



ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE MEETING

MARCH 9, 2026
3:30 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

www.tam.ca.gov

Belvedere
Peter Mark

Corte Madera
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Fairfax
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Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

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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.

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530
Passcode: 891953

Teleconference: Members of the public wishing to participate via teleconference may do so by dialing in to the following number at 3:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 830 3511 3530; Password: 891953

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

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

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

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 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally may only listen.)
4. Approval of Meeting Minutes from February 9, 2026 (Action) – **Attachment**
5. Measure AA Expenditure Plan Draft Amendments (Discussion) – **Attachment**
6. Review and Approve Artificial Intelligence (AI) Policy (Action) – **Attachment**
7. Review of the Semi-Annual Project Status Report (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

FEBRUARY 9, 2026
3:30 P.M.

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Eric Lucan, Marin County Board of Supervisors
Kate Colin, San Rafael City Council, Committee Chair
Stephanie Moulton-Peters, Marin County Board of Supervisors
Teri Dowling, Ross Town Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Audrey Veyssiere, Assistant Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
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 3:30 p.m.

Chair Colin welcomed everyone to the meeting; and Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to ensure a quorum of the Administration, Projects & Planning (AP&P) Executive Committee.

1. Chair's Report & Commissioners Comments (Discussion)

Chair Colin and Commissioner Lucan commended TAM staff for the recent interchange workshops.

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

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the Redwood Bikeshare February membership promotion; the reduction of US-101 HOV hours anticipated in late February; the Highway 101 Interchanges Improvements Workshops; the Active Transportation Program (ATP) Call for Application Development Assistance; and lastly, provided a reminder that TAM Board meetings will continue to be held in the Marin Wildfire Prevention Authority Board Room, located at 1600 Los Gamos Drive, Room 335, San Rafael, California, while the County Board of Supervisors Chambers continues to undergo upgrades.

Chair Colin announced that Commissioner Moulton-Peters would be participating remotely pursuant to Section 54953(c) of the Ralph M. Brown Act.

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

In response to Commissioner Dowling, staff explained that crews are installing new HOV hour designations on approximately 300 signs along the corridor in both directions across both counties. The process requires lane closures and is being conducted primarily during off-peak hours, with completion expected within approximately two weeks, weather permitting.

3. Open Time for Public Expression

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

4. Approval of Meeting Minutes from January 12, 2026 (Action)

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

Commissioner Fredericks moved to approve the Minutes of the January 12, 2026 meeting, which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion passed unanimously.

5. Review 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 AP&P Executive Committee reviews 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, along with the Budget Development Schedule, and refers the item to the TAM Board for approval.

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

Commissioner Dowling made a motion to refer the recommended FY2026-27 Measure A/AA and Measure B revenue levels, and the budget development schedule to the TAM Board for approval, which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion passed unanimously.

6. Update the Administrative Code to Comply with Changes in Conflict of Interest and Related Requirements (Action)

Director of Finance and Administration Melanie Purcell presented this item, which recommends the Administration, Projects and Planning (AP&P) Executive Committee reviews proposed changes to Sections 103.9, 107.1, 107.4(a), 107.4(e), and 107.9 of the TAM Administrative Code concerning the Conflict of Interest and related requirements and refers them to the TAM Board for approval.

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

Commissioner Fredericks moved to refer the staff recommendation to the TAM Board for approval, which was seconded by Commissioner Dowling. A roll call vote was conducted, and the motion passed unanimously.

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

Public Outreach Coordinator Molly Graham presented this informational item.

Commissioners and staff discussed ongoing recruitment efforts for TAM's Community Oversight Committee. Staff noted outreach to various stakeholder groups, including planning area representatives, bicycle and pedestrian groups, school districts, major employers, and taxpayer organizations, emphasizing that recruitment is ongoing and responsive to interest. While the committee roster is largely filled, several alternate positions remain vacant. Commissioners inquired about geographic representation and term lengths, and staff explained that terms vary, with some extending through 2027 and 2029.

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

The meeting was adjourned at 4:03 p.m.

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DATE: March 9, 2026

TO: Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

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

SUBJECT: Measure AA Expenditure Plan Draft Amendments (Discussion), Agenda Item No. 5

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee receives an update on developments and public comments received to-date on the Measure AA Expenditure Plan proposed amendments for discussion.

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.

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%	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

The 45-day public comment period is scheduled to end 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.

Comments Received To-Date

Staff have received public input and comments related to Chileno Valley Road and a potential new crossing project near Laguna Lake. Similar comments on the Chileno Valley Road were also heard at the February 26, 2026 TAM Board meeting. As the public comment period is still open, staff will summarize comments received at the Executive Committee meeting.

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.

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.

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.

Process Going Forward

Staff expects to bring the amendments as proposed in January to the TAM Board for consideration at its March 26, 2026 Board meeting. If the Board approves the amendments by the required two-thirds majority 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 45-day public comment, 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 into July, which is the next fiscal year.

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 changes, if adopted as-is, are consistent with the CTP.

FISCAL CONSIDERATION

There are no fiscal impacts with this discussion on the status update on the Measure AA Expenditure Plan Review. Upon approval of amendments to the Measure AA Expenditure Plan, the approved amendments will be incorporated into the FY26/27 TAM Annual Budget and a revised Measure AA Strategic Plan.

NEXT STEPS

Staff will collect all comments received during the comment period. If the comments received during the comment period and at the public hearing can be addressed with no material change to proposed amendments shown in Attachment B, the TAM Board will be requested to adopt the proposed amendments in Attachment B on March 26, 2026.

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

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

Expenditure Plan Review Schedule – Remaining Milestones	
TAM Board Conducts a Public Hearing and Considers Adoption of Amended Measure AA Expenditure Plan	March 2026
Present proposed amendments to Expenditure Plan to Cities, Towns, and County for Approval	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

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Draft Amended Measure AA Expenditure Plan Update

Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

March 9, 2026

Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
Expenditure Plan in Effect for Six Years	March 31, 2025
Public Outreach Process	April-December 2025
Present Draft Amended Expenditure Plan to TAM Executive Committee and Board	September-December 2025
TAM Board Opens 45-day comment period/hearing for any changes proposed	January 2026
<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
- **Public Comment Period Opened January 29th**
- **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 local.

