads through innovative technology.		0.5%
<i>Strategy 3 – Reduce school related congestion and provide safer access to schools</i>	11%	11.5%
Maintain the Safe Routes to Schools program.	3.30%	3.5%

Measure A & AA Comparison

	Measure A	Measure AA
Expand the crossing guard program, providing funding for up to approximately 96 crossing guards throughout Marin County.	4.20%	7.0%
Capital funding for Safe Pathways projects	3.50%	0%
Capital funding for small safety related projects		1%
<i>Strategy 4 - Maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs. This initiative includes funding for a variety of local transit services for mobility and congestion relief, specialized services for seniors and persons with disabilities, school bus services to relieve local congestion, and connections to regional transit to reduce peak vehicle demand.</i>	55%	55%
Maintain and improve existing levels of bus transit service in areas that can support productive fixed-route service throughout Marin County. <ul style="list-style-type: none"> •Maintain a network of high productivity bus service in high volume corridors •Expand first and last mile transit services for residents and workers •Provide innovative services in communities that may not support traditional fixed-route service •Enhance public safety through Marin Transit's role in providing emergency mobility in the face of natural disaster •Provide funding for the Muir Woods Shuttle System 	37%	33%
Maintain and expand the rural and recreational bus services including the West Marin Stagecoach.	3%	3%
Maintain and expand transit services and programs for those with special needs – seniors and persons with disabilities including those who are low-income.	9%	9.5%
Provide transit services to schools in Marin County to reduce local congestion. <ul style="list-style-type: none"> •Provide yellow bus services in partnership with local schools and parent organizations •Provide transit routes to schools along high performing corridors 	0%	5%
Invest in bus transit facilities for a clean and efficient transit system. <ul style="list-style-type: none"> •Provide matching funds for the purchase of the green transit fleet including alternative fuel vehicles and electric vehicles •Support the role of Marin Transit in development of a renewed/relocated Bettini Bus Hub •Support the development of a local bus maintenance facility •Improve passenger amenities at bus stops, including real-time transit information 	6%	4%
Expand access to ferries and regional transit, managed by Golden Gate Transit. <ul style="list-style-type: none"> •Expand and maintain connecting ferry shuttle services to address first and last mile connections •Expand and maintain remote parking locations and other strategies to expand regional transit access for Marin's residents and commuters •Expand first and last mile access to regional transit services for access to jobs in Marin County 	0%	0.5%
Totals	100.00%	100.00%

History of Measure AA + SB1 Funding By Jurisdiction - Not for budget purposes and subject to TAM Board approval of revenue estimates. Subject to change.

	Existing Measure A+AA Category 2.1 Local Road Infrastructure										DRAFT Measure AA Revision	
	FY 16/17	FY 17/18	FY 18/19*	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26**	FY26/27	YOY Change
Belvedere	\$ 31,232	\$ 32,427	\$37,252	\$45,394	\$50,872	\$66,154	\$64,439	\$63,490	\$64,405	\$65,862	\$56,162	(\$9,700)
Corte Madera	\$ 112,179	\$ 116,658	\$134,019	\$163,310	\$191,626	\$249,193	\$244,214	\$240,618	\$244,087	\$249,609	\$212,849	(\$36,760)
Fairfax	\$ 87,640	\$ 91,360	\$104,958	\$127,896	\$143,220	\$186,245	\$183,563	\$180,859	\$183,467	\$187,617	\$159,987	(\$27,631)
Larkspur	\$ 125,246	\$ 131,746	\$151,353	\$184,433	\$205,504	\$267,240	\$270,402	\$266,420	\$270,261	\$276,375	\$235,673	(\$40,702)
Mill Valley	\$ 181,654	\$ 186,480	\$214,233	\$261,055	\$294,202	\$382,584	\$365,037	\$359,661	\$364,846	\$373,100	\$318,153	(\$54,947)
Novato	\$ 580,019	\$ 597,496	\$686,418	\$836,441	\$939,961	\$1,222,338	\$1,188,310	\$1,170,810	\$1,187,690	\$1,214,560	\$1,035,690	(\$178,870)
Ross	\$ 32,507	\$ 33,611	\$38,612	\$47,052	\$54,491	\$70,861	\$65,034	\$64,076	\$65,000	\$66,471	\$56,682	(\$9,789)
San Anselmo	\$ 141,499	\$ 146,487	\$168,288	\$205,068	\$230,692	\$299,995	\$294,018	\$289,688	\$293,865	\$300,513	\$256,256	(\$44,257)
San Rafael	\$ 625,592	\$ 646,674	\$742,914	\$905,285	\$1,016,891	\$1,322,378	\$1,313,510	\$1,294,166	\$1,312,825	\$1,342,525	\$1,144,810	(\$197,715)
Sausalito	\$ 84,453	\$ 92,468	\$106,229	\$129,447	\$143,907	\$187,139	\$181,839	\$179,161	\$181,744	\$185,856	\$158,484	(\$27,371)
Tiburon	\$ 110,267	\$ 114,275	\$131,281	\$159,974	\$180,824	\$235,146	\$223,968	\$220,669	\$223,851	\$228,915	\$195,203	(\$33,713)
County	\$ 1,074,628	\$ 1,111,930	\$1,277,412	\$1,556,601	\$1,756,488	\$2,284,159	\$2,231,921	\$2,199,051	\$2,230,756	\$2,281,223	\$1,945,265	(\$335,958)
Total Available	\$3,186,916	\$3,301,612	\$3,792,969	\$4,621,956	\$5,208,678	\$6,773,432	\$6,626,255	\$6,528,669	\$6,622,797	\$6,772,627	\$5,775,215	

* Measure A+AA

** Does not Include one time carryover amounts.

State Gas Tax Funds (aka HUTA) + SB1 Supplement										
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26***
Belvedere	\$47,237	\$62,141	\$86,481	\$89,672	\$91,701	\$96,678	\$106,655	\$118,304	\$123,119	\$121,274
Corte Madera	\$185,886	\$252,862	\$387,173	\$400,103	\$416,839	\$447,806	\$492,124	\$548,065	\$571,805	\$562,936
Fairfax	\$149,413	\$203,188	\$291,509	\$308,280	\$307,735	\$335,534	\$367,371	\$409,018	\$426,310	\$419,713
Larkspur	\$246,319	\$333,911	\$474,543	\$498,930	\$503,346	\$547,595	\$628,799	\$700,526	\$730,274	\$718,913
Mill Valley	\$292,988	\$394,558	\$573,250	\$580,811	\$780,837	\$641,400	\$678,632	\$756,116	\$788,326	\$776,053
Novato	\$1,061,613	\$1,426,573	\$2,073,776	\$2,125,316	\$2,184,160	\$2,350,165	\$2,536,770	\$2,828,354	\$2,948,925	\$2,902,749
Ross	\$54,232	\$71,764	\$101,522	\$104,432	\$108,929	\$115,740	\$116,727	\$129,539	\$134,829	\$132,800
San Anselmo	\$254,407	\$343,379	\$499,069	\$511,581	\$523,729	\$563,635	\$614,737	\$684,840	\$713,980	\$702,875
San Rafael	\$1,173,407	\$1,590,511	\$2,304,295	\$2,356,902	\$2,431,064	\$2,612,250	\$2,934,015	\$3,271,482	\$3,414,611	\$3,361,112
Sausalito	\$145,120	\$196,859	\$279,870	\$296,371	\$300,091	\$327,232	\$344,758	\$383,793	\$400,018	\$393,835
Tiburon	\$188,933	\$253,433	\$371,397	\$372,356	\$392,625	\$418,218	\$440,387	\$490,468	\$511,261	\$503,330
County	\$4,210,877	\$6,155,200	\$8,959,918	\$9,197,465	\$9,316,577	\$10,103,018	\$10,717,844	\$11,875,799	\$12,517,553	\$12,213,466
Total Available	\$8,010,434	\$11,284,378	\$16,402,802	\$16,842,220	\$17,357,633	\$18,559,272	\$19,978,818	\$22,196,304	\$23,281,012	\$22,809,056

*** Estimated amount.

REV Date: Jan. 14, 2026.

Measure A Major Road Commitments

Planning Area	Jurisdiction	Project	Measure A/AA (\$M)	Project Cost (\$M)
North	Novato	Novato Blvd./Diablo Ave. (Phase in Progress)	\$13.30	\$15.00
Central	San Rafael	4th Street	\$4.50	\$5.50
	San Rafael	3rd Street	\$13.00	\$20.00
Southern	Mill Valley	Miller Ave.	\$10.30	\$18.30
	Mill Valley	E. Blithedale Ave.	\$2.30	\$3.70
Ross Valley	Marin County	Sir Francis Drake Blvd. US 101 - Wolfe Grade	\$7.20	\$11.40
	Marin County	Sir Francis Drake Blvd. Wolfe Grade - Ross Limit	\$7.20	\$11.40
West	Marin County	Sir Francis Drake Blvd. Samuel P. Taylor - Platform Bridge	\$5.80	\$8.10
	Marin County	Sir Francis Drake Blvd. Fairfax Limit - Samuel P. Taylor	\$0.80	\$2.10
		Total	\$64.30	\$95.50

3. CTP Review

DRAFT



Marin Countywide Transportation Plan 2050

The Countywide Transportation Plan 2050 (CTP) sets the course for the development, delivery, and operation of a multimodal transportation network serving all Marin County community members.

The CTP establishes:

- › A 2050 Transportation Vision
- › Clear goals
- › Overarching strategies
- › Specific implementation actions
- › TAM’s investment strategy for future project and policy decisions

CTP 2050 VISION

◇ Advance safe, equitable, and sustainable transportation together.

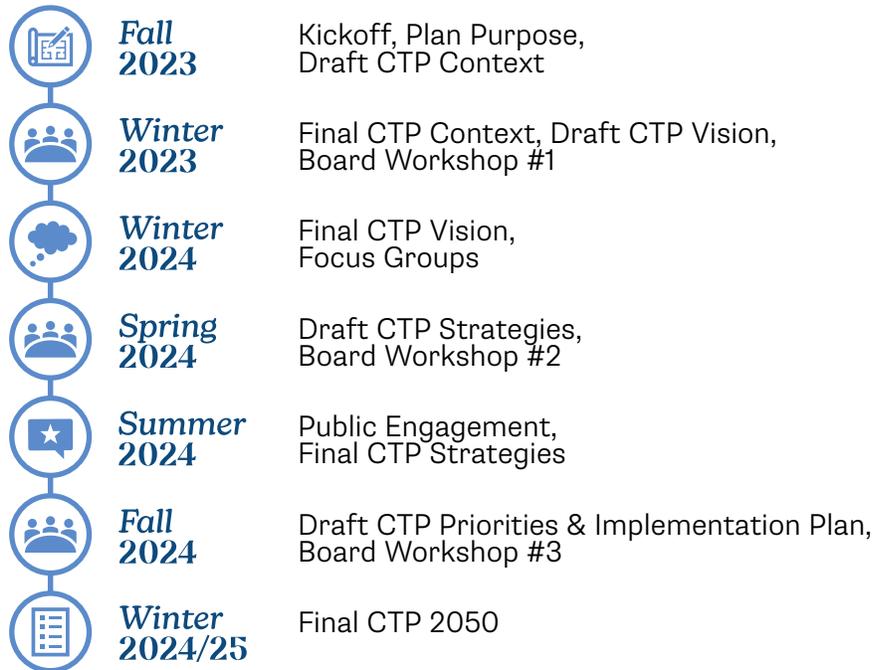
CTP 2050 GOALS

- ◇ A Safe Multimodal Network
- ◇ Equitable, Accessible, and Affordable
- ◇ Sustainable, Innovative, and Resilient

Extensive Public and Stakeholder Outreach

The CTP was developed based on extensive committee input and public outreach, including public surveys, focus groups, pop up events, board workshops, and previous outreach efforts. The timeline of meetings with county, community, and advocacy groups is shown below.

There was overwhelming support for the goals of safety, equity and sustainability.



CTP 2050 Strategies

The CTP strategies work together to advance the CTP goals.

LOCAL STRATEGIES



Fix It First
(and Better)



Easy & Safe
School Travel



Safe Travel
for All



Accessible & Walkable
Communities



Equity Community
Investments

REGIONAL STRATEGIES



Regional Connectivity



Complete Active
Transportation Network



Higher Quality Transit



Connected and
Complete Community
Corridors



Flexible Ride Programs

SYSTEM MANAGEMENT



Travel Education &
Assistance Programs



Zero Emission Vehicles



Adaptation to Climate
Change



Visitor Travel
Management



Transportation Data &
System Management

Advancing the CTP 2050

The CTP reflects a desired future and outlines overall goals for the transportation system. Partnerships are a key element of the Vision. In order to achieve the plan's goals, the following implementation items will begin in 2025.

- › Use the Plan to guide the **review of Measure AA** local transportation funding
- › Develop a **data management program** to inform TAM's and local jurisdictions planning, policies and investments
- › Establish an ongoing **public agency forum** to strengthen partnership efforts
- › Support **Transportation and Land Use Coordination** to support local housing element implementation

About the Transportation Authority of Marin (TAM)

TAM is the county transportation agency providing countywide transportation planning, and administering the expenditure plans for Measure AA, the ½ cent sales tax measure, and Measure B, the \$10 Vehicle Registration Fee.

TAM coordinates the diverse mix of projects and programs that are necessary for improving overall mobility, including roads, highways, sidewalks, Safe Routes to School, bicycle lanes, transit and alternative commute options.

TAM is governed by a Board of Commissioners made up of 16 members, including the five members of the County Board of Supervisors and an elected official appointed by each of the 11 city and town councils in Marin County. Each member serves a four-year term.

Measure AA Alignment with CTP Goals - DRAFT

	Goal Alignment					
	SAFETY: Does the category align with the Safe System Approach?	EQUITY: Does the category reduce (or plan to reduce) travel disparities for one or more of the CTP equity populations:			SUSTAINABILITY: Does the category reduce negative environmental effects and consider adaptation to fire, flood, and other extreme climate changes?	
	Does the program prioritize the elimination of crashes that result in death and serious injuries?	Historically Underserved	Non-drivers	Vulnerable road users	Reduce Environmental Effects	Considers Adaptation
Measure AA						
Category 1.1 Marin Sonoma Narrows	+	No	Yes	No	Partial	Yes
Category 1.2 US 101/580 Multimodal Local Access Improvement Projects	+	Yes	Yes	TBD	Partial	TBD
Category 1.3 Local Interchanges	+	TBD	Yes	TBD	TBD	Yes
Category 1.4 Commute Alternatives	N/A	Yes	Yes	No	Yes	N/A
Category 2.1 Local Transportation Infrastructure	+*	No	No	No	Partial	No
Category 2.2 Safe Pathways	++	No	Yes	Yes	Yes	No
Category 2.3 Sea Level Rise	N/A	Yes	Yes	Yes	Yes	Yes
Category 2.4 Innovative Technology	TBD	TBD	TBD	TBD	TBD	TBD
Category 3.1 Safe Routes to Schools	++	Yes	Yes	Yes	Yes	N/A
Category 3.2 Crossing Guard Program	++	No	Yes	Yes	Yes	N/A
Category 3.3 Small School Safety Projects	+	No	Yes	Yes	Yes	N/A
Category 4.1 Bus Transit Service	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.2 Rural/Recreational Bus Services	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.3 Transit Services for Special Needs	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.4 Transit Services to Schools	N/A	Yes	Yes	Yes	Yes	N/A
Category 4.5 Bus Transit Facilities	N/A	Yes	Yes	Yes	Yes	Yes
Category 4.6 Ferries and Regional Transit	N/A	No	Yes	Yes	Yes	N/A
* Priority is set at the jurisdictional level.						

