



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

APRIL 13, 2026
2:00 P.M.

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

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

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Yoav Schlesinger

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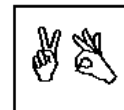
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During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered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

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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 March 9, 2026 (Action) – **Attachment**
5. One Bay Area Grant Cycle 4 (OBAG 4) (Action) – **Attachment**
6. Crossing Guard Location Selection (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE

MARCH 9, 2026
2:00 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100, SAN RAFAEL, CALIFORNIA, 94901

MEETING MINUTES

Members Present: Brian Colbert, County of Marin Board of Supervisors
Mary Sackett, County of Marin Board of Supervisors, Committee Chair
Melissa Blaustein, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: None

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

Chair Sackett called the meeting to order at 2:02 p.m.

Chair Sackett welcomed everyone to the meeting and announced that Commissioner Carmel was participating remotely pursuant to 54953.8.3(c)(4) of the "Just cause" clause of the Ralph M. Brown Act.

Executive Assistant/Clerk of the Board Jennifer Doucette conducted roll call to confirm a quorum of the Funding, Programs and Legislation (FP&L) Executive Committee; a quorum was not present at that time but was established shortly thereafter upon the arrival of Commissioners Colbert and Blaustein.

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

Commissioner Carmel announced that due to a scheduling conflict, he would be leaving today's FP&L Executive Committee meeting at 2:55 p.m.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the results of the Marin Commutes 2026 New Year Challenge; the closure through June of the intersection at Civic Center Drive/Redwood Highway as part of Caltrans' Manuel T. Freitas Roundabout Project in San Rafael; the implementation of the new US-101 HOV hours effective March 2; and lastly, announced 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 facility continues to undergo upgrades.

In response to Commissioner Sackett's inquiry regarding the specific project timeline for the Manuel T. Freitas Roundabout Project, staff stated that they did not have that level of detail available at the meeting but would obtain the information and provide it to the Commissioner.

Chair Sackett asked if any members of the public wished to speak and hearing none, closed this item.

3. Open Time for Public Expression

Chair Sackett asked if any members of the public wished to speak and hearing none, closed this item.

Item 5 was taken out of order.

5. Adopt Positions on 2026 State Legislative Bills (Action)

Director of Programming and Legislation David Chan and Legislative Consultant Gus Khouri presented this item, which recommends that the FP&L Executive Committee reviews positions on 2026 State Legislative Bills and refers them to the TAM Board for adoption.

ED Richman also noted that on many of the e-bike safety bills, staff have generally not recommended positions at this stage because significant legislative changes are anticipated and advised the Committee that this is an area likely to continue evolving.

In response to Commissioner Carmel's inquiry, staff clarified that Assembly Bill (AB) 1614 (Dixon) generally addresses bicycle or scooter operation on Class I bikeways, including seat and passenger-seat requirements, although the bill language is very short at this time and is expected to be expanded later.

Commissioner Colbert and staff discussed the long-term outlook for gas tax revenue, potential replacement funding approaches, and opportunities for TAM to stay engaged with regional and state partners as those discussions continue.

Chair Sackett and staff discussed AB 1740 and its potential implications for coastal development and multimodal infrastructure in Marin. Staff noted that additional research is needed and indicated the bill would continue to be monitored as it develops.

Chair Sackett and staff discussed Senate Bill (SB) 1167, which staff noted had been inadvertently omitted from the matrix. Staff provided a brief summary of the bill, indicated that additional follow-up with the author's office would be needed regarding certain technical provisions, and stated that the bill could be added to the matrix.

Commissioner Colbert and staff discussed autonomous vehicles and related policy activity in Sacramento, including considerations related to safety, preparedness, and data retention. Staff noted that there is limited legislation in this area at present, but highlighted a bill that TAM is supporting to allow collision-related data to be retained for a longer period.

Commissioner Carmel and staff discussed AB 1942, including its status, potential viability, and the possibility that it could be amended or incorporated into related legislation. Staff noted uncertainty regarding the bill's prospects, particularly given potential fiscal impacts, but acknowledged that the underlying concept may have merit. Commissioner Carmel commented that the proposal appeared to warrant continued monitoring and could merit support if it gains traction.

Commissioner Blaustein commented that because AB 1942 was introduced by Assembly Member Bauer-Kahan, whose work has focused on AI policy, education, and children's issues and who has strong support among educators, the measure may be a serious proposal with the potential to gain support.

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

E-Bike Access representative Bob Mittelstaedt commented that their concern is primarily with higher-speed, non-street-legal electric motorcycles rather than lawful e-bikes and emphasized the need for stronger enforcement tools and legislation addressing that issue. Mr. Mittelstaedt also commented on several pending bills, expressed support for measures focused on non-street-legal devices, and offered to continue working with TAM on the issue.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for legislation aimed at addressing non-compliant manufacturers and non-street-legal electric devices and emphasized preventing unsafe products from entering the market; and expressed concern with proposals that could impose additional requirements on riders operating lawful e-bikes.

Commissioner Colbert moved to approve the recommended positions on the 2026 state legislative bills, including the addition of a Watch position on SB 1167, and refer them to the TAM Board for adoption, which was seconded by Commissioner Blaustein. A roll call vote was conducted, and the motion passed unanimously.

Item 4 was taken out of order.

4. Approval of Meeting Minutes from February 9, 2026 (Action)

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

Commissioner Blaustein moved to approve the Minutes of the February 9, 2026 meeting, which was seconded by Commissioner Colbert. A roll call vote was conducted, and the motion passed unanimously.

6. Lincoln Avenue Corridor Study Artificial Intelligence Pilot (Discussion)

Director of Planning Derek McGill, Senior Transportation Planner Mikaela Hiatt, and Varun Tandon and Ryan Johnston from Waypoint Transit presented this item for discussion.

Commissioner Carmel commented that it would be useful to compare the results of AI-based analysis with more traditional methods, and suggested coordinating with the City of Mill Valley regarding the Miller Avenue Safety Corridor Study. Commissioner Carmel noted that such a comparison could help evaluate whether AI-generated results are similar to those produced through conventional analysis and whether the approach may offer efficiencies for agencies in the future.

Commissioner Blaustein and staff discussed the use of AI tools in relation to the development of TAM's AI policy. Commissioner Blaustein emphasized the importance of implementing AI responsibly and understanding its broader implications, while staff noted that a draft policy is in development and that, because related study work began before the draft policy was prepared, further consideration may be needed regarding how the policy applies to that work going forward.

Commissioner Colbert and staff discussed the potential for AI-based tools to serve as an early step in corridor and community planning efforts to help accelerate analysis, inform decision-making, and manage planning costs. Staff noted that the tools appeared particularly useful for existing conditions analysis and for constrained corridors and commented that there may be broader applications for future planning work across jurisdictions.

Commissioner Colbert and staff discussed potential opportunities for Marin to serve as a test bed for planning and analysis tools of this kind, including possible application in other constrained, multi-jurisdictional corridors. Staff noted that further discussion would be needed regarding what such efforts might entail, and Commissioner Colbert referenced interest in how similar approaches could be leveraged in corridors such as Sir Francis Drake Boulevard.

In response to Chair Sackett, staff explained that the Lincoln Avenue corridor has been the subject of overlapping planning and improvement efforts, including Marin Transit bus stop improvements and City of San Rafael safety improvements, which required coordination because they affected some of the same roadway areas. Staff noted that the study incorporated the City's funded improvements, was reviewed in coordination with Marin Transit and San Rafael, and generally found the various efforts to be aligned. Staff also explained that the study was intended in part to examine how competing priorities in multi-jurisdictional and multi-agency corridors can be evaluated. Staff noted that the tool does not inherently prioritize one mode or jurisdiction over another but instead generates a range of options based on established policy goals and priorities, helping to align physical improvements with adopted multimodal transportation policies.

Chair Sackett commented on the value of the tool in consolidating information from multiple plans and incorporating current and future land use context to help inform long-term policy and roadway planning decisions. Chair Sackett and staff also discussed liability considerations associated with identifying safety issues through planning studies, as well as the potential use of similar tools for other corridors and the likely limits of Caltrans' involvement absent a formal project development process.

Commissioner Colbert and staff discussed potential pathways for implementing the study's findings, including how the analysis could inform related corridor projects and future public outreach. The discussion also addressed the possible use of digital visualization tools to illustrate proposed improvements, support community engagement, and help evaluate competing priorities before implementation.

Chair Sackett asked if any members of the public wished to speak and hearing none, closed this item.

7. Marin Commutes Program Update (Discussion)

Principal Transportation Planner Scott McDonald and Sarah Benner with Convey presented this item for discussion.

Commissioner Blaustein expressed support for the Marin Commutes program and commented that it has been well received, including by seniors in the community.

Chair Sackett commented that participation in the Marin Commutes program may be greater than what is reflected in reported data, as some individuals may continue their commute behavior without ongoing tracking, and noted support for efforts to streamline the program.

Chair Sackett asked if any members of the public wished to speak and hearing none, closed this item.

The meeting was adjourned at 3:38 p.m.



DATE: April 13, 2026

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

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

SUBJECT: One Bay Area Grant Cycle 4 (OBAG 4) (Action), Agenda Item No. 5

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the One Bay Area Grant Program Cycle 4 (OBAG 4) process and schedule, authorizes staff to issue a Call for Projects, and refers the actions to the TAM Board for adoption.

BACKGROUND

The Metropolitan Transportation Commission (MTC) created the OBAG Cycle 1 (OBAG 1) Program to distribute federal transportation funds in 2012. OBAG 1 covered the four-year period from FY 12/13 to FY 16/17. OBAG 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy to encourage land-use and housing policies that support the production of housing with transportation investments. OBAG funds were (and are) distributed across a variety of Regional and County-based programs as further described later in this memo, with a mix of formula and competitive approaches.

In November 2015, MTC issued OBAG Cycle 2 (OBAG 2) that covered the five-year period from FY 17/18 to FY 21/22. OBAG 2 continued MTC's integration of federal surface transportation programs with the state mandated land-use and housing strategy and prioritized transportation investments for climate protection as adopted in OBAG Cycle 1. OBAG 2 also used the Regional Housing Needs Allocation (RHNA) numbers for the first time as one of the calculation factors to determine each county's formula share.

In March 2022, MTC issued OBAG 3 to distribute federal transportation funds from the Infrastructure Investment and Jobs Act (IIJA), sometimes referred to as the Bipartisan Infrastructure Bill, with an increased emphasis on meeting regional climate change and air quality improvement goals. OBAG 3 funds covered a four-year period from FY 22/23 to FY 25/26.

In February 2026, MTC established the framework for OBAG 4 with federal funding to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment. Once again, the federal funds for OBAG 4 are apportioned from IIJA and covers a four-year period from FY 26/27 to FY 29/30.

DISCUSSION

As with prior cycles, OBAG 4 is funded with federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Projects selected for OBAG4 funding must meet STP and CMAQ eligibility requirements as the underlying funding sources while complying with OBAG 4 policies and requirements. MTC has established the programming capacity for OBAG 4 at \$820 million. This programming capacity is based on anticipated federal program apportionments. Actual appointments may require adjustments later in the four-year cycle.

In December 2024, MTC committed approximately \$100 million in STP/CMAQ funds as part of the region’s contribution to sustaining near-term transit operations through the Senate Bill (SB) 125 arrangement to avoid a “fiscal cliff” for the larger Bay Area transit operators. MTC is deducting the SB 125 commitment of \$100 million off the top of the OBAG 4 Program, thus, reducing the programming capacity from \$820 million to \$720 million.

The remaining \$720 million in programming capacity is divided equally into regional and county programs with each program receiving \$360 million. The table below summarizes the basic funding framework for OBAG 4.

