



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 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.
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 de tráfico
- INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS
Incentivos para reducir los desplazamientos de una sola persona al trabajo
- IMPROVEMENTS TO US 101 / I 805 INTERCHANGE
Mejoras en la US 101 / I 805 Intercambio / I 805

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 en 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 improvements?
¿Tiene comentarios adicionales sobre estas categorías de fondos o sobre sus prioridades para las 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

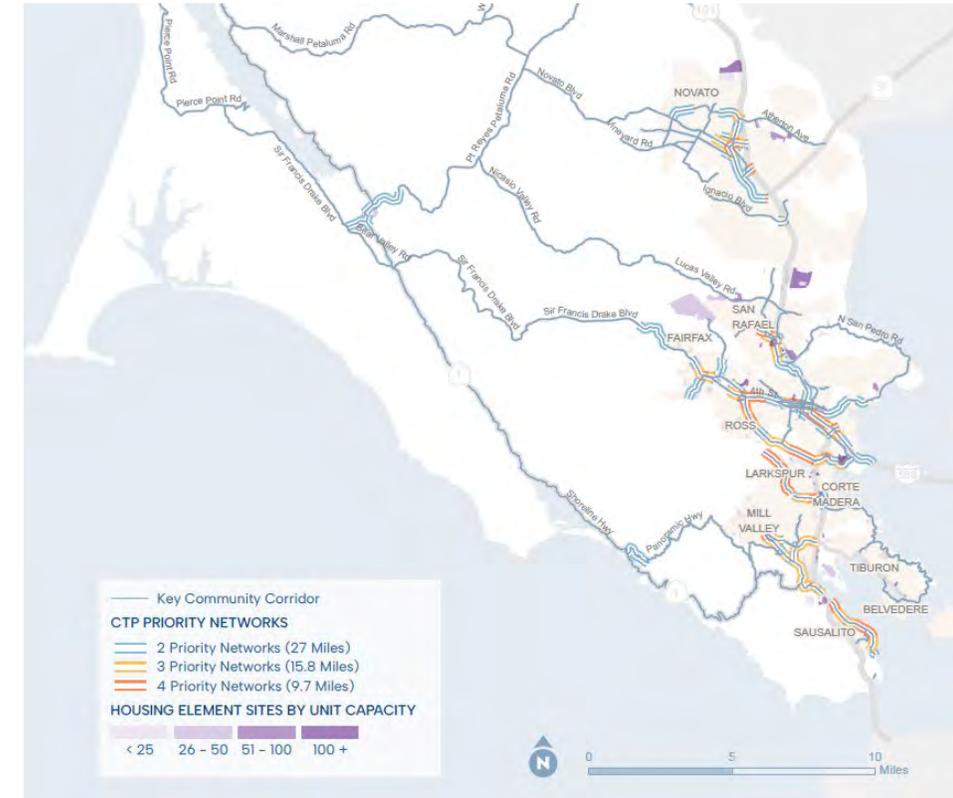
- Background:
 - Program to make improvements on US 101 Interchanges - 3% of Measure AA
 - Program assessed 12 interchanges, July 2022 Board direction to advance 3 interchanges:
 - Tiburon/East Blithedale Ave.
 - Manuel T. Frietas
 - Alameda Del Prado
- Current: October 2025, Board direction to host 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

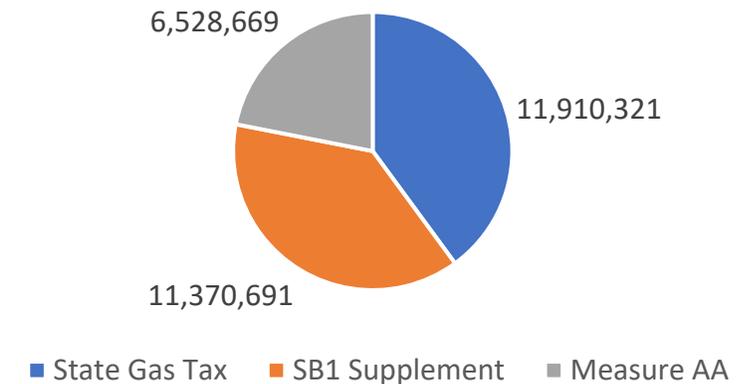
Local/Major Roads Funding History

- 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

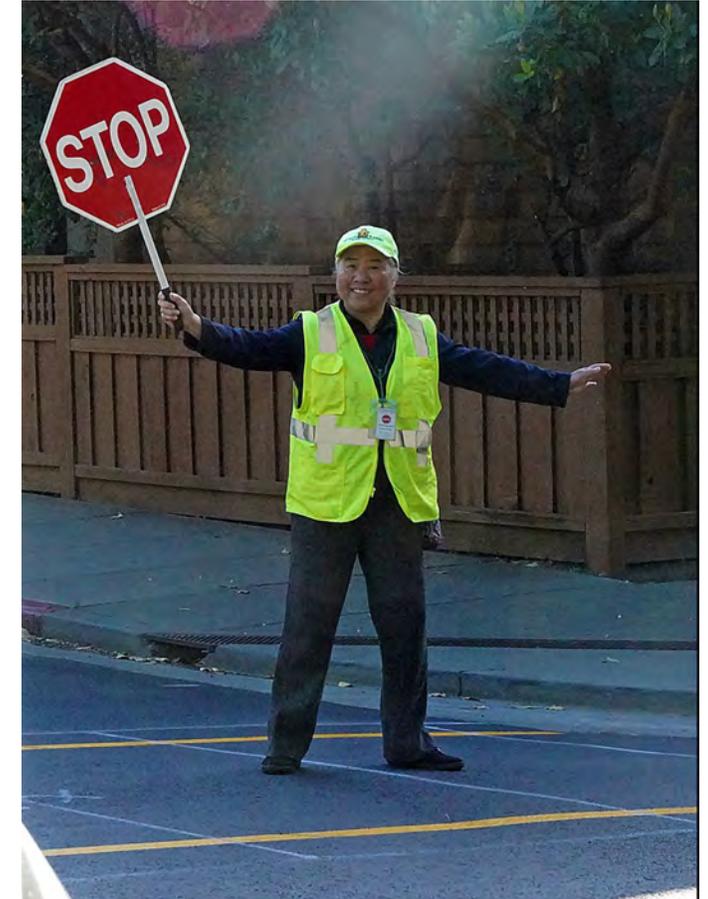
FY 24/25 Local Road Funds- All Jurisdictions



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.

THIS PAGE LEFT BLANK INTENTIONALLY

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	
------	---	--

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 / 1880 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!



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!

Scanned with CamScanner

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!

Scanned with CamScanner

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

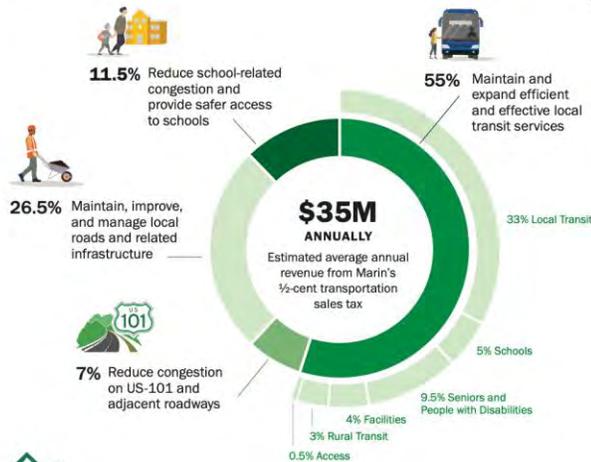
- **FUNDED** highway improvements, including the Marin-Sonoma Narrows project and interchange enhancements along US-101 and I-580.
- **IMPROVED** local transit service with new options for seniors, people with disabilities, and rural communities.
- **MADE** school travel safer by improving walk and bike 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.
- **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.

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

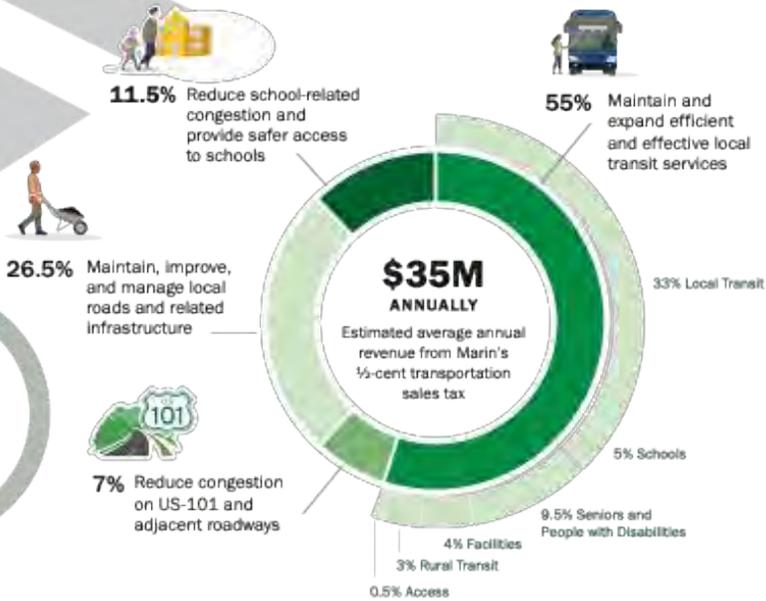
Project Fact Sheet (Rear Page)

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.