- IMPROVED BUS STOPS AND VEHICLES
- MORE FREQUENT AND RELIABLE SERVICE
- EXPANDED RURAL SERVICE
- MORE YELLOW SCHOOL BUSES AND STUDENT TRANSIT SERVICE
- ON DEMAND TRANSIT SERVICE
- SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES

Local Transportation Infrastructure
Maintain and improve local roads, bikeways, and sidewalks.
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
- IMPROVE MAJOR ROADS THAT CONNECT COMMUNITIES
- BETTER BIKE AND WALKING PATHS TO TRANSIT STOPS
- IMPROVEMENTS FOR SEA LEVEL RISE AND CLIMATE RESILIENCY

School Safety & Access
Reduce congestion and improve safety around schools.
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
- SAFER BIKE AND WALKING PATHWAYS TO SCHOOLS
- MORE CROSSING GUARDS AT SCHOOLS

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
- INCENTIVES TO REDUCE SINGLE-DRIVER TRIPS
- IMPROVEMENTS TO US-101 / 180 INTERCHANGE

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

CS Scanned with CamScanner

West Marin Dot Exercise

Summary of Proposed Measure AA Amendments

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

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

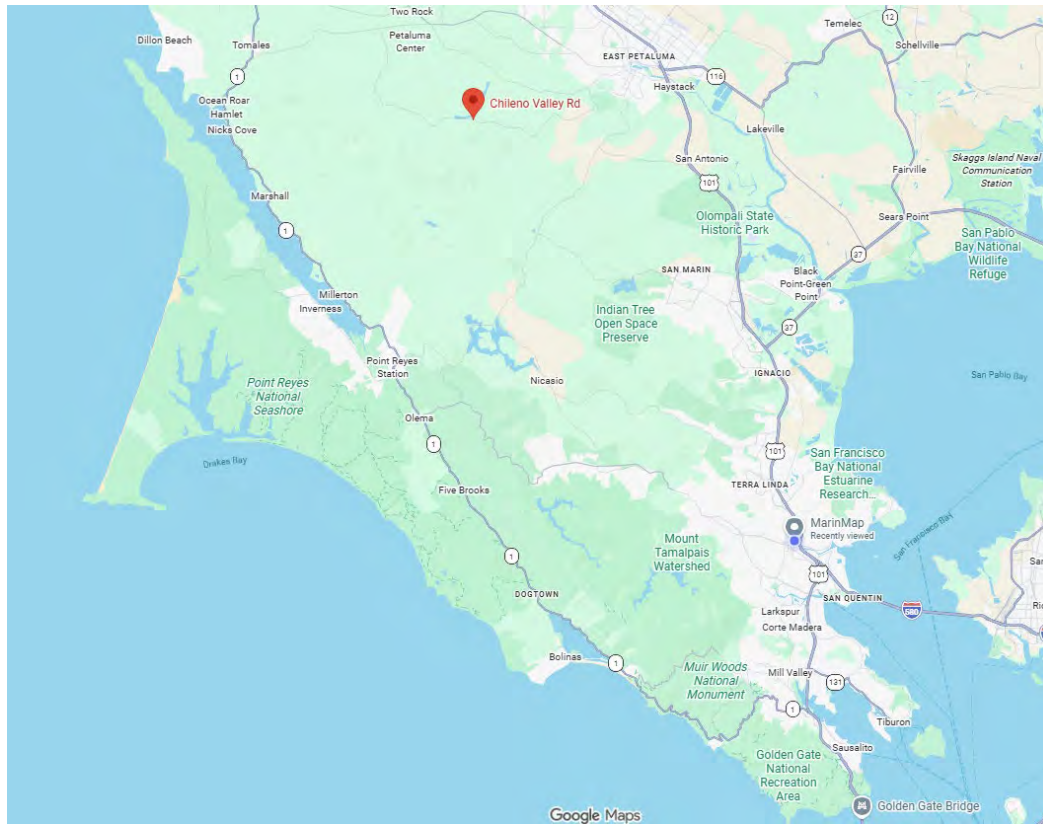
Process & Procedures for Incorporating Public Comments

- Public Comments are still being received *until 5pm on March 9th*
- Noticed public hearing scheduled for *March 26, 2026*
- TAM Board to consider adoption of Amended Expenditure Plan (*scheduled March 26, 2026*)
 - 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.

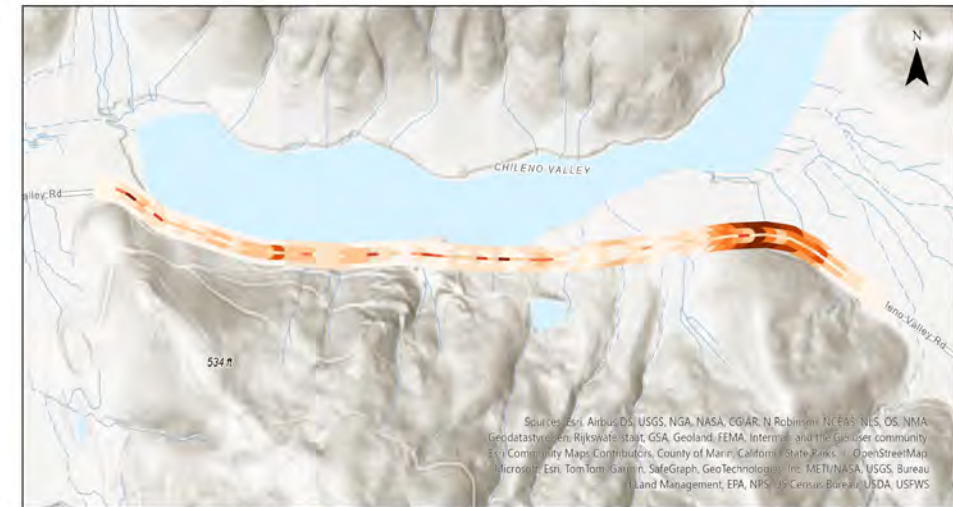
Public Comments Received to Date

Request for TAM Funding for Chileno Valley Newt Crossing:

- Requests typically identified \$1.2M planning/environmental study funding for Wildlife Crossing on Chileno Valley Road in Unincorporated County



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



RLF202324sum	PropJuv_22_23_Ave	PropAdult_Allyrs_Ave	RLF202324sum
0 - 1	0.193911 - 0.796488	0.013426 - 0.874200	0 - 1
2 - 3	0.796489 - 1.399064	0.874201 - 1.734974	2 - 3
4 - 4	1.399065 - 2.001641	1.734975 - 2.595748	4 - 4
5 - 6	2.001642 - 2.604218	2.595749 - 3.456522	5 - 6
7 - 7	2.604219 - 3.206794	3.456523 - 4.317295	7 - 7
8 - 8	3.206795 - 3.809371	4.317296 - 5.178069	8 - 8
9 - 10	3.809372 - 4.411948	5.178070 - 6.038843	9 - 10
11 - 11	4.411949 - 5.014524	6.038844 - 6.899617	11 - 11

0 0.05 0.1 0.2 0.3 Kilometers

Bands from narrow to wide:
 RLF: sum of 2023 + 2024 detections
 CA newt juveniles: % of total per segment, averaged over 2 years (2023-2024).
 CA newt adults: % of total per segment averaged over 4 years (2021-2024).
 CA newts All 2024: Total adults and juveniles per segment in 2024.

