



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

APRIL 23, 2026
6:00 P.M.

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE, SAN RAFAEL, CALIFORNIA

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

www.tam.ca.gov

Belvedere
Peter Mark

Corte Madera
Rosa Thomas

Fairfax
Lisel Blash

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Kevin Jacobs

Ross
Teri Dowling

San Anselmo
Yoav Schlesinger

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvdz09>

Webinar ID: 881 5544 9529

Passcode: 389590

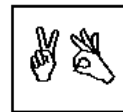
Teleconference: Members of the public wishing to participate via teleconference may do so by dialing the following number at 6:00 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: **881 5544 9529**; Password: **389590**

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

Before the meeting: Please email your comments to info@tam.ca.gov, no later than 1:00 p.m. the day before the meeting to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

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

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



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

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

AGENDA

1. Chair's Report (Discussion)
2. Metropolitan Transportation Commission (MTC), Marin Transit and Sonoma-Marina Area Rail Transit (SMART) Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes for March 26, 2026
 - b. Review and Accept the FY2025-26 Third Quarter Financial Report and Amend the FY2025-26 Budget
6. Crossing Guard Location Selection (Action) – **Attachment**
7. One Bay Area Grant Cycle 4 (OBAG 4) Call for Projects Framework (Action) – **Attachment**
8. Review and Approve Artificial Intelligence (AI) Policy (Action) – **Attachment**
9. Lincoln Avenue Corridor Study Artificial Intelligence Pilot (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

MARCH 26, 2026
6:00 PM

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

MEETING MINUTES

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

Members Absent: Urban Carmel, Mill Valley City Council

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

Chair Colin called the meeting to order at 6:05 p.m. and announced that Commissioners Paulson and Thomas were participating remotely pursuant to Government Code section 54953.8(c)(4), and that Commissioner Blaustein was participating remotely pursuant to Government Code section 54953.8(c)(6), under the "just cause" provisions of the Ralph M. Brown Act.

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

1. Chair's Report

a. Appointment to the TAM Executive Committee (Action)

Chair Colin recommended appointing Commissioner Peter Mark, representing the City of Belvedere, to the Funding, Programs and Legislation (FP&L) Executive Committee.

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

Commissioner Fredericks moved to approve the appointment to the FP&L Executive Committee, which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion passed unanimously.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that MTC had adopted Plan Bay Area 2050+, a mid-cycle update to Plan Bay Area conducted every four years; noted that the update includes a list of transportation projects and related policies and reflects more than two years of community outreach; and added that work on Plan Bay Area 2060 is expected to begin in the fall.

Marin Transit Report – Commissioner Lucan on behalf of Commissioner Sackett

Commissioner Lucan provided a combined report on Marin Transit and SMART, highlighting the April 12, 2026 implementation of the MASCOTS (Marin-Sonoma Coordinated Transit Service Plan) regional coordination initiative. Commissioner Lucan noted that SMART service would increase by 19 percent, with 48 weekday trips and 24 weekend trips, and that the service changes are intended to improve regional connections, including transfers with Golden Gate Transit and service to San Francisco; and recognized Marin Transit's key role in the coordination effort.

SMART Report – Commissioner Lucan

See Marin Transit Report above.

Commissioner Matters Not on the Agenda

None.

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

3. Executive Director's Report (Discussion)

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

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

4. Open Time for Public Expression

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

Aubree Ellison expressed support for amending the Measure AA Expenditure Plan to expand eligible funding for roadway resilience and wildlife connectivity improvements, including pursuit of grant funding for a permanent wildlife crossing on Chileno Valley Road.

5. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes for February 26, 2026
- b. Approve Extension of Service Agreement with Maze & Associates for Audit Services
- c. Adopt Positions on 2026 State Legislative Bills
- d. Review of the Semi-Annual Project Status Report

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

Commissioner Colbert moved to approve the Consent Calendar, which was seconded by Commissioner Blash. A roll call vote was conducted. Items 5a, 5b, and 5d were approved unanimously. Commissioner Lucan recused himself from Item 5c, which was also approved unanimously.

6. Review and Approval of the Draft 2025 TAM/COC Annual Report (Action)

ED Richman introduced Peter Pelham, Vice-Chairperson of the Community Oversight Committee (COC) to present this item, which recommends that the Board review and approve the combined FY2024-25 COC/2025 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public.

In response to Commissioner Schlesinger's inquiry about accessibility and language access in the annual report, staff and Vice-Chair Pelham acknowledged the concern and stated that, while the full report is not typically translated, translation options could be explored, including use of website-based tools; noted that future reports may place greater emphasis on electronic publication rather than print, which could improve translation options and accessibility, particularly for screen readers; and indicated that a shorter printed report with links to more detailed information online may be considered for next year.

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

Commissioner Moulton-Peters made the motion to approve the combined FY2024-25 COC/2025 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

7. Adoption of Measure AA Expenditure Plan Proposed Amendments (Action)

- 7a. Public Hearing on the Proposed Amendments to the Measure AA Expenditure Plan

Chair Colin opened the Public Hearing on the Proposed Amendments to the Measure AA Expenditure Plan.

Sally Gale, Tina Mills, Ann Carey, Jerry Meral, Kate Powers, Scott Webb, Charlotte, Eric Gold, Ed Nute, and Chance Cutrano expressed support for amending the Measure AA Expenditure Plan to expand eligible funding for roadway resilience and wildlife connectivity improvements, including pursuit of grant funding for a permanent wildlife crossing on Chileno Valley Road.

Chance Cutrano also inquired about the public comment process for the Measure AA Expenditure Plan Review.

7b. Adoption of Measure AA Expenditure Plan Proposed Amendments (Action)

ED Richman, Director of Programming and Legislation David Chan and Director of Planning Derek McGill presented this item, which recommends the TAM Board adopt the proposed amendments to the Measure AA Expenditure Plan.

Commissioner Blash and staff discussed the timing and procedural requirements for public input and potential revisions to the Measure AA Expenditure Plan amendments; clarified that substantive changes following public review could require release of a revised draft and an additional public comment period at a future meeting; and distinguished between eligible transportation-related expenditures and ineligible non-transportation activities, noting that Measure AA funds may support roadway improvements associated with environmental or habitat-related impacts, but not stand-alone habitat restoration or wildlife projects.

Commissioner Blaustein, staff, and Chair Colin discussed the Board's ability to respond to public comment within the constraints of the established amendment process; acknowledged the significant public support for strengthening emphasis on wildlife connectivity and related issues; and clarified that, while the current action was limited to the amendments previously circulated for public review, revisions to the proposed language have been incorporated in response to earlier public input and written comments.

Commissioner Thomas and staff discussed the approval process following Board action; clarified that the member agencies would consider the measure as presented rather than revising it directly; and noted that any requested changes would need to be returned to the TAM Board for consideration.

In response to Commissioner Mark, staff explained that the "double allocation" reflects a transition in funding distribution methodology; clarified that the allocation includes both previously collected funds and projected current-year revenues as TAM shifts from an advance distribution model to a reimbursement-based approach; and noted that this strategic change results in an additional allocation opportunity in fiscal year 2026–27.

Commissioner Rodoni commented that wildlife crossing projects would generally fall within the jurisdiction of a city or the County, rather than TAM, and noted that TAM's role would more typically be one of funding support rather than direct project delivery; Commissioner Rodoni also suggested that input from County staff could help clarify the County's involvement and perspective.

Robin Bartlett with the Marin County Department of Public Works explained that the County is developing a more formal and centralized capital improvement planning process; noted that the potential wildlife crossing project would need to be evaluated alongside many other County infrastructure priorities and funding demands; and clarified that this coordinated project prioritization framework is still being established.

In response to Commissioner Blash, staff explained that earlier stages of the amendment review process offered the greatest opportunity for incorporating substantive public input; clarified that significant revisions at the current stage would likely require restarting the process with a new draft and additional

public review; and noted that whether to pursue such significant changes remains at the Board's prerogative.

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

Marin Conservation League representative Kate Powers expressed support for the proposed amendments as an evolution in the Board's understanding of allowable Measure AA funding; emphasized that the changes would create greater flexibility for local agencies to incorporate wildlife connectivity and habitat protection elements into eligible roadway projects; and urged consideration of planning and design steps needed to advance a potential wildlife crossing project on Chileno Valley Road.

Ann Carey acknowledged the complexity of the Board's decisions regarding funding eligibility and expenditure plan categories; expressed appreciation for the Board's and staff's guidance in identifying a viable path forward; and emphasized support for integrating wildlife protection measures into future roadway improvement projects.

Sally Gale thanked the Board for considering the project and the impacts of roadways on wildlife; acknowledged the complexity of the planning process; and urged continued efforts to incorporate wildlife needs into roadway planning, construction, and maintenance.

Chance Cutrano thanked staff and the Commissioners for their work and expressed support for the proposed clarification to Category 2.1, noting the importance of clearly stating the eligibility of environmental mitigation elements; affirmed the understanding that a local jurisdiction, likely the County, would serve as the lead agency for any wildlife crossing project, with funding to be assembled from multiple sources; and suggested that TAM consider reestablishing an environmental advisory or stakeholder committee to provide input on similar issues in future planning processes.

In response to Vice Chair Sackett, staff confirmed that the proposed revisions to Category 2.1 could encompass culvert improvements or similar roadway elements associated with a potential wildlife crossing on Chileno Valley Road.

In response to Commissioner Fredericks, Robin Bartlett clarified that, while the proposed Measure AA language could support eligible roadway-related components, the project remains at an early feasibility stage and has not yet advanced into formal environmental review or the County's capital improvement program; and noted that further project development and County consideration would be required before funding eligibility could be meaningfully assessed.

In response to Commissioner Blash, County DPW staff explained that near-term work on Chileno Valley Road is expected to consist of preventative maintenance to preserve existing roadway conditions, rather than major reconstruction that would trigger broader project redesign considerations; and TAM staff explained that environmental perspectives are currently incorporated through existing committees and interagency coordination structures, rather than through a separate environmental committee.

Commissioner Moulton-Peters commented that the six-year review process was intentionally established to allow the Board to revisit the Measure AA Expenditure Plan in light of emerging needs and evolving policy considerations; described the proposed amendments as a positive progression in the Board's understanding of how transportation projects can incorporate environmental and resilience-related elements; and expressed support for adoption of the Measure AA Expenditure Plan amendments while noting the need for continued evaluation of feasible and cost-effective implementation options.