Fall 2023

Kickoff, Plan Purpose, Draft CTP Context



Winter 2023

Final CTP Context, Draft CTP Vision, Board Workshop #1



Winter 2024

Final CTP Vision, Focus Groups



Spring 2024

Draft CTP Strategies, Board Workshop #2



Summer 2024

Public Engagement, Final CTP Strategies



Fall 2024

Draft CTP Priorities & Implementation Plan, Board Workshop #3



Winter 2024/25

Final CTP 2050



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.

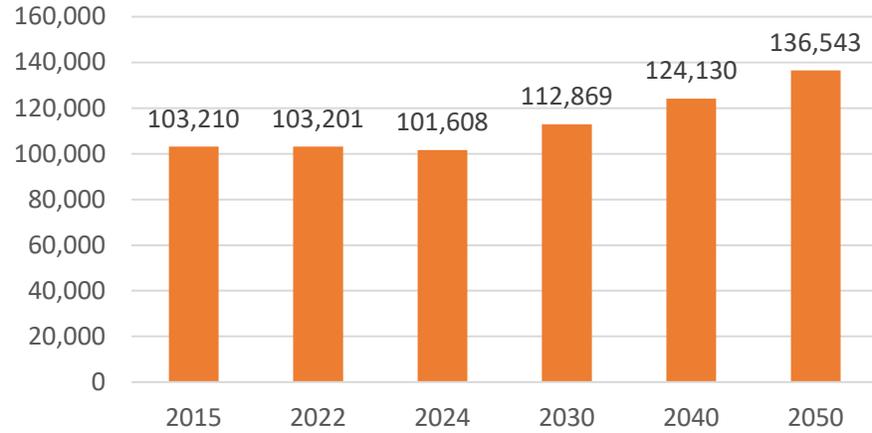


Marin County Travel Trends Slides

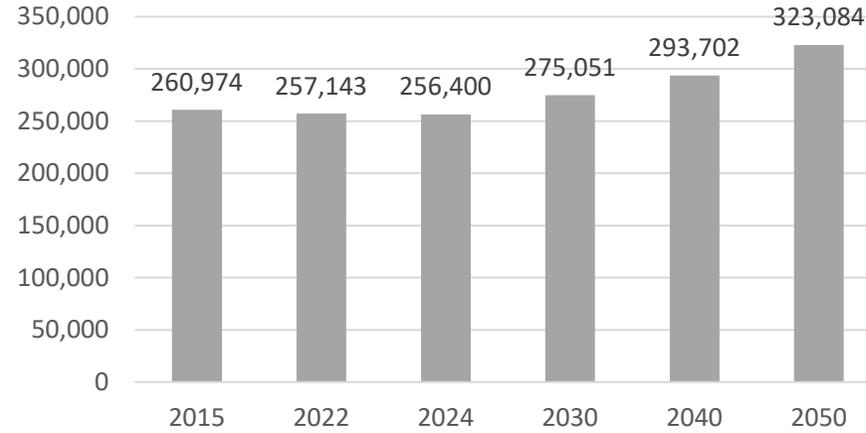
Transportation Authority of Marin
September 2025