Staff Review of Public Comment

Chileno Valley 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

Chileno Valley Road is identified in the CTP

- Recreational roadway, primary uses are daytime bicycle and motorcycle uses
- Feeder evacuation route (not primary)
- This status does not meet the draft guidance for Reimagined Roadways designation

Additional discussion points

- Environmental, cost, and development timeline concerns
- Staff are in consultation with County DPW on practicable and feasible solutions to reduce vehicle to newt conflicts
- County DPW prioritizes projects via their Capital Improvement Program process

Staff would like to continue discussions with County & Newt Brigade, and explore solutions and/or future grants

Local Streets and Road Funding Allocation Process Change

- Outside of Expenditure Plan, staff consideration for Strategic Plan Update: convert to reimbursement
- 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

Estimated Available Amount

	FY 25/26 *	FY 26/27 **
Belvedere	\$69,558	\$55,652
Corte Madera	\$263,615	\$210,915
Fairfax	\$198,145	\$158,534
Larkspur	\$291,883	\$233,533
Mill Valley	\$394,035	\$315,264
Novato	\$1,282,710	\$1,026,284
Ross	\$70,201	\$56,167
San Anselmo	\$317,375	\$253,929
San Rafael	\$1,417,855	\$1,134,412
Sausalito	\$196,284	\$157,045
Tiburon	\$241,760	\$193,430
County	\$2,409,225	\$1,927,598
Estimated Total	\$7,152,644	\$5,722,762

* based on 22% of collected FY 25/26 Measure AA funds

** based on 18% of projected FY 26/27 Measure AA funds

Expenditure Plan Process Moving Forward

To amend the Measure AA Expenditure Plan:

- **45-day public comment period closes 5pm on March 9**
- Hold a noticed public hearing (*scheduled March 26, 2026*)
- Vote/approve by two-thirds of the TAM Commissioners (*scheduled March 26, 2026*)
- Amendments to be presented to each of the cities and towns in Marin County and to the Board of Supervisors for their approval (*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

Thank you!



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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DATE: March 9, 2026

TO: Transportation Authority of Marin
Administration, Projects & Planning Executive Committee

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

SUBJECT: Review and Approve Artificial Intelligence (AI) Policy (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews the proposed Artificial Intelligence (AI) Policy and refers the item to the TAM Board for approval.

BACKGROUND

The use of Artificial Intelligence (AI) has exploded recently and has evidenced strong potential for gaining efficiencies in gathering and summarizing data. This was discussed during the Innovation Workshop held with the Board in October 2025. With AI's proliferation, clear policies and expectations are needed to guide its acquisition and use of information. The AI Governance Coalition, a group of cities and counties led by the City of San Jose, has developed considerable resources to assist agencies in developing governance and operating documents around the use of AI.

DISCUSSION/ANALYSIS

The proposed policy specifies Guiding Principles including Public Benefit, Human Oversight, Transparency, Equity & Fairness, Privacy & Data Protection, Security & Safety, and Accountability & Empowerment. The emphasis of the policy is safe and ethical acquisition and use of data while recognizing the potential limitations, risks, and unintended impacts of using AI. The policy covers acceptable and prohibited uses and provides guidance regarding procurement, training, and governance. It applies to all staff, contractors, and vendors. Staff anticipate that this policy will be updated at least annually as the technology continues to develop.

FISCAL CONSIDERATION

None.

RELATIONSHIP TO CTP

Not applicable.

NEXT STEPS

Following Board approval of the AI Policy, the policy will be published and provided to staff, vendors, and contractors.

ATTACHMENTS

Attachment A – Draft AI Policy
Attachment B – Staff Presentation

Transportation Authority of Marin

Artificial Intelligence (AI) Usage Policy

Purpose

This policy establishes principles and guardrails for the responsible use of Artificial Intelligence (AI) by the Transportation Authority of Marin (TAM) to improve public services while protecting privacy, resources, equity, transparency, and public trust.

Scope

This policy applies to all departments, employees, contractors, and vendors using or procuring AI systems or AI-assisted tools on behalf of TAM.

Guiding Principles

1. **Public Benefit** – AI use must support legitimate government functions and improve service delivery, efficiency, accessibility, or decision-making.
2. **Human Oversight** – AI shall augment, not replace, human judgment. Final decisions affecting residents, employees, partners, or legal rights must involve human review.
3. **Transparency** – TAM will be transparent about when AI is used, its purpose, and its limitations, consistent with law and operational needs.
4. **Equity & Fairness** – AI-generated work product must be evaluated for bias and disparate impacts. Judicious efforts will be made to analyze the impact of TAM's use of AI on economic factors including employment.
5. **Privacy & Data Protection** – AI use must comply with all applicable privacy, records retention, and data security laws and policies. Reasonable steps shall be taken to preserve privacy in use of AI systems by safeguarding personally identifiable information (PII) and sensitive data from unauthorized access, disclosure, and manipulation.
6. **Security & Safety**: TAM should strive to use AI systems that maintain confidentiality, integrity, and availability through safeguards that prevent unauthorized access and use of TAM resources and data.
7. **Accountability & Empowerment** – Departments remain accountable for outcomes produced with AI assistance. The use of AI must be balanced with the ethical acquisition and use of information through AI. Staff are empowered to use AI in their roles through education, training, and collaborations that promote participation and opportunity and embrace the ethical balance.