Commissioner Dowling commented that, while the Town of Ross recognizes TAM's efforts to address regional traffic congestion and the potential regional benefits of Category 2.4, Ross opposes the reallocation of its limited local funds to a program that would not directly benefit the Town; and

emphasized that preserving these funds is important to support ongoing and future maintenance, paving, safety, and drainage improvements on Sir Francis Drake Boulevard and other local roadways.

Commissioner Mark commented that locating potential eligibility within Category 2.1, rather than Category 2.4, would provide a clearer and more practical pathway for a roadway project that included a wildlife crossing; noted that Category 2.4 funding is comparatively limited and highly competitive; and expressed support for the proposed language as better aligning such projects with the transportation infrastructure category.

Commissioner Colbert commented that TAM's framework, while complex, is designed to incorporate input from multiple stakeholders and to balance local, regional, and long-term transportation priorities; emphasized that the six-year review process was intentionally established to address changing conditions without reopening the entire expenditure plan; expressed support for both the proposed amendments and TAM's broader mobility-focused approach, including integration of environmental values into transportation planning; and noted that the Board must weigh wildlife connectivity alongside many other competing program and funding demands.

Commissioner Lucan commented that the six-year review process has been productive and has benefited from strong community engagement; emphasized that the expenditure plan serves primarily as a framework for how funds may be used rather than as a list of specific projects; and expressed support for the proposed amendments as a constructive outcome that provides greater flexibility for local jurisdictions while maintaining the broader structure of the plan.

Commissioner Rodoni commented that the proposed language changes appropriately acknowledge community concerns and create future opportunities for eligible project development; emphasized the value of public input in informing the Board's understanding of the issue; and expressed support for continued collaboration and pursuit of grant-funded next steps to advance the project toward a more fully developed and potentially fundable stage.

Vice-Chair Sackett commented that public input remains valuable at every stage of the process and has meaningfully informed the Board's deliberations and the proposed revisions; affirmed that the Board retains discretion to pause or reconsider action if warranted by public comment; and expressed support for the amended Category 2.1 language as a clearer basis for future advocacy and leverage of additional grant funding.

Commissioner Blaustein commented that the amendment process has been thorough and informative, and that public comment has played an important role in shaping the Board's understanding and response; expressed support for the proposed changes while recognizing TAM's broad responsibilities in balancing funding across many transportation needs; and emphasized that the revised framework, including the Reimagined Roadways category, should support greater flexibility, innovation, and consideration of environmental values in future transportation planning.

Commissioner Thomas commented that the Reimagined Roadways category should be implemented in a manner consistent with the Countywide Transportation Plan and responsive to a broad range of community and environmental considerations; expressed support for the amended language recognizing environmental needs; and noted that project-specific concerns are appropriately addressed through future public input during individual project development.

Commissioner Blash commented that the six-year review process is fulfilling its intended purpose by allowing the expenditure plan to adapt to changing circumstances and community priorities; emphasized the importance of ensuring that public input is invited and incorporated at the most effective points in the process; expressed appreciation for community advocacy and staff outreach; and noted support for the

proposed amendments, including the added language recognizing conservation considerations and the potential collaborative benefits of the Reimagined Roadways category for local jurisdictions.

Chair Colin commented that the Measure AA Expenditure Plan Review reflects the value of Marin's voter-approved self-help transportation framework and the importance of continued public engagement in shaping how limited transportation funds are used; expressed appreciation for staff, Commissioners, and community members for helping advance a clearer shared understanding of the expenditure plan as a funding framework rather than a project list; and noted that Board action would represent only the first step in a broader approval process requiring continued coordination with member agencies.

Commissioner Colbert moved to adopt the proposed amendments to the Measure AA Expenditure Plan, which was seconded by Commissioner Fredericks. A roll call vote was conducted. The motion passed by a vote of 14-1. Commissioners Blash, Blaustein, Colbert, Colin, Fredericks, Jacobs, Lucan, Mark, Moulton-Peters, Paulson, Rodoni, Sackett, Schlesinger, and Thomas voted aye, and Commissioner Dowling voted nay.

8. Marin Commutes Program Update (Discussion)

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

In response to Commissioner Jacobs, staff explained that the Emergency Ride Home (ERH) program provides reimbursement for eligible emergency trips for individuals who commute to work or college in Marin County by alternative transportation modes; and noted that the benefit is available on a per-trip basis, subject to program limits, with similar programs administered by other jurisdictions based on the participant's work location.

Commissioner Schlesinger and staff discussed the need for strong performance measurement and impact evaluation for the Marin Commutes program; considered whether existing metrics sufficiently capture meaningful user engagement and behavior change, particularly for website activity, ERH participation, and incentive programs; and noted opportunities to refine future reporting and survey design to better assess program effectiveness.

Vice-Chair Sackett and staff discussed the Marin Commutes program's role in encouraging incremental travel behavior change; noted the importance of tracking walking and other non-auto trips as part of broader infill development and mobility goals; and observed that related data and policy considerations may also be addressed through upcoming vehicle miles traveled (VMT) planning efforts.

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

The meeting adjourned at 8:49 p.m.

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DATE: April 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Finance and Administration Team

SUBJECT: Review and Accept the FY2025-26 Third Quarter Financial Report and Amend the FY2025-26 Budget (Action), Agenda Item No. 5b

RECOMMENDATION

The TAM Board reviews and accepts the FY2025-26 Third Quarter Financial Report; and amends the budget to reflect the adjustments as listed:

- CMA Fund: Increase revenues by \$12,700,000; increase expenditures by \$13,222,738
- TCFA Fund: Increase revenues by \$268,637
- Measure A Fund: Increase expenditures by \$727,000
- Measure AA Fund: Increase revenues by \$250,000; decrease expenditures by \$873,344
- Measure B Fund: Increase revenues by \$25,000

BACKGROUND

This report, along with the accompanying attachments, provides a summary of the financial activities for the period ending March 31, 2026, and covers TAM's revenue and expenditure activities from July 1, 2025 to March 31, 2026. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS

Revenue Highlights

As of March 31, 2026, the total ½-Cent Transportation Sales Tax cash disbursements received from the California Department of Tax and Fee Administration (CDTFA) for the six-month period from July 2025 to March 2026 was \$27,354,767 million, which is 2.8% more than the total disbursements received for the same period in FY2024-25. TAM is benefiting from higher than planned revenues although they are still not consistent. Markets continue to reflect conflicting indicators with recent additional layoffs and housing shortages. Increases in the national debt, international conflict, and the possibility of another technology boom/bust cycle are causing shadows over high market trading and asset values.

As of March 31, 2026, TAM received a total of \$1,775,667 in Measure B \$10 Vehicle Registration Fee cash disbursements from the Department of Motor Vehicles (DMV) for the nine-month period from July 2025 to March 2026. This is a 0.70% increase in cash receipts compared to those received for the same period in FY2024-25.

TAM also received \$2,145,124 in interest revenue for the period from July 2025 through March 2026, which includes \$2,134,635 from its investments in CalTRUST (Investments Trust of California), and \$10,489 from its cash in the checking and money market accounts with Bank of Marin. The current decrease in interest revenue compared to budget is due to a reduction in balances from payments associated with major projects during the current fiscal year and fluctuations in interest rates.

Expenditure Highlights

Total expenditure through the third quarter of the year is approximately \$38,261,796, consistent with expectations. Please note all expenditures are reported on a cash basis and there are delays due to the time needed by vendors to prepare and submit payment requests for work conducted through the end of the first quarter of the year.

Budget Amendments

Periodically, the budget is amended to reflect the most accurate information available regarding actual and anticipated expenses and to ensure revenues and expenditures are recorded in the most appropriate fund. Staff time and support activities are estimated for the initial budget and refined as the year progresses. TAM staff is proposing the following amendments:

- Net increase in Revenues of \$13,243,637
 - Reduce interest proceeds by \$40,000 and redistribute across funds
 - Reduce by \$300,000 (CMA Fund)
 - Reduce by \$15,000 (TFCA Fund)
 - Increase by \$250,000 (Measure AA Fund)
 - Increase by \$25,000 (Measure B Fund)
 - Recognize \$13,000,000 in RM3 funds for anticipated project costs (CMA Fund)
 - Recognize \$283,637 in Regional TFCA Competitive Grants (TFCA Fund)

- Net increase in Expenditures of \$13,076,394
 - Increase Administration by \$105,738 to reflect actual time spent by staff and support on specific projects and programs within this fund (CMA Fund)
 - Increase Professional Services by \$1,057,000 to reflect timing of expenditures for the 101/580 Multi-modal and Local Access Improvement project, cover close out expenses for the North/South Greenway project, and reflect project management costs associated with specific projects and programs within this fund (CMA Fund)
 - Increase in Interagency Agreements by \$12,060,000 related to the Marin-Sonoma Narrows (MSN) project and the Marin City Flood Mitigation project (CMA Fund)
 - Increase Interagency Agreements by \$727,000 for Bellam Ramp Construction, funded by Category 1.2 and debt reserve, and the Southern Marin Noise Analysis Study funded by Measure A interest (Measure A Fund)
 - Decrease Administration by \$96,344 to reflect actual time spent by staff and support on specific projects and programs within this fund (Measure AA Fund)
 - Decrease Professional Services by \$55,000 to reflect project management costs associated with specific projects and programs within this fund (Measure AA Fund)
 - Increase Measure AA Category 2.3, Sea Level Rise, by \$5,000 to reflect timing of expenditures (Measure AA Fund)
 - Reduce Interagency Agreements by \$727,000 because project costs are being paid in the Measure A Fund (Measure AA Fund)

Investments with CalTRUST

Attachment 7 of the staff report provides principal and interest earning details for each of the CalTRUST funds in which TAM invests. As of March 31, 2026, interest earnings from all funds totaled \$2,134,635 and unrealized loss was \$849,606, which is mostly from the agency's investment in the Medium-Term Fund due to fluctuations in the current financial market condition. Staff continue to closely monitor the agency's cash flow needs and do not expect a need to sell those funds in the near future.

FISCAL CONSIDERATION

As noted above, this action amends the budget to reflect the most current information affecting revenues and expenditures with an increase in revenues of \$13,243,637 and an increase in expenditures of \$13,076,394, leaving a net increase in total fund balance to offset future project costs of \$167,243.