Land Use Trends and Forecasts

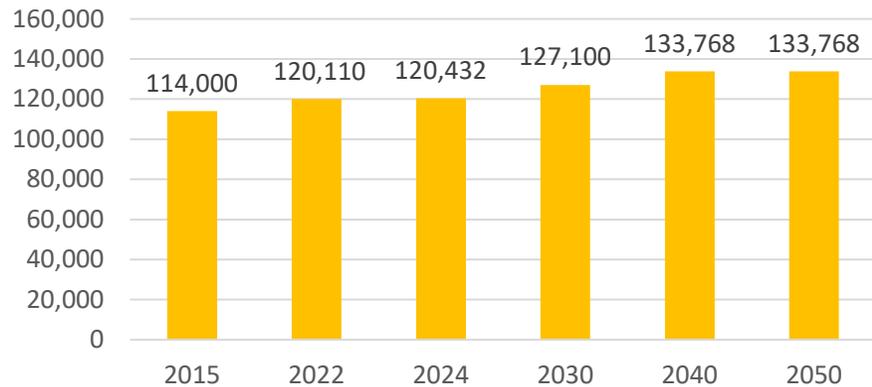
Households



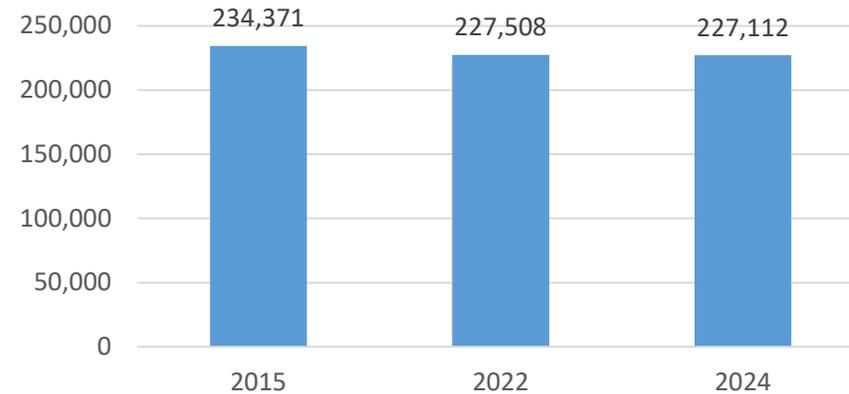
Population



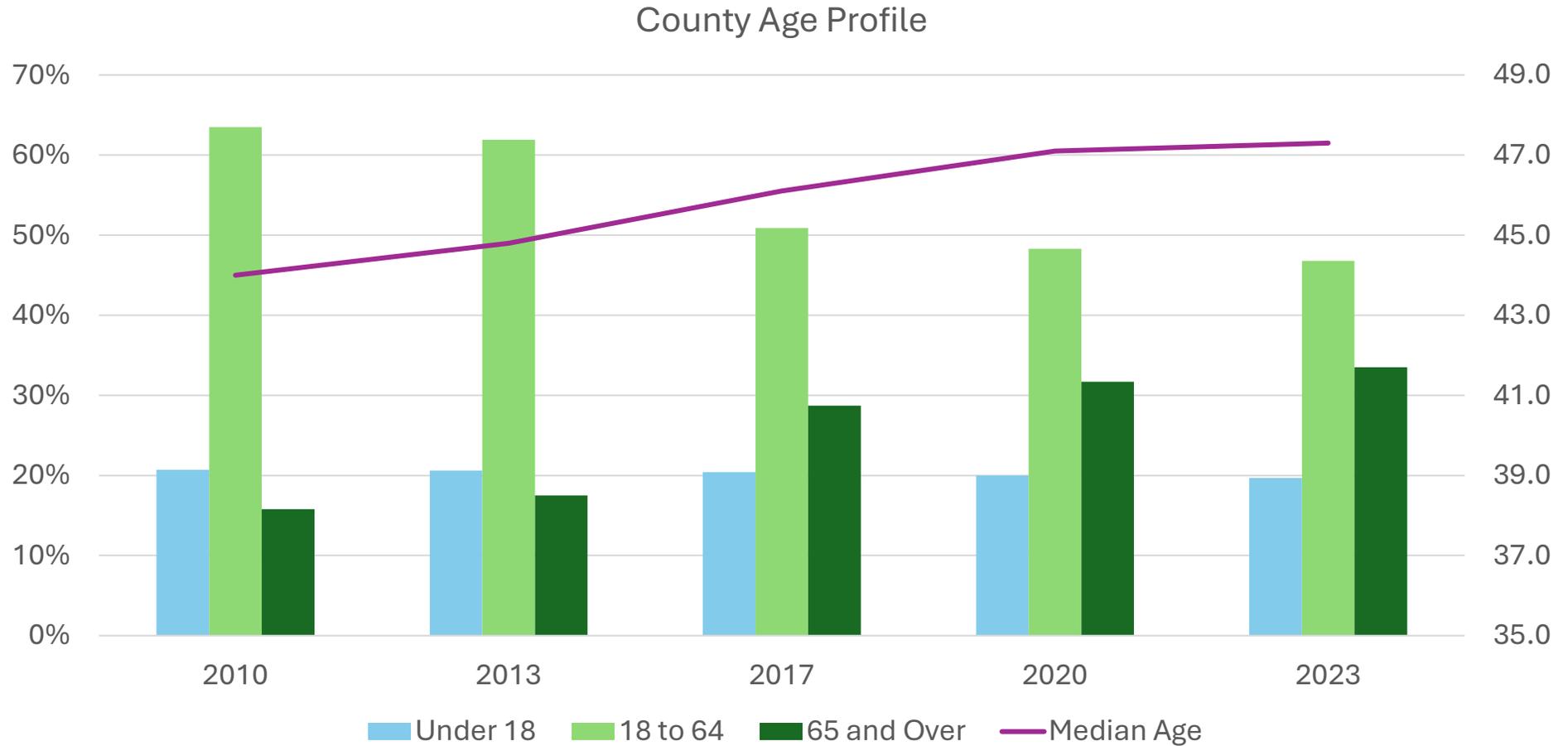
Employed Population



All Vehicles

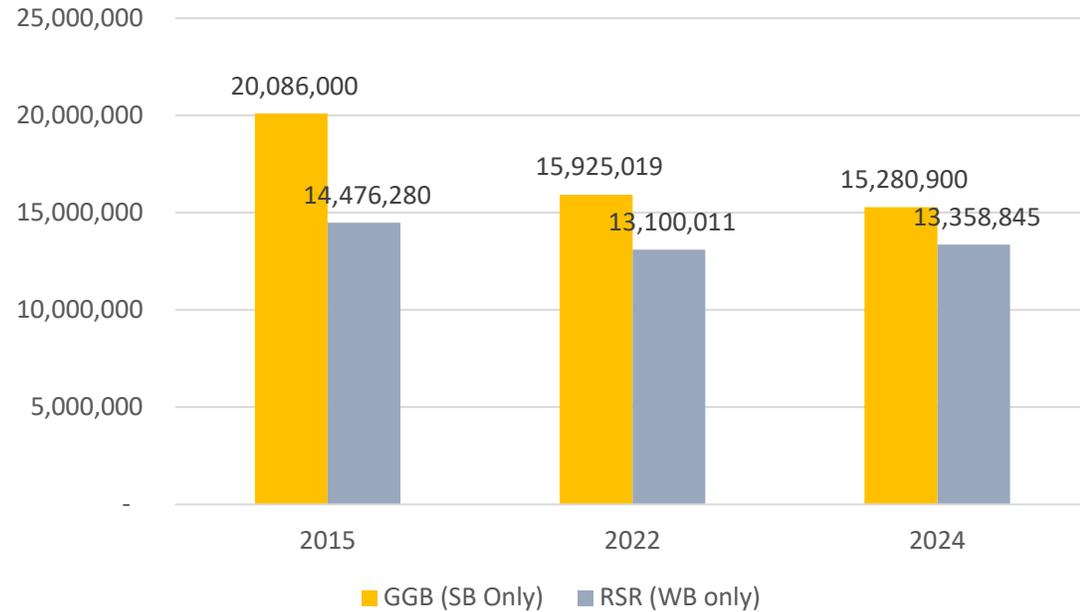


County Age Profile

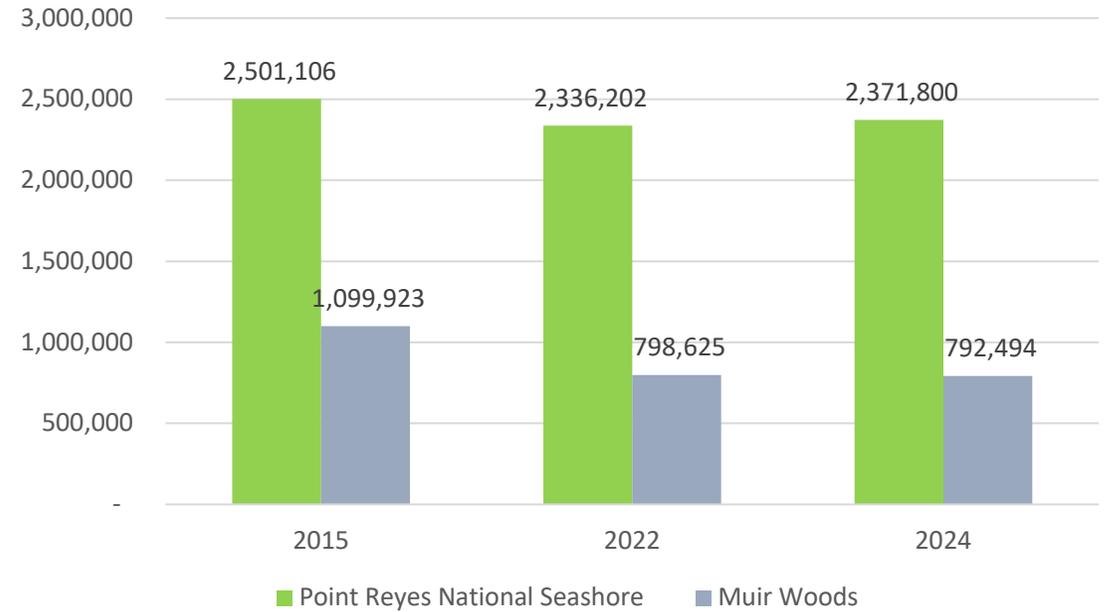


Gateway/Visitor Volumes

Bridge Crossings



Annual Visitors

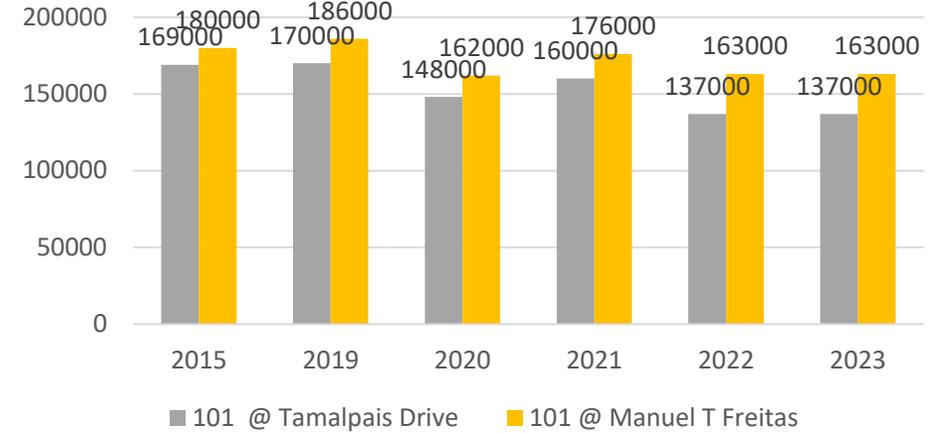


Roadway Volumes

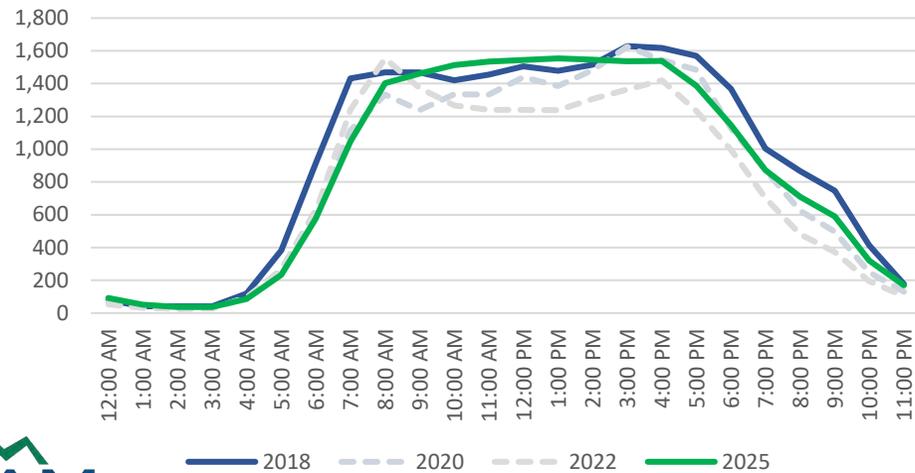
