



TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS MEETING

MARCH 26, 2026  
6:00 P.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

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

www.tam.ca.gov

Belvedere  
Peter Mark

Corte Madera  
Rosa Thomas

Fairfax  
Lisel Blash

Larkspur  
Gabe Paulson

Mill Valley  
Urban Carmel

Novato  
Kevin Jacobs

Ross  
Teri Dowling

San Anselmo  
Yoav Schlesinger

San Rafael  
Kate Colin

Sausalito  
Melissa Blaustein

Tiburon  
Alice Fredericks

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

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

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Webinar ID: 881 5544 9529  
Passcode: 389590

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

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

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

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



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

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

## AGENDA

1. Chair's Report (Discussion)
  - a. Appointment to the TAM Executive Committee – **Attachment**
2. Metropolitan Transportation Commission (MTC), Marin Transit and Sonoma-Marín Area Rail Transit (SMART) Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
  - a. Approve TAM Board Meeting Minutes for February 26, 2026
  - b. Approve Extension of Service Agreement with Maze & Associates for Audit Services
  - c. Adopt Positions on 2026 State Legislative Bills
  - d. Review of the Semi-Annual Project Status Report
6. Review and Approval of the Draft 2025 TAM/COC Annual Report (Action) – **Attachment**
7. Adoption of Measure AA Expenditure Plan Proposed Amendments
  - a. Public Hearing on the Proposed Amendments to the Measure AA Expenditure Plan – **Attachment**
  - b. Adoption of Measure AA Expenditure Plan Proposed Amendments (Action) – **Attachment**
8. Marin Commutes Program Update (Discussion) – **Attachment**



**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Jennifer Doucette, Clerk of the Board

**SUBJECT:** Appointment to the TAM Executive Committee (Action) – Agenda Item No. 1a

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## RECOMMENDATION

The TAM Board approves the Chair's recommendation to appoint Commissioner Peter Mark, representing the City of Belvedere, to the Funding, Programs & Legislation (FP&L) Executive Committee.

## BACKGROUND

A vacancy exists on TAM's Executive Committee due to representatives stepping down from office or changing their appointments/roles. Per TAM's Administrative Code, "*Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board.*"

Members of the Executive Committees conduct initial vetting of Board items and have the opportunity to ask questions, guide changes or additions to staff recommendations, and discuss policy direction on next steps, before taking an issue to the full Board. In general, the members review, discuss, and refer items to the Board in the following categories:

### Administration, Projects & Planning

- Budget: annual development, quarterly financials, audits
- Administration: personnel, operations, etc.
- Planning: Countywide Transportation Plan, Regional Transportation Plan, other planning items
- Projects: capital project development, updates

### Funding, Programs & Legislation

- Programming/funding: local, state, regional, federal funds/grants
- Programs: Electric Vehicle, Marin Commutes, Safe Routes to Schools, Bikeshare, Crossing Guards
- Legislation: annual platform and bill positions

Typically, Executive Committee meetings are held on the 2nd Monday of the month in the TAM Conference Room at 900 Fifth Avenue, Suite 100, San Rafael, California. The FP&L Executive Committee meeting starts at 2:00 p.m.; and the AP&P Executive Committee meeting starts at 3:30 p.m.

## **DISCUSSION/ANALYSIS**

To fill vacancies, Chair Colin is recommending the appointment of Commissioner Mark to the FP&L Executive Committee.

If the TAM Board approves the recommendation, the makeup of each Executive Committee will consist of the rosters below.

### Administration, Projects & Planning

Kate Colin – Chair  
Alice Fredericks  
Eric Lucan  
Stephanie Moulton-Peters  
Teri Dowling

### Funding, Programming and Legislation

Mary Sackett – Chair  
Brian Colbert  
Peter Mark (*New*)  
Melissa Blaustein  
Urban Carmel

## **FISCAL IMPACTS**

None.

## **NEXT STEPS**

Once approved by the Board, the newly appointed commissioner will serve on the applicable Executive Committee effective immediately.

## **ATTACHMENTS**

None.



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS

FEBRUARY 26, 2026  
6:00 PM

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

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Brian Colbert, Marin County Board of Supervisors  
Dennis Rodoni, Marin County Board of Supervisors  
Eric Lucan, Marin County Board of Supervisors  
Gabe Paulson, Larkspur City Council  
Kate Colin, San Rafael City Council, TAM Chair  
Kevin Jacobs, Novato City Council  
Lisel Blash, Fairfax Town Council  
Mary Sackett, Marin County Board of Supervisors, TAM Vice-Chair  
Peter Mark, Belvedere City Council  
Rosa Thomas, Corte Madera Town Council  
Teri Dowling, Ross Town Council  
Urban Carmel, Mill Valley City Council  
Yoav Schlesinger, San Anselmo Town Council

Members Absent: Melissa Blaustein, Sausalito City Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors

Staff Members Present: Anne Richman, Executive Director  
Audrey Veyssiere, Assistant Project Delivery Manager  
Dan Cherrier, Director of Project Delivery  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning  
Grace Zhuang, Accounting and Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Melanie Purcell, Director of Finance and Administration  
Mikaela Hiatt, Senior Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Principal Transportation Planner

Chair Colin called the meeting to order at 6:05 p.m. and welcomed attendees. Executive Director (ED) Anne Richman administered the oath of office to Yoav Schlesinger, who was sworn in as the new Commissioner representing the Town of San Anselmo.

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

*Item 7 – Open Time for Public Expression – was taken out of order at the beginning of the meeting due to the number of attendees wishing to comment. Chair Colin limited the initial comment period to 30 minutes and indicated that the Board would return to Open Time for Public Expression at the end of the meeting if additional speakers remained.*

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

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

Approximately 30 speakers provided substantially similar comments supporting amendment of the Measure AA Expenditure Plan to allow funding for wildlife crossing and roadway resilience projects, including a targeted addition to the Reimagined Roadways category description, and encouraging TAM to partner with the Chileno Valley Newt Brigade and Marin County in pursuing funding for a permanent wildlife undercrossing on Chileno Valley Road, beginning with support for a \$1.2 million planning grant.

*Following Open Time for Public Expression, the Board resumed the agenda in its regular order.*

### **1. Public Comment Regarding Closed Session Item**

Chair Colin asked if any members of the public wished to speak and hearing none, adjourned to the Closed Session.

### **2. Adjourn to Closed Session**

### **3. Reconvene to Open Session**

Chair Colin reported that the Board convened in closed session and voted to establish a new Federal Policy Ad Hoc Committee. The committee will be composed of Commissioners Colin, Carmel, and Sackett.

### **4. Chair's Report**

- a. Appoint TAM Board Member to Serve as the Authority's Representative on the California Association of Councils of Governments (CALCOG) Board of Directors (Action)

Chair Colin recommended appointing Commissioner Brian Colbert to represent TAM on the CALCOG Board of Directors.

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

Vice-Chair Sackett made a motion to approve the appointment to the CALCOG Board of Directors. Commissioner Jacobs seconded the motion, which passed unanimously.

Chair Colin also announced that Commissioner Lucan will be stepping off of the Measure AA Expenditure Plan Review Ad Hoc Committee; and that the Senate Bill (SB) 1031 Regional Measure Ad Hoc Committee will be disbanded.

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

MTC Report – Commissioner Moulton-Peters

None.

Marin Transit Report – Commissioner Sackett

None.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that the voter-led initiative to renew the quarter-cent SMART sales tax measure is progressing through required approvals; the Marin County Board of Supervisors recently endorsed the measure, and the Sonoma County Board of Supervisors is scheduled to consider it next, which would be the final step before the measure receives a letter designation for placement on the June 2 consolidated ballot.

Commissioner Matters Not on the Agenda

Chair Colin reported that the Golden Gate Bridge, Highway and Transportation District received \$25.6 million in Federal Transit Administration funding for the San Rafael Transit Center project, which is also receiving funding from Regional Measure 3.

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

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

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

In response to Commissioner Blash, ED Richman explained that jurisdictions interested in Active Transportation Program (ATP) grant application development assistance should coordinate with TAM Director of Programming and Legislation David Chan who is leading the effort to assemble requests and will work with jurisdictions and a consultant on grant preparation.

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

*Item 7 was taken out of order.*

**8. CONSENT CALENDAR (Action)**

- a. Approve TAM Board Meeting Minutes for January 22, 2026
- b. Update the Administrative Code to Comply with Changes in Conflict of Interest and Related Requirements
- c. Appoint TAM Board Member Kevin Jacobs to the Sonoma-Marin Area Rail Transit District
- d. Review and Accept the FY2025-26 Second Quarter Financial Report and Amend the FY2025-26 Budget
- e. Approval of Revisions to the TAM Human Resources Policies and Procedures

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

Commissioner Fredericks made the motion to approve the Consent Calendar. Commissioner Thomas seconded the motion, which passed unanimously.

**9. Review and Approval of the Measure A/AA and Measure B Revenue Projections and the FY2026-27 Annual Budget Development Schedule (Action)**

Director of Finance and Administration Melanie Purcell presented this item, which recommends that the TAM Board reviews and approves the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projections recommended for the FY2026-27 TAM Annual Budget development, and the Budget Development Schedule.

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

Commissioner Colbert moved to approve the staff recommendation. Vice-Chair Sackett seconded the motion, which passed unanimously.

**10. Community Oversight Committee (COC) Vacancies and Request for Candidate Recommendations (Information)**

Public Outreach Coordinator Molly Graham presented this informational item to advise the TAM Board of current vacancies on the TAM Community Oversight Committee (COC) and to solicit potential candidate recommendations from TAM Commissioners.

In response to Vice Chair Sackett's inquiry about qualifications for COC candidates representing school districts, staff explained that candidates cannot be elected officials or have conflicts of interest but may qualify through various forms of involvement with school districts, such as participation in PTAs or Safe Routes to Schools activities, provided they are not employed in roles that would create a conflict.

Commissioners asked clarifying questions about eligibility for COC categories; staff explained that bicycle and pedestrian representatives are often recommended by affiliated advocacy groups but are ultimately appointed by the Board; noted that the primary taxpayer group in Marin (CO\$T) has historically filled that role but is not currently participating; and stated that staff will review the Measure AA Expenditure Plan language to clarify whether individuals advocating for bicycle and pedestrian mobility must be affiliated with an organized group.

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

*Chair Colin announced an additional opportunity for public expression for items not on the agenda for those who had not spoken earlier; with no additional comments, public comment was closed and the meeting adjourned at 8:03 p.m.*



**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Approve Extension of Service Agreement with Maze & Associates for Audit Services (Action), Agenda Item No. 5b

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### **RECOMMENDATION**

The TAM Board approves the two one-year extensions of the service agreement with Maze & Associates to provide audit services through May 10, 2028, including FY2025-26 and FY2026-27, and authorizes the Executive Director to execute said contract extension not to exceed \$55,000, including anticipated annual financial audit costs of \$25,000 each year, and up to \$5,000 in total for any unanticipated grant or other audit requirements.

### **BACKGROUND**

TAM entered into a three-year agreement with Maze & Associates in May 2023 after conducting a competitive Request for Proposals (RFP) process. The current contract provides options for up to two (2) additional years including FY2025-26 and FY2026-27.

### **DISCUSSION/ANALYSIS**

The proposed contract extension continues the audit services provided by Maze & Associates, including conducting the annual financial audit and review of the Schedule of Federal Awards (SEFA) or single audit. These audits are conducted in accordance with and in compliance with state and federal guidelines, and those of the Government Accounting Standards Board (GASB), as well as Generally Accepted Accounting Standards (GAAP).

### **FISCAL CONSIDERATION**

The proposed contract extension will be reflected in the proposed FY2026-27 and FY2027-28 Annual Budgets.

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

The annual audit is a foundational requirement for prudent fiscal management of public resources used to support the CTP.

**NEXT STEPS**

Once the Board approves the extension, the Executive Director will finalize and execute the amendment with Maze & Associates. Annual audits will continue as scheduled with the FY2025-26 preliminary work beginning this spring and completed by December 2026.

**ATTACHMENTS**

None.



**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Adopt Positions on 2026 State Legislative Bills (Action), Agenda Item No. 5c

**RECOMMENDATION**

The TAM Board approves positions on 2026 State Legislative Bills as shown in Attachment B.

On March 9, 2026, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff's recommendations and voted unanimously to support and refer the positions shown in Attachment B to the TAM Board for approval.

**BACKGROUND**

The State Legislature convened on January 5, 2026 to start the 2026 Legislative Session. February 20th was the deadline for legislators to introduce bills. The 2026 Legislative Session is the second year of a two-year session. Any bill that is introduced in the first year that does not pass is eligible to continue through the legislative process in the second year without needing to be re-introduced. Therefore, some bills deliberated in 2025 will reappear in 2026. Notable dates for the 2026 Legislative Session are shown in the table below.

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

On January 22, 2026, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies. Staff and Khouri Consulting, TAM's Legislative Consultant, use TAM's Legislative Platform to determine relevant legislative bills to bring forth to the TAM Board for review during the 2026 Legislative Session and as guidance in recommending preliminary positions on the bills listed in Attachment B.

**DISCUSSION/ANALYSIS**

Attachment B contains the initial set of 27 state bills that are being monitored by staff and Mr. Khouri. Bills may be added to the matrix in the coming months as they become relevant to TAM or Marin, or requested by TAM Commissioners for discussion or action.

**Proposed Monitored Bills**

The table below is a summary of the 27 bills listed in Attachment B. Of the 27 bills listed, staff is recommending a watch position on 20 bills. Some of the bills are further discussed below because positions were recommended or the bill was particularly important to TAM. Spot bills, including AB 1421 and SB 908, will be updated when amendments are introduced in the session.

Summary of Monitored Bills				
No.	Bill	Author	Subject	Recommended Position
1	AB 939	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	Watch
2	AB 954	Bennett	Interregional transportation strategic plan: bicycle highways	Watch
3	AB 1421	Wilson	Vehicles: Road Usage Charge Technical Advisory Committee	Watch
4	AB 1557	Papan	Electric Bicycles - Classification	Watch/Support
5	AB 1569	Davies	Electric Bicycle Safety and Training Program	Watch
6	AB 1599	Ahrens	California Transit Stop Registry	Watch
7	AB 1614	Dixon	Class I Bicycle Path Requirement	Watch
8	AB 1740	Zhur	Urban Multimodal Community Designation	Watch
9	AB 1745	Gonzales	Motor Vehicle Fuels Tax Suspension for One Year	Oppose
10	AB 1783	DeMaio	Prohibition on Imposition of Local Taxes based on Vehicle Miles Travelled (VMT)	Oppose
11	AB 1855	Gonzales	CEQA Exemption for Certain Passenger Rail Service	Watch
12	AB 1942	Bauer-Kahan	Class 2 and Class 3 Electric Bicycles Requirement to be Registered with DMV	Watch
13	AB 1944	Lee	Higher Weight Limitations for Zero-Emission Transit Buses	Watch
14	AB 2051	Wicks	Coastal Resilience Permitting Working Group	Watch
15	AB 2184	Wilson	Cap and Invest Program: Nature Based Climate Solutions	Watch
16	AB 2284	Dixon	Identification of Non-compliant Electric Bicycles and Products	Support
17	AB 2341	Fong	Surplus land: Transit Stops	Watch
18	AB 2346	Wilson	Speedometer Requirement for Class 1 and Class 2 Electric Bicycles	Support
19	AB 2560	Schultz	Update CAPTI Goals	Watch
20	SB 667	Archuleta	Railroad Requirement for Network of Wayside Detector System	Watch
21	SB 677	Wiener	Transit-Oriented Development (TOD): Redefine High-Frequency Commuter Rail	Watch
22	SB 908	Wiener	TOD: Inclusion of San Francisco Bay Area Ferry Terminals	Watch
23	SB 922	Laird	Prohibition on Weight Based Charges from Local Agencies	Watch
24	SB 1035	Strickland	Low Carbon Fuel Standard Regulations Suspension for One Year	Oppose
25	SB 1087	Cabaldon	Planning Funding for Sustainable Communities Strategy	Watch
26	SB 1167	Blakespear	Electric Bicycles Regulations and Restrictions	Watch
27	SB 1246	Cortese	Autonomous Technology Sensor Data	Support

Staff is recommending a support position for the following bills:

- AB 2284 – This bill would require the California Highway Patrol, in partnership with biking nonprofit groups, to compile a list of electric bicycles and electric bicycle products that do not comply with statutory and regulatory requirements. Implementation will present challenges but pursuing e-bike safety legislation is prominent in TAM's Legislative Platform under Strategies 3 and 4 of Section IV.

- AB 2346 – This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale to be equipped with a speedometer and an integrated front lamp and a rear lamp to enhance safety. Similar to rationale for supporting AB 2284, AB 2346 is consistent with TAM’s Legislative Platform under Strategies 3 and 4 of Section IV.
- SB 1246 – This bill would require the separate mechanism to capture and store autonomous vehicle (AV) sensor data for at least 45 seconds (from 30 seconds) before and after a collision. By increasing the requirement by 15 seconds, greater accountability can be achieved with collisions for motorists, bicyclists, and pedestrians. TAM’s Legislative Platform encourages greater tracking and transparency with AV data and reporting.

AB 1557 is recommended with a watch/support position. Staff supports the general intent of AB 1557 but the bill has limited details. Staff is recommending a watch position until more information is developed.

SB 1167 was added by the FP&L Executive Committee on March 9, 2026 after hearing public comments for its inclusion. The FP&L Executive Committee is in general support of the bill’s intent but is recommending a watch position until more information is developed.

Staff is recommending an oppose position for the following bills:

- AB 1745 – This bill would suspend tax on motor vehicle fuels for one year. Suspension would reduce state revenue to fund critical infrastructure maintenance and improvements and other vital statewide programs. The suspended funds would not be accrued for later use but lost entirely from the state budget. AB 1745 is inconsistent with Section I of TAM’s Legislative Platform.
- AB 1783 – This bill would prohibit local and county agencies from imposing taxes and fees based on vehicles miles travelled (VMT). Any existing programs inconsistent with this prohibition are also void and unenforceable. AB 1783 is inconsistent with Section I of TAM’s Legislative Platform and has potential to introduce confusion as to current VMT requirements/allowances.
- SB 1035 – This bill would suspend the Low Carbon Fuel Standard regulations for one year. Similar to the argument for AB 1745, the suspended funds would not be accrued for later use and would be lost entirely from the state budget.

Letters of support or opposition may be developed at the appropriate time for each of the bills. TAM’s Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM’s positions on specific legislation.

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

The CTP was taken into consideration in the selection of bills and positions recommended.

## **FISCAL CONSIDERATION**

There are no immediate fiscal impacts to TAM by taking positions on these bills.

**NEXT STEPS**

Continue to review proposed bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

**ATTACHMENTS**

Attachment A – TAM Adopted 2026 Legislative Platform  
Attachment B – TAM Bill Matrix – March 2026



# TAM 2026 Legislative Platform

adopted January 22, 2026

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

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

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

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

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

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

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

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

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>AB 939 (Schultz)</b> <b>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026</b>	1/29/26 Senate Rules Two-year bill	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	<b>Watch</b>
<b>AB 954 (Bennett)</b> <b>Interregional transportation strategic plan: bicycle highways</b>	8/29/25 Senate Inactive File	This bill requires Caltrans to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP). Since this bill is in the second house, it can be taken up for this purpose or be amended for another purpose, until August 21.	<b>Watch</b>
<b>AB 1421 (Wilson)</b> <b>Vehicles: Road Usage Charge Technical Advisory Committee</b>	1/29/26 Senate Rules	This is a spot bill for a possible gas tax successor source solution. The bill was amended on January 5 to require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.	<b>Watch</b>
<b>AB 1557 (Papan)</b> <b>Vehicles: electric bikes</b>	2/2/26 Assembly Transportation	This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that cannot exceed 750 watts of peak power.	<b>Watch/Support</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>AB 1569 (Davies)</b> <b>Pupil safety: electric bicycle parking: safety program</b>	2/9/26 Assembly Education	This bill would require each school that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. The bill would also require a pupil to submit proof of completion of the above-described course to their school before parking their class 1, 2, or 3 electric bicycle on the school campus during school hours. The bill would exempt schools that adopted a policy related to electric bicycle safety, on or before January 1, 2027, from the above-described requirements.	<b>Watch</b>
<b>AB 1599 (Ahrens)</b> <b>California Transit Stop Registry</b>	2/2/26 Assembly Transportation	This bill would require Caltrans to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop’s name, location, available amenities, and unique identifier, as specified.	<b>Watch</b>
<b>AB 1614 (Dixon)</b> <b>Vehicles: bicycles</b>	2/2/26 Assembly Transportation	This bill would prohibit a person from operating a bicycle on a Class I bikeway without a permanent seat being affixed.	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>AB 1740 (Zbur)</b> <b>Coastal resources: coastal development permits: urban multimodal communities: bicycle facilities</b>	2/5/26 Introduced	This bill would authorize a city to designate itself as an urban multimodal community if the city has (1) at least one high-quality transit corridor or transit priority area in the city, (2) adopted plans that include targets to reduce greenhouse gas emissions and fatal and severe injury crashes, and (3) Class I, Class II, or Class IV bicycle facilities, as defined. If a city meets the criteria to designate itself as an urban multimodal community, the bill would require documentation be submitted to the Office of Land Use and Climate Innovation for review and would require the documentation to be posted on the city’s internet website. The bill would provide that a coastal development permit is not required for certain activities and types of development within an urban multimodal community, as specified.	<b>Watch</b>
<b>AB 1745 (Jeff Gonzalez)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	2/9/26 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.	<b>Oppose</b>
<b>AB 1783 (DeMaio)</b> <b>Additional local taxes: vehicle miles traveled tax</b>	2/10/26 Introduced	This bill would prohibit a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. It would not prohibit the collection of tolls for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable.	<b>Oppose</b>

**TAM Bill Matrix – March 2026**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1855 (Jeff Gonzalez)</b>  <b>California Environmental Quality Act: exemption: passenger rail service</b>	2/11/26  Introduced	This bill would eliminate the condition for a CEQA exemption that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. For purposes of the exemption, the bill would require that the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.	<b>Watch</b>
<b>AB 1942 (Bauer-Kahan)</b>  <b>Electric bicycles: registration and special license plates</b>	2/13/26  Introduced	This bill would require class 2 and class 3 electric bicycles to be registered with the Department of Motor Vehicles (DMV) and to display a special license plate issued by the department. The bill would require DMV to adopt regulations to implement these requirements and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program.	<b>Watch</b>
<b>AB 1944 (Lee)</b>  <b>Zero-emission transit buses: axle weight</b>	2/13/26  Introduced	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive.	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>AB 2051 (Wicks)</b> <b>Public resources:</b> <b>Coastal Resilience Permitting Working Group</b>	2/18/26 Introduced	This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature.	<b>Watch</b>
<b>AB 2184 (Wilson)</b> <b>Cap-and-Invest Program: nature-based climate solutions: funding</b>	2/19/26 Introduced	This bill would annually appropriate up to \$300,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, not less than \$50,000,000 to be allocated to the Department of Food and Agriculture to fund nature-based climate solutions in croplands and grasslands, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature.	<b>Watch</b>
<b>AB 2284 (Dixon)</b> <b>Vehicles: electric bikes</b>	2/19/26 Introduced	This bill would require, on or before June 1, 2027, the California Highway Patrol, in partnership with biking nonprofit groups, to compile a list of electric bicycles and electric bicycle products that do not comply with statutory and regulatory requirements for the labeling or advertising of electric bicycles or electric bicycle products. The bill would require the department to make the list available on its internet website and to update the list and internet website, when necessary.	<b>Support</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>AB 2341 (Fong)</b> <b>Surplus land: transit stops</b>	2/19/26 Introduced	Existing law reaffirms the Legislature’s declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature’s declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations.  This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature’s declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops.	<b>Watch</b>
<b>AB 2346 (Wilson)</b> <b>Vehicles: electric bicycles and speed limits.</b>	2/19/26 Introduced	This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified.  The bill would also require manufacturers and distributors of electric bicycles to include a written description of California’s electric bicycle laws with the bicycle’s packaging to be provided to the consumer.	<b>Support</b>
<b>AB 2560 (Schultz)</b> <b>Climate Action Plan for Transportation Infrastructure: goals</b>	2/20/26 Introduced	This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals and would authorize the California State Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.	<b>Watch</b>

TAM Bill Matrix – March 2026

Measure	Status	Bill Summary	Recommended Position
<b>SB 667 (Archuleta)</b> <b>Railroads: safety:</b> <b>wayside detectors:</b> <b>train length:</b> <b>emergency vehicle crossing</b>	1/27/26  Assembly Rules	This bill requires a railroad to operate a network of wayside detector systems on or adjacent to any track used by a freight train. By mandating comprehensive detection coverage and communication protocols, it attempts to enhance California's ability to detect potential equipment failures before they result in catastrophic incidents. As amended on January 5, the bill would cap train speed based on whether they fit into one of three classes.-While this bill is intended to enhance safety, it may have an adverse impact on freight operations and, ultimately, scheduling slots for passenger rail service and ridership if enacted.	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>SB 677 (Wiener)</b> <b>Housing development: transit-oriented development</b>	1/26/26 Assembly Rules	<p>Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, such as height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, and labor standards that require that a specified affidavit be signed under penalty of perjury. The term “high-frequency commuter rail” for TOD purposes is defined as commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.</p> <p>This bill would revise the definition of “high-frequency commuter rail” to mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.</p> <p>SMART currently runs 41 trains a day, but with MASCOTs service changes they will be running 48 trains starting in April.</p>	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>SB 908 (Wiener)</b> <b>Housing development: transit-oriented development</b>	2/11/26 Senate Rules	<p>Existing law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Existing law defines various terms for these purposes. Existing law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified.</p> <p>As amended on January 8, 2026, this spot bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions.</p>	<b>Watch</b>
<b>SB 922 (Laird)</b> <b>Vehicles: local agency charges: use of streets or highways.</b>	2/11/26 Senate Local Government	<p>Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989.</p> <p>This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.</p>	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>SB 1035 (Strickland)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	2/18/26  Senate Environmental Quality	This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.	<b>Oppose</b>
<b>SB 1087 (Cabaldon)</b> <b>Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.</b>	2/13/26  Introduced	This bill would require, on and after January 1, 2027, every 2nd regional transportation plan (providing eight years rather than the current four) prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.  The bill would require that \$25,000,000, in Road Maintenance and Rehabilitation Account funding, upon appropriation by the Legislature, to be allocated to specified local entities based on their share of the statewide population for the same purposes.  This is the SB 375 reform bill, sponsored by the Big Four MPOs.	<b>Watch</b>
<b>SB 1167 (Blakespear)</b> <b>Vehicles: electric bicycles</b>	2/18/26  Introduced	This bill would impose regulations on “high-powered” electric devices marketed as e-bikes, making it illegal to sell or label motor-driven cycles, mopeds, or electric motorcycles (over 750W) as electric bicycles. The bill requires clear labeling and disclosure of registration/license needs for these faster, non-compliant vehicles.	<b>Watch</b>

TAM Bill Matrix – March 2026			
Measure	Status	Bill Summary	Recommended Position
<b>SB 1246 (Cortese)</b> <b>Autonomous vehicles</b>	2/19/26 Introduced	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law requires that the application contain, at a minimum, specified certifications, including a certification by the manufacturer that the autonomous technology satisfies specified requirements, including that the autonomous vehicle has a separate mechanism to capture and store the autonomous technology sensor data for at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or person while operating in autonomous mode.</p> <p>This bill would, instead, require the separate mechanism to capture and store autonomous technology sensor data for at least 45 seconds before and after, whenever feasible, a collision. This bill would allow the department to hold public hearings on the adoption of the above regulations both online and in person.</p>	<b>Support</b>

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**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin  
Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Project Delivery Team

**SUBJECT:** Review of the Semi-Annual Project Status Report (Action), Agenda Item No. 5d

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## RECOMMENDATION

The TAM Board reviews and accepts the March 2026 TAM Semi-Annual Project Status Report.