NEXT STEPS

The FY2026-27 Budget will include estimates for FY2025-26 and if any amendments are needed, they will be brought to the Board for consideration in June 2026. The FY2025-26 Audit will be presented to the Board for review and acceptance by December 2026.

ATTACHMENTS

- Attachment 1 FY2025-26 Budget to Actual Comparison and Budget Amendments Agency Wide as of 03/31/2026
- Attachment 2 FY2025-26 Budget to Actual Comparison and Budget Amendments by Fund as of 03/31/2026
- Attachment 3 FY2025-26 Revenue and Expenditure Report as of 03/31/2026 – Measure A Sales Tax Detail
- Attachment 4 FY2025-26 Revenue and Expenditure Report as of 03/31/2026 – Measure AA Sales Tax Detail
- Attachment 5 5.1: Monthly Measure A/AA Sales Tax Disbursement Comparison
5.2: Annual Measure A/AA Sales Tax Actual Vs. Budget Comparison
- Attachment 6 FY2025 and FY2026 Monthly Measure B VRF Disbursement Comparison
- Attachment 7 CalTRUST Investment Monthly Interest Income by Fund
- Attachment 8 8.1: FY2025-26 Budget Revenue Overview by Funding Source
8.2: FY2025-26 Budget Expenditure Overview by Category
- Attachment 9 Transportation Acronyms

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Attachment 1: FY2025-26 'AGENCY WIDE' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>41,575,553</u>	<u>41,575,553</u>				<u>41,575,553</u>
REVENUES						
Measure A/AA Sales Tax	34,430,000	27,354,767	(7,075,233)	79.45%	-	34,430,000
Measure B Vehicle Registration Fee Revenue	2,250,000	1,775,677	(474,323)	78.92%	-	2,250,000
Cities/Towns and County CMA Fee	606,158	606,156	(2)	100.00%	-	606,158
Interest Revenue	2,565,000	2,145,124	(419,876)	83.63%	(40,000)	2,525,000
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000	363,222	(836,778)	30.27%	-	1,200,000
MTC Regional Measure 2 Fund	12,500	12,500	-	100.00%	-	12,500
MTC Regional Measure 3 Fund	20,900,000	8,120,598	(12,779,402)	38.85%	13,000,000	33,900,000
State STIP/PPM Fund	115,000	116,111	1,111	100.97%	-	115,000
CA State Earmark	8,600,000	3,787,389	(4,812,611)	44.04%	-	8,600,000
State-SB1 Planning Grant	359,885	55,575	(304,310)	15.44%	-	359,885
State TDA Fund	30,000	-	(30,000)	0.00%	-	30,000
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	1,204,000	1,204,000	-	100.00%	-	1,204,000
Federal SS4A Grant	216,000	77,483	(138,517)	35.87%	-	216,000
County of Marin Grant	290,000	-	(290,000)	100.00%	-	290,000
Part Time Transit Lane Grant	680,000	-	(680,000)	0.00%	-	680,000
Marin Transportation For Clean Air Funding	350,000	182,925	(167,075)	52.26%	-	350,000
Regional TFCA Competitive Grants	-	283,637	283,637	0.00%	283,637	283,637
Realized Highway 101 ROW Excess Fund	50,000	-	(50,000)	0.00%	-	50,000
<u>Total Revenue Available</u>	<u>73,858,543</u>	<u>46,085,162</u>	<u>(27,773,381)</u>	<u>62.40%</u>	<u>13,243,637</u>	<u>87,102,180</u>
EXPENDITURES						
Administration						
Salaries & Benefits	3,076,621	2,135,173	941,448	69.40%	9,394	3,086,015
Office Lease	272,472	212,895	59,577	78.13%	-	272,472
Agency IT Related Equipment Upgrade	72,500	6,892	65,608	9.51%	-	72,500
Equipment Purchase/Lease	15,000	3,285	11,715	21.90%	-	15,000
Telephone/Internet/Web Hosting Services	50,000	22,010	27,990	44.02%	-	50,000
Office Supplies & Small Miscellaneous Items	42,000	24,926	17,074	59.35%	-	42,000
Insurance	22,000	18,202	3,798	82.74%	-	22,000
Financial Audit	28,000	14,400	13,600	51.43%	-	28,000
Legal Services	10,500	2,441	8,059	23.25%	-	10,500
Document/Video/Marketing Material Production	37,500	15,863	21,637	42.30%	-	37,500
Memberships	47,500	37,926	9,574	79.84%	-	47,500
Travel/Meetings/Conferences	57,500	23,307	34,193	40.53%	-	57,500
Professional Development	25,000	12,189	12,811	48.76%	-	25,000
Human Resources/Board Support	5,000	2,699	2,301	53.98%	-	5,000
Information Technology Support and Subscriptions	50,000	44,026	5,974	88.05%	-	50,000
Annual Support & Upgrade of Financial System	10,000	1,885	8,115	18.85%	-	10,000
Stipends	7,500	-	7,500	0.00%	-	7,500
<u>Subtotal, Administration</u>	<u>3,829,093</u>	<u>2,578,120</u>	<u>1,250,973</u>	<u>67.33%</u>	<u>9,394</u>	<u>3,838,487</u>

Attachment 1: FY2025-26 'AGENCY WIDE' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
Professional Services						
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	150,000	87,236	62,764	58.16%	-	150,000
Travel Model Maintenance & Update	25,000	5,573	19,427	22.29%	-	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	200,000	38,658	161,342	19.33%	-	200,000
Project Management Oversight	260,000	19,530	240,470	7.51%	-	260,000
101/580 Multi-modal and Local Access Improvements	1,800,000	1,733,098	66,902	96.28%	1,000,000	2,800,000
State Legislative Assistance	50,000	33,400	16,600	66.80%	-	50,000
Federal Legislative Assistance	24,000	16,000	8,000	66.67%	-	24,000
Measure A/AA Sales Tax Compliance Audit	25,000	10,350	14,650	41.40%	-	25,000
Public Outreach Service Support	10,000	4,215	5,785	42.15%	-	10,000
Part Time Transit Lane	500,000	-	500,000	0.00%	-	500,000
Countywide Transportation Plan	35,000	7,706	27,294	0.00%	-	35,000
Expenditure Plan Update	22,000	2,584	19,416	11.74%	-	22,000
Equity Planning Support and Outreach	25,000	-	25,000	0.00%	-	25,000
VMT Toolkit	314,000	173,794	140,206	55.35%	-	314,000
MSN B7 Construction Design Support	100,000	47,337	52,663	47.34%	-	100,000
School Access Safety Action Plan	270,000	90,047	179,953	33.35%	-	270,000
N/S Greenway - Construction Support	4,000	5,522	(1,522)	0.00%	2,000	6,000
Marin City Noise Analysis PID	500,000	58,399	441,601	11.68%	-	500,000
TAM Junction	11,000	8,408	2,592	0.00%	-	11,000
Subtotal, Professional Services	4,325,000	2,341,858	1,983,142	54.15%	1,002,000	5,327,000
Measure A Sales Tax Programs/Projects						
<u>Strategy 4 - Safer Access to Schools</u>	350,000	-	350,000	0.00%	-	350,000
<i>Substrategy 4.3 - Safe Pathways to School</i>						
<i>Safe Pathway Capital Projects</i>	350,000	-	350,000	0.00%	-	350,000
Subtotal, Measure A Programs	350,000	-	350,000	0.00%	-	350,000
Measure AA Sales Tax Programs/Projects						
Major Road Set-Aside	2,000,000	254,169	1,745,831	12.71%	-	2,000,000
<u>Category 1 - Reduce Congestion</u>	2,020,000	194,442	1,825,558	9.63%	-	2,020,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows</i>						
<i>MSN B7/B8 Design/ROW/Utility Work</i>	70,000	7,771	62,230	11.10%	-	70,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>						
<i>580/101 Direct Connector Project PID & PAED</i>	100,000	-	100,000	0.00%	-	100,000
<i>Category 1.3 - Enhance Interchanges</i>	1,710,000	113,719	1,596,281	6.65%	-	1,710,000
<i>Category 1.4 - Transportation Demand Management</i>	140,000	72,952	67,048	52.11%	-	140,000
<u>Category 2 - Local Transportation Infrastructure</u>	7,792,797	4,214,706	3,578,091	54.08%	5,000	7,797,797
<i>Category 2.1 - Local Roads</i>	6,622,797	3,940,036	2,682,761	59.49%	-	6,622,797
<i>Category 2.2 - Large Safe Pathways Capital Projects</i>	1,000,000	204,000	796,000	20.40%	-	1,000,000
<i>Category 2.3 - Sea Level Rise</i>	75,000	49,505	25,495	66.01%	5,000	80,000
<i>Category 2.4 - Innovative Technology</i>	95,000	21,164	73,836	22.28%	-	95,000
<u>Category 3 - Safer Access to Schools</u>	4,350,000	2,230,142	2,119,858	51.27%	-	4,350,000
<i>Category 3.1 - Safe Routes to Schools</i>	1,500,000	1,021,889	478,111	68.13%	-	1,500,000
<i>Category 3.2 - Crossing Guards</i>	2,350,000	1,208,253	1,141,747	51.42%	-	2,350,000
<i>Category 3.3 - Small Safe Pathways Capital Projects</i>	500,000	-	500,000	0.00%	-	500,000