Measure AA Alignment with CTP Strategies - DRAFT

	CTP 2050 Adopted Strategies													
	Fix it First (and Better)	Easy and Safe School Travel	Safe Travel for All	Accessible & Walkable Communities	Equity Community Investments	Regional Connectivity	Complete Active Transportation Network	Higher Quality Transit	Connected and Complete Community Corridors	Travel Education and Assistance	Zero Emission Vehicles	Adaptation to Climate Change	Visitor Travel Management	Transportation Data & System Management
Measure AA														
Category 1.1 Marin Sonoma Narrows	Yes					Yes								
Category 1.2 US 101/580 Multimodal Local Access	Yes					Yes		Yes						
Category 1.3 Local Interchanges	Yes							Yes						
Category 1.4 Commute Alternatives									Yes					
Category 2.1 Local Transportation Infrastructure	Yes													
Category 2.2 Safe Pathways	Yes	Yes												
Category 2.3 Sea Level Rise											Yes			
Category 2.4 Innovative Technology			Yes	Yes			Yes				Yes			Yes
Category 3.1 Safe Routes to Schools	Yes	Yes												
Category 3.2 Crossing Guard Program		Yes												
Category 3.3 Small School Safety Projects	Yes	Yes												
Category 4.1 Bus Transit Service	Yes	Partial												
Category 4.2 Rural/Recreational Bus Services													Yes	
Category 4.3 Transit Services for Special Needs									Yes					
Category 4.4 Transit Services to Schools		Yes												
Category 4.5 Bus Transit Facilities	Yes							Yes						
Category 4.6 Ferries and Regional Transit								Yes	Yes					
<p>Yes Category provides direct benefits to CTP strategy.</p> <p>Category provides some benefits or indirect benefits to CTP strategy.</p>														

4. Looking Forward

DRAFT

Measure AA Revenue Projections			
	FY18-24	FY25-32	Measure Total
2018 Exp Plan			827,000,000
2019 SPU* Estimate	151,624,034	271,813,116	1,200,330,289
Actual	168,417,962		
Jan 2026 Revised		302,677,701	1,339,589,858
May 2025 Optimist		266,435,648	1,364,273,704

*Strategic Plan Update

Projections January 2026

Optimist scenario assumes growth 2.2% average growth through FY30 and 3% thereafter; prepared by HdL, Inc.

Revised scenario assumes 1.5% growth for 2 years, 2% growth for 5 years, and gradually increasing to 3% thereafter; prepared internally.

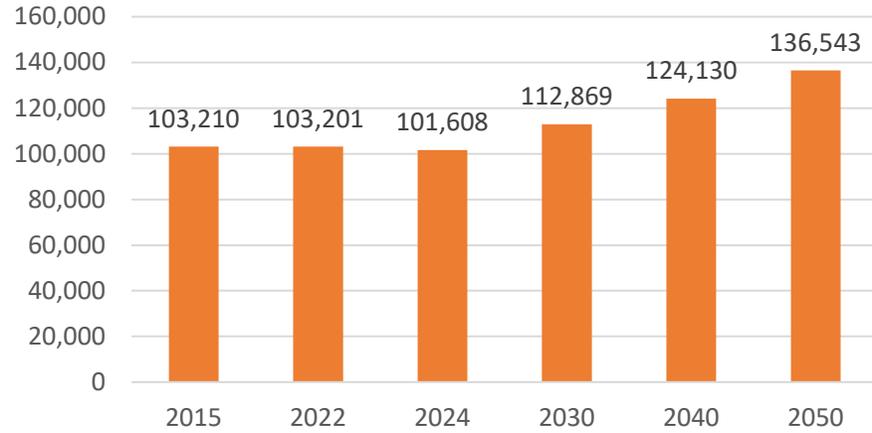


Marin County Travel Trends Slides

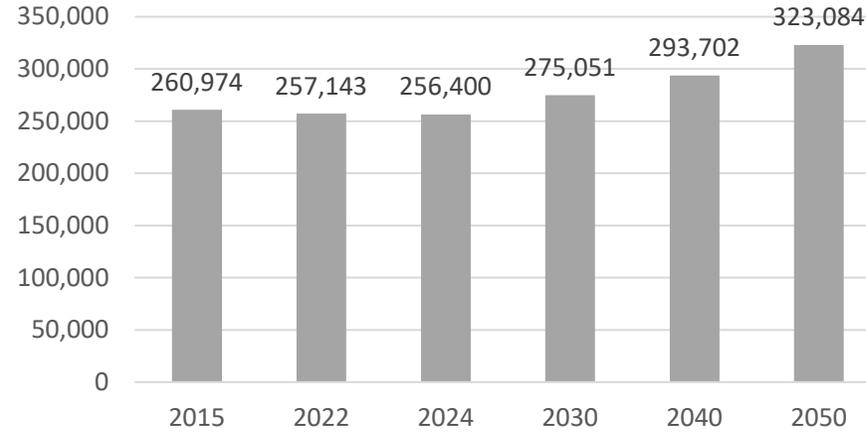
Transportation Authority of Marin
September 2025