OBAG 4 Funding Framework (in millions)	
SB 125 Commitment	\$100
Regional Program (50%)	\$360
County Program (50%)	\$360
Total Programming Capacity	\$820

While OBAG 4 is funded with federal STP/CMAQ funds, MTC may also substitute federal funds with non-federal funds in very limited circumstances. Requesting non-federal funds is not an option for County Transportation Agencies (CTAs). Interjecting non-federal funds is not intended to increase the programming capacity of OBAG 4 but a strategic approach for MTC to better utilize all of its funds for programming efficiency and effectiveness.

General Requirements

OBAG 4 funds recipients and selected projects are required to comply with applicable federal and state requirements, including:

- Federal Funds Source Eligibility: Projects must be eligible for STP and CMAQ funds.
- Plan Bay Area Consistency: Projects funded must be consistent with the latest adopted Regional Transportation Plan (RTP), which is the Play Bay Area 2050+.
- Civil Rights Compliance: OBAG 4 investment must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the American with Disabilities Act (AD), and public participation.
- Minimum Match: Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, which is 11.47% of the total cost for projects.
- Air Quality Conformity: Projects must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations.

Regional Program

Funding for the Regional Program will be programmed and administered by MTC into six categories by project type:

- Planning and Implementation: Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- Growth Framework: Assist local efforts to create a range of housing options that align with Plan Bay Area growth geographies.
- Environment: Reduce transportation emissions and protect and enhance open space.
- Complete Streets: Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- Multimodal Network: Improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation.
- Set-Asides: Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities.

During the four-year period, MTC will issue Calls for Projects for various Regional Programs under most of the six abovementioned categories. TAM staff will monitor the Regional Programs and share information about funding opportunities as they become available.

Transit-Oriented Communities Set Aside

MTC will also set aside \$50 million under its Transit-Oriented Communities (TOC) Policy to advance the Plan Bay Area goal of walkable, mixed-use neighborhoods near transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. The methodology for TOC compliance incentive score calculations is still subject to Commission approval and associated administrative guidance.

North Bay Augmentation

Within the TOC set aside, \$5 million is being designated for North Bay counties to support the unique land use and transportation needs of rural communities with limited transit service and few or no TOC areas. MTC will target to distribute these funds evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma at \$1.25 million each. North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies as shown in the table below, entitled "Marin's OBAG 4 Funds."

County Program

TAM is assigned to administer and manage the OBAG 4 County Program for Marin. The County Program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. TAM is required to issue a Call for Projects with OBAG 4 funds.

TAM is also responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from TAM.

As established in OBAG 3, MTC will make the final selection projects for the County Programs, due to a determination from the Federal Highway Administration (FHWA) that MTC is not allowed to sub-allocate STP/CMAQ funds from its annual apportionment. For OBAG 4, each CTA is provided with a nomination target, and each county is to conduct a call for projects. However, CTAs are then to

submit their project nominations to MTC, which will compile a list of recommended projects for the entire region to be approved by the MTC Commission. Therefore, a project nominated by a CTA is not guaranteed to be approved by MTC.

Eligible Projects and Activities

County program projects must meet general OBAG 4 project requirements as mentioned above. Eligible project types for nomination include:

- CTA planning and program implementation activities.
- Local planning grants for Plan Bay Area 2050+ Growth Geographies or Transit Oriented Communities (TOCs).
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.
- Bicycle and pedestrian improvements and programs.
- Safe Routes to Schools (SRTS) projects and programs.
- Safety projects, local roadway safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Local streets and roads preservation projects on the federal-aid system.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or participatory budgeting (PB) processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.
- Cost-effective, technology-driven active operational management strategies for local arterials and highways.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community.

Activities not eligible for funding include air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

CTA Planning

Similar to prior cycles, the OBAG 4 county program includes dedicated funding to support planning and programming activities for CTAs. CTA Planning funds are used to implement Plan Bay Area 2050+ and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC.

A minimum amount of \$3.85 million in CTA Planning funds has been set aside for each county to be used in the four-year period. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process (requires CTA governing body approval). However, additional requested CTA Planning funds will proportionally reduce the available programming capacity for projects.

TAM is considering requesting additional CTA Planning funds in amount of \$800,000 for the following planning activities expected to occur during the four-year OBAG 4 timeframe:

- Local Road Safety Plan (LSRP) Update - \$200,000
- Countywide Transportation Plan (CTP) Update - \$200,000
- Community Based Transportation Plan (CBTP):
 - Los Ranchitos (New CBTP) - \$200,000
 - Novato (Update) - \$200,000

These additional requests are reflected in the table below on Marin's OBAG 4 funds.

If TAM is able to secure other funds for the LSRP or CTP updates, or If MTC funds CBTP activities through the Regional Program, the additional requested CTA planning funds would be returned to increase the programming capacity for other projects.

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Targets are based on population, recent housing production and planned growth, and housing affordability.

MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percentage share of this overall nomination total based on the following factors:

- Population: 50% of the nomination target is based on a county's share of the regional population.
- Housing Production: 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2023), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- Planned Growth: 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- Housing Affordability: For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.

Based on these factors, the below summarizes the nomination target for Marin, which is based on 120% of available funds.

In addition to allowing CTAs to request additional CTA Planning funds over the minimum amount, MTC also allows CTAs to program OBAG 4 funds "off the top" for Safe Route to School (SRTS)

Programs. TAM is considering setting aside up to \$600,000 from OBAG 4 for TAM's SRTS Program. An evaluation of the SRTS Program is currently being conducted. The result of the evaluation will be available in the coming months. The evaluation will identify suggestions to ascertain funding needs from OBAG 4. The actual amount of OBAG 4 funds needed will be determined then.

Marin's OBAG 4 Funds						
County Target Share	County Target	North Bay Augmentation	Subtotal County Target	120% Nomination Target	CTA Planning/ SRTS Additional Requests (Potential)	Adjusted Nomination Target
2.9%	\$9,275,000	\$1,250,000	\$10,525,000	\$12,630,000	\$1,400,000	\$11,230,000

MTC has indicated that nomination targets do not commit or imply a guaranteed share of funding to any individual CTA, but MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible. Therefore, some CTAs may receive slightly more funds than their targets while others may receive slightly less.

Other Funds

The Call for Projects will also include non-OBAG funds for programming. These funds, referenced below, are included in the Call for efficiency, allowing TAM to make more prudent programming decisions to better address funding needs of Marin agencies.

Total Available Funds for Programming				
Adjusted Nomination Target	TFCA Bikeway Funds	CARE CBTP TA Funds	CARE PB Funds	All Funds Total
\$11,230,000	\$938,000	\$668,000	\$668,000	\$13,504,000

- **Transportation Fund for Clean (TFCA) Bikeway Funds**

Under a new pilot being conducted by the Bay Area Air Quality Management District (BAAQMD), TAM was provided with \$938,000 for programming to bike projects in Marin County. The TFCA Bikeway funding can be used toward the construction and implementation of new bicycle facilities. TFCA Bikeway funds are non-federal funds that are processed through BAAMQD instead of Caltrans Local Assistance.

TAM will assign TFCA Bikeway funds to eligible project(s) received from the OBAG 4 Call for Projects, which also complies with the competitive requirements of TFCA Bikeway funds. BAAQMD retains the discretion to approve proposed TFCA projects from TAM, based on the nominated projects' ability to reduce emissions. For the TFCA Bikeway funds, applicants will not be asked to apply specifically for these funds. TAM staff will discern from the overall applications received on the most suitable projects for these funds

- **Community Action Resource and Empowerment (CARE) Program**

The Community Action Resource and Empowerment (CARE) program is a funding, grant and implementation program to support a mix of community-based transportation initiatives that have been identified as a high priority by local communities and through community power-building and engagement efforts. CARE supports capacity building and technical assistance for community-based organizations and local governments.

MTC is making \$668,000 available from the CARE CBTP Technical Assistance (TA) Program for TAM to program to eligible projects. The CARE CBTP TA Program focuses on forwarding project concepts through to final design, along with related outreach, to the construction-ready stage. The program builds directly on the long-standing CBTP Program established in 2002. While MTC oversees the overall process and reviews final project selections, CTAs are responsible for managing the project nomination process.

- **CARE Participatory Budgeting (PB)**

CARE Participatory Budgeting (PB) is a process where residents directly engage with agency to develop and recommend projects as part of a budget process. Eligible activities for PB funds include construction of community supported projects developed through the CBTP process or derived from an eligible PB community-driven process. MTC has provided TAM with \$668,000 for programming through the PB process.

The Call will encourage applicants with eligible projects to apply for CARE CBTP Technical Assistance and Participatory Budgeting funds. If no qualifying applications are received for CARE CBTP Technical Assistance and Participatory Budgeting funding, TAM reserves the discretion to assign the funds to suitable projects, particularly those from Community Based Transportation Plans (CBTPs). Note that CARE TA and PB funds are expected to be non-federal, allowing these equity community-focused projects to be more easily administered.

Schedule

MTC has directed CTAs to issue a Call for Projects for the County Programs after MTC releases the OBAG 4 Programming Policies. Prior to issuing the Call for Projects, TAM is required to develop schedule and criteria for the Marin OBAG 4 County Program to be submitted to MTC for review. Staff plans to submit the schedule and criteria to MTC before Call for Projects is released.

Upon adoption by the TAM Board on April 23, 2026, a Call for Projects will be issued to local and transit agencies no later than May 1, 2026. Applications will be due to TAM on July 1, 2026. Applications will be reviewed for prioritization up to the nomination target.

The final recommendations will be presented to the TAM Board on October 24, 2026 for adoption. Prioritized project nominations are due to MTC on October 31, 2026. All requisite documentation and compliance requirements from applicants of recommended applications are also due to MTC by October 31, 2026. MTC staff will evaluate and recommend final projects for all OBAG 4 County Programs to the MTC Commission for adoption in early 2027.

TAM's OBAG 4 Schedule	
Milestone	Date
TAM Board approves the issuance of an OBAG 4 Call for Projects	April 23, 2026
TAM issues OBAG 4 Call for Projects	May 1, 2026
Applications due to TAM	July 1, 2026
Evaluate applications and prioritizes funding, including convening the BPAC to evaluate Complete Street review	August/September 2026
FP&L Executive Committee recommends applications	October 14, 2026
TAM Board adopts applications for submittal to MTC	October 24 2026
Project nominations due to MTC	October 31, 2026
MTC adopts final project selection for funding	Early 2027

Evaluation Criteria

MTC has established three criteria for CTAs to evaluate applications. The evaluation criteria include the following:

- **Needs and Benefits** – CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair improvements.
- **Local Priority/Community Support** – CTAs must prioritize projects with community support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the CTA.
- **Equity Impacts** – CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

MTC also allow CTAs to include optional additional criteria under an “Other” category. TAM is proposing the following:

- **Other** – Prioritize projects that are considered countywide significant, adhere to the Countywide Transportation Plan (CTP), are located in multiple jurisdictions, and/or include greater funding contributions than the requisite federal local match requirement.

Staff is proposing to weigh the criterion in the following percentage:

Evaluation Criteria	
Needs and Benefits	40%
Local Priority/Community Support	30%
Equity Impacts	20%
Other	10%
Total	100%

Contingency Projects

Sponsors may submit applications for OBAG4 funds as well as other upcoming and anticipated funding sources such as the Active Transportation Program (ATP), Regional Measure 3 (RM3) Safe Routes to Transit/Bay Trail Program, and others. If these applications were selected for OBAG 4 funding but also selected for receiving funding from other sources, TAM would withdraw these applications from consideration for OBAG 4 funds. TAM’s nomination list may include contingency projects for MTC to consider in the event that TAM’s nominated projects receive funding from other sources.