At its March 9, 2026 meeting, the Administration, Projects & Planning (AP&P) Executive Committee reviewed the Semi-Annual Project Status Report and voted unanimously among the members present to refer it to the TAM Board for acceptance.

## BACKGROUND

In order to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, these project updates are presented approximately every six months. The intent of these updates is to provide a broad overview of projects directly managed by TAM, and to update and identify potential issues that may require future Board actions. As projects progress, they will require specific Board deliberations and actions, such as consultant contract amendments or acceptance of work products.

## DISCUSSION/ANALYSIS

### Project Status Report Highlights:

The Project Status Report covers key on-going projects that are active and those that are in the active planning phase. State Route 37 and Improvements in Marin City to reduce flooding have multiple components that are either in planning or active phases.

**Active Projects** covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded for the current phase of work. This report includes six active projects: (1) US 101 Marin-Sonoma Narrows – B7 and B8; (2) Improve Bellam Boulevard off-ramp from Northbound US 101; (3) US 101/I-580 Multi-modal and Local Access Improvement Project; (4) State Route 37; (5) Studies of Highway 101 Interchanges and Approaching Roadways; and (6) Improvements in Marin City to reduce flooding.

One project moved to the active phase since the last project report in September 2025: Studies of Highway 101 Interchanges and Approaching Roadways.

**Planning Projects** covers emerging high-priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes three projects in the planning phase: (1) US 101 Part-Time Transit Lane; (2) Marin City Noise Analysis PID; and (3) Southern segment of North-South Greenway.

#### **FISCAL IMPACTS**

Not applicable. Each project has separate approved budgets.

#### **RELATIONSHIP TO CTP**

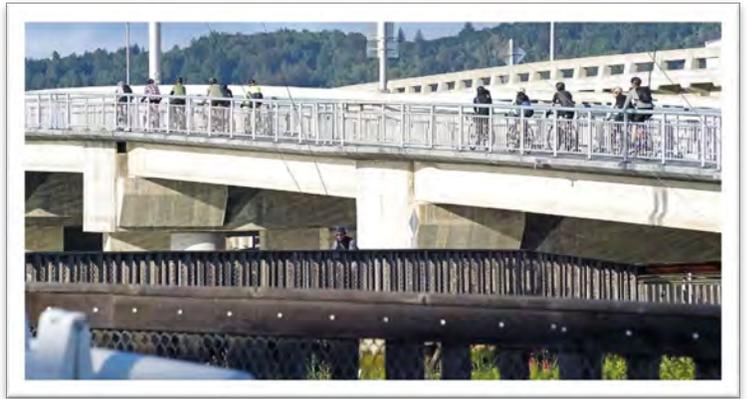
Many of these projects have multimodal elements and encourage alternate transportation. In addition, many of the projects will directly improve transit, safety, and resiliency.

#### **NEXT STEPS**

The next Project Status Report update will be provided in fall 2026. Staff will continue to bring in-depth updates for various projects as necessary.

#### **ATTACHMENTS**

Attachment A – March 2026 TAM Project Status Report



# Transportation Authority of Marin

## Project Status Report

*March 2026*

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**ON-GOING PROJECTS**


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**A. PROJECTS – ACTIVE**

US 101 Marin-Sonoma Narrows Overview .....	1
US 101 Marin-Sonoma Narrows – B7 and B8 .....	2
Improve Bellam Boulevard Off-Ramp from Northbound US 101 .....	4
US 101/I-580 Multimodal and Local Access Improvements.....	6
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Highway 101 Interchanges and Approaching Roadway Studies.....	10
Marin City Flood Mitigation.....	12

**B. PROJECTS – PLANNING PHASE**

Marin County US 101 Part-Time Transit Lane.....	14
Marin City Noise Analysis PID.....	16
North-South Greenway Gap Closure Project – Southern Segment.....	18

**C. OTHER**

Project Phase Definitions .....	20
Acronyms and Abbreviations .....	21

**Project Status Report - Active**

**March 2026**

**Project: US 101 Marin-Sonoma Narrows Overview**

**Partners** Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin

**Jurisdiction(s)** Caltrans, Novato, Petaluma

**Scope**

Widening of approximately 17 miles of US 101 from four to six lanes by adding HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability. As of the first quarter of 2026, all mainline HOV segments between Petaluma and Novato have been built or are under construction.

**Status**

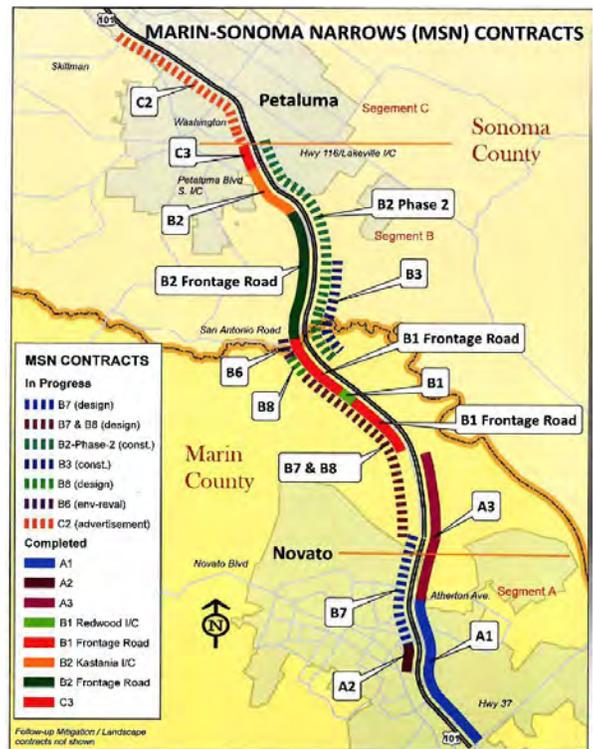
- The final MSN HOV lane project (MSN B7) commenced construction in July 2022. HOV lanes opened to the public on September 29, 2025. The contract is in winter suspension and final paving and striping will take place in spring 2026. A three-year plant establishment period is through 2028.
- The B8 north utility project to relocate PGE lines is under construction.
- TAM Board approved LPP funds for the MSN B8 roadway portion.
- Various non-mainline projects are still outstanding and will require funding.

**Issues/Areas of Concern**

TAM recently provided an additional \$2.5M in local funds to complete MSN B7 construction. Completion of environmental mitigation requires additional funds, however, the bulk of the funding will come from bid savings supplemented with local funds. The accompanying MSN B8 north utility relocation project is under construction. The south utility project is in the ROW acquisition phase and requires additional funding. The San Antonio Road widening project received LPP funds but will require additional funds to fully fund construction and environmental mitigation. Minor vegetation restoration projects and a local San Antonio Road bridge reconstruction project (MSN B6) remain partially funded.

**MARIN-SONOMA NARROWS STATISTICS**

Project length.....	17 miles
Avg. daily traffic – 2017.....	153,000 vehicles
Avg. daily truck traffic – 2013.....	6,200 trucks
Marin/Sonoma total populations.....	258,000/495,000
Vehicle hours of delay (at less than 35 mph).....	978,400
Funds programmed for MSN.....	~\$720,819,000



Major Phase Status	
A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	In Progress
B2 Phase I	Completed
B2 Phase II	Completed
B3	Completed
B8 (Formerly A4 & B5; See Fact Sheet)	In Progress
B6	In Progress
C1	Completed
C2	Completed
C3	Completed

**Project Status Report - Active****March 2026****Project: US 101 Marin-Sonoma Narrows – B7 and B8****Partners** Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin**Jurisdiction(s)** Caltrans, Novato**Scope**

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to join the existing, and a northbound HOV lane from north of Atherton Avenue Overcrossing to the County line. Project includes bridge widening, interchange modifications, completing NB and SB HOV lanes, standardizing shoulders, Class 2 bike lane construction and correcting the roadway alignment and vertical profiles, along with relocating remaining utilities.

**Status**

HOV lanes were open to the public September 29, 2025. The project is in winter suspension with final paving and striping to take place Spring 2026. A three-year plan establishment period is through 2028. The MSN B8 San Antonio roadway design is on-going to add Class 2 bike lanes to San Antonio Road. The project recently received LPP funds but requires additional funds to fully fund construction. The utility relocation work to relocate major utility lines outside the Caltrans ROW was split into north and south segments. The north segment is under construction. The south utility project requires additional funding.

**Issues/Areas of Concern**

- The project is an aggregate of three MSN projects, formerly called the B1 Phase 2, A4 and B5 projects. Due to the lengthy process with right-of-way (ROW) acquisition, the project was split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) San Antonio Road Widening, ROW acquisition and utility relocation (MSN B8).
- TAM recently added \$2.5M in additional STIP Right of Way Excess fund Measure AA funds to the project to cover cost increases to complete construction of the project.
- Completion of B7 environmental mitigation continues to need more funding.
- The B8 San Antonio Road segment recently received \$1.1M in LPP funds, but a shortfall remains to fully fund construction and environmental mitigation.
- The B8 southern utility project faces significant challenges with ROW acquisition and lack of funding.

**Updates from Previous Report**

- HOV lanes opened to the public in September 2025. A final lift of asphalt concrete and final striping will take place in spring 2026.
- The project includes one year of plant establishment that will be completed in August 2026. Mitigation and monitoring of the plant establishment work will continue through 2028.
- Caltrans and TAM staff worked with executives to successfully preserve initial surplus of SB1 and MTC federal funds for the B7 and B8 projects to partially accommodate mitigation funding shortfalls.

**Schedule – MSN B7**

Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2022-2026

**Estimated Cost by Project Phase**

Planning	N/A
Environmental Clearance	N/A
Design	\$8,300,000
Right of Way and Utilities	\$11,100,000
Construction	\$124,996,000+
<b>TOTAL</b>	<b>\$144,396,000+</b>

**Funding by Source**

STIP Right of Way Excess Fund	\$4,250,000
SB1-LPP	\$500,000
Measure AA Sales Tax	\$7,205,000
STP	\$2,000,000
SB1-SCCP	\$40,118,000
RM3/MTC Fed Discretionary & Other	\$90,323,000
<b>TOTAL</b>	<b>\$144,396,000</b>

**Project Status Report - Active**

**March 2026**

**Project: US 101 Marin- Sonoma Narrows – B7 and B8**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY18-12	8	Open	BKF Engineers	Design and Support Engineering Services and Construction Support	\$8,644,329	STIP ROW Fund & STP, RM3, Meas AA Sales Tax	\$8,477,123	98%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$450,000	RM3	\$113,812	25%
A-FY20-36	2	Open	Caltrans	Cooperative Agreement 04-2742 B7 ROW/Design	\$7,370,000	SB1 LPP,RM3, ROW Credit	\$2,806,136	38%
A-FY20-37	1	Open	Caltrans	Cooperative Agreement 04-2741 B8 ROW/Design	\$3,606,500	RM3, ROW Credit	\$841,483	23%
A-FY20-39	2	Open	Caltrans	Cooperative Agreement 04-2791 B7 Construction	\$122,496,000	SB1-SCCP, RIP, RM3, Meas AA	\$94,631,118	77%
				TOTAL	\$142,566,829		\$106,869,672	75%

**Project Status Report - Active**

**March 2026**

**Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101**

**Partners** Caltrans, City of San Rafael, and Transportation Authority of Marin

**Jurisdiction(s)** Caltrans and City of San Rafael

**Scope**

Improve the Bellam Boulevard off-ramp from US 101 by creating additional storage. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. Lane striping will be modified near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

The off-ramps are the only freeway access to the historically underserved Canal Neighborhood.

**Status**

The CEQA document was recorded on August 15, 2018. Construction was completed as of December 2025. Minor punch list and electrical items are ongoing.

**Issues/Area of Concern**

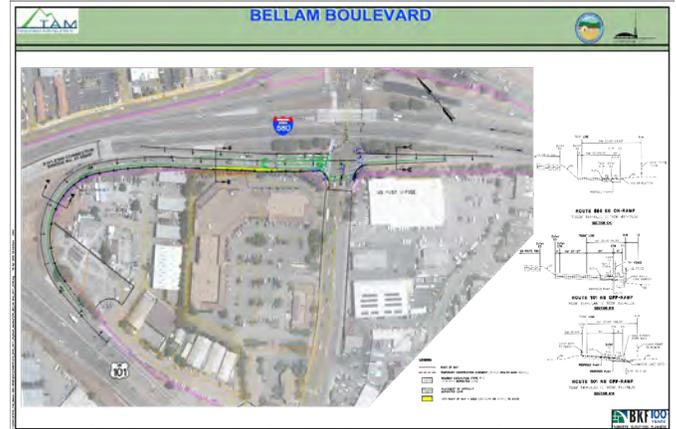
The project team has identified a signal timing issue on Bellam Blvd. between the cluster interchange and Francisco Blvd.

Queues are generating spill back along Bellam Blvd, and also onto I-580 EB/U.S. 101 SB highways. As is common in construction, a few necessary elements are missing at the intersection, specifically pedestrian push buttons and illuminated turning blackout signs. The contractor is working on these items and the crosswalk is expected to be opened soon.

Caltrans performed a field visit and is currently developing new signal timings, in case they are needed.

**Updates from Previous Report**

A second lane has been added to widen the U.S. 101 NB off-ramp. The lane is now open to the public. In mid-December 2025, the TAM Board took action to resolve a \$200,000 shortfall. The primary reason was an unanticipated deeper bedrock layer, which resulted in deeper pile tip elevations and longer than scheduled welding inspections. The other issue was unanticipated aerially deposited lead that required soil off-haul to a regulated landfill.



**Schedule**

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Complete

**Estimated Cost by Project Phase**

Planning	\$30,000
Environmental Clearance	\$90,000
Design	\$1,390,000
Right of Way and Utilities	\$250,000
Construction	\$8,500,000
<b>TOTAL</b>	<b>\$10,260,000</b>

**Funding By Source**

Measure A and AA Sales Tax	\$9,100,000
Local Partnership Program	\$1,164,000
<b>TOTAL</b>	<b>\$10,264,000</b>

**Project Status Report – Active**

**March 2026**

**Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY17-02	6	Open	BKF Engineers	Complete design services including environmental.	\$1,557,615	Measure A/AA Sales Tax	\$1,474,292	95%
A-FY24-35		Open	County of Marin	Construction management	\$8,300,000	LPP/Measure A/ AA Sales Tax	\$5,751,278	69%
A-FY19-17*		Closed	County of Marin	Agreement to manage construction including construction management*	\$4,000,000	Measure A Sales Tax	\$63,888	2%
				TOTAL	\$13,857,615		\$7,289,458	53%

\*This agreement has expired.

**Project Status Report – Active**

**March 2026**

**Project: US 101/I-580 Multimodal and Local Access Improvements**

**Partners** Caltrans, City of San Rafael, and Transportation Authority of Marin

**Jurisdiction(s)** Caltrans and City of San Rafael

**Scope**

Improve regional connectivity between NB US 101 and EB I-580, traffic operations on local streets, transit and travel times, community cohesion and enhance the bike and pedestrian network. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low-speed local roads with traffic signals resulting in traffic delays on local roads and US 101.

**Status**

The Project Study Report (PSR) was approved by Caltrans in August 2023. A Scoping meeting was held on Oct 1, 2024, to kick off the environmental phase. Traffic and Environmental studies continue with a draft Environmental Impact Report/Environmental Assessment (EIR/EA) expected in 2027.

**Issues/Area of Concern**

- Comments from Caltrans regarding ramp metering, sea level rise, VMT, and design exceptions.
- Potential right of way impacts for Bellam Roundabout option
- Additional funding likely needed for construction.

**Updates from Previous Report**

- The Community Working Group was updated for the Environmental Phase – a fourth meeting is expected in spring 2026.
- Traffic studies for the environmental phase are under review by Caltrans.
- Environmental Scoping meeting was held on October 1, 2024 and environmental studies continue.
- MOU was executed between TAM and City of San Rafael.



**Schedule**

Planning	2020
Environmental Clearance	2027
Design	2029
Right of Way and Utilities	2031
Construction	2034

**Estimated Cost by Project Phase**

Planning	\$2,250,000
Environmental Clearance	\$10,000,000
Design	\$9,000,000
Right of Way and Utilities	\$8-30 M
Construction (depends on alternative)	\$50-290 M
<b>TOTAL</b>	<b>*\$79-341 M</b>

• Does not include cost of environmental or VMT mitigation

**Funding By Source**

RM 3	\$135,000,000
Measure A/AA Sales Tax	\$17,000,000
<b>TOTAL</b>	<b>\$152,000,000</b>

**Project Status Report – Active**

**March 2026**

**Project: US 101/I-580 Multimodal and Local Access Improvement Project**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
C-FY20-01	2	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	\$10,000,000	Measure AA Sales Tax, RM3	\$5,594,420	56%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$600,000	Measure AA Sales Tax, RM3	\$412,664	69%
A-FY20-38		Closed	Caltrans	Cooperative Agreement 04-2760 PID	\$180,000	Measure AA Sales Tax, RM3	\$163,759	91%
				TOTAL	\$10,882,000		\$6,272,843	58%

**Project Status Report – Planning & Active**

**March 2026**

**Project:** State Route 37 (Marin Portion)

**Partners** Caltrans, Metropolitan Transportation Commission, and Transportation Authority of Marin, Sonoma, Napa and Solano Counties

**Jurisdiction(s)** Marin County

**Scope**

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Evaluation of the corridor has been assigned to a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

**Status**

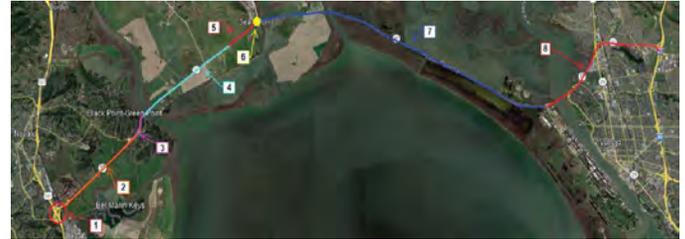
TAM selected Caltrans to complete the design of Segment 2 – Phase 1. Segment 2 is from US 101 to Atherton Ave; Phase 1 is the bridge over Novato Creek to less than the ultimate width and includes temporary transition structures to return to the existing grade.

**Issues/Area of Concern**

A segment of the four-lane freeway in Novato was closed due to the flooding of Novato Creek in January and February 2017, February 2019, and January 2023. Segment two is the first of the eight segments to enter final design. To meet funding deadlines the design must be complete by early summer 2026.

**Updates from Previous Report**

The updated MOU directing \$25 million of Regional Measure 3 to the multi-use path portion of the Project was signed by all parties in January 2026. The Board authorized entering into agreement with Caltrans and MTC to transfer the RM3 funding.



**Schedule – Segment 2 Phase 1**

Planning	2018
Environmental Clearance	2023
Design	2026
Right of Way and Utilities	TBD
Construction	Start 2027

**Estimated Cost by Project Phase – Segment 2 P1**

Planning	N/A
Environmental	\$10,000,000
Design	\$15,000,000
Right of Way and Utilities	\$5,000,000
Construction	\$240,000,000+
<b>TOTAL</b>	<b>\$270,000,000+</b>

**Funding by Source – Segment 2 Phase 1**

Caltrans SHOPP	\$75,000,000
State Earmark	\$20,000,000
Regional Measure 3	\$25,000,000
IIJA PROTECT	\$155,200,000
<b>TOTAL</b>	<b>\$275,200,000</b>

**Project Status Report – Planning & Active**

**March 2026**

**Project: State Route 37**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	98%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Closed	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$30,000	100%
A-FY24-34		Open	Caltrans	Segment 2 Phase 1 Design	\$15,000,000	State Earmark	\$11,250,000	75%
				TOTAL	\$15,169,765		\$11,417,687	75%

## Project Status Report – Planning

March 2026

<b>Project:</b>	<b>Highway 101 Interchanges and Approaching Roadways Studies</b>
<b>Partners</b>	Caltrans, TAM, County of Marin, Marin Cities, Marin Transit, and Golden Gate Transit
<b>Jurisdiction(s)</b>	Caltrans, County of Marin, Marin Cities

### Scope

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The Studies will be used to develop multi-modal improvement concepts to Highway 101 interchanges and highway access routes to reduce congestion, improve connectivity, and improve local traffic operations.

The transportation sales tax funding will be used as “seed money” to prepare studies and conduct environmental reviews that can support application for regional, state, and federal grants.



### Status

The studies have been developed to outline existing conditions, define constraints, and present opportunities for potential improvements to twelve interchanges on Highway 101 and their local approaching roadways.

An implementation plan was prepared based on the interchange studies and results from the prioritization plan. The approved recommendation was to advance three interchange locations to the next phase of project development using the Caltrans Project Initiation Document (PID) procedures:

- East Blithedale/Tiburon Blvd (SR 131)
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

### Issues/Area of Concern

Funding may not be available to complete design for all three alternatives or any construction activities. The TAM Board is considering reducing the funding for this category in Measure AA from 3% to 2.5%.

### Updates from Previous Report

Caltrans approved the PID in December 2025. Three workshops have been held to help reduce the number of alternatives to advance into the environmental process. TAM staff will be bringing the decision of which projects to advance to the next steps in spring/summer.

### Schedule

Planning	2020 - 2026
Environmental Clearance	2027 - 2029
Design	2030 - 2031
Right of Way and Utilities	2031 - 2032
Construction	2033 - 2034

### Estimated Cost by Project Phase

Planning	\$4,400,000
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
<b>TOTAL</b>	<b>\$4,400,000</b>

### Funding by Source

Measure AA Sales Tax	\$33,700,000
<b>TOTAL</b>	<b>\$33,700,000</b>

**Project Status Report – Planning**

**March 2026**

**Project: Studies for Twelve US 101 Interchanges and Approaching Roadways**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY20-09	2	Open	HNTB Corporation	Professional Engineering Services	\$4,431,000	Measure AA Sales Tax	\$4,150,668	94%
A-FY23-17		Open	Caltrans	Cooperative Agreement 04-2904 PID	\$200,000	Measure AA Sales Tax	\$160,183	80%
				TOTAL	\$4,631,000		\$4,310,851	93%

**Project Status Report – Planning & Active**

**March 2026**

**Project:** Marin City Flood Mitigation Projects  
**Partners** Caltrans, County of Marin, and Transportation Authority of Marin  
**Jurisdiction(s)** Marin County

**Scope**

TAM is currently administering a \$10 million earmark from the state to distribute to the County of Marin and Caltrans for flood mitigation projects within the Marin City area of Marin County.

**Status**

Four projects have been identified by the County to be funded using the state earmark funds and one project by Caltrans to be funded using IJA PROTECT funds and the state earmark:

1. Portable Pump Station at Donahue Street
2. Permanent Pump Station in Existing Pond
3. Permanent Floodwall
4. Environmental Pond Dredging
5. Second Culvert Under Hwy 101 (Caltrans)

TAM and the County executed a funding agreement to implement the County’s four projects.

**Issues/Area of Concern**

US 101 near Marin City and the Manzanita Park & Ride lot experiences flood events due to a combination of roadway settlement, sea level rise, higher King tides, and maintenance challenges, sometimes closing off access to these areas.

**Updates from Previous Report**

The portable pumps are operational, remain in place for future flood events and performed well when activated in late 2025. The State Earmark funds have carried the Permanent Pump Station project through completion of Phase I, including 65% design, permit applications, and CEQA, which have been reviewed by the County’s Flood Control District. The District is currently exploring eligibility for federal fund sources to cover Phase II, including construction.

Caltrans’ Second Culvert Project achieved PA/ED and CEQA IS/MND was approved as of September 2025. The project team continues to make progress toward 100% design and is actively seeking funds for PS&E and RW Support.



**Schedule**

Planning	Completed
Environmental Clearance*	Completed*
Design*	65-100% June 2026*
Right of Way* and Utilities*	2027/2028*
Construction	TBD

\*Project 5 only. Projects 1-4 stop at 65% Design. \*Projects 1-4 are TBD.

**Project Estimates for Earmark Share**

Potable Pump Station	\$2,600,000
Permanent Pump Station	\$450,000
Permanent Floodwall	\$850,000
Pond Dredging	\$3,150,000
Hwy 101 Second Culvert	\$2,950,000
<b>TOTAL</b>	<b>\$10,000,000</b>

**Funding by Source**

Caltrans IJA PROTECT for Second Culvert	\$20,000,000
State Earmark	\$10,000,000
<b>TOTAL</b>	<b>\$30,000,000</b>

**Project Status Report – Planning & Active**

**March 2026**

**Project: Marin City Flood Mitigation Projects**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
A-FY24-02		Open	County of Marin	County of Marin Mitigation Projects	\$6,650,000	State Earmark	\$2,080,920	31%
				TOTAL	\$6,650,000		\$2,080,920	31%

**Project Status Report – Active Project****March 2026**

<b>Project:</b>	<b>Marin County US 101 Part-Time Transit Lane Study</b>
<b>Partners</b>	Caltrans, Marin County, City of San Rafael, City of Novato, Marin Transit, Golden Gate Transit
<b>Jurisdiction(s)</b>	Caltrans, Marin County, City of San Rafael and the City of Novato

**Scope**

This pilot project would provide a part-time transit lane using the highway shoulder of Southbound US 101 in Marin County between Novato and San Rafael. Bus on Shoulder, or Part-Time Transit Lane, is a proven concept to improve transit reliability and speed according to FHWA guidance, and a TAM feasibility study identified benefits to both Golden Gate Transit and Marin Transit Services. The conceptual design would allow for the operation of Transit buses in existing auxiliary lanes, on/off ramps, and shoulder lane with minor modifications to the striping and lane widths on the highway.

**Status**

TAM has completed a feasibility study and concept design, cost estimates and operational plans for the project among other items in October 2021. Project Initiation and Environmental work is underway with Caltrans and a contractor is onboard to provide support.

Marin Transit was awarded \$1,107,000 from the MTC sponsored Transit Performance Initiative with TAM serving as the implementing agency. A local match in the amount of \$140,000 is provided by TAM.

**Issues/Area of Concern**

Performance measurements would be required for any pilot project, these would include safety measures, CHP enforcement, and other concerns raised during the feasibility study.

**Updates from Previous Report**

The Cooperative Agreement with Caltrans is now signed. The contract with the consultant has been executed.

**Schedule**

Planning	Complete
Environmental Clearance	2027
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

**Estimated Cost by Project Phase**

Planning	\$350,000
PID and Environmental	\$1,250,000
Design	\$2,750,000
Right of Way and Utilities	TBD
Construction	\$5,500,000
<b>TOTAL</b>	<b>\$9,850,000</b>

**Funding by Source**

Caltrans Planning Grant	\$350,000
Federal Transit Admin.	\$1,107,000
Measure AA (Staff match)	\$140,000
TBD	\$8,250,000

**Project Status Report – Active Project**

**March 2026**

**Project: Marin County US 101 Part-Time Transit Lane Study**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY20-07		Closed	Kimley-Horn and Associates, Inc.	Planning Services	\$308,000	Caltrans Grant	\$308,000	100%
C-FY22-08-T11		Closed	TY Lin	PID Cost Estimate	\$16,000	City/County	\$15,603	98%
				TOTAL	\$324,000		\$323,603	100%

**Project Status Report – Project Initiation Phase**

**March 2026**

**Project:** Marin City Noise Analysis PID

**Partners** Caltrans, County of Marin, City of Sausalito, and Transportation Authority of Marin

**Jurisdiction(s)** Marin County

**Scope**

TAM and the County of Marin have agreed to invest \$700K of local funds including Measure AA to prepare a Caltrans compliant Project Initiation Document (PID), including a Noise Study Report. The results from these studies will inform the project team whether future phases are warranted under Caltrans criteria. If the need is substantiated, an approximately 1,700-ft soundwall adjacent to Golden Gate Village Housing, in Marin City, along the Southbound (or West) side of US Hwy. 101 may be constructed. If not, availability of potential funding and approval will become substantially more difficult.

