



DATE: March 26, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adoption of Measure AA Expenditure Plan Proposed Amendments (Action), Agenda Item No. 7b

RECOMMENDATION

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

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

BACKGROUND

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

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

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

- September 2025 – the Ad Hoc Committee convened to further discuss the Reimagined Roadways category, Crossing Guard funding options, and travel trends. Initial staff-proposed amendments to the Expenditure Plan were also presented to the TAM Board for input and discussion.
- December 2025 – an informational item was presented to the TAM Board to summarize the final proposed changes to the Expenditure Plan and provide greater details of those changes to each affected category of the Expenditure Plan. Feedback from the TAM Board was heard and further considered for incorporation.
- January 2026 – the Ad Hoc Committee convened to discuss the final proposed changes to the Expenditure Plan. The Ad Hoc Committee expressed support for the proposed changes to the Expenditure Plan and provided feedback for staff to show the amount of local infrastructure funding reassigned to the Reimagined Road category for each jurisdiction.
- January 2026 – the TAM Board was presented with the final proposed amendments, including recommendations from the Ad Hoc Committee, and the TAM Board unanimously approved opening a 45-day public comment period for the Measure AA Expenditure Plan proposed amendments.
- March 2026 – the TAM Administration, Projects & Planning (AP&P) Executive Committee received an update on comments received to date, the concept of “double allocation” for local infrastructure in FY 26/27, and County Counsel’s guidance if the Proposed Amendments are not adopted as-is and new changes are introduced by the TAM Board.

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

DISCUSSION

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

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

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

Updates since January on various categories are presented below.

Category 1.3 Local Interchanges

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

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

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

Category 2.1 Local Transportation Infrastructure

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

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

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

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

Category 3.2 Crossing Guards

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

Public Comments Received To-Date

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

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

Process Going Forward

If the TAM Board approves the amendments as shown in Attachment B by the required two-thirds vote of the total Commissioners on the Board, staff will then present the amendments to the cities and towns and the Marin County Board of Supervisors for consideration. Amending the Expenditure Plan will also require a majority vote of 50+% of the cities or towns representing 50+% of the incorporated population, as well as a majority vote of the Board of Supervisors. In preparation, staff has been working with council/supervisor clerks on possible scheduling for these 12 meetings in April and May.

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

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

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

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

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

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

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

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

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

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

FISCAL CONSIDERATION

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

NEXT STEPS

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

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

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

ATTACHMENTS

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

THIS PAGE LEFT BLANK INTENTIONALLY



Item 7b - Attachment A

Measure AA Expenditure Plan Amendment Adoption

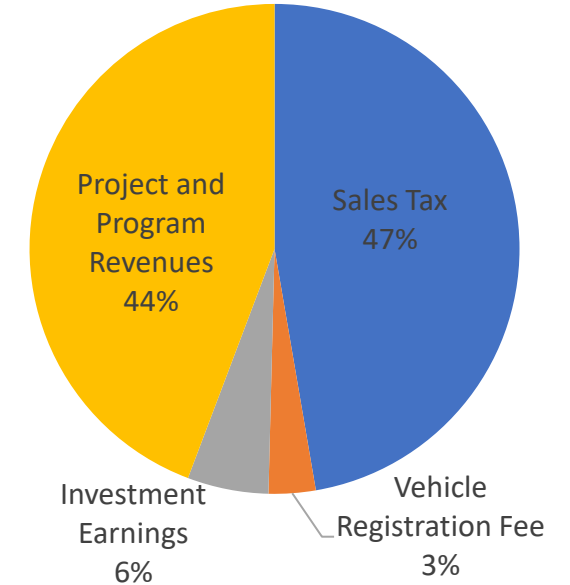
Transportation Authority of Marin
Board of Commissioners