Outreach

MTC requires CTAs to conduct sufficient public outreach for the County Program that complies with Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color, or national origin in programs receiving federal financial assistance, ensuring that no person is excluded from participation or denied benefits under such programs.

The Call for Projects will be posted on the homepage of TAM's website to ensure public awareness. The public will be encouraged to submit ideas to eligible applicant in their respective jurisdiction for application consideration. The prioritization of recommended applications will be presented to various stakeholders for input, such as the Bicycle Pedestrian Advisory Committee (BPAC), Marin Public Works Association (MPWA), Community Oversight Committee (COC), and others. BPAC and COC meetings are public meetings with in-person and virtual options for public participation.

Applicants are also required to submit Letters of Support from their governing body for their applications. The approval for the Letter of Support for all Marin agencies are conducted at public meetings to allow public comments.

TAM's outreach efforts, as described above, in prior OBAG cycles were considered to be sufficient. TAM will be submitting a similar outreach plan to MTC. TAM will work with MTC in OBAG 4 to ensure compliance.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN

Many principles of OBAG 4, including the Evaluation Criteria, align with the CTP. When evaluating applications for OBAG 4 funding, a factor on CTP alignment is also included as an Evaluation Criteria.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by authorizing staff to issue a Call for Projects. However, upon TAM Board adoption, TAM will request MTC to include the request for additional CTA Planning/SRTS set aside (amount to be determined). TAM's Budget will be updated when a funding agreement is finalized to reflect funds received and expenditures expected with these additional requested funds. Any other potential fiscal impacts from OBAG 4 on TAM will be reported to the TAM Board at later meetings when they become finalized. The minimum amount of CTA Planning funds has been anticipated and included in TAM's draft FY 26/27 Annual Budget.

NEXT STEPS

Upon adoption by the TAM Board, the proposal for TAM's OBAG 4 Call for Projects will be communicated to MTC and TAM's OBAG 4 Call for Projects will be issued by May 1, 2026.

ATTACHMENTS

Attachment A – PowerPoint Presentation

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ATTACHEMENT A

One Bay Area Grant Cycle 4 (OBAG 4)

Transportation Authority of Marin
Funding, Programs & Legislation Committee

April 13, 2026

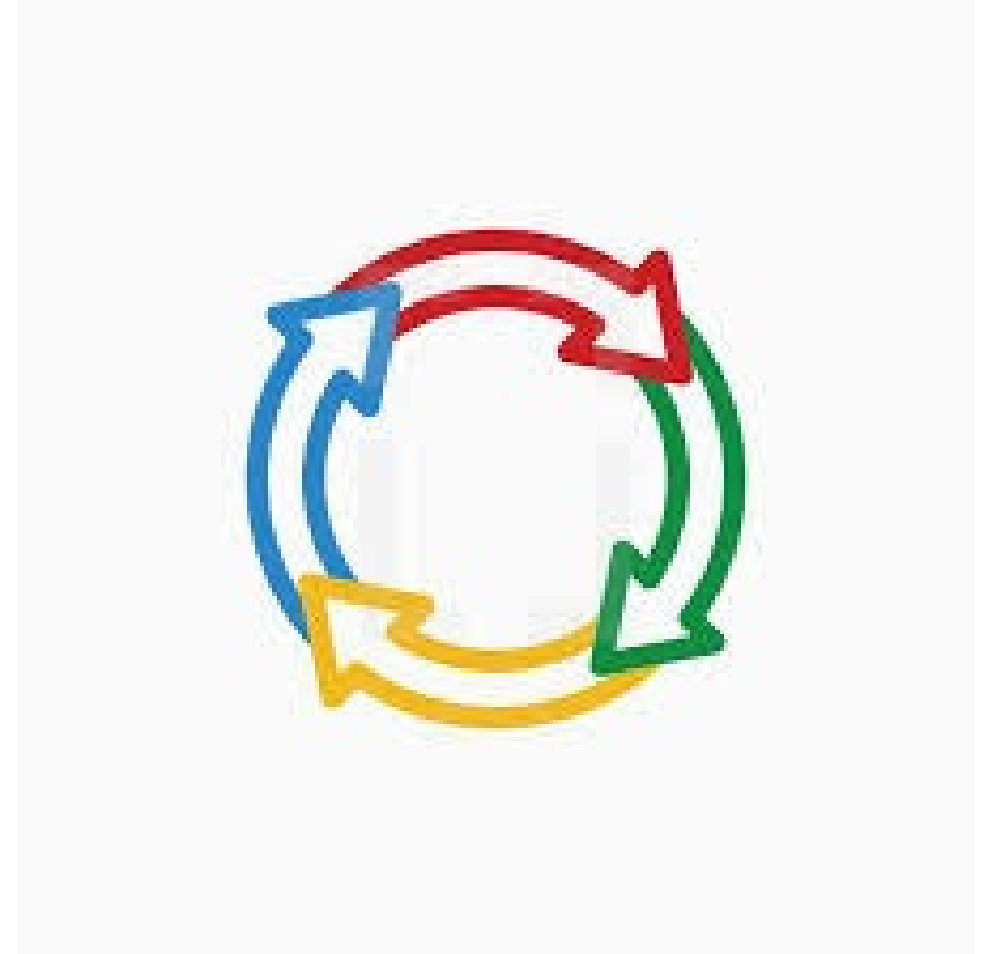
One Bay Area Grant (OBAG) Program Background

- MTC created OBAG in 2012 to distribute federal transportation funds, covering a four-year period (*TAM \$10 million*)
- Intended to encourage land-use and housing policies that support housing production with transportation investments
- OBAG Cycle 2 (OBAG 2) introduced the Regional Housing Needs Allocation (RHNA) allocation as a factor to determine county's share; also covered a five-year period (*TAM \$10.9 million*)
- OBAG 3 used funds from IIJA, placed an emphasis on meeting regional climate change and air quality improvement goals; covered a four-year period (*\$9.6 million*)



OBAG Cycle 4

- Established by MTC earlier this year to cover a four-year period from FY 26/27 to FY 29/30
- Intended to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment
- Includes federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds



Funding Available for OBAG 4

- Total of \$820 million estimated available
- SB 125 Commitment (December 2024) of \$100 million to assist transit operators is deducted off the top, leaving \$720 million for the Regional and County Programs
- The Regional and County Programs receive 50% each of the remaining funds at \$360 million each

OBAG 4 Funding Framework (in millions)	
SB 125 Commitment	\$100
Regional Program (50%)	\$360
County Program (50%)	\$360
Total Programming Capacity	\$820

General Requirements for Regional & County Programs



- Projects must be eligible for federal STP and CMAQ funds
- Projects must be consistent with Play Bay Area 2050+
- Sponsors/projects must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (AD), and public participation
- Project sponsors must contribute at least the minimum non-federal matching funds: 11.47%
- Projects must meet Air Quality Conformity regulations

Regional Programs

- Administered by MTC in six categories
 - **Planning and Implementation:** staff support to carry out planning and programming activities (includes CTA Planning funds)
 - **Growth Framework:** create housing options that align with Plan Bay Area
 - **Environment:** reduce transportation emissions and protect/enhance open space.
 - **Complete Streets:** maintain/improve local streets and roads for all users
 - **Multimodal Network:** improve mobility options and services
 - **Set-Asides:** incentivize TOC Policy implementation
- MTC will issue Calls for Projects for these programs during the four-year period
- TAM staff will monitor the Calls and share funding opportunities with locals

TOC Policy - North Bay Augmentation

- New in OBAG 4 – Transit Oriented Communities Policy
- \$5 million set aside from Regional Program TOC Incentive funds, to support the unique land use and transportation needs of the North Bay
- Marin, Napa, Solano, and Sonoma to receive \$1.25 million each
- To be included in North Bay Counties' Call for Projects



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County Program

- To be administered by TAM for Marin via a call for projects
- TAM is responsible for:
 - project screening and compliance
 - project evaluation
 - making project nominations to MTC
- TAM is provided with a nomination target
- However, MTC makes final project selections for all CTAs
- A project nominated by a CTA is not guaranteed to be approved by MTC
- Incentivizes nominating most competitive projects for regional consideration



Eligible Project Types for County Program

- Many **capital & planning** project types are eligible, such as (but not limited to):
 - CTA planning and program implementation activities
 - Transportation Demand Management programs
 - Mobility Hub planning and implementation
 - Bicycle and pedestrian improvements and programs
 - Safe Routes to Schools (SRTS) projects and programs
 - Safety projects, local roadway safety plans (LRSP), and Vision Zero planning
 - Complete streets/sustainable streets improvements
 - Local streets and roads preservation projects on the federal-aid system
 - Transit capital improvements, including vehicles for new or expanded service
 - Transit station improvements
- **Not generally eligible:** road projects that expand capacity for SOVs; operations; routine maintenance

CTA Planning Funds

- MTC providing \$3.85 million in CTA Planning funds to be used to support planning and programming activities for the four-year period
- CTAs may request more, though this reduces available programming capacity
- TAM staff considering requests for:
 - Local Road Safety Plan (LSRP) Update - \$200,000
 - Countywide Transportation Plan (CTP) Update - \$200,000
 - Community Based Transportation Plans (CBTP):
 - Los Ranchitos (New) - \$200,000
 - Novato (Update) - \$200,000
- CTAs are also allowed to program OBAG 4 funds “off the top” for SRTS Programs
- TAM staff considering \$600,000 for SRTS Program, pending results from program evaluation underway

Nomination Target

- Maximum funding request that each CTA may nominate
- Targets for each County are based on:
 - 50% population
 - 30% housing production
 - 20% planned growth (RHNA)
- Nomination target is 120% of available funds

Nomination Target (cont.)

Marin's OBAG 4 Funds						
Marin County Target Share	County Target	+ North Bay Augmentation	= Subtotal County Target	120% Nomination Target	- CTA Planning/ SRTS Additional Requests (Potential)	= Adjusted Nomination Target
2.9%	\$9,275,000	\$1,250,000	\$10,525,000	\$12,630,000	\$1,400,000	\$11,230,000

- MTC: nomination targets do not commit or imply a guaranteed share
- MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible
- Some CTAs may receive slightly more or less funds than their targets

Other Funds

- TAM's Call for Projects will also include non-OBAG funds for programming
- Included to make more cohesive programming decisions and better address funding needs of Marin agencies

Total Available Funds for Programming				
Adjusted Nomination Target	+ TFCA Bikeway Funds	+ MTC CARE CBTP TA Funds	+ MTC CARE PB Funds	= All Funds Total
\$11,230,000	\$938,000	\$668,000	\$668,000	\$13,504,000

Other Funds (cont.)

- **Transportation Fund for Clean (TFCA) Bikeway Funds**
 - \$938,000 for the construction and implementation of new bicycle facilities.
 - TFCA Bikeway funds are non-federal funds from BAAQMD
- **Community Action Resource and Empowerment (CARE) Program**
 - \$668,000 in non-federal funds from MTC to support transportation initiatives that have been identified as a high priority by local communities
 - Project development support for projects in or supporting Equity Priority Communities
- **CARE Participatory Budgeting (PB)**
 - \$668,000 in non-federal funds from MTC to support construction of community supported projects developed through the CBTP process or derived from an eligible PB community-driven process

TAM Proposed Evaluation Criteria

- MTC requires certain criteria, TAM allowed to add on
- TAM staff proposes:
 - Needs and Benefits (MTC) 40%
 - Local Priority/Community Support (MTC) 30%
 - Equity Impacts (MTC) 20%
 - Other (TAM) 10%
- “Other” to include: countywide significant, adheres to the Countywide Transportation Plan (CTP), located in multiple jurisdictions, and/or includes greater than the requisite local match.