Land Use Trends and Forecasts

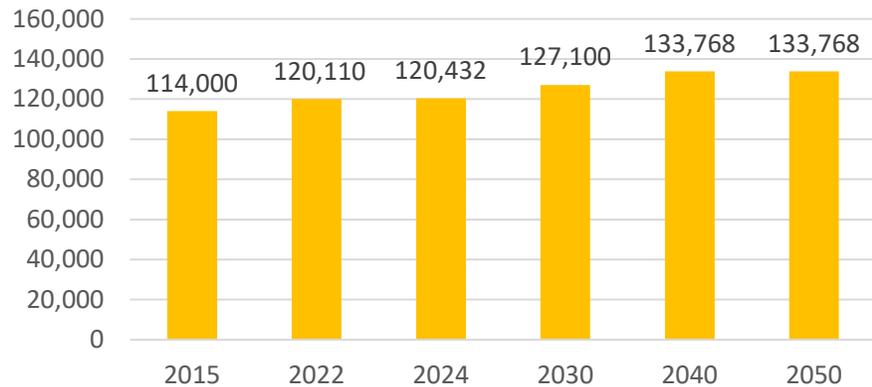
Households



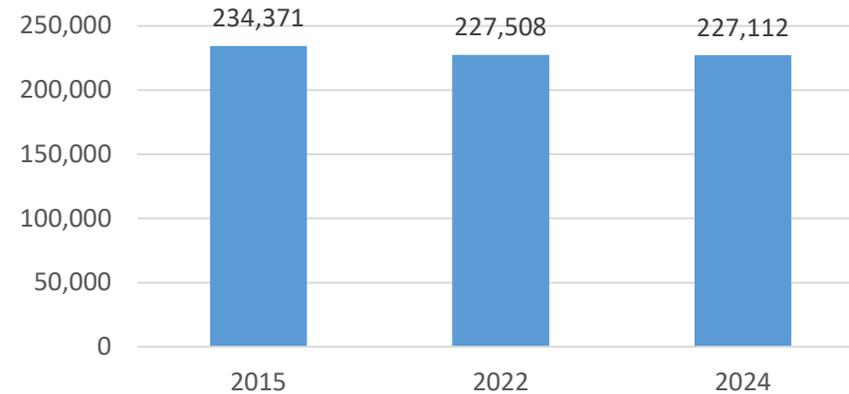
Population



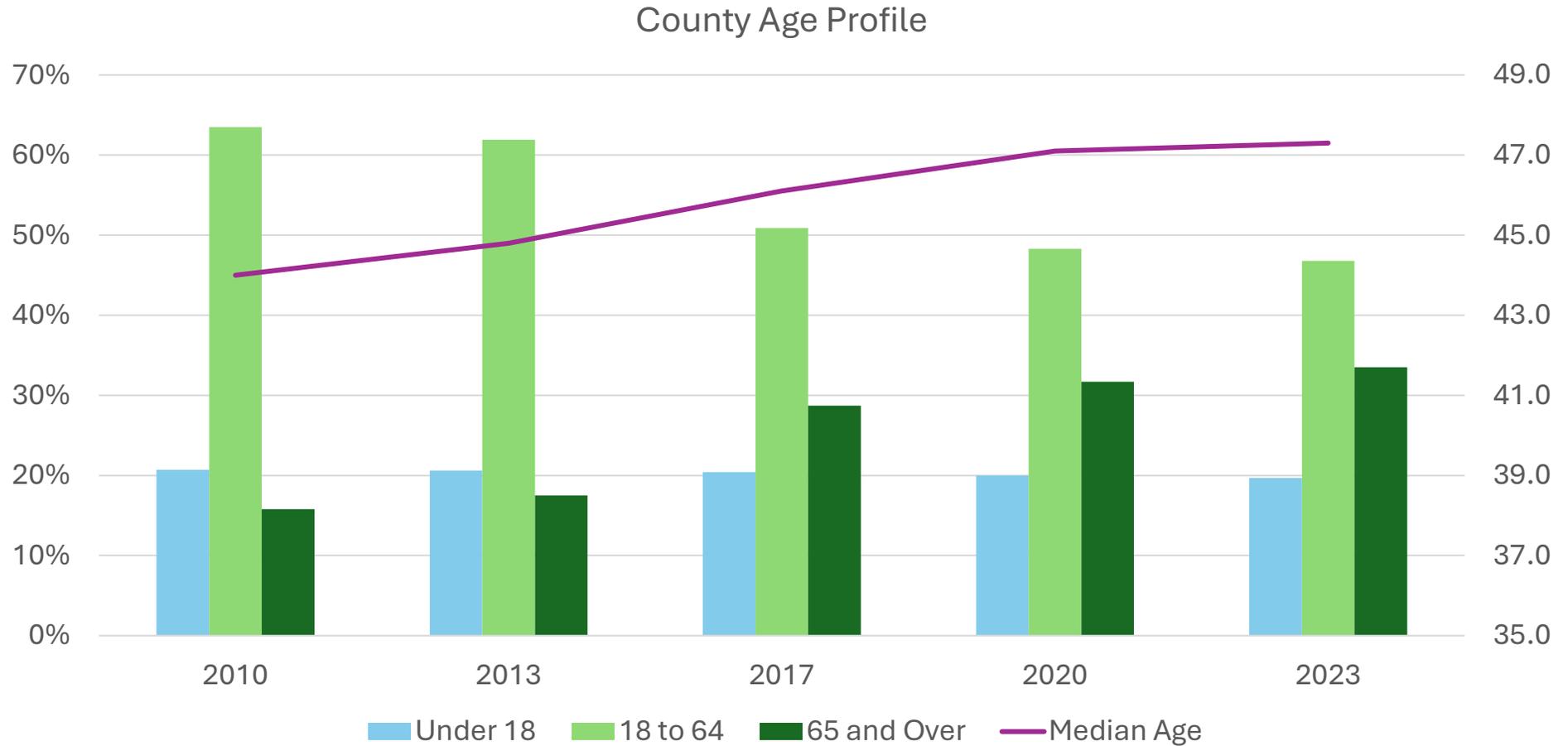
Employed Population



All Vehicles

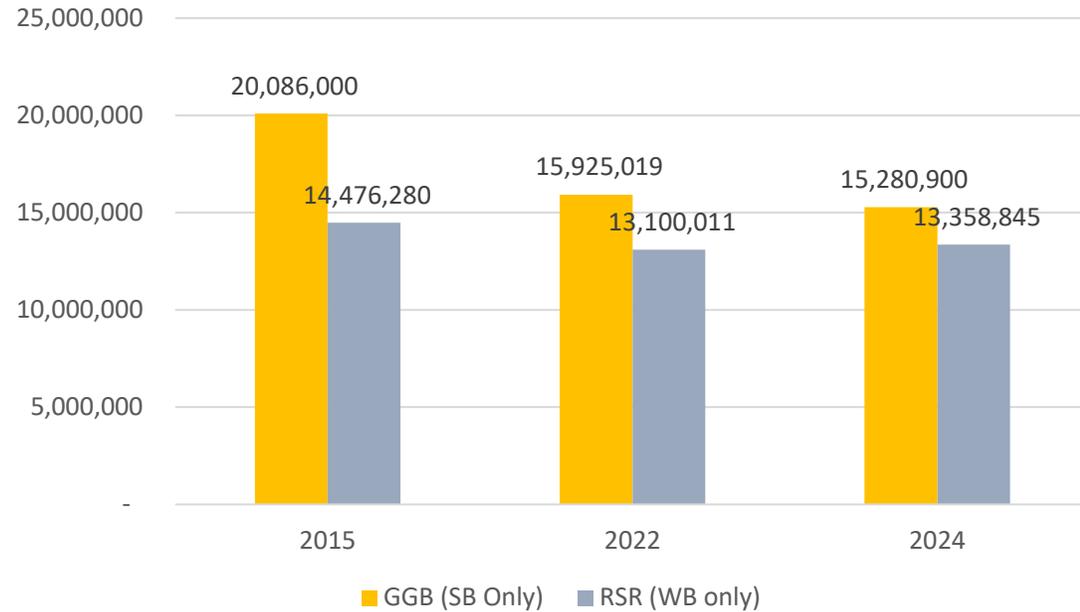


County Age Profile

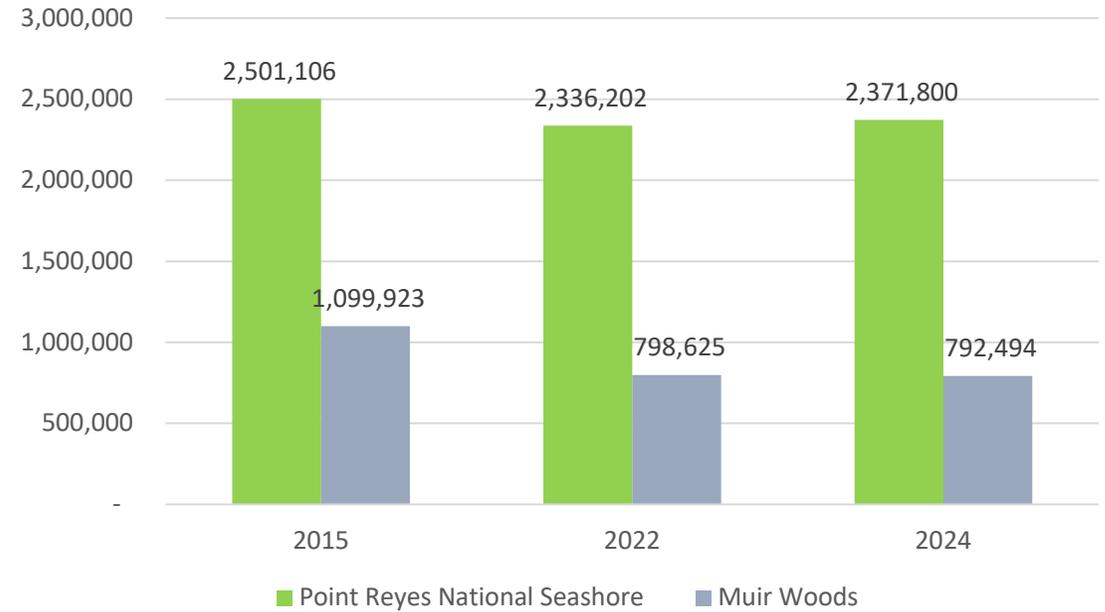


Gateway/Visitor Volumes

Bridge Crossings



Annual Visitors

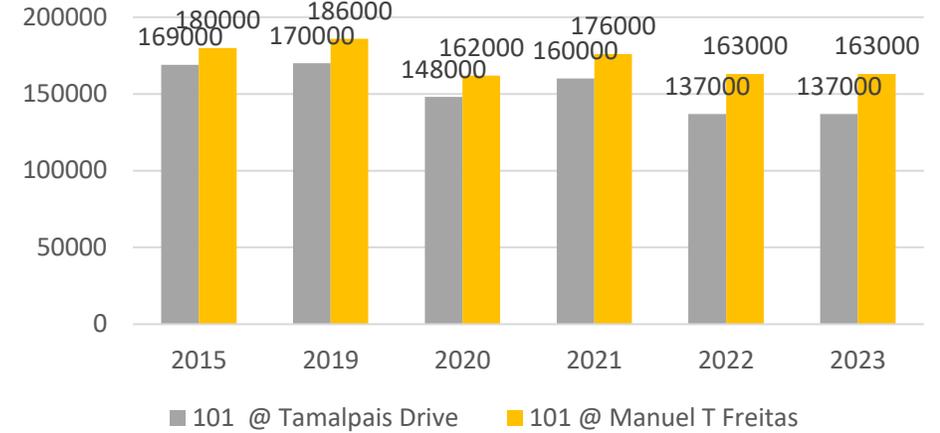


Roadway Volumes

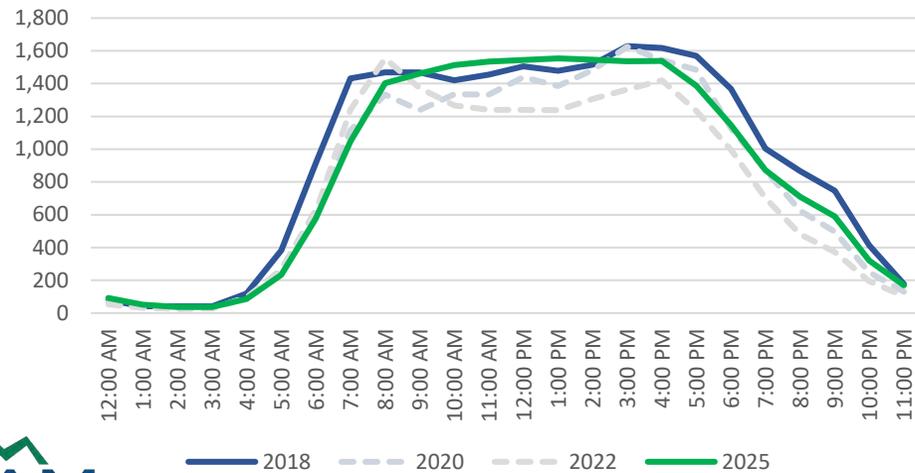
Local Road Volumes AADT



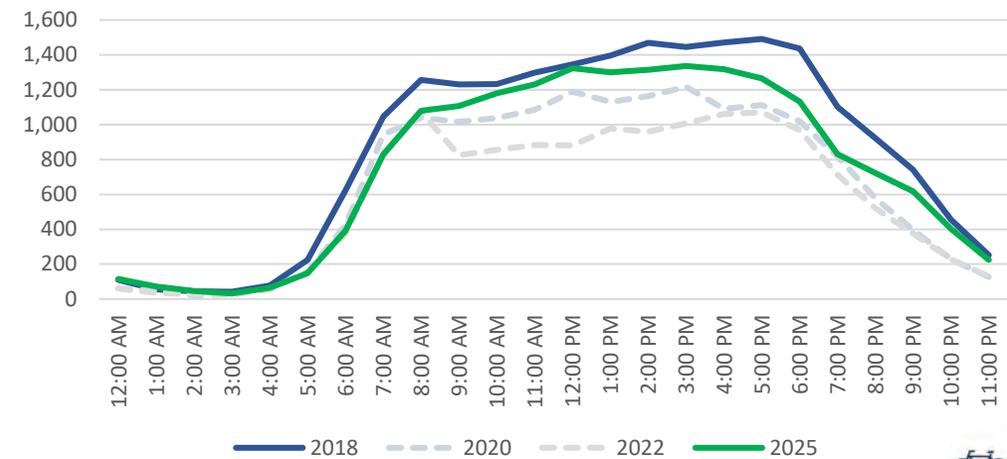
US 101 Volumes AADT



2nd Street

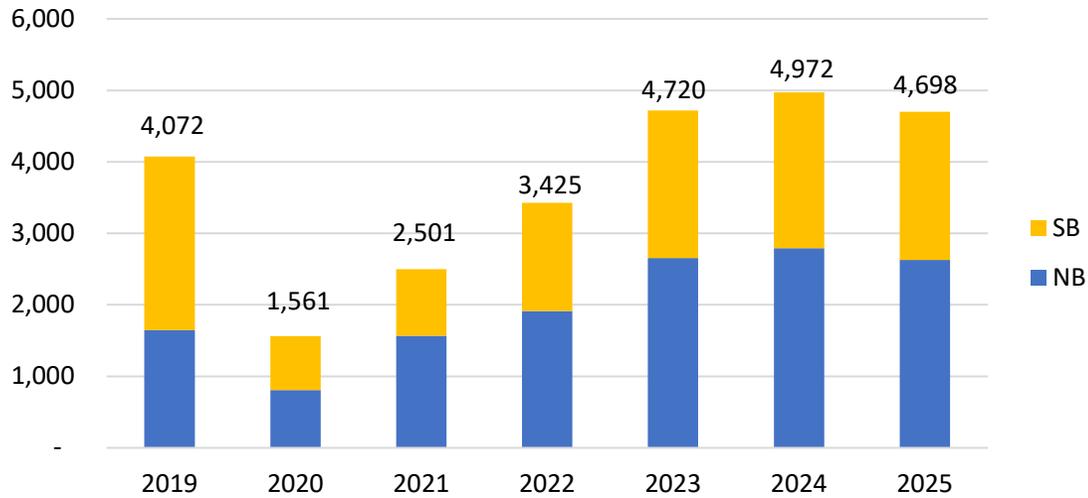


3rd Street

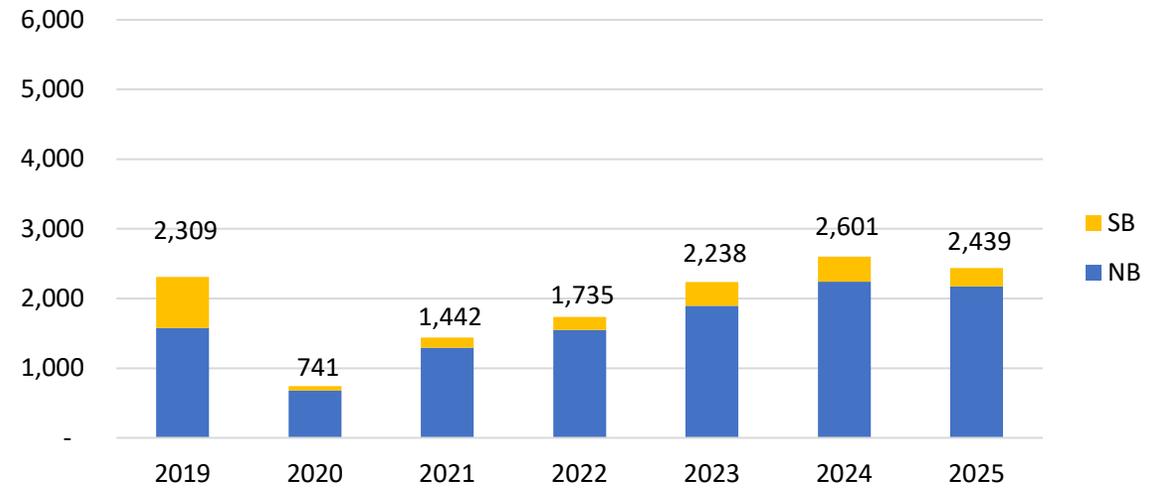


Highway 101 Congestion Levels

Average T-TH Daily Vehicle Hours of Delay



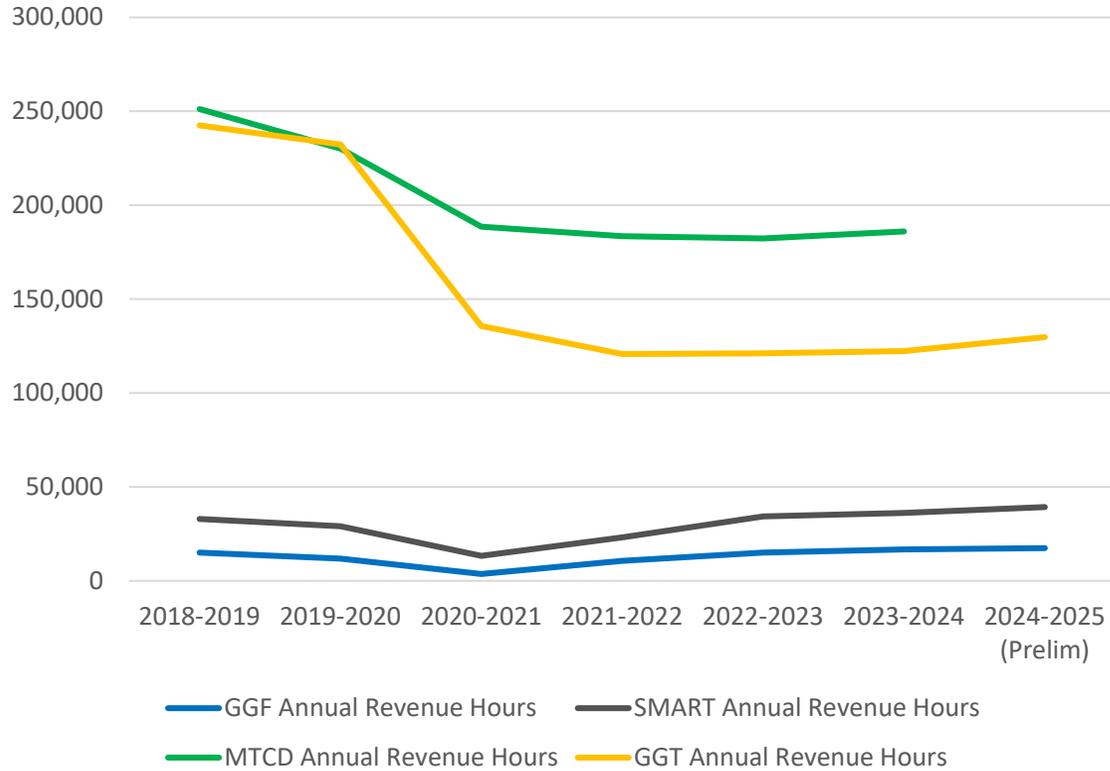
Average M & F Daily Vehicle Hours of Delay



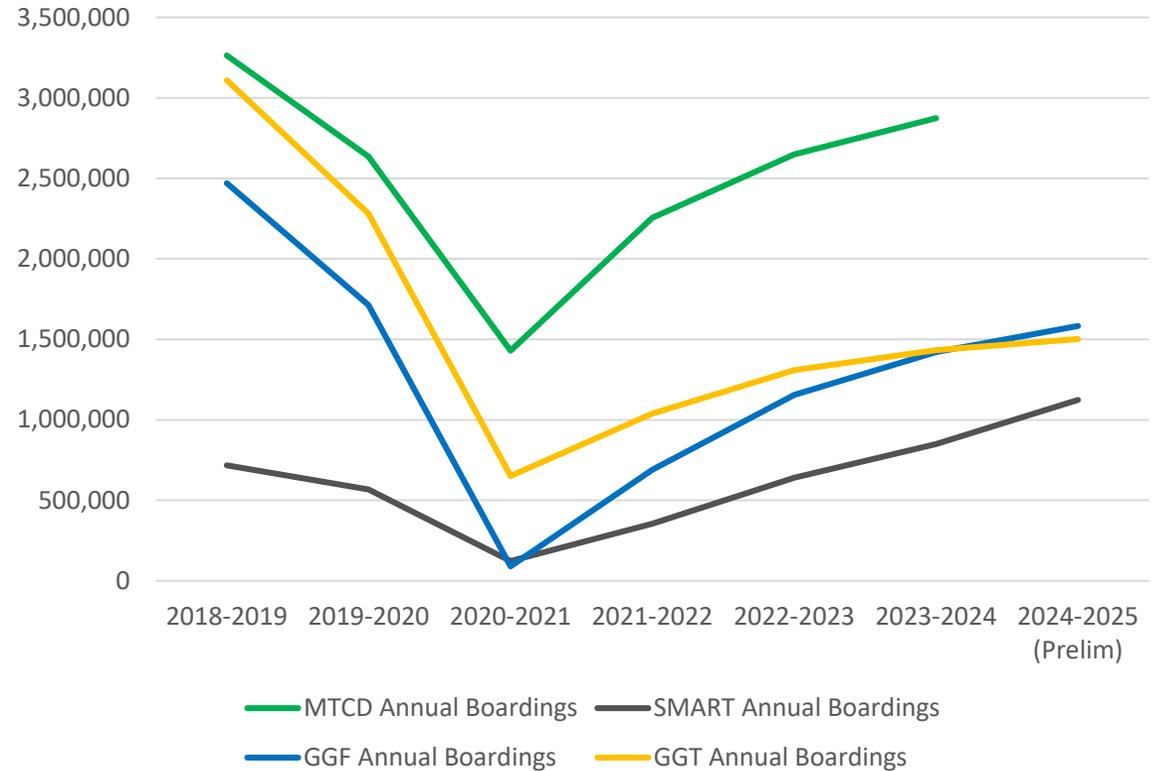
Detector Health in Bay Area – 54.6% in Good Health

