

February 26, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

RE: Executive Director's Report – Agenda Item 6 (Discussion)

Local

Highway 101 Interchanges Improvements Workshops



In October 2025, the TAM Board recommended convening mini-workshops to help narrow the range of alternatives for three Highway 101 interchanges prior to advancing into the Project Approval and Environmental Document (PA&ED) phase.

In late January and early February, TAM staff held three workshops – one in Mill Valley focused on the East Blithedale/Tiburon interchange, one in San Rafael for the Manuel T. Freitas/Civic

Center interchange, and one in Novato for the Alameda del Prado/Nave Drive interchange.

The workshops brought together elected officials, TAM Commissioners, and staff from the directly affected jurisdictions to review alternatives and provide input. Feedback received will inform the next phase of work, including consideration of whether further refinement or reduction of alternatives is warranted. Staff anticipate returning to the Board in the coming months with additional updates.

US-101 HOV Hours Reduced in Marin & Sonoma: 6am – 9am and 3pm – 6:30pm

Following extensive coordination among agency partners, HOV operating hours are being adjusted to better align with current traffic patterns and respond to community feedback.

The updated hours were announced by Caltrans on January 28. Signage modifications in both counties are anticipated to be completed by February 27, with the revised hours taking effect March 2. (Schedule is weather dependent.) HOV hours will remain consistent across both counties and will continue to cover peak weekday commute periods.



The new hours are 6:00 a.m. to 9:00 a.m. in the mornings, and 3:00 p.m. to 6:30 p.m. in the evenings, Monday through Friday.

Marin Transit Requests Rider Input with Bus Stop Survey



Marin Transit is seeking input from riders and community members to help identify priority bus stop features and improvements. Feedback will inform how investments are prioritized and support the development of stops that are comfortable, safe, and accessible.

The five-minute survey asks participants about the stops they use most frequently and the amenities they value most, including seating, shelter, lighting, accessibility, and real-time arrival information. The survey will remain open through March 13, 2026.

Take the survey: <https://tinyurl.com/marinbusstopsurvey>

Marin Transit continues to make bus stop improvements throughout the county. To learn more about past, current, and upcoming projects, please visit <https://marintransit.gov/projects>.

Resilient Neighborhoods (RN) Climate Action Workshops – Starting 3/25 or 4/2

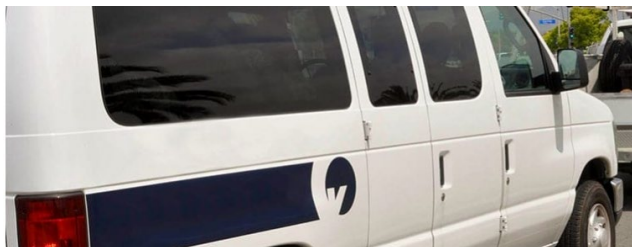
Join a free online Climate Action Workshop to discover easy, practical actions to reduce GHG emissions, whether you are a Marin homeowner or renter. Five interactive sessions provide tools, expert guidance, and a supportive community to turn small steps into meaningful climate action. Workshops begin on Wednesday, March 25, or Thursday, April 2. RN workshops help guide community members to create cleaner air, safer homes, and a more resilient future. Save your spot, and sign up today: <http://tinyurl.com/RNProgram>



Regional

MTC Increases Vanpool Subsidy to \$600 per Month; TAM Continues \$150 Monthly Support

The Metropolitan Transportation Commission (MTC) has increased the monthly subsidy for participating vanpools from \$500 to \$600, with the goal of expanding the regional vanpool fleet and supporting commuter travel options.



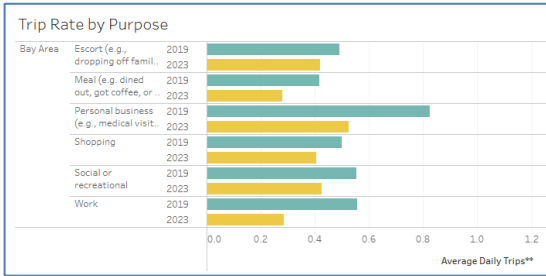
In addition to the MTC subsidy, TAM provides a separate \$150 per month incentive for vanpools that either originate or terminate in Marin County and meet the required consecutive months of operation. Visit [Marin Commutes](#) for details on the vanpool subsidy from TAM.

The Bay Area Vanpool Program connects commuters who live near one another and provides access to recent-model vans or SUVs, enabling participants to share rides to work. The program reduces commuting costs, supports more productive travel time, and helps decrease traffic congestion and greenhouse gas emissions.

Through MTC funding, qualifying vanpools that rent vehicles through Commute with Enterprise reduce their monthly van rental expense by \$600. Vanpools with 11 to 15 passengers are also eligible for free bridge tolls.

To qualify for the [MTC subsidy](#), vanpools must originate or terminate in one of the nine eligible Bay Area counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, or Sonoma.

Bay Area Travel Study Dashboard



MTC has launched a new [Bay Area Travel Study \(BATS\) dashboard](#) to help MTC and transportation agencies plan for a more efficient and effective regional transportation network.

The dashboard allows users to explore how travel patterns – such as mode share, trip rates, trip purpose, trip lengths, working from home, and home delivery – vary across counties and demographic groups. The

dashboard focuses on data from 2019 and 2023, highlighting how travel behavior changed before and after the pandemic.

State

Active Transportation Program (ATP) Call for Application Development Assistance

In March, the California Transportation Commission (CTC) is expected to release the Call for Projects for Cycle 8 of the Active Transportation Program (ATP). The ATP funds infrastructure projects and non-infrastructure programs that promote walking, bicycling, and other active modes of transportation. Applications are due in June, with awards anticipated in December.



Cycle 8 includes \$574 million for the Statewide component and approximately \$35 million for the Regional component.

In prior cycles, TAM retained a consultant to support select jurisdictions in developing competitive ATP applications. Through this effort, Marin jurisdictions have secured six projects totaling approximately \$18 million in funding.

For Cycle 8, TAM will again offer to develop two to three applications on behalf of local jurisdictions. The cost to prepare these applications has increased significantly in recent cycles and is now approximately \$45,000 per application.