Contingency Projects

- TAM's nomination list may include contingency projects
- Sponsors may submit applications for OBAG 4 funds as well as other sources open this year (ATP, RM3, etc.)
- If selected for OBAG 4 funding and other sources, TAM would withdraw these applications from consideration for OBAG 4 – and go to projects on contingency list



Schedule

Milestone	Date
TAM Board approves the issuance of an OBAG 4 Call for Projects	April 23, 2026
TAM issues Call for Projects	May 1, 2026
Applications due to TAM	July 1, 2026
Evaluate applications and prioritize funding, including convening BPAC for Complete Streets review	August/September 2026
FP&L Executive Committee recommends applications	October 14, 2026
TAM Board adopts applications for submittal to MTC	October 24, 2026
Project nominations due to MTC	October 31, 2026
MTC adopts final project selection for funding	Early 2027

Next Steps



- Continue to work with MTC to ensure compliance of TAM's Call for Projects
- Upon approval from the TAM Board, released a Call for Projects with OBAG 4 funds

Questions & Comments

Thank you!

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DATE: April 13, 2026

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Ray Rodriguez, Assistant Project Delivery Manager
Audrey Veyssiere, Assistant Project Delivery Manager

SUBJECT: Crossing Guard Location Selection (Action), Agenda Item No. 6

RECOMMENDATION

The Funding, Programs & Legislation Executive (FP&L) Committee considers the following items and refers them to the full TAM Board for approval:

- Adopt the Ranked list of Crossing Guard Locations shown in Attachment A.
- Adopt the revised lists of locations which no longer will be evaluated due to perennially high and low scoring values shown in Attachment C and Attachment D, respectively.

BACKGROUND

TAM has been funding and managing the Marin County Crossing Guard Program (Program) since 2006. Funding for the Program comes from the transportation sales tax, Measure A/AA, and from the vehicle registration fee (VRF), Measure B. In the current fiscal year, the Program is expected to cost approximately \$2.5 million.

A key decision in managing the Program is to determine the locations for guards. In summary, the decision process involves assessing locations near schools throughout the County, developing a ranked list based on established criteria, and assigning guards to the top locations within the fiscal constraints of the program. Evaluations have occurred for implementation in 2010, 2014, 2018, and 2023. The current assessment has been completed and a draft 2026 ranked list is shown in Attachment A.

Early in the program's history, locations were based on recommendations from local public works officials and on criteria from the California Manual of Uniform Traffic Control Devices (CMUTCD). MPWA and the former TAM Technical Advisory Committee developed a scoring system in 2009 that was based in part on the CMUTCD criteria and other factors. The TAM Board-approved scoring system utilizes vehicle volumes, pedestrian volumes, skew angle of the intersecting streets, stopping sight distance if impaired, designation if on the crest of a vertical curve, speed limit of any approaching roadway, accident history, and other relevant factors. Committees were formed in 2017 and 2021 to see if any changes should be made to the scoring system.

MPWA and the TAM Board approved the latest changes to the scoring methodology in April 2022. Those changes include using posted speed limits rather than school speed limit zones when determining the crosswalk speed limit; dropping the lower age of school age pedestrian to four years old to account for new transitional kindergarten (T-K) programs; and increasing the scoring weight of recent accidents at or near the crosswalk involving bicycles or pedestrians. The evaluation process typically takes several months for data collection, analysis, and outreach with local jurisdictions and

school districts. It is important to have a standard process for evaluating the sites to reduce potential liability associated with location selection.

To reduce Program costs, in April 2024 the TAM Board approved an updated approach to limit the number of locations evaluated each recertification cycle. Two lists were created:

- Studied Locations to be Automatically Guarded (see Attachment C): A list of 42 locations that has scored 80 or higher on the latest two ranked lists. These locations will be automatically provided with a crossing guard and will not be counted.
- Studied Locations to no longer be evaluated (see Attachment D): A list of 21 locations that has scored 45 or below on the latest two ranked lists, will be automatically excluded from further consideration for a crossing guard.

Locations not on those two lists become the subject of the evaluation. In this cycle, 102 locations were evaluated.

DISCUSSION/ANALYSIS

In order to obtain some of the needed data for this cycle, contracts were signed with 4 video counting firms this past summer. The video firms supplied the vehicle counts for the 102 intersections evaluated over a span of five weeks (between September 16 and October 21). The work was supplemented by the TAM on-call contractor TYLin, which supplied the pedestrian counts from the videos. TYLin also gathered the accident data. TAM staff performed quality control on the vehicle and pedestrian counts, which involved many reviews, and performed all the site scoring.

The scores for the sites were then placed in a ranked list. Several sites had the same score and when necessary, an additional sorting was performed using Peak Hour pedestrian values. A first draft list was shared with the Marin Public Works Association (MPWA) and meetings with affected jurisdictions and school districts were organized in March. These conversations led to the Ranked List shown in Attachment A.

Based on the January 2026 TAM Board decision to fund 96 guards for the next 4 years, there are some changes in the new list compared to the current guard locations:

- The addition of two new sites to be considered for evaluation: TAM Site No. 164 Manuel T. Freitas Parkway & Las Pavadas Avenue, and TAM Site No. 165 Tamalpais Drive & Lakeside Drive.
- Six locations – shown in blue on Attachment A - that have multiple lanes, as selected by our crossing guard vendor, will require two guards. It is now recommended that two guards be utilized when crossing some multi-lane roads. This number of six locations should remain constant over the next four years unless roadway changes are implemented (i.e. the addition of a lane at a guarded location), or new multi-lane sites are added during evaluations.
- Some locations (previously below the cutoff line), shown in green on Attachment A, are now above the cutoff line and are proposed for crossing guard services.
- Some current locations have fallen below the funding cutoff. These locations are shown in red on Attachment A.
- Two local jurisdictions are proposing to exchange locations. Crossing guards are defined as a traffic control device and the Public Works Director and the City Manager for each jurisdiction has final approval for guard placement. The City of Corte Madera is opting to move a guard location that scored above the funding cutoff at Spindrift/Prince Royal to

Tamalpais/Eastman, which was scored below the funding cutoff. And, the Town of Tiburon is opting to move a guard from Karen Way to Tiburon/Blackfield.

- Four School Districts (SD) are proposing to pay for guards at the following locations: Tiburon Boulevard & East Strawberry Drive in Marin County (Mill Valley SD), Sir Francis Drake Boulevard & College Avenue in Kentfield (Kentfield SD), Arthur Street & Cambridge Street in Novato (Novato Unified SD), and Paradise Drive & Seawolf Passage in Corte Madera (Larkspur-Corte Madera SD). Note, many districts are still evaluating funding additional locations. Guards at these locations will be part of the TAM program and managed by TAM’s vendor along with the other sites.
- Status of sites that have no coloring remain the same as now, either guarded or unguarded, depending on if they are above or below the funding cutoff.

The tables below show the guard assignments by school districts and jurisdictions. The numerator is the number of guards/locations that will be funded starting next school year. The denominator is the number of guards/locations evaluated. (Note, these lists include guards paid for by school districts)

<u>SCHOOL DISTRICTS</u>	In terms of guards		In terms of locations	
	Before (2023 – 2026)	After (2026 – 2030)	Before (2023 – 2026)	After (2026 – 2030)
Bolinas-Stinson Union	0/2	1/2	0/2	1/2
Kentfield	8/9	8/9	7/8	7/8
Lagunitas	1/1	1/1	1/1	1/1
LCM	6/12	8/13	6/12	8/13
Mill Valley	16/18	19/21	16/18	16/18
Miller Creek	6/10	6/12	6/10	5/11
Novato Unified	25/36	24/37	25/36	23/36
Reed Union	10/15	7/15	10/15	7/15
Ross	3/6	3/6	3/6	3/6
Ross Valley	9/15	5/15	9/15	5/15
San Rafael	12/22	12/22	12/22	12/22
Sausalito Marin City	1/6	1/6	1/6	1/6
Shoreline Unified	0/1	1/1	0/1	1/1
Private Schools*	3/11	4/11	3/11	4/11
TOTAL	100/164	100/171	99/163	94/165

*Private Schools include Marin Primary, Ross Valley Charter School, St. Patrick School, Marin Horizon School, Mount Tamalpais School, North Bridge Academy, St Anselm School, and Mark Day School.

<u>JURISDICTIONS</u>	In terms of guards		In terms of locations	
	Before (2023 – 2026)	After (2026 – 2030)	Before (2023 – 2026)	After (2026 – 2030)
Corte Madera	4/8	6/9	4/8	6/9
Fairfax	4/5	4/5	4/5	4/5
Larkspur	4/6	4/6	4/6	4/6
County of Marin	23/35	27/36	22/34	25/34
Mill Valley	8/10	10/12	8/10	8/10
Novato	23/34	22/35	23/34	21/34
Ross	3/5	3/5	3/5	3/5
San Anselmo	5/13	1/13	5/13	1/13
San Rafael	16/29	16/31	16/29	15/30
Sausalito	0/4	0/4	0/4	0/4
Tiburon	10/15	7/15	10/15	7/15
TOTAL	100/164	100/171	99/163	94/165

On March 19, staff presented the draft 2026 ranked list to MPWA who provided a majority vote to recommend the ranked list to the FP&L Executive Committee for its consideration.

Program Costs — By continuing to incorporate qualifying locations into the Attachment C or Attachment D lists, Program cost-savings are expanded. During the current assessment:

- 10 new locations meet the criteria to be on the Studied Locations to be Automatically Guarded List (see Attachment C). This list now includes 52 sites.
- 19 new locations meet the criteria to be on the Studied Locations to no longer be evaluated List (see Attachment D). This list now includes 40 sites.

The list of evaluated locations has shrunk from 163 in 2023, to 102 in 2026, and is expected to be down to 72 in 2030.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The Crossing Guard Program is consistent with the Safe Travel for All, the Accessible and Walkable Communities, and the Complete Active Transportation Network elements of the CTP.

FISCAL CONSIDERATION

The Measure AA Expenditure Plan specifies a base level of 96 guards (referenced as locations in one section). This was an increase of approximately 20 crossing guards from the previous transportation sales tax (Measure A). When the Program began in August 2006, Measure A had been in place and sales tax collected for 18 months with very little expenditures (the time lag was necessary to determine guard conditions and to procure a vendor for the guard service). Therefore, a substantial crossing guard reserve was created and has allowed the Program to operate at a constant level without needing to exact match estimated revenue and costs each year.

In prior cycles, guard numbers were recommended by staff based on the reserve being exhausted at the end of the sales tax measure, which for Measure A was 2024, and is 2049 for Measure AA. As recently as 2022, it was expected that the 96 guard/location number could remain in place until 2049 based on future costs and revenues. Unfortunately, the cost forecasts were greatly revised when the

state minimum wage unexpectedly experienced a major increase. This information was presented to the TAM Board and various actions were taken at the December 2023 and April 2024 meetings.

In January 2026, the TAM Board approved a funding framework for the program for the next four-year cycle. Several funding, cost, and operating factors were considered, including Measure AA Expenditure Plan amendments, the number of guards, and program funding and costs. The analysis leading to the January 2026 Board action was based on a (more realistic) ten-year horizon to exhaust the Program reserve in 2034, which ties in with the 2034 new location list. This is subject to change during the creation of the 2030 ranked list and a new time horizon of ten years from that date may be utilized.