Acceptable Uses

AI may be used to:

- Draft, summarize, translate, or analyze text for internal efficiency
- Support public service and information access (with clear disclosure)
- Assist with data analysis, forecasting, and operational planning
- Enhance accessibility (e.g., language translation, captioning, graphics, and charts)

Prohibited Uses

AI may not be used to:

- Fully automate decisions that do not require any meaningful human oversight but substantially impact individuals.
- Make final determinations on eligibility, benefits, enforcement, discipline, or legal rights .
- Conduct mass surveillance, facial recognition, or social scoring unless explicitly authorized by law and governing body. Perform real-time and covert biometric identification.
- Classify human facial or body movements into certain emotions or sentiment with the use of computer vision techniques or emotion analysis. (e.g., positive, negative, neutral, happy, angry, nervous).
- Conduct Social scoring, or the use of AI systems to track and classify individuals based on their behaviors, socioeconomic status, or personal characteristics.
- Perform cognitive behavioral manipulation of people or specific vulnerable groups.
- Create art, graphics, documents, or other creative content without credit, attribution, and/or compensation to the original creator.
- Collect, process, or share personal data in violation of law or policy
- Generate deceptive, discriminatory, or misleading content

Procurement & Approval

- AI tools must undergo review for legal compliance, data security, privacy, and equity risks prior to procurement or deployment.
- Contracts with all vendors who use or may use AI must address data ownership, security, audit rights, and model limitations. This requirement may be phased in for existing contracts (at time of policy approval).

Training & Use

- Employees using AI must review TAM policies and are encouraged to complete regular training.
- Employees are to use caution when using AI tools and technology likely incorporating AI and are encouraged to use approved AI tools on TAM devices to the degree possible. Many tools in common usage incorporate AI without disclosure and employees need to be aware of the practice.
- Staff are responsible for validating AI output for accuracy and appropriateness and confirming that vendors and contractors have also done the same. If TAM staff become aware of an instance where an AI system has caused harm or been used contrary to this policy, staff must report the instance to their supervisor and the Director of Finance & Administration.
- If an AI system operated by TAM or on its behalf ceases to provide positive utility to TAM's stakeholders as determined by a department director, then the use of that AI system must be halted unless express exception is provided by the Executive Director. If the abrupt cessation of the use of that AI system would significantly disrupt the delivery of TAM services, usage of the AI system shall be gradually phased out over time.

Governance & Review

- This policy will be reviewed at least annually and updated as laws, technologies, and best practices evolve.
- TAM is subject to the Public Records Act. TAM staff must follow all current procedures for records retention and disclosure.
- All employees and agents of TAM, whether permanent or temporary, interns, volunteers, contractors, consultants, vendors, and other third parties operating AI systems on behalf of TAM are required to abide by this Policy, or any other applicable policy.
- Departments must report material AI incidents, errors, or risks promptly.

Violations of the AI Policy

Violations of any section of the AI Policy may be subject to disciplinary action, up to and including termination. Violations made by a third party while operating an AI system on behalf of TAM may result in a breach of contract and/or pursuit of damages. Infractions that violate local, state, federal or international law may be remanded to the proper authorities.

Terms & Definitions

Artificial Intelligence: “Artificial intelligence” or “AI” is a machine-based system that can, for a given set of human-defined objectives, make predictions, recommendations, or decisions influencing real or virtual environments. Artificial intelligence systems use machine- and human-based inputs to perceive real and virtual environments; abstract such perceptions into models through analysis in an automated manner; and use model inference to formulate options for information or action.

Algorithm: A series of logical steps through which an agent (typically a computer or software program) turns particular inputs into particular outputs.

AI system: Any system, software, sensor, or process that automatically generates outputs including, but not limited to, predictions, recommendations, or decisions that augment or replace human decision-making. This extends to software, hardware, algorithms, and data generated by these systems, used to automate large-scale processes or analyze large data sets.

TAM: Refers to the agency, its employees, contractors, and agents who work on its behalf.

Acknowledgement

This policy was developed using materials provided through the coordinated efforts of thousands in the GovAI Coalition who empower governments to leverage AI for the public good.

Approved by the TAM Board on _____



Draft AI Usage Policy

Transportation Authority of Marin
Administration, Projects, and Planning Executive Committee

March 9, 2026

Artificial Intelligence (AI) Opportunities & Challenges

The use of Artificial Intelligence (AI) is showing up everywhere and has become embedded in many daily activities as well as government operations. The AI Governance Coalition, a group of cities and counties led by the City of San Jose, has developed considerable resources to assist agencies in developing governance and operating documents around the use of AI.

Opportunities:

- Speed up basic research, data consolidation, etc.
- Assist with drafting and editing
- Increase in volume of data available for review and able to be analyzed

Challenges:

- Increased cybersecurity risk
- Less control of data usage and proliferation
- Risk of unidentified biases and impacts
- Technology is moving quickly; difficult to stay current

AI Usage Policy: Guiding Principles

Public Benefit – AI must support legitimate government functions and improve service delivery, efficiency, accessibility, or decision-making.

Human Oversight – AI shall augment, not replace, human judgment. Final decisions affecting residents, employees, partners, or legal rights must involve human review.

Transparency – TAM will be transparent about when AI is used, its purpose, and its limitations, consistent with law and operational needs.

Equity & Fairness – AI-generated work product must be evaluated for bias and disparate impacts. Judicious efforts will be made to analyze the impact of TAM's use of AI on economic factors including employment.

AI Usage Policy: Guiding Principles (cont.)

Privacy & Data Protection – AI use must comply with all applicable privacy, records retention, and data security laws and policies. Reasonable steps shall be taken to preserve privacy in all AI systems by safeguarding personally identifiable information (PII) and sensitive data from unauthorized access, disclosure, and manipulation.

Security & Safety – TAM should strive to use AI systems that maintain confidentiality, integrity, and availability through safeguards that prevent unauthorized access and use of TAM resources and data.

Accountability & Empowerment – Departments remain accountable for outcomes produced with AI assistance. The use of AI must be balanced with the ethical acquisition and use of information through AI. Staff are empowered to use AI in their roles through education, training, and collaborations that promote participation and opportunity and embrace the ethical balance.