Transit Service

Transit Service Levels

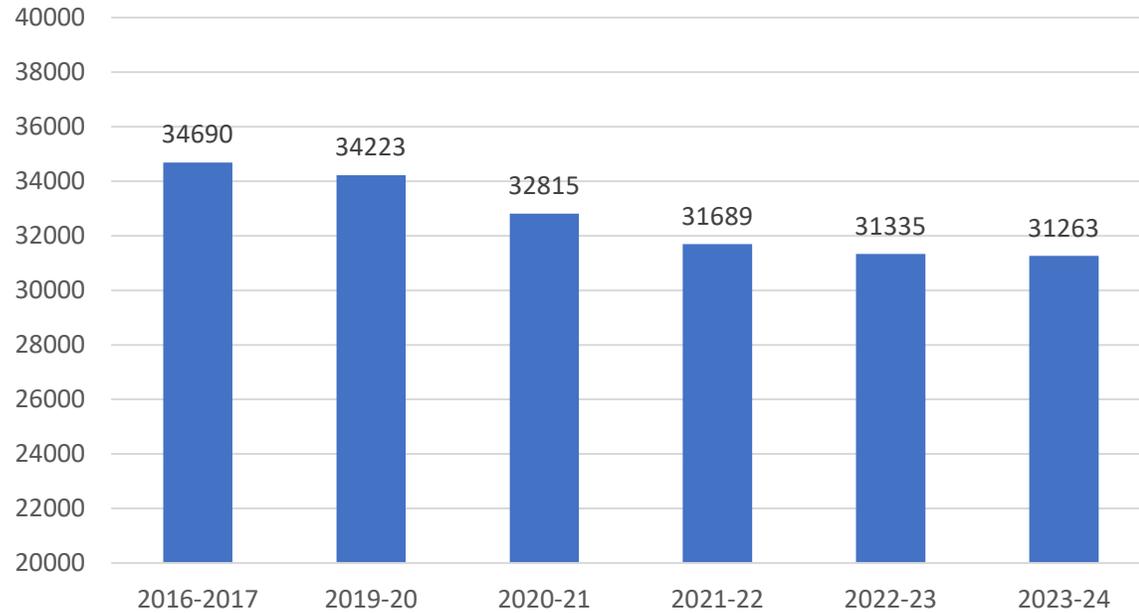


Transit Ridership

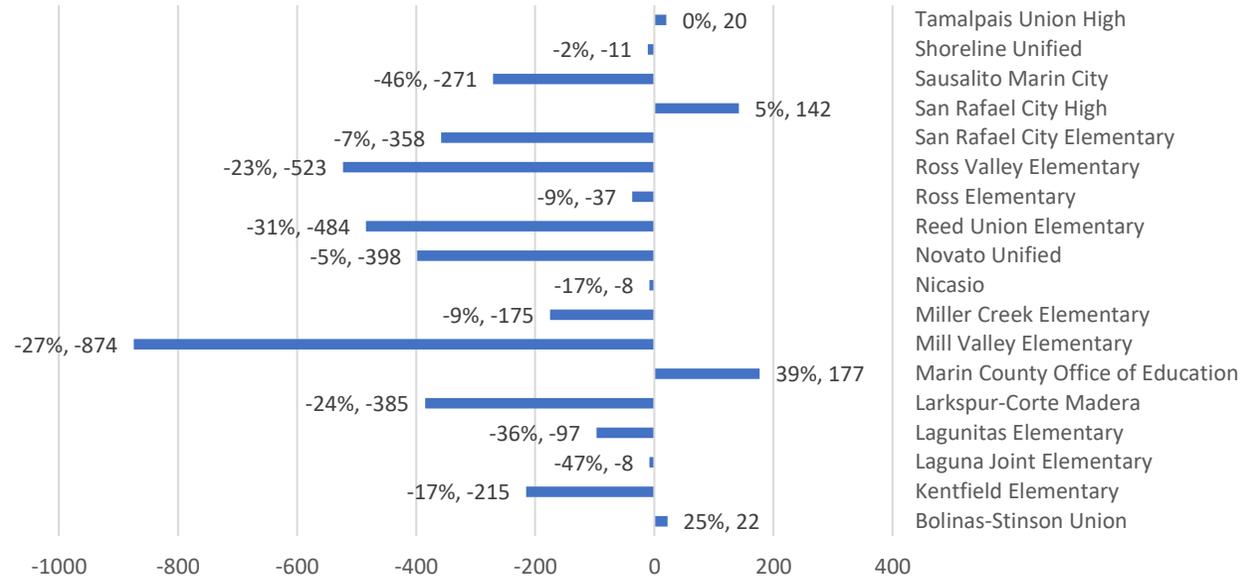


School Enrollment

All Students

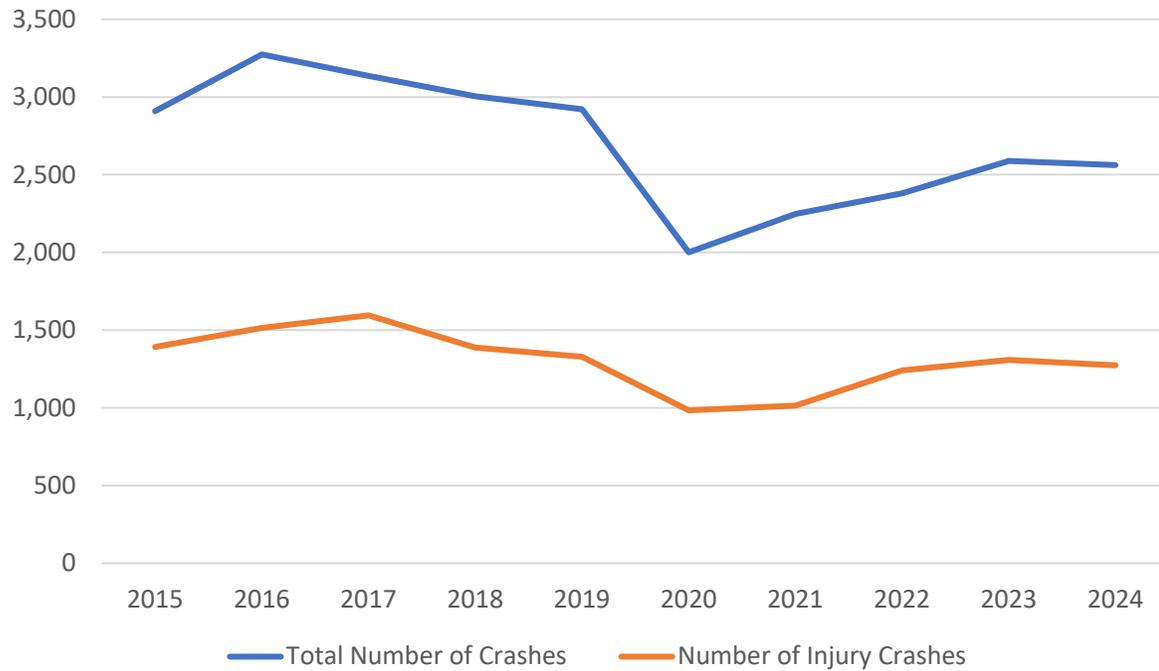


School Enrollment Change 2016/17 to 2023/24

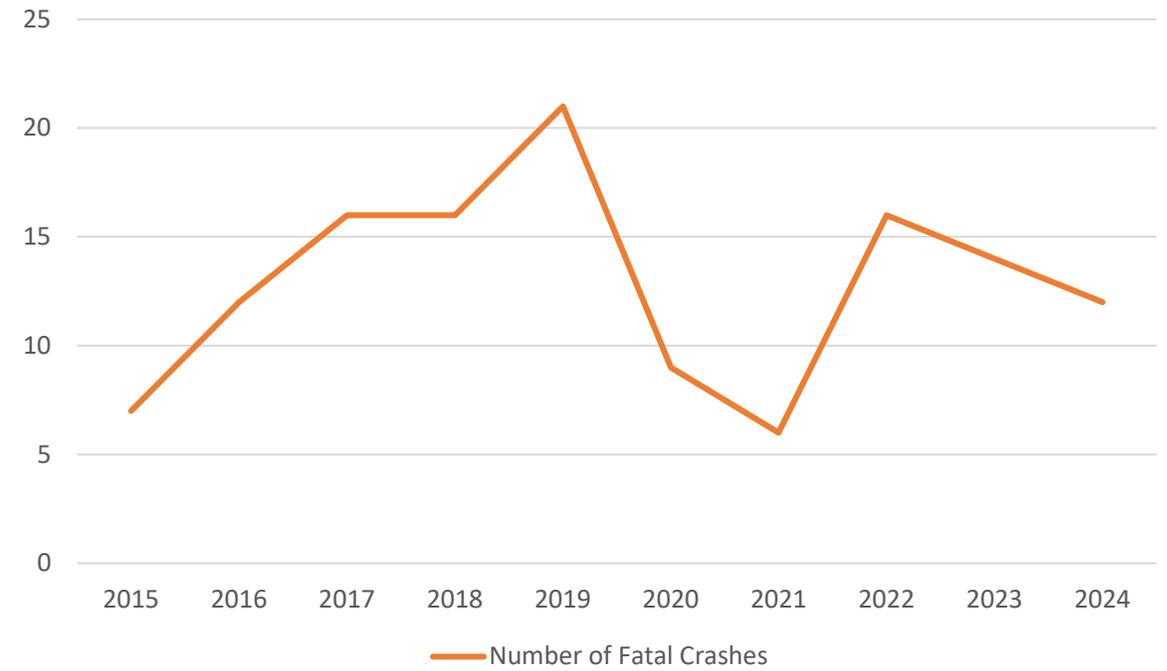


Safety Trends

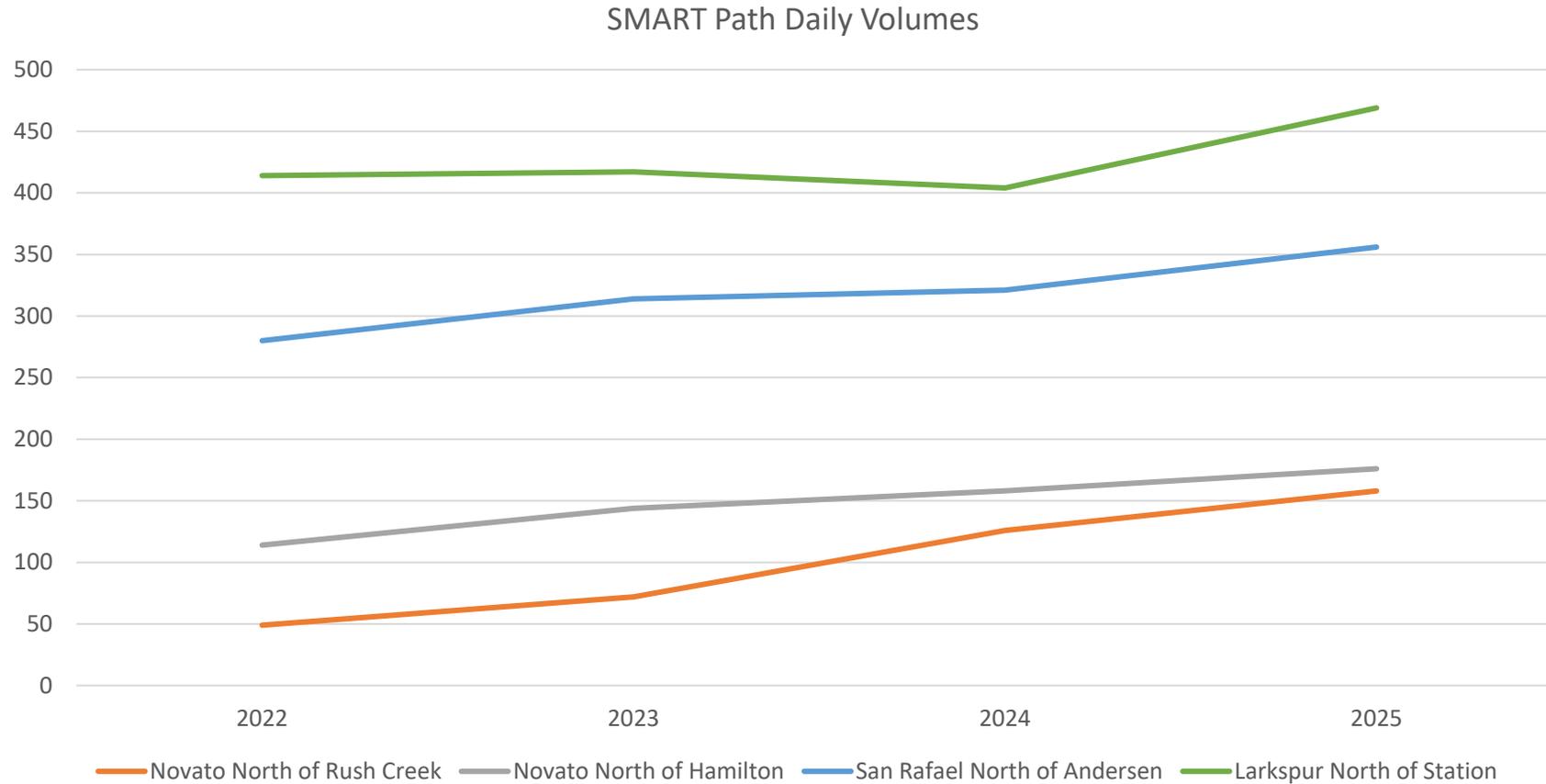
Total Number of Crashes



Number of Fatal Crashes

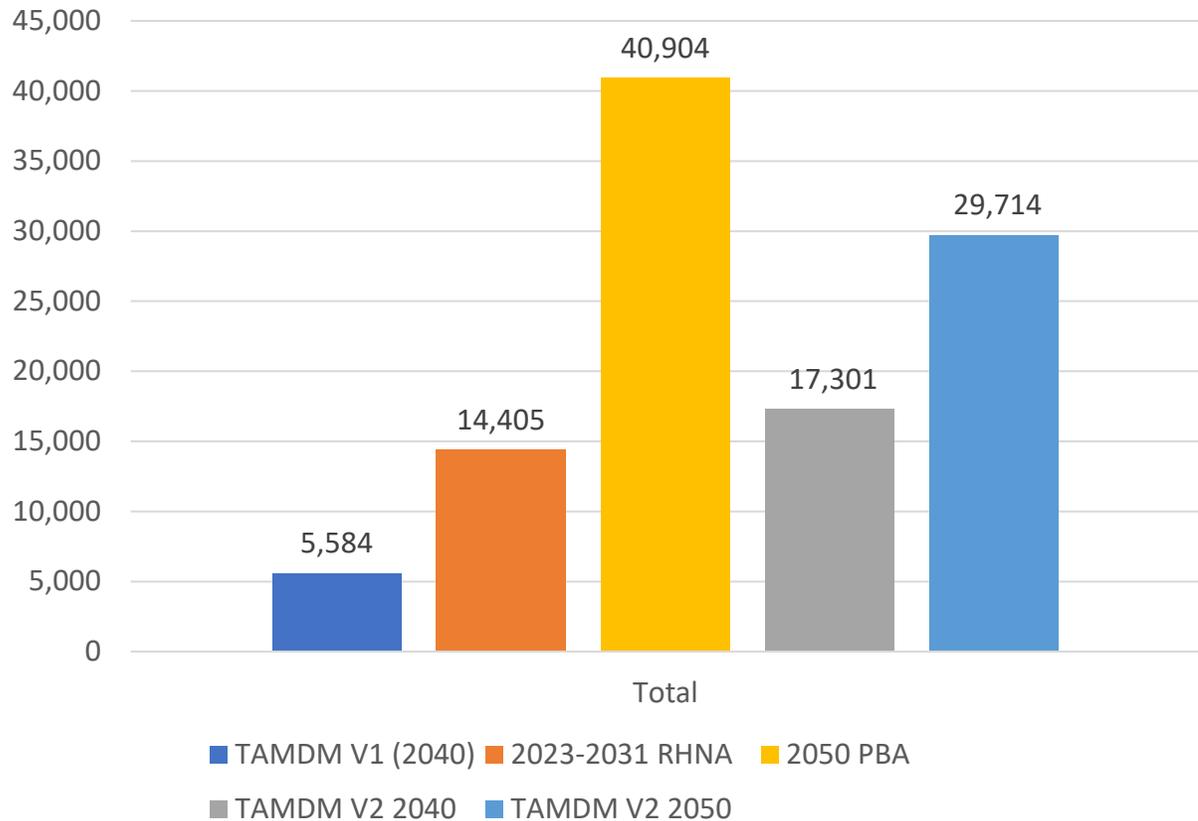


Bike and Ped Trends

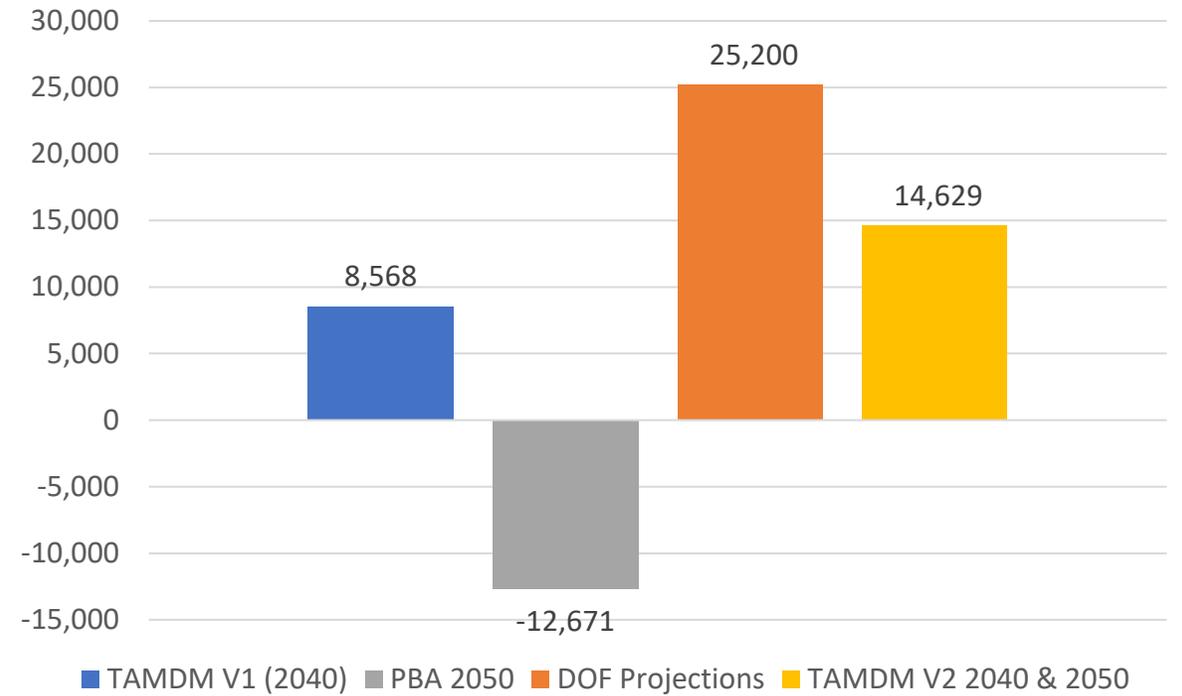


Housing and Jobs Forecasts – Comparisons from Various Sources

Marin County Household Growth Forecasts (2015 Baseline)