These January 2026 Board actions consisted of:

- Assuming funding levels from the proposed Measure AA Expenditure Plan amendments
 - Moving 0.5% of the sales tax going forward from Category 1.3 to Category 3.2. Category 1.3 (U.S. 101 Interchange Improvements) would change from 3% to 2.5%, while Category 3.2 (Crossing Guards) would change from 7% to 7.5%, thereby providing an additional approximate amount of \$150,000 annually for the Crossing Guard program
 - Changing any reference in the Expenditure Plan referring to the number of guards/locations to just guards.
- Adding \$500K of Measure AA Interest Funds to support the Crossing Guard program on a one-time basis.
- The number of guards will be held constant at 96 until 2030, then reduced as shown below.

<i>Crossing Guard Staffing Levels</i>	
Number of Guards beginning August 2026	96
Number of Guards beginning August 2030	91
Number of Guards beginning August 2034	84

Note, as shown in the bottom row of the table above, under current cost and revenue assumptions, the Program will require additional reductions in August 2034 since all of the Program reserve will be exhausted at that time.

The draft FY2026/2027 TAM Budget includes funding for the Board approved crossing guard level of 96 TAM paid guards.

NEXT STEPS

Staff will work with the schools to notify students and parents of any changes for the upcoming school year. This outreach process will happen in May and June 2026. It involves publication of the changes through schools’ newsletters and others communication channels. Signs announcing the changes will be posted for several consecutive days at the affected intersections.

The current contract with the crossing guard vendor expires in July 2026, and it allows for a two-year extension. Staff are currently in negotiations to extend the contract. A recommendation will be taken to the Board for consideration at a future meeting.

Staff will continue to explore additional crossing guard funding options. In addition, staff will monitor the assumptions used to predict the cash flows and return to the Board if significant discrepancies are noted.

For sites being paid for by school districts, various interagency agreements will be brought to the Board in the next few months.

An Ad-Hoc Committee of public works directors, school district superintendents, and TAM staff will be formed within the next year to review the scoring process, and will bring back any proposed changes to the scoring process to MPWA and the TAM Board for approval.

ATTACHMENTS

- Attachment A – TAM Crossing Guard 2026 Recertification List
- Attachment B – 2026 Locations Counts *Summary Map*
- Attachment C – List of Studied Locations to be Automatically Guarded
- Attachment D – List of Studied Locations to no longer be evaluated
- Attachment E – PPT Presentation

ATTACHMENT A

Crossing Guard Location 2026 Recertification List FP&L Executive Committee April 13, 2026

Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
121	Sir Francis Drake Blvd & Glen Dr	Fairfax	Ross Valley	Uncontrolled	1	n/a	X	X	
012	Doherty Dr & Rose Lane (East) (at Piper Park)	Larkspur	Larkspur - Corte Madera	Uncontrolled	2	n/a	X	X	
003	Nova Albion Way at Vallecito School	San Rafael	Miller Creek	Uncontrolled	3	n/a	X	X	
122	Miller Ave & Almonte Blvd	Mill Valley	Mill Valley SD	Uncontrolled	4	n/a	X	X	
043	Center Rd & Wilson Ave	Novato	Novato Unified	Stop Sign	5	n/a	X	X	
016	East Strawberry Dr at Strawberry School	Marin County	Mill Valley SD	Uncontrolled	6	n/a	X	X	
044	Center Rd & Leland Dr	Novato	Novato Unified	Uncontrolled	7	n/a	X	X	
107	Sunset Pkwy & Merritt Dr	Novato	Novato Unified	Uncontrolled	8	n/a	X	X	
124	Olive Ave (in back of school)	Novato	Novato Unified	Uncontrolled	9	n/a	X	X	
042	Sir Francis Drake Blvd & Oak Tree Lane	Fairfax	Ross Valley	Uncontrolled	10	n/a	X	X	
024	Lagunitas Rd & Ross Common	Ross	Ross	Uncontrolled	11	n/a	X	X	
134	Ross Common (at Post Office)	Ross	Ross	Uncontrolled	12	n/a	X	X	
014	East Blithedale Ave & Lomita Ave	Mill Valley	Mill Valley SD	Signal	13	n/a	XX	X	
113	Sir Francis Drake Blvd & Manor Rd	Marin County - Kentfield	Kentfield	Uncontrolled	14	n/a	X	X	
008	Sir Francis Drake Blvd & Wolfe Grade	Marin County - Kentfield	Kentfield	Signal	15	n/a	XX	XX	
010	Larkspur Plaza Dr (Tam Racket Club) & Doherty Dr	Larkspur	Larkspur - Corte Madera	Signal	16	n/a	X	X	
123	Sutro Ave (in front of Pleasant Vly Elementary)	Novato	Novato Unified	Uncontrolled	17	n/a	X	X	
007	College Ave & Stadium Way	Marin County - Kentfield	Kentfield	Signal	18	n/a	X	X	
019	Camino Alto & Sycamore Ave	Mill Valley	Mill Valley SD	Signal	19	n/a	XX	X	
040	Happy Lane & 5th Ave	San Rafael	San Rafael Elementary	Uncontrolled	20	n/a	X	X	
063	Las Gallinas Ave & Elvia Ct	San Rafael	Miller Creek	Stop Sign	21	n/a	X	X	
053	Paladini Rd & Vineyard Rd	Novato	Novato Unified	Stop Sign	22	n/a	X	X	
057	Mohawk Ave (in front of Neil Cummins School)	Corte Madera	Larkspur - Corte Madera	Uncontrolled	23	n/a	X	X	
145	San Ramon Way & San Juan Ct	Novato	Novato Unified	Uncontrolled	24	n/a	X	X	
118	Woodland Ave & Lindaro St	San Rafael	San Rafael Elementary	Stop Sign	25	n/a	X	X	
093	Woodland Ave & Eva St	San Rafael	San Rafael Elementary	Stop Sign	26	n/a	X	X	
075	Magnolia Ave & Wiltshire Ave	Larkspur	Marin Primary	Uncontrolled	27	n/a	X	X	
046	Sutro Ave & Dominic Dr	Novato	Novato Unified	Uncontrolled	28	n/a	X	X	
054	Wilson Ave & Vineyard Rd	Novato	Novato Unified	Stop Sign	29	n/a	X	X	

Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
034	Bahia Way at School Entrance	San Rafael	San Rafael Elementary	Uncontrolled	30	n/a	X	X	
017	Bell Lane & Enterprise Concourse	Marin County	Mill Valley SD	Stop Sign	31	n/a	XX	X	
110	Belle Ave (in front of school)	San Rafael	San Rafael Elementary	Uncontrolled	32	n/a	X	X	
074	Hickory Ave (near Mohawk Ave)	Corte Madera	Larkspur - Corte Madera	Uncontrolled	33	n/a	X	X	
061	Karen Way (in front of school)	Tiburon	Reed Union	Uncontrolled	34	n/a			Swap to Site 18 - Tiburon/Blackfield
119	Miller Ave & Evergreen Ave	Mill Valley	Mill Valley SD	Uncontrolled	35	n/a	X	X	
153	Redwood Ave & Pixley Ave	Corte Madera	Larkspur - Corte Madera	Uncontrolled	36	n/a	X		
130	Shoreline Hwy & Pine Hill Rd	Marin County	Mill Valley SD	Uncontrolled	37	n/a	X	X	
158	Calle Empinada & Calle Paseo	Marin County	Novato Unified	Uncontrolled	38	n/a	X	X	
035	Kerner Blvd & Canal St	San Rafael	San Rafael Elementary	Stop Sign	39	n/a	X	X	
147	McAllister Ave & Stadium Way	Marin County - Kentfield	Kentfield	Uncontrolled	40	n/a	X	X	
027	Butterfield Rd & Green Valley Ct	Marin County	Ross Valley	Uncontrolled	41	n/a	X	X	
052	Alameda De La Loma & Calle De La Mesa (East)	Marin County	Novato Unified	Stop Sign	42	n/a	X	X	
041	Oak Manor Dr (mid-block at school)	Fairfax	Ross Valley	Uncontrolled	43	n/a	X	X	
032	Bahia Way & Kerner Blvd	San Rafael	San Rafael Elementary	Stop Sign	44	n/a	X	X	
023	Lagunitas Rd & Allen Ave	Ross	Ross	Stop Sign	45	n/a	X	X	
108	Lovell Ave & Old Mill St	Mill Valley	Mill Valley SD	Uncontrolled	46	n/a	X	X	
050	San Ramon Way & San Benito Way (North)	Novato	Novato Unified	Stop Sign	47	n/a	X	X	
033	North San Pedro Rd & Roosevelt Ave	San Rafael	San Rafael Elementary	Uncontrolled	48	n/a	X	X	
036	177 North San Pedro Rd	San Rafael	San Rafael Elementary	Uncontrolled	49	n/a	X	X	
021	Tiburon Blvd & Lyford Dr	Tiburon	Reed Union	Signal	50	n/a	X	X	
136	Tiburon Blvd & Mar West St	Tiburon	Reed Union	Uncontrolled	51	n/a	X	X	
039	5th Ave & River Oaks Dr	San Rafael	San Rafael Elementary	Uncontrolled	52	n/a	X	X	

Sites above this line qualify to receive one or two guard(s) funded by TAM without having to be rescored because they historically scored high.

068	Sunset Pkwy & Ignacio Blvd	Novato	Novato Unified	Stop Sign	53	128	X	X	
015	Throckmorton Ave & Old Mill St	Mill Valley	Mill Valley SD	Stop Sign	54	120	X	X	
065	Sir Francis Drake Blvd & Marinda Dr	Fairfax	Ross Valley Charter School	Stop Sign	55	105	X	X	
106	Adams St & Johnson St	Novato	Novato Unified	Stop Sign	56	98	X	X	
048	South Novato Blvd & Yukon Way	Novato	Novato Unified	Uncontrolled	57	96	X	X	
059	Butterfield Rd & Rosemont Ave (in front of School)	San Anselmo	Ross Valley	Stop Sign	58	95	X	X	
062	Blackstone Dr & Las Gallinas Ave	Marin County	Miller Creek	Stop Sign	59	92	X	X	

Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
055	West Castlewood Dr & Knight Dr	San Rafael	San Rafael Elementary	Stop Sign	60	91	X	X	
038	Woodland Ave & Seibel St	San Rafael	San Rafael Elementary	Uncontrolled	61	90	X	X	
002	Las Gallinas Ave & Miller Creek Rd	Marin County	Miller Creek	Stop Sign	62	89	X	X	
079	Gibson Ave & Shoreline Hwy	Marin County - Tamalpais Valley	Mill Valley SD	Signal	63	89	X	X	
101	One Main Gate Rd at School	Novato	Novato Unified	Uncontrolled	64	87	X	X	
020	Tiburon Blvd & Avenida Mireflores	Tiburon	Reed Union	Signal	65	84	X	X	
064	Lomita Dr (in front of Edna Maguire School)	Mill Valley	Mill Valley SD	Stop Sign	66	79	X	X	
159	Donahue St & Drake Ave (NW)	Marin County	Sausalito Marin City	Uncontrolled	67	79	X	X	
127	Redwood Hwy & SB Seminary Dr On-Ramp	Mill Valley	Mill Valley SD	Stop Sign	68	78	X	X	
143	South Novato Blvd & Lark Ct	Novato	Novato Unified	Uncontrolled	69	76	X	X	
013	Magnolia Ave & King St	Larkspur	St. Patrick School	Stop Sign	70	75	X	X	
146	Almonte Blvd & Rosemont Ave	Marin County	Mill Valley SD	Uncontrolled	71	74	X	X	
006	College Ave & Woodland Ave/Kent Ave	Marin County - Kentfield	Kentfield	Stop Sign	72	73	X	X	
132	San Benito Way & San Ramon Way (south)	Novato	Novato Unified	Uncontrolled	73	72	X	X	
104	Center Rd & Tamalpais Ave	Novato	Novato Unified	Stop Sign	74	71	X		
049	San Marin Dr & San Ramon Way	Novato	Novato Unified	Stop Sign	75	69	XX	X	
070	Olema-Bolinas Rd (in Front of School)	Marin County - Bolinas	Bolinas-Stinson Union	Uncontrolled	76	69	X		
164	Manuel T Freitas Pkwy & Las Pavadas Ave	San Rafael	Miller Creek	Stop Sign	77	69	XX		Site added to the recertification list
081	Melrose Ave & Evergreen Ave	Marin County - Tamalpais Valley	Marin Horizon School	Stop Sign	78	68	X		
126	Shoreline Hwy & Almonte Blvd	Marin County - Tamalpais Valley	Mill Valley SD	Signal	79	68	X	X	
165	Tamalpais Drive & Lakeside Drive	Corte Madera	Larkspur - Corte Madera	Uncontrolled	80	70	X		Site added to the recertification list
073	Sir Francis Drake Blvd & Meadow Way	Marin County - San Geronimo	Lagunitas	Uncontrolled	81	67	X	X	
149	Blackfield Dr & Cecilia Way	Tiburon	Reed Union	Uncontrolled	82	66	X		
087	Tiburon Blvd & Stewart Dr	Tiburon	Reed Union	Stop Sign	83	66	X	X	
105	Center Rd & Diablo Ave	Novato	Novato Unified	Stop Sign	84	65	X		
005	Sir Francis Drake Blvd & Laurel Grove Ave (East)	Marin County - Kentfield	Kentfield	Signal	85	64	X	X	
086	Tiburon Blvd & Kleinert Way/Ned's Way	Tiburon	Reed Union	Stop Sign	86	64	X	X	
137	Spindrift Passage & Prince Royal Passage	Corte Madera	Larkspur - Corte Madera	Uncontrolled	87	63			Swap to Site 58 - Tamalpais/Eastman
140	Shoreline Hwy (in front of West Marin School)	Marin County	Shoreline	Stop Sign	88	61	X		
45*	South Novato Blvd & Sunset Pkwy	Novato	Novato Unified	Signal	89	60	X	X	
128	Redwood Hwy & NB Off-Ramp/DeSilva Dr (at POC)	Marin County	Mill Valley SD	Signal	90	60	X	X	

Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
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Sites above this line qualify to receive one or two guard(s) funded by TAM.

Sites below this line don't qualify to receive a guard funded by TAM.


095	Racquet Club Dr & 5th Ave	San Rafael	San Rafael Elementary	Stop Sign	91	59			
82*	Tiburon Blvd & East Strawberry Dr	Marin County	Mill Valley SD	Uncontrolled	92	58	X	X	Paid for by MVSD
060	Sunset Pkwy & Lynwood Dr	Novato	Novato Unified	Uncontrolled	93	57			
077	East Blithedale Ave & Elm Ave	Mill Valley	Mill Valley SD	Signal	94	57			
099	Bellam Blvd & Andersen Dr	San Rafael	San Rafael Elementary	Signal	95	57			
078	Ricardo Lane & East Strawberry Dr	Marin County	Mill Valley SD	Stop Sign	96	56			
094	Woodland Ave & Lovell Ave	San Rafael	San Rafael Elementary	Uncontrolled	97	56			
163	Leafwood Dr (North of Sunset Pkwy)	Novato	Novato Unified	Stop Sign	98	56		X	
071	Marinwood Ave & Miller Creek Rd	Marin County	Miller Creek	Stop Sign	99	55			
162	Las Gallinas Ave & Oleander Dr	San Rafael	Miller Creek	Uncontrolled	100	55		X	
9*	Sir Francis Drake Blvd & College Ave	Marin County - Kentfield	Kentfield	Signal	101	52	X	X	Paid for by KSD
025	Sir Francis Drake Blvd & Lagunitas Rd	Ross	Ross	Signal	102	52			
102	Wilson Ave at X-walk to field	Novato	Novato Unified	Uncontrolled	103	52		X	
138	Arthur St & Hayes St	Novato	Novato Unified	Uncontrolled	104	51			
037	Knight Dr & Ashwood Ct	San Rafael	San Rafael Elementary	Uncontrolled	105	50			
056	Avenida Mireflores at School	Tiburon	Reed Union	Uncontrolled	106	50		X	
142	Tiburon Blvd & San Rafael Ave	Tiburon	Reed Union	Signal	107	50		X	
030	Sir Francis Drake Blvd & Tamal Ave	San Anselmo	Ross Valley	Signal	108	49		X	
022	Tiburon Blvd & Trestle Glen Blvd	Tiburon	Reed Union	Signal	109	48		X	
112	Grand Ave & Jewell St	San Rafael	San Rafael Elementary	Stop Sign	110	48			
148	Avenida Mireflores & Hilary Dr	Tiburon	Reed Union	Uncontrolled	111	48		X	
029	Sir Francis Drake Blvd & Bolinas Ave	San Anselmo	Ross	Signal	112	47			
109	Nova Albion Way & Montecillo Rd	San Rafael	Miller Creek	Stop Sign	113	47			
139	Sutro Ave & Center Rd	Novato	Novato Unified	Stop Sign	114	47		X	
089	Woodland Ave (at back of Wade Thomas school)	San Anselmo	Ross Valley	Uncontrolled	115	46			
150	Trumbull Ave & Vineyard Rd	Novato	Novato Unified	Stop Sign	116	46		X	
001	Mt Shasta Dr & Idylberry Rd	Marin County - Lucas Valley	Miller Creek	Stop Sign	117	45			
091	Sir Francis Drake Blvd & Saunders Ave	San Anselmo	Ross Valley	Stop Sign	118	45		X	
120	San Marin Dr & San Carlos Way	Novato	Novato Unified	Stop Sign	119	45			
004	Nova Albion Way & Arias St	San Rafael	Miller Creek	Signal	120	43		X	


Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
011	Corte Madera Ave & Tamalpais Dr (& Redwood)	Corte Madera	Larkspur - Corte Madera	Signal	121	42			
161	Bolinas Ave & Shady Lane	Ross	Ross	Uncontrolled	122	42			
066	Ross Ave & Kensington Rd	San Anselmo	Ross Valley	Stop Sign	123	39		X	
031	Sir Francis Drake Blvd & Barber Ave/Ross Ave	San Anselmo	Ross Valley	Signal	124	32			
067	Sir Francis Drake Blvd & Butterfield Rd	San Anselmo	Ross Valley	Signal	125	32		X	


Sites below this line don't qualify to receive a guard funded by TAM without having to be rescored because they historically scored low.

117	East Blithedale Ave & Buena Vista Ave	Mill Valley	North Bridge Academy	Stop Sign	126	n/a			
028	Sir Francis Drake Blvd & Broadmoor Ave	San Anselmo	Ross Valley	Signal	127	n/a			
058	Tamalpais Dr & Eastman Ave	Corte Madera	Larkspur - Corte Madera	Signal	128	n/a	X	X	Swapped from Site 137 - Spindrift/Prince Royal
115	Sir Francis Drake Blvd & Eliseo Dr	Larkspur	Larkspur - Corte Madera	Signal	129	n/a			
097	Bellam Blvd & I-580 On Ramp	San Rafael	San Rafael Elementary	Signal	130	n/a			
084	Richmond Rd & Belle Ave	San Anselmo	St. Anselm School	Uncontrolled	131	n/a			
47*	Arthur St & Cambridge St	Novato	Novato Unified	Stop Sign	132	n/a	X	X	Paid for by NUSD
083	Evergreen Ave & Ethel Ave	Marin County	Marin Horizon School	Stop Sign	133	n/a			
072	Nova Albion Way & Las Gallinas Ave	San Rafael	Miller Creek	Signal	134	n/a			
051	Diablo Ave & Hotchkin Dr	Novato	Novato Unified	Uncontrolled	135	n/a			
088	Blackfield Dr & Karen Way	Tiburon	Reed Union	Uncontrolled	136	n/a			
098	Bellam Blvd & EB I-580 off-ramp	San Rafael	San Rafael Elementary	Signal	137	n/a			
125	Wilson Ave & Hansen Rd	Novato	Novato Unified	Uncontrolled	138	n/a			
133	Arthur St & Taft Ct / Tyler St	Novato	Novato Unified	Uncontrolled	139	n/a			
129	Marin St & Bayview St	San Rafael	San Rafael Elementary	Stop Sign	140	n/a			
116	Golden Hind Passage (in front of school)	Corte Madera	Larkspur - Corte Madera	Uncontrolled	141	n/a			
114	Sir Francis Drake Blvd & Bon Air Rd	Marin County	Kentfield	Signal	142	n/a			
152	Bon Air Rd & South Eliseo Dr	Larkspur	Larkspur - Corte Madera	Signal	143	n/a			
018	Tiburon Blvd & Blackfield Dr	Tiburon	Reed Union	Signal	144	n/a	X	X	Swapped from Site 61 - Karen Way
026	Sir Francis Drake Blvd & Oak Manor Dr	Fairfax	Ross Valley	Signal	145	n/a			
135*	Paradise Dr & Seawolf Passage	Corte Madera	Larkspur - Corte Madera	Signal	146	n/a	X	X	Paid for by LCMSD
160	Drake Ave & Phillips Dr (N)	Marin County	Sausalito Marin City	Uncontrolled	147	n/a			
131	Kleinert Way & Neds Ave	Tiburon	Reed Union	Uncontrolled	148	n/a			
080	Montford Ave & Melrose Ave	Marin County	Marin Horizon School	Stop Sign	149	n/a			
076	Harvard Ave & Wellesley Ave	Marin County	Mount Tamalpais School	Uncontrolled	150	n/a			

Site No	Description	Community	School District	Type of Control	Rank	Weighted Score	Number of guards proposed to be placed by TAM (2026 - 2030)	Number of guards currently placed by TAM at the location	Comments
151	Tiburon Blvd & Rock Hill Dr	Tiburon	Reed Union	Signal	151	n/a			
155	Buchanan Dr (at school Drway)	Sausalito	Sausalito Marin City	Uncontrolled	152	n/a			
085	Richmond Rd & Mariposa Ave	San Anselmo	St. Anselm School	Uncontrolled	153	n/a			
154	Buchanan Dr & Wateree St	Sausalito	Sausalito Marin City	Uncontrolled	154	n/a			
141	Arias St & Trellis Dr	San Rafael	Mark Day School	Uncontrolled	155	n/a			
100	Olive Ave & Summers Ave	Novato	Novato Unified	Uncontrolled	156	n/a			
111	Lincoln Ave & Paloma Ave	San Rafael	San Rafael Elementary	Signal	157	n/a			
069	Olema-Bolinas Rd & Mesa Rd	Marin County	Bolinas-Stinson Union	Stop Sign	158	n/a			
090	Sir Francis Drake Blvd & Aspen Ct	San Anselmo	Ross Valley	Signal	159	n/a			
144	Main Gate Rd and C St	Novato	Novato Unified	Uncontrolled	160	n/a			
096	Bellam Blvd & Francisco Blvd East	San Rafael	San Rafael Elementary	Signal	161	n/a			
157	Bridgeway & Nevada St	Sausalito	Sausalito Marin City	Signal	162	n/a			
092	Red Hill Ave & Sequoia Dr	San Anselmo	Ross Valley	Signal	163	n/a			
103	End of Tinker Way	Novato	Novato Unified	Uncontrolled	164	n/a			
156	Nevada St & Tomales St	Sausalito	Sausalito Marin City	Uncontrolled	165	n/a			