**Status**

On August 15, 2025, TAM entered into contract with BKF Engineers for \$530,000 to develop this work. TAM and Caltrans entered into a Cooperative Agreement in September 2025.

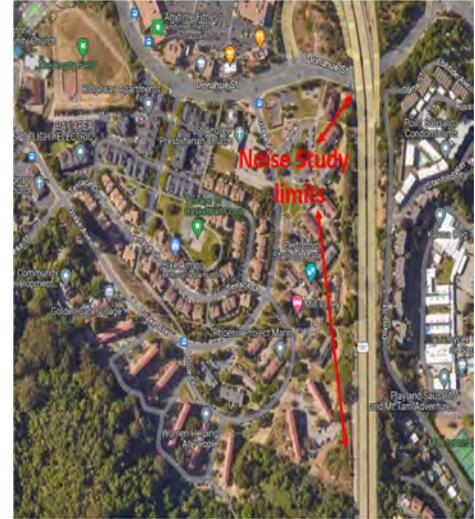
Several tasks, including the aerial base mapping – used to develop a project footprint for noise receptors placement – have been completed. The Project Kick-Off Meeting was held in January. Various Caltrans functional working groups, subconsultants, and County partners were included among the participants.

**Issues/Area of Concern**

The Marin City community has concerns that noise levels are high at the Golden Gate Village Housing adjacent to Southbound US Hwy. 101. The Noise Abatement Criteria (NAC) specified in 23CFR772 are one of several qualification criteria for Type II Retrofit Noise Abatement Projects established by Caltrans and approved by the Federal Highway Administration (FHWA).

**Updates from Previous Report**

The next Project Development Team (PDT) meeting will be held in March. Concurrently, TAM staff are working with the County of Marin to fully develop an outreach strategy and will use the outreach component of the consultant contract to further support this effort.



**Schedule**

Planning	Early 2027
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

**Funding Distribution by Project/Activity**

Project Initiation Document (PID)	\$700,000
<b>TOTAL</b>	<b>\$700,000</b>

**Funding by Source**

Local Funds – Measure AA	\$350,000
Local Funds - County of Marin	\$350,000
<b>TOTAL</b>	<b>\$700,000</b>

**Project Status Report – Planning**

**March 2026**

**Project: Marin City Noise Analysis PID**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY22-08-T12		Closed	TY Lin	PID Cost Estimate	\$12,000	City/County , County of Marin	\$11,935	99%
C-FY25-06		Open	BKF Engineers	Project Study Report-Project Development Support	\$530,000	Measure A Interest, County of Marin	\$41,552	8%
				TOTAL	\$542,000		\$53,487	10%

**Project Status Report – Planning**

**March 2026**

**Project: North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)**

**Partners** TAM, MTC, SMART, the City of Larkspur and the Town of Corte Madera  
**Jurisdiction(s)** City of Larkspur and the Town of Corte Madera

**Scope**

The Southern Segment of the North-South Greenway Gap Closure Project will close a gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the Sonoma Marin Area Rail Transit (SMART) right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)



**Status**

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works agreed to be the implementing agency for the initial alternative’s alignment analysis phase. TAM is the project sponsor.

**Issues/Areas of Concern**

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- An MOU will be required between partners to identify roles and responsibilities.
- Project development has been suspended pending identification of funding.

**Updates from Previous Report**

- None.

**Schedule**

Planning	TBD
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

**Estimated Cost by Project Phase**

Planning	\$500,000
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	\$850,000
Construction	TBD
<b>TOTAL</b>	<b>\$1,350,000</b>

**Funding by Source**

RM2	\$1,350,000
<b>TOTAL</b>	<b>\$1,350,000</b>

**Project Status Report – Planning**

**March 2026**

**Project: North-South Greenway Gap Closure Project – Southern Segment**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000*	RM2	\$446,015	33%
A-FY14-21		Closed	SMART	Boundary Survey and Title	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	SMART	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,348,667	59%

\*A portion of this allocation re-directed to another project.

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**PROJECT PHASE DEFINITIONS**

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**Planning** – Complete project studies to define general project parameters.

**Environmental Clearance** – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

**Design** – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

**Right of Way and Utilities** – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

**Construction** – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

**Project Management** – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

**Project Status Report****March 2026****ACRONYMS AND ABBREVIATIONS**

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
LPP	Local Partnership Program
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

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**ACRONYMS AND ABBREVIATIONS**


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NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PID	Project Initiation Document
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
PTTL	Part Time Transit Lane
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
RM3	Regional Measure 3
ROW	Right of Way
ROW CAP	Right of Way Capital
RSR	Richmond-San Rafael Bridge
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to Schools
STA	State Transit Assistance; also, Solano Transportation Authority
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Molly Graham, Public Outreach Coordinator

**SUBJECT:** Review and Approval of the Draft 2025 TAM/COC Annual Report (Action), Agenda Item No. 6

**RECOMMENDATION**

The TAM Board reviews and approves the combined 2025 TAM/COC Annual Report and directs staff to finalize the report based on input from both the Community Oversight Committee (COC) and the Board and make it available to the public.

The COC reviewed and approved the combined Annual Report at its March 16 meeting. Peter Pelham, Vice-Chairperson of the COC, will attend the TAM Board meeting to introduce the Annual Report and comment on any significant items from the COC review.

Staff would like to thank the COC, and particularly the Annual Report Subcommittee, which has helped provide ideas, input and important review to create this draft report. The Annual Report Subcommittee Members are Chairperson Kevin Hagerty, Vice-Chairperson Peter Pelham, and Jessica Deakyne.

**BACKGROUND**

The Annual Report provides an overview of TAM's progress to deliver transportation projects and programs, and it provides documentation that the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee funds are being spent in accordance with the voter-approved Expenditure Plans. The Annual Report also provides a status update of high priority transportation programs, projects and planning efforts that are paid for with regional, state and federal funds. The Annual Report is prepared in fulfillment of statutory and Expenditure Plan requirements. In 2025, the Annual Report was expanded to include the Measure AA Review process.

**DISCUSSION/ANALYSIS**

The TAM/COC Annual Report provides a comprehensive overview of TAM's progress to deliver priority transportation projects, programs and planning initiatives in Marin County. The 2025 Annual Report highlights the key accomplishments and contains a map of key capital improvement projects.

The following sections are presented in the 2025 TAM/COC Annual Report:

- |   |   |
|---|---|
| Letter from the TAM Board Chairperson       | Planning and Coordination                     |
| About the Transportation Authority of Marin | Transit                                       |
| Message from the COC Chairperson            | Community Engagement                          |
| 2025 Key Updates and Highlights             | Featured COC Member of the Year, Charley Vogt |
| Funding                                     | Financial Picture                             |
| Projects                                    | Key Capital Improvement Projects Map          |
| Programs                                    |   |

## **Distribution Plan**

TAM works with our agency partners, COC members and community-based organizations to widely distribute the Annual Report. The Annual Report will be available on TAM's website and electronically distributed through the TAM Traveler and social media tools including Facebook and LinkedIn.

TAM continues to distribute hard copies within the community, while reducing print volume as circulation increasingly shifts toward electronic formats. Based on input from the COC Annual Report Subcommittee, circulation will include a brief overview sheet with a QR code to link to the electronic report on the TAM website. Physical copies of the Annual Report will be distributed through the following community hubs:

- Libraries/Cities/Towns/County Civic Center
- TAM committees
- Local jurisdictions and various professional groups, such as Marin Public Works Association
- School Districts
- Chambers of Commerce
- Transportation partner agencies in the County and in the region, such as other congestion management agencies and transit operators
- Related agencies and advocacy groups, such as Marin County Health & Human Services, Paratransit Coordinating Council, the Marin Center for Independent Living, Marin Conservation League and the Marin County Bicycle Coalition
- Public meetings and events

## **FISCAL CONSIDERATION**

The budget amount needed for production of the report is included in the Document Reproduction line of the FY2025-26 TAM Annual Budget. The design cost of the report is estimated not to exceed \$7,000, and an additional \$5,000 is budgeted for the production of hard copies.

## **NEXT STEPS**

With the approval of the TAM Board, staff will finalize the report with the comments from both the COC and the Board and release it to interested groups, local agencies, advocacy organizations and Marin residents per the distribution plan.

## **ATTACHMENTS**

Attachment A – Draft 2025 TAM/COC Annual Report

# 2025 ANNUAL REPORT



Making the Most of Marin County  
Transportation Dollars

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**Our Mission** | TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users.

This annual report provides details of TAM's progress to deliver transportation projects and programs funded by the local ½-Cent Transportation Sales Tax and \$10 Vehicle Registration Fee. The report also provides a status update of high priority transportation programs and projects that are paid for with other regional, state, and federal funds. The annual report is prepared in fulfillment of statutory and Expenditure Plan requirements and serves as the TAM 2025 Annual Report and the Community Oversight Committee Fiscal Year 2024-2025 Annual Report.

# MESSAGE from the 2025 TAM BOARD CHAIRPERSON

*Eric Lucan*



Looking back at 2025, the Transportation Authority of Marin made meaningful progress in delivering safe, equitable, and sustainable transportation improvements for our community. More than two decades after voters first approved Measure A – and seven years after renewing it as Measure AA – local transportation funding continues to deliver tangible benefits across Marin.

A major milestone this year was the completion of the final US-101 segment of the Marin-Sonoma Narrows project, improving regional connectivity through strong partnerships and coordinated investment. We also conducted the first comprehensive six-year review of the Measure AA Expenditure Plan, reaffirming our commitment to fiscal responsibility and to honoring voter intent while balancing major projects with essential programs like Safe Routes to Schools and the Crossing Guard Program.

In 2025, we advanced sea level rise adaptation planning, key Highway 101 corridor and interchange studies, pedestrian and bicycle safety improvements, and the Marin County School Access Safety Action Plan to further enhance student safety.

These accomplishments, and many more highlighted in this report, were made possible through strong collaboration with our cities and towns, the County of Marin, our transit partners, our Community Oversight Committee, and engaged residents. Together, we are building a transportation system that meets today’s needs while preparing responsibly for the future.

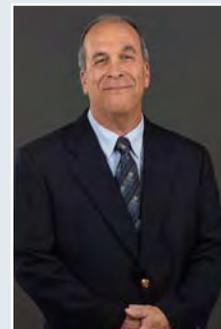
Respectfully,

A handwritten signature in blue ink, appearing to read 'Eric Lucan'.

Eric Lucan



This Annual Report is dedicated to the memory of Bill Whitney, P.E., a devoted member of the TAM staff, and Mark Milberg, TAM Commissioner and City of Novato Councilmember. We honor and thank these two remarkable community leaders for their steadfast commitment to public service and their lasting contributions to the betterment of Marin County.



# ABOUT THE TRANSPORTATION AUTHORITY OF MARIN

The Transportation Authority of Marin (TAM) is the congestion management agency and transportation sales tax authority of Marin. It was established by Marin County voters to support transportation infrastructure projects and programs that make getting around easier, cleaner, and safer for all to live, work, and play. TAM works with towns, cities, transportation agencies, and community groups to identify and prioritize transportation needs and distribute local, state, and federal funds.

TAM coordinates a diverse mix of projects and programs to improve overall mobility in Marin County. These project areas include road, highway, and interchange work; sidewalk improvements; Safe Routes to Schools; bicycle lanes; transit and paratransit; planning for sea level rise; and alternative commute options.

## TAM BOARD OF COMMISSIONERS

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

BOARD OF COMMISSIONERS MEMBERS 2025			
<b>BELVEDERE</b> Peter Mark	<b>MILL VALLEY</b> Urban Carmel	<b>SAN RAFAEL</b> Kate Colin	<b>COUNTY OF MARIN</b> Mary Sackett
<b>CORTE MADERA</b> James Andrews	<b>NOVATO</b> Mark Milberg	<b>SAUSALITO</b> Melissa Blaustein	Brian Colbert
<b>FAIRFAX</b> Lisel Blash	<b>ROSS</b> Teri Dowling	<b>TIBURON</b> Alice Fredericks	Stephanie Moulton-Peters
<b>LARKSPUR</b> Gabe Paulson	<b>SAN ANSELMO</b> Steve Burdo		Dennis Rodoni
			Eric Lucan



TAM Board of Commissioners

## MESSAGE FROM THE COC CHAIRPERSON



*Peter Pelham* – Representing Major Marin Employers

I am pleased to present this year's TAM Annual Report and highlight the committee's role in ensuring the responsible use of Marin County's transportation sales tax funds. On behalf of our dedicated members, I am proud to share the work we have undertaken to uphold transparency and accountability in transportation investments throughout the county.

In 2025, fulfilling our oversight responsibilities, the COC reviewed financial documents, audits, and budgets. I am pleased to confirm that local transportation funds have been spent in accordance with the approved expenditure plans and the will of Marin County voters.

In addition to our financial oversight responsibilities, the COC provided thoughts and input on the first ever review of the Measure AA Expenditure Plan. This has been an important opportunity to ensure that our largest local funding source continues to reflect community priorities and the transportation needs of today.

As part of our core fiscal oversight role, the COC completed the Measure AA compliance audits and confirmed adherence to expenditure plans and funding agreements. These audit results, along with TAM's FY2024-2025 Annual Comprehensive Financial Report, are available at [www.tam.ca.gov](http://www.tam.ca.gov).

On behalf of the COC, I extend our appreciation to the Marin community, our partner agencies, and community organizations for their continued engagement in TAM's programs and their support for transportation improvements throughout Marin County.

Sincerely,

Peter Pelham

## TAM COMMUNITY OVERSIGHT COMMITTEE

The Community Oversight Committee (COC) is a 12-member advisory body composed of Marin County residents representing geographic areas and specific interest groups, including environmental organizations, bicyclist and pedestrian advocates, business and employer groups, school districts, and taxpayer associations. It is responsible for reviewing TAM's revenues and expenditures funded by Measure A/AA, the ½-Cent Transportation Sales Tax, and Measure B, the \$10 Vehicle Registration Fee. As an advisory body, the COC helps ensure transparency, accountability, and community engagement in the management of transportation funding.

### COC MEMBERS / ALTERNATES

**Peter Pelham** (*Chairperson*)  
Major Marin Employers

**Kevin Hagerty** (*Vice-Chairperson*)  
**/ Susan Clark**  
League of Women Voters

**Charley Vogt / Jessica Deakyne**  
Northern Marin Planning Area

**Charlie Vogelheim**  
Southern Marin Planning Area

**Jeffrey Olson / Philip Mooney**  
Central Marin Planning Area

**Allan Bortel / Jane Gould**  
Marin County Paratransit  
Coordinating Council

**Kate Powers / Nancy Okada**  
Environmental Organizations

**Dave Rhoads**  
Bicyclist / Pedestrian Groups

**Vacant**  
Taxpayer Groups

**Paul Royce /  
Susannah Saunders**  
Ross Valley Planning Area

**Scott Tye**  
West Marin Planning Area

**Heather McPhail Sridharan**  
School Districts

# 2025 KEY UPDATES AND HIGHLIGHTS

## MEASURE AA REVIEW (p. 7)



First six-year review of Measure AA

## MARIN-SONOMA NARROWS (p. 9)



HOV lanes open!

## SEA LEVEL RISE (p. 10)



Sea Level Rise Adaptation Plan adopted

## INTERCHANGES (p. 12)



Workshops dive into details for next phase

## BELLAM BOULEVARD OFF-RAMP IMPROVEMENTS (p. 12)



New lane open

## LOCAL ROADS (p. 14)



\$6.5 million to jurisdictions

# KEY UPDATES AND HIGHLIGHTS 2025

## SAFE PATHWAYS (p. 16)



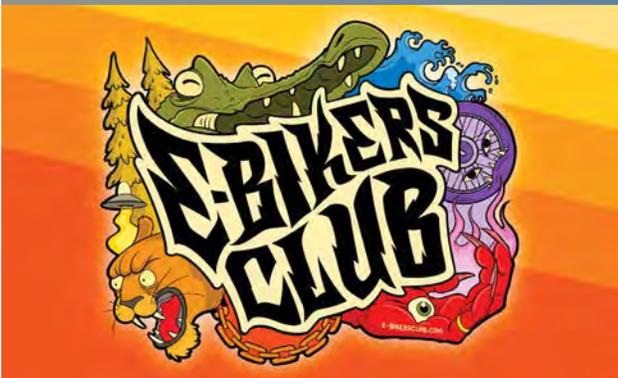
\$7.5 million to over 20 priority projects

## SAFE ROUTES TO SCHOOLS (p. 17)



New dashboard shows record active trips; School Safety Access Plan Initiated

## E-BIKE SAFETY EDUCATION CAMPAIGN (p. 18)



Eye catching campaign launches and ordinances approved countywide

## CROSSING GUARD OF THE YEAR (p. 19)



William (Bill) Abbey honored as Crossing Guard of the Year – Lagunitas School

## MARIN COMMUTES (p. 20)



Diamond Dozen Challenge supports new HOV lanes

## TRANSIT (p. 25)



Ridership stays strong and O&M facility advances

# FUNDING

Essential transportation needs in Marin are funded with a suite of federal, state, regional, and local funding sources raised through sales taxes, fuel taxes, and various fees, such as the vehicle registration fee. Marin’s dedicated local revenue measures, the ½-Cent Transportation Sales Tax and the \$10 Vehicle Registration Fee, provide approximately \$37 million annually for many of the high priority transportation projects and programs, and also make Marin more competitive when applying for federal, state, and regional funding.

## ½-CENT TRANSPORTATION SALES TAX APPROXIMATELY \$35 MILLION/YEAR

(Approved November 2004, renewed November 2018, and considered for possible amendments in 2026)

**7%** Reduce congestion on US-101 and adjacent roadways



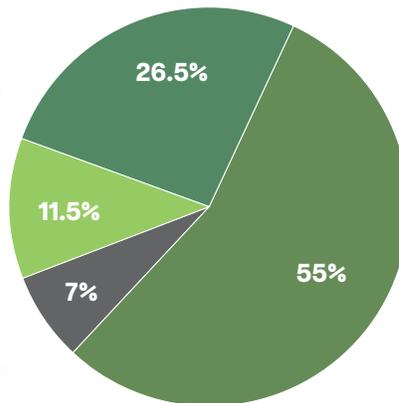
**11.5%** Reduce school-related congestion and provide safer access to schools



**26.5%** Maintain, improve, and manage local roads and related infrastructure



**55%** Maintain and expand efficient and effective local transit services

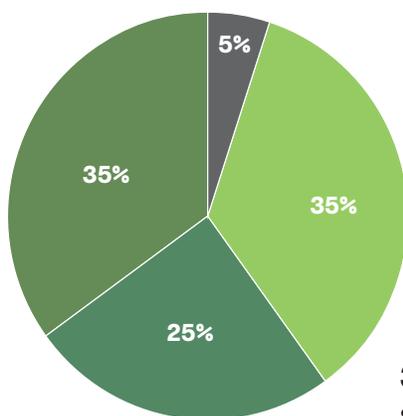


### Measure A/AA - ½-Cent Transportation Sales Tax

Projected to provide more than \$1.2 billion over 30 years in reliable local transportation dollars. The voter-approved funding supports the overarching goals in the expenditure plan to alleviate congestion, support local public transportation, expand pedestrian and bike pathways, and provide safer routes to schools. Our local transportation funding helps develop and improve our transportation system to provide more transportation options, networks, and facilities for those living, working, visiting, and traveling in Marin County.

## \$10 VEHICLE REGISTRATION FEE APPROXIMATELY \$2.3 MILLION/YEAR

(Approved in 2010 and amended in 2023)



**5%** Maintain Class I bike/pedestrian pathways



**35%** Enhance bicycle, pedestrian, and safety improvements on local network



**35%** Improve transit for seniors and people with disabilities



**25%** Reduce congestion and pollution



### Measure B - \$10 Vehicle Registration Fee

Provides approximately \$2.3 million annually for transportation projects and programs to reduce pollution and congestion, improve senior and disabled transit, and support local roadways with enhanced bicycle, pedestrian, and safety improvements. In February 2023, the TAM Board of Commissioners adopted the Amended Measure B Expenditure Plan. The amendments shift the criteria of the streets and roads funding toward bicycle, pedestrian, and safety improvements.

## MEASURE AA EXPENDITURE PLAN REVIEW

In November 2018, Marin voters approved Measure AA by 76.7% to renew and extend the original Measure A Transportation Sales Tax.

The Measure AA Expenditure Plan requires a review every six years to ensure funds reflect current transportation needs, community priorities, and emerging challenges.

Staff began the Measure AA Review in the fall of 2024. This process represented the first six-year review of the ½-Cent Transportation Sales Tax Expenditure Plan. Throughout 2025, over 30 meetings were conducted with advisory committees, local agencies, community members, and transportation partners to discuss potential updates. Feedback demonstrated strong overall support for the Measure AA funding and proposed updates.

In December 2025, staff presented the proposed amendments to the Measure AA Expenditure Plan to the TAM Board for review. After a public comment period, the TAM Board will consider adoption of the amended plan in March 2026.



Marin's Transportation Sales Tax

# Measure A/AA

## Keeping Marin Moving

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

**Marin County Voters approved Measure A in 2004 and renewed it as Measure AA in 2018 with 76.7% approval.**

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



## REGIONAL FUNDING

**Regional Measure 3 (RM3)** was passed by Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls to fund significant transportation improvements and help solve some of the Bay Area’s growing transportation challenges. The measure is expected to generate up to \$4.45 billion dollars to fund major transportation projects in the toll bridge corridors.

Projects and programs in Marin that are scheduled to receive or have been receiving RM3 funds include:

- US 101/I-580 Multi-modal and Local Access Improvement Project (\$135 million)
- US Highway 101 Marin-Sonoma Narrows (\$90 million)
- San Rafael Transit Center (\$30 million)
- State Route 37 (\$25 million of \$100 million is dedicated to Marin County)
- North Bay Transit Access Program (\$100 million, of which \$20 million is allocated to transit projects in Marin)

Additionally, agencies in Marin are eligible to compete for funding from the San Francisco Bay Trail/Safe Routes to Transit Program (\$150 million).

### KEY REGIONAL FUNDING ACTION IN 2025

- \$6.84 million to the San Rafael Canal Neighborhood Gateway Local Access Improvement Project from the RM3 Safe Routes to Transit and Bay Trail Program District, and SMART
- \$4.36 million for San Rafael’s Downtown San Rafael North-South Greenway Gap Closure Project from CTC’s regional Active Transportation Program

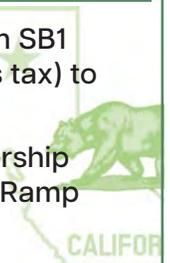


## STATE FUNDING

**Road Repair and Accountability Act – Senate Bill 1** Senate Bill 1 (SB1), a landmark transportation funding package titled the “Road Repair and Accountability Act,” was passed by the California State legislature in 2017 and reaffirmed by voters in a sound rejection of a recall attempt in June 2018. The bill provides greatly needed funding for high priority projects. SB1 represents the largest state commitment to transportation solutions in more than 30 years. The projected \$5.4 billion annual transportation investment is generated by a combination of gas and diesel taxes and vehicle license fees. Under the Local Streets and Roads Program (LSRP) of SB1, Marin jurisdictions received approximately \$10.6 million annually for local streets and road improvements.

### KEY STATE FUNDING IN 2025

- 22.8 million (\$10.9 million from SB1 and \$11.9 from base state gas tax) to Marin local streets and roads
- \$1.6 million from Local Partnership Program for Bellam Blvd. Off-Ramp Improvements



## FEDERAL FUNDING

TAM receives Federal Highway Administration funding from the Metropolitan Transportation Commission (MTC) through the One Bay Area Grant (OBAG) program. These federal funds have been programmed to various projects and programs sponsored by TAM and local jurisdictions. TAM’s local funds have been used as requisite matching funds to federal funds. Our local and regional transit agencies also receive federal funding from the Federal Transit Administration for transit operations and capital projects. In 2021, the historic Infrastructure Investment and Jobs Act was passed authorizing approximately \$475 billion for transportation through 2026.



# PROJECTS

**Highway Projects** Highways are critical for regional connectivity and economic prosperity in the Bay Area. TAM funds highway projects that are designed to work as part of an integrated, multimodal system to address mobility needs in Marin County and facilitate the movement of residents, visitors, workers, and consumer goods.

## Marin-Sonoma Narrows

After many years of planning, partnership, and construction, the final segment of the Marin-Sonoma Narrows High Occupancy Vehicle (HOV) lanes is now open. What began as a vision to eliminate one of the North Bay's most persistent bottlenecks has culminated in a major regional milestone for mobility and connectivity.

The lanes opened to much fanfare in October 2025, marking the completion of 52 miles of continuous carpool lanes stretching from the Richardson Bay Bridge in Marin County to Windsor in Sonoma County. This achievement represents decades of coordination among state, regional, federal, and local agencies committed to improving travel along the US-101 corridor.

The overall \$762 million project, initiated in 2010, was constructed in a series of more than 10 contracts as funding became available.



### KEY ELEMENTS:

- Widened the infamous bottleneck aka “The Narrows” from two lanes in each direction to three by adding a carpool lane in each direction.
- Built 17 miles of HOV lanes to enable the corridor to move more people using fewer cars and provide more reliable travel times for those using transit, carpools or vanpools.
- Created significant safety upgrades by widening shoulders, modernizing interchanges and improving sight distance for drivers.
- Incorporated continuous Class I and II bicycle lanes throughout the corridor to support active transportation options.
- HOV hours adjusted to ensure continuity between Marin and Sonoma Counties.

## Ramp Metering

Beginning in June 2025, Caltrans began the first phase of ramp meter activation along northbound US-101. This effort is part of overall US-101 corridor improvements associated with the opening of the Marin-Sonoma Narrows HOV lanes. Ramp metering operations are designed to help reduce freeway traffic congestion and delays, enhance safety, and improve the efficiency and reliability of commuter traffic along the corridor.



## State Route 37 Resiliency Project

With more than 40,000 vehicles traveling on it daily, California State Route (SR) 37 is essential to the San Francisco Bay region – particularly to the counties of Marin, Sonoma, Napa, and Solano. The low-lying corridor experiences many challenges, including chronic traffic congestion, lack of public transit, vulnerability to storm-related flooding, and climate change impacts. Climate change is causing greater and more frequent flooding of this critical transportation corridor, with much of SR 37 predicted to become permanently submerged by 2100. The Resilient SR 37 program is developing a series of corridor improvements to make this critical regional transportation corridor higher, safer, greener, and multi-modal.

### FLOOD REDUCTION PROJECT IN MARIN COUNTY

The Flood Reduction Project is the first long-term SR 37 Sea Level Rise project. It addresses flooding in Marin County, the most vulnerable segment of SR 37 to existing flood risks, and includes construction of a causeway designed to provide resilience to projected sea level rise through the year 2130. In January 2024, Caltrans completed the Final Environmental Document. In 2025, the project team advanced the design to 65 percent and submitted draft permit applications. Phase 1 will replace the Novato Creek Bridge, with construction anticipated to begin in 2027 and completion targeted for 2029. Additional phases are planned through 2050.

### SEARS POINT TO MARE ISLAND IMPROVEMENT PROJECT

The Sears Point to Mare Island Project is designed to improve transportation reliability and safety along State Route 37 between Sears Point (SR-121) in Sonoma County and Mare Island in Solano County, while reducing flooding risks and sea level rise vulnerability to maintain long-term corridor functionality. The project includes replacing and elevating key infrastructure, such as the Tolay Creek Bridge, integrating habitat restoration with transportation improvements, and supporting multimodal connectivity and long-term climate adaptation along the corridor.

In 2025, a Draft Supplemental Environmental Impact Report (SEIR) was finalized to address additional highway improvements and the enhancement of degraded marsh habitat at Strip Marsh East to minimize impacts on wetlands, waters, and special-status species habitat. The team also conducted traffic and revenue analyses, including evaluations of toll scenarios, equity considerations, and financial feasibility. Additionally, the team engaged the community through outreach to community-based organizations and the launch of an online survey, and continued coordination on related elements such as the SMART rail interface and integration of bridge and habitat restoration components.