Local Road Volumes AADT



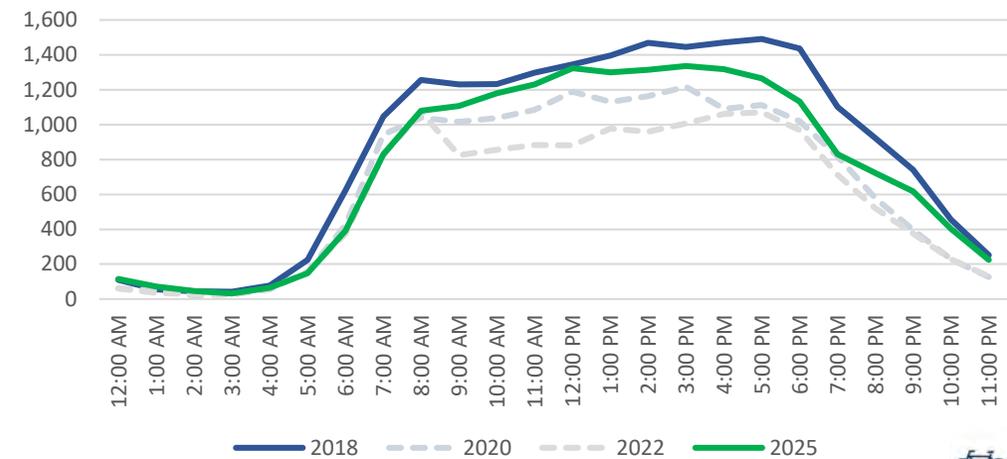
US 101 Volumes AADT



2nd Street

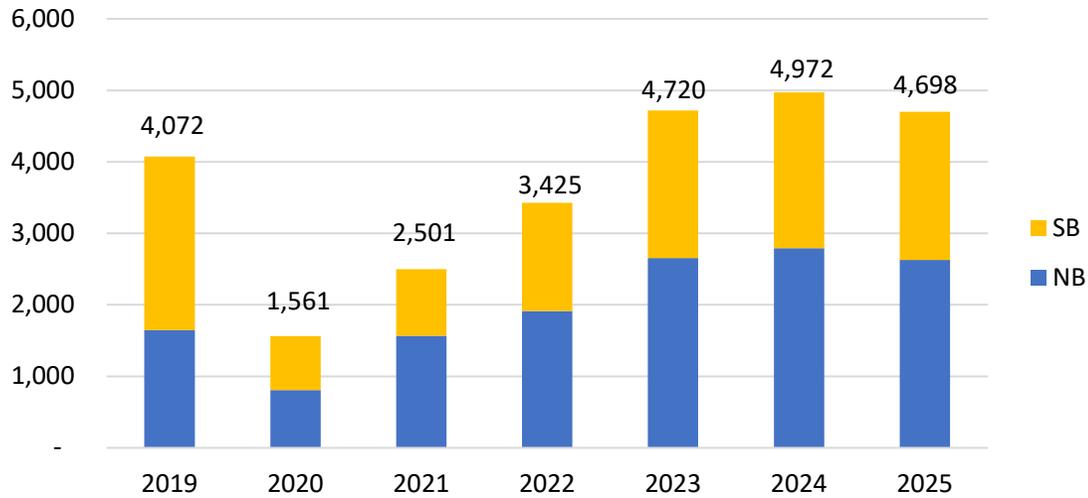


3rd Street

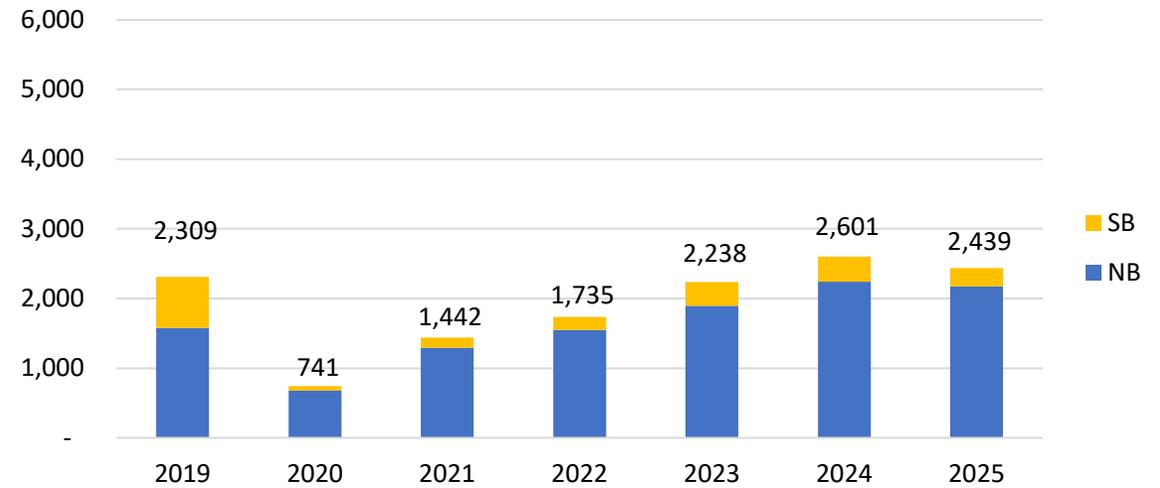


Highway 101 Congestion Levels

Average T-TH Daily Vehicle Hours of Delay



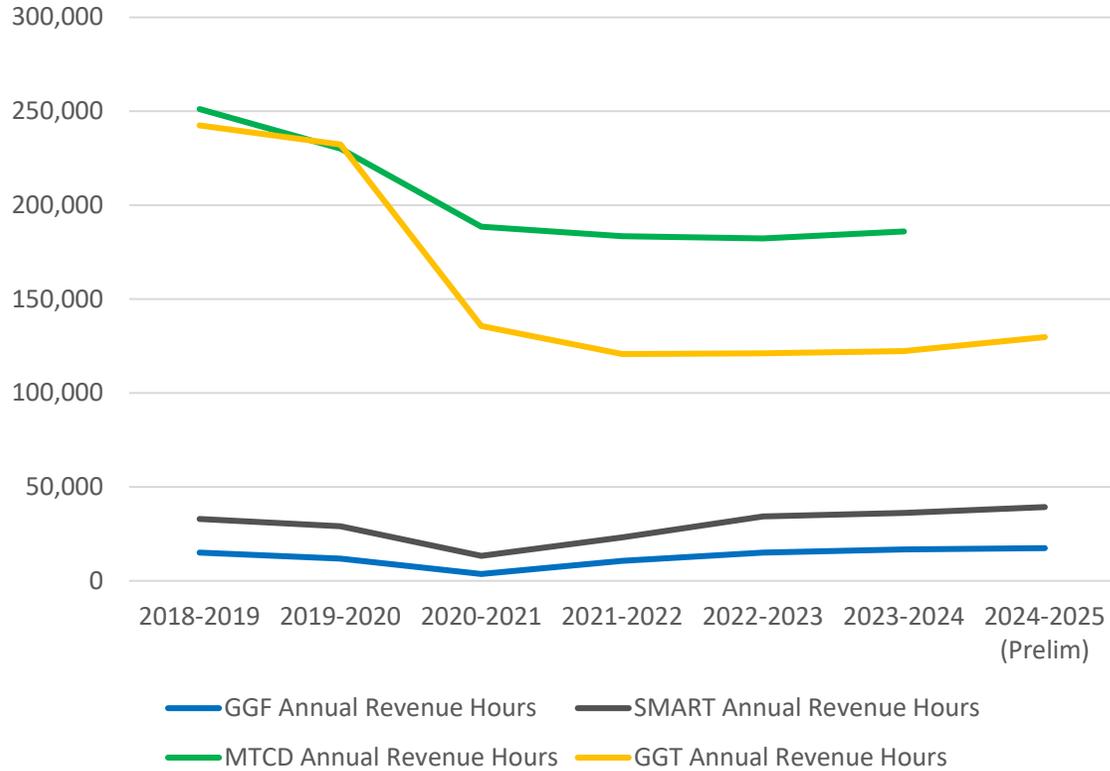
Average M & F Daily Vehicle Hours of Delay



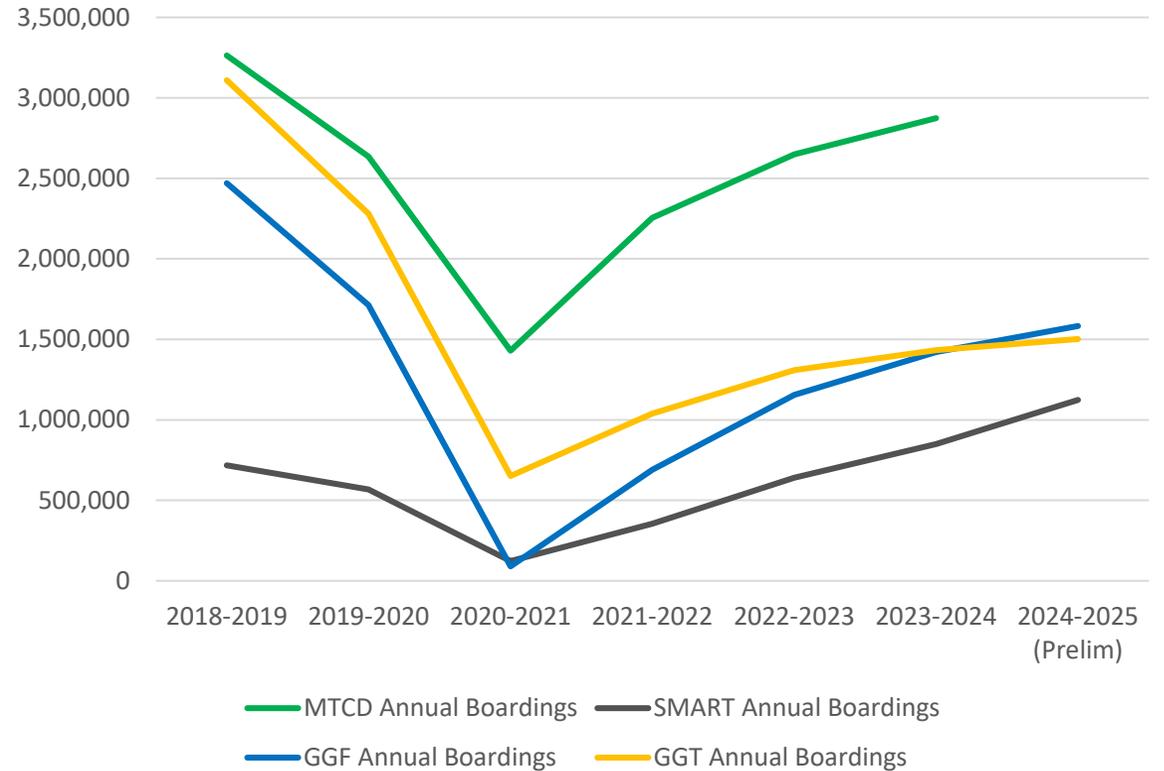
Detector Health in Bay Area – 54.6% in Good Health