Attachment 1: FY2025-26 'AGENCY WIDE' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
Category 4 - Transit	24,862,684	11,804,608	13,058,076	47.48%	-	24,862,684
Category 4.1 - Local Bus Transit Service	17,600,000	8,835,208	8,764,792	50.20%	-	17,600,000
Category 4.2 - Rural Bus Transit System	884,485	693,291	191,194	78.38%	-	884,485
Category 4.3 - Special Needs Transit Services	3,200,000	1,036,172	2,163,828	32.38%	-	3,200,000
Category 4.4 - School Transit Service	1,600,000	451,648	1,148,352	28.23%	-	1,600,000
Category 4.5 - Bus Transit Facilities	1,427,316	788,289	639,028	55.23%	-	1,427,316
Category 4.6 - Expand Access to Transit	150,883	-	150,883	0.00%	-	150,883
Subtotal, Measure AA Programs	41,025,481	18,698,067	22,327,414	45.58%	5,000	41,030,481
Measure B VRF Programs						
Element 1 - Maintain Local Streets & Pathways	1,615,000	154,631	1,460,369	9.57%	-	1,615,000
Element 1.1 - Bicycle, Pedestrian, and Safety	1,000,000	154,631	845,369	15.46%	-	1,000,000
Element 1.2 - Bike/Ped Pathways	615,000	-	615,000	0.00%	-	615,000
Element 2 - Seniors & Disabled Mobility	800,000	260,065	539,935	32.51%	-	800,000
Element 2.1 - Mobility Management Programs	100,000	100,000	-	100.00%	-	100,000
Element 2.2 - Paratransit & Low Income Scholarships	175,000	87,342	87,658	49.91%	-	175,000
Element 2.3 - Paratransit Plus	325,000	8,988	316,012	2.77%	-	325,000
Element 2.4 - Volunteer Drive & Gap Grant	200,000	63,735	136,265	31.87%	-	200,000
Element 3 - Reduce Congestion & Pollution	760,000	494,115	265,885	65.02%	-	760,000
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	175,000	-	100.00%	-	175,000
Element 3.2 - Commute Alternative Programs	285,000	144,504	140,496	50.70%	-	285,000
Element 3.3 - Alternative Fuel Vehicle Program	300,000	174,611	125,389	58.20%	-	300,000
Subtotal, Measure B Programs	3,175,000	908,811	2,266,189	28.62%	-	3,175,000
Interagency Agreements						
Caltrans - MSN B7 PS&E/ROW Support & Capital	500,000	-	500,000	0.00%	-	500,000
Caltrans - MSN B7 Construction Capital & Support	6,000,000	5,969,116	30,885	99.49%	9,350,000	15,350,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	50,000	1,159,895	(1,109,895)	2319.79%	2,650,000	2,700,000
Caltrans - MSN B8 Capital Construction	30,000	-	30,000	0.00%	-	30,000
Caltrans - 101 Interchange Studies	35,000	7,339	27,661	20.97%	-	35,000
Caltrans - SR-37 Segment A1 Design/ROW coop	7,500,000	3,750,000	3,750,000	50.00%	-	7,500,000
Caltrans - SR 37 Construction Capital - Phase 1	12,500,000	-	12,500,000	0.00%	-	12,500,000
Caltrans - Part Time Transit Lane	180,000	-	180,000	0.00%	-	180,000
Caltrans - Southern Marin Study (Noise Analysis)	80,000	50,000	30,000	62.50%	-	80,000
Caltrans - Marin City Flood Mitigation	200,000	-	200,000	0.00%	-	200,000
County of Marin - Marin City Flood Mitigation	900,000	37,766	862,234	4.20%	60,000	960,000
County of Marin - Bellam Ramp Construction	5,140,000	2,581,203	2,558,797	50.22%	-	5,140,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	0.00%	-	1,100,000
Sausalito - Gate 6 Intersection Modification Project	100,000	100,000	-	0.00%	-	100,000
Various Agencies - Bike/Ped Path Maintenance	45,000	27,622	17,378	0.00%	-	45,000
Subtotal, Interagency Agreements	34,360,000	13,682,941	20,677,059	39.82%	12,060,000	46,420,000

Attachment 1: FY2025-26 'AGENCY WIDE' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
TFCA Programs/Projects Expenditures						
TFCA - Reimbursement of Various Capital Projects	378,493	52,000	326,493	13.74%	-	378,493
Subtotal, TFCA Programs/Projects	378,493	52,000	326,493	13.74%	-	378,493
Total Expenditures	87,443,067	38,261,796	49,181,271	43.76%	13,076,394	100,519,461
Net Change in Fund Balance	(13,584,524)	7,823,366				(13,417,281)
Ending Fund Balance	27,991,029	49,398,919				28,158,272

* Beginning Fund Balance has been adjusted to exclude the July/Aug 2025 Measure A/AA and Measure B revenues that were accrued in the FY2024-25. The July/Aug 2025 revenues are included in the FY2025-26 revenue numbers .

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: FY2025-26 'CMA FUND' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>6,794,554</u>	<u>6,794,554</u>				<u>6,794,554</u>
REVENUES						
Cities/Towns and County CMA Fee	606,158	606,156	(2)	100.00%	-	606,158
Interest Revenue	1,200,000	815,449	(384,551)	67.95%	(300,000)	900,000
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000	363,222	(836,778)	30.27%	-	1,200,000
MTC Regional Measure 2 Fund	12,500	12,500	-	100.00%	-	12,500
MTC Regional Measure 3 Fund	20,900,000	8,120,598	(12,779,402)	38.85%	13,000,000	33,900,000
State STIP/PPM Fund	115,000	116,111	1,111	100.97%	-	115,000
CA State Earmark	8,600,000	3,787,389	(4,812,611)	44.04%	-	8,600,000
State-SB1 Planning Grant	359,885	55,575	(304,310)	15.44%	-	359,885
State TDA Fund	30,000	-	(30,000)	0.00%	-	30,000
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	1,204,000	1,204,000	-	100.00%	-	1,204,000
Federal SS4A Grant	216,000	77,483	(138,517)	35.87%	-	216,000
County of Marin Grant	290,000	-	(290,000)	0.00%	-	290,000
Part Time Transit Lane Grant	680,000	-	(680,000)	0.00%	-	680,000
Realized Highway 101 ROW Excess Fund	50,000	-	(50,000)	0.00%	-	50,000
<u>Total Revenue Available</u>	<u>35,463,543</u>	<u>15,158,481</u>	<u>(20,305,062)</u>	<u>42.74%</u>	<u>12,700,000</u>	<u>48,163,543</u>
EXPENDITURES						
Administration						
Salaries & Benefits	1,609,262	881,638	727,624	54.79%	90,738	1,700,000
Legal Services	1,000	767	233	76.73%	-	1,000
Document/Video/Marketing Material Production	5,000	12,515	(7,515)	250.30%	15,000	20,000
Memberships	22,500	22,500	-	100.00%	-	22,500
Travel/Meetings/Conferences	2,500	392	2,108	15.68%	-	2,500
<u>Subtotal, Administration</u>	<u>1,640,262</u>	<u>917,813</u>	<u>722,449</u>	<u>55.96%</u>	<u>105,738</u>	<u>1,746,000</u>
Professional Services						
Travel Model Maintenance & Update	25,000	5,573	19,427	22.29%	-	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	200,000	38,658	161,342	19.33%	-	200,000
Project Management Oversight	90,000	8,735	81,265	9.71%	55,000	145,000
101/580 Multi-modal and Local Access Improvements	1,800,000	1,733,098	66,902	96.28%	1,000,000	2,800,000
State Legislative Assistance	50,000	33,400	16,600	66.80%	-	50,000
Federal Legislative Assistance	24,000	16,000	8,000	66.67%	-	24,000
Part Time Transit Lane	500,000	-	500,000	0.00%	-	500,000
Countywide Transportation Plan	35,000	7,706	27,294	22.02%	-	35,000
Equity Planning Support and Outreach	25,000	-	25,000	0.00%	-	25,000
VMT Toolkit	314,000	173,794	140,206	55.35%	-	314,000
MSN B7 Construction Design Support	100,000	47,337	52,663	47.34%	-	100,000
School Access Safety Action Plan	270,000	90,047	179,953	33.35%	-	270,000
N/S Greenway - Construction Support	4,000	5,522	(1,522)	0.00%	2,000	6,000
Marin City Noise Analysis PID	250,000	29,199	220,801	11.68%	-	250,000
TAM Junction	11,000	8,408	2,592	0.00%	-	11,000
<u>Subtotal, Professional Services</u>	<u>3,698,000</u>	<u>2,197,479</u>	<u>1,500,521</u>	<u>59.42%</u>	<u>1,057,000</u>	<u>4,755,000</u>

Attachment 2: FY2025-26 'CMA FUND' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
Interagency Agreements						
Caltrans - MSN B7 PS&E/ROW Support & Capital	500,000	-	500,000	0.00%	-	500,000
Caltrans - MSN B7 Construction Capital & Support	6,000,000	5,969,116	30,885	99.49%	9,350,000	15,350,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	50,000	1,159,895	(1,109,895)	2319.79%	2,650,000	2,700,000
Caltrans - MSN B8 Capital Construction	30,000	-	30,000	0.00%	-	30,000
Caltrans - SR-37 Segment A1 Design/ROW coop	7,500,000	3,750,000	3,750,000	50.00%	-	7,500,000
Caltrans - SR 37 Construction Capital - Phase 1	12,500,000	-	12,500,000	0.00%	-	12,500,000
Caltrans - Part Time Transit Lane	180,000	-	180,000	0.00%	-	180,000
Caltrans - Southern Marin Study (Noise Analysis)	40,000	25,000	15,000	62.50%	-	40,000
Caltrans - Marin City Flood Mitigation	200,000	-	200,000	0.00%	-	200,000
County of Marin - Marin City Flood Mitigation	900,000	37,766	862,234	4.20%	60,000	960,000
County of Marin - Bellam Ramp Construction	1,204,000	1,204,000	-	100.00%	-	1,204,000
Subtotal, Interagency Agreements	29,104,000	12,145,777	16,958,223	41.73%	12,060,000	41,164,000
Total Expenditures	34,442,262	15,261,068	19,181,194	44.31%	13,222,738	47,665,000
Net Change in Fund Balance	1,021,281	(102,587)				498,543
Ending Fund Balance	7,815,835	6,691,967				7,293,097

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: FY2025-26 'TFCA FUND' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>599,528</u>	<u>599,528</u>				<u>599,528</u>
REVENUES						
Interest Revenue	40,000	19,153	(20,847)	47.88%	(15,000)	25,000
Marin Transportation For Clean Air Funding	350,000	182,925	(167,075)	52.26%	-	350,000
Regional TFCA Competitive Grants	-	283,637	283,637	0.00%	283,637	283,637
<u>Total Revenue Available</u>	<u>390,000</u>	<u>485,715</u>	<u>95,715</u>	<u>124.54%</u>	<u>268,637</u>	<u>658,637</u>
EXPENDITURES						
Administration						
Salaries & Benefits	22,600	23,283	(683)	103.02%	-	22,600
<u>Subtotal, Administration</u>	<u>22,600</u>	<u>23,283</u>	<u>(683)</u>	<u>103.02%</u>	<u>-</u>	<u>22,600</u>
TFCA Programs/Projects Expenditures						
TFCA - Reimbursement of Various Capital Projects	378,493	52,000	326,493	13.74%	-	378,493
<u>Subtotal, TFCA Programs/Projects</u>	<u>378,493</u>	<u>52,000</u>	<u>326,493</u>	<u>13.74%</u>	<u>-</u>	<u>378,493</u>
<u>Total Expenditures</u>	<u>401,093</u>	<u>75,283</u>	<u>325,810</u>	<u>18.77%</u>	<u>-</u>	<u>401,093</u>
<u>Net Change in Fund Balance</u>	<u>(11,093)</u>	<u>410,432</u>				<u>257,544</u>
<u>Ending Fund Balance</u>	<u>588,435</u>	<u>1,009,960</u>				<u>857,072</u>