Sears Pt. to Mare Island Project received \$73 million through the Trade Corridors Enhancement Program available under SB1.



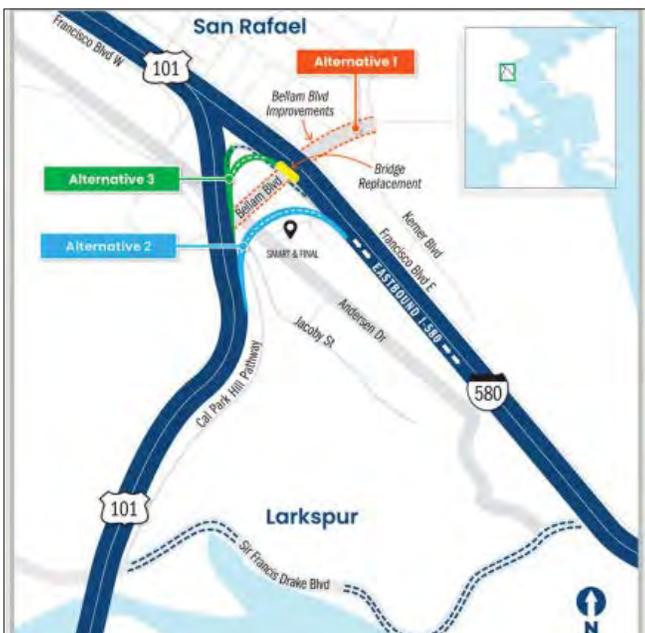
## US-101 to I-580 Multi-Modal and Local Access Improvement Project

As part of Measure AA and RM3, Bay Area and Marin County voters approved funding to accelerate delivery of a new connection between US-101 and I-580 to separate regional and local traffic, improve multi-modal and local access, and enhance access to the Richmond-San Rafael Bridge. The project is designed to address long-standing congestion challenges while improving safety, mobility, and connectivity for all users.

In 2024, environmental studies began, and the TAM Board narrowed the options to three Build Alternatives for further review.

- **Alternative 1:** Local street improvements on Bellam Boulevard
- **Alternative 2:** Connector between US-101 and I-580 along Simms Street, plus all improvements included in Alternative 1
- **Alternative 3:** Connector near the Bellam Boulevard off-ramp, plus all improvements included in Alternative 1

In 2025, work focused on advancing the environmental process through detailed technical studies and impact analyses. These studies included traffic operations, environmental resource evaluations, and multi-modal assessments to inform preparation of the



Project alternatives map



Voces de Canal members provide project outreach

project's environmental document and support data-driven decision-making.

Community engagement continued to be a priority in 2025. The project team maintained close coordination with partner organizations and continued collaboration with community groups. In May 2025, the project team and Voces de Canal hosted an information booth at the Nuestro Canal Nuestro Futuro event organized by the Canal Alliance. The event created an opportunity for the project team to share information and gather feedback directly from community members in both Spanish and English.

### PROJECT GOALS

The project purpose is to improve mobility and support prosperity in the following ways:

- **Improve regional connectivity** between northbound US-101 and eastbound I-580.
- **Improve traffic operations** on local streets and freeway segments.
- **Enhance the active transportation (bicycle and pedestrian) network** and improve bicycle and pedestrian safety within the community.
- **Improve transit access and travel times.**
- **Support economic prosperity** by providing better and more reliable access to local businesses.
- **Improve community cohesion** by enhancing local connectivity to work, school, and businesses for disadvantaged communities near the project area.

## BELLAM BOULEVARD OFF-RAMP OPERATIONAL AND SAFETY PROJECT

As an initial phase of the long-term 101-580 Multi-Modal and Local Access Improvement Project, construction began in 2025 to widen the northbound US-101 off-ramp to Bellam Boulevard and the on-ramp to eastbound I-580.

The project also adds a dedicated right-turn lane to Bellam Boulevard to enhance traffic flow and turning movements. In 2026, pedestrian enhancements will be completed, including upgraded crosswalks and improved signals.

This important safety project reflects longstanding collaboration among TAM, Caltrans, and the City of San Rafael.



## INTERCHANGES AND APPROACHING ROADWAYS STUDIES

Highway 101 serves as the primary north-south roadway in Marin County and is a key link between communities. However, many interchanges along Highway 101 in Marin County are outdated and do not meet current and future transportation needs.



*Tiburon Blvd./East Blithedale Ave. Interchange*

In 2023, TAM initiated detailed planning for three Marin County interchanges, selected through extensive studies of twelve interchanges under the Highway 101 Interchange and Approaching Roadway Study. After an evaluation process and implementation plan, these three interchanges were selected for detailed planning:

- **SR 131 Tiburon Blvd./East Blithedale Ave.**
- **Manuel T. Freitas Parkway/Civic Center Dr.**
- **Alameda del Prado/Nave Drive**

In 2024 and 2025, the project team refined design improvement concepts and prepared technical studies to complete the Caltrans Project Initiation Document (PID) required to begin environmental studies. The PID was reviewed and approved by Caltrans in December 2025.

The PID phase identified multiple alternatives for each of the three interchanges. In 2026, refined alternatives will be selected before advancing to environmental review for one or more of the interchange locations.

# Major Roads Projects

Major roads projects target the most heavily traveled roads in Marin County for repairs as well as safety and usability improvements for motorists, pedestrians, transit, and cyclists.

The only remaining project from the original Measure A Major Roads Category still underway is the Novato Boulevard Rehabilitation Project, which proposes operational, bicycle, and pedestrian improvements along Novato Boulevard between Diablo Avenue and Grant Avenue. Improvements include:

- Two through-travel lanes (one in each direction) and a center-turn lane between Diablo Avenue and Boulevard Terrace
- Three through-travel lanes (two westbound and one eastbound) and a center-turn lane between Boulevard Terrace and Grant Avenue
- New and reconstructed sidewalks/curbs/gutters
- New bicycle lanes
- Reconstructed driveways
- Landscaping and water quality enhancement areas
- New traffic signals

Construction is expected to begin in 2027; and approximately \$8 million remains available from TAM's ½-Cent Transportation Sales Tax for this project.

## MAJOR ROADS PROJECTS COMPLETED TO DATE

- **CITY OF SAN RAFAEL**  
 Fourth Street/West End Village Revitalization Project (2009)  
 Third Street Rehabilitation Project (2023)
- **CITY OF NOVATO**  
 Novato Blvd. Segment 3: Eucalyptus Avenue to San Marin Drive (2009)  
 Novato Blvd. Segment 2: Grant Avenue to Eucalyptus Avenue (2011)
- **COUNTY OF MARIN**  
 Sir Francis Drake Blvd. from Samuel P. Taylor Park to the Platform Bridge (2014)  
 West Sir Francis Drake Blvd. from Lagunitas Road to Wild Iris Drive (2018)  
 Sir Francis Drake Blvd. Rehabilitation, US-101 to Ross (2021)
- **CITY OF MILL VALLEY**  
 Miller Avenue Streetscape Improvement Project (2018)  
 East Blithedale Rehabilitation Project (2023)



## Local Roads Projects

Local roads are an essential part of our overall transportation system and help connect our neighborhoods, schools, and business districts. Funding from both the Measure AA Transportation Sales Tax and the Measure B Vehicle Registration Fee, along with the infusion of state revenues from the Road Repair and Accountability Act of 2017 (SB1), has allowed cities and towns and the County of Marin to fund local road improvements.

Each year TAM distributes local funding to the 11 cities and towns and the County of Marin based on the miles of roadway lanes and population of each jurisdiction.

In July 2025, funding to cities, towns, and the County of Marin from TAM for local streets and roads included \$6.5 million from Measure AA. To date, TAM has provided a total of approximately \$83.7 million to local roads projects

### FY 25/26 Funds Allocated for Local Roads Projects

	FY 25/26 Measure AA Funds		2005 - 2025	
Belvedere	\$	63,490	\$	823,468
Corte Madera	\$	240,618	\$	2,968,448
Fairfax	\$	180,859	\$	2,320,935
Larkspur	\$	266,420	\$	3,343,568
Mill Valley	\$	359,661	\$	4,715,494
Novato	\$	1,170,810	\$	15,026,719
Ross	\$	64,076	\$	859,027
San Anselmo	\$	289,688	\$	3,724,873
San Rafael	\$	1,294,166	\$	16,439,425
Sausalito	\$	179,161	\$	2,294,523
Tiburon	\$	220,669	\$	2,859,185
County	\$	2,199,051	\$	28,305,567
<b>Total</b>	<b>\$</b>	<b>6,528,669</b>	<b>\$</b>	<b>83,681,232</b>



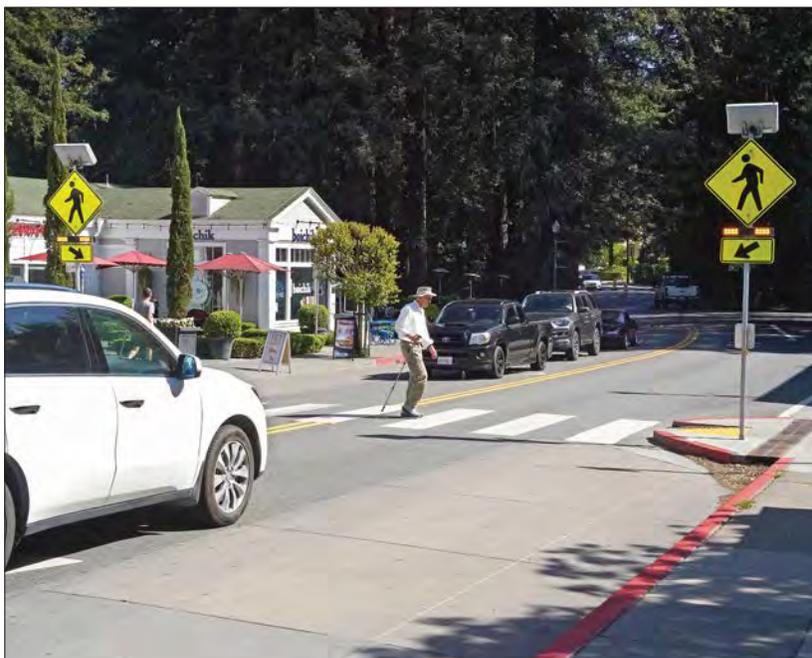
## Bicycle and Pedestrian Projects

TAM is committed to funding and improving routes for bicyclists and pedestrians to promote transportation access, support a growing active transportation network, reduce greenhouse gas emissions and improve health. Support for active transportation helps reduce auto use, mitigate traffic congestion, and contribute to improved air quality. Over the years, TAM has made significant investments in bicycle and pedestrian projects to better connect people and communities through healthy, active, and enjoyable transportation options.

### REDWOOD BIKESHARE

The Redwood Bikeshare pilot program launched in Sonoma and Marin counties in October 2024, following close coordination among TAM, the Sonoma County Transportation and Climate Authorities, contractor Drop Mobility, and partner agencies to establish a network of designated parking hubs along the SMART corridor across the two counties. The program reached its first full year of operations before the end of 2025. The system now spans seven cities – Larkspur, San Rafael, Novato, Petaluma, Cotati, Rohnert Park, and Santa Rosa – and includes 300 pedal-assist e-bikes distributed across 56 primary parking hubs equipped with bike racks and signage.

To provide additional flexibility, 77 “drop zones” were also created, allowing riders to park and pick up bicycles beyond the primary hubs. While bikes may be accessed at drop zones, system rebalancing efforts focus on the designated hubs to maintain consistent bike availability. Bicycles are available for on-demand use through the Redwood Bikeshare mobile app.



## ACTIVE TRANSPORTATION NETWORK MOVING FORWARD

TAM is committed to funding and improving routes for bicyclists and pedestrians to promote transportation access, support a growing active transportation network, reduce greenhouse gas emissions, and improve health. Support for active transportation options helps reduce auto use, mitigate traffic congestion, and contribute to improved air quality. Over the years, TAM has made significant investments in bicycle and pedestrian projects to better connect people and communities through healthy, active, and enjoyable transportation options.

### ACTIVE TRANSPORTATION PROJECTS RECEIVE ~ \$2 MILLION IN FUNDING:

In October 2025 the TAM Board approved approximately \$2 million for six bicycle and pedestrian projects in Marin County. The funding is provided through the Transportation for Clean Air (TFCA) fund and the Transportation Development Act (TDA) and Measure B 1b funds. A list of these projects, also reviewed and recommended by the TAM Bicycle and Pedestrian Advisory Committee and Marin Public Works Association is shown below:

- Corte Madera: Paradise Drive Gap Closure Project - Seawolf to Prince Royal
- County of Marin: Quick Build Public Safety Improvements for Vulnerable Road Users
- Larkspur: Pathway Repaving 2025
- San Anselmo: Sir Francis Drake Boulevard/ Madrone Ave. Pedestrian Hybrid Beacon
- San Rafael: Park St. & Belle Ave. Pedestrian Enhancement
- San Rafael: Point San Pedro Pedestrian Quick Build Enhancemet



## SAFE PATHWAYS TO SCHOOLS PROJECT FUNDING

**IN 2025, SAFE PATHWAYS ALLOCATED  
\$7.6 MILLION TO HIGH PRIORITY  
PEDESTRIAN SAFETY PROJECTS  
AROUND SCHOOLS IN MARIN**

TAM's Safe Pathways to School Program funds capital projects that are intended to enhance safety improvements for school trips from walking and biking. The Safe Pathway Program provides funding for the engineering, environmental clearance, and construction of pathway and sidewalk improvements. The Safe Pathways to School Program in the Measure AA Expenditure Plan includes two categories of funding – large projects and small projects. Small projects are considered small scale safety projects that are relatively inexpensive and quicker to implement than large Safe Pathway projects.

TAM previously funded four cycles of projects with Measures A and AA funds that provided approximately \$13.25 million for 80 projects. In September 2024, TAM issued the Fifth Cycle Call for Projects using Measure AA funds, inviting applications for both small and large projects.

In March 2025, the TAM Board approved: \$1,565,000 to 19 small projects (less than \$100,000) \$5,997,000 to 14 large projects (between \$100,000 and \$450,000)



# PROGRAMS

## Safe Routes to Schools Program



Established in 2000, Marin County's SR2S Program is an award-winning program designed to reduce congestion around schools while instilling healthy habits in children and creating a safer and cleaner environment for all. The program consists of education classes, encouragement events, infrastructure improvements, increasing awareness of crossing guards, and other strategies that aim to increase the number of active green (walking and rolling programs) and green trips (carpooling, school bus, and transit) to and from schools.

### EDUCATION AND ENCOURAGEMENT

The SR2S pedestrian and bicycle education program has increased 85% since 2017, teaching over 400 classes and 13,000 student hours annually. Given the rising concerns around e-bike safety, the program has embedded e-bike safety education into sixth grade and high school classroom presentations to emphasize extra care when riding these faster and heavier bikes. SR2S has partnered with Marin Health and Human Services, law enforcement, and school administrators to help encourage families to make legal purchases of e-bikes over other e-motorcycle type devices, which are not permissible on roads and pathways. Additionally, SR2S helped school administrators establish e-bike parking permits on campuses to eliminate the illegal devices.

Fifty-three Marin County K-12 schools hosted SR2S events during 2024; in total, the program sponsored 434 events to celebrate an annual total of 54,250 green trips by students counted on event and contest days alone. Ruby Bridges Day has become a particularly popular day of celebration

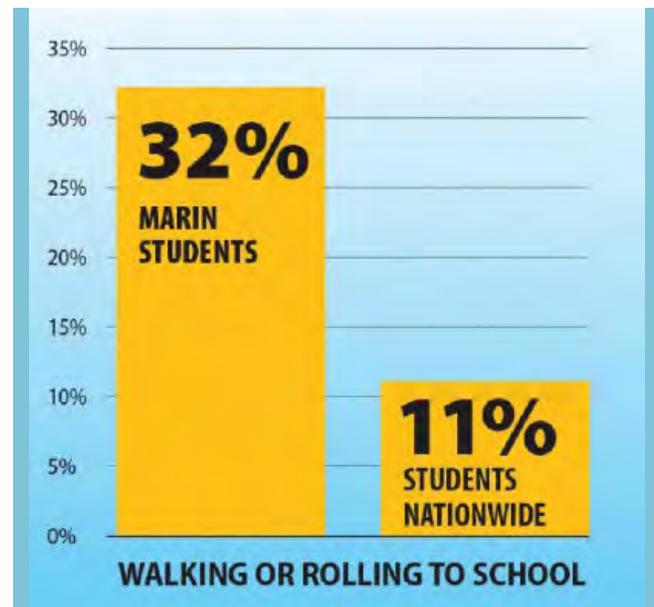
at 35 elementary schools. This day is important for making connections between transportation and equity in SR2S's work and elevating the need for safe access for all students of all means and abilities who walk and roll to school.

### ROUTE MAPS

During 2024, the SR2S program made significant progress creating Suggested Routes to School maps to help families plan their walking and biking trips to and from school. The maps are created through an interactive process that engages families, students, and Task Force members to identify routes and challenges. Route maps for all Novato schools were created during 2024; to date, 38 schools have maps that are either completed or in progress.

### DASHBOARD

This past year, the program launched a new dashboard that shares data on how students travel to schools across Marin County. The program also continued promoting key events and safety efforts, including International Walk & Roll to School Day, Ruby Bridges Walk to School Day, and the Eyes Up Marin Street Smarts campaign.



## STREET SMARTS

The Eyes Up Marin Street Smarts Program was deployed in fall 2025, with safety messages displayed across Marin County on street pole banners, signs near schools, and lawn signs provided by local cities and towns. The program uses data to place these messages in areas where traffic safety issues happen most often.



## YOUTH LEADING ACTIVE COMMUNITIES PROGRAM

In 2025, TAM continued the implementation and expansion of its Youth Leading Active Communities (YLAC) program, as part of Safe Routes to Schools. YLAC engages middle and elementary school students – particularly schools with lower income populations – in hands-on learning about walking, biking, and rolling as safe, healthy, and sustainable transportation options. Through a structured curriculum, student-led walk and intersection audits, route mapping, and peer-to-peer outreach, the program builds youth leadership and empowers students to learn new transportation habits and ways to ask for improvements.



## EBIKE SAFETY

In 2025, Marin jurisdictions strengthened safety rules for Class 2 (throttle-assisted) e-bikes under the authority of Assembly Bill 1778, authored by Assemblymember Damon Connolly and signed into law in September 2024. On May 20, 2025, the Marin County Board of Supervisors approved an ordinance prohibiting riders under 16 from using Class 2 e-bikes and requiring helmets for riders of all ages. All 11 Marin jurisdictions subsequently adopted the ordinance.

To support implementation, TAM and the County of Marin launched the E-Bikers Club outreach campaign to help families understand the new laws and promote safe riding habits. The campaign was developed with guidance from the Special Committee on Youth E-bike Safety.

These proactive steps were taken in response to rising safety concerns. Between 2019 and 2022, Marin experienced a 110% increase in 911 calls involving bicycle accidents among school-age youth, and data showed that crash rates for 10- to 15-year-olds riding e-bikes were five times higher than for adults – highlighting the importance of education and clear safety standards.

# E-BIKERS CLUB



### NEW E-BIKE RULES IN MARIN!

Riders must be 16+ to use throttle e-bikes (Class 2), and everyone must wear a helmet. Kids under 16 should stick to pedal-assist e-bikes (Class 1) or regular bikes. E-bikes are heavy and fast—check your brakes, control your speed, and ride responsibly. Let's keep Marin rolling safely.



JOIN  
E-BIKERSCLUB.COM  
TO STAY IN THE KNOW.



## Crossing Guard Program

TAM's Crossing Guard Program began in 2006 with 54 crossing guards and has since grown to nearly 100 locally funded positions serving schools across Marin. The program is funded through Marin's Measure AA ½-Cent Transportation Sales Tax and Measure B, the \$10 Vehicle Registration Fee. We are grateful for the dedicated crossing guards who play such an important role in keeping Marin students safe on their way to and from school.



**Crossing Guard of the Year - William (Bill) Abbey**

In May, the TAM Board proudly recognized William (Bill) Abbey as Crossing Guard of the Year for his dedicated service to students at Lagunitas School.



A valued member of the West Marin community, Bill brings a wealth of experience from his career as a broadcast television executive with a background in business and security. In retirement, he has devoted his time to keeping students safe as they cross Sir Francis Drake Boulevard. From his post in front of the school, it's clear he knows just

about everyone – passing drivers often wave or roll down their windows to call out, “Hi, Bill!”

Supervisor Dennis Rodoni presented Bill with a plaque of recognition, along with heartfelt appreciation from the TAM Board for his outstanding service.



## Trip and Pollution Reduction Programs

TAM's Trip and Pollution Reduction programs are designed to reduce traffic congestion and pollution and to encourage electric vehicle adoption.

### Marin Commutes

The Marin Commutes Program is TAM's comprehensive Transportation Demand Management (TDM) initiative focused on reducing traffic congestion, improving air quality, and promoting sustainable travel choices in Marin County. The program includes public outreach, employer partnerships, and targeted seasonal campaigns to encourage alternatives to driving alone. [MarinCommutes.org](http://MarinCommutes.org) serves as a central hub for commute options, promotions, and local transportation information for people who live and work in Marin.

In 2025, the Marin Commutes team expanded outreach and engagement with employers and commuters to increase awareness of available programs and resources. Through targeted campaigns and ongoing incentives, the program encouraged residents and employees to choose public transit, carpooling, biking, walking, and other alternative transportation options.



Marin Commutes Rewards Impact on Commute Alternatives			
Performance Metric	Fiscal Year 2023-2024*	Fiscal Year 2024-2025*	Year over Year Increase
Single Occupancy Vehicle trips reduced	5,070 trips/mo.	7,687 trips/mo.	51% +
Single Occupancy Miles avoided	92,029 miles/mo.	140,112 miles/mo.	55% +
CO <sub>2</sub> Emissions Savings	24.52 tons/mo.	42.74 tons/mo.	74% +



### 2025 SEASONAL INITIATIVES

#### New Year Commute Challenge: January-February 2025

- Offered additional rewards incentives to encourage new commuting habits
- Promoted through both direct outreach and transit partner channels



#### Spring Commute Challenge/Bike Month: May 2025

- Offered additional rewards incentives to encourage alternative commuting
- Coordinated with Marin County Bicycle Coalition and transit partners to promote initiative and rewards



#### Diamond Dozen Commute Challenge 2025

- Dovetailed the campaign with the new Marin-Sonoma Narrows HOV Lanes
- Coordinated with transit partners, highlighted carpool and vanpool incentives



## Alternative Fuels Program

Marin County was an early adopter of electric vehicles and Marin EV sales continue to trend well above the state average. TAM's Alternative Fuels Program advances the transition from fossil-fuel based transportation to more sustainable alternative fuel vehicles and EVs. Switching to alternative fuel vehicles and EVs reduces harmful air pollution levels and decreases greenhouse gas emissions.

TAM's ongoing rebate program supports public agencies in the transition to EVs.

This year, TAM's Alternative Fuels Program reached several important milestones across its rebate, outreach, and technical assistance efforts.

In 2025, the rebate program provided 46 electric vehicle charger rebates and 9 fleet rebates, bringing the program totals to 498 charger rebates and 60 fleet rebates since its launch.

Throughout 2025, TAM conducted workshops, webinars, and events to increase awareness and support public agencies with transitioning to clean fleets. In particular, TAM conducted the 3rd annual Clean Fleet Expo which hosted public agencies and partners in discussions around navigating transitions to alternative fuels. More than 100 attendees participated in sessions covering PG&E technical assistance programs, compliance with California Air Resources Board requirements, and the latest innovations in electric vehicle technology.

In partnership with the Marin Climate and Energy Partnership, TAM also issued a Request for Information to identify vendors capable of managing the full installation, operation, and maintenance of electric vehicle charging infrastructure. This effort was designed to help local jurisdictions address ongoing charger downtime challenges while planning for future expansion.



Clean Fleet Expo 2025



# PLANNING AND COORDINATION

To help meet the needs of current and future Marin County residents, employees, students, businesses, and visitors, TAM engages in planning activities to support effective and impactful projects and programs. Our planning efforts help guide transportation development and funding decisions and seek to be responsive to existing needs as well as future mobility trends.



## FINAL COUNTYWIDE TRANSPORTATION PLAN 2050

In 2025, TAM released the final Countywide Transportation Plan (CTP) 2050 – Marin County's first CTP. The Plan lays out a vision for a transportation system that is safer, more equitable, and more sustainable than the one we have today.

The CTP is designed to serve as a consistent resource, and TAM – together with our local jurisdiction and transit agency partners – has been actively advancing its new vision, goals, and strategies. The final version of the document contains complete appendices, including tools and maps, intended to serve as a resource for TAM and partner agencies as they identify, define, and implement transportation projects in Marin County.



## MARIN COUNTY SCHOOL ACCESS SAFETY ACTION PLAN

In 2025, TAM began developing the Marin County School Access Safety Action Plan with funding from the federal Safe Streets and Roads for All (SS4A) Grant Program, established through the Infrastructure Investment and Jobs Act (IIJA).

## TECHNICAL ADVISORY WORKING GROUP

The Technical Advisory Working Group (TAWG) is a team of local agency and governmental staff who help support TAM's planning work. The group provides technical expertise and policy input on major efforts like the Countywide Transportation Plan and helps coordinate work across cities, towns, and agencies.

Members include representatives from each city, town, and the county (from Planning or Public Works), the county's three transit operators, and partner agencies such as Caltrans, the Metropolitan Transportation Commission, Marin County Health and Human Services, Marin County Parks, and the Marin County Office of Education.



## EQUITY WORKING GROUP

The Equity Working Group played a key role in developing TAM’s Countywide Transportation Plan and Community-Based Transportation Plan. After the CTP was adopted, the group continued meeting regularly to provide input on TAM’s ongoing programs, plans, and projects.

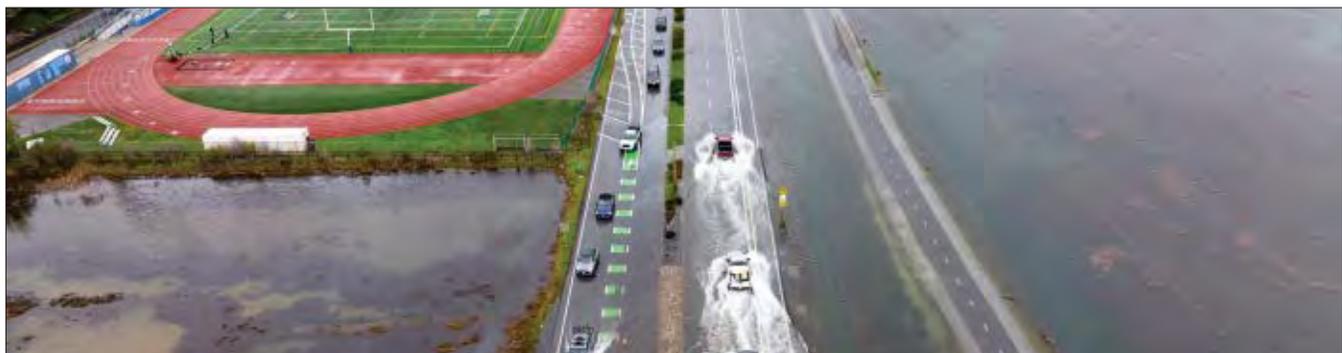
Recent discussions have included integrating equity metrics into TAM’s call-for-projects scoring process, assessing the Measure AA Expenditure Plan Review, and receiving updates on initiatives such as the Sea Level Rise Program and Safe Routes to Schools. The group will continue meeting regularly to help ensure equity remains central to TAM’s work moving forward.



## SEA LEVEL RISE AND TRANSPORTATION

In June 2025, the TAM Board accepted the Sea Level Rise Adaptation Planning Study for Marin County’s Transportation System. The study identifies 19 focus areas across the county and takes a closer look at potential solutions in seven of the most vulnerable locations.