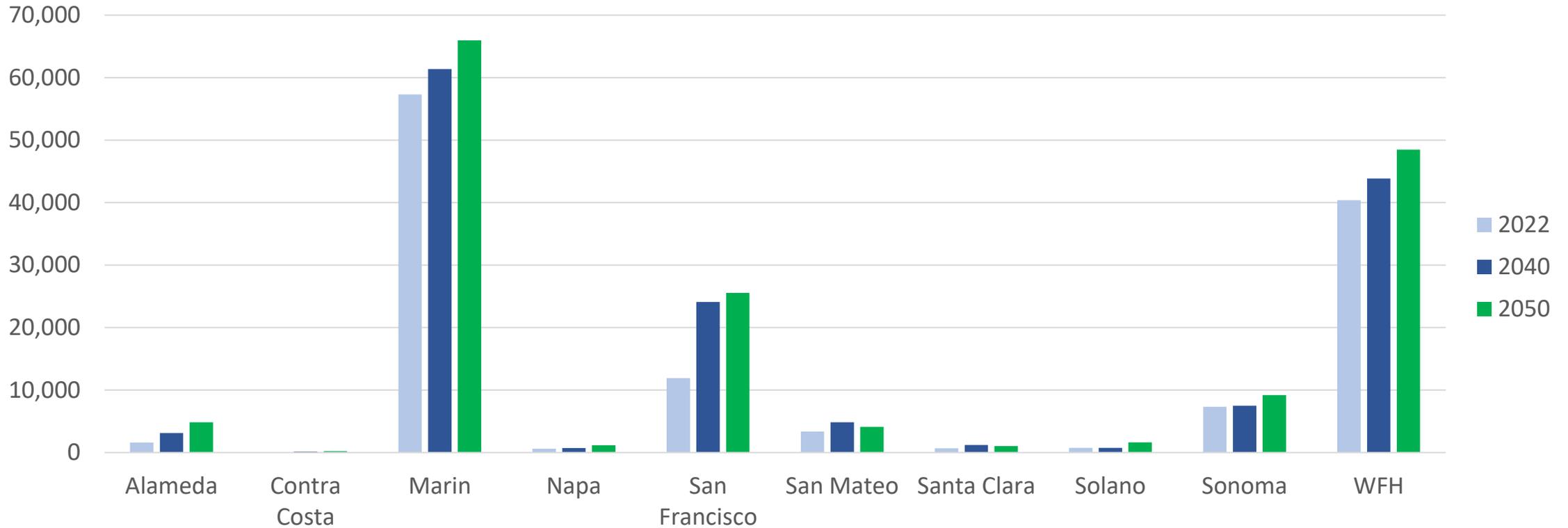
Marin County Job Growth Forecasts (2015 Baseline)



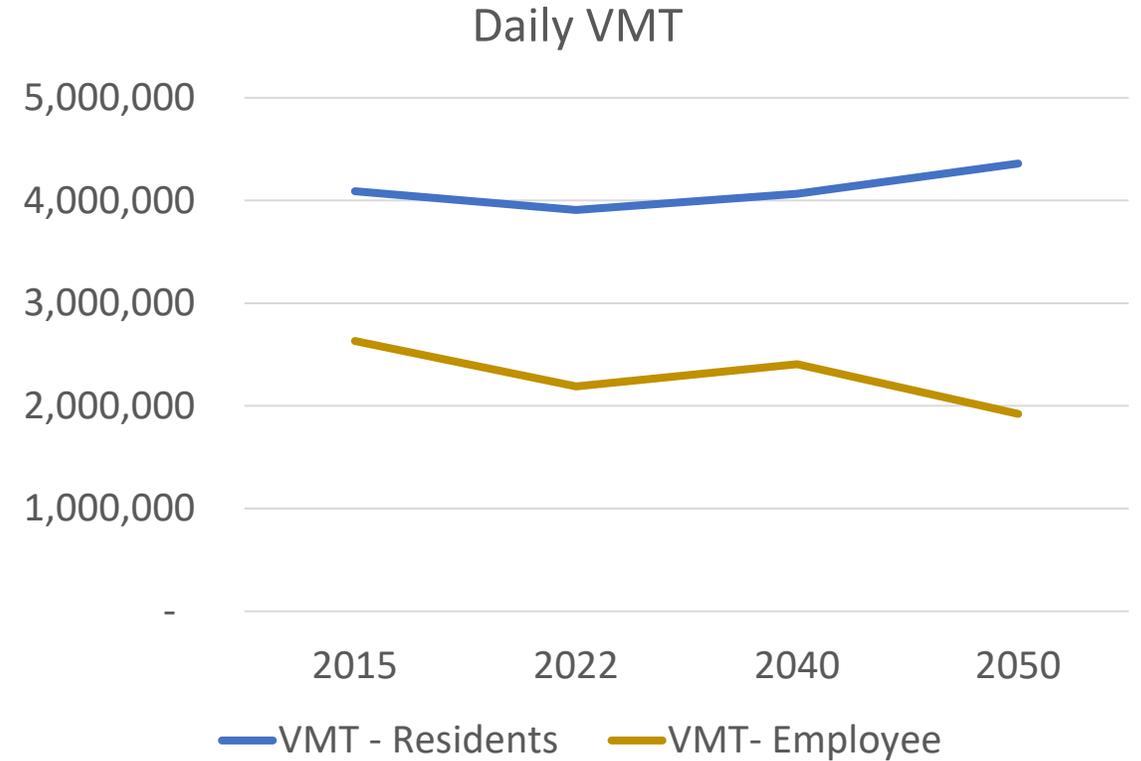
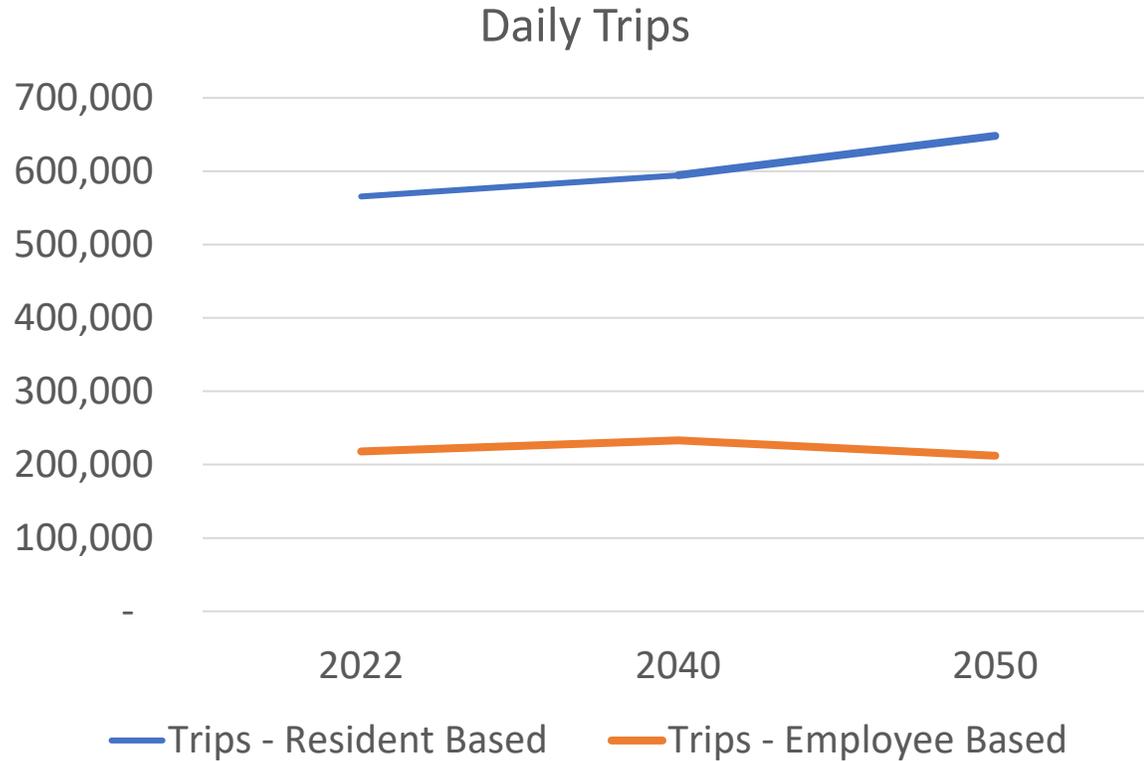
Data sources: TAM Demand Model, MTC Plan Bay Area 2050, CA State Dept. of Finance (DOF)

Forecasted Work Location of Marin Residents

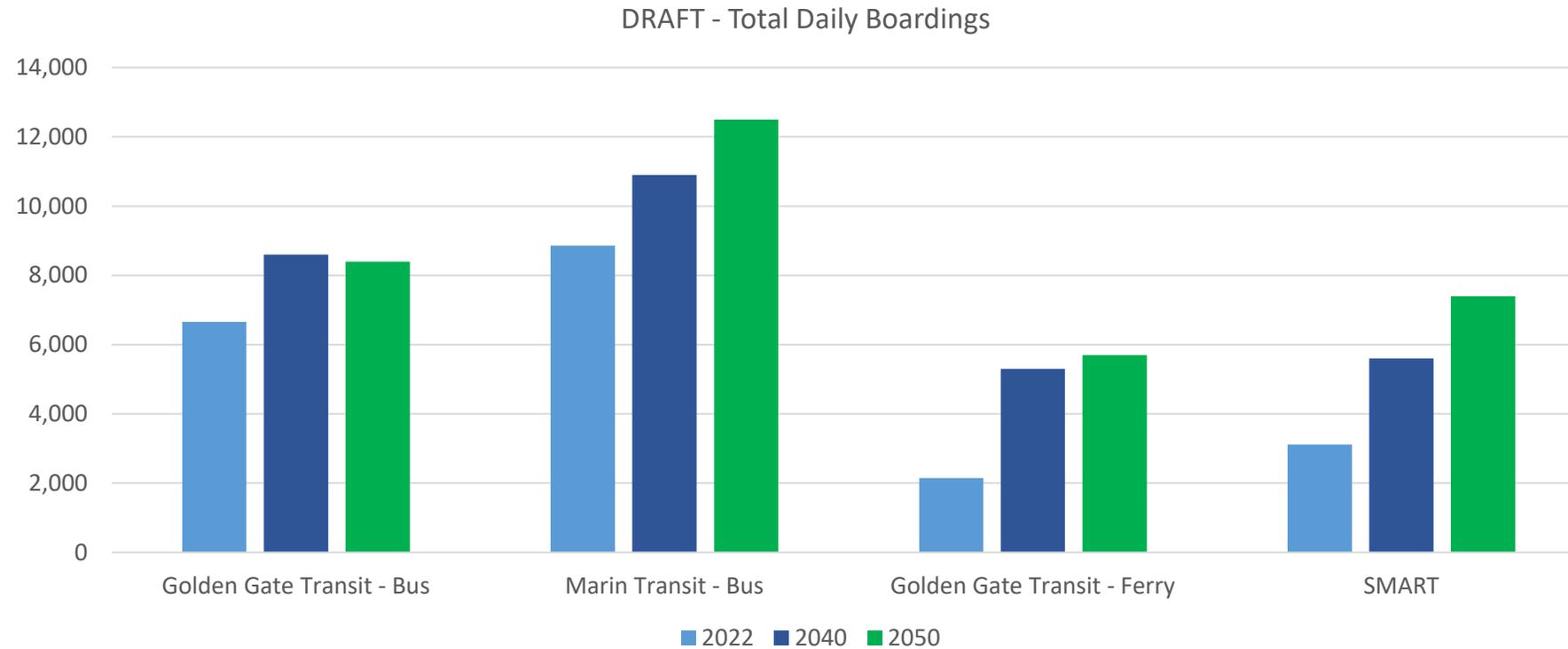
Work Location of Marin Residents



Daily Trips and Vehicle Miles Traveled



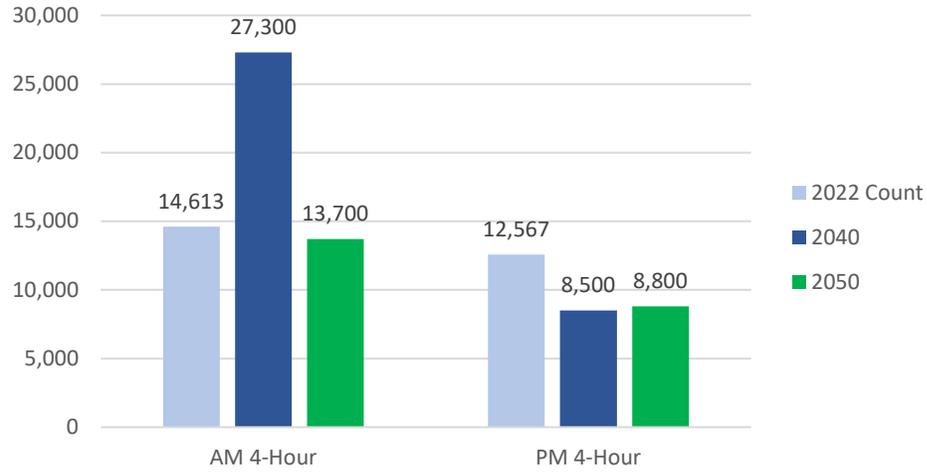
Transit Volumes (Recent and Forecast)



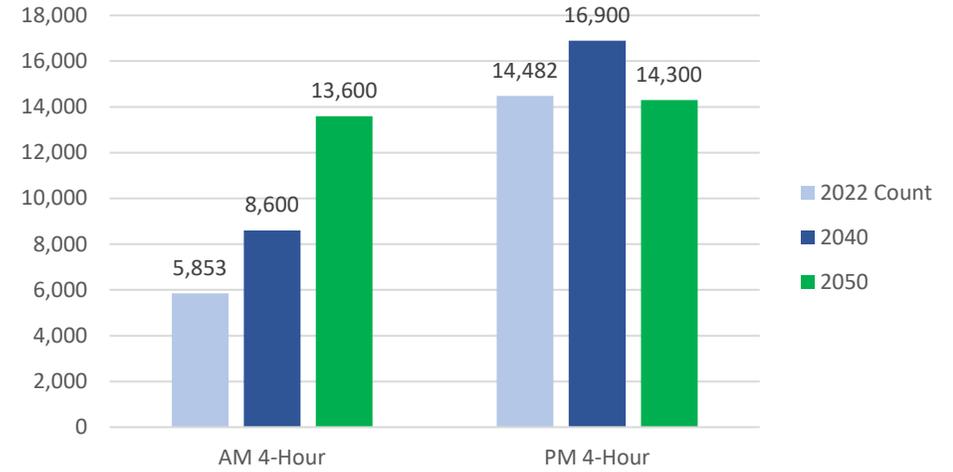
Data sources: Transit Operators, FTA NTD