March 26, 2026

How Measure AA Supports Marin's Needs

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

FY 25/26 TAM Revenues

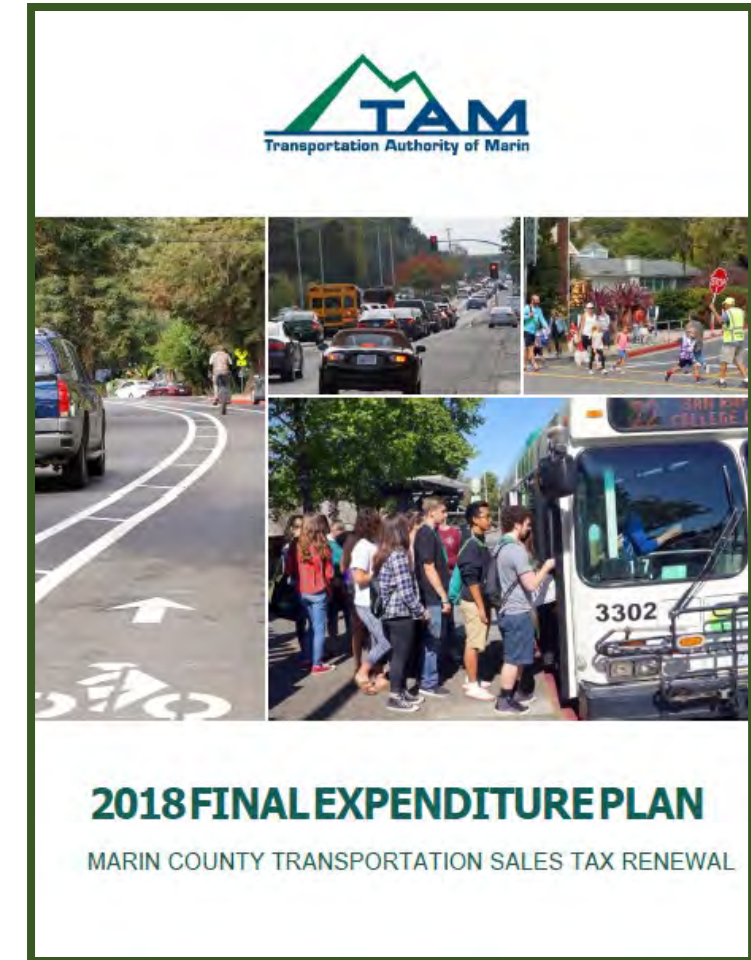


Measure AA – Six Year Review

As stated in the Measure AA 2018 Expenditure Plan:

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

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



Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
TAM Board Approves Expenditure Plan Review Process and Timeline	October 24, 2024
Expenditure Plan in Effect for Six Years	March 31, 2025
Public Outreach Process	April-December 2025
Present Draft Amended Expenditure Plan to TAM Executive Committee and Board	September-December 2025
TAM Board Opens 45-day comment period/hearing for changes proposed	January 2026
<i>45-day Comment Period Closes</i>	<i>March 9, 2026</i>
TAM Board Adopts Amended Measure AA Expenditure Plan	March 2026
Present Amended Expenditure Plan to Cities, Towns, and County for Approval	April/May 2026
Identify Expenditure Plan changes in TAM FY2026-27 Budget Process	April-June 2026

 **We are here**

Public Outreach Summary

Summer 2025 Public Outreach Effort

Ongoing Partner/Advisory Outreach

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

Six Board Presentations/Discussions

Public Comment Period January 22nd – March 9th

Upcoming City/Town Council Presentations – April/May

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

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

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

Local Transportation Infrastructure
Maintain and improve local roads, bridges, and sidewalks.
Mantener y mejorar el transporte local: Mantener y mejorar las carreteras locales, los puentes para bicicletas y las aceras.

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.

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

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

CS Scanned with CamScanner

West Marin Dot Exercise

Summary of Proposed Measure AA Amendments

- No changes proposed to 95% of Measure AA funding
- Strategic changes proposed to 5% of Measure AA to respond to input received

	2018	Proposed	PROPOSED EXPENDITURE PLAN AMENDMENTS
Category 1.3 Local Interchanges	3.0%	2.5%	Reallocate 0.5% to support the Crossing Guard Program
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Reallocate 4% to fund new Category 2.4 Reimagined Roadways
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects requirement
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 comment period closed 5pm on March 9th
- Noticed public hearing conducted as part of Board item
- Today's Action, TAM Board to consider adoption of Amended Expenditure Plan
 - Any new Amendments not included in published (January) version of draft Amended Expenditure Plan would require additional Public Hearing process and a new 45-day comment period, per County Counsel
 - Restrictions on including prohibited categories still apply
 - TAM Board may choose to not move forward with individual changes, provided the expenditure plan remains internally consistent. e.g., all categories total 100% of revenues
- Once TAM Board approves amendments, the package of approved changes would need to be accepted by local councils. Staff have requested all jurisdictions schedule in April & May.