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: FY2025-26 'MEASURE A FUND' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>6,138,685</u>	<u>6,138,685</u>				<u>6,138,685</u>
REVENUES						
Measure A Sales Tax	-	27,058	27,058	0.00%	-	-
Interest Revenue	-	189,603	189,603	0.00%	-	-
Total Revenue Available	<u>-</u>	<u>216,661</u>	<u>216,661</u>	<u>0.00%</u>	<u>-</u>	<u>-</u>
EXPENDITURES						
Professional Services						
Marin City Noise Analysis PID	250,000	29,199	220,801	0.00%	-	250,000
Subtotal, Professional Services	<u>250,000</u>	<u>29,199</u>	<u>220,801</u>	<u>0.00%</u>	<u>-</u>	<u>250,000</u>
Measure A Sales Tax Programs/Projects						
Strategy 4 - Safer Access to Schools.	350,000	-	350,000	0.00%	-	350,000
<i>Substrategy 4.3 - Safe Pathways to School</i>						
<i>Safe Pathway Capital Projects</i>	350,000	-	350,000	0.00%	-	350,000
Subtotal, Measure A Programs	<u>350,000</u>	<u>-</u>	<u>350,000</u>	<u>0.00%</u>	<u>-</u>	<u>350,000</u>
Interagency Agreements						
County of Marin - Bellam Ramp Construction	-	687,000	(687,000)	0.00%	687,000	687,000
Caltrans - Southern Marin Study (Noise Analysis)	-	25,000	(25,000)	0.00%	40,000	40,000
Sausalito - Gate 6 Intersection Modification Project	100,000	100,000	-	100.00%	-	100,000
Various Agencies - Bike/Ped Path Maintenance	45,000	27,622	17,378	61.38%	-	45,000
Subtotal, Interagency Agreements	<u>145,000</u>	<u>839,622</u>	<u>(694,622)</u>	<u>579.05%</u>	<u>727,000</u>	<u>872,000</u>
Total Expenditures	<u>745,000</u>	<u>868,821</u>	<u>(123,821)</u>	<u>116.62%</u>	<u>727,000</u>	<u>1,472,000</u>
Net Change in Fund Balance	<u>(745,000)</u>	<u>(652,160)</u>				<u>(1,472,000)</u>
Ending Fund Balance	<u>5,393,685</u>	<u>5,486,525</u>				<u>4,666,685</u>

* Beginning Fund Balance has been adjusted to exclude the July/Aug 2025 Measure A/AA and Measure B
Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: FY2025-26 'MEASURE AA FUND*' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>25,856,232</u>	<u>25,856,232</u>				<u>25,856,232</u>
REVENUES						
Measure AA Sales Tax	34,430,000	27,327,709	(7,102,291)	79.37%	-	34,430,000
Interest Revenue	1,250,000	1,034,364	(215,636)	82.75%	250,000	1,500,000
Total Revenue Available	<u>35,680,000</u>	<u>28,362,073</u>	<u>(7,317,927)</u>	<u>79.49%</u>	<u>250,000</u>	<u>35,930,000</u>
EXPENDITURES						
Administration						
Salaries & Benefits	1,331,344	1,148,042	183,302	86.23%	(81,344)	1,250,000
Office Lease	272,472	212,895	59,577	78.13%	-	272,472
Agency IT Related Equipment Upgrade	72,500	6,892	65,608	9.51%	-	72,500
Equipment Purchase/Lease	15,000	3,285	11,715	21.90%	-	15,000
Telephone/Internet/Web Hosting Services	50,000	22,010	27,990	44.02%	-	50,000
Office Supplies & Small Miscellaneous Items	40,000	23,180	16,820	57.95%	-	40,000
Insurance	22,000	18,202	3,798	82.74%	-	22,000
Financial Audit	28,000	14,400	13,600	51.43%	-	28,000
Legal Services	7,500	1,674	5,826	22.32%	-	7,500
Document/Video/Marketing Material Production	30,000	3,348	26,652	11.16%	(15,000)	15,000
Memberships	25,000	15,426	9,574	61.70%	-	25,000
Travel/Meetings/Conferences	55,000	22,915	32,085	41.66%	-	55,000
Professional Development	25,000	12,189	12,811	48.76%	-	25,000
Human Resources/Board Support	5,000	2,699	2,301	53.98%	-	5,000
Information Technology Support and Subscriptions	50,000	44,026	5,974	88.05%	-	50,000
Annual Support & Upgrade of Financial System	10,000	1,885	8,115	18.85%	-	10,000
Stipends	7,500	-	7,500	0.00%	-	7,500
Subtotal, Administration	<u>2,046,316</u>	<u>1,553,068</u>	<u>493,248</u>	<u>75.90%</u>	<u>(96,344)</u>	<u>1,949,972</u>
Professional Services						
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	150,000	87,236	62,764	58.16%	-	150,000
Project Management Oversight	170,000	10,795	159,205	6.35%	(55,000)	115,000
Measure A/AA Sales Tax Compliance Audit	25,000	10,350	14,650	41.40%	-	25,000
Public Outreach Service Support	10,000	4,215	5,785	42.15%	-	10,000
Expenditure Plan Update	22,000	2,584	19,416	11.74%	-	22,000
Subtotal, Professional Services	<u>377,000</u>	<u>115,180</u>	<u>261,820</u>	<u>30.55%</u>	<u>(55,000)</u>	<u>322,000</u>
Measure AA Sales Tax Programs/Projects						
Major Road Set-Aside	2,000,000	254,169	1,745,831	12.71%	-	2,000,000
Category 1 - Reduce Congestion	<u>2,020,000</u>	<u>194,442</u>	<u>1,825,558</u>	<u>9.63%</u>	<u>-</u>	<u>2,020,000</u>
<i>Category 1.1 - Completion of Marin-Sonoma MSN B7/B8 Design/ROW/Utility Work</i>	70,000	7,771	62,230	11.10%	-	70,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>					-	-
580/101 Direct Connector Project PID & PAED	100,000	-	100,000	0.00%	-	100,000
<i>Category 1.3 - Enhance Interchanges</i>	1,710,000	113,719	1,596,281	6.65%	-	1,710,000
<i>Category 1.4 - Transportation Demand</i>	140,000	72,952	67,048	52.11%	-	140,000
Category 2 - Local Transportation Infrastructure	<u>7,792,797</u>	<u>4,214,706</u>	<u>3,578,091</u>	<u>54.08%</u>	<u>5,000</u>	<u>7,797,797</u>
<i>Category 2.1 - Local Roads</i>	6,622,797	3,940,036	2,682,761	59.49%	-	6,622,797
Projects	1,000,000	204,000	796,000	20.40%	-	1,000,000
<i>Category 2.3 - Sea Level Rise</i>	75,000	49,505	25,495	66.01%	5,000	80,000
<i>Category 2.4 - Innovative Technology</i>	95,000	21,164	73,836	22.28%	-	95,000

Attachment 2: FY2025-26 'MEASURE AA FUND*' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
Category 3 - Safer Access to Schools	<u>4,350,000</u>	<u>2,230,142</u>	<u>2,119,858</u>	<u>51.27%</u>	<u>-</u>	<u>4,350,000</u>
Category 3.1 - Safe Routes to Schools	1,500,000	1,021,889	478,111	68.13%	-	1,500,000
Category 3.2 - Crossing Guards	2,350,000	1,208,253	1,141,747	51.42%	-	2,350,000
Category 3.3 - Small Safe Pathways Capital Projects	500,000	-	500,000	0.00%	-	500,000
Category 4 - Transit	<u>24,862,684</u>	<u>11,804,608</u>	<u>13,058,076</u>	<u>47.48%</u>	<u>-</u>	<u>24,862,684</u>
Category 4.1 - Local Bus Transit Service	17,600,000	8,835,208	8,764,792	50.20%	-	17,600,000
Category 4.2 - Rural Bus Transit System	884,485	693,291	191,194	78.38%	-	884,485
Category 4.3 - Special Needs Transit Services	3,200,000	1,036,172	2,163,828	32.38%	-	3,200,000
Category 4.4 - School Transit Service	1,600,000	451,648	1,148,352	28.23%	-	1,600,000
Category 4.5 - Bus Transit Facilities	1,427,316	788,289	639,028	55.23%	-	1,427,316
Category 4.6 - Expand Access to Transit	150,883	-	150,883	0.00%	-	150,883
Subtotal, Measure AA Programs	<u>41,025,481</u>	<u>18,698,067</u>	<u>22,327,414</u>	<u>45.58%</u>	<u>5,000</u>	<u>41,030,481</u>
Interagency Agreements						
Caltrans - 101 Interchange Studies	35,000	7,339	27,661	20.97%	-	35,000
Caltrans - Southern Marin Study (Noise Analysis)	40,000	-	40,000	0.00%	(40,000)	-
County of Marin - Bellam Ramp Construction	3,936,000	690,203	3,245,797	17.54%	(687,000)	3,249,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	0.00%	-	1,100,000
Subtotal, Interagency Agreements	<u>5,111,000</u>	<u>697,542</u>	<u>4,413,458</u>	<u>13.65%</u>	<u>(727,000)</u>	<u>4,384,000</u>
Total Expenditures	<u>48,559,797</u>	<u>21,063,857</u>	<u>27,495,940</u>	<u>43.38%</u>	<u>(873,344)</u>	<u>47,686,453</u>
Net Change in Fund Balance	<u>(12,879,797)</u>	<u>7,298,216</u>				<u>(11,756,453)</u>
Ending Fund Balance	<u>12,976,435</u>	<u>33,154,448</u>				<u>14,099,779</u>