Highway Volumes (Recent and Forecast)

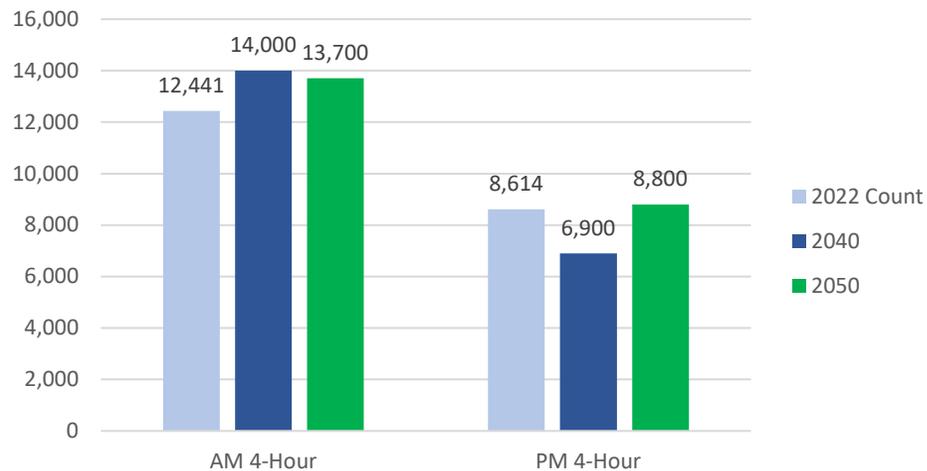
US 101 SB San Francisco/Marin County Line



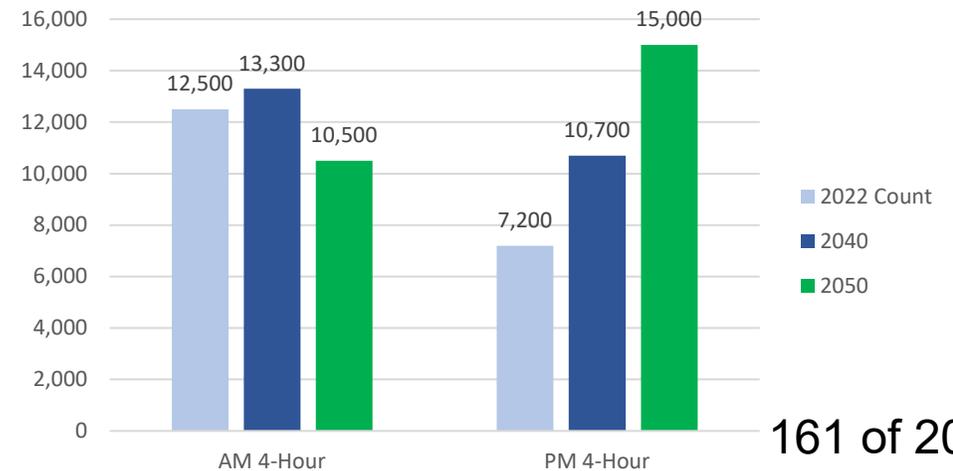
I-580 EB at Contra Costa/Marin County Line



US 101 SB at Marin/Sonoma Line



I-580 WB at Contra Costa/Marin County Line



DRAFT for Discussion - August 22, 2025

Reimagine Roadways Program

What is the purpose of this program?

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

What benefits would this program provide?

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

What specific roadways would be included?

Project eligibility criteria:

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

Example corridors by sub area:

Southern Marin: TAM Junction, Bridgeway

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

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

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

What types of projects would be included and prioritized?

Project types or elements

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

DRAFT for Discussion - August 22, 2025

- Signal upgrade and coordination
- Travel management and wayfinding

Project development guidance and prioritization criteria:

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

Anticipated key performance metrics:

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

What is the potential schedule for this program?

2026: Adopt Adjustment to Measure AA Expenditure Plan

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

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

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

2030+: Final Design and Construction (local jurisdictions)

How would construction be funded?

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

DRAFT Measure AA Expenditure Plan Revision - Not for budget purposes and subject to TAM Board approval of revenue estimates. Subject to change.

	Existing Measure AA Category 2.1 Local Road Infrastructure							DRAFT REVISED FY 26/27 with Measure AA Revisions		
	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26*	FY 26/27 - Cat 2.1	FY 26/27 - Cat 2.4	YOY Change FY 25 - 26
Belvedere	\$45,394	\$50,872	\$66,154	\$64,439	\$63,490	\$64,405	\$65,862	\$56,162		(\$9,700)
Corte Madera	\$163,310	\$191,626	\$249,193	\$244,214	\$240,618	\$244,087	\$249,609	\$212,849		(\$36,760)
Fairfax	\$127,896	\$143,220	\$186,245	\$183,563	\$180,859	\$183,467	\$187,617	\$159,987		(\$27,631)
Larkspur	\$184,433	\$205,504	\$267,240	\$270,402	\$266,420	\$270,261	\$276,375	\$235,673		(\$40,702)
Mill Valley	\$261,055	\$294,202	\$382,584	\$365,037	\$359,661	\$364,846	\$373,100	\$318,153		(\$54,947)
Novato	\$836,441	\$939,961	\$1,222,338	\$1,188,310	\$1,170,810	\$1,187,690	\$1,214,560	\$1,035,690		(\$178,870)
Ross	\$47,052	\$54,491	\$70,861	\$65,034	\$64,076	\$65,000	\$66,471	\$56,682		(\$9,789)
San Anselmo	\$205,068	\$230,692	\$299,995	\$294,018	\$289,688	\$293,865	\$300,513	\$256,256		(\$44,257)
San Rafael	\$905,285	\$1,016,891	\$1,322,378	\$1,313,510	\$1,294,166	\$1,312,825	\$1,342,525	\$1,144,810		(\$197,715)
Sausalito	\$129,447	\$143,907	\$187,139	\$181,839	\$179,161	\$181,744	\$185,856	\$158,484		(\$27,371)
Tiburon	\$159,974	\$180,824	\$235,146	\$223,968	\$220,669	\$223,851	\$228,915	\$195,203		(\$33,713)
County	\$1,556,601	\$1,756,488	\$2,284,159	\$2,231,921	\$2,199,051	\$2,230,756	\$2,281,223	\$1,945,265		(\$335,958)
Total Available	\$4,621,956	\$5,208,678	\$6,773,432	\$6,626,255	\$6,528,669	\$6,622,797	\$6,772,627	\$5,775,215	\$1,424,783	

*Does Not Include One Time Carryover Amounts

5. Administrative Items

DRAFT

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

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

Community Oversight Committee (COC) Proposed Membership

The COC is designed to reflect the diversity of the county. The committee consists of 13 members. Each organization represented on the COC nominates its representative, with final appointments approved by TAM's governing board. Membership is as follows:

- One member is selected from each of the five planning areas in Marin County by TAM Board members representing that area (Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin). (Totaling 5 members)
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and appointed by TAM's Board, as follows:
 - One representative from a taxpayer group
 - One representative from the environmental organizations of Marin County
 - One representative from a major Marin employer
 - One representative from the Paratransit Coordinating Council representing seniors and persons with disabilities
 - One representative from the League of Women Voters
 - One representative from an advocacy group representing bicyclists and pedestrians
 - One representative from a school district

To accurately represent the voices of the communities in Marin, especially to timely address the needs and voices of the Equity Priority Communities (EPCs), the TAM Board has the authority to review and amend the COC membership structure when necessary.

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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Crossing Guard Funding (Action), Agenda Item No. 8

RECOMMENDATION

Accept the Funding, Programs & Legislation (FP&L) Executive Committee recommendation of Option D of the potential funding options presented for the Crossing Guard Program at the January 12 FP&L Executive Committee meeting.

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%. Note, the remaining funding for the Interchange Improvements would be reduced from approximately \$29 million to \$25 million. This is an increase from previous numbers due to increased revenue projections for the transportation sales tax as presented below. The increase to the guard funding should add about 5 crossing guards going forward.

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. These changes to the projected growth have also resulted in the increase of available funding for the Interchange Projects.
- 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 previously 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.

The FP&L Executive Committee discussed the options presented at their January 12 meeting. After extensive discussion, the committee members present voted (3 Yes, 1 No) to forward Option D to the full TAM Board for consideration.

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 Marin Public Works Association and Marin County Office of Education 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

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Crossing Guard Program Funding

Transportation Authority of Marin

Board of Commissioners
January 22, 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

Guard locations determined through technical “recertification process” approx. every four years



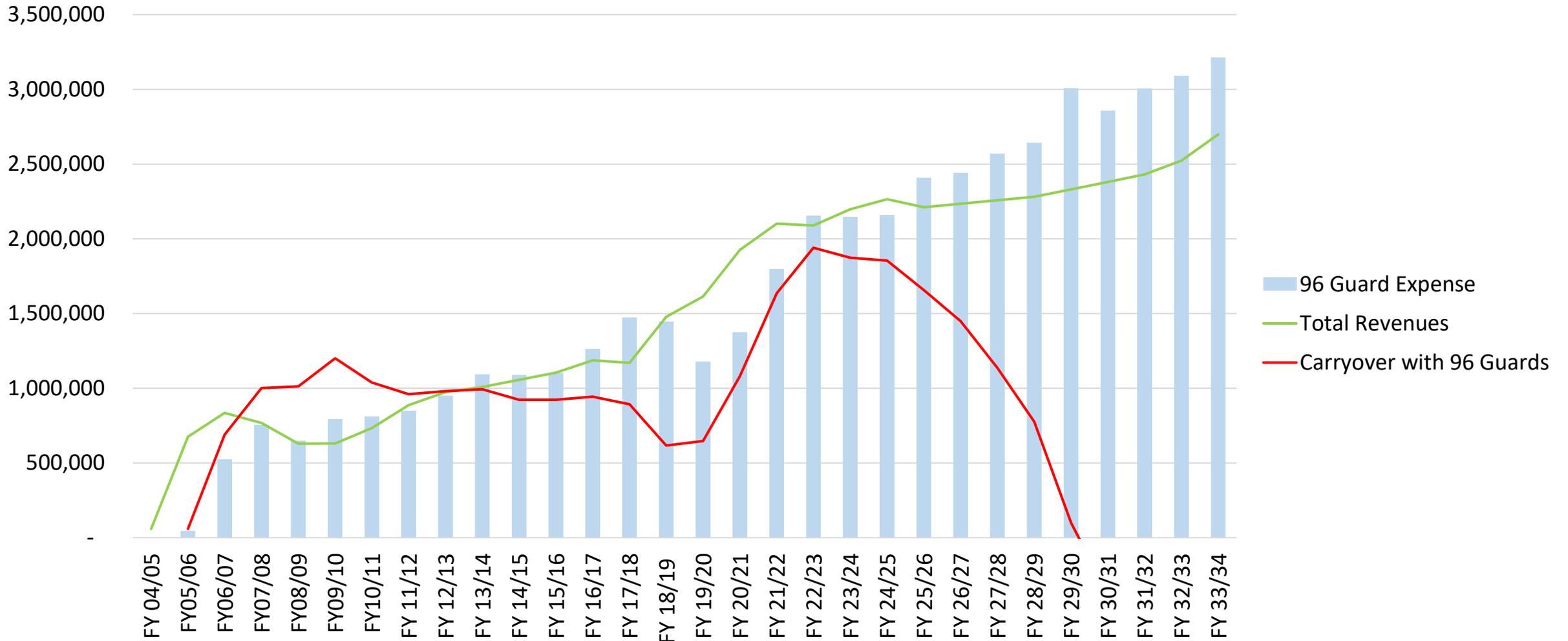
Recent Board Actions

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) which had increased use of the Program reserve
- Reduced Program Costs:
 - List of locations to no longer be evaluated due to historic high and low scoring values
 - Revised system to request new locations for evaluation between site list cycles
- Changed the program financial horizon to ten years, rather than end of Measure AA (2034 vs. 2049) including exhaustion date for the Program reserve. This is subject to change during the creation of the 2030 ranked list.

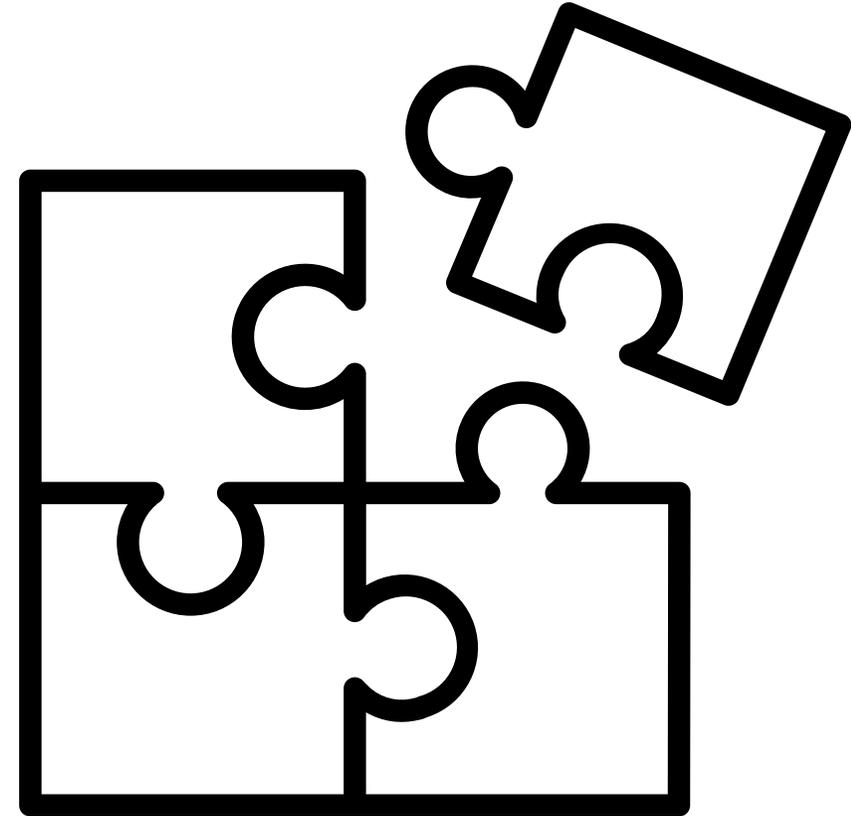
Upcoming in Spring: recertification of new list for 2026-27 school year

Crossing Guard – Updated Financial Projections



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



Introduction of 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

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. Shift 0.5% of the sales tax from Category 1.3 to Category 3.2
 - Provides funding for five guards/year
 - 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 although are one-time.

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 Assumptions:

- 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
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	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**. The FP&L Executive Committee supported this recommendation by a vote of 3 Yes and 1 No at their January meeting
- 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
- Current vendor 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?



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DATE: January 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Redwood Bikeshare Pilot Program Update (Discussion), Agenda Item No. 9

RECOMMENDATION

This is a discussion item only.

BACKGROUND

In November 2017, the Metropolitan Transportation Commission (MTC) awarded a grant to TAM and the Sonoma County Transportation Authority, now known as the Sonoma County Transportation and Climate Authorities (SCTCA), to launch a bike share system in Marin and Sonoma counties. The grant was to provide an opportunity to connect bike share with the Sonoma-Marina Area Rail Transit (SMART) corridor. Following program development and contractor procurement work, in December 2023, SCTCA approved an agreement with Drop Mobility for \$820,000 to fund a two-year pilot program operating in Sonoma and Marin counties. SCTCA is the lead contract agent for the program developed by TAM and SCTCA under a cooperative agreement. Following the execution of the agreements, TAM staff met regularly with Drop Mobility, SCTCA, MTC, and a working group made up of staff liaisons from each jurisdiction and transit district where bike parking hubs would be deployed.