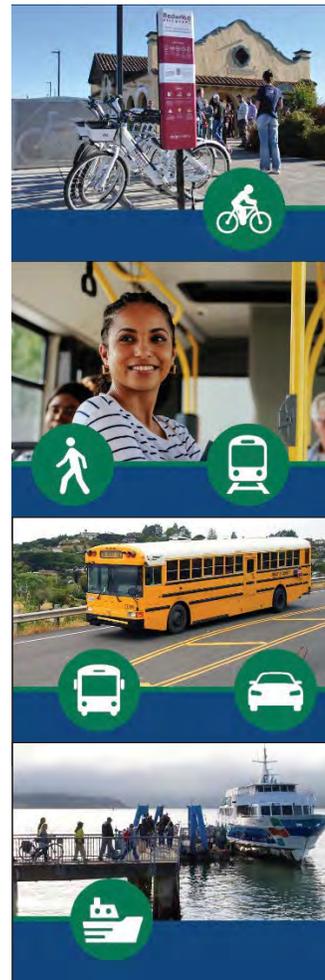
As part of putting the plan into action, TAM then launched a Climate Resilient Design Principles effort. This work further defines the “Complete, Green, and Elevated Streets” approach and explores how roadway improvements can help protect streets and communities from flooding caused by sea level rise.



## VEHICLE MILES TRAVELED TOOLKIT

In 2025, TAM continued developing the Vehicle Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit. Staff and consultants surveyed people who live and work in Marin to better understand their travel habits and preferences.

The team used this feedback to update countywide VMT data and evaluate potential strategies to reduce driving and improve mobility. The Toolkit is being finalized and is expected to be completed in 2026.



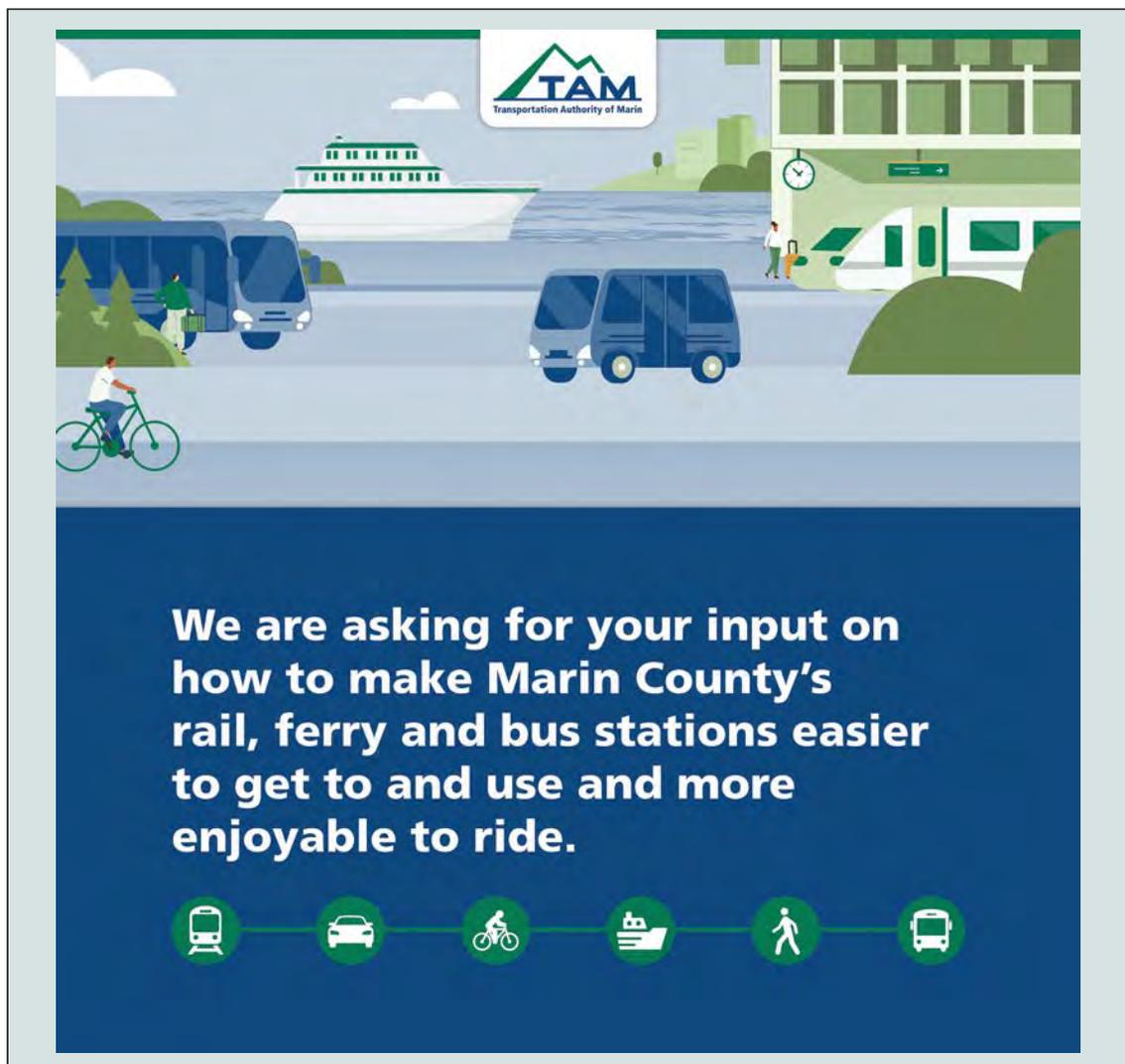
## MOBILITY HUBS PLANNING GRANT

TAM is developing the Marin County Mobility Hub Plan to improve access to rail and ferry stations across the county. The plan assesses ways to make these stations easier to reach, more comfortable, and better connected to different travel options like walking, biking, rideshare, and transit.

The effort aims to increase transit ridership, improve station amenities, and help local jurisdictions meet regional Transit Oriented Communities (TOC) requirements, which can support future funding opportunities.

In 2025, the team provided opportunities for community engagement including:

- A **public survey** (offered in English and Spanish) to gather feedback on how people travel, what improvements they want to see, and how mobility hubs could serve their needs.
- **Pop-up outreach events** at transit stations and in the community where staff talked with riders and residents about mobility priorities and listened to ideas.
- **Business outreach** to understand employer and local business perspectives on station access and multimodal connections.



# TRANSIT

## Local Transit

Local transit is an essential part of our transit network. In 1964, Marin Transit was formed by a vote of Marin County residents to provide local transit service within Marin County. Marin Transit contracts for operations of services and is directly responsible for planning, capital investments, financial management, and operations oversight as guided by its Short Range Transit Plan (S RTP).

### RIDERSHIP

In 2025, Marin Transit saw continued ridership growth on fixed route service. In Q1 of FY2025-26 (Jul-Sep 2025), the District's fixed route ridership surpassed pre-COVID by 10%. During this same period, the national average for COVID recovery among bus operators was only 77%.

### O&M FACILITY PROGRESS

Marin Transit's biggest need is for a centralized facility for maintenance, parking, and charging of zero-emission buses. This facility will support continued investment in electric buses, improve operational efficiency, increase competition for contracted service, and reduce long-term risk. Marin Transit received a \$31.5 million Federal Transit Administration grant in 2023 and in November 2024, Marin Transit purchased a 3.5-acre site at 1075 East Francisco Boulevard in San Rafael. Project work began in 2025 and culminated in completion of a Final Initial Study prepared to meet CEQA requirements. The initial study was released in December 2025 and determined that with mitigations, there was no significant impact on the environment, and that no environmental impact report is required.

The grant also includes workforce development and childcare components to support transit workers and the broader community. Marin Transit has performed significant public outreach, engagement, and noticing as part of its development of this project. Coordination with the City of San Rafael and various community-based organizations has been important for developing effective community outreach and for understanding the local expertise and programs available for workforce development and childcare. Staff anticipate initiating design work and site preparation in 2026, initiating construction in 2027, and opening the facility in 2030 to align with Marin Transit's Zero Emission Fleet Transition Plan.



Marin Transit O&M Facility Targeted Schedule

## MASCOTS EFFORTS & ADOPTION

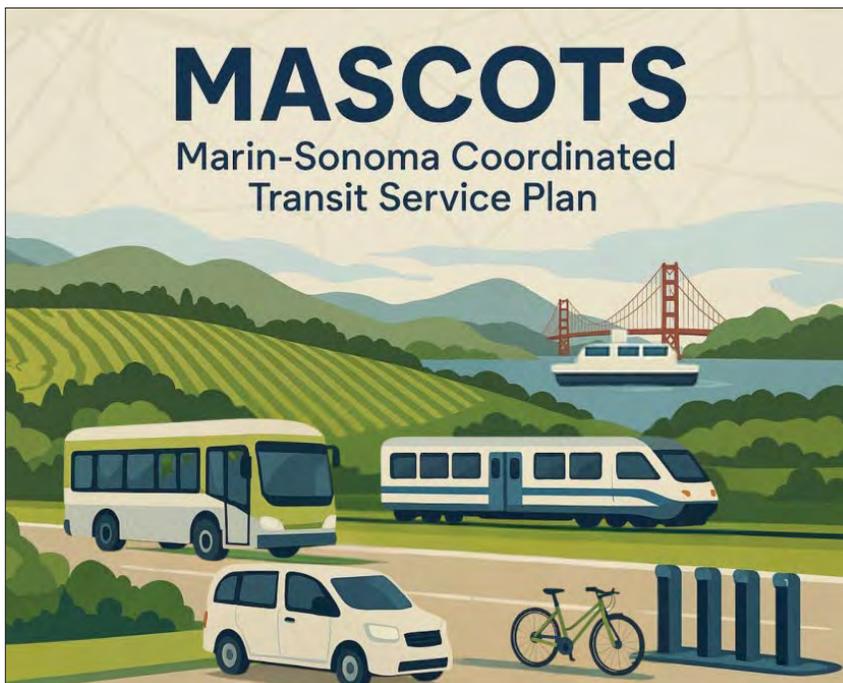
The Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) is a collaborative project between MTC and nine transit and funding agencies in the North Bay to create a more connected, frequent transit network. MASCOTS is focused on improving travel between Sonoma and Marin counties, as well as to and from San Francisco. Transit riders can expect shorter travel times and cost savings thanks to frequent bus and SMART rail service, along with easy transfers along the US-101 and SMART corridor.

After community engagement last summer, Marin Transit adopted a service change proposal for their local bus service focused on improving connections for local passengers transferring to and from regional service. Service changes will be implemented in April 2026. The local bus changes were developed alongside regional service changes recommended through the MASCOTS effort for the Golden Gate Bridge, Highway, and Transportation District (GGBHTD), and Sonoma-Marín Area Rail Transit (SMART).



## FUNDING RECEIVED

In FY2025/26 Marin Transit was awarded a Federal Transit Administration (FTA) grant in the amount of \$5.64 million for the renovation of the District’s Rush Landing bus facility and office building in Novato and the purchase of three replacement buses. Funding was awarded as part of the FY25 FTA Section 5339 Bus and Low- and No-Emission Grant Awards and will allow Marin Transit to modernize the Rush Landing building and optimize its use to support transit operations. The grant will also fund the replacement of three smaller cutaway shuttles with new 40-foot hybrid buses. The Low- or No-Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.



## ADA BUS STOP IMPROVEMENT PROJECT

In FY2025/26 Marin Transit continued bus stop improvements and began renovations to 22 high ridership stops to improve accessibility for people with disabilities (per Americans with Disabilities Act, ADA). The bus stops were chosen from an assessment and ride-check performed in 2017. These renovations included the addition of accessible landing pads and upgrades to passenger amenities to tie in with street design. The project, estimated to cost \$2.1 million, also includes the addition of three new bus stops: one at E. Francisco Blvd. and Medway in San Rafael and two at Redwood Blvd. in Novato to serve Marin Community Clinics.



Marin Transit bus stop improvements



## LAUNCH OF MOBILITY WALLET

In 2025, Marin Transit restructured Marin Access programs and services to ensure long term viability of programs and financial sustainability. The program changes were launched in July 2025 and included the phasing out of the Catch-A-Ride program and associated subsidies and the introduction of a new payment card to deliver subsidies to both new riders and riders with income barriers. The payment card, or “mobility wallet,” allows the District to issue a digital or physical payment card to enrolled riders with a pre-loaded value to use with a variety of transportation providers. The mobility wallet provides more flexibility for riders in terms of how and where the value can be used as it expands the pool of transportation providers and allows them to pay for rides in increments of their choosing rather than in fixed voucher amounts. It also reduces the administrative burden of the current program by allowing staff to automate reloading of value to the rider’s account. Enrolled riders began to use the mobility wallet in July 2025; the change has been well received and enrollment in the program has grown month over month.



# OUTREACH

TAM is committed to open and consistent dialogue with the community as an inherent element of enhancing mobility and creating beneficial transportation projects and programs. We strive to provide many tools and opportunities for engagement to ensure robust community interaction and access to our transportation programs and services.

## TAM IN THE COMMUNITY

TAM staff offer presentations and information to community organizations, interest groups, and residents throughout Marin. These interactions provide valuable opportunities to hear community perspectives and share how transportation funding supports improvements across the county.

In 2025, TAM participated in more than 30 community events to share information and hear directly from community members. To request a presentation – either in person or by videoconference – or to invite TAM to attend an event, please contact us at [info@tam.ca.gov](mailto:info@tam.ca.gov) or 415-226-0815.



*Marin outreach event*

**TAM meetings** are conducted in person with an option for the public to attend in person or via Zoom. We encourage community input and attendance.

- Board of Commissioners meetings are generally held on the fourth Thursday of the month at 6:00 p.m. in San Rafael.
- Executive Committee meetings are generally held on the second Monday of the month beginning at 2:00 p.m., at the TAM office, 900 Fifth Avenue, Ste. 100, San Rafael.
- COC meetings are generally held on the third Monday of every other month beginning at 5:00 p.m., at the TAM office, 900 Fifth Avenue, Ste. 100, San Rafael.

Please visit the calendar page of the TAM website, [www.tam.ca.gov](http://www.tam.ca.gov) for meeting details and agendas.

Community members can stay informed through **The TAM Traveler**, TAM's electronic newsletter, which provides updates on transportation projects and regional transportation news

Please visit our website, [www.tam.ca.gov](http://www.tam.ca.gov), to sign-up for the TAM Traveler.

**Contact Us** ■ Email: [info@tam.ca.gov](mailto:info@tam.ca.gov) ■ Call: [415-226-0815](tel:415-226-0815)



## FEATURED COC MEMBER

### Charley Vogt

Charley moved to Marin County in 2018, leaving Kansas City and more than 30 years of roots there. He and his wife Valerie settled in Novato in a subdivision (Pt. Marin) created from the land reclaimed from redevelopment of the former Hamilton air force personnel housing, affectionately called 'smurf village', from the fact the enlisted personnel housing was painted a pale blue color. The reason Charley moved here was simple, one day he got a call from his son saying, "Dad, you're going to be a grandfather." That's all it took.

Charley brings decades of leadership and public service experience to his role as the North Marin COC representative. His career has spanned positions as a public information officer, city administrator and city manager, chamber of commerce executive, economic development leader, and commercial banker. Most recently, he served as Senior Vice President for Business Development at Country Club Bank, where he built strong community and business relationships while supporting economic development initiatives.

Despite this extensive professional background, Charley jokes that his most relevant transportation experience may date back to his sixth-grade job as a school crossing guard in St. Louis, where he proudly wore his white sash and safety badge while helping fellow students cross safely.

Community service continues to be central to Charley's life. He currently serves as President of the Rotary Club of Ignacio, is Secretary/Treasurer of his son's not for profit foundation, and helped found the Prostate Network in Kansas City after his own experience as a prostate cancer survivor. The Vogt Foundation supports innovative food and nutrition initiatives, including the Emmy Award-winning documentary *We Are What We Eat*.

Charley and Valerie have two children—Kyle, a San Francisco tech entrepreneur, and Kelly, who works for Salesforce in Dallas. Kyle and his wife Kelsey have two children who are seven and one and a half. When he's not volunteering or spending time with family, Charley enjoys hiking Marin's hills and exploring Northern California. More grandparent excursions and extensive travel domestically and internationally are in the future.

Coming from the Midwest, he describes Marin's climate simply as "paradise."

#### ***How long you been serving on the COC?***

I began serving on the COC on **January 24, 2019**, initially filling a partial term and later being elected to a four-year term that runs through 2029.

#### ***What brought you to the COC and what keeps you interested?***

I first learned about the COC when TAM's Executive Director spoke at a Rotary Club meeting in 2018. After learning more about the work, I felt my background could be helpful. What keeps me engaged is the variety of projects and the opportunity to help make a difference in transportation across Marin County.

#### ***Do you think the COC has made a difference in addressing transportation issues in Marin?***

Yes. Through measures like Measure A, Measure B, and Measure AA, the COC helps ensure transportation funds are used responsibly. The committee monitors how those funds support priorities like safety, congestion reduction, road maintenance, and transit services.

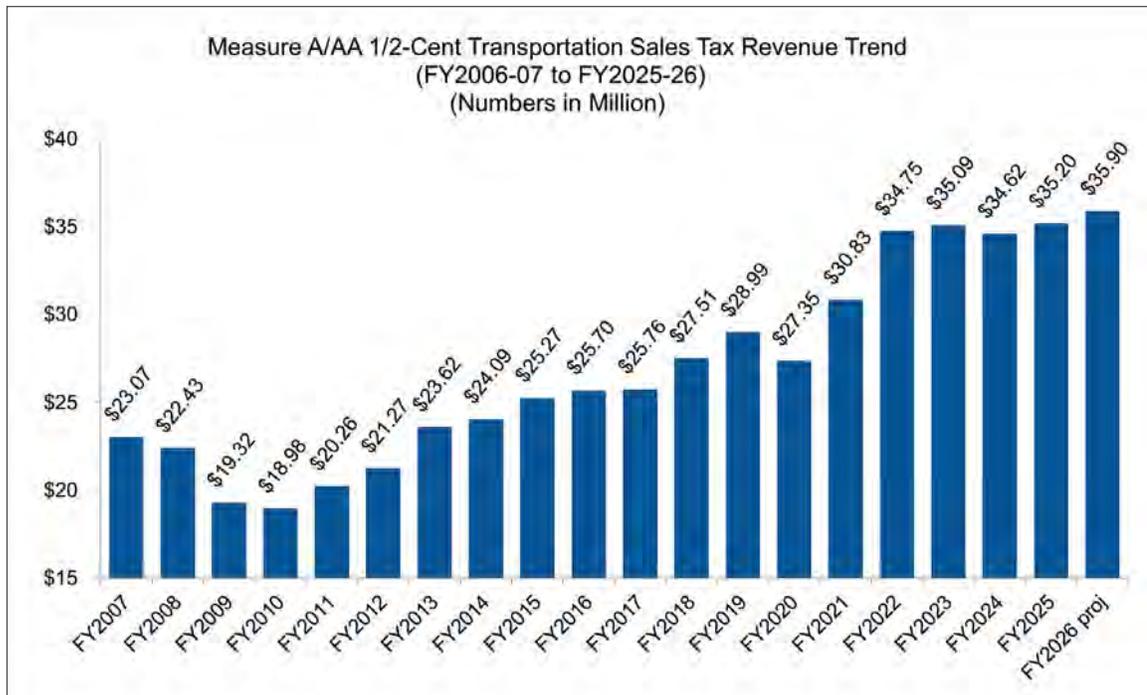
#### ***What do you value most about the COC?***

I value the collaboration with fellow committee members and TAM staff, and the chance to contribute to meaningful transportation projects. It's rewarding to see the work happening behind the scenes to keep important projects moving forward for Marin communities.

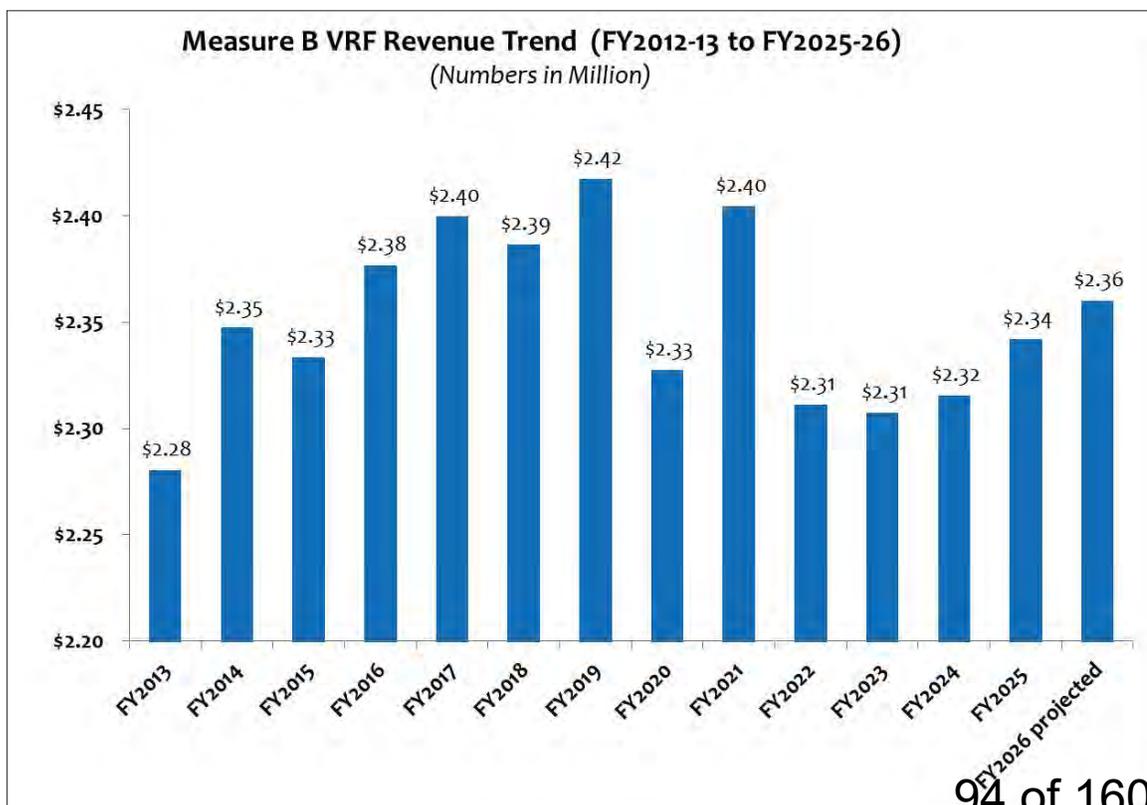


# FINANCIAL PICTURE

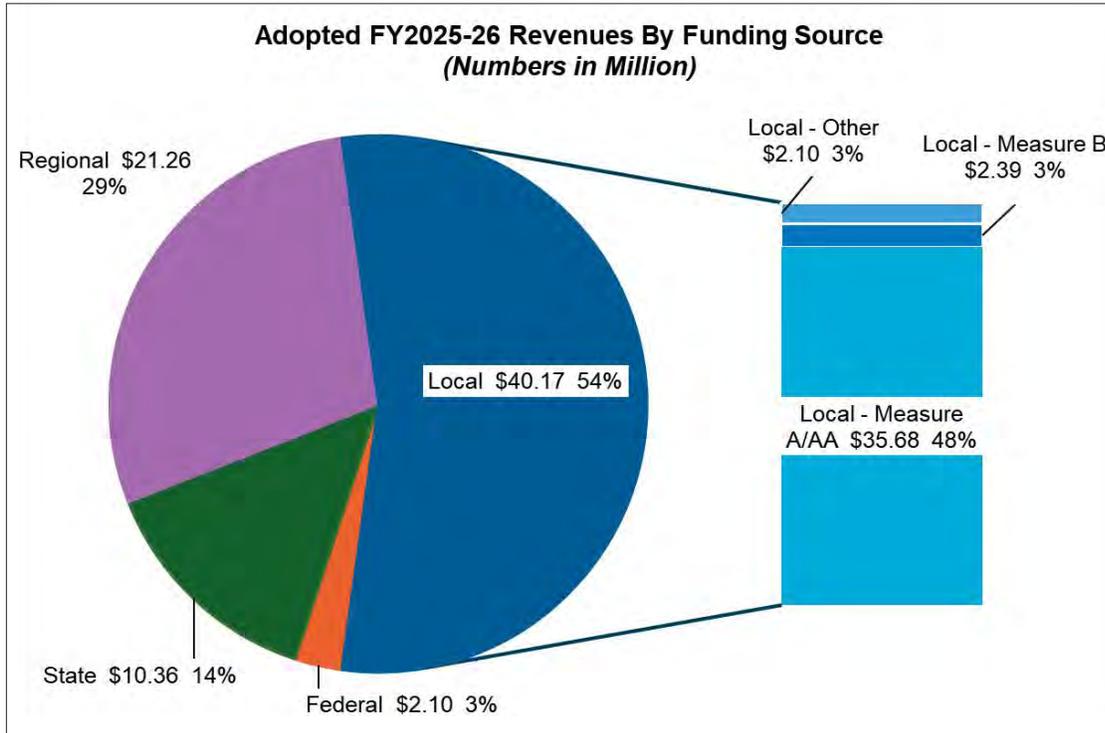
While sales tax revenue during the COVID19 pandemic declined in FY2020 and rebounded well in FY2021, receipts have been relatively flat since FY2022. Regional economic forecasts indicate continued uncertainty facing the economy and other Marin County jurisdictions are projecting similarly low growth in sales tax revenues. The TAM Board approved the \$35.90 million revenue level for the Measure A/AA 1/2-Cent Transportation Sales Tax for FY2025-26.



Marin County voters approved an increase in the Vehicle Registration Fee (VRF) in 2010 to help fund transportation improvements in Marin. Revenues rose steadily until 2017 and have since fluctuated significantly with a recent decline back to 2012 levels. The number of registered vehicles in Marin County rebounded slightly over the last two years, which indicates VRF revenue is expected to remain flat or improve nominally in FY2025-26.



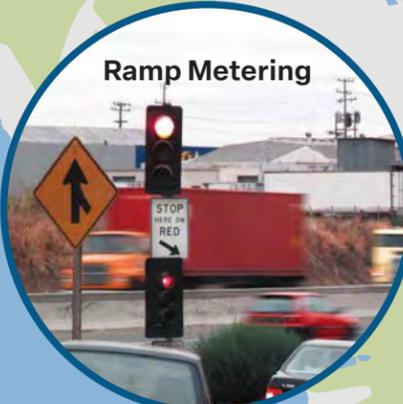
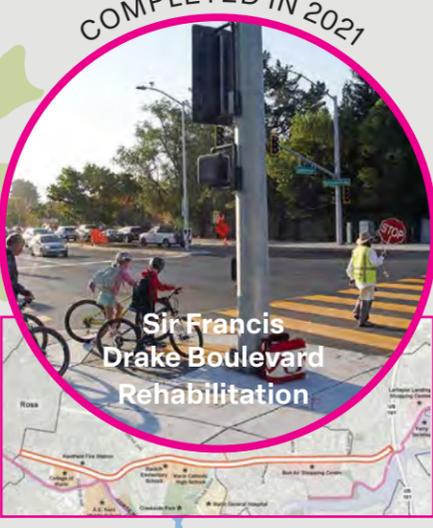
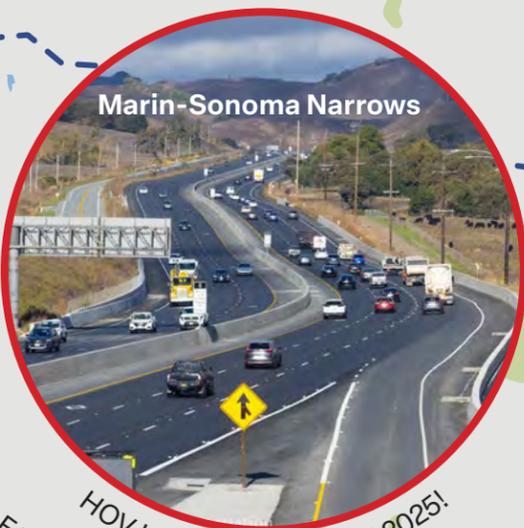
As a transportation planning and funding agency, as well as the administrator of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration fee, the suite of funding sources TAM manages is complex. In FY2025-26, TAM is expecting a total of \$73.86 million in revenue. This reflects a reduction in regional funds from the actual revenue in FY2024-25 since Regional Measure 3 and grant funds are being spent down on major projects.