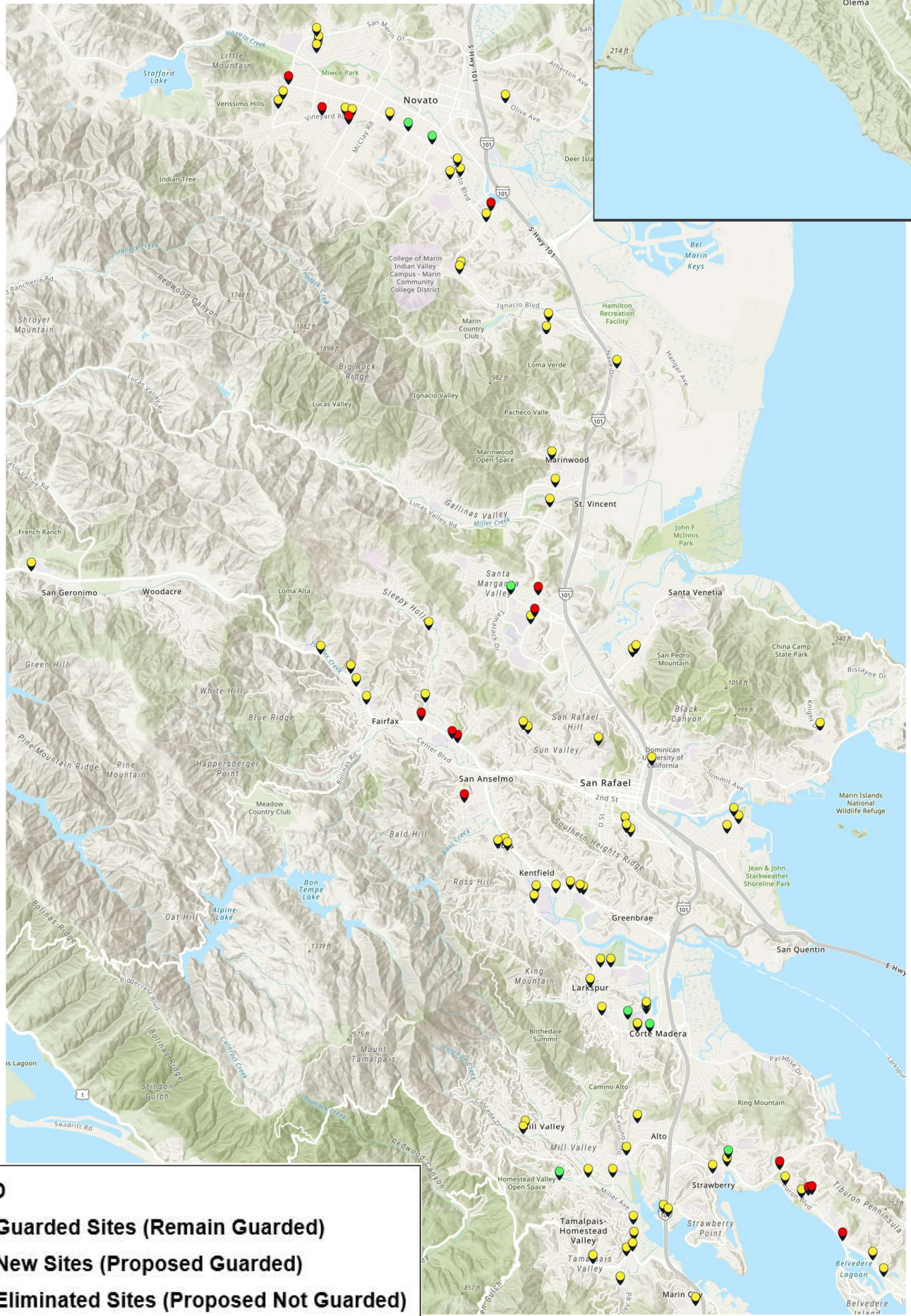
 Sites in blue require two guards.

 Sites in green are currently not guarded and will be guarded starting next School Year.




 Sites in red that are currently guarded and will not be guarded starting next School Year.

* Sites an asterisk will receive a guard to be placed by TAM (not funded by TAM), but paid for by others as listed in the Comments section.

2026 Counts Summary – FP&L ExComm - 4/13/2026



LEGEND

-  **Guarded Sites (Remain Guarded)**
-  **New Sites (Proposed Guarded)**
-  **Eliminated Sites (Proposed Not Guarded)**

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ATTACHMENT C

Crossing Guard Program - Studied Locations to be Automatically Guarded

To reduce Program costs, in April 2024 the TAM Board approved an updated approach to the number of locations evaluated each recertification cycle. The following list was created to include locations that have scored 80 or higher on the latest two ranked lists. These locations will be automatically provided with a crossing guard and will not be rescored, unless the intersection is changed.

In 2024, 42 locations were added to the list. During the 2026 recertification cycle, 10 new locations are added to the list. These locations are bolded below.

Site No	Description	Community	School District	Extra guard required
057	Mohawk Ave (in front of Neil Cummins School)	Corte Madera	Larkspur - Corte Madera	
074	Hickory Ave (near Mohawk Ave)	Corte Madera	Larkspur - Corte Madera	
153	Redwood Ave & Pixley Ave	Corte Madera	Larkspur - Corte Madera	
121	Sir Francis Drake Blvd & Glen Dr	Fairfax	Ross Valley	
042	Sir Francis Drake Blvd & Oak Tree Lane	Fairfax	Ross Valley	
041	Oak Manor Dr (mid-block at school)	Fairfax	Ross Valley	
012	Doherty Dr & Rose Lane (East) (at Piper Park)	Larkspur	Larkspur - Corte Madera	
010	Larkspur Plaza Dr (Tam Racket Club) & Doherty Dr	Larkspur	Larkspur - Corte Madera	
075	Magnolia Ave & Wiltshire Ave	Larkspur	Marin Primary	
016	East Strawberry Dr at Strawberry School	Marin County	Mill Valley	
017	Bell Lane & Enterprise Concourse	Marin County	Mill Valley	X

Site No	Description	Community	School District	Extra guard required
130	Shoreline Hwy & Pine Hill Rd	Marin County	Mill Valley	
158	Calle Empinada & Calle Paseo	Marin County	Novato Unified	
052	Alameda De La Loma & Calle De La Mesa (East)	Marin County	Novato Unified	
027	Butterfield Rd & Green Valley Ct	Marin County	Ross Valley	
113	Sir Francis Drake Blvd & Manor Rd	Marin County - Kentfield	Kentfield	
008	Sir Francis Drake Blvd & Wolfe Grade	Marin County - Kentfield	Kentfield	X
007	College Ave & Stadium Way	Marin County - Kentfield	Kentfield	
147	McAllister Ave & Stadium Way	Marin County - Kentfield	Kentfield	
122	Miller Ave & Almonte Blvd	Mill Valley	Mill Valley School District	
014	East Blithedale Ave & Lomita Ave	Mill Valley	Mill Valley School District	X
019	Camino Alto & Sycamore Ave	Mill Valley	Mill Valley School District	X
119	Miller Ave & Evergreen Ave	Mill Valley	Mill Valley School District	
108	Lovell Ave & Old Mill St	Mill Valley	Mill Valley School District	
043	Center Rd & Wilson Ave	Novato	Novato Unified	
044	Center Rd & Leland Dr	Novato	Novato Unified	

Site No	Description	Community	School District	Extra guard required
107	Sunset Pkwy & Merritt Dr	Novato	Novato Unified	
124	Olive Ave (in back of school)	Novato	Novato Unified	
123	Sutro Ave (in front of Pleasant Vly Elementary)	Novato	Novato Unified	
053	Paladini Rd & Vineyard Rd	Novato	Novato Unified	
145	San Ramon Way & San Juan Ct	Novato	Novato Unified	
046	Sutro Ave & Dominic Dr	Novato	Novato Unified	
054	Wilson Ave & Vineyard Rd	Novato	Novato Unified	
050	San Ramon Way & San Benito Way (North)	Novato	Novato Unified	
024	Lagunitas Rd & Ross Common	Ross	Ross	
134	Ross Common (at Post Office)	Ross	Ross	
023	Lagunitas Rd & Allen Ave	Ross	Ross	
003	Nova Albion Way at Vallecito School	San Rafael	Miller Creek	
063	Las Gallinas Ave & Elvia Ct	San Rafael	Miller Creek	
040	Happy Lane & 5th Ave	San Rafael	San Rafael Elementary	
118	Woodland Ave & Lindaro St	San Rafael	San Rafael Elementary	

Site No	Description	Community	School District	Extra guard required
093	Woodland Ave & Eva St	San Rafael	San Rafael Elementary	
034	Bahia Way at School Entrance	San Rafael	San Rafael Elementary	
110	Belle Ave (in front of school)	San Rafael	San Rafael Elementary	
035	Kerner Blvd & Canal St	San Rafael	San Rafael Elementary	
032	Bahia Way & Kerner Blvd	San Rafael	San Rafael Elementary	
033	Pedro Rd & Roosevelt Ave	San Rafael	San Rafael Elementary	
036	177 North San Pedro Rd	San Rafael	San Rafael Elementary	
039	5th Ave & River Oaks Dr	San Rafael	San Rafael Elementary	
061	Karen Way (in front of school)	Tiburon	Reed Union	
021	Tiburon Blvd & Lyford Dr	Tiburon	Reed Union	
136	Tiburon Blvd & Mar West St	Tiburon	Reed Union	

ATTACHMENT D

Crossing Guard Program - Studied Locations to no longer be evaluated

To reduce Program costs, in April 2024 the TAM Board approved an updated approach to the number of locations evaluated each recertification cycle. The following list was created to include locations that have scored 45 or lower on the latest two ranked lists. These locations will be automatically excluded from further consideration for a crossing guard.

In 2024, 21 locations were added to the list. During the 2026 recertification cycle, 19 new locations are added to the list. These locations are bolded below.

Site No	Description	City/Community	School District
058	Tamalpais Dr & Eastman Ave	Corte Madera	Larkspur - Corte Madera
116	Golden Hind Passage (in front of school)	Corte Madera	Larkspur - Corte Madera
135	Paradise Dr & Seawolf Passage	Corte Madera	Larkspur - Corte Madera
026	Sir Francis Drake Blvd & Oak Manor Dr	Fairfax	Ross Valley
115	Sir Francis Drake Blvd & Eliseo Dr	Larkspur	Larkspur - Corte Madera
152	Bon Air Rd & South Eliseo Dr	Larkspur	Larkspur - Corte Madera
069	Olema-Bolinas Rd & Mesa Rd	Marin County	Bolinas-Stinson Union
114	Sir Francis Drake Blvd & Bon Air Rd	Marin County	Kentfield
080	Montford Ave & Melrose Ave	Marin County	Marin Horizon School
083	Evergreen Ave & Ethel Ave	Marin County	Marin Horizon School
076	Harvard Ave & Wellesley Ave	Marin County	Mount Tamalpais School

Site No	Description	City/Community	School District
160	Drake Ave & Phillips Dr (N)	Marin County	Sausalito Marin City
117	East Blithedale Ave & Buena Vista Ave	Mill Valley	North Bridge Academy
047	Arthur St & Cambridge St	Novato	Novato Unified
051	Diablo Ave & Hotchkin Dr	Novato	Novato Unified
100	Olive Ave & Summers Ave	Novato	Novato Unified
103	End of Tinker Way	Novato	Novato Unified
125	Wilson Ave & Hansen Rd	Novato	Novato Unified
133	Arthur St & Taft Ct / Tyler St	Novato	Novato Unified
144	Main Gate Rd and C St	Novato	Novato Unified
028	Sir Francis Drake Blvd & Broadmoor Ave	San Anselmo	Ross Valley
090	Sir Francis Drake Blvd & Aspen Ct	San Anselmo	Ross Valley
092	Red Hill Ave & Sequoia Dr	San Anselmo	Ross Valley
084	Richmond Rd & Belle Ave	San Anselmo	St. Anselm School
085	Richmond Rd & Mariposa Ave	San Anselmo	St. Anselm School
141	Arias St & Trellis Dr	San Rafael	Mark Day School