The program launched in October 2024 with the 300-ebike system with sites phased in through March 2025 based on permit approvals and site conditions. Drop Mobility collaborated closely with local agencies to develop a network of parking hubs and secure necessary approvals and permits. The network spans seven cities including Larkspur, San Rafael, Novato, Petaluma, Cotati, Rohnert Park, and Santa Rosa, and has hubs on properties owned by the Golden Gate Bridge Highway and Transportation District, SMART, County of Marin, and Sonoma County Transit.

The full system includes 300 pedal-electric assist bikes at 56 parking hubs equipped with bike racks and signage. Additionally, 77 “drop zones” were established to increase parking flexibility. While bicycles can be parked and picked up at drop zones, rebalancing operations are focused on the primary parking hubs to ensure consistent availability at the designated hubs.

Bicycles are available for on-demand use through the Redwood Bikeshare branded mobile app. The standard pay-as-you go rate is \$1 to unlock the bike and \$0.25 per minute of use. Monthly memberships are available for \$20 that include 30 minutes of daily ride time. Income-qualified users are eligible for a reduced monthly rate of \$5, which also includes 30 minutes of daily ride time. Several promotions for free rides and discounted monthly memberships have been offered throughout the first year of service.

DISCUSSION

During the first year of the pilot program, ridership increased steadily, with notable gains following network expansions. In Marin County, most hubs were installed within the first few months of operation; however, Novato was the final jurisdiction to receive hub installations. These installations were completed in March 2025 after additional permit reviews and staff coordination.

Seasonal factors such as weather and daylight hours have impacted usage patterns, but data from April through September 2025 indicates growing adoption and regular system use. With the first year of the two-year pilot program now complete, Redwood Bikeshare staff is presenting operational data and key insights. TAM and SCTCA staff recently began preliminary discussions with Drop Mobility about pricing for a potential program extension beyond the pilot period and are currently exploring funding options to support continued operations beyond October 2026. Staff are evaluating the scale of the program and may prioritize locations that demonstrated higher performance during the pilot. Recommendations for a post-pilot phase will be further evaluated and presented to the TAM Board at a forthcoming meeting.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The Redwood Bikeshare Pilot Program has consistency with the CTP and supports core principles of safe, equitable, and sustainable transportation while supporting Marin's active transportation network. Bikeshare provides an active transportation service that can replace vehicle trips and lead to a reduction in both vehicle miles traveled and greenhouse gas emissions.

FISCAL IMPACTS

The MTC Bike Share Grant provides \$826,000 to SCTCA and TAM for the implementation of a Bikeshare Pilot Program, with SCTCA designated as the fiscal agent. A local match of 11.47% or \$94,700 is being provided through in-kind staff time divided between SCTCA and TAM.

NEXT STEPS

TAM and SCTCA staff will continue to work with Drop Mobility on program implementation and outreach activities for the pilot program. With the first year complete, staff will now review usage data and explore funding options for extending the pilot program beyond its October 2026 end date.

ATTACHMENTS

Attachment A – Presentation



Redwood Bikeshare Pilot Program Update

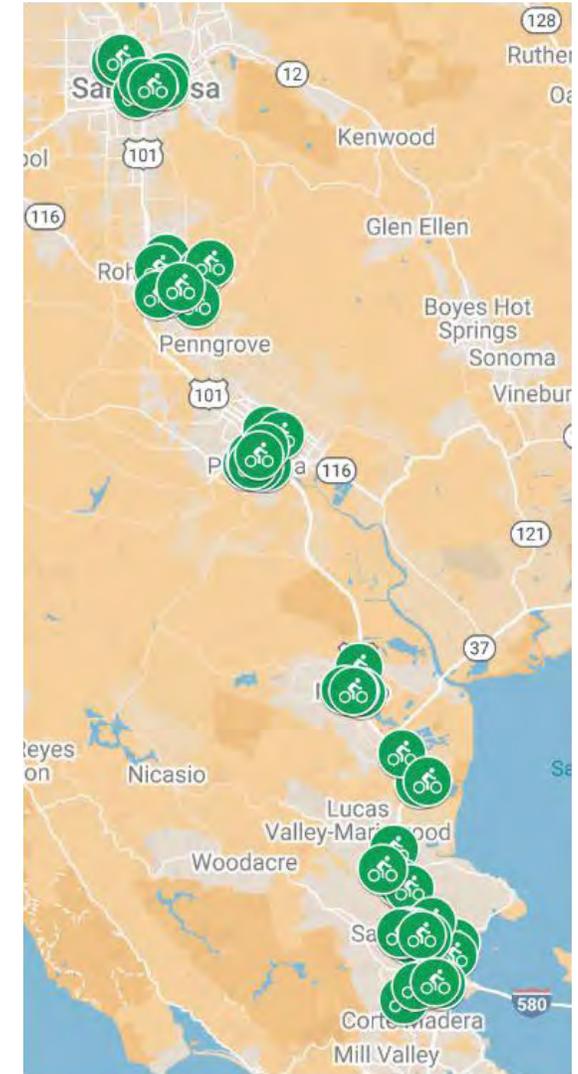
Transportation Authority of Marin

Board of Commissioners

January 22, 2026

Program Background

- Partnership between the Transportation Authority of Marin (TAM) and the Sonoma County Transportation and Climate Authorities (SCTCA)
- Funding for two-year pilot through Metropolitan Transportation Commission (MTC) grant
- Contract with Drop Mobility for two-year pilot program with 300 e-bikes in 7 cities along the SMART Corridor
- Report on first year of pilot program development
- During second year, staff is evaluating pilot and reviewing costs and funding opportunities to continue program



Redwood Bikeshare

Year in Review
October 2024 – September 2025

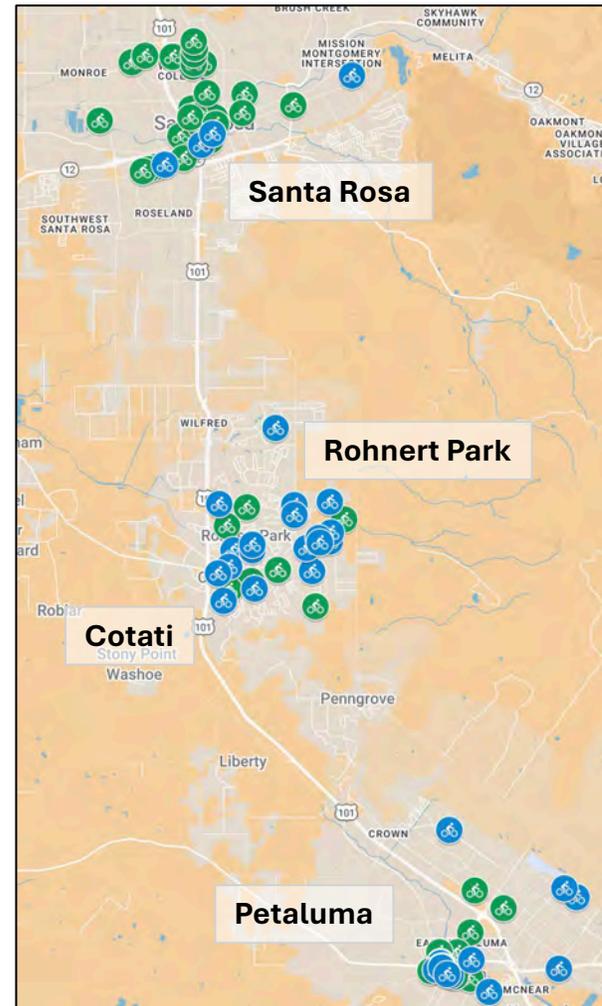
Overview

Launched in October 2024 across 5 cities; remaining cities operational by March 2025.

300 bikes and 56 Hubs now in daily use, with each county receiving half of the total fleet.

Further development of each city's network is underway with 77 additional Dropzones created, and many others planned.

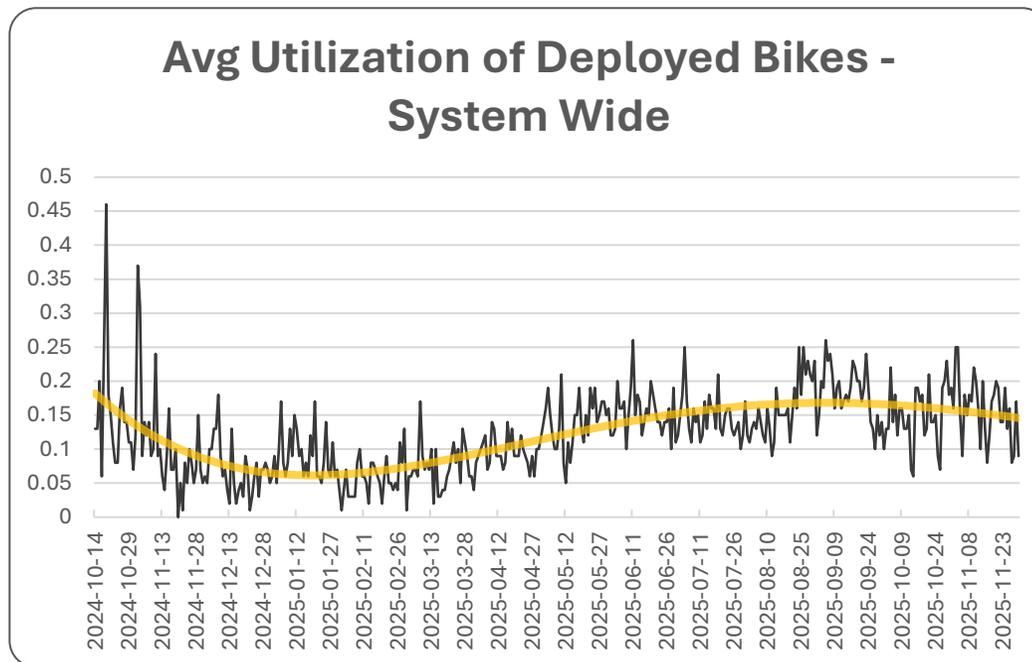
Serving as first/last mile connection for SMART, shopping, and employment destinations.



Ridership Highlights

Fleet utilization has climbed consistently through the summer, with a noticeable spike in early fall.

The expected winter drop in usage is milder than last year.