AI Usage Policy: Acceptable Uses

AI may be used to:

- Draft, summarize, translate, or analyze text for internal efficiency
- Support public service and information access (with clear disclosure)
- Assist with data analysis, forecasting, and operational planning
- Enhance accessibility (e.g., language translation, captioning, graphics, and charts)

AI Usage Policy: Prohibited Uses

AI may not be used to:

- Fully automate decisions or make final determinations on eligibility, benefits, enforcement, discipline, or legal rights
- Conduct mass surveillance, facial recognition, or social scoring unless explicitly authorized by law and governing body. Classify human facial or body movements into certain emotions or sentiment with the use of computer vision techniques or emotion analysis. Social scoring, or the use of AI systems to track and classify individuals based on their behaviors, socioeconomic status, or personal characteristics.
- Create art, graphics, documents, or other creative content without credit, attribution, and/or compensation to the original creator
- Collect, process, or share personal data in violation of law or policy
- Generate deceptive, discriminatory, or misleading content

AI Usage Policy: Additional Notes

- Employees are to use caution when using AI tools and technology likely incorporating AI and are encouraged to use approved AI tools on TAM devices to the degree possible. Many tools in common usage incorporate AI without disclosure and employees need to be aware of the practice.
- Staff are responsible for validating AI output for accuracy and appropriateness and confirming that vendors and contractors have also done the same.
- This policy will be reviewed at least annually and updated as laws, technologies, and best practices evolve.
- TAM is subject to the Public Records Act. TAM staff must follow all current procedures for records retention and disclosure.
- Policy applies to all employees and agents of TAM, whether permanent or temporary, interns, volunteers, contractors, consultants, vendors, and other third parties operating AI systems on behalf of TAM.

TAM AI Usage Policy

Questions, Thoughts, Suggestions?



DATE: March 9, 2026

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

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

SUBJECT: Review of the Semi-Annual Project Status Report (Action), Agenda Item No. 7

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews and refers the March 2026 TAM Project Status Report 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

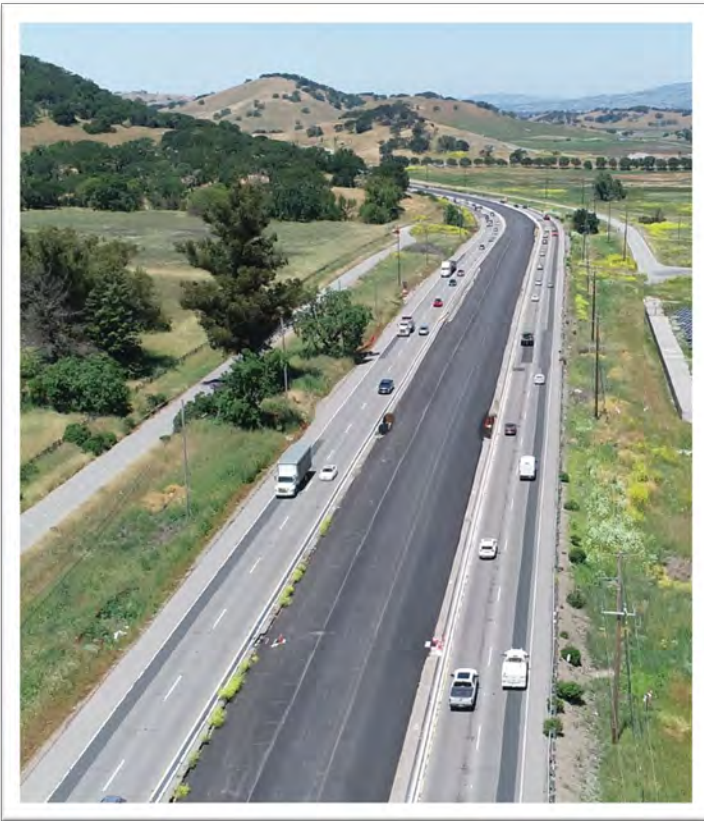
Many of these projects have multimodal elements and encourage alternate transportation. In addition, many of the projects will directly improve transit, safety, and resiliency.

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
Attachment B – Staff Presentation



Transportation Authority of Marin

Project Status Report

March 2026

Project Status Report

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

US 101 Marin-Sonoma Narrows Overview1
US 101 Marin-Sonoma Narrows – B7 and B82
Improve Bellam Boulevard Off-Ramp from Northbound US 101 4
US 101/I-580 Multimodal and Local Access Improvements..... 6
State Route 37..... 8
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

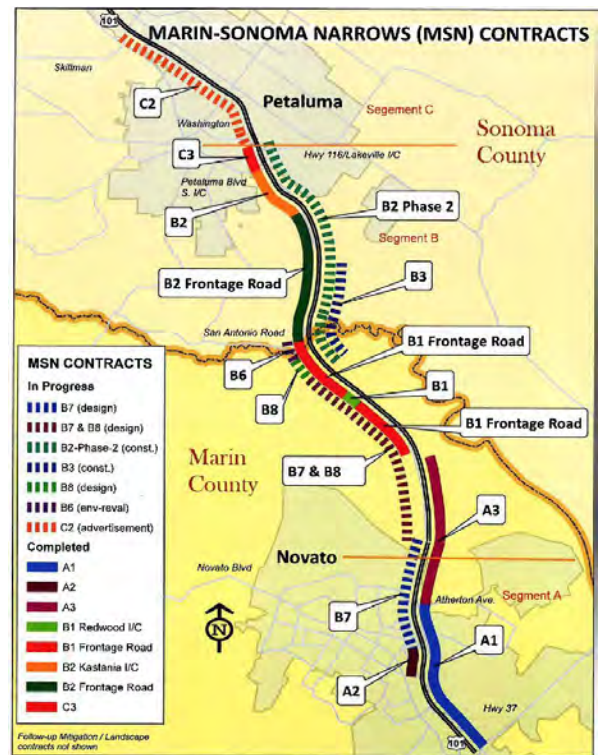
- The final MSN HOV lane project (MSN B7) commenced construction in July 2022. HOV lanes opened to the public on September 29, 2025. The contract is in winter suspension and final paving and striping will take place in spring 2026. A three-year plant establishment period is through 2028.
- The B8 north 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+
TOTAL	\$144,396,000+

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
TOTAL	\$144,396,000

Project Status Report - Active**March 2026****Project: US 101 Marin- Sonoma Narrows – B7 and B8****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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

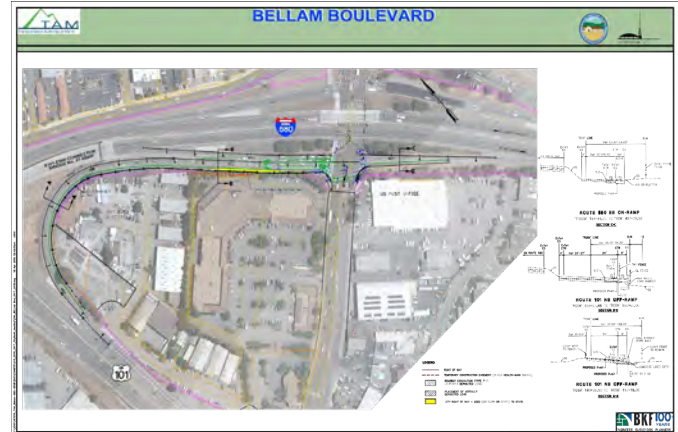
The project team has identified a signal timing issue on Bellam Blvd. between the cluster interchange and Francisco Blvd.