Historically, TAM has covered the full cost of application development. For Cycle 8, staff have advised MPWA that larger jurisdictions (the County, San Rafael, and Novato) may be asked to contribute 25 percent of the development cost. This service was originally intended to support smaller jurisdictions with limited staff capacity in preparing competitive applications.

Requests for assistance must be submitted to TAM by March 4, 2026. Jurisdictions not selected for support may still prepare and submit their own applications independently.

State Transit Loan



On January 30, 2026, Governor Newsom agreed to a \$590 million loan for Bay Area transit agencies to avert major service cuts at AC Transit, BART, Caltrain and San Francisco Muni during the 2026-27 fiscal year. The new agreement will sustain operations used by hundreds of thousands of daily transit riders across the region.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the state Transit and Intercity Rail Capital Program (TIRCP). Because many transit capital projects have long construction timelines and the TIRCP is continuously replenished, the loan is structured to uphold the state's commitments to awarded projects while minimizing risk to project schedules.

Consistent with state Senate Bill (SB) 105 enacted in 2025, the agreement includes these key provisions:

- 12-year repayment term, with interest-only payments during the first two years
- Repayment secured by the "revenue-based" portion of State Transit Assistance (STA) that goes directly to the transit agencies
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts

Estimated FY26/27 State Gas Tax Funds for Local Streets and Roads



The Highway Users Tax Account (HUTA) is funded by the state's gasoline tax, which is a per-gallon excise tax. Funds collected for HUTA are used for a variety of purposes, including local street and road construction, maintenance, and operation.

Since 2017, Senate Bill (SB) 1, also known as the Road Repair and Accountability Act, has been supplementing HUTA with annual funding for the Local Streets and Roads Program to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects. Funds for SB 1 programs are derived from per-gallon excise taxes on gasoline and diesel fuel, sales taxes on diesel fuel, and registration taxes on motor vehicles.

On July 1 of each fiscal year, local agencies are required to submit their lists of projects to the California Transportation Commission (CTC) for the coming year's funding. The CTC is scheduled to adopt the project lists for FY26/27 funding in October 2026.

An individual city's allocations are affected by changes in the city's population relative to the change in state population. Changes for allocations to counties are affected by other factors in the allocation rules including relative numbers of vehicle registrations, assessed values, and maintained road miles.

The table below contains the California Department of Finance's estimated funding available (as of January 2026) for Marin agencies in FY26/27. The total estimated amount of \$24.2 million for Marin agencies for FY26/27 increased from FY25/26, which was estimated at \$22.8 million. The difference of \$1.5 million is approximately a 6.14% increase.

FY26/27 State Local Street and Road (LSR) Funding Estimates			
January 2026			
Agency	HUTA Funds for LSR	SB 1 LSR Additional	Total
Belvedere	67,802	59,596	127,398
Corte Madera	305,872	286,506	592,378
Fairfax	228,508	213,105	441,613
Larkspur	389,622	367,006	756,628
Mill Valley	420,302	396,495	816,797
Novato	1,564,285	1,491,760	3,056,045
Ross	73,991	65,545	139,536
San Anselmo	381,011	358,728	739,739
San Rafael	1,810,397	1,728,321	3,538,718
Sausalito	214,613	199,749	414,362
Tiburon	273,404	256,259	529,663
Marin County	6,749,204	6,317,758	13,066,962
Total	12,479,011	11,740,828	24,219,839

Source: CaliforniaCityFinance.com

Caltrans Newsletter & Quarterly Report



Caltrans has released its latest Marin County newsletter, which provides updates on project status, related resources, and data links highlighting Caltrans’ work in the county. The newsletter is available online at: <https://dot.ca.gov/caltrans-near-me/district-4/d4-newsletters/marin>

Also attached for the Board’s review and comment is Caltrans’ quarterly project and activity report for Marin County.

Federal

San Rafael Transit Center Relocation Project

The Buses and Bus Facilities Competitive Program, administered by the Federal Transit Administration, funds projects to replace, rehabilitate and purchase public transit buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

On February 20, 2026, FTA announced approximately \$390 million in grants for Buses and Bus Facilities project selections, supporting 34 projects in 19 states and Puerto Rico. Six projects in California were selected, including \$25.6 million for the Golden Gate Bridge, Highway and Transportation District’s (GGBHTD’s) San Rafael Transit Center Relocation Project. The grant awarded by the FTA will complete the funding plan needed to deliver the project to completion.

Federal Legislative Consultant Weekly Updates



TAM’s Federal Legislative Consultant disseminates regular Updates on federal transportation issues to keep the agency informed, including activities in Congress, the Executive Administration, and relevant federal agencies, such as the Department of Transportation. Attached are Carpi & Clay’s Transportation Weekly Updates for February 5 and 20, 2026.

TAM in the Community

Date	Meeting	Topic
12.11.2025	San Rafael Leadership Institute	General
2.6.2026	Marin Association of Realtors	General/Infrastructure/Marin Commutes
2.10.2026	League of Women Voters	Alternative Fuels
2.19.2026	Marin Public Works Association	Measure AA Review/Crossing Guards/General

TAM Board Meetings –Temporary Meeting Location – First Quarter 2026



TAM Board meetings will continue to be held in the Marin Wildfire Prevention Authority Board Room, at 1600 Los Gamos Drive, Room 335, San Rafael, while the Marin County Board of Supervisors (BOS) Chambers facility upgrades are underway.

Once the BOS Chambers renovations are complete, anticipated in spring 2026, TAM Board meetings will return to the Marin County Civic Center.



TRANSPORTATION WEEKLY **UPDATE**

February 6, 2026

NEXT WEEK IN CONGRESS

Senate Committee to Hold Hearing on DCA Midair Collision Investigation. On February 12, the Commerce, Science, and Transportation will hold a hearing titled “The NTSB Final Report on the DCA Midair Collision”. NTSB Chair Jennifer Homendy will testify.

[**MORE INFORMATION**](#)

THIS WEEK IN CONGRESS

Congress Approves Partial FY 2026 Appropriations Package. On February 3, Congress approved a modified FY 2026 appropriations package that provides full-year funding for Transportation, Housing and Urban Development (THUD) along with Defense, Financial Services–General Government, Labor-HHS-Education, and State-Foreign Operations. The package also included a continuing resolution (CR) for the Department of Homeland Security (DHS) through February 13 to allow more time to negotiate after the events in Minnesota.