Transit Service

Transit Service Levels

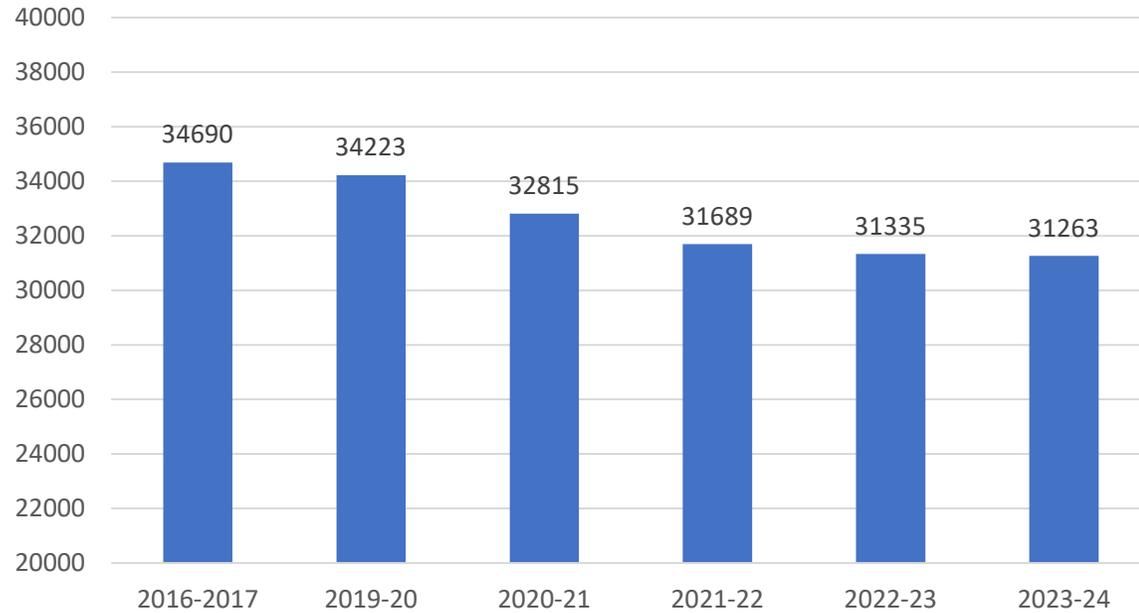


Transit Ridership

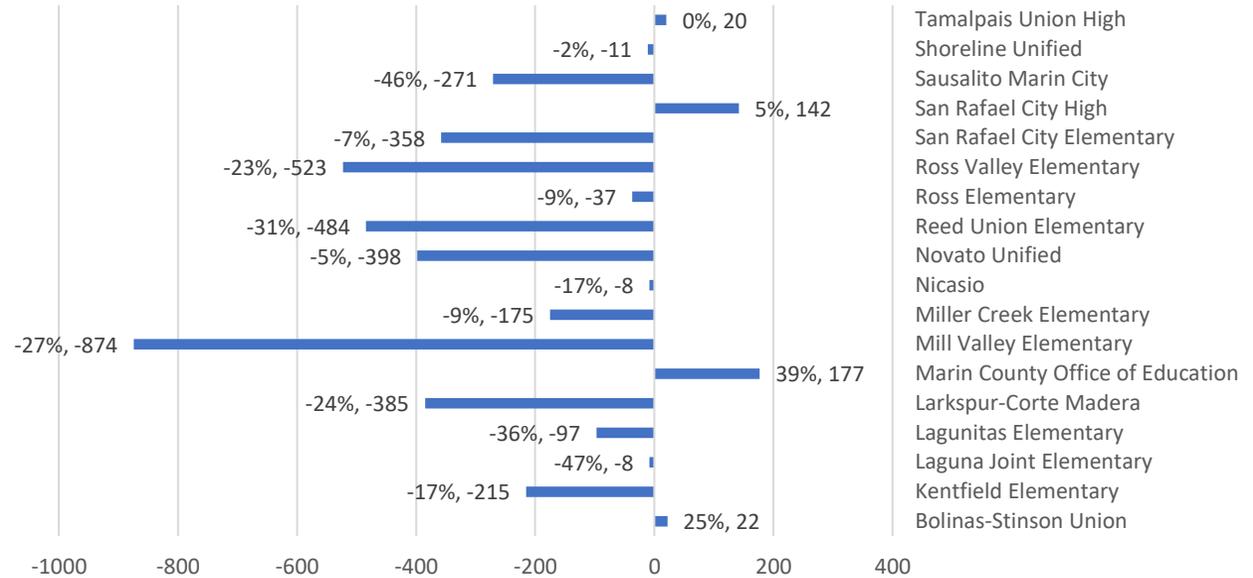


School Enrollment

All Students

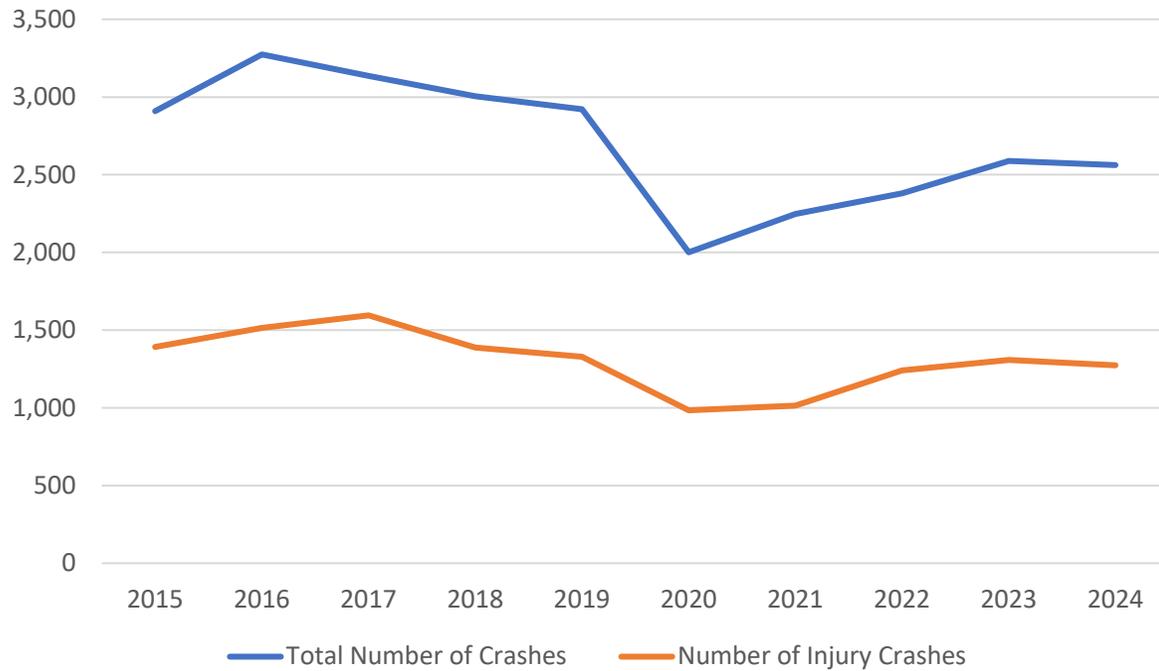


School Enrollment Change 2016/17 to 2023/24

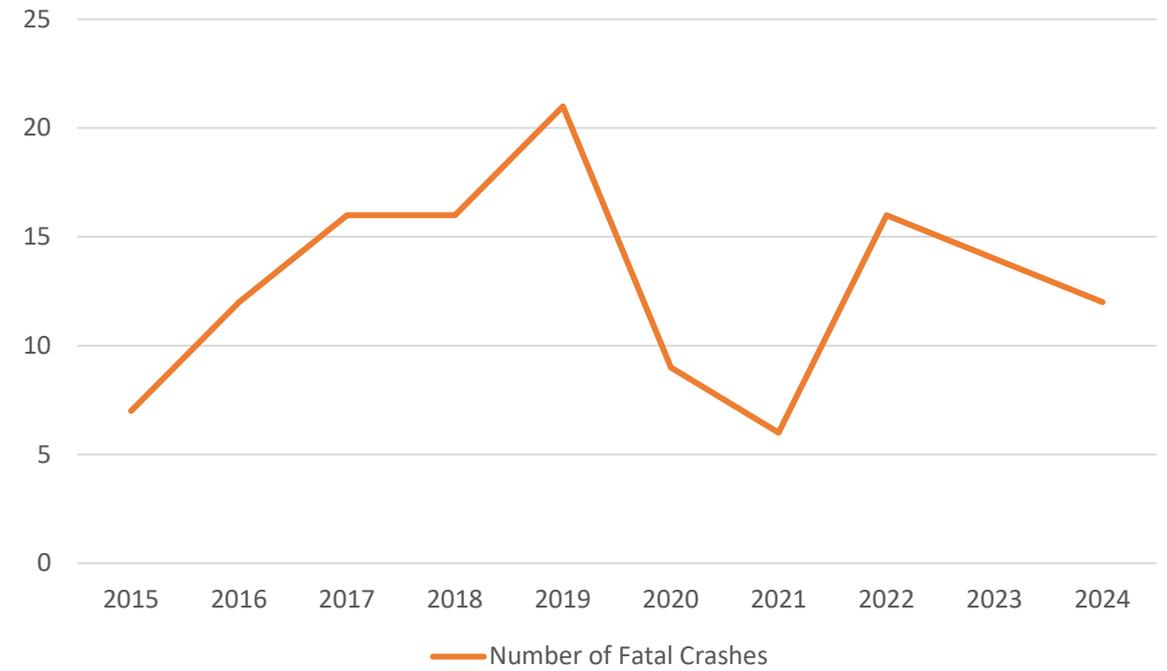


Safety Trends