* Measure AA Fund includes Fund 03 for presentation purposes

** Beginning Fund Balance has been adjusted to exclude the July/Aug 2025 Measure A/AA and Measure B revenues

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 2: FY2025-26 'MEASURE B FUND' Budget to Actual Comparison as of 3/31/26

Budget Line Items	Annual Budget	Actual 3/31/26	\$ Difference	Actual as % of Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance *</u>	<u>2,186,554</u>	<u>2,186,554</u>				<u>2,186,554</u>
REVENUES						
Measure B Vehicle Registration Fee Revenue	2,250,000	1,775,677	(474,323)	78.92%	-	2,250,000
Interest Revenue	75,000	86,555	11,555	115.41%	25,000	100,000
Total Revenue Available	<u>2,325,000</u>	<u>1,862,232</u>	<u>(462,768)</u>	<u>80.10%</u>	<u>25,000</u>	<u>2,350,000</u>
EXPENDITURES						
Administration						
Salaries & Benefits	113,415	82,210	31,205	72.49%	-	113,415
Office Supplies & Small Miscellaneous Items	2,000	1,746	254	87.30%	-	2,000
Legal Services	2,000	-	2,000	0.00%	-	2,000
Document/Video/Marketing Material Production	2,500	-	2,500	0.00%	-	2,500
Subtotal, Administration	<u>119,915</u>	<u>83,956</u>	<u>35,959</u>	<u>70.01%</u>	<u>-</u>	<u>119,915</u>
Measure B VRF Programs						
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>1,615,000</u>	<u>154,631</u>	<u>1,460,369</u>	<u>9.57%</u>	<u>-</u>	<u>1,615,000</u>
<i>Element 1.1 - Bicycle, Pedestrian, and Safety</i>	<i>1,000,000</i>	<i>154,631</i>	<i>845,369</i>	<i>15.46%</i>	<i>-</i>	<i>1,000,000</i>
<i>Element 1.2 - Bike/Ped Pathways</i>	<i>615,000</i>	<i>-</i>	<i>615,000</i>	<i>0.00%</i>	<i>-</i>	<i>615,000</i>
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>800,000</u>	<u>260,065</u>	<u>539,935</u>	<u>32.51%</u>	<u>-</u>	<u>800,000</u>
<i>Element 2.1 - Mobility Management Programs</i>	<i>100,000</i>	<i>100,000</i>	<i>-</i>	<i>100.00%</i>	<i>-</i>	<i>100,000</i>
<i>Element 2.2 - Paratransit & Low Income Scholarships</i>	<i>175,000</i>	<i>87,342</i>	<i>87,658</i>	<i>49.91%</i>	<i>-</i>	<i>175,000</i>
<i>Element 2.3 - Paratransit Plus</i>	<i>325,000</i>	<i>8,988</i>	<i>316,012</i>	<i>2.77%</i>	<i>-</i>	<i>325,000</i>
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	<i>200,000</i>	<i>63,735</i>	<i>136,265</i>	<i>31.87%</i>	<i>-</i>	<i>200,000</i>
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>760,000</u>	<u>494,115</u>	<u>265,885</u>	<u>65.02%</u>	<u>-</u>	<u>760,000</u>
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	<i>175,000</i>	<i>175,000</i>	<i>-</i>	<i>100.00%</i>	<i>-</i>	<i>175,000</i>
<i>Element 3.2 - Commute Alternative Programs</i>	<i>285,000</i>	<i>144,504</i>	<i>140,496</i>	<i>50.70%</i>	<i>-</i>	<i>285,000</i>
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	<i>300,000</i>	<i>174,611</i>	<i>125,389</i>	<i>58.20%</i>	<i>-</i>	<i>300,000</i>
Subtotal, Measure B Programs	<u>3,175,000</u>	<u>908,811</u>	<u>2,266,189</u>	<u>28.62%</u>	<u>-</u>	<u>3,175,000</u>
Total Expenditures	<u>3,294,915</u>	<u>992,767</u>	<u>2,302,148</u>	<u>30.13%</u>	<u>-</u>	<u>3,294,915</u>
Net Change in Fund Balance	<u>(969,915)</u>	<u>869,465</u>				<u>(944,915)</u>
Ending Fund Balance	<u>1,216,639</u>	<u>3,056,019</u>				<u>1,241,639</u>

* Beginning Fund Balance has been adjusted to exclude the July/Aug 2025 Measure A/AA and Measure B revenues that were accrued in the FY2024-25. The July/Aug 2025 revenues are included in the FY2025-26 revenue numbers .

Please note the budget to actual comparisons are presented on a cash basis and revenues collected and expenditures paid may not reflect the actual collection and work during the period.

Attachment 3: FY2025-26 Revenue and Expenditure Report as of 3/31/26 – Measure A

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.
FY2025 Accrual Balance	4,807,439	991,116	(29)	17,123	149,326	6,063	18,181	12,991
REVENUE								
FY2026 Revenue	189,603		272	1,083	10,282	834	2,500	1,667
EXPENSES								
ADMINISTRATION								
Salaries & Benefits								
PROFESSIONAL SERVICES								
Marin City Noise Analysis PID	29,199							
MEASURE A PROGRAMS/PROJECTS								
Strategy 1 - Transit								
Strategy 3 - Streets & Roads								
Strategy 4- Safe Routes								
INTERAGENCY AGREEMENT								
County of Marin-Bellam Ramp Construction	687,000							
Caltrans Marin City Noise Analysis PID	25,000							
Sausalito - Gate 6 Intersection Modification Project	100,000							
Various Agencies - Bike/Ped Path Maintenance	27,622							
Total Expenses	868,821	-	-	-	-	-	-	-
BALANCE	4,128,221	991,116	243	18,206	159,608	6,897	20,681	14,658

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 3: FY2025-26 Revenue and Expenditure Report as of 3/31/26 – Measure A

Budget Line	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
FY2025 Accrual Balance	6,165	404,451	7,614	10,477	(292,232)	6,138,685
REVENUE						
FY2026 Revenue	3,681	3,681	918	1,167	973	216,661
EXPENSES						
ADMINISTRATION						
Salaries & Benefits						-
PROFESSIONAL SERVICES						
Marin City Noise Analysis PID						29,199
MEASURE A PROGRAMS/PROJECTS						
Strategy 1 - Transit						-
Strategy 3 - Streets & Roads						-
Strategy 4- Safe Routes						-
INTERAGENCY AGREEMENT						
County of Marin-Bellam Ramp Construction						687,000
Caltrans Marin City Noise Analysis PID						25,000
Sausalito - Gate 6 Intersection Modification Project						100,000
Various Agencies - Bike/Ped Path Maintenance						27,622
Total Expenses	-	-	-	-	-	868,821
BALANCE	9,846	408,132	8,532	11,644	(291,259)	5,486,525

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 4: FY2025-26 Revenue and Expenditure Report as of 3/31/26 – Measure AA

Budget Line	Interest	Major Road Set Aside	5% Reserve	1% Adm	4% PM	Category DM	Cat 1.1 MSN	Cat 1.2 101/580	Cat 1.3 Intrchngs	Cat 1.4 TDM	Cat 2.1 Local Roads	Cat 2.2 Large SP Projects	Cat 2.3 Sea Level Rise	Cat 2.4 Innovative Tech
FY2025 Accrual Balance	3,604,219	(7,221,739)	6,904,677	871,414	672,282	-	(1,952,931)	(287,974)	430,993	580,781	6,738,030	2,202,752	1,166,486	674,816
REVENUE														
FY2026 Revenue	1,034,364	1,370,831	-	210,647	842,591	393,750	254,609	339,478	509,220	84,869	4,040,401	550,963	183,655	91,827
EXPENSES														
ADMINISTRATION														
Salaries & Benefits		20,391		212,588	530,129	384,934								
Office Lease					212,895									
Agency IT Related Equipment Upgrade					6,892									
Equipment Purchase/Lease					3,285									
Telephone/Internet/Web Hosting Services					22,010									
Office Supplies & Small Miscellaneous Items					23,180									
Insurance					18,202									
Financial Audit					14,400									
Legal Services					1,535									140
Document/Video/Marketing Material Production					3,348									
Memberships					15,426									
Travel/Meetings/Conferences					22,587				328					
Professional Development					12,189									
Human Resources/Board Support					2,699									
Information Technology Support & Subscriptions					44,026									
Annual Support & Upgrade of Financial System					1,885									
PROFESSIONAL SERVICES														
Bellam Blvd 101 Off Ramp Improvements - Design & ROW		87,236												
Measure A/AA Sales Tax Compliance Audit					10,350									
Mill Valley Study														
Project Management Oversight					126	10,669								
Public Outreach Service Support					4,215									
Expenditure Plan Update					2,584									
MEASURE AA SALES TAX PROGRAMS/PROJECTS														
Major Road Set-Aside		254,169												
Category 1 - Reduce Congestion							7,771		113,719	72,952				
Category 2 - Local Transportation Infrastructure											3,940,036	204,000	49,505	21,164
Category 3 - Safer Access to Schools														
Category 4 - Transit														
INTERAGENCY AGREEMENTS														
Marin Transit - Bus Facility Lease or Purchase Contribution														
Caltrans - 101 Interchange Studies									7,339					
County of Marin - Bellam Ramp Construction		650,000						40,203						
County of Marin - Southern Marin Study														
Total Expenses	-	1,011,796	-	212,588	951,962	395,603	7,771	40,203	121,386	72,952	3,940,036	204,000	49,505	21,304
BALANCE	4,638,584	(6,862,704)	6,904,677	869,474	562,911	(1,853)	(1,706,092)	11,301	818,826	592,698	6,838,395	2,549,715	1,300,635	745,339

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 4: FY2025-26 Revenue and Expenditure Report as of 3/31/26 – Measure AA