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
TOTAL	\$10,260,000

Funding By Source

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

Project Status Report – Active**March 2026****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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
TOTAL	*\$79-341 M

• 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
TOTAL	\$152,000,000

Project Status Report – Active**March 2026****Project: US 101/I-580 Multimodal and Local Access Improvement Project****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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+
TOTAL	\$270,000,000+

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
TOTAL	\$275,200,000

Project Status Report – Planning & Active**March 2026****Project: State Route 37****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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

Project:	Highway 101 Interchanges and Approaching Roadways Studies
Partners	Caltrans, TAM, County of Marin, Marin Cities, Marin Transit, and Golden Gate Transit
Jurisdiction(s)	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)
- Manual 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
TOTAL	\$4,400,000

Funding by Source

Measure AA Sales Tax	\$33,700,000
TOTAL	\$33,700,000

Project Status Report – Planning**March 2026****Project: Studies for Twelve US 101 Interchanges and Approaching Roadways****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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 IJJA 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
TOTAL	\$10,000,000

Funding by Source

Caltrans IJJA PROTECT for Second Culvert	\$20,000,000
State Earmark	\$10,000,000
TOTAL	\$30,000,000

Project Status Report – Planning & Active

March 2026

Project: Marin City Flood Mitigation Projects

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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**

Project:	Marin County US 101 Part-Time Transit Lane Study
Partners	Caltrans, Marin County, City of San Rafael, City of Novato, Marin Transit, Golden Gate Transit
Jurisdiction(s)	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
TOTAL	\$9,850,000

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**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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
TOTAL	\$700,000

Funding by Source

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

Project Status Report – Planning**March 2026****Project: Marin City Noise Analysis PID****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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
TOTAL	\$1,350,000

Funding by Source

RM2	\$1,350,000
TOTAL	\$1,350,000

Project Status Report – Planning**March 2026****Project: North-South Greenway Gap Closure Project – Southern Segment****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
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.

PROJECT PHASE DEFINITIONS

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

ACRONYMS AND ABBREVIATIONS

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 st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



TAM Semi-Annual Project Update

Transportation Authority of Marin

Administration, Projects & Planning
Executive Committee

March 9, 2026

TAM Project Update

1. Marin-Sonoma Narrows
2. Bellam Blvd. Off-Ramp from Northbound US 101
3. US 101/I-580 Multi-modal and Local Access Improvements
4. State Route 37
5. Marin City Noise Analysis PID
6. Highway 101 Interchange Studies
7. US 101 Part-Time Transit Lane
8. US 101 & Marin City Flood Mitigation Coordination

US 101 – Marin-Sonoma Narrows B7 & B8

Current Phase: Construction (B7) & Final Design (B8)

Update from Prior Report:

- MSN B7 HOV lanes opened September 29, 2025 & Ribbon cutting was held on October 3, 2025.
- MSN B8 (utility relocation & Class 2 bike lane on San Antonio Rd.). North utility segment is under construction. South utility segment is delayed. TAM advancing roadway segment separate from the utility relocation.
- Funding issues with stormwater permit requirements; TAM, MTC, and Caltrans are exploring options
- HOV hours updated

Upcoming Activities:

- Complete final paving and striping of B7 (spring 2026)
- Secure funds for shortfalls
- Complete design package for B8



Bellam Boulevard Off-Ramp Improvements

Current Phase: Project Close-Out

Update from Prior Report:

- Construction is now complete
- A second lane has been added to widen the U.S. 101 NB Bellam Blvd off-ramp
- Minor punch list and electrical items ongoing

Issues:

- There is a signal timing issue on Bellam Blvd.
- Delay in opening pedestrian crosswalk

Upcoming Activities:

- Caltrans will finish updating the new signal timing
- TAM and County of Marin working proactively to close out the project and reconcile spillback traffic



101/580 Multi-Modal & Local Access Improvements

Current Phase: Environmental

Update from Prior Report:

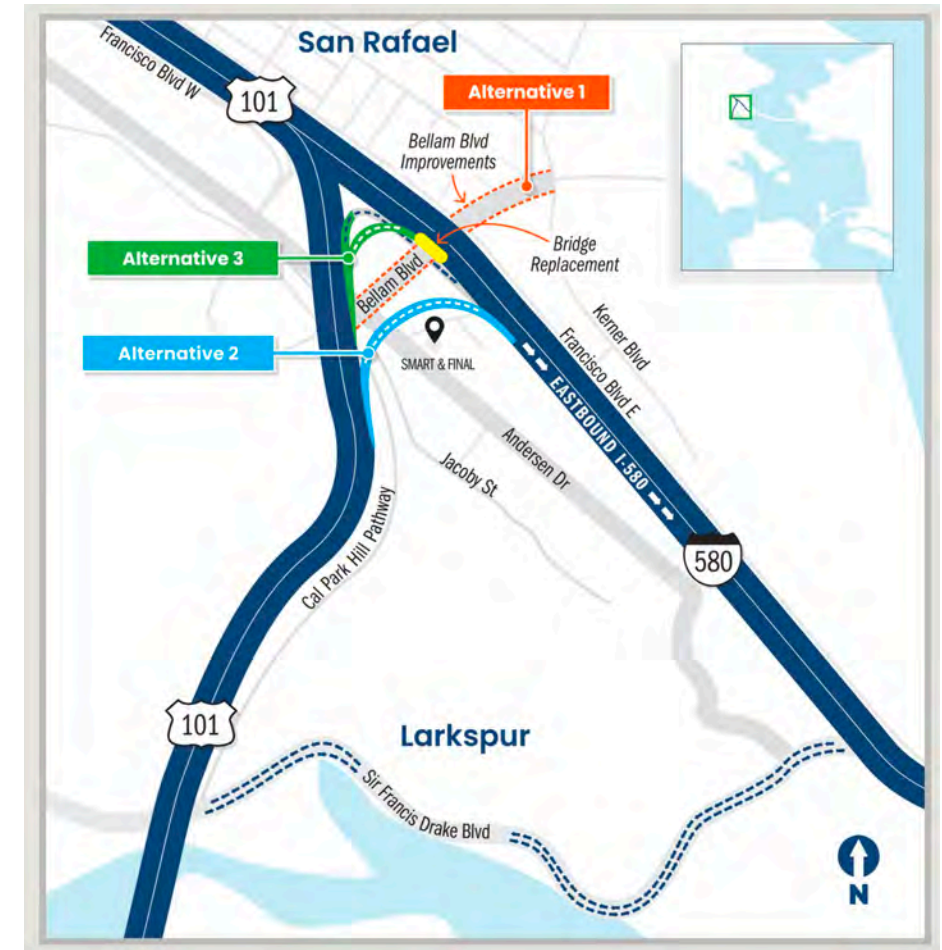
- Ad-Hoc and TAC meetings held
- Traffic studies are under review by Caltrans
- Environmental studies are ongoing
- MOU between TAM and City of San Rafael was executed.