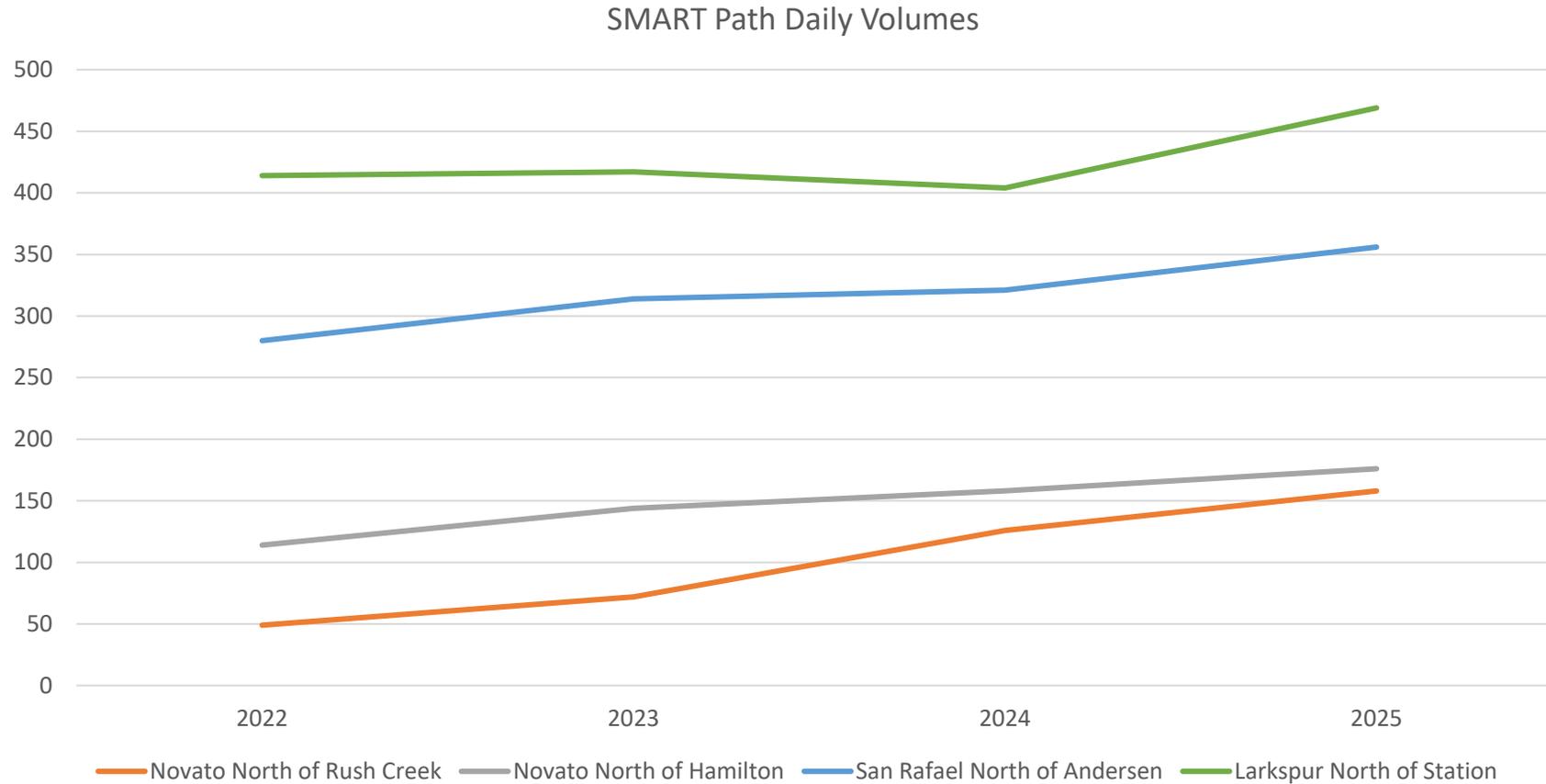
Total Number of Crashes



Number of Fatal Crashes

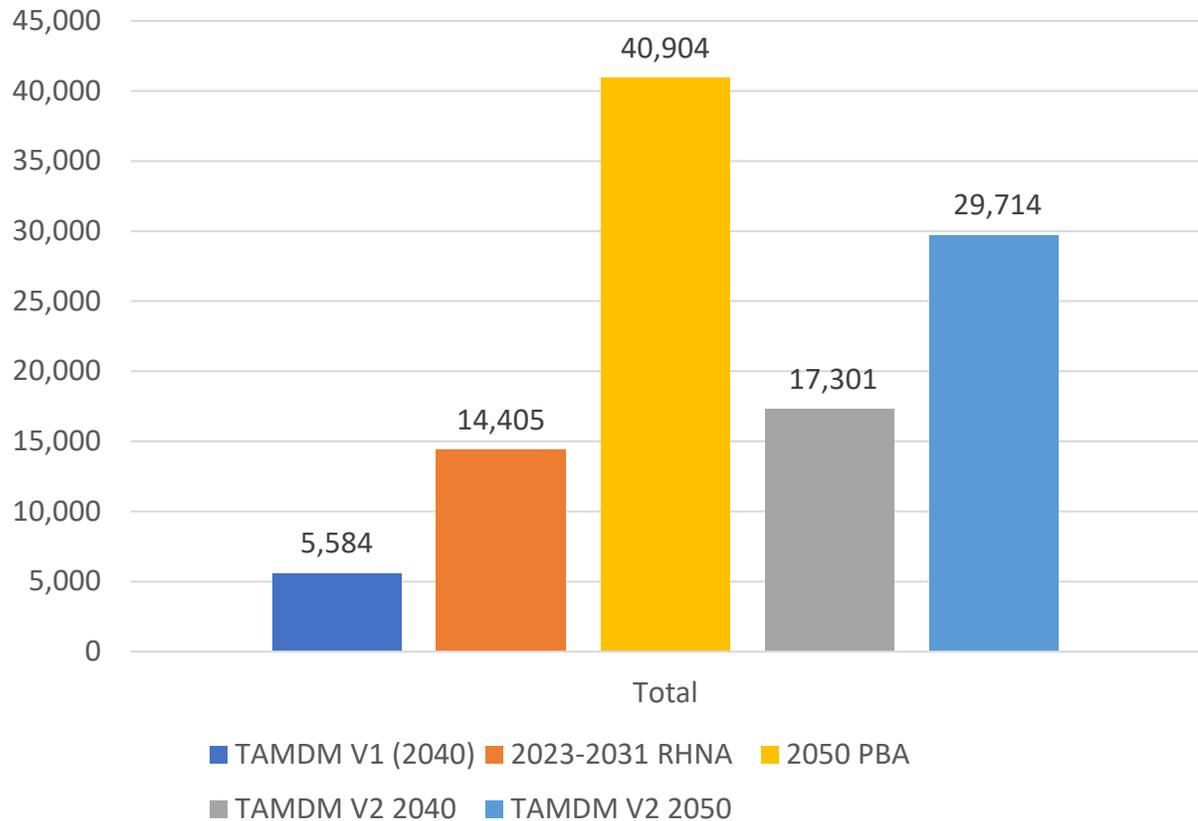


Bike and Ped Trends

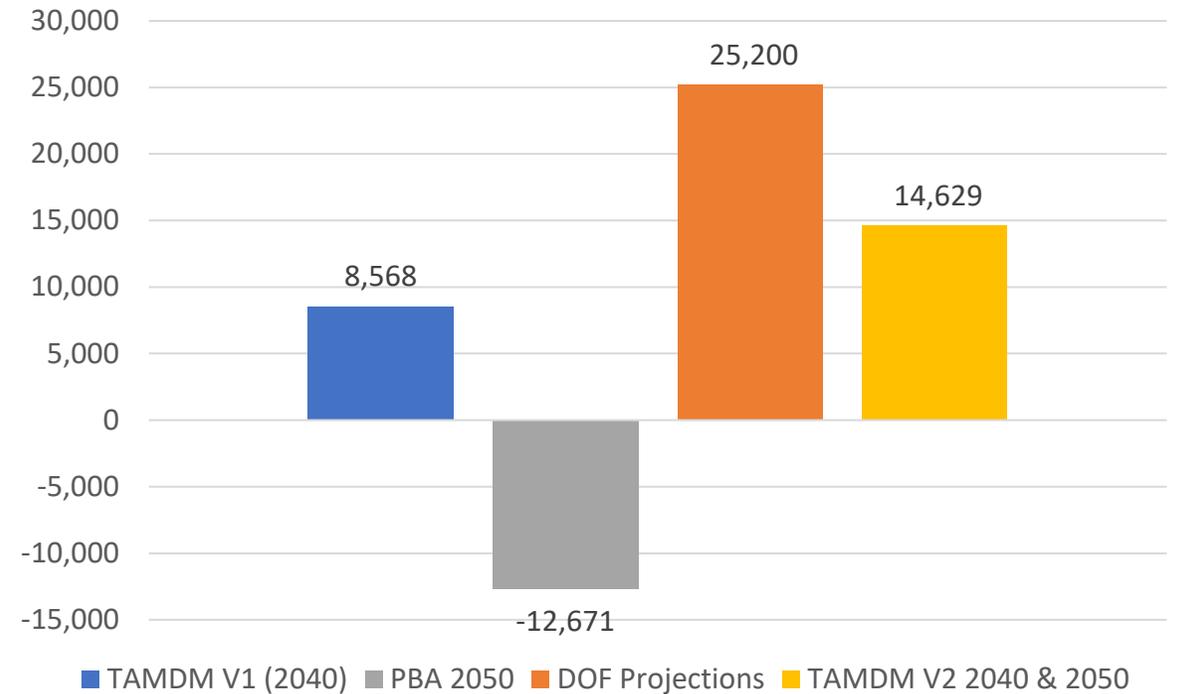


Housing and Jobs Forecasts – Comparisons from Various Sources

Marin County Household Growth Forecasts (2015 Baseline)