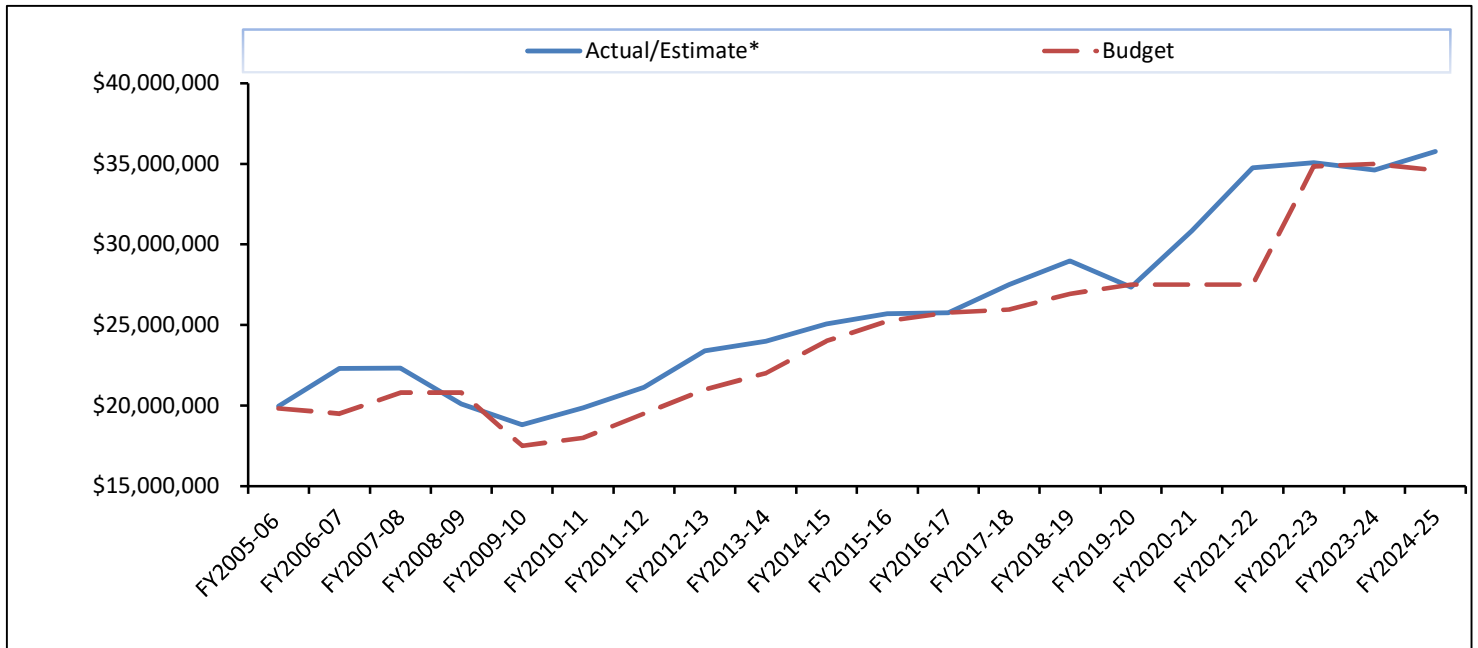
Budget Line	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
FY2025 Accrual Balance	1,333,726	1,746,700	1,072,929	9,347,611	78,993	1,782,012	1,649,488	193,741	530,242	32,119,248
REVENUE										
FY2026 Revenue	608,038	1,216,077	173,726	6,116,405	556,036	1,760,783	926,729	741,383	92,673	22,099,055
EXPENSES										
ADMINISTRATION										
Salaries & Benefits										1,148,042
Office Lease										212,895
Agency IT Related Equipment Upgrade										6,892
Equipment Purchase/Lease										3,285
Telephone/Internet/Web Hosting Services										22,010
Office Supplies & Small Miscellaneous Items										23,180
Insurance										18,202
Financial Audit										14,400
Legal Services										1,674
Document/Video/Marketing Material Production										3,348
Memberships										15,426
Travel/Meetings/Conferences										22,915
Professional Development										12,189
Human Resources/Board Support										2,699
Information Technology Support & Subscriptions										44,026
Annual Support & Upgrade of Financial System										1,885
PROFESSIONAL SERVICES										
Bellam Blvd 101 Off Ramp Improvements - Design & ROW										87,236
Measure A/AA Sales Tax Compliance Audit										10,350
Mill Valley Study										-
Project Management Oversight										10,795
Public Outreach Service Support										4,215
Expenditure Plan Update										2,584
MEASURE AA SALES TAX PROGRAMS/PROJECTS										
Major Road Set-Aside										254,169
Category 1 - Reduce Congestion										194,442
Category 2 - Local Transportation Infrastructure										4,214,706
Category 3 - Safer Access to Schools	1,021,889	1,208,253								2,230,142
Category 4 - Transit				8,835,208	693,291	1,036,172	451,648	788,289		11,804,608
INTERAGENCY AGREEMENTS										
Marin Transit - Bus Facility Lease or Purchase Contribution										-
Caltrans - 101 Interchange Studies										7,339
County of Marin - Bellam Ramp Construction										690,203
County of Marin - Southern Marin Study										-
Total Expenses	1,021,889	1,208,253	-	8,835,208	693,291	1,036,172	451,648	788,289	-	21,063,857
BALANCE	919,876	1,754,524	1,246,655	6,628,807	(58,262)	2,506,623	2,124,569	146,835	622,915	33,154,447

The FY2026 Revenue excludes July and Aug 2025 cash receipts. The two months of revenue were accrued in the FY2025 accrual balance.

Attachment 5.1: FY2025 and FY2026 Monthly Measure A/AA Sales Tax Revenue Comparison
 (Cash Receipts from July to June)

		FY2025	FY2026	\$ Difference	% Difference
Actuals	July	2,883,434	3,019,978	136,544	4.74%
	August	3,234,180	3,243,041	8,861	0.27%
	September	2,654,493	2,755,114	100,621	3.79%
	October	2,497,102	2,915,463	418,361	16.75%
	November	3,486,645	3,178,829	(307,816)	-8.83%
	December	2,802,782	2,853,637	50,855	1.81%
	January	2,497,259	2,750,407	253,148	10.14%
	February	4,019,395	4,052,232	32,837	0.82%
	March	2,534,226	2,586,066	51,840	2.05%
		July - Mar 2026	<u>26,609,517</u>	<u>27,354,767</u>	<u>745,250</u>
Actual / Budget	April	2,186,317		(2,186,317)	-100.00%
	May	3,582,419		(3,582,419)	-100.00%
	June	2,674,866		(2,674,866)	-100.00%
	Annual Revenue	<u>35,053,118</u>			
	FY2026 Annual Budget		<u>34,430,000</u>		

Attachment 5.2 Measure A/AA Sales Tax Actual Vs. Budget Comparison



Attachment 6: FY2025 and FY2026 Monthly Measure B VRF Revenue Comparison
(Cash Receipts from July to June)

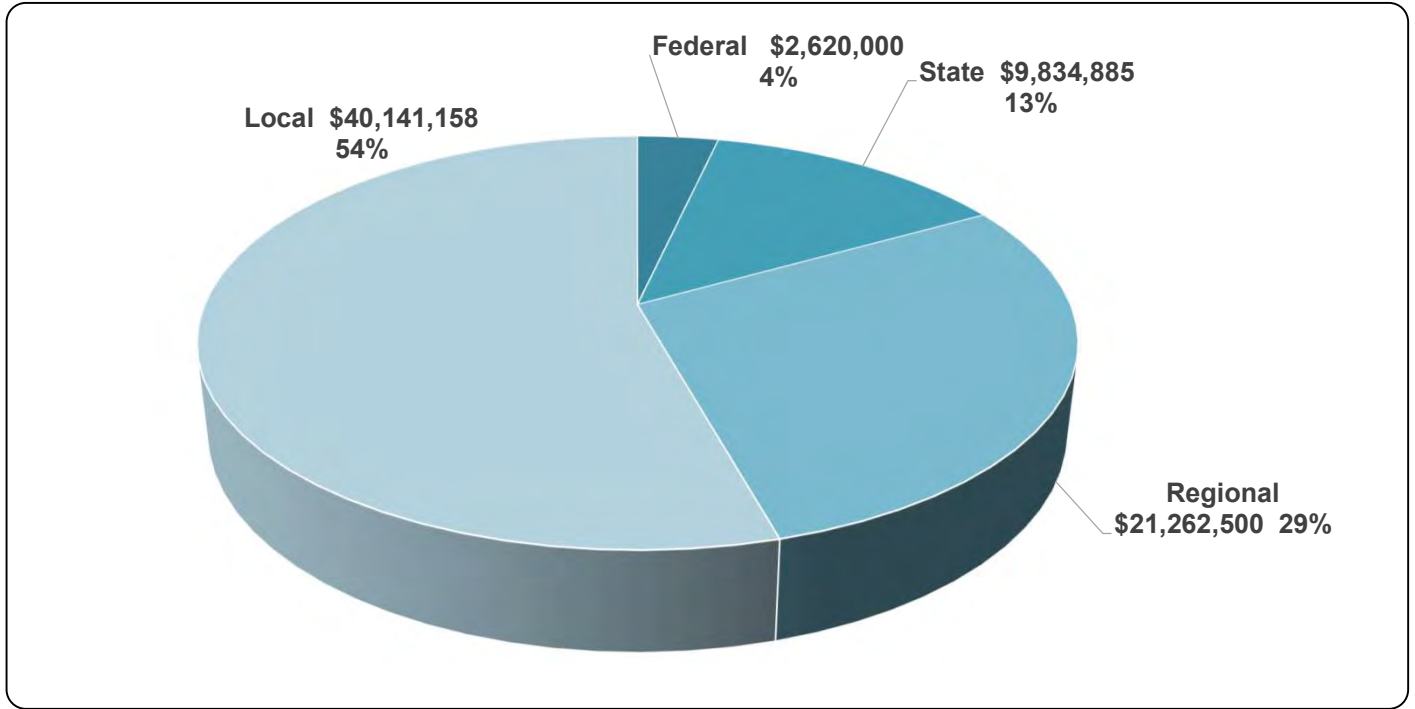
		FY2025	FY2026	\$ Difference	% Difference
Actual	July	205,236	202,309	(2,927)	-1.43%
	August	179,147	197,146	17,999	10.05%
	September	201,606	211,413	9,806	4.86%
	October	210,859	199,301	(11,558)	-5.48%
	November	192,731	199,741	7,010	3.64%
	December	194,229	204,135	9,907	5.10%
	January	173,832	162,231	(11,601)	-6.67%
	February	195,332	202,236	6,904	3.53%
	March	210,363	197,165	(13,198)	-6.27%
	July - Mar 2026	<u>1,763,335</u>	<u>1,775,677</u>	<u>30,237</u>	<u>0.70%</u>
Actual / Budget	April	169,726		(169,726)	-100.00%
	May	194,747		(194,747)	-100.00%
	June	198,892		(198,892)	-100.00%
	Annual Revenue	<u>2,326,701</u>			
	FY2026 Annual Budget		<u>2,250,000</u>		