Public & Agency Comments Received to Date

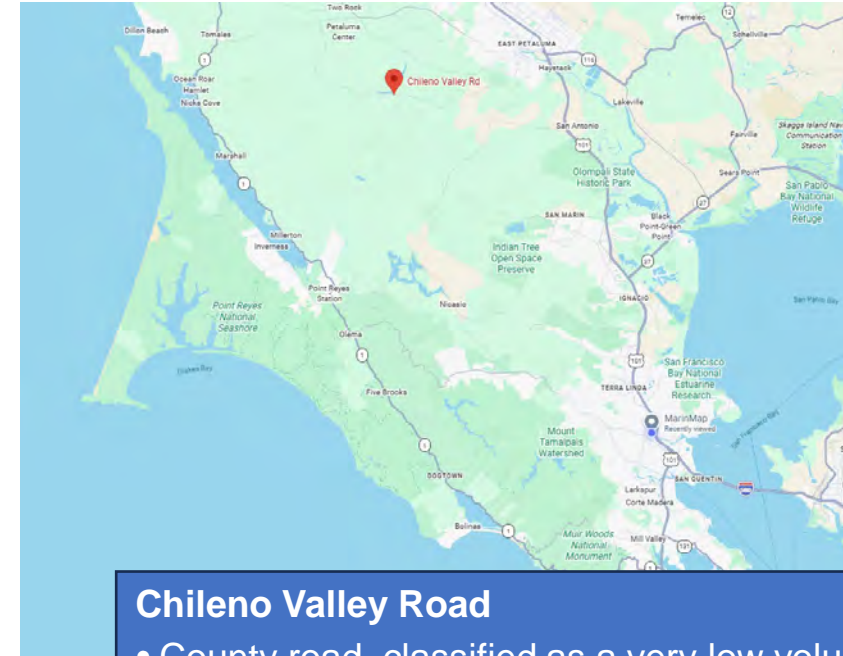
- Comments Related to Chileno Valley Newt Crossing:
 - (1) That TAM adopt a targeted addition to the Reimagined Roadways category description to ensure it can accommodate wildlife crossing and roadway resilience projects.
 - (2) That TAM engage as a partner in securing funding for a permanent wildlife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

Chileno Valley Road Wildlife Crossing

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

Staff Response:

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



Chileno Valley Road

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

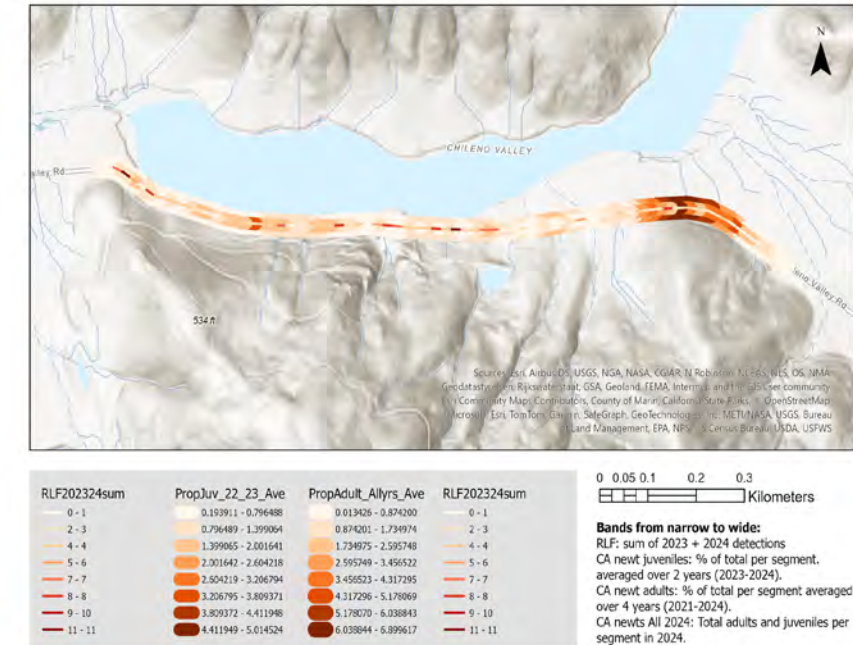
Chileno Valley Road Wildlife Crossing, cont.

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

Staff Response:

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

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



Category 2.1 Local Transportation Infrastructure Funding

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

Staff Response:

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

Strategic Plan Allocation Process Change

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

Estimated Available Amount

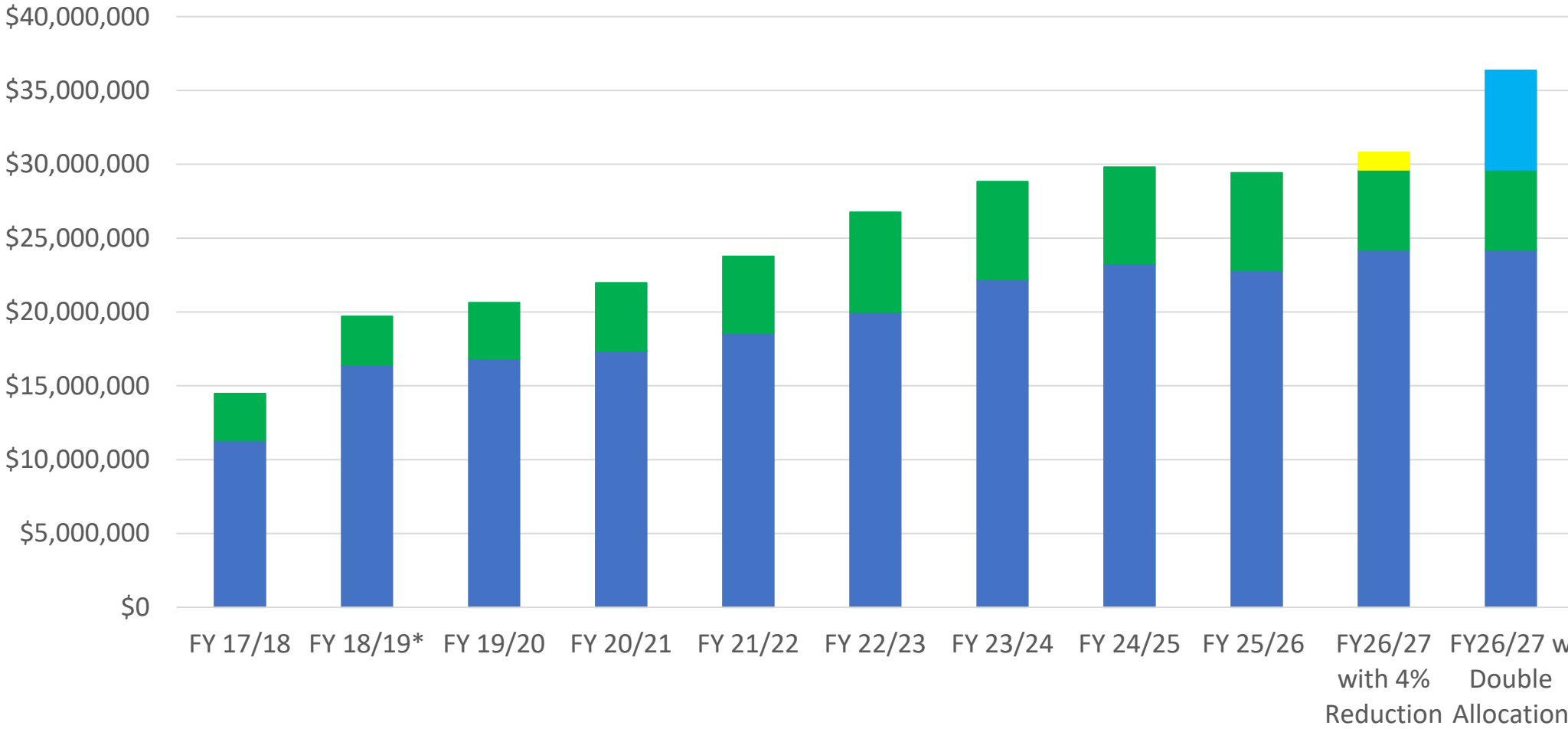
	FY 25/26*	FY 26/27 Est. Reim**	FY 26/27 Est. Double Allocation
Belvedere	\$69,558	\$55,652	\$125,210
Corte Madera	\$263,615	\$210,915	\$474,530
Fairfax	\$198,145	\$158,534	\$356,679
Larkspur	\$291,883	\$233,533	\$525,416
Mill Valley	\$394,035	\$315,264	\$709,299
Novato	\$1,282,710	\$1,026,284	\$2,308,994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

*based on 22% of collected FY 25/26 Measure AA Funding plus carryovers

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

LSR Funding with Allocation Process Change

Measure AA Category 2.1 FY 26/27 Funding Shifts



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

Additional Public and Agency Comments

Public and Agency Comments

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

Staff Response:

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

Next Steps

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

Action Requested

To amend the Measure AA Expenditure Plan:

- Hold a noticed public hearing (*Tonight*)
- Vote/approve by two-thirds of the TAM Commissioners (*Tonight's Action*)
- Amendments to be presented to each of the cities and towns in Marin County and to the Board of Supervisors for their approval (scheduled for *April/May*)
 - Requiring a majority vote of 50+% of the cities or towns, representing 50+% of the incorporated population
 - As well as a majority vote of the Board of Supervisors

Questions & Comments

Thank you!

THIS PAGE LEFT BLANK INTENTIONALLY



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.

THIS PAGE LEFT BLANK INTENTIONALLY

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

March 26, 2026

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

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

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

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