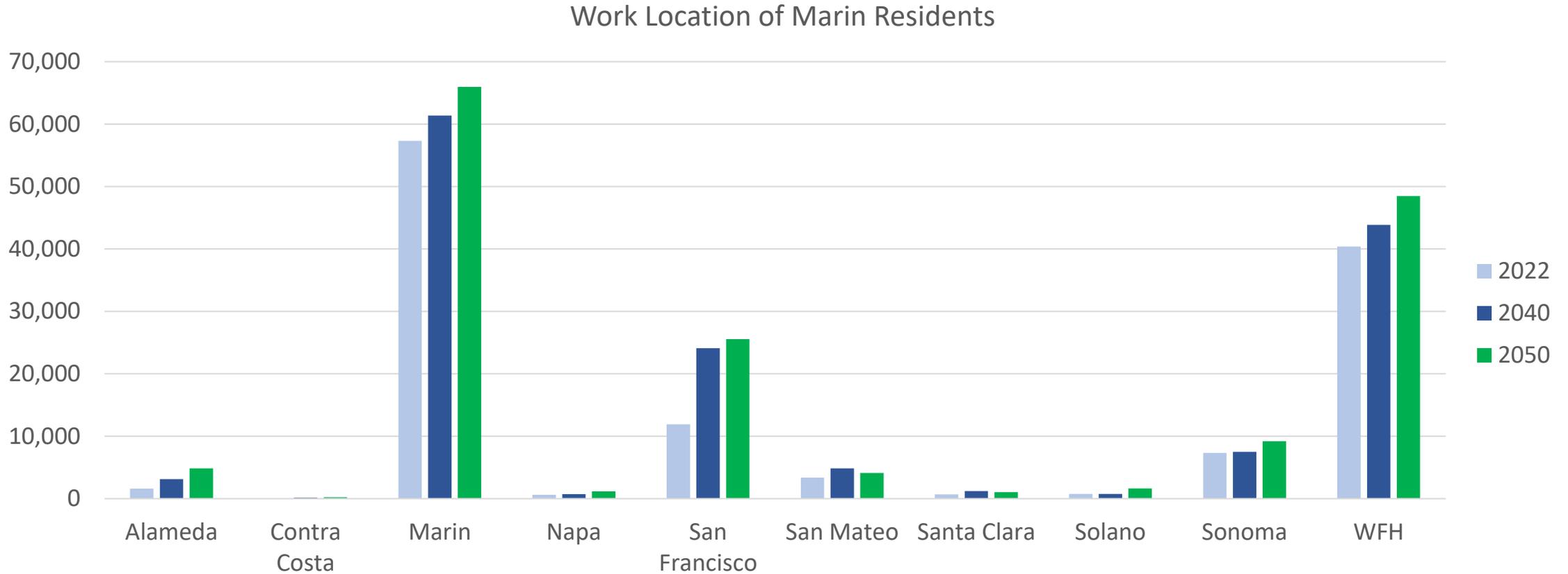


Marin County Job Growth Forecasts (2015 Baseline)

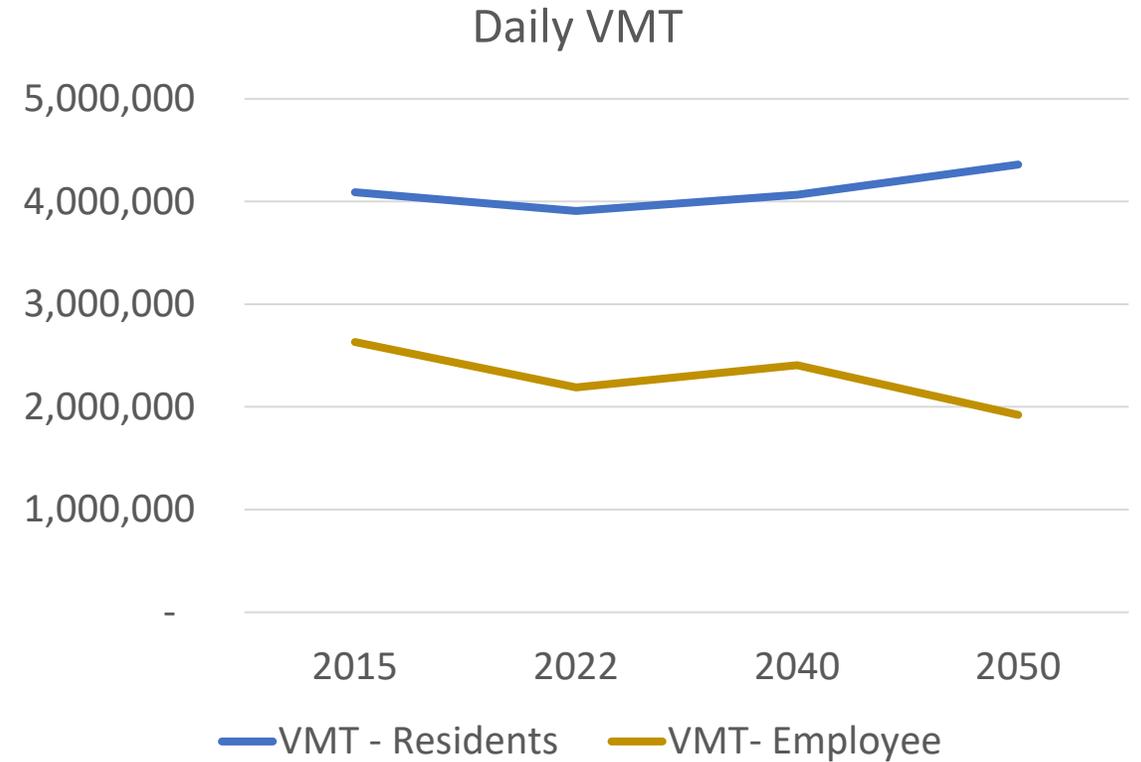
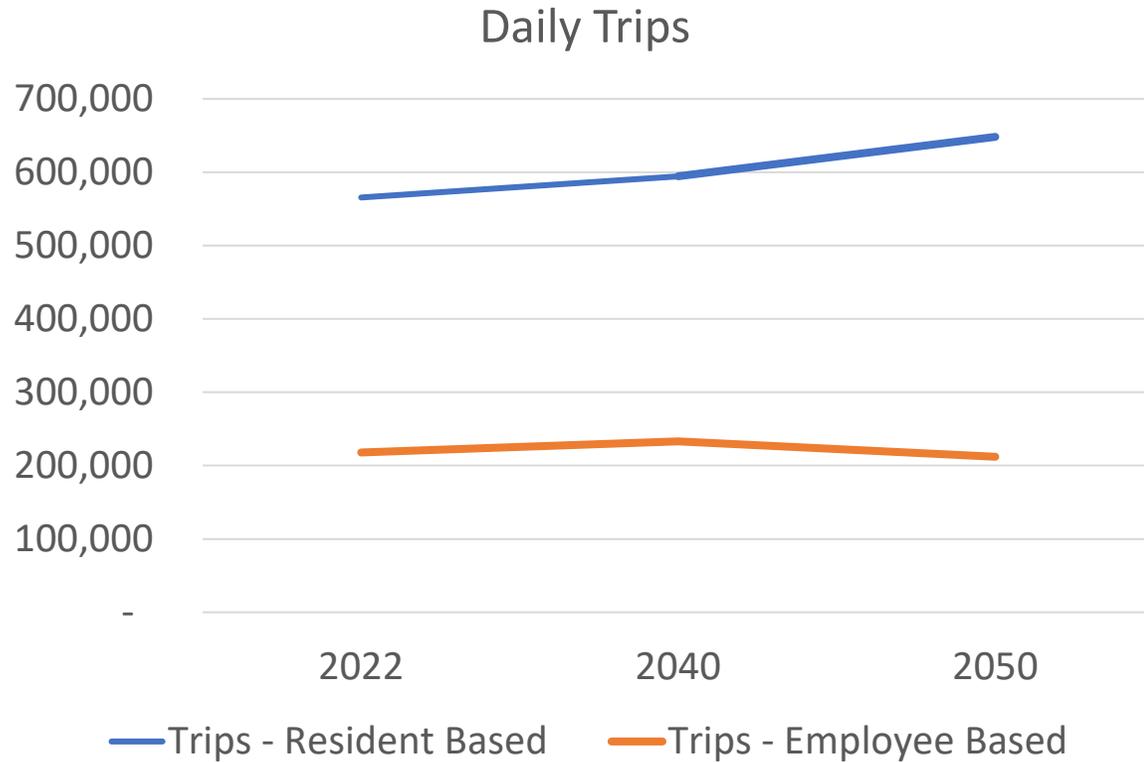


Data sources: TAM Demand Model, MTC Plan Bay Area 2050, CA State Dept. of Finance (DOF)