Senate Committee Approves Transportation-Related Nominations. On February 3, the Commerce, Science, and Transportation approved transportation-related nominations:

- John DeLeeuw, to be Member of the National Transportation Safety Board (NTSB)
- Daniel Edwards, to be Assistant Secretary of Transportation, DOT
- Ryan McCormack, to be Under Secretary of Transportation for Policy, DOT

The nominations now move to the full Senate for consideration.

[**MORE INFORMATION**](#)

Senate Committee Holds Hearing on Self-Driving Cars. On February 4, the Commerce, Science, and Transportation held a hearing titled “Hit the Road the Road, Mac: The Future of Self-Driving Cars”. Witnesses included representatives from Tesla, Waymo, and the Autonomous Vehicle Industry Association. In his opening statement, Chair Ted Cruz (R-TX) emphasized that Congress must establish a clear federal framework for autonomous vehicles

because the lack of unified standards from federal regulators and the resulting patchwork of state laws is hindering innovation, safety, and U.S. leadership in the technology.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Publishes Research to Support Establishing a National Strategy for Transportation Digital Infrastructure RFI. DOT has published a request for information (RFI) seeking public and stakeholder input on the research and development activities needed to modernize the nation's transportation system through the application of digital infrastructure at scale. Responses will inform a coordinated national strategy for the development and deployment of Transportation Digital Infrastructure (TDI). This strategy will serve as the framework for the next generation of the transportation system across all modes (highway, rail, air, maritime, transit, pipeline) supporting multimodal operations, safety, asset management, and the accelerated deployment of new and emerging technologies. Comments are due by March 6, 2026.

[MORE INFORMATION](#)



FTA Terminates Metropolitan Transportation Planning Rulemaking. FTA has terminated its rulemaking titled "Statewide and Nonmetropolitan Planning; Metropolitan Transportation Planning" which would have proposed updates to its transportation planning regulations. FTA formally withdrew the rule from FTA's Spring 2025 Unified Agenda of Regulatory and Deregulatory Actions. The termination was made on February 2, 2026.

[MORE INFORMATION](#)

OTHER

GAO Publishes Report on How Drones Will Communicate With and Avoid Other Aircraft. GAO has published a report titled [Transforming Aviation: FAA Planning Efforts Should Address How Drones Will Communicate With and Avoid Other Aircraft](#). The report finds that while FAA has made progress enabling more advanced drone operations, current technologies primarily allow drones to detect other aircraft rather than communicate directly with them. Existing tools such as ADS-B, cameras, radar, and acoustic sensors have limitations, particularly when other aircraft are not broadcasting their location. FAA envisions a

future, information-centric airspace in which all users electronically share position data, but it has not yet laid out clear actions, roles, costs, or milestones to achieve that vision. GAO notes that Congress has directed FAA to develop an integrated plan for safely incorporating drones into the national airspace system by 2027. The report makes one recommendation, urging FAA to define and begin implementing concrete steps to support reliable communication and coordination between drones and other aircraft.



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.



TRANSPORTATION WEEKLY **UPDATE**

*This edition covers actions from February 5 – February 20.

February 20, 2026

NEXT WEEK IN CONGRESS

House May Consider ROTOR Act. Next week, the House may consider [S. 2503, the Rotorcraft Operations Transparency and Oversight Reform \(ROTOR\) Act](#). The bill, which passed the Senate unanimously in December, would strengthen safety oversight and transparency in aircraft operations around airports and provide better coordination between FAA and the Department of Defense.

THIS WEEK IN CONGRESS

Senate Committee Holds Hearing on DCA Midair Collision Investigation. On February 12, the Commerce, Science, and Transportation held a hearing titled “The NTSB Final Report on the DCA Midair Collision”. NTSB Chair Jennifer Homendy testified. In her testimony, NTSB Chair Jennifer Homendy discussed the final report on the January 29, 2025, mid-air collision near Ronald Reagan Washington National Airport that killed 67 people, emphasizing that the crash was preventable and stemmed from long-standing, unaddressed safety risks. She highlighted years of ignored NTSB recommendations, including the need for aircraft to both transmit and receive real-time position data, and urged Congress to accelerate implementation of the Board’s aviation safety recommendations. Homendy also called for legislative action to strengthen airspace safety, oversight, and equipment standards to prevent similar tragedies in the future.

[**MORE INFORMATION**](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Solicits ITSPAC Nominations. DOT is soliciting nominations for membership to serve on the Intelligent Transportation Systems Program Advisory Committee (ITSPAC), which is intended to provide information, advice, and recommendations to the Secretary of Transportation on matters relating to Intelligent Transportation Systems (ITS) program needs, objectives, plans, approaches, contents, and progress. The Committee shall report to the Secretary through the Intelligent Transportation Systems Joint Program Office, and shall comprise no more than 25 members, representing a balance between metropolitan and rural interests. Nominations are due by March 16, 2026.

[MORE INFORMATION](#)



FAA Updates Pilot Hiring Guidance. FAA has issued a new requirement directing U.S. airlines to ensure that pilot hiring decisions are based on each candidate's skills, training, experience, and ability to perform the job. The agency said this step is intended to support safety by helping ensure new pilots enter airline training programs with the foundational knowledge and qualifications needed for complex flight operations.

[MORE INFORMATION](#)



FHWA Proposes Modification of Buy America Waiver Requirements for EV Chargers. FHWA is seeking comments on its February 21, 2023, Waiver of Buy America Requirements for Electric Vehicle (EV) Chargers. FHWA is specifically seeking comment on whether it should modify the waiver to increase the cost threshold of components manufactured in the United States for EV Chargers used in Federal-aid highway projects from 55 percent to up to 100 percent of the cost of all components. Following review and consideration of comments, FHWA will determine whether it should continue the waiver, modify the waiver, or discontinue the waiver. Comments are due on March 16, 2026.

[MORE INFORMATION](#)



U.S. Department
of Transportation

Federal Motor
Carrier Safety
Administration

FMCSA Issues Applicability to the Exception for Certain Military Personnel. FMCSA has issued a final rule that amends the Federal Motor Carrier Safety regulations (FMCSR) to allow dual-status military technicians to qualify for the exception for certain military personnel from commercial driver's license (CDL) standards. Dual-status military technicians are civilian technicians employed by military units to provide day-to-day support such as training, maintenance, and other activities required to support the unit. They are required by statute to maintain membership in one of the Army or Air Force Reserve Components as a condition of their civilian employment. The rule is effective on March 23, 2026.

[**MORE INFORMATION**](#)

FMCSA Issues Non-Domiciled CDL Final Rule. FMCSA has issued a final rule that amends the Federal regulations for State Driver's Licensing Agencies (SDLAs) issuing commercial driving credentials to non-domiciled individuals. This final rule reaffirms, with minor changes, the provisions of the interim final rule (IFR) published on September 29, 2025. Specifically, this final rule limits eligibility for non-domiciled Commercial Learner's Permits (CLPs) and Commercial Driver's Licenses (CDLs) for foreign-domiciled individuals to those who hold specific, verifiable employment-based nonimmigrant status. This rule reaffirms the IFR requirements, aligning the issuance of non-domiciled CDLs with FMCSA's statutory mandate to ensure the fitness of all drivers who operate a CMV. By limiting eligibility to statuses subject to enhanced consular vetting of driver history and interagency screening, FMCSA restores the integrity of the CDL system, closes a significant safety gap, and enhances the safety of the traveling public. The rule is effective on March 16, 2026.

[**MORE INFORMATION**](#)

FMCSA Issues Spare Fuses Final Rule. FMCSA has issued a final rule that amends the emergency equipment rules to remove the requirement for commercial motor vehicles (CMVs) to be equipped with at least one spare fuse for each type and size of fuse needed for the operation of the CMV. This change will remove an unnecessary requirement from the Federal Motor Carrier Safety Regulations (FMCSR). The rule is effective on April 20, 2026.

[**MORE INFORMATION**](#)

FMCSA Issues Liquid-Burning Flares Final Rule. FMCSA has issued a final rule that amends the rules for emergency equipment on commercial motor vehicles (CMVs) to remove the references to liquid-burning flares from the warning device requirements in the Federal Motor Carrier Safety Regulations (FMCSR). This action eliminates outdated language referring to warning devices that FMCSA believes are no longer used. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Brakes on Portable Conveyors Final Rule. FMCSA has issued a final rule that adds an exception for portable conveyors used in aggregate industry operations, and manufactured before 2010, from the requirement that each commercial motor vehicle (CMV) be equipped with brakes acting on all wheels, provided certain conditions are satisfied. The exception will provide relief from a regulatory requirement for certain portable conveyors without impacting safety. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues License Plate Lamps Final Rule. FMCSA has issued a final rule that amends the Federal Motor Carrier Safety Regulations (FMCSRs) to add an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer. This amendment removes an unnecessary regulatory requirement without impacting safety. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Fuel Tank Overfill Restriction Final Rule. FMCSA has issued a final rule that removes the requirement in the Federal Motor Carrier Safety Regulations (FMCSR) that a liquid fuel tank manufactured on or after January 1, 1973, be designed and constructed so that it cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Tire Load Markings Final Rule. FMCSA has issued a final rule that amends the requirements for commercial motor vehicle (CMV) tires to clarify that the Federal Motor Carrier Safety Regulations (FMCSR) do not require tire load restriction markings on the sidewalls of the tires. This change eliminates confusion and clarifies the scope of FMCSA's authority regarding requirements for CMV tires. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Certification and Labeling Requirements for Rear Impact Protection Guards Final Rule. FMCSA has issued a final rule that amends the Federal Motor Carrier Safety Regulations (FMCSR) to rescind the requirement that the rear impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the applicable Federal Motor Vehicle Safety Standard (FMVSS) promulgated by the National Highway Traffic Safety Administration (NHTSA). The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. This final rule eliminates an unintended regulatory burden on motor carriers without compromising safety, as it does not affect the applicable FMVSS. The final rule also rescinds a guidance document pertaining to illegible, incomplete, or missing rear impact guard certification labels. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Electronic DVIR Final Rule. FMCSA has issued a final rule that clarifies the requirement to complete a Driver Vehicle Inspection Report (DVIR) based upon a public

comment filed by the National Tank Truck Carriers (NTTC). The DVIR may already be completed electronically, however the explicit language in this rule will make this clear. This will encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)

FMCSA Issues Auxiliary Fuel Tanks Final Rule. FMCSA has issued a final rule that amends its fuel tank requirements to add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a nominal fuel tank capacity of not more than five gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operated only when the motor vehicle is not in motion. This revision responds to a petition for rulemaking from the Truck Trailer Manufacturers Association (TTMA). The revision provides relief from a regulatory requirement without impacting safety. The rule is effective on March 23, 2026.

[MORE INFORMATION](#)



FTA Announces Bus and Bus Facilities Grant Awards. FTA has announced approximately \$390 million in Bus and Bus Facilities grants, supporting 34 projects in 19 states and Puerto Rico.

[MORE INFORMATION](#)



NHTSA Announces AV Safety Public Meeting. NHTSA has announced a public meeting to provide updates and insights into ongoing vehicle automation activities across NHTSA. The meeting will be held in-person and will feature keynote addresses from the DOT leadership and industry executive panel discussions on key Automated Driving Systems (ADS) topics in the morning. The second portion of the meeting will build upon the ADS workshop held November 20, 2025. NHTSA gleaned valuable information from stakeholders on various topics. In this subsequent meeting, NHTSA intends to gather specific input on potential actions, including potential future guidance to the safe domestic development, testing and deployment of ADS equipped vehicles. NHTSA intends to utilize stakeholder input to better inform the agency's

upcoming activities. The event will not be live streamed. The meeting will be held on March 10, 2026, at the DOT Headquarters in DC.

[MORE INFORMATION](#)



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.

February 2026 TAM Board Meeting Caltrans Report

PROJECTS IN INITIATION PHASE (Active PIDs).

Interchange improvement to enhance transit service and improve bike/ped access: MRN 101 5.5/6.02 (EA: 1Y880)

Scope: Operational improvements to three interchanges and approaching roadways on Highway 101 in Marin County, including enhanced transit services, safety improvements for bicycle/pedestrian access through the interchange, and circulation and signal improvements to nearby intersections.

Cost Estimates: \$147 M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2030/31

PID Status: Completed

Address Bridge Deck Structural Integrity and Functions: CC 580 PM 6.1/7.8 and MRN 580 PM 0.0/2.6 (EA: 1X980)

Scope: Richmond San Rafael Bridge deck replacement to maintain the safety and serviceability of the bridge deck, bridge bearing, and fulfill the goal of state good repair.

Cost Estimate: TBD

Schedule: Target RTL 2029

PID Status: Active

Toll Bridge Program: MRN 580 PM 0.0/0.4, SM 84 and 92, ALA 84 and 92, SF 80, CC 580, 80,680,160, SOL 80 and 680, SAC 160, Multiple Locations. (EA 3G480)

Scope: Painting the Toll Bridges in the Bay Area

Cost Estimate: \$60M (Pre PID Construction)

Schedule: Target RTL TBD

PID Status: Active

Toll Bridge Program: CC 580 PM 6.0/7.8 and MRN 580 PM 0/3.5. (EA 3X790)

Scope: To provide congestion relief and promote sustainable transportation options and recreational use.

Cost Estimate: \$33M (Pre PID Construction)

Schedule: Target RTL 2033

PID Status: Active

Drainage: MRN 1 PM 2.8 /30.2. (EA 2AC60)

Scope: In Marin County, from Seascapes Drive to Valley Ford Road, rehabilitate culverts.

Cost Estimate: \$4.8M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

Major Damage – Permanent Restoration: MRN 131 PM 0.66. (EA 4X010)

Scope: Replace Gravity wall with Soldier Pile wall, install new MGS, regrade and re-establish grade at MRN 131, PM 0.66, Belveder Drive, Mill Valley Marin County.

Cost Estimate: \$1M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

February 2026 TAM Board Meeting Caltrans Report

PROJECTS IN ENVIRONMENTAL PHASE (PAED)

US-101 / I-580 Multi-modal and Local Access Improvement Project; MRN-101 PM 8.0/10.3; On Route 101 and Route 580, In San Rafael (EA: 04-2AA10)

Scope: Enhance the active transportation network within the project area – bicycle, pedestrian, and bus transit. Improve circulation on local roads. Work includes the possible construction of a new connector from NB 101 to EB 580.

Cost Estimate: \$190-\$350M (Construction Capital - multiple alternatives)

Schedule: Start Construction: Spring 2031
End Construction: Spring 2033

The current project has three build alternatives and a no-build. The PAED phase began in fall 2024. GED and RW requirement discussions are ongoing. A VIA memo is currently in development, and the draft TOAR is expected in late 2026. VMT strategies are being evaluated by KH, and the project team is actively working on developing the utility matrix to support design and coordination efforts.

Storm Damage (Permanent Restoration); MRN-1 PM 37.2; On Route 1, 1.2 Miles South of Marshall Petaluma Road, in the Town of Marshall (EA: 04-0W710)

Scope: Install RSP, replace fence, and repair existing roadway.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Start Construction: Fall 2027
End Construction: Spring 2029

January 2026: Draft Environmental Document to target public circulation by February 2026.

Stormwater Trash Capture; MRN-101/131/580 PM 0.9/10.8, 0.0/4.1, 4.1/4.7; On Routes 101, 131, and 580; at various locations (EA: 04-0W100)

Scope: Agreement for funding contributions to local projects in Marin County within significant trash generation areas.

Cost Estimate: \$21 M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

This project is a financial contribution to a Marin County project. Marin County will implement its project in collaboration with the Cities/Towns in Marin County. COOP Agreement was signed November 29, 2023. County working on the Environmental Document. Fund request approved in January 2024 by CTC. County notified and will request monthly updates on the progress.

Pavement; MRN-1 PM 0/12.8; On Route 1, From Junction Route 101 to 0.6 Mile North of Panoramic Highway North (EA: 04-0AA45)

Scope: Rehab the pavement and adjacent facilities.

Cost Estimate: \$24.15 (Construction Capital)

Schedule: Target RTL: 2028/2029

PAED completion by winter of 2026 (T).

February 2026 TAM Board Meeting Caltrans Report

Rehabilitate Pavement (CAPM); MRN-101 PM 0.0/8.022; On Route 101; from Golden Gate Bridge to Nellen Ave Undercrossing (EA: 04-4W720)

Scope: Cold plane and resurfacing pavement, upgrade curb ramps and sidewalks, add/replace guardrails and improve drainage.

Cost Estimate: \$45.3M (Construction Capital)

Schedule: Target RTL: 2029/2030

This is a project for 2024 SHOPP cycle. PAED completion by fall of 2026 (T).

Fish Passage; MRN-1 PM 22.7/23; On Route 1, Near Five Brooks at John West Fork (EA: 04-3W620)

Scope: Remove fish passage barrier. Long Lead project.

Cost Estimate: \$7.68 M (Construction Capital)

Schedule: Target RTL: 2029/30

Bay Area FishPAC identified location. Approximately 2.85 miles of salmon and steelhead habitat above this barrier. PID 3W620 approved May 2023. PAED is scheduled for Winter 2026 (T).

January 2026: Geomorphological studies completed by consultant. Bridge design to be developed after the modeling and report is submitted to Caltrans

Fish Passage; MRN-1 PM 18.69; On Route 1, Near Woodville at McCurdy Creek and North Fork McCurdy Creek (EA: 04-3W630)

Scope: Remove fish passage barrier. Long Lead project.

Cost Estimate: \$13.4M (Construction Capital)

Schedule: Target RTL: 2029/30

Bay Area FishPAC identified location. Approximately 0.75 miles of salmon and steelhead habitat above each barrier. PID 3W630 approved June 2023. PAED is scheduled for Spring 2027 (T).

January 2026: Geomorphological studies completed by consultant. Bridge design to be developed after the modeling and report is submitted to Caltrans

Signs and Lighting; MRN-101 PM 0.87/1.074; On Route 101, Waldo Tunnel Left & Right Bores (27 0040L/R) (EA: 04-0Y550)

Scope: Replace High Pressure Sodium fixtures with LED fixtures, paint tunnel lining, and fix misc. electrical items.

Cost Estimate: \$8.8M (Construction Capital)

Schedule: Target RTL: 2027/28

This is a maintenance Minor A project (04-0Y980) to remove the ceiling tiles and replace vertical pipe drains; this work was separated from the PID. PAED is scheduled for summer 2026 (T).

Address flooding and sea level rise; 04-MRN-1 & 101- PM 0.0/0.3 & 3.3/4.2; In Marin City, at the Manzanita Park and Ride lot, on Route 1 at the Rte. 1/101 Separation, and on Route 101 from Donahue Street to the Rte. 1/101 Separation (04-2W870)

Scope: Address flooding and sea level rise in Marin City at the Manzanita Park and Ride lot, Route 1 at the Rte. 1/101 Separation, and Rte. 101 off-ramp to Donahue Street.

Cost Estimate: \$150M-\$1.7B (Construction Capital)

Schedule: Start Construction: TBD

End Construction: TBD

Funding for this project is not identified beyond PSR-PDS. Caltrans is working with stakeholders to share information and seek input on different strategies to address the flooding and sea level rise.

February 2026 TAM Board Meeting Caltrans Report

Signs and Lighting: MRN 101 PM 10.649/R22.206, (EA: 3W410)

Scope: Replace Box Beam Sign Structures (14 Each Single Post) and install 3 new Type XI retro-reflective sheeting sign panels.

Cost Estimates: \$13.1 M (Construction Capital)

Schedule: Target RTL 2029/30

January 2026: Project will be programmed in the 2028 SHOPP

Proactive Safety: MRN 101 PM 0.2/8.622 (EA: 4Y420)

Scope: Upgrade to Concrete Barrier and Install Outer Separation Barrier on MRN 101

Cost Estimates: \$15.6 M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2028/29, Long Lead RTL 2030/31

January 2026: Project included in the 2026 SHOPP as long lead.

Drainage: MRN 1 PM 39/24.6 (EA: 2X610)

Scope: In Marin County, from 0.6 miles north of Marshall Petaluma Rd to 2nd Street, rehabilitate culverts.

Cost Estimates: \$6.6M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2026/27, Long Lead RTL 2031/32

January 2026: Project included in the 2026 SHOPP as long lead

Bridge - Health: MRN 101 and MRN 37 Various locations (EA: 4Y710)

Scope: Bridge Health: Corte Madera Cr-27 0008, Fair to Good, San Rafael Via-27 0035R, Fair to Good, Freitas Pkwy OC-27 0080, Poor to Good, Ignacio BLVD OC-27 0083, Poor to Good, Rowland BLVD OC-27 0080, Fair to Good. Rail upgrade: Atherton Ave UC LT RT 27 0079L/R. ad

Cost Estimates: \$41.5 M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2026/27, Long Lead RTL 2030/31

January 2026: Project included in the 2026 SHOPP as long lead.

February 2026 TAM Board Meeting Caltrans Report

PROJECTS IN DESIGN PHASE

Storm Damage (Permanent Restoration); MRN-1 PM 5.2; On Route 1, near Muir Beach (EA: 04-3AA50)

Scope: Install soldier pile wall with timber lagging, repair roadway and MBGR upgrades.

Cost Estimate: \$1.5 - \$3.8M (Construction Capital)

Schedule: Start Construction: Spring 2026
End Construction: Spring 2027

January 2026: Design is on target for March 2026 RTL.

Rehabilitate Pavement (CAPM); MRN-131 PM 0.0/4.4; On Route 131 (Tiburon Blvd.) from US 101/131 interchange to Main Street (EA: 04-1Q230)

Scope: Overlay pavement, upgrade curb ramps, add/replace guardrails, improve drainage and construct bike/pedestrian improvements (complete street elements).

Cost Estimate: \$13M (Construction Capital)

Schedule: Start Construction: 2026
End Construction: 2027

The project has been separated into two phases. Phase 1 includes pavement rehabilitation and bikeway improvements from Tower Drive near the US 101 Interchange to Blackfield Drive, including a temporary Class 1 bike path from E. Strawberry Drive to Blackfield, Phase 2 will implement the permanent Class 1 path configuration, extend bikeways from Blackfield Drive to Trestle Glen, and include bus stop improvements. Phase 2 will be programmed once all stakeholders have agreed on a finalized scope. The Town of Tiburon is also proposing a broadband project on SR 131 that will be processed as a separate DEER Encroachment Permit Project.

January 2026: The CAPM project was submitted for advertisement. Advertisement by February 2026 (T)
The Town of Tiburon broadband project is finalizing its design and the construction schedule for CAPM, and broadband will be coordinated.

Flooding and sea level mitigation project at Donahue St./US-101 interchange. (04-2Y050)

Scope: Flooding mitigation at Donahue St./US-101 interchange. Construct a new cross-culvert under US-101.

Cost Estimate: \$13.5M (Construction Capital)

Schedule: Start Construction: 2027
End Construction: 2028

January 2026: 95% PSE –1/30/2026 (T). High risk delivery due to the RW (acquisitions, and utility relocation requirements), environmental permit requirements, and funding duration.

Storm Damage (Permanent Restoration); MRN-131 PM 2.0; On Route 131, in Tiburon, at about 350 feet Northwest of Stewart Drive (EA: 04-3AA90)

Scope: Install sheet pile/soldier pile retaining wall and repair roadway.

January 2026: Project RTLd October 2025 (A), advertised January 2025 (A), and bid open date February 2026 (T)

Upgrade and Replace Existing Bridge Railing Systems (Coyote Creek Bridge-# 27-0018, Eskoot Creek Bridge-#27-0077, Olema Creek Bridges-#27-0020 & #27-0021); MRN-1 PM 7.4/18.8; On Route 1 at various locations (EA: 04-0P960)

Scope: Upgrade/replace the bridge railing systems to meet the current standard on four bridges along Route 1.

Cost Estimate: \$8.1M (Construction Capital)

Schedule: Start Construction: Summer 2028
End Construction: Fall 2029

January 2026: Project reprogrammed with RTL targeted in Spring 2027 due to Right of way risk.

February 2026 TAM Board Meeting Caltrans Report

Replace Culvert; MRN-1 PM 40.3/40.3; On Route 1 near Marshall at 0.10 mile south of Clark Road (EA: 04-2J510)

Scope: Replace the existing 66-inch diameter culvert and rebuild slope.

Cost Estimate: \$2.3M (Construction Capital)

Schedule: Start Construction: Spring 2029
End Construction: Fall 2030

January 2026: Project reprogrammed with RTL targeted in Spring 2027 due to right of way risk.

Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN-101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)

Scope: Construct a two-lane bridge.

Cost Estimate: \$TBD (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

The project is on hold due to funding shortfalls in all its components. Meeting scheduled in March 2026 to go over next steps.

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek (EA: 04-0G642)

Scope: Replace existing bridge.

Cost Estimate: \$11.6M (Construction Capital)

Schedule: Start Construction: 2026
End Construction: 2028

January 2026: Project has been advertised. Bid opening is Feb 2026 (T)

Marin-Sonoma Narrows Contract B8 – utility relocation and bike lanes in Marin; MRN - 101 – PM 24.0/27.5; On Route 101, from 2.0 miles north of Atherton Ave. Overcrossing to 0.1 miles south of the Marin/Sonoma County line (EA: 04-26473)

Scope: Relocate utilities located in the state R/W on Route 101 and widen/rehabilitate 0.6 miles of San Antonio Road (County Road) to include a Class-II bike facility.

Cost Estimate: TBD (Construction Capital and Utility Relocation)

Schedule: Start Construction: TBD
End Construction: TBD

This project is funded by local and Regional Measure 3 (RM3) and TFCA funds, and TAM is the lead for the PS&E of this project. The project scope is to secure R/W, relocate utilities, and widen/rehabilitate San Antonio Road for Class II bike lanes. This project needs additional Right of Way funds and appraisals are still in progress, and this is delaying the Utility Agreement.

January 2026: A Project Change Request (PCR) is being prepared to split the project into two separate projects. The first project will address utility relocations in the north segment and the bike lane requirements along the County road. The second project will address utility relocations in the south segment.

Plant Establishment; MRN-1 PM 11.5; On Route 1, in Stinson Beach, 0.6 mile south of Panoramic Highway north junction, Plant Establishment (EA: 04-0W130)

Scope: Follow-up plant establishment for two completed storm damage projects (EAs 04-0P130 and 04-4K240).

Cost Estimate: \$0.75 M (Construction Capital)

Schedule: Start Construction: Summer 2022
End Construction: Spring 2026

February 2026 TAM Board Meeting Caltrans Report

Novato Creek Bridge Replacement SR 37; MRN-37 PM 11.2/13.7; On Route 37 from US 101 to Atherton Avenue (EA: 04-4Q321).

Scope: Replace Novato Creek Bridge to address Sea Level Rise (SLR) and recurring flooding while including Complete Streets features to address multi-modal bicycle and pedestrian use (EA 04-4Q321). This is Phase 1 of the Flood Reduction Project - Phase 2 will include the remainder of the causeway between US 101 and Atherton Avenue and widening of the Phase 1 structure.

Cost estimate and schedule of Novato Creek Bridge replacement are as follows:

Cost Estimate: \$211M (Construction Capital)

Schedule: Env. Clearance: January 2024
Start Construction: Summer 2027
End Construction: Summer 2030

PS&E started in July 2024 and will complete in May 2026. This project is fully funded.

Rehabilitate Bridge; MRN-37 PM 14.5; Petaluma River Bridge (EA: 04-2Q500)

Scope: Resurface bridge deck, and upgrade bridge railings.

Cost Estimate: \$31M (Construction Capital)

Schedule: Start Construction: Fall 2026
End Construction: Winter 2028

Work on this project will be coordinated with EAs 04-4Q321 (Novato Creek Bridge replacement)

Rehabilitate Pavement (CAPM); MRN-37 PM R11.2/14.6; On Route 37 from Route 101/37 Interchange to Petaluma River Bridge. (EA: 04-2K740)

Scope: Coldplane and resurface pavement, upgrade curb ramps, add/replace guardrails, and improve drainage.

Cost Estimate: \$19M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2026

Marin Route 1 Broadband Middle Mile Network; MRN-1 PM 0/7.1; On Route 1 from Route 101 to Muir Beach Overlook. (EA: 04-1Y810)

Scope: Install broadband circuit and fiber infrastructures as part of Broadband Middle Mile Network (BMMN).

Cost Estimate: \$6M (Construction Capital)

Schedule: Start Construction: 2025
End Construction: 2026

Caltrans is partnering with California Department of Technology to build out statewide broadband middle mile network. This project will be delivered as a Job Order Contract. A contractor is on board and work is expected to begin soon.

Address Seismic Deficiencies and Upgrade Pedestrian Infrastructure; MRN-101 PM 7.4; On Route 101 at Tamalpais Overcrossing (EA: 04-4J860)

Scope: Install cable restrainer at bridge abutments to improve seismic resistance, and upgrade Pedestrian Overcrossing (POC) to meet ADA standards.

Cost Estimate: \$28M (Construction Capital)

Schedule: Start Construction: Fall 2027
End Construction: Spring 2030

September 2025: Project is being reprogrammed for FY 2026/27 due to PGE risk.

January 2026: Project is reprogrammed. Project will restart 95% PSE. PGE 30% relocation plans by February 2026 (T) and estimates by April 2026 (T).

February 2026 TAM Board Meeting Caltrans Report

Drainage System Restoration; MRN-1 PM 13.1/45.1; On Route 1 from north of Calle Del Arroyo to south of Tomales Petaluma Road at various locations (EA: 04-2Q53U)

Scope: Replace 51 deteriorated drainage culverts, replace headwalls, and install drainage inlets.

Cost Estimate: \$14.1M (Construction Capital)

Schedule: Start Construction: Spring 2028

End Construction: Winter 2030

January 2026: Project is reprogrammed due to Right of Way acquisition risks. 100% PSE is summer 2027 (T)

Storm Damage (Permanent Restoration); MRN-101 PM 6.1/6.3; On Route 101, in Corte Madera. 0.4 miles North of US101/SR 131 Separation (EA: 04-2AA30)

Scope: Restore the cut slope

Cost Estimate: \$2.7M (Construction Capital)

Schedule: Start Construction: Summer 2026

End Construction: Summer 2027

January 2026: Project RTL'd in December 2025 (A). Fund Allocation scheduled for this upcoming January 2026 CTC

Storm Damage (Permanent Restoration); MRN-101 PM 16.1/16.2; On Route 101, near San Rafael on US 101 from 0.53 mile north of Miller Creek Road OC to 0.44 mile south of Pacheco Creek/Nave Drive OC (EA 2AA40)

Scope: Repair Slip outs

Cost Estimate: \$526K (Construction Capital)

Schedule: Start Construction: Fall 2025

End Construction: Fall 2026

February 2025: The project will be cancelled from SHOPP due to a scope decrease. Slope is currently stable per Geotech and Landscape.

Rehabilitate Pavement (CAPM); MRN-101 PM 8.0/15.3; On Route 101; from Nellen Avenue Undercrossing to Miller Creek Bridge (EA: 04-4AC70)

Scope: Cold plane and resurface pavement, upgrade curb ramps, add/replace guardrails and improve drainage.

Cost Estimate: \$21.5M (Construction Capital)

Schedule: Start Construction: Summer 2026

End Construction: Spring 2028

January 2026: Project advertised November 2025 (A) Bid opening: February 2026 (T)

Bridge Preservation; MRN-101 PM 8.47; On Route 101, Corte Madera Creek Bridge No. 27-0008K (EA: 04-0W210)

Scope: Patch deck spalls, replace the joint seal, treat the bridge deck with methacrylate, overlay with polyester concrete and provide vent holes.

Cost Estimate: \$2.1M (Construction Capital)

Schedule: Start Construction: Spring 2026

End Construction: Spring 2027

January 2026: Project RTL'd in December 2025 (A). Fund Allocation scheduled for July 2026 CTC (T).

February 2026 TAM Board Meeting Caltrans Report

PROJECTS IN CONSTRUCTION PHASE

Marin-Sonoma Narrows Contract B7 – HOV lane in Marin; MRN – 101- PM 20.8/27.3; On Route 101, in and north of Novato, SB HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of Franklin Ave. Overhead (6.0 miles), and NB HOV lane from 1.7 miles north of Atherton Ave. Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles) (EA: 04-26472)

Scope: Roadway and bridge widening and Redwood Landfill Interchange modification for HOV lanes and standard shoulders and horizontal and vertical roadway alignment correction. The scope does not include utility relocation and R/W acquisition for access control. The roadway work is not in direct conflict with utilities to be relocated.

Cost Estimate: \$103.7M (Construction Capital)

Schedule: Start Construction: Summer 2022

End Construction: Fall 2026 (3-year construction and 1-year Plant Establishment Period)

The project completed Stage 4 and transitioned into the three-lane configuration on September 29, 2025. Shortly after, the newly opened lanes were striped with the HOV carpool diamonds, and median HOV carpool signage was placed. The project is currently in winter suspension, with non-critical activities such as ramp metering, remaining drainage systems, and preliminary punch list work ongoing. In the spring of 2026, the final overlay paving will be done as well as final striping and signage.

Upgrade Curb Ramps and Sidewalk; MRN-101 PM 13.7; On Route 101, in San Rafael, at Manuel T. Freitas Parkway; (EA: 04-0K800)

Scope: Upgrade curb ramps and sidewalk and construct a roundabout.

Cost Estimate: \$4.5M (Construction Capital)

Schedule: Start Construction: Summer 2025

End Construction: Summer 2026

The project is being coordinated with Golden Gate Transit, Marin Transit and the City of San Rafael for bus stop relocation and improvements in City R/W.

January 2026: Project is in suspension and will resume in spring 2026.

San Antonio Creek Bridge Scour Mitigation; MRN/SON-101 PM 0.0; On Route 101, near City of Petaluma, at Sonoma/Marin County line (EA: 04-3J080)

Scope: Mitigate scour and preserve the structural integrity of the northbound San Antonio Creek Bridge and mitigate scour at southbound San Antonio Creek bridge abutment left in place by the MSN B3 project. The project will also minimize the flooding potential at the site by clearing drainage ditches of silt.

Cost Estimate: \$2M (Construction Capital)

January 2026: Contract accepted January 2026 (A)

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)

Scope: Overlay pavement and shoulders with asphalt concrete (HMA-A), upgrade existing guardrails and crash cushions, and improve drainage.

Cost Estimate: \$24.4 M (Construction Capital)

Schedule: Start Construction: Summer 2024

End Construction: Summer 2027

September 2025: Project construction is nearing completion, with Plant Establishment Period (PEP) work commencing in July 2025. The 1st year of PEP will finish in July 2026 (T).

February 2026 TAM Board Meeting Caltrans Report

OTHERS

- Caltrans maintenance restored the drainage system (culverts and ditches) along the Bolinas Lagoon to prevent recurring flooding on Route 1 in 2018 (EA 04-3Q020). Caltrans is working with the County and local elected officials to find a long-term solution for recurring flooding and vegetation management along Route 1.
- The two-way bike path constructed on Sir Francis Drake Blvd. Overcrossing (EA 04-0Q273) is a four-year pilot study that is being monitored. October 2024: The two-year additional study has been extended for the Richmond San Rafael Bridge Monitoring Program. The final DSDD is required from the decision document. A meeting with TAM, Caltrans, and the consultant is being scheduled to discuss the DSDD, the Caltrans Project Manager who will oversee the project, and the project schedule
- The draft Cooperative Agreement for the Marin City Noise Analysis has been signed with TAM. This Project will then move to the Planning Section upon publication of the next Report. The kickoff meeting with the TAM consultant, BKF, occurred on January 9, 2026.
- Bolinas Lagoon Wye construction is underway by the County of Marin (EA 04-1W320): Its construction progress 85% completion. Target completion: Spring 2027.