A five-year historic look at TAM’s actual revenue, expenditure, and fund balance, is presented below to provide an overview of the collection of revenues as well as delivery of projects/programs over the past few years. Over the years, TAM and its partner agencies have increased delivery of several major projects/programs, mostly under the Measure A/AA Sales Tax Projects/Programs and the Interagency Agreements Categories. It should be noted that TAM does not have any debt. TAM’s ending fund balance at the end of FY2024-25 was about \$48.24 million.

Changes in Fund Balances, Governmental Funds						
Fiscal Years Ending June 30						
	2025	2024	2023	2022	2021	2020
<b>REVENUES</b>						
Sales Tax	\$ 35,773,522	\$ 34,619,869	\$ 35,086,472	\$ 34,754,393	\$ 30,832,521	\$ 27,345,662
Vehicle Registration Fee	2,341,772	2,290,567	2,320,048	2,311,091	2,404,319	2,327,292
Investment Earnings	4,049,145	3,910,609	688,449	(1,514,891)	180,746	2,007,743
Project and Program Revenues	33,467,253	45,378,315	3,379,053	9,242,310	7,744,826	3,194,508
<b>Total Revenues</b>	<b>75,631,692</b>	<b>86,199,360</b>	<b>41,474,023</b>	<b>44,792,903</b>	<b>41,162,412</b>	<b>34,875,205</b>
<b>EXPENDITURES</b>						
Congestion management - Current						
Administration	3,889,458	3,874,185	3,711,737	3,069,428	3,051,243	3,154,148
Professional Services	8,199,057	2,276,077	550,799	685,578	1,178,698	2,629,748
Measure A	165,823	1,464,337	2,957,868	1,143,839	12,144,379	9,737,500
Measure AA	32,946,956	33,663,602	33,301,841	22,108,424	22,768,626	16,896,486
Measure B	1,510,171	1,111,221	3,442,412	1,531,554	1,718,579	4,098,404
Interagency Agreements	26,171,177	38,086,969	215,918	7,924,784	6,644,955	535,629
Other Capital Expenditures	924,488	218,254	-	362,625	1,310,733	366,674
<b>Total Expenditures</b>	<b>73,807,130</b>	<b>80,694,645</b>	<b>44,180,575</b>	<b>36,826,234</b>	<b>48,817,213</b>	<b>37,418,589</b>
Excess (Deficiency) of Revenues						
Over (Under) Expenditures	1,824,562	5,504,715	(2,706,552)	7,966,669	(7,654,801)	(2,543,384)
<b>OTHER FINANCING SOURCES (USES)</b>						
Total Other Financing Sources (Uses)	-	-	-	-	-	-
<b>NET CHANGE IN FUND BALANCES</b>	<b>1,824,562</b>	<b>5,504,715</b>	<b>(2,706,552)</b>	<b>7,966,669</b>	<b>(7,654,801)</b>	<b>(2,543,384)</b>
Fund Balances - Beginning	46,413,464	40,908,749	43,615,300	35,648,631	43,303,432	45,846,816
Restatement	-	-	-	-	-	-
<b>Fund Balances - Ending</b>	<b>\$ 48,238,026</b>	<b>\$ 46,413,465</b>	<b>\$ 40,908,748</b>	<b>\$ 43,615,300</b>	<b>\$ 35,648,631</b>	<b>\$ 43,303,432</b>

# KEY CAPITAL IMPROVEMENT PROJECTS



- Marin-Sonoma Narrows
- Novato Boulevard Improvement Project
- State Route 37
- Third Street Rehabilitation
- I-580 Local Access and Bellam Blvd. Improvements
- Sir Francis Drake Boulevard Rehabilitation
- North-South Greenway Gap Closure
- East Blithedale Boulevard Rehabilitation
- Ramp Metering
- Interchanges
  - Alameda del Prado/Nave Drive
  - Manuel T. Freitas
  - Tiburon Blvd./East Blithedale Ave.



900 Fifth Avenue, Suite 100 | San Rafael, CA 94901  
 (415) 226-0815 | info@tam.ca.gov | www.tam.ca.gov

TAM is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users.



**TAM STAFF**

**ANNE RICHMAN**  
*Executive Director*

**AUDREY VEYSSIERE**  
*Assistant Project Delivery Manager*

**DAN CHERRIER, P.E.**  
*Director of Project Delivery*

**DAVID CHAN**  
*Director of Programming and Legislation*

**DEREK MCGILL**  
*Director of Planning*

**EMILY TONG**  
*Senior Accountant*

**GRACE ZHUANG**  
*Accounting and Payroll Specialist*

**JENNIFER DOUCETTE**  
*Executive Assistant/Clerk of the Board*

**JOANNE O'HEHIR**  
*Administrative Assistant*

**MELANIE PURCELL**  
*Director of Finance and Administration*

**MIKAELA HIATT**  
*Senior Transportation Planner*

**MOLLY GRAHAM**  
*Public Outreach Coordinator*

**RAY RODRIGUEZ**  
*Assistant Project Delivery Manager*

**SCOTT MCDONALD**  
*Principal Transportation Planner*

**2025 ANNUAL REPORT SUBCOMMITTEE:** JESSICA DEAKYNE, KEVIN HAGERTY AND PETER PELHAM

**PROJECT MANAGEMENT, CONTENT, DESIGN:** Joanne Roessler, Molly Graham and Jennifer Doucette

**PHOTO CREDITS:** Peter Oppenheimer, TAM Staff and Caltrans

**WRITING/EDITING CREDITS:** COC Annual Report Sub-Committee and TAM Staff

**Front Cover:** Measure AA Review outreach event, Marin-Sonoma Narrows ribbon cutting event, Marin-Sonoma Narrows HOV lanes open

**Back Cover:** North-South Greenway over Corte Madera Creek and NB US-101 on-ramp

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**DATE:** March 26, 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:** Public Hearing on the Proposed Amendments to the Measure AA Expenditure Plan, Agenda Item No. 7a

---

## **RECOMMENDATION**

The TAM Board conducts a public hearing and receives public input on the Proposed Amendments to the Measure AA Expenditure Plan.

## **BACKGROUND**

Per the amendment requirements (page 32) of the Measure AA Expenditure Plan, a 45-day public comment period and a public hearing are required as part of the approval of amendments to the Measure AA Expenditure Plan. The Proposed Amendment to the Measure AA Expenditure Plan was reviewed and released by the TAM Board for the required 45-day public comment period at its January 22, 2026 meeting. The 45-day public comment period concluded on March 9, 2026. Comments received were summarized and included in Item 7b of the meeting packet.

At the conclusion of the public hearing, the TAM Board may consider approval of the Proposed Amendments to the Measure AA Expenditure that are presented under Item 7b.

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**DATE:** March 26, 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:** Adoption of Measure AA Expenditure Plan Proposed Amendments (Action), Agenda Item No. 7b

---

## RECOMMENDATION

The TAM Board adopts the Proposed Amendments to the Measure AA Expenditure Plan as shown in Attachment B on the condition that no substantive changes are required upon completion of the preceding public hearing.

Public comments received after March 9, 2026, but before the end of the public hearing that result in minor revisions can be incorporated into the final adopted Amended Measure AA Expenditure Plan. Comments that require substantive changes to the Proposed Amendments will necessitate the return to the TAM Board for additional approvals and the opportunity for additional public comments.

## BACKGROUND

The Measure AA Expenditure Plan (“Expenditure Plan,” hereinafter) was approved by Marin voters in November 2018. A policy in the voter-approved Expenditure Plan was included for TAM to review the Expenditure Plan every six years on the rationale that four reviews can be conducted before expiration.

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.
- January 2026 – the TAM Board was presented with the final proposed amendments, including recommendations from the Ad Hoc Committee, and the TAM Board unanimously approved opening a 45-day public comment period for the Measure AA Expenditure Plan proposed amendments.
- March 2026 – the TAM Administration, Projects & Planning (AP&P) Executive Committee received an update on comments received to date, the concept of “double allocation” for local infrastructure in FY 26/27, and County Counsel’s guidance if the Proposed Amendments are not adopted as-is and new changes are introduced by the TAM Board.

In addition, the Community Oversight Committee (COC), the Bicycle/Pedestrian Advisory Committee (BPAC), and the Working Groups were updated at multiple points throughout the review process and provided feedback to staff at several key junctures. Staff also engaged in extensive discussions with the Marin Public Works Association throughout the process. Furthermore, four public pop-up events were held in August 2025 at locations throughout Marin County to gather public input.

**DISCUSSION**

On January 22, 2026, the TAM Board opened a 45-day public comment period on the final proposed amendments, shown in Attachment B and 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%	Add 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

As a reminder, extensive information was provided at the January 2026 Board meeting, including a “Commissioner Handbook” containing the proposed draft amendments, a report of the public outreach efforts, historical information, a review of alignment with the CTP, financial forecasts, travel trends, and additional information on the proposals for the Reimagined Roadways category, the COC structure, and the future review schedule. This information is still available on the TAM website.

Updates since January on various categories are presented below.

### **Category 1.3 Local Interchanges**

In the original Expenditure Plan, eleven interchanges (later increased to twelve) were listed as eligible for Measure AA funding from Category 1.3. After a series of studies and workshops, the TAM Board authorized the three interchanges listed below to advance to project development:

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

In October 2025, the TAM Board recommended convening mini workshops to help narrow the range of alternatives for the three Highway 101 interchanges prior to advancing into the Project Approval and Environmental Document (PA&ED) phase. TAM staff held three workshops, one for each interchange area, bringing together elected officials, TAM Commissioners, and staff from the directly affected jurisdictions to review alternatives and provide input. Feedback received will be considered for the next phase of work, including consideration of whether further refinement or reduction of alternatives is warranted. Staff anticipates returning to the Board in the coming months with additional updates and a final recommendation. Reducing the number of alternatives will help reduce the cost of the environmental phase. Staff believes sufficient resources are available to complete the environmental phase.

### **Category 2.1 Local Transportation Infrastructure**

Following the policies of Measure A, Category 2.1 Local Transportation Infrastructure of Measure AA currently provides annual funding in arrears (collect funds before allocating) to jurisdictions. As such, Category 2.1 funds can be distributed upfront before projects commence. However, every other category in Measure AA and Measure B allocate funds based on projected collection and funds are reimbursed after expenses have been incurred.

Staff and MPWA have been discussing converting Category 2.1 funds from allocating in arrear to reimbursement-based, making Category 2.1 consistent with the other categories of Measure AA and Measure B. The consistency would help avoid confusion with managing the funds and reduce reporting requirements for recipients, needed for upfront fund distribution. The conversion would not need to be addressed in the Expenditure Plan review but can be implemented in the Measure AA Strategic Plan that follows the adoption of the Amended Expenditure Plan. MPWA does not object to the conversion.

In order to reconcile the allocate in arrear and reimbursement processes, staff proposes to allocate the already collected Category 2.1 funding from FY25/26 *and* allow jurisdictions to request FY26/27 funding on a reimbursement basis, amounting to a “double allocation” for FY26/27. The estimated amounts and process were provided to MPWA on February 19, 2026 with no objections raised.

In addition to providing consistency with other Measure categories, the shift to a reimbursement-based process could assist local agencies with the transition in category 2.1 and 2.4 funding shifts. The “double allocation” would more than offset the reduction in category 2.1 for FY27, and agencies could use the additional funds in one year or spread them out over several years depending on what best meets their needs.

### **Category 3.2 Crossing Guards**

In January 2026, the TAM Board approved a financial plan for the Crossing Guard Program spanning the next four years. The Board approved maintaining the number of guards at 96; however, as many sites going forward will require two guards, the actual number of locations will be reduced. This decision was based on updated cash flow projections and assuming that the transfer of 0.5% of Measure AA funds from Category 1.3 would be approved. The list of recommended locations beginning in August 2026 will be brought before the Board this spring.

### **Public Comments Received To-Date**

The 45-day public comment period ended at 5:00 p.m. on March 9, 2026. A public hearing on the Expenditure Plan proposed amendments will be held at the regularly scheduled TAM Board meeting on March 26, 2026.

Staff has received public input and comments related to Chileno Valley Road and a potential new crossing project near Laguna Lake, as well as various comments offering support or concerns for aspects of the proposed amendments. Similar comments on the Chileno Valley Road were also heard at the February 26, 2026 TAM Board meeting. A summary of the comments received is included in Attachment C. A hyperlink to the individual comments is included as Attachment D. The comments also include those received after March 9, 2026, up to the distribution of this memo.

### **Process Going Forward**

If the TAM Board approves the amendments as shown in Attachment B by the required two-thirds vote of the total Commissioners on the Board, staff will then present the amendments to the cities and towns and the Marin County Board of Supervisors for consideration. Amending the Expenditure Plan will also 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. In preparation, staff has been working with council/supervisor clerks on possible scheduling for these 12 meetings in April and May.

Although not recommended, other process scenarios are described below for information.

If the TAM Board does not approve the amendments in their entirety, the current Expenditure Plan remains status quo until the next scheduled review in six years. The TAM Board also has the discretion to review the Expenditure Plan before the next scheduled review. Under this scenario, the scheduled presentations for April and May with towns, cities, and Board of Supervisors would be cancelled.

The TAM Board may also choose not to move forward with individual changes in the proposed amendment, provided the Expenditure Plan remains internally consistent, such as all categories total 100% of revenues. Only the approved package of changes will be presented to towns, cities, and the Board of Supervisors for approval and reflected in the amended Expenditure Plan.

Additionally, staff has consulted with County Counsel on the possibility that new changes may be introduced that the TAM Board may want to adopt on March 26, 2026. County Counsel advises any new changes that the TAM Board may want to adopt that were not included in the proposed amendment issued with the 45-day comment period can be addressed under two options:

- Redraft the entire proposed amendments with the new changes and return to the TAM Board in a future meeting to open another 45-day public comment period with the proposed amendments that include the new changes. After the second 45-day public comment period, the TAM Board can consider adoption before presenting the proposed amendments to cities, towns, and the Board of Supervisors for approval.

- Move forward with the originally proposed amendments, without the new changes, for the TAM Board to consider adoption and present the adopted amendments to cities, towns, and the Board of Supervisors for approval. The TAM Board would also need to open a 45-day public comment period for the new changes that were not included in the adoption. After the new 45-day public comment period, the TAM Board can consider adoption of the new changes before presenting the new changes to cities, towns, and the Board of Supervisors for approval.

Note that opening a new 45-day comment period would likely extend the overall approval process past the start of the new fiscal year, potentially complicating TAM and grantees' budget processes.

### **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 has reviewed the proposed changes to the Measure AA funding categories for alignment with the CTP vision, goals, strategies, and performance measures. The current proposed amendments are consistent with the CTP.

### **FISCAL CONSIDERATION**

Upon approval, the approved amendments to the Measure AA Expenditure Plan will be incorporated into the FY26/27 TAM Annual Budget and a revised Measure AA Strategic Plan. The revised Measure AA Strategic Plan will be presented to the TAM Board for approval in June or July 2026.

### **NEXT STEPS**

Upon adoption of the proposed amendments to the Measure AA 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.

<b>Expenditure Plan Review Schedule – Remaining Milestones</b>	
Present proposed amendments to Expenditure Plan to Cities, Towns, and County for Approval	April/May 2026
Incorporate Expenditure Plan amendments into TAM FY2026-27 Budget Process	May/June 2026

### **ATTACHMENTS**

- Attachment A – Staff Presentation
- Attachment B – Measure AA Expenditure Plan Proposed Amendments
- Attachment C – Summary of Public Comments
- Attachment D – [Comments Received \(hyperlink only\)](#)

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Item 7b - Attachment A

# Measure AA Expenditure Plan Amendment Adoption

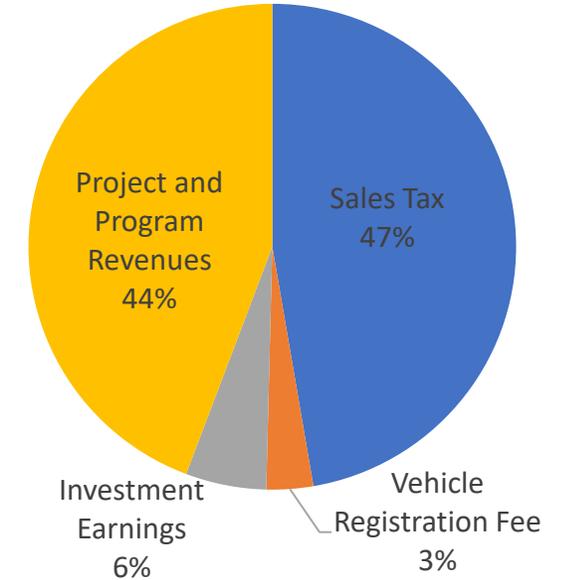
Transportation Authority of Marin  
Board of Commissioners

March 26, 2026

# How Measure AA Supports Marin's Needs

- Marin as a “Self Help” County
  - Measure AA leverages regional, state and federal funds
- Strong public support for overall framework – 76.7% voter approval
- Supports range of countywide transportation needs
- Partner feedback
  - Public Works – Flexible funding helpful
  - Marin Transit – Measure AA vitally important
  - Safe Routes – Highly visible programs

FY 25/26 TAM Revenues

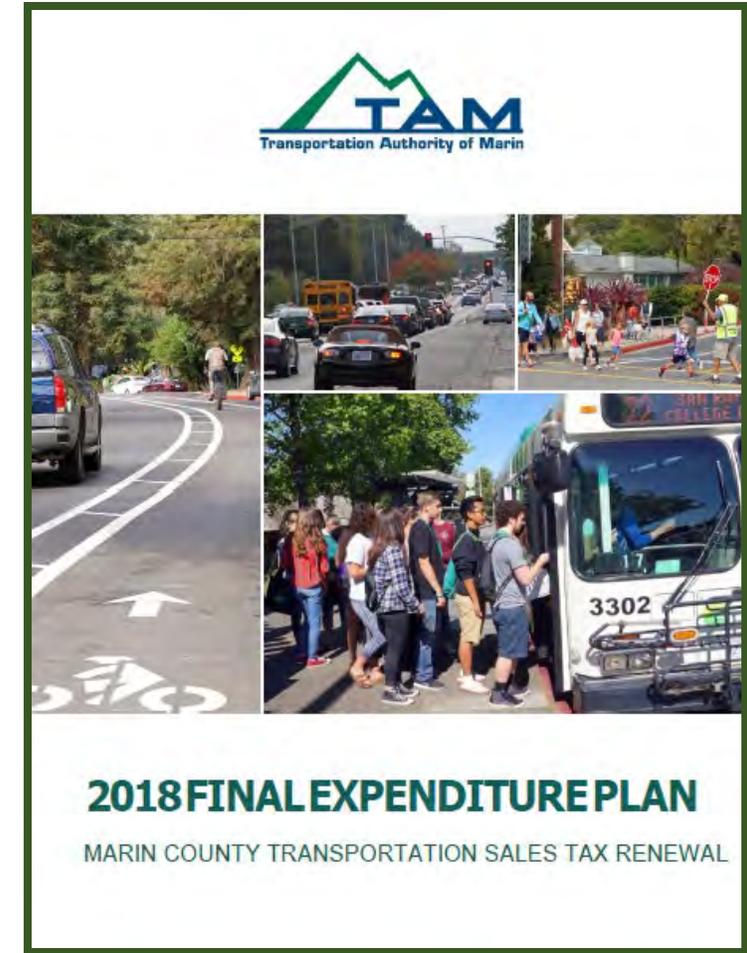


# Measure AA – Six Year Review

As stated in the Measure AA 2018 Expenditure Plan:

***“To keep pace with the changing world of transportation, the TAM Board of Commissioners will review the Expenditure Plan every six years to consider amendments”***

- Extensive process over last 18 months to seek input from Board, partners, program managers & the public
- Review included:
  - Feedback from all Measure AA recipients
  - Public Outreach & Community Group Discussions
  - CTP Alignment Review
  - Financial Projections
  - Travel Trends & Forecasts
- Good Governance Review



# Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
TAM Board Approves Expenditure Plan Review Process and Timeline	October 24, 2024
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 changes proposed	January 2026
<i>45-day Comment Period Closes</i>	<i>March 9, 2026</i>
TAM Board Adopts Amended Measure AA Expenditure Plan	March 2026
Present Amended Expenditure Plan to Cities, Towns, and County for Approval	April/May 2026
Identify Expenditure Plan changes in TAM FY2026-27 Budget Process	April-June 2026

 **We are here**

# Public Outreach Summary

## Summer 2025 Public Outreach Effort

## Ongoing Partner/Advisory Outreach

- 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

## Six Board Presentations/Discussions

Public Comment Period January 22<sup>nd</sup> – March 9<sup>th</sup>

Upcoming City/Town Council Presentations – April/May

**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.  
*Mantener y ampliar los servicios de tránsito locales.*

- IMPROVED BUS STOPS AND VEHICLES  
*Mejoras en refugios y autobuses 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 autobuses escolares y el tránsito estudiantil*
- ON-DEMAND TRANSIT SERVICE  
*Servicio de tránsito según necesidad*
- SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES  
*Servicios para adultos mayores y personas con discapacidades*

**Local Transportation Infrastructure**  
Maintain and improve local roads, bikeways, and sidewalks.  
*Mantener y mejorar el pavimento local. Mantener y mejorar las carreteras locales, las ciclovías para bicicletas y las aceras.*

- 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  
*Mejorar caminos para caminar y para bicicleta hacia las paradas de tránsito*
- IMPROVEMENTS FOR SEA LEVEL RISE AND CLIMATE RESILIENCY  
*Mejoras para adaptación al clima y al 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!  
*Programa de fomento 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*

**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 trabajo*
- IMPROVEMENTS TO US 101 / I-805 INTERCHANGE  
*Mejoras en la US 101 / Intercambio / I-805*

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 los mejoras en el transporte local? Pida una tarjeta de comentarios!*

Ask for a comment card!

CS Scanned with CamScanner

TAM Transportation Authority of Marin

West Marin Dot Exercise

# Summary of Proposed Measure AA Amendments

- 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
<del>Category 2.4 Innovative Technology</del>	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
<b>Additional Changes</b>			
COC Membership			Align with Measure B
Review Timeline			Align with Measure B for concurrent review processes

# Process & Procedures for Incorporating Public Comments

- Public comment period closed 5pm on March 9th
- Noticed public hearing conducted as part of Board item
- Today's Action, TAM Board to consider adoption of Amended Expenditure Plan
  - Any new Amendments not included in published (January) version of draft Amended Expenditure Plan would require additional Public Hearing process and a new 45-day comment period, per County Counsel
  - Restrictions on including prohibited categories still apply
  - TAM Board may choose to not move forward with individual changes, provided the expenditure plan remains internally consistent. e.g., all categories total 100% of revenues
- Once TAM Board approves amendments, the package of approved changes would need to be accepted by local councils. Staff have requested all jurisdictions schedule in April & May.

# Public & Agency Comments Received to Date

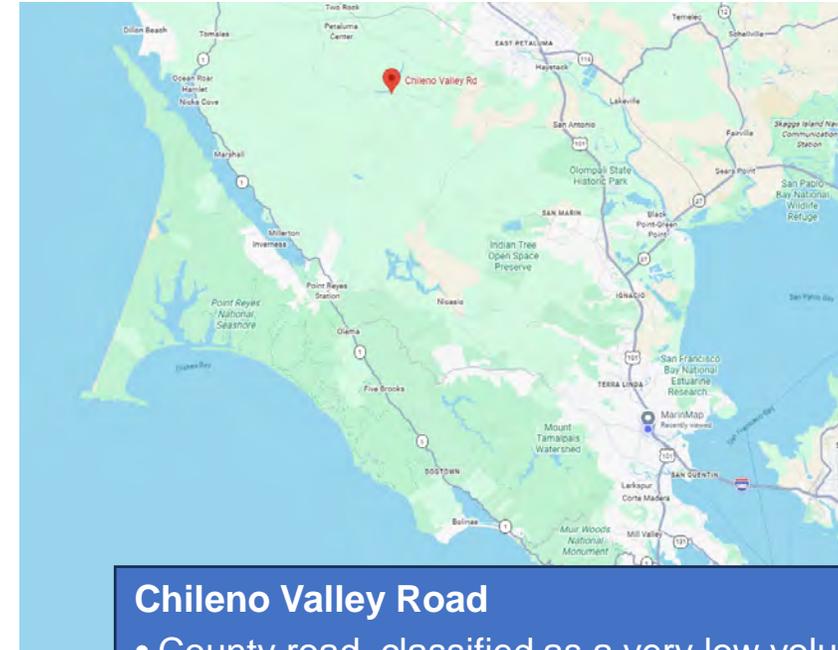
- Comments Related to Chileno Valley Newt Crossing:
  - (1) That TAM adopt a targeted addition to the Reimagined Roadways category description to ensure it can accommodate wildlife crossing and roadway resilience projects.
  - (2) That TAM engage as a partner in securing funding for a permanent wildlife undercrossing on Chileno Valley Road, and provide \$1.2 million to fund design and environmental review.
- Comments in Opposition to Funding a Chileno Valley Newt Crossing
- Support for Crossing Guard Funding Increase
- Request to reconsider funding of Category 2.4 Reimagined Roadways from Category 2.1 local transportation Infrastructure
- Support for maintaining Category 4 Maintain and Expand Public Transit Service
- Support for changes to Category 4.6 Access to Rail and Ferry to include Marin Transit and TAM as eligible recipients
- Comments on Active Transportation concerns around Tamalpais High School, and Mill Valley Sausalito Multi Use Path interface with Miller Avenue and Camino Alto

# Chileno Valley Road Wildlife Crossing

**Public Comment:** *that TAM adopt a targeted addition to the Reimagined Roadways category description to ensure it can accommodate wildlife crossing and roadway resilience projects.*

## Staff Response:

- Roadway elements of wildlife crossings are eligible activities under Category 2.1 Local Transportation Infrastructure, should a local agency advance a wildlife crossing project
- Proposed Corridor would not serve the goals of proposed Reimagined Roadway Program
- Designating funding would bypass process envisioned to determine eligible corridors/projects
- Proposed amendment language to Category 2.4 would require re-circulating proposed language for an additional 45-day comment period.



### Chileno Valley Road

- County road, classified as a very low volume roadway (AASHTO Standard of 400 ADT)
- Weekday average daily traffic (ADT) is 108 vehicles
- Sunday peak volume of 247 vehicles
- Average 21 vehicles from 6pm to 6am (when newts would be crossing roadway)

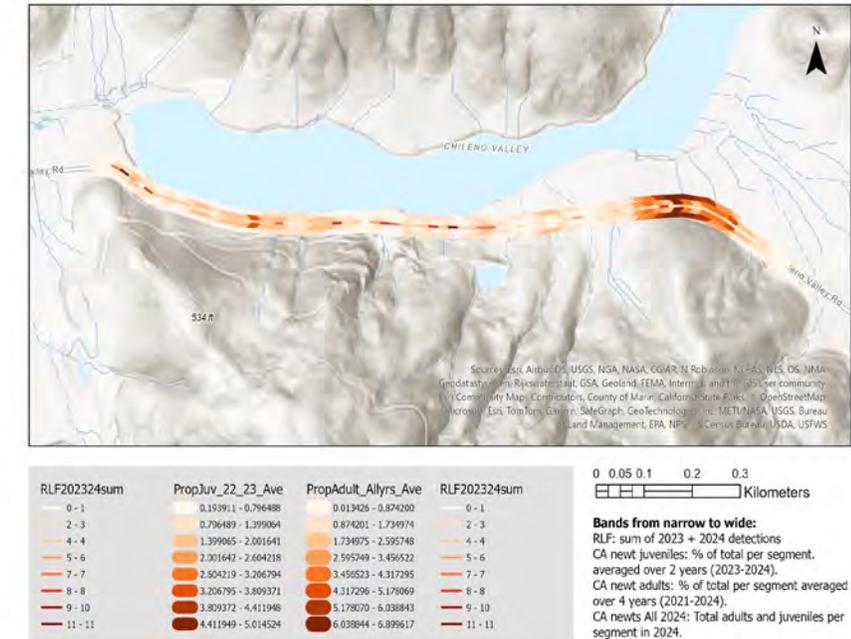
# Chileno Valley Road Wildlife Crossing, cont.