Issues:

- Caltrans approval of non-standard features
- Caltrans comments on VMT, sea level rise and ramp metering
- Funding shortfall for construction
- Concern about potential right of way impacts for Bellam roundabout option

Upcoming Activities:

- Community Working Group Meeting #4 in spring 2026
- Draft EIR/EA expected in 2027



State Route 37 – Marin Portion, Novato Creek Bridge

Current Phase: Design for the Novato Creek Bridge

Update from Prior Report:

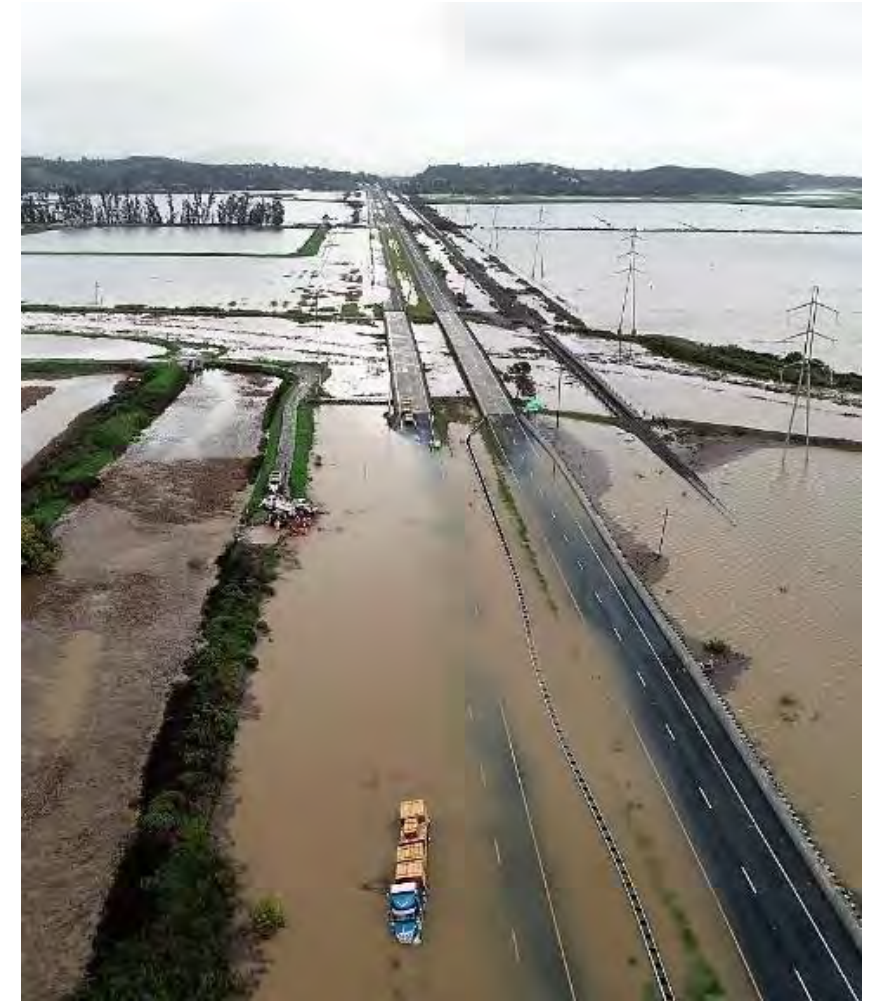
- Multi-party MOU to reflect revised RM3 distribution was signed

Issues:

- Design schedule is aggressive to meet deadline for award of construction funding

Upcoming Activities:

- MTC allocation of RM3 Funding to the project
- Finalize design



Marin City Noise Analysis PID

Current Phase:

- Project Initiation Document (PID) Preparation: PID and Noise studies will inform the project team whether the Project meets Caltrans Soundwall warrants

Update from Prior Report:

- Project Kick-Off Meeting held in January
- Aerial Mapping completed
- Public Outreach Plan developed by Convey

Issues:

- None

Upcoming Activities:

- Perform Noise Study
- Public Outreach

Aerial Perspective of Marin City/US101/Sausalito Area



Photo courtesy of Pacific Sun

Highway 101 Interchange Studies

Current Phase:

Project Initiation Document (PID) Phase for three selected interchanges:

1. East Blithedale/Tiburon Blvd (SR 131)
2. Manual T. Freitas Parkway/Civic Center Drive
3. Alameda Del Prado/Nave Drive

Update from Prior Report:

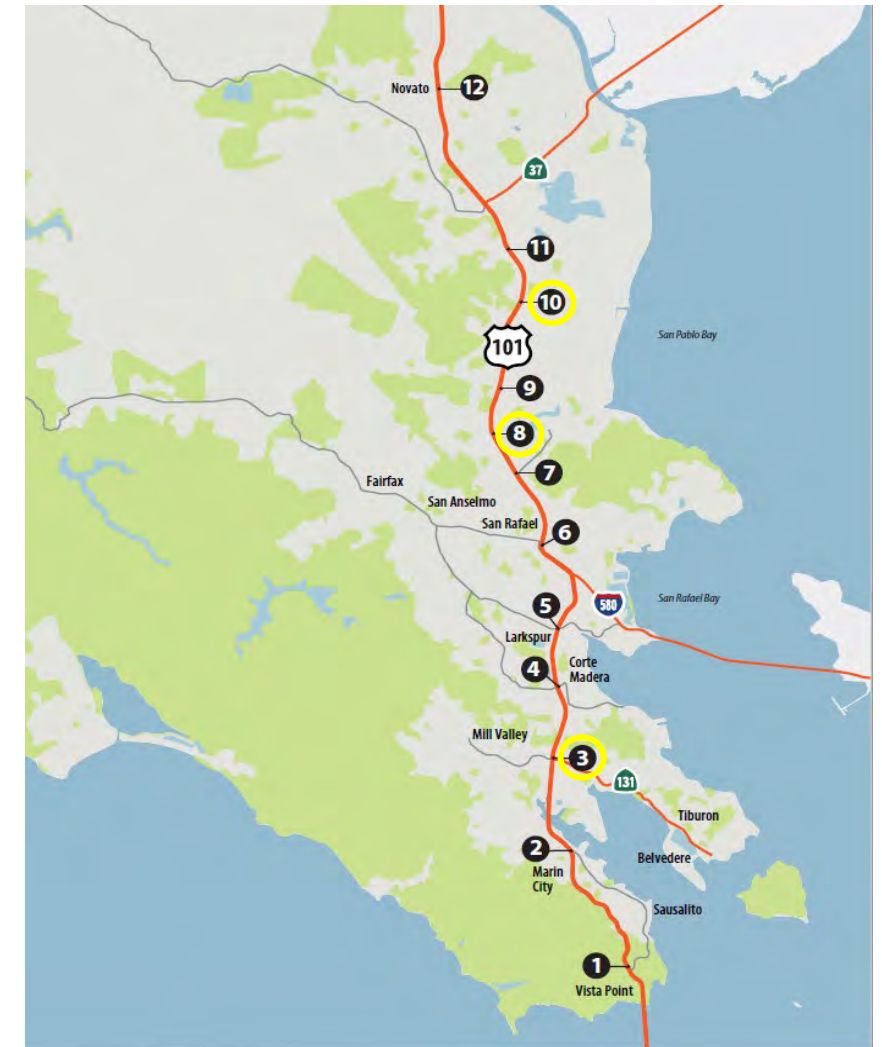
- Caltrans signed the PID
- Workshops conducted to provide information and reduce the number of alternatives before advancing to the PA&ED phase
- Submitted USDOT BUILD Grant application for the PA&ED phase

Issues:

- None

Upcoming Activities:

- Define development plan with Board, based on the workshops' outcomes
- Anticipate proceeding to PAED phase later in 2026



US 101 Part-Time Transit Lane (Bus on Shoulder)

Current Phase: Project Initiation Document (PID) Preparation

Update from Prior Report:

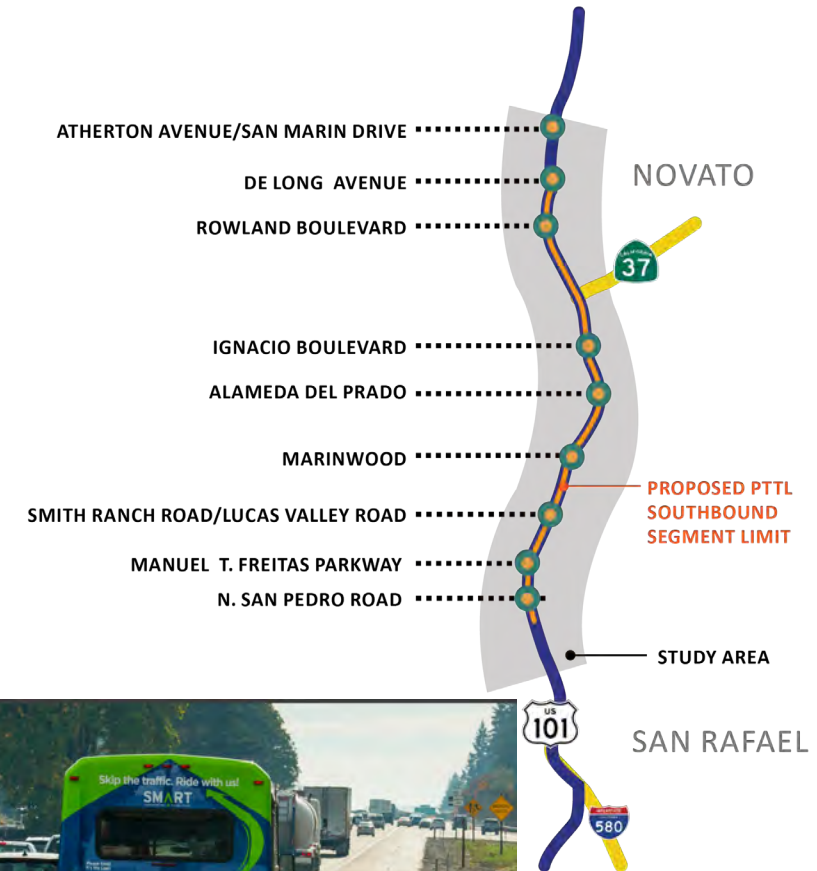
- Entered into contract with consultant
- Entered into Cooperative Agreement with Caltrans
- Project Kick-Off Meeting held in February

Issues:

- None

Upcoming Activities:

- Initial Traffic Analysis
- Engineering refinements & coordination
- Stakeholder outreach



US 101 & Marin City Flood Mitigation Coordination

Current Phase: Projects in Design* Phase

- Portable Pump at Donahue (currently operating)
- Permanent Pump*
- Floodwall*
- Pond Dredging (currently in Environmental)
- Second Culvert* (wrapping up Environmental)

Update from Prior Report:

- County continues to maintain contract to operate temporary pump 24/7. Worked well in latest round of storms.
- Second Culvert Under Hwy 101 Project achieved PA/ED in August 2025

Issues:

- County continues to seek funding

Upcoming Activities (contingent on identifying phase II funds):

- Conduct phase II Environmental Assessment for acquisition of the Pond
- Flood Control District is only steps away from awarding contract amendment for final design of the Permanent Pump Project



Photo courtesy of Pacific Sun

Questions?

Questions & Discussion