Attachment 7: CalTRUST Investment Monthly Interest Income by Fund
July - Mar 2026

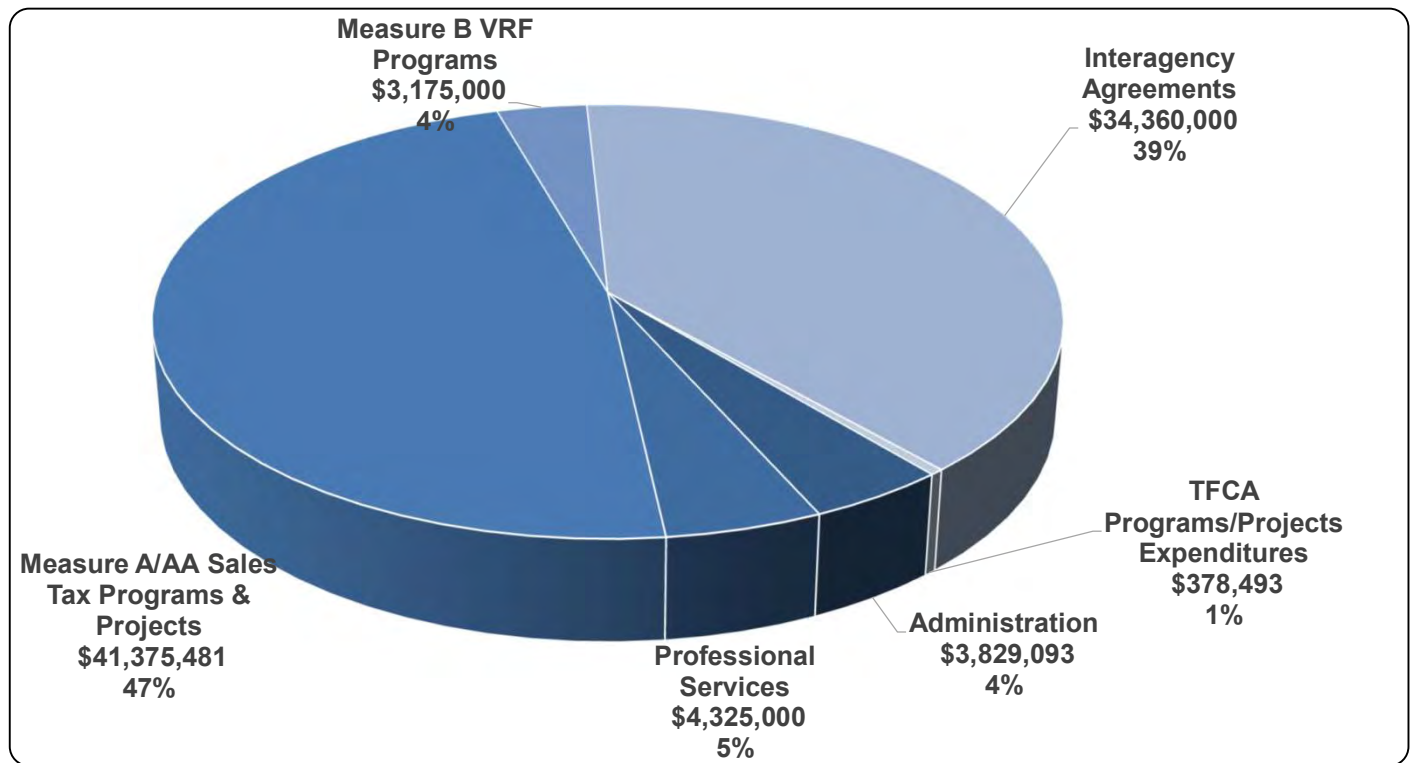
	Short Term	Medium Term	Liquidity*	Total
Initial Principal Investment	\$ 1,808,530	\$ 44,297,339	\$ -	\$ 46,105,869
Prior Reinvested Interest Revenue	\$ 243,160	\$ 8,095,605	\$ 4,545,152	\$ 12,883,917
Prior Reinvestment of Interest to Liquidity Fund	\$ (167,858)	\$ (5,871,495)	\$ 6,039,353	\$ -
Prior Realized Gain/(Loss)	\$ 5,599	\$ 77,449	\$ -	\$ 83,048
Prior Purchase	\$ -	\$ -	\$ 140,100,000	\$ 140,100,000
Prior Redemption	\$ (938,351)	\$ (4,000,000)	\$ (122,811,728)	\$ (127,750,079)
FY2025-26 Monthly Interest Income				
<i>July-25</i>	\$ 3,401	\$ 141,868	\$ 150,910	\$ 296,179
<i>August-25</i>	\$ 3,185	\$ 131,475	\$ 112,622	\$ 247,282
<i>September-25</i>	\$ 3,496	\$ 146,216	\$ 90,390	\$ 240,103
<i>October-25</i>	\$ 3,343	\$ 141,354	\$ 77,149	\$ 221,846
<i>November-25</i>	\$ 2,977	\$ 128,315	\$ 90,687	\$ 221,979
<i>December-25</i>	\$ 3,418	\$ 149,032	\$ 89,329	\$ 241,779
<i>January-26</i>	\$ 3,058	\$ 134,379	\$ 84,785	\$ 222,222
<i>February-26</i>	\$ 2,885	\$ 124,987	\$ 80,195	\$ 208,067
<i>March-26</i>	\$ 3,310	\$ 143,243	\$ 88,625	\$ 235,178
Total Thru 3rd Quarter	\$ 29,074	\$ 1,240,868	\$ 864,693	\$ 2,134,635
Reinvestment of Interest to Liquidity Fund	\$ (29,074)	\$ (1,240,868)	\$ 1,269,942	\$ -
Net Investment Purchase/Redemption - 3/31/26 YTD	\$ -	\$ -	\$ (11,650,000)	\$ (11,650,000)
Unrealized Gain/(Loss) - 3/31/26 Cumulative	\$ 2,861	\$ (852,467)	\$ -	\$ (849,606)
				\$ -
Market Value - 3/31/26	\$ 953,941	\$ 41,746,431	\$ 18,357,413	\$ 61,057,785

Note: Starting December 1, 2018, interests earned in the short-term and medium-term funds are reinvested in the liquidity fund for potential immediate agency cash needs with no principal risk.

Attachment 8.1: FY2025-26 Budget Revenue Overview by Funding Source



Attachment 8.2: FY2025-26 Budget Expenditure Overview by Category



Attachment 9: Transportation Acronyms

Acronym	Full Term
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BPAC	Bicycle / Pedestrian Advisory Committee
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMFC	Central Marin Ferry Connection
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EIR	Environmental Impact Report
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
IIJA	Infrastructure Investment and Jobs Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LATIP	Local Area Transportation Improvement Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

Attachment 9: Transportation Acronyms

Acronym	Full Term
MTS	Metropolitan Transportation System
Neg Dec	Negative Declaration
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PAED	Project Approval and Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimate
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM2	Regional Measure 2 (Bridge Toll)
RM3	Regional Measure 3 (Bridge Toll-2018)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State-Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR	State Route
SR2S/SRTS	Safe Routes to Schools
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TMP	Traffic Management Plan
TMS	Transportation Management System
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee

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DATE: April 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

Accept the Funding, Programs & Legislation (FP&L) Executive Committee's recommendation of the following items 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). Marin Public Works Association (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 determine 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 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 counted.
- Studied Locations to no longer be evaluated (see Attachment D): A list of 21 locations that have 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. Note, additional locations were added to both lists during this current evaluation cycle; the new sites are shown in bold font.

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 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 for evaluation: Manuel T. Freitas Parkway & Las Pavadas Avenue (TAM Site No. 164), and Tamalpais Drive & Lakeside Drive (TAM Site No. 165).
- Six locations will require two guards – shown in blue on Attachment A – these sites have multiple lanes and were selected by our crossing guard vendor. 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 Town 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), Leafwood Drive (North of Sunset Pkwy) (Novato Unified SD); and Paradise Drive & Seawolf Passage in Corte Madera (Larkspur-Corte Madera SD). Note, some 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 on Attachment A 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.)

SCHOOL DISTRICTS	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	25/37	25/36	24/36
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	23/35	23/34	22/34
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 the MPWA who provided a majority vote to recommend the ranked list to the FP&L Executive Committee and full TAM Board 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 shrunk from 163 in 2023, to 102 for the 2026 effort, and is expected to be down to 72 during the 2030 list creation.

The FP&L Executive Committee discussed the 2026 Ranked List of Crossing Guard Locations (Attachment A) and the Revised lists of locations that will no longer be evaluated (Attachments C and D) at its April 13, 2026 meeting. After careful consideration, the FP&L Executive Committee voted unanimously in favor of approving the items discussed and forwarding them to the full TAM Board for consideration.

Note, the list has been updated since the April 2026 FP&L Executive Committee meeting, as Novato Unified School District confirmed the funding of a guard at Leafwood Drive (North of Sunset Pkwy) (TAM Site No. 163).

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 without needing to exactly 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 the pending Measure AA Expenditure Plan amendments, the number of guards, and program funding and costs. The analysis was based on a more realistic ten-year horizon to exhaust the Program reserve in 2034, which ties in with the 2030 new location list. The projected staffing levels are 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 to perpetuate a constant staffing level.

The 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 – equivalent to about five guards currently.
 - Changing any reference in the Expenditure Plan referring to the number of guards/locations to just guards.
- Adding \$500,000 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. Once the Program Reserve is exhausted, the program will need to rely only on the annual revenues for Crossing Guards generated from Measure AA and Measure B. Staff will continue to seek other potential funding streams to supplement the Program’s financials.

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 other 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. The Ad-Hoc Committee will also look at potential physical improvements to the various intersections, especially those intersections near the funding cutoff line.

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

Crossing Guard Location 2026 Recertification List
TAM Board
4/23/2026

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		
045	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			
082*	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	X	Paid for by NUSD
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	
009*	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			
047*	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 & Hotchkiss 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			