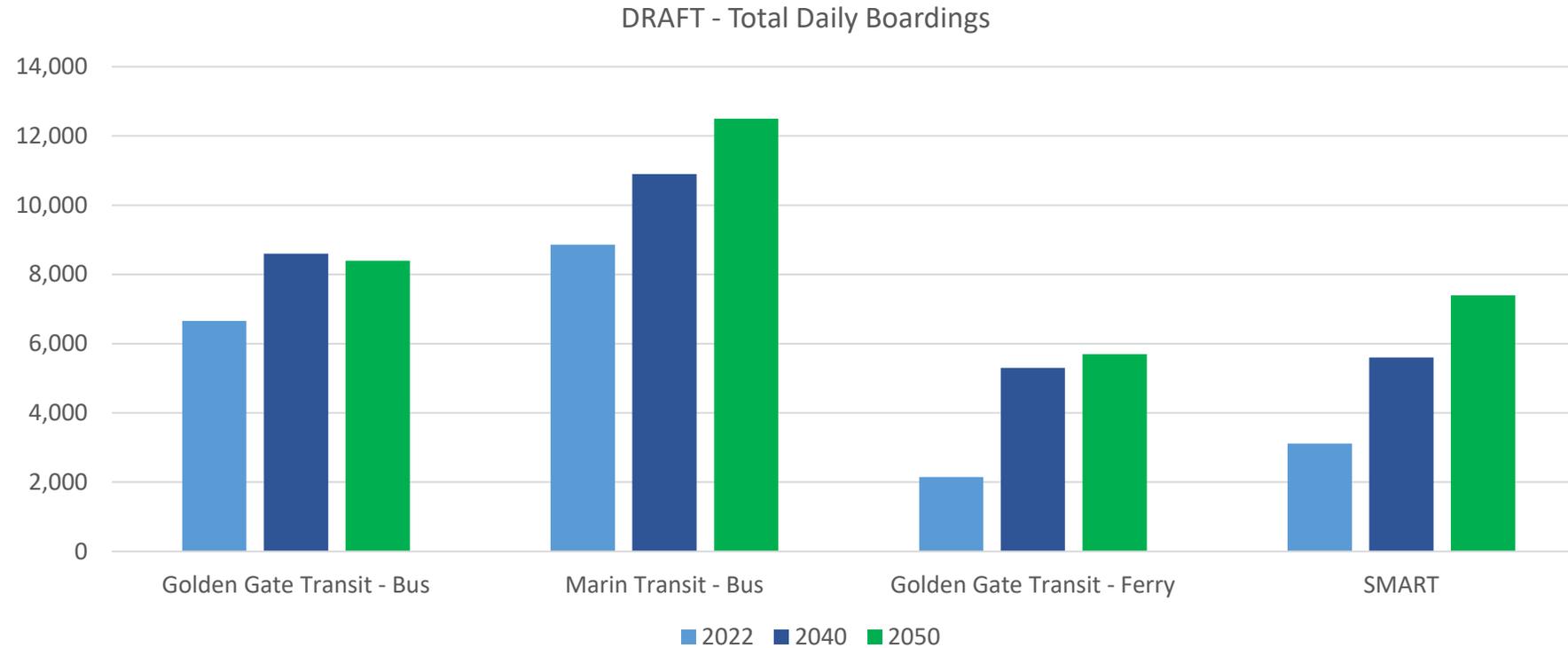
Forecasted Work Location of Marin Residents



Daily Trips and Vehicle Miles Traveled



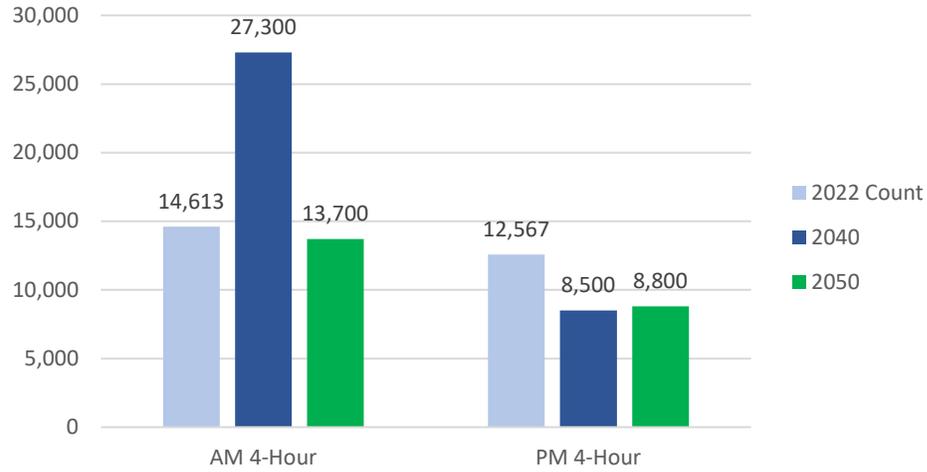
Transit Volumes (Recent and Forecast)



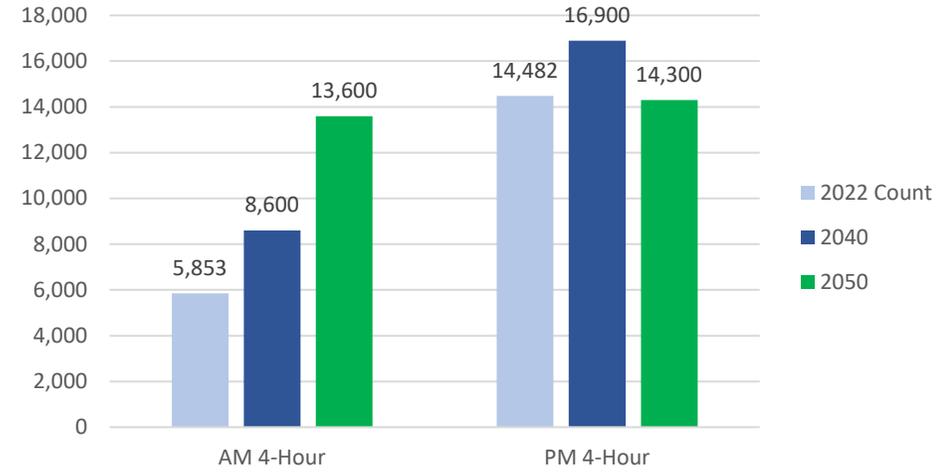
Data sources: Transit Operators, FTA NTD

Highway Volumes (Recent and Forecast)

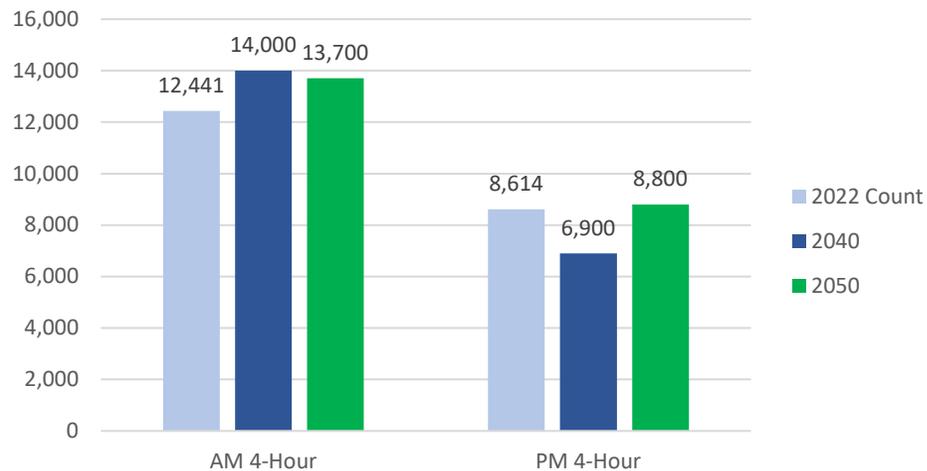
US 101 SB San Francisco/Marin County Line



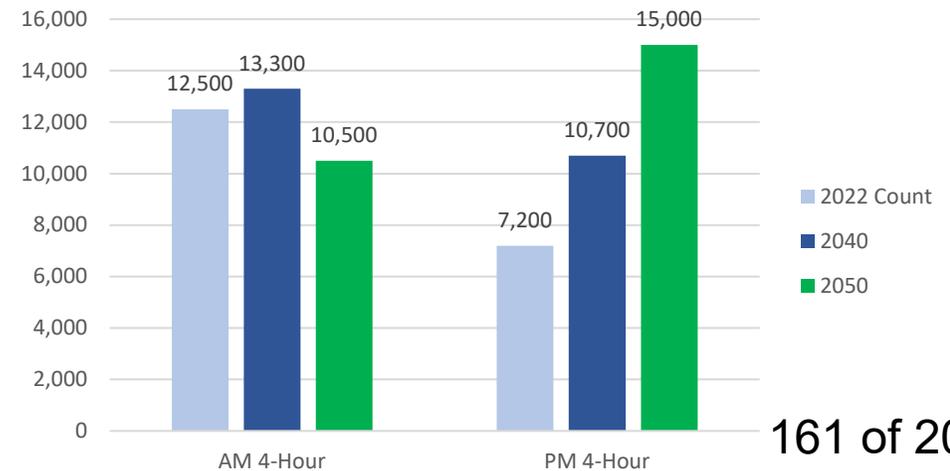
I-580 EB at Contra Costa/Marin County Line



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.