**Public Comment:** *that TAM engage as a partner in securing funding for a permanent wildlife undercrossing on Chileno Valley Road and provide \$1.2 million to fund design and environmental review.*

## Staff Response:

- Staff would like to continue discussions with County & Newt Brigade, and explore practicable and feasible solutions and/or future grants
- Project costs, environmental review process, and development timeline have not been confirmed by a lead agency (TBD) and would be reviewed as part of the County of Marin's Capital Improvement Program
- Proposed funding commitment from Measure AA would require additional re-circulation of the draft amendments, and is not being recommended at this time

Chileno Valley Road: Densities of CA Newts and Red-legged frogs used for Evaluation



# Category 2.1 Local Transportation Infrastructure Funding

**Agency Comment:** *Support for intent of Reimagined Roadways but concern over funding from Category 2.1 Local Roadway Infrastructure Program*

## **Staff Response:**

- Category 2.4 will provide support to local roads of countywide importance with larger capital needs
- Funding shift scaled to size of jurisdictions
  - Changes to smaller jurisdictions likely to have no meaningful effect on PCI
  - SB1 provides approximately double the amount of Measure AA funds; local funds contribute too
  - Local grants plays a large role for smaller jurisdictions, and would offset any funding shift
  - Staff want to work closely with smaller jurisdictions to identify and strategize on town priorities
- To support financial planning during the transition period:
  - Staff are recommending a change to the Strategic Plan, which would occur outside the expenditure plan process, to provide a “double allocation” of category 2.1 funding to provide additional transition support, and ease project sponsor accounting and reporting
- No change to the Expenditure Plan amendment is being recommended at this time, and other TAM support can advance smaller jurisdictions’ transportation priorities.

# Strategic Plan Allocation Process Change

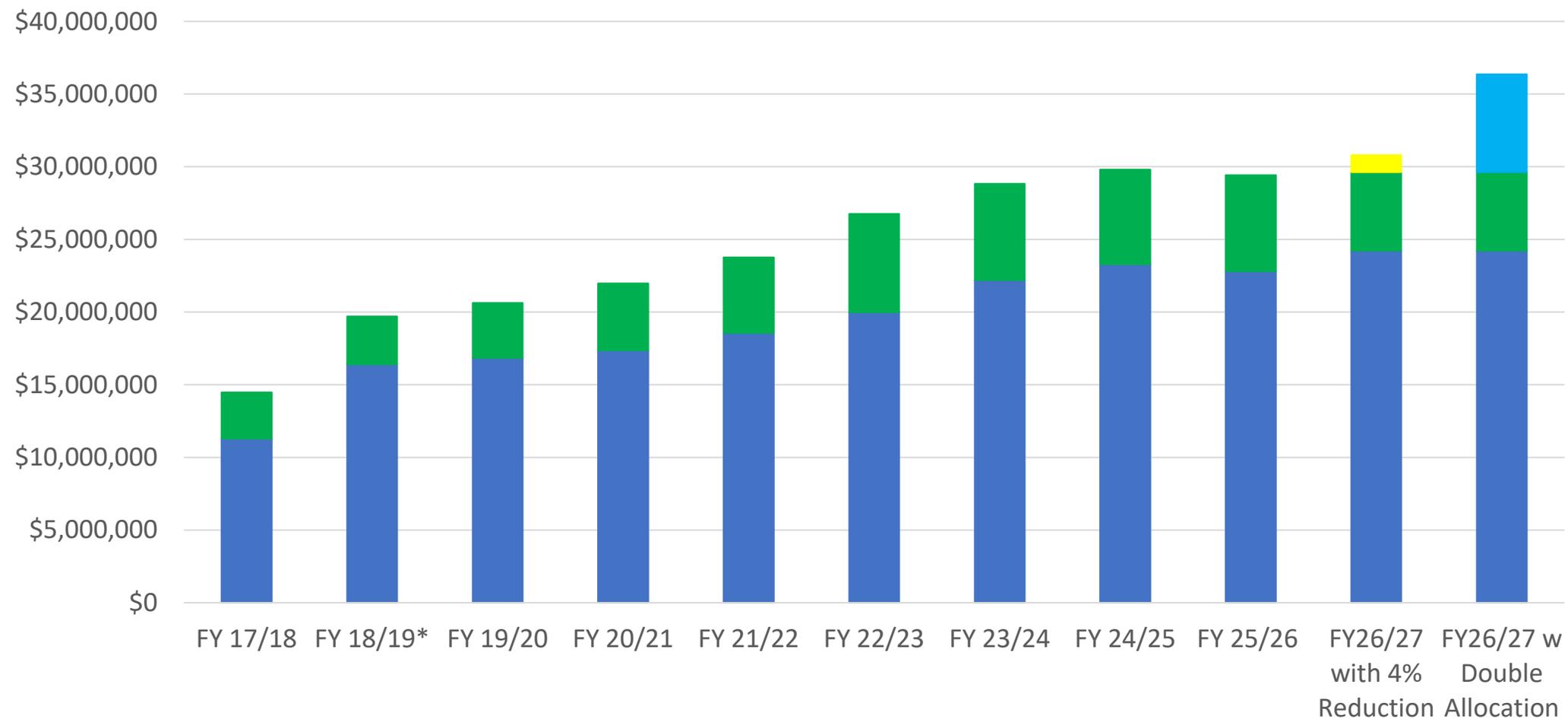
- Currently Category 2.1 Local Transportation Infrastructure provides funding in arrears (collect funds before allocating) for jurisdictions, not based on reimbursement requests (allocate based on future collection of funds)
- All other categories use reimbursement process
- To reconcile the allocate in arrear and reimbursement processes, staff will be recommending allocating Category 2.1 funding from FY25/26, **and** allowing jurisdictions to request FY26/27 funding on a reimbursement basis – **“Double allocation” for FY26/27**
- Discussed with MPWA, support for standardized project accounting & one-time additional funding distribution
- Offsets funding shift from Measure AA amendment for several years

## Estimated Available Amount

	FY 25/26*	FY 26/27 Est. Reim**	FY 26/27 Est. Double Allocation
Belvedere	\$69,558	\$55,652	<b>\$125,210</b>
Corte Madera	\$263,615	\$210,915	<b>\$474,530</b>
Fairfax	\$198,145	\$158,534	<b>\$356,679</b>
Larkspur	\$291,883	\$233,533	<b>\$525,416</b>
Mill Valley	\$394,035	\$315,264	<b>\$709,299</b>
Novato	\$1,282,710	\$1,026,284	<b>\$2,308,994</b>
Ross	\$70,201	\$56,167	<b>\$126,368</b>
San Anselmo	\$317,375	\$253,929	<b>\$571,304</b>
San Rafael	\$1,417,855	\$1,134,412	<b>\$2,552,267</b>
Sausalito	\$196,284	\$157,045	<b>\$353,329</b>
Tiburon	\$241,760	\$193,430	<b>\$435,190</b>
County	\$2,409,225	\$1,927,598	<b>\$4,336,823</b>
Total Available	\$7,152,646	\$5,722,763	<b>\$12,875,409</b>
*based on 22% of collected FY 25/26 Measure AA Funding plus carryovers			
**based on 18% of projected FY 26/27 Measure AA funding			

# LSR Funding with Allocation Process Change

Measure AA Category 2.1 FY 26/27 Funding Shifts



■ State Gas Tax Funds+SB1    
 ■ Measure AA current    
 ■ Measure AA catch-up    
 ■ Measure AA difference

# Additional Public and Agency Comments

## Public and Agency Comments

- Support for Crossing Guard Funding Increase
- Support for Maintaining Category 4 - Maintain and Expand Public Transit Service
- Support for Changes to Category 4.6 - Access to Rail and Ferry (to include Marin Transit and TAM as eligible recipients, expand eligible locations)
- Comments on Active Transportation (AT) concerns around Tamalpais High School, and Mill Valley Sausalito Multi Use Path interface with Miller Avenue and Camino Alto

## Staff Response:

- Support noted
- AT concerns will be shared with appropriate DPW staff at County and City of Mill Valley

# Next Steps

- If approved:
  - Provides budget direction to Crossing Guard program and Local Jurisdictions on funding level
  - Proceed with presentations to City/Town Councils and County BOS
  - Staff will present modifications to Strategic Plan for 26/27, including “double allocation” funding
  - If approved by all parties, Amended Expenditure Plan would go into effect July 1, 2026
- If modifications or changes are requested:
  - Significant changes would need re-circulation of amended draft Expenditure Plan including 45- day comment period at a later board meeting, any changes would not be incorporated until FY 2027/28
  - Staff will present revised Crossing Guard Funding plan, with potential reduction of 5 crossing guards
  - Staff will seek to incorporate changes into Budget and Strategic plan as feasible
- The TAM Board may also choose to move forward with individual changes in the proposed amendment, provided the Expenditure Plan remains internally consistent, such as all categories total 100% of revenues

# Action Requested

To amend the Measure AA Expenditure Plan:

- Hold a noticed public hearing (*Tonight*)
- Vote/approve by two-thirds of the TAM Commissioners (*Tonight's Action*)
- Amendments to be presented to each of the cities and towns in Marin County and to the Board of Supervisors for their approval (scheduled for *April/May*)
  - 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

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Thank you!

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**Measure AA Expenditure Plan  
Amendment #1  
March 26, 2026 (adopted), July 1, 2026 (effective date)**

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

**CATEGORY 1 (Change in funding distribution)**

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

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

**CATEGORY 2 (Multiple Changes)**

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

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

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

*The following change in description shall supersede all previous language:*

#### Sea Level Rise and Resiliency

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

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

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

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

#### **CATEGORY 3 (Change in funding distribution)**

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

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

*The following description change will supersede all previous description language:*

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

#### **CATEGORY 4 (Modified description)**

*The following description change will supersede all previous description language:*

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

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

### **COMMUNITY OVERSIGHT COMMITTEE (Additional language)**

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

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

### **AMENDMENTS TO EXPENDITURE PLAN (Modified and additional language)**

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

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

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

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Measure AA Expenditure Plan Draft Amendment – Summarized Public Comment and Staff Response

March 26, 2026

<b>Comment Provider</b>	<b>Summarized Comments</b>	<b>Staff Response</b>
<p>Public and Community Group Comments Including: Chileno Valley Newt Brigade, Marin Conservation League, Sierra Club, Tomales Bay Foundation, Wildcare, Center For Biological Diversity, SAVE THE FROGS!, Sonoma Land Trust, Resource Renewal Institute and others</p>	<p>(1) that TAM adopt a targeted addition to the Reimagined Roadways category description to ensure it can accommodate wildlife crossing and roadway resilience projects.</p> <p>(2) that TAM engage as a partner in securing funding for a permanent wildlife undercrossing on Chileno Valley Road and provide \$1.2 million to fund design and environmental review.</p> <p>(3) Measure AA should be used to help Identify and remediate Wildlife Connectivity problems.</p>	<p>(1) The proposed Category 2.4 Reimagined Roadways would advance the Countywide Transportation Plan (CTP) strategy of <i>Connected and Complete Community Corridors</i> and aims to address large roadway infrastructure needs for projects that cannot be accomplished through local formula funding to jurisdictions. This program considers current and future housing and mobility needs of the county, and is intended to address multi-modal, multi-jurisdictional transportation needs, a high priority from the TAM Board in discussions on CTP implementation.</p> <p>Chileno Valley Road is a County owned and maintained road and is characterized as a very low volume roadway (AASHTO Guidance), with an Average Daily Traffic (ADT) of 108 vehicles a day, with approximately 22 vehicles per evening (when newts are known to cross the road and based on County of Marin DPW road volume counts). The CTP identifies this road as a recreational bike route, and as a feeder evacuation route, and the proposed project would not serve the goals of the proposed Reimagined Roadway program.</p> <p>As the roadway elements of a wildlife crossing is an eligible activity of Measure AA’s Category 2.1 local transportation infrastructure, staff do not recommend expanded eligibility at this time to the new proposed Category 2.4. Additionally, designating funds from the new Reimagined Roadways category for a single specific County road/project could be seen as bypassing the process envisioned to include more cities/towns for determining the corridors to be addressed in the new program, and is not recommended at this time.</p> <p>Finally, inclusion of the new proposed language would require re-circulating the Measure AA amended expenditure Plan for an additional 45-day comment period and is not being recommended at this time.</p>

Comment Provider	Summarized Comments	Staff Response
		<p>(2) The County of Marin prioritizes local road projects via a capital improvement program that assesses the needs of the County's overall road network. Through this process, the project's environmental process, overall costs and development timeline would be assessed. As this step has not been taken at this time, TAM is unable to verify the costs of the project, and thus the need for additional revenues from the Reimagined Roadway category at this time. Staff will continue to work with County DPW on feasible and practicable solutions to reduce vehicles to newt conflicts, including potential grants should higher cost, capital-intensive solutions be deemed appropriate by the roadway owner and local community.</p> <p>(3) The use of Measure AA funds for the purposes of advancing general Wildlife Connectivity planning would conflict with the Measure AA expenditure plan. While roadway elements of a wildlife crossing would be an eligible use of funds of category 2.1, the Expenditure Plan identifies that "Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements" and cannot be amended into the Expenditure Plan through the current process. Planning for wildlife connectivity improvements cannot be accommodated beyond transportation planning purposes.</p>
Public Comment	Reject Funding for Newt Crossings	Position noted. Roadway elements of wildlife crossings are an eligible expense of Category 2.1 Local Transportation Infrastructure, and the amended expenditure plan would not alter the eligibility of these funds, should County of Marin request an eligible wildlife crossing to move forward.
MCOE / Town of Ross	Support for Crossing Guard Funding Increase	Support noted. The Amended Expenditure Plan would provide an additional 0.5% for crossing guards.

Comment Provider	Summarized Comments	Staff Response
Town of Ross	Support for intent of Reimagined Roadways but concern over funding from Category 2.1 Local Roadway Infrastructure Program	<p>With the voter approval of Measure AA in 2018, local roadway funding from TAM's Transportation Sales Tax has grown from 13.25% to 22% compared to the original Measure A from 2004, due to the removal of the Major Roadway category of 13.25%. Therefore at present, many larger roadway needs do not currently have a source of funding for project development, even while such needs are more pressing due to growing housing plans and shifts in travel behavior.</p> <p>During the last 6 years, state gas tax receipts have increased funding for local roads, resulting in substantial overall increases in local infrastructure funding to local jurisdictions between 2018 and 2025, and many smaller jurisdictions generate larger shares of local funds than Measure AA provides on a formula basis from category 2.1.</p> <p>In terms of impacts of the funding shift, staff does not expect that the loss of funding will have a significant effect on PCI ratings, particularly at smaller jurisdictions.</p> <p>In response to concerns raised by local jurisdictions over reductions to formula funds, staff are proposing a change to the Measure AA strategic plan (which would occur outside the Expenditure Plan amendment process) to provide an additional funding allocation in FY 26/27, that results from moving to an expense reimbursement from the current allocation in arrears method. This funding increase is expected to offset the funding shift for some jurisdictions for the next 3-4 years. As a result of these proposed changes, staff are not recommending additional changes to the Amended Expenditure Plan at this time. However, staff will work to advance smaller jurisdiction priorities through other TAM support functions.</p>
Marin Transit	Support for maintaining Category 4, and support for changes to Category 4.6 Access to Ferries and Rail	Support noted. The Amended Expenditure Plan would broaden eligible agencies of Category 4.6 Access to Ferries and Rail to include Marin Transit and TAM.

<b>Comment Provider</b>	<b>Summarized Comments</b>	<b>Staff Response</b>
Public Comment	Comments on Active Transportation concerns around Tamalpais High school, and Mill Valley Sausalito Multi Use Path interface with Miller Avenue and Camino Alto	No changes are proposed in response to these comments, and comments will be shared with Mill Valley and County of Marin.



**DATE:** March 26, 2026

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Marin Commutes Program Update (Discussion), Agenda Item No. 8

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## RECOMMENDATION

The TAM Board receives an overview of the Marin Commutes Program and provides input on next steps for program implementation.

## BACKGROUND

The Marin Commutes Program is a comprehensive Transportation Demand Management (TDM) initiative led by TAM to reduce traffic congestion, improve air quality, and promote sustainable transportation in Marin County. Launched in 2019, MarinCommutes.org unified incentives and education efforts under a single, branded program. The program has added additional incentives and a TDM software platform, with year-round mode shift incentives and encouragement. Funded through Measure AA Category 1.4 and Measure B Element 3.2, the program includes coordination with local agencies and engagement with TAM's TDM Working Group and Commute Alternatives & Reduction of Trips (CART) Ad Hoc Committee to review program updates and identify future outreach opportunities.

## DISCUSSION/ANALYSIS

The Marin Commutes Program has grown substantially over the past few years with increasing awareness of the program and through the introduction of the Marin Commutes Rewards Program, which now offers ongoing incentives for green trips. Since 2023, the program has tracked success based on metrics established through the Measure B Vehicle Registration Expenditure Plan. This memo provides an update on the Marin Commutes Program, highlighting activities and accomplishments from Fiscal Year 2024–25 as compared with Fiscal Year 2023–24, and early progress in Fiscal Year 2025–26.

The program funds direct public financial incentives and is supported by multiple contracts, including:

- Program Management (Convey Inc., through February 2027),
- Software (Ride Amigos, through December 2026),
- Vanpool Formation (Commute with Enterprise, through June 2028), and
- Promotes the Redwood Bikeshare Program (Drop Mobility, through October 2026).

Other than Redwood Bikeshare, which is overseen jointly by TAM and Sonoma County Transportation and Climate Authorities, TAM is responsible for managing the range of Marin Commutes TDM services including scope development and contract administration, with oversight of ongoing outreach and promotion activities. Marin Commutes also coordinates closely with regional and local partners, including Marin Transit, Golden Gate Transit, SMART, MTC, local jurisdictions, and North Bay TDM partners.

### Program Management and Performance

Performance results for FY2024–25 show strong growth across awareness, participation, and environmental impact metrics, and FY2025–26 progress through January reflects continued upward trends. More detail is shown in Attachment A based on required metrics established under the Measure B Expenditure Plan Amendment Process in 2023. The growth in program utilization is the direct result of a coordinated and sustained outreach strategy led by the contract team. This effort has focused on driving targeted traffic to MarinCommutes.org through comprehensive marketing initiatives, including seasonal campaigns tailored to commuter trends and travel behavior. In addition, the team has cultivated strong partnerships with local employers, strategically leveraging incentives to encourage participation and amplify program visibility. Together, these efforts have strengthened awareness, increased engagement, and contributed to measurable gains across key program performance metrics.

### Marin Commutes Rewards Program

TAM launched the Marin Commutes Rewards Program in October 2022 to encourage and sustain shifts to sustainable commute modes. The program features a rewards ladder, monthly and annual drawings, and bonus incentives. Eligible participants who live or work in Marin County can earn up to \$500 annually by logging qualifying green trips – walking, biking, taking transit, carpooling, vanpooling, or working remotely through the RideAmigos platform (web and app-based service).

The Marin Commutes Rewards Program remains central to participation growth, with the employer sub-networks and promotional campaigns such as the HOV Diamond Dozen Challenge during Transit and Rideshare Month. The challenge generated 165 new users, logged more than 8,300 transit trips and 3,300 carpool/vanpool trips, and reduced an estimated 57.3 tons of CO<sub>2</sub>, with approximately 85 percent of shared trips occurring along the Highway 101 corridor.

A five-year growth plan assumes 20 percent year-over-year growth in trips and incentive investment, with elevated growth in FY2025–26 based on the results so far in the fiscal year. The current program expends approximately \$20,000 on incentives per year. However, as program participation and utilization have grown, staff estimate that maintaining the current Marin Commutes Rewards Program incentive structure would require approximately \$50,000 annually by FY2029–30.

While Marin Commutes Rewards has been well utilized, the program relies on an early generation app (Ride Amigos' Commute Tracker), which has presented various challenges, prompting TAM to investigate the procurement of a more modern application. Both Ride Amigos and other TDM software providers offer more advanced applications that can be tailored to the program's needs. The current app supports trip logging, rewards administration, employer sub-networks, reporting tools, API integrations, and mobile/web access. However, the program has identified several areas requiring enhancement to meet evolving program needs, including stronger trip validation tools, more advanced emissions tracking and environmental impact reporting, improved employer dashboards and incentive customization, enhanced data integration and real-time reporting capabilities, Spanish-language support, ADA accessibility compliance, and seamless data migration.

As participation grows and reporting requirements become more sophisticated, ensuring the platform can scale, maintain data integrity, and provide an intuitive user experience will be critical to sustaining program performance and supporting future expansion.

### Emergency Ride Home Program

The Emergency Ride Home (ERH) Program serves as a safety net within Marin Commutes for commuters who use non–single-occupancy vehicle (SOV) modes, by reimbursing the cost of a ride home when unexpected circumstances require a change in plans. In FY2024–25, 19 ERH requests were submitted. Historically, the most common reasons for use have been personal illness and unscheduled overtime.

Although utilization remains modest, the program plays an important role in influencing commute decisions and encouraging the use of alternative modes. Past survey results indicate that 67% of respondents felt more comfortable choosing a non-SOV option knowing the ERH program was available.

### Vanpool Incentive Program

Within Marin Commutes, TAM's Vanpool Incentive Program supplements MTC's \$600 monthly subsidy with an additional \$150 per month for qualifying groups traveling to or from Marin. The program included 13 vanpools by the end of FY2024–25 and currently includes 12 vanpools in FY2025–26. Vanpooling saves time and money while reducing the stress of driving alone. To support this option, TAM provides a \$150 monthly subsidy for vanpools (typically 7–15 seats), totaling up to \$3,600 over a 24-month period for vanpools that remain in operation.

The COVID-19 pandemic and the continued prevalence of hybrid work have had some impacts on vanpooling in Marin County and regionally. While the number of registered vanpools serving Marin was significantly higher pre-pandemic, it has since stabilized at around a dozen vanpools.

Awareness of the program continues to grow, and TAM is working under contract with Commute with Enterprise, also MTC's vanpool contractor, to identify additional employer outreach opportunities. Vanpools are most successful when supported by large employers with substantial in-person workforce requirements.

### Bikeshare Promotion

In addition to its core incentive programs, Marin Commutes plays an important role in promoting the separate but complementary Redwood Bikeshare program as part of a broader multimodal strategy. The Marin Commutes outreach team from Convey includes bikeshare industry experience and developed several dedicated promotional emails, social media amplification, and an updated webpage featuring current hub locations. Since the Redwood Bikeshare program launched, Marin Commutes has integrated bikeshare into its overall outreach and seasonal campaigns, including Bike Month and Spring Challenges. By highlighting bikeshare as a first and last mile solution, the program reinforces connections to transit and carpool options while increasing visibility for active transportation. This coordinated approach ensures that bikeshare is presented not as a standalone service, but as an integrated component of Marin County's sustainable transportation network.

### Upcoming Approach to Program Implementation

TAM staff is currently considering the scope of services for the next phase of the Marin Commutes program with the goal of coordinating program management, TDM software platform services, and the provision of direct incentives potentially into a single contract vehicle.

Another key potential enhancement under the future contract would be the development of a new, program-branded app. This app could provide greater customization, improved trip verification capabilities, and an enhanced user interface to better support participant engagement and program goals.

In the coming months, staff plan to survey program participants to better understand the appropriate level of incentives and identify additional strategies to attract and retain users of alternative transportation modes. The results of this outreach will inform development of the scope of work for the next contract period.

The TAM Funding, Programming & Legislation (FP&L) Executive Committee received this program update on March 9th and expressed positive feedback on the program implementation as outlined in this memo.

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

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

### **FISCAL CONSIDERATION**

There are no fiscal impacts associated with this presentation. The Marin Commutes Program currently operates in the \$350,000-\$400,000 range annually.

### **NEXT STEPS**

Looking ahead, the program's next steps focus on expanding partnerships, strengthening outreach, and preparing for future growth. Staff will continue leveraging funding and relationships by providing easy-to-use content for partners, including newsletters, social media, and other materials for community-based organizations, elected officials, and employers. The program will maintain a strong focus on community events and continue direct employer engagement to grow participation and establish additional employer sub-networks.

Marketing efforts will align with the eight-month look-ahead calendar (shown in Attachment A), including Earth Month and Bike Month campaigns, Emergency Ride Home promotion, Transit and Rideshare Month campaigns, and targeted bikeshare outreach.

Staff will also finalize fiscal year performance data for FY2025–26, promote regional incentives and transit operator discounts, and initiate a procurement process to select a program management consultant and rewards platform to support long-term program sustainability and technology needs. These next steps are intended to scale participation, deepen partnerships, and position Marin Commutes for continued growth and measurable impact.