11,500+
Total Trips



3,000
Total Unique
Riders

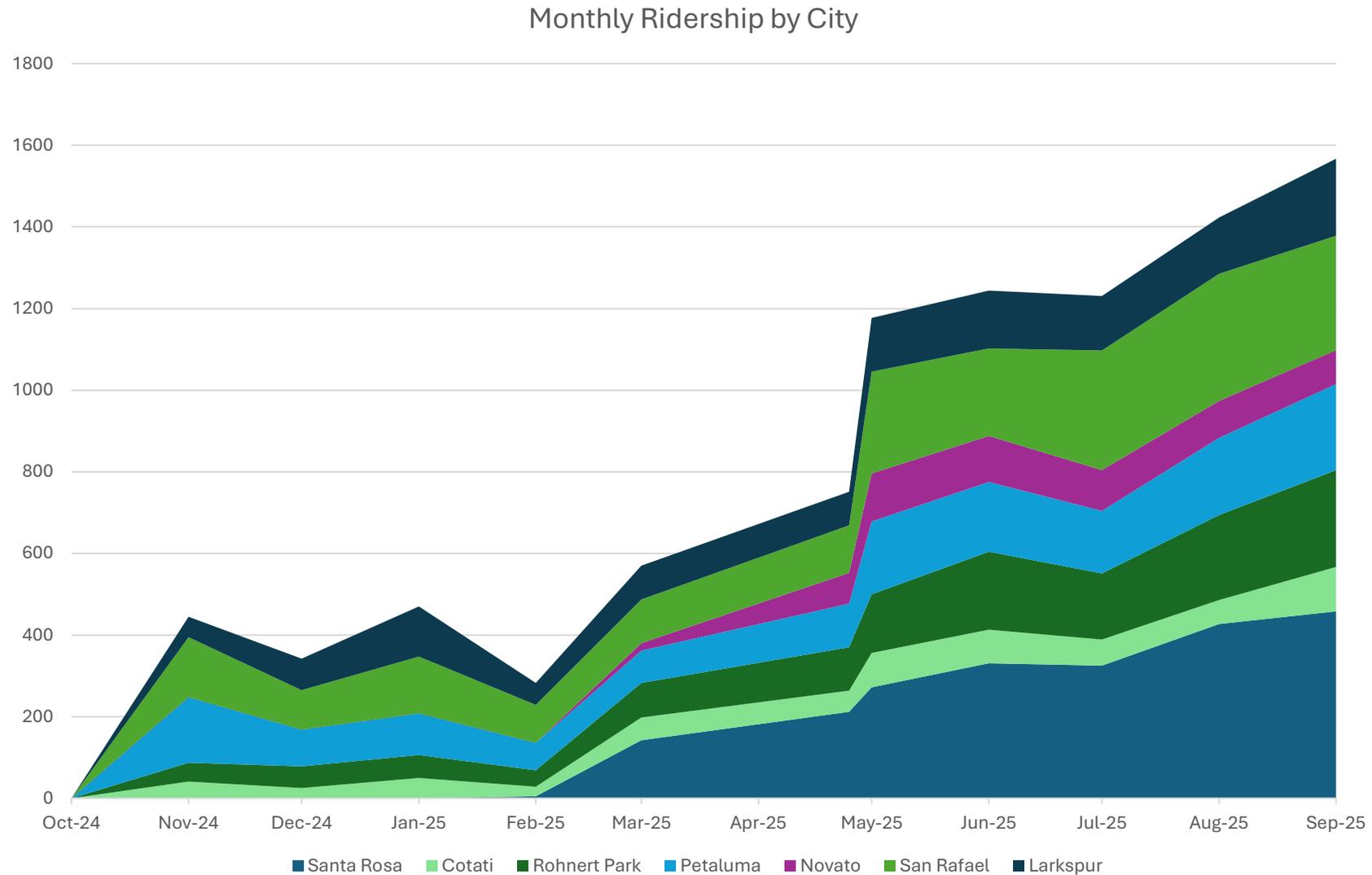


14 mins
Median trip duration



2.1 miles
Avg trip length

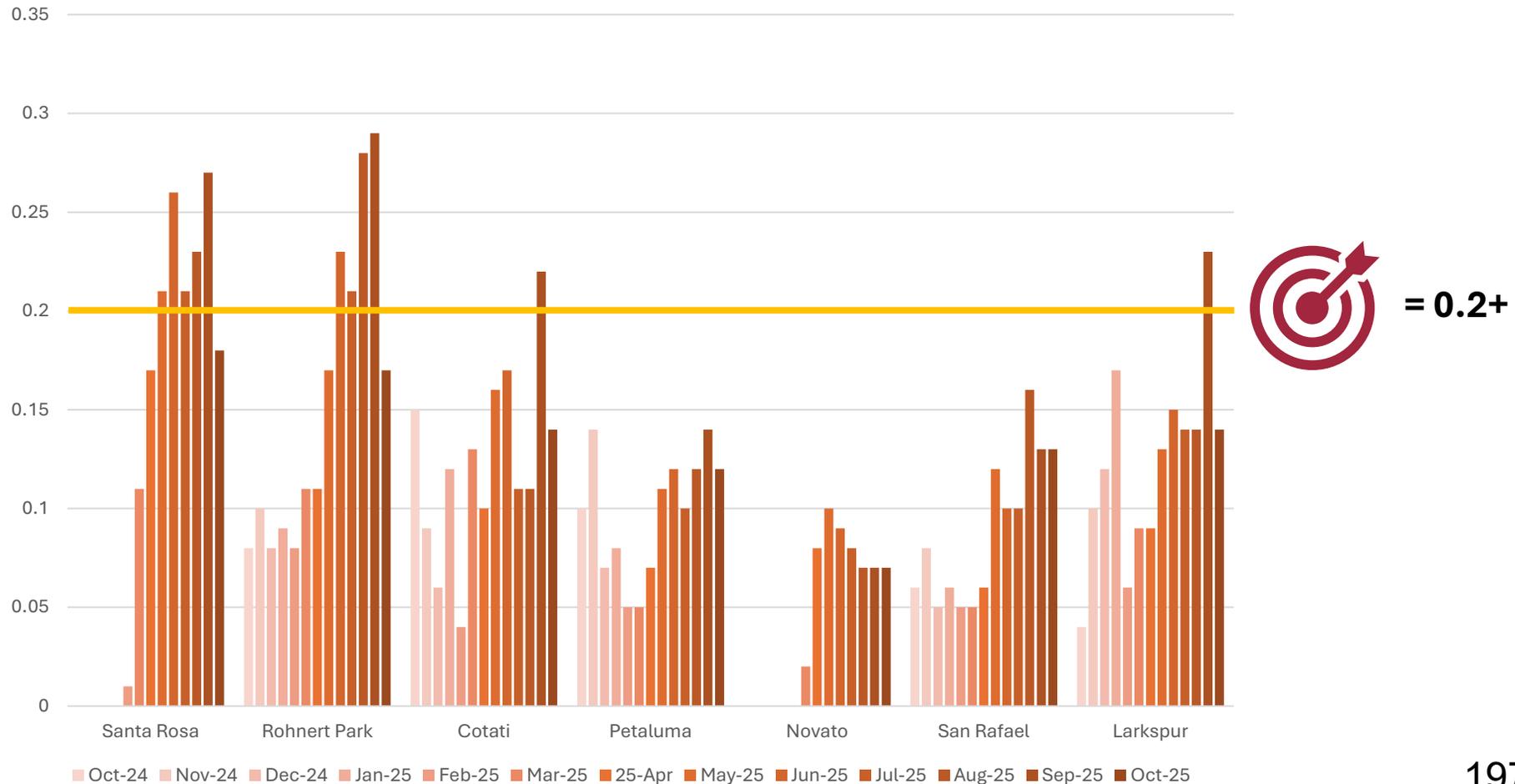
Monthly Ridership by City



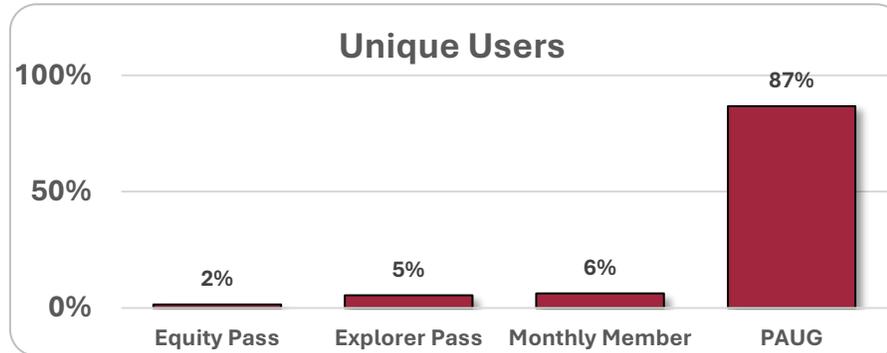
Average Utilization by City

Consistent growth, reaching target utilization (trips per bike deployed) in several cities over summer and fall months.

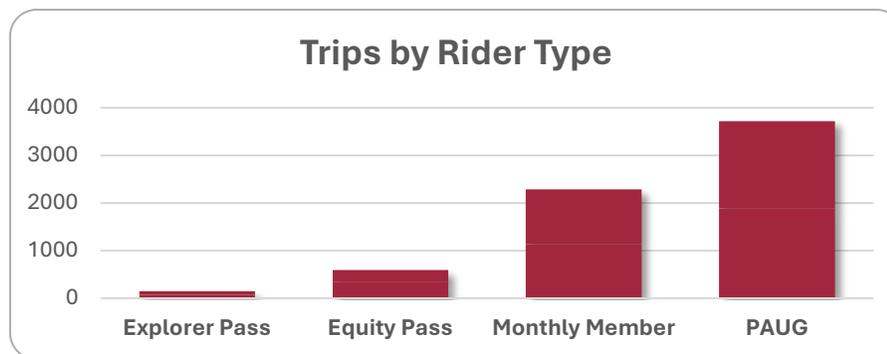
Utilization by City



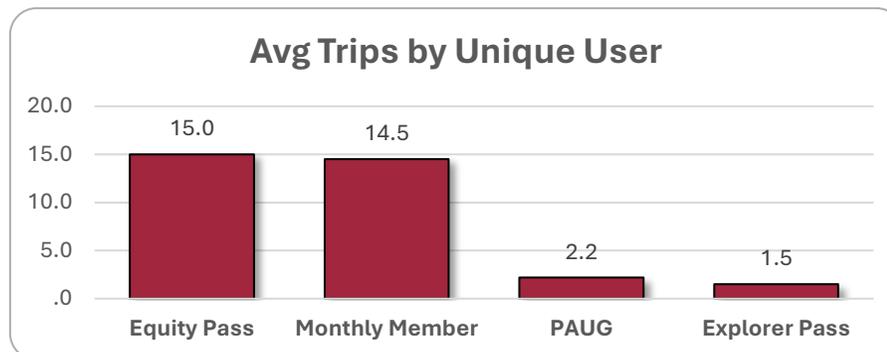
User Patterns



Pay-as-you-go users far outnumber other riders and help drive revenue.

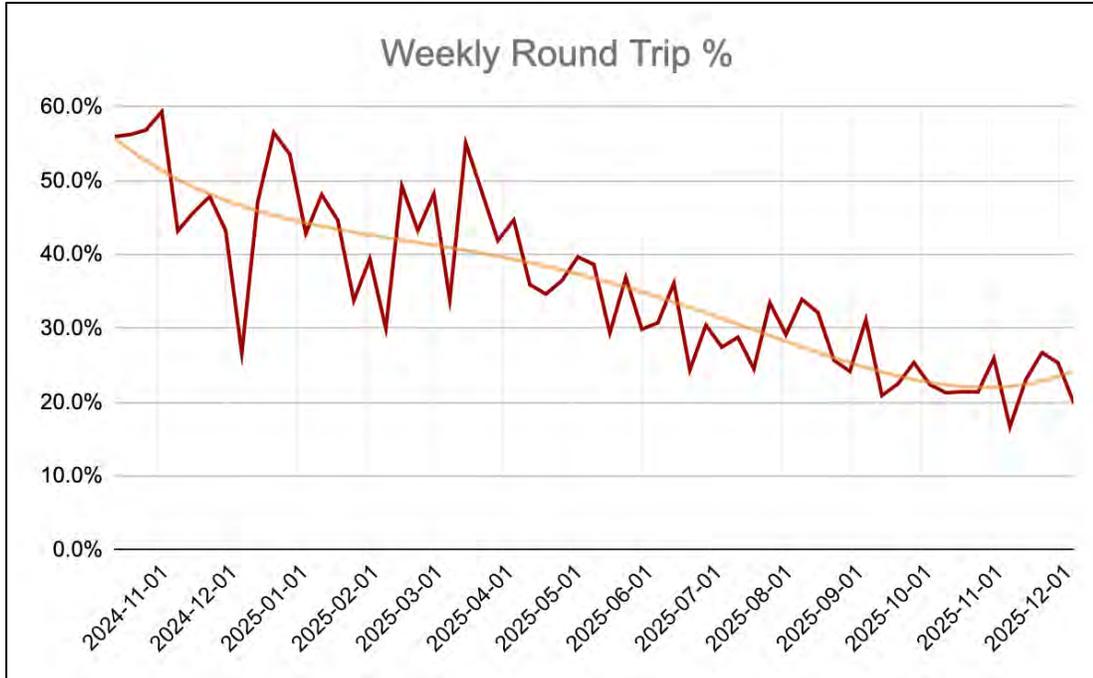


Equity and Monthly members account for over 40% of rides to / from SMART stations; the most consistent riders average 2-4 trips per week.

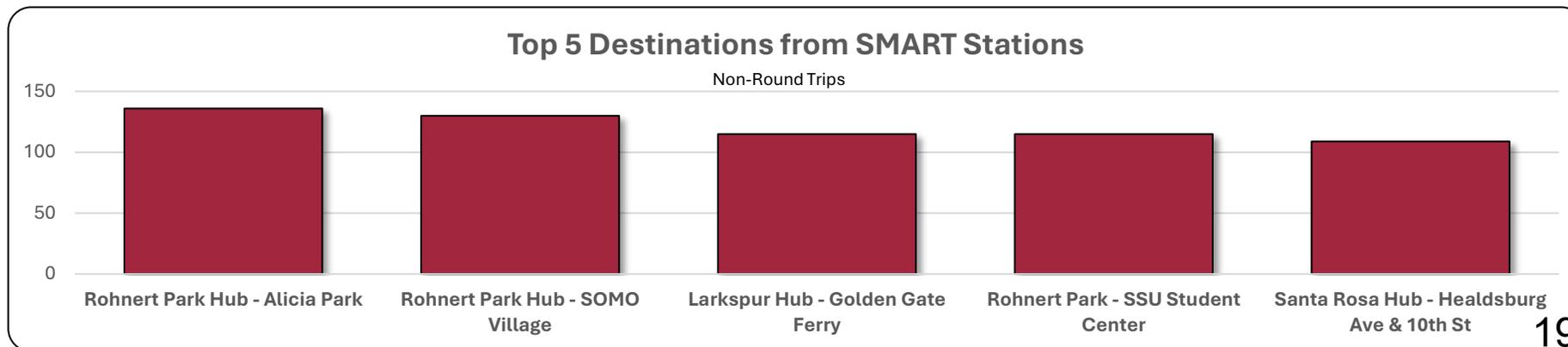


Monthly passes, whether discounted or not, account for the greatest number of rides per user.

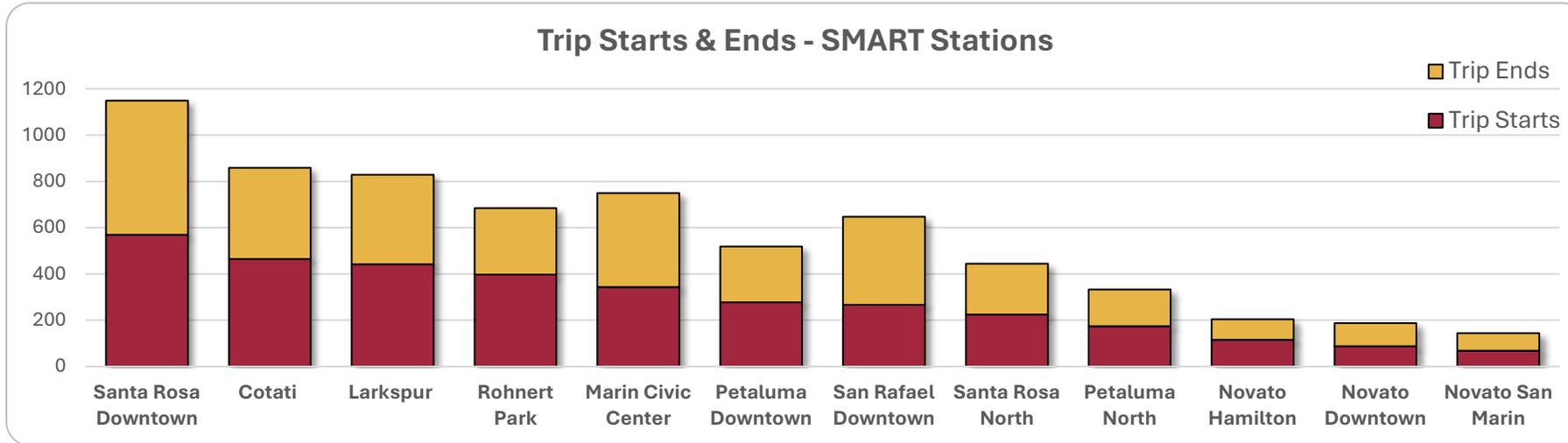
User Patterns - Destinations



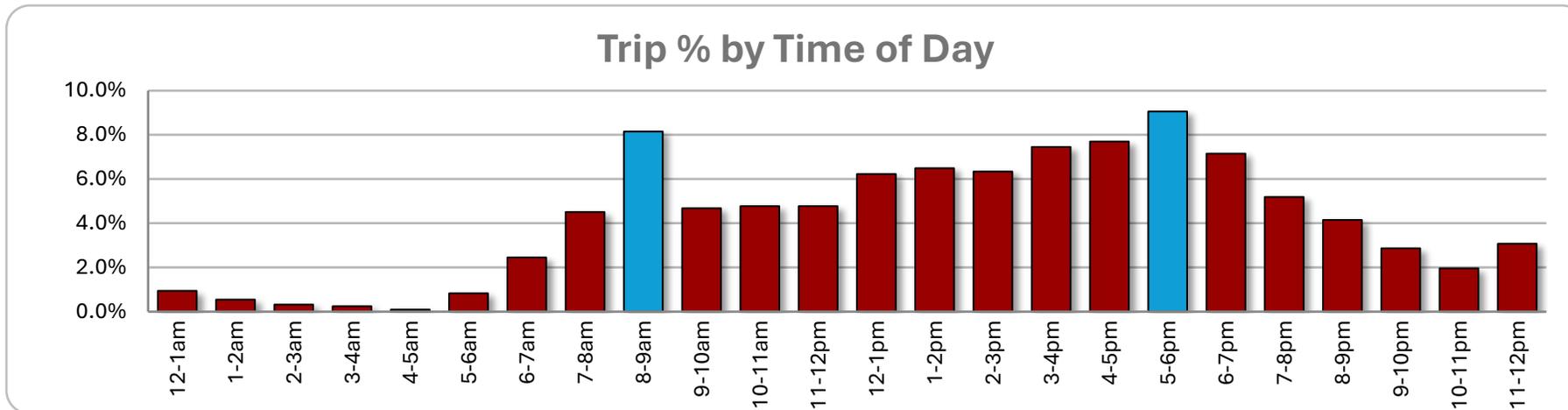
Over time, we've seen the number of round trips decline sharply as riders learn how to use each city's hub network.



Hub Utilization & Time of Day



More than 60% of total trips are to / from SMART Stations.



Commuter-hour peaks suggest our e-bikes are becoming a practical transportation option.

Partnerships

Network Expansion

77+ Dropzones activated through strong city partnerships

System Sponsors

Amy's Kitchen:
Sponsorship of 30 bikes + 1 hub

Sonoma Clean Power:
1 hub sponsorship

City of Santa Rosa:
1 Year bulk membership for all city employees



Challenges & Learnings

Challenges

- Public outreach & engagement: Events and Social Media
- Sponsorship & Pass-through Funding
- Member growth and retention

Lessons learned

- Accessibility and visibility drive ridership. When hubs are nearby, people ride.
- In-person outreach efforts are crucial to introducing the public to bikeshare; events are good, but rides are better.

Looking Ahead

Strategies for 2026:

- Continue network expansion
- Deepen community engagement
- Monthly RWBS Newsletter
- Strengthen partnerships with key businesses in each county

Redwood BIKESHARE

Thank you, Redwood riders

If you've been wanting to hop back on a bike, **now is your chance!**

For the entire month of November, we are running a special discount on our signature monthly membership.

We've had such a wonderful 2025 season so far, and we want to thank you for making this community so special.



Use code REDWOODTHANKS

To redeem a \$10 monthly membership, which includes 45 minutes of ride time per day.



Thank You

Thank you for helping us move the North Bay forward!

Questions + Discussion