Site No	Description	City/Community	School District
072	Nova Albion Way & Las Gallinas Ave	San Rafael	Miller Creek
096	Bellam Blvd & Francisco Blvd East	San Rafael	San Rafael Elementary
097	Bellam Blvd & I-580 On Ramp	San Rafael	San Rafael Elementary
098	Bellam Blvd & EB I-580 Off Ramp	San Rafael	San Rafael Elementary
111	Lincoln Ave & Paloma Ave	San Rafael	San Rafael Elementary
129	Marin St & Bayview St	San Rafael	San Rafael Elementary
154	Buchanan Dr & Wateree St	Sausalito	Sausalito Marin City
155	Buchanan Dr (at school Drway)	Sausalito	Sausalito Marin City
156	Nevada St & Tomales St	Sausalito	Sausalito Marin City
157	Bridgeway & Nevada St	Sausalito	Sausalito Marin City
018	Tiburon Blvd & Blackfield Dr	Tiburon	Reed Union
088	Blackfield Dr & Karen Way	Tiburon	Reed Union
131	Kleinert Way & Neds Ave	Tiburon	Reed Union
151	Tiburon Blvd & Rock Hill Dr	Tiburon	Reed Union

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Crossing Guard Locations 2026 Recertification

Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee
April 13, 2026

ATTACHMENT E

Crossing Guard Program History

2004: Measure A was expanded to include crossing guards

- Addressed liability concerns with local volunteer/paid programs
- Reduced administrative burden on school districts

2005-2006: TAM, MPWA, and TAM TAC evaluated guard locations

- Used CMUTCD criteria
- 54 of 90+ recommended sites qualified

2006-2008: Guards were deployed at 54 sites

- Covered the 2006-07 and 2007-08 school years

2008: Program expanded to 64 locations

- 10 additional sites launched as pilot locations based on TAC/MPWA decisions

Crossing Guard Program History (cont.)

2010 Scoring system introduced

- TAM Board, TAC, and MPWA replaced the “pilot” approach for non-qualifying locations
- MPWA and TAC developed the current scoring system
- First applied to the 2010 site list

System reevaluated twice

- Reviews were completed in 2018 and 2022
- Included MPWA, MCOE, TAC, and community members
- Proposed changes were tested by rescoreing sites

Review outcome

- No major changes were recommended
- Minor updates were made after each reevaluation

Program expansion

- Measure AA increased crossing guard locations to 96 in 2018

Crossing Guard Program Considerations

Liability guides any program changes

- Scoring criteria are based on a nationally recognized standard
- Counsel has advised that exceptions would significantly increase liability risk
- Crossing guard incident awards can be exceptionally large

Jurisdictions have final say on guard placement

- Crossing guards are treated as a traffic control device
- Two Marin jurisdictions have chosen to swap guard locations
- Jurisdictions doing so must accept full liability in writing

Local agencies can fund additional guards

- Any school district or jurisdiction may fully fund a guard regardless of ranking on the list

Crossing Guards – Recent Board Actions

2023-2024 cost pressures emerged

- Program costs rose unexpectedly, partly due to a state minimum wage increase
- Board actions followed in December 2023 and April 2024
- Forecasts showed reserves were not enough to sustain 96 guards long term

2026 (January) funding actions approved

- TAM Board approved planning for Measure AA Expenditure Plan amendments
- Expected to add about \$150,000 per year to the program
- Also added \$500,000 in one-time Measure AA sales tax interest funds

This approach would provide the following crossing guard staffing levels:

Number of Guards beginning August 2026	96
Number of Guards beginning August 2030	91
Number of Guards beginning August 2034	84

2026 Evaluation Process

- **September – October 2025**
 - Video
 - Vehicles counts
- **November 2025 – February 2026**
 - Pedestrian Counts
 - Score
 - Quality Control
- **February 19 and March 19, 2026**
 - TAM Staff presented the list to MPWA
 - MPWA approved the list
- **March – April 2026**
 - TAM Staff met with affected jurisdictions and school districts.



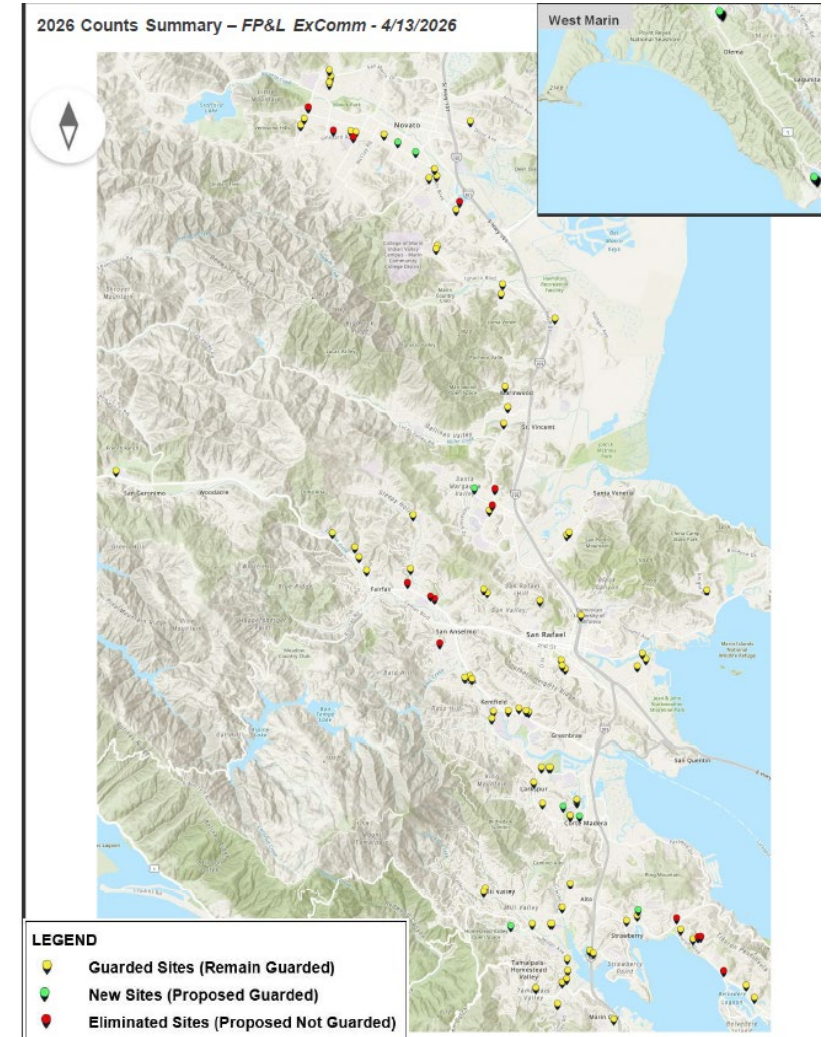
2026 Recertification Cycle

2023-2026: 100 guards ~ 99 locations

- 96 guards paid for by TAM
- 4 guards paid for by School Districts
- 2 swaps

2026-2030: 100 guards ~ 94 locations

- 90 locations paid by TAM
- 4 locations paid by School Districts
- 2 swaps



Attachment B



Six Locations Require Two Guards

Recently updated National Standards require two guards at the following sites to reduce liability:

Site No	Description	City/Community	School District
008	Sir Francis Drake Blvd & Wolfe Grade	Marin County - Kentfield	Kentfield
014	East Blithedale Ave & Lomita Ave	Mill Valley	Mill Valley
017	Bell Lane & Enterprise Concourse	Marin County	Mill Valley
019	Camino Alto & Sycamore Ave	Mill Valley	Mill Valley
049	San Marin Dr & San Ramon Way	Novato	Novato Unified
164	Manuel T Freitas Pkwy & Las Pavadas Ave	San Rafael	Miller Creek

Recertification Changes & Permanently Guarded Locations

Recertification changes approved in April 2024

- TAM Board approved two lists that do not require recertification
- Applies to locations with historically high scores (**above 80**) or low scores (**below 45**)
- Lists remain unchanged unless intersection conditions change

Permanently guarded locations

- **52 locations** are permanently guarded
- Includes **10 new locations**

New Crossing Guard Locations Funded by TAM

Site No	Description	City/Community	School District
070	Olema-Bolinas Rd (in Front of School)	Marin County - Bolinas	Bolinas-Stinson Union
153	Redwood Ave & Pixley Ave	Corte Madera	Larkspur-Corte Madera
165	Tamalpais Drive & Lakeside Drive	Corte Madera	Larkspur-Corte Madera
081	Melrose Ave & Evergreen Ave	Marin County - Tamalpais Valley	Marin Horizon School
164	Manuel T Freitas Pkwy & Las Pavadas Ave	San Rafael	Miller Creek
104	Center Rd & Tamalpais Ave	Novato	Novato Unified
105	Center Rd & Diablo Ave	Novato	Novato Unified
149	Blackfield Dr & Cecilia Way	Tiburon	Reed Union
140	Shoreline Hwy (in front of West Marin School)	Marin County	Shoreline

Currently Guarded Locations Not Continuing Next Year

NOVATO UNIFIED SCHOOL DISTRICT

102 Wilson Ave at X-walk to field
139 Sutro Ave & Center Rd
150 Trumbull Ave & Vineyard Rd
163 Leafwood Dr (North of Sunset Pkwy)

REED UNION SCHOOL DISTRICT

022 Tiburon Blvd & Trestle Glen Blvd
056 Avenida Miraflores at School
142 Tiburon Blvd & San Rafael Ave
148 Avenida Miraflores & Hilary Dr

ROSS VALLEY SCHOOL DISTRICT

030 Sir Francis Drake Blvd & Tamal Ave
066 Ross Ave & Kensington Rd
067 Sir Francis Drake Blvd & Butterfield Rd
091 Sir Francis Drake Blvd & Saunders Ave

MILLER CREEK SCHOOL DISTRICT

004 Nova Albion Way & Arias St
162 Las Gallinas Ave & Oleander Dr

Additional Adjustments

Swaps:

Jurisdiction	Guarded intersection	Swapped from
Corte Madera	058 – Tamalpais/Eastman	137 – Spindrift/Prince Royal
Tiburon	018 – Tiburon/Blackfield	061 – Karen Way

Sites paid for by School Districts (SD):

- 009 – Sir Francis Drake Blvd & College Ave – Kentfield SD
- 047 – Arthur St & Cambridge St – Novato Unified SD
- 082 – Tiburon Blvd & East Strawberry Dr – Mill Valley SD
- 135 – Paradise Dr & Seawolf Passage – Larkspur-Corte Madera SD

Next Steps



- **April 23, 2026** – TAM Board considers list
- **May 2026** – Outreach to schools and at locations with changes
- **Spring 2026**
 - Possible extension of the Crossing Guard vendor contract
 - Measure AA Amendment process concludes, annual TAM Budget approval
 - Agreements with Districts that are funding locations

Staff Recommendation

Staff recommends that the FP&L Executive Committee refers the following items to the TAM Board for adoption:

- 1. 2026 Ranked List of Crossing Guard Locations (Attachment A)**
- 2. Revised lists of locations that will no longer be evaluated (Attachments C and D)**

Thank You!

For comments or more information, please email
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