### **ATTACHMENTS**

Attachment A – Staff Presentation



# Marin Commutes Program Update

Transportation Authority of Marin

Board of Commissioners

March 26, 2026

# Marin Commutes



- Provides information and resources to residents, employees, and employers about alternatives to driving alone
  - <https://marincommutes.org/>
- Provides **incentives and programs** to promote alternative modes of transportation, including:
  - Marin Commutes Rewards
  - Emergency Ride Home
  - Vanpool Incentive
  - Redwood Bikeshare



# Stakeholder Coordination

## TAM TDM Working Group

- Marin Transit
- Golden Gate Transit
- SMART
- County of Marin
- City of Mill Valley
- City of San Rafael
- City of Novato
- Metropolitan Transportation Commission



## North Bay TDM Working Group

- Sonoma County Transportation & Climate Authorities
- Napa Valley Transportation Authority
- Solano Transportation Authority
- Transportation Authority of Marin



CITY OF NOVATO  
CALIFORNIA



## Marin Climate & Energy Partnership

## Marin Sustainability Coordinators

## Bikeshare Working Group



# Program Contracts

TAM's TDM work is funded by Measure AA 1.4 (0.5%) and Measure B 3.2 (8%), cost is approximately \$350,000-\$400,000 per year

## Multiple Contracts Support Program Delivery

- Program Administration (Convey): Contract through February 2027
- Software Platform (Ride Amigos): Contract through December 2026
- Vanpool Incentive (Commute with Enterprise): Contract through June 2028

## Additional Contracts

- Bikeshare Program (Drop Mobility): Contract through October 2026

# Yearly Marin Commutes Performance Metrics

Performance Measure	Metric
Awareness of commute alternatives	<ul style="list-style-type: none"> <li>• Website traffic</li> <li>• Meetings/presentations/events</li> <li>• Emergency Ride Home (ERH) website engagement</li> </ul>
Participation in commute alternatives	<ul style="list-style-type: none"> <li>• Registered users</li> <li>• Newsletter/mailling list subscribers</li> <li>• Partners and employer contacts registered</li> <li>• Vanpool utilization</li> </ul>
Impact of commute alternatives	<ul style="list-style-type: none"> <li>• Single-occupancy Vehicle (SOV) trips reduced</li> <li>• SOV miles avoided</li> <li>• CO<sub>2</sub> emissions savings</li> </ul>
Funding and partnerships	<ul style="list-style-type: none"> <li>• Leveraged funding</li> <li>• Formed partnerships</li> </ul>

# Performance Metrics & Results: FY24-25

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

# Progress to Date FY25-26

Performance Measure	Metric	Fiscal Year 24-25 7/1/24 - 6/30/25	Fiscal Year 25-26 (7/1/25 - 1/31/26)	
Awareness of commute alternatives	<b>Website traffic</b>	9,348 new visitors (779/mo)	15,038 new visitors (2,150/mo)	46% ↑
		13,113 unique visits (1,093/mo)	17,958 unique visits (2,565/mo)	32% ↑
		1,796 ERH page visits (150/mo)	639 ERH page visits (91/mo)	On track
	<b>Meetings/presentations/events</b>	30 touchpoints	17 touchpoints	On track
Participation in commute alternatives	<b>Registered users</b>	2,208 registered users	2,407 registered users	9% ↑
	<b>Newsletter/ mailing list subscribers</b>	2,288 subscribers	2,489 subscribers	8% ↑
	<b>Partner &amp; employer contacts registered</b>	565 subscribers	562 subscribers	Maintained
	<b>Vanpool utilization</b>	13 active vanpools	12 active vanpools	Maintained
Impact of commute alternatives	<b>SOV trips reduced</b>	7,687 trips / mo.	9,395 trips/mo.	20% ↑
	<b>SOV miles avoided</b>	140,112 miles / mo.	177,228 miles/mo	23% ↑
	<b>CO2 emissions savings</b>	42.74 tons / mo.	52.42 tons /mo.	24% ↑
Funding and partnerships	<b>Partners offering additional incentives</b>	2	3	50% ↑
	<b>Value of partner incentives</b>	\$39,360	\$23,100	On track

# Forecast for FY 25-26

Performance Measure	Metric	Fiscal Year 24-25 7/1/24 - 6/30/25	Forecast for Fiscal Year 25-26 (7/1/25 - 6/30/26)	
Awareness of commute alternatives	<b>Website traffic</b>	9,348 new visitors (779/mo)	20,000 new visitors (1,666/mo)	<b>113% ↑</b>
		13,113 unique visits (1,093/mo)	22,958 unique visits (1,913/mo)	<b>75% ↑</b>
		1,796 ERH page visits (150/mo)	1900 ERH page visits (158/mo)	<b>6% ↑</b>
	<b>Meetings/presentations/events</b>	30 touchpoints	32 touchpoints	<b>6% ↑</b>
Participation in commute alternatives	<b>Registered users</b>	2,208 registered users	2,600 registered users	<b>17% ↑</b>
	<b>Newsletter/ mailing list subscribers</b>	2,288 subscribers	2,600 subscribers	<b>14% ↑</b>
	<b>Partner &amp; employer contacts registered</b>	565 subscribers	562 subscribers	Maintained
	<b>Vanpool utilization</b>	13 active vanpools	12 active vanpools	Maintained
Impact of commute alternatives	<b>SOV trips reduced</b>	7,687 trips / mo.	9,762 trips / mo.	<b>27% ↑</b>
	<b>SOV miles avoided</b>	140,112 miles / mo.	189,000 miles/mo	<b>35% ↑</b>
	<b>CO2 emissions savings</b>	42.74 tons / mo.	60 tons /mo.	<b>40% ↑</b>
Funding and partnerships	<b>Partners offering additional incentives</b>	2	3	<b>50% ↑</b>
	<b>Value of partner incentives</b>	\$39,360	\$44,000	<b>12% ↑</b>

# Online Resources & Customer Service

## Updated Materials

- New One-Page Flyer covering all programs - English & Spanish
- 9 total bilingual flyers to download/print



## Updated Testimonials

- Commuter & Employer

## Added Employer Oriented Content

- Benefits of creating a sub-network

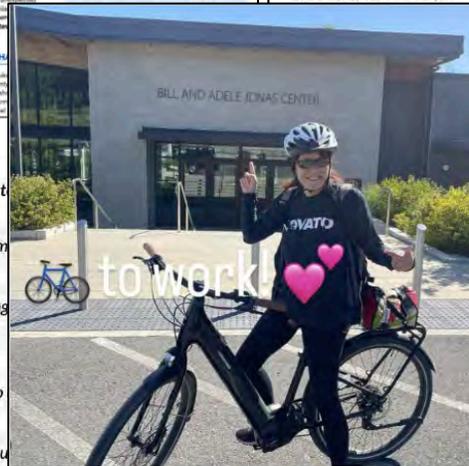
## Manage Email Inquiries

- 45+ inquiries since July 2025
  - General commute and program questions
  - Specific Rewards inquiries

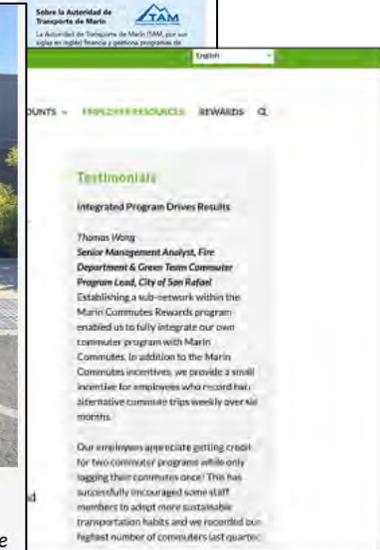
### Testimonials

What people love about participating in Marin Commute

- [Marin Commutes] encouraged me to walk to work
- The rewards program is surprisingly fun! I have a long by myself.
- I like the focus on commuting and the cost savings to
- I liked seeing the environmental impact of my commu
- [Marin Commutes] was a great motivation to start us



- Not only can I hike @marincountyparks at #indianvalleypreserve but I can ride my bike on the fire road to get to work. I have joined the challenge via @marincommutes for rewards #marincommutes



“The rewards program is surprisingly fun! I have a longer commute so I really enjoyed switching to carpooling instead of driving by myself” – Nick R.

# Community & Employer Engagement

## Community events and presentations, including:

Canal Alliance Community Fair, San Rafael Health & Wellness Fair, Play-Marin Walkathon, Novato Health & Benefits Fair, Bike to Work Day, Redwood Bikeshare Launch, Marin Climate and Energy Partnership, Local Chambers of Commerce

## Employer meetings, including

Bio-Marin, City of Novato, College of Marin, Dominican College, Altrans/Kaiser, Marin Community Clinics & MarinHealth

**2458 newsletter subscribers receive regular communications**

**562 subscribers receive focused employer emails**



# Increasing Awareness and Participation

Promoting Marin Commutes and individual programs through a variety of methods:



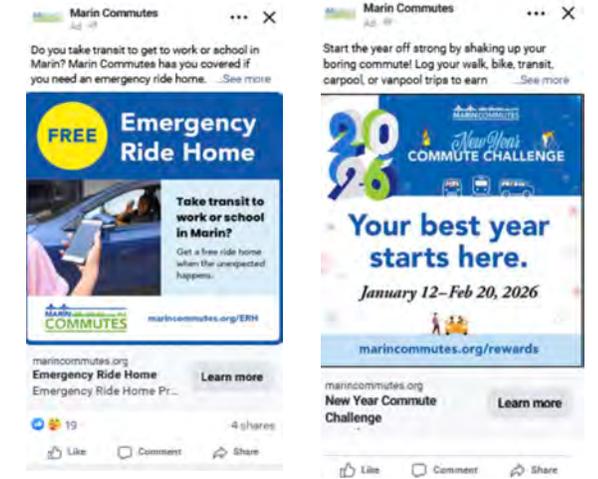
In-transit ads



Community/employer canvassing



TAM and Marin Commutes channels



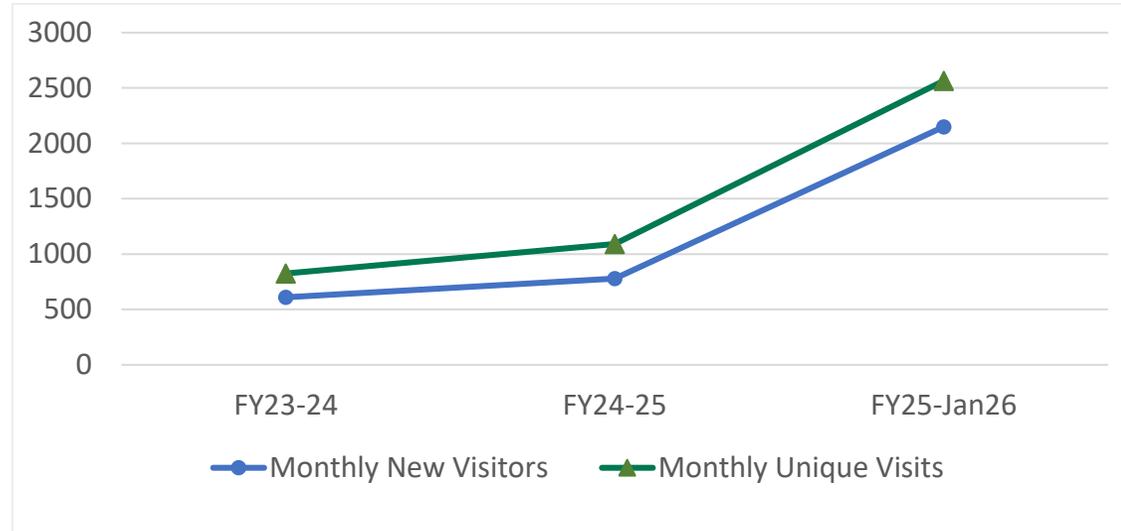
Paid social media ads

# Digital Awareness

## Web Traffic

- New Visitors
  - FY23-24: 7,324 (~610/mo)
  - FY24-25: 9,348 (~780/mo)
  - FY25-Jan 26: 15,038 (~2,150/mo)
- Unique Visits
  - FY23-24: 9,898 (~825/mo)
  - FY24-25: 13,113 (~1,090/mo)
  - FY25-Jan 26: 17,958 (~2,565/mo)

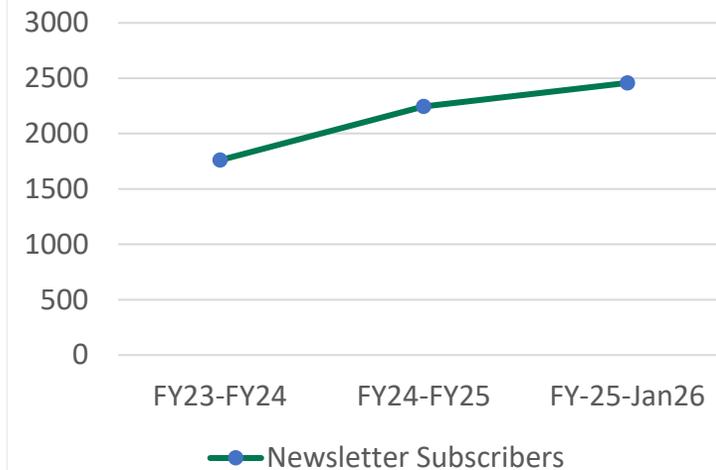
Web Traffic



## Newsletter Subscribers

- FY23-24: 1,760
- FY24-25: 2,244
- FY25-Jan 26: 2,458

Newsletter Subscribers



# Marin Commutes Rewards

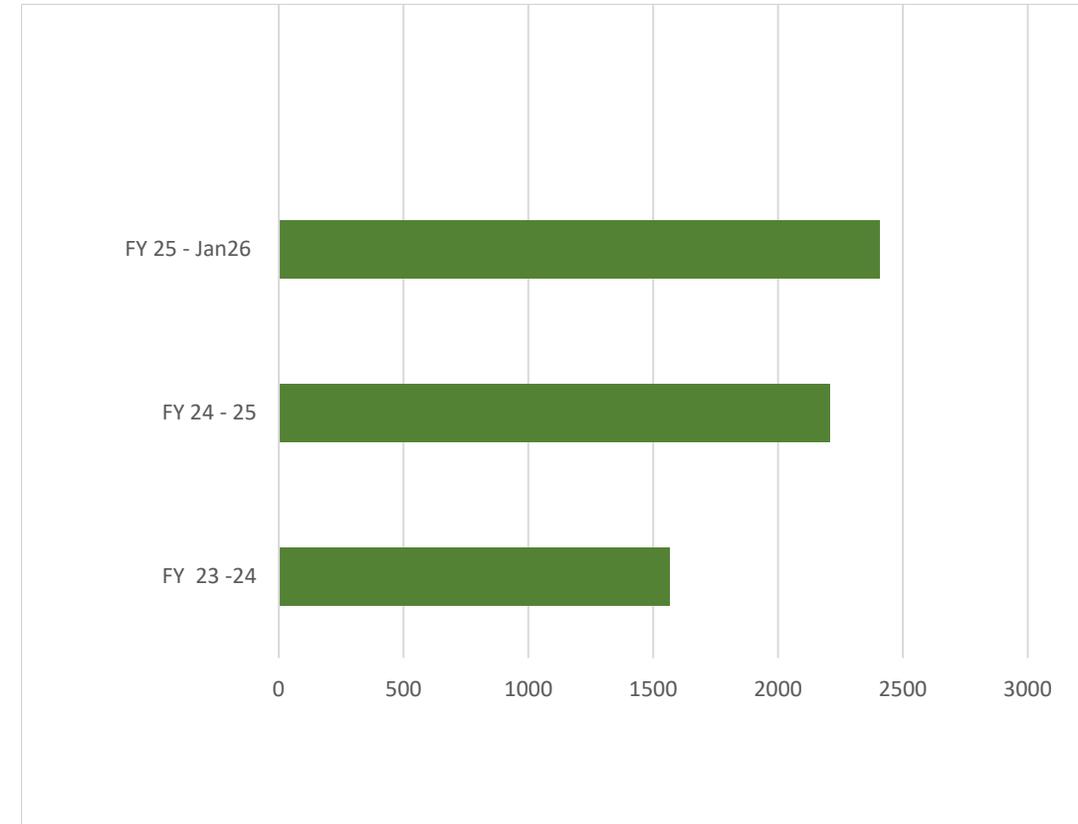
## Marin Commutes Rewards Users

- FY23-24: 1,566
- FY24-25: 2,208
- FY25-Jan 26: 2,407

## Employer/Partner Sub-Networks

- City of San Rafael (84 users)
- County of Marin (652 users)
- Marin Community Clinics (new)
  - MarinHealth current lead

Registered Rewards Users



# Transit & Rideshare Month Challenge

## HOV Diamond Dozen Challenge (September – October 2025)

Metric	Result (vs Sept – Oct 2024)
New users	165 (+50%)
Transit trips logged	8,358 (+68%)
Carpool/vanpool trips	3,338 (+46%)
Total alt. miles logged	2,226,849 (+43%)
Est. CO <sub>2</sub> reduction	57.3 tons (+35%)



**Be an HOV Hero**

Log 12 transit, carpool, or vanpool trips by October 31 for a chance to win!

**HOV DIAMOND DOZEN CHALLENGE**

marincommutes.org/rewards

**MARINCOMMUTES**

The poster features an illustration of a yellow bus on the left with a driver waving. In the center, a road sign indicates 'HOV 2+' with a downward arrow. A yellow car with two people inside is driving on the road. The background shows a landscape with green hills and a blue sky with clouds. At the bottom, there are icons for a train, bus, van, car, bicycle, and pedestrian.

Approximately 85% of shared trips involved travel along the 101 Corridor

# Mode Breakdown

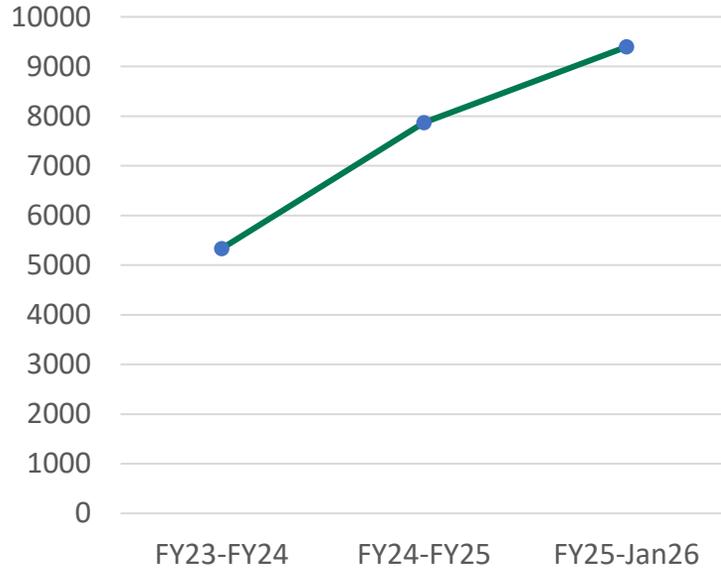
## Trips by mode

Mode	FY23-24	FY24-25	FY25-Jan 26
<b>Carpool</b>	24,214	29,860	20,163
<b>Train</b>	7,514	16,821	10,973
<b>Bike</b>	12,190	16,125	10,496
<b>Bus</b>	1,738	5,969	5,486
<b>Transit</b>	1,544	4,295	4,673
<b>Walk</b>	4,787	5,450	4,177
<b>Ferry</b>	1,782	2,329	1,934
<b>Shuttle</b>	116	449	234

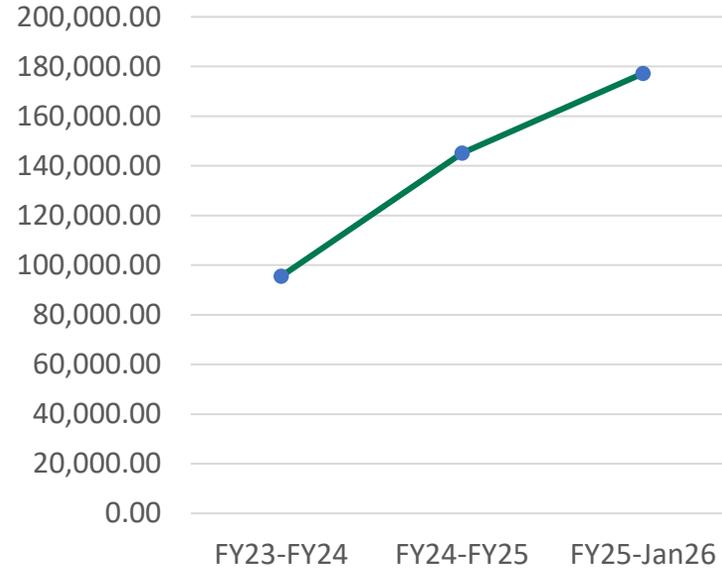
Non-specific "Transit" trips have been provided as a general option through the current Ride Amigos app and platform. This category may be discontinued next fiscal year.

# Impact of Commute Alternatives

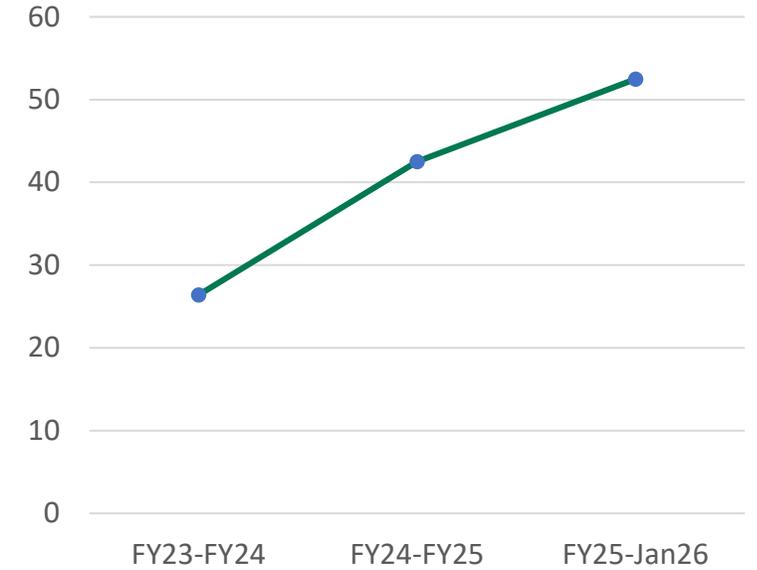
**SOV Trips Reduced**  
(trips per month)



**SOV Miles Avoided**  
(miles per month)

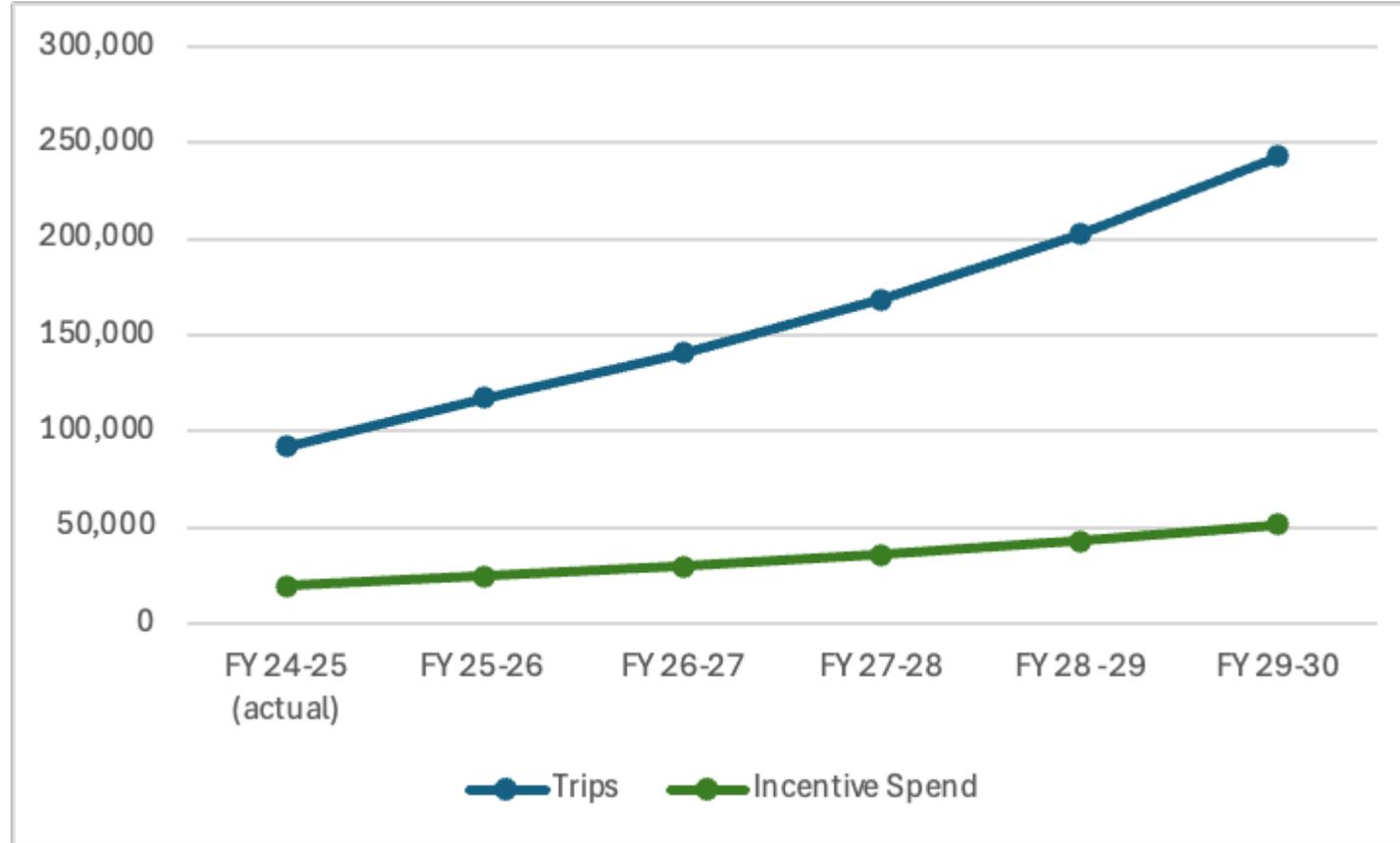


**CO2 Emissions Reduced**  
(tons per month)



# Projected Rewards Program Growth

## Five-Year Growth Plan: Trips and Incentive Investment



Assumes 20% YOY growth. FY 25-26 forecasts 27% growth due to new HOV lane and significant related outreach.

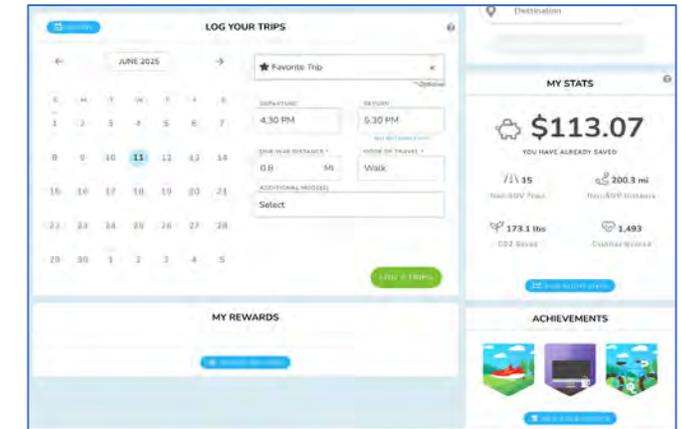
# Marin Commutes Software (Ride Amigos)

## Existing Functionality

- Intuitive, easy-to-use interface
- Flexible rewards, including leaderboards, gamification, and surveys
- Basic administration tools
- Closed employer sub-networks
- Mobile/web applications
- Carpool matching
- Trip planning
- Responsive customer service
- API integrations
- Customizable reporting tools

## Additional Enhancements

- Advanced reporting
- More intelligent carpool matching
- Improved employer/admin tools
- Stronger validation tools
- Improved trip planning
- Spanish-language support
- ADA accessibility compliance
- White label applications (Marin Commutes branding)
- Seamless data migration



# Emergency Ride Home Program

## Program

Marin employees and college students can get a free cab, rideshare, or other qualified ride home in case of an emergency. Reimbursements up to \$125, 4x/year max.

## ERH Web Page Visits

- FY23-24: 299
- FY24-25: 1,796
- FY25-26: 629

## Marketing

- Organic & paid social media
- Dedicated email sends



# Vanpool Program

## Incentive

TAM offers an additional \$150/month subsidy on top of MTC's existing \$600/month subsidy for qualifying vanpool groups with an origin or destination in Marin.

## Utilization

- FY23-24: 10 active vanpools
- FY24-25: 13 active vanpools
- FY25-Jan 26: 12 active vanpools, including:  
San Quentin, UCSF, CA Dept. of Corrections & Rehab,  
Marin Water District & USCG - Alameda

## Prospecting

- Regularly meet with Commute with Enterprise to support target employer lead/contact outreach



# Redwood Bikeshare

## Promotion to Date

- 3 dedicated promotional emails
- Webpage with updated hub locations
  - [marincommutes.org/redwood-bikeshare/](http://marincommutes.org/redwood-bikeshare/)
- Social media re-posting
- Incorporation into Spring Challenges/Bike Month

## Marin Commutes Bikeshare Page Visits

- FY24-25: 662
- FY25-26: 138



# Next Steps: Outreach

APR

Survey + Earth  
Day Events/Outreach

MAY

Bike Month Campaign (1 mo.)



JUN

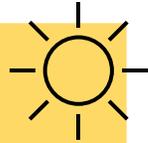
ERH  
Promotion

JUL

Bikeshare  
Promotion

AUG

Bikeshare  
Promotion



SEP

Fall Campaign (2 mo.)  
Transit Month

OCT

Fall Campaign (2 mo.)  
Rideshare Month



NOV

Prepare for 2027 New Year  
Commute Challenge

# Next Steps: Marin Commutes Program Strategy

## Streamlining Program Structure

- Current: Separate contracts for management + platform
- Incentives funding scaling from ~\$20K/yr → ~\$50K/yr by FY2029–30

## What's Coming

- Participant survey to inform incentives and program modifications
- Program evaluation through FY2025-26 and recommendations to shape future contract scope
- Meet with TAM TDM Working group for feedback
- New branded app with improved features
- Contract process for various elements through end of 2026/early 2027



# Questions?

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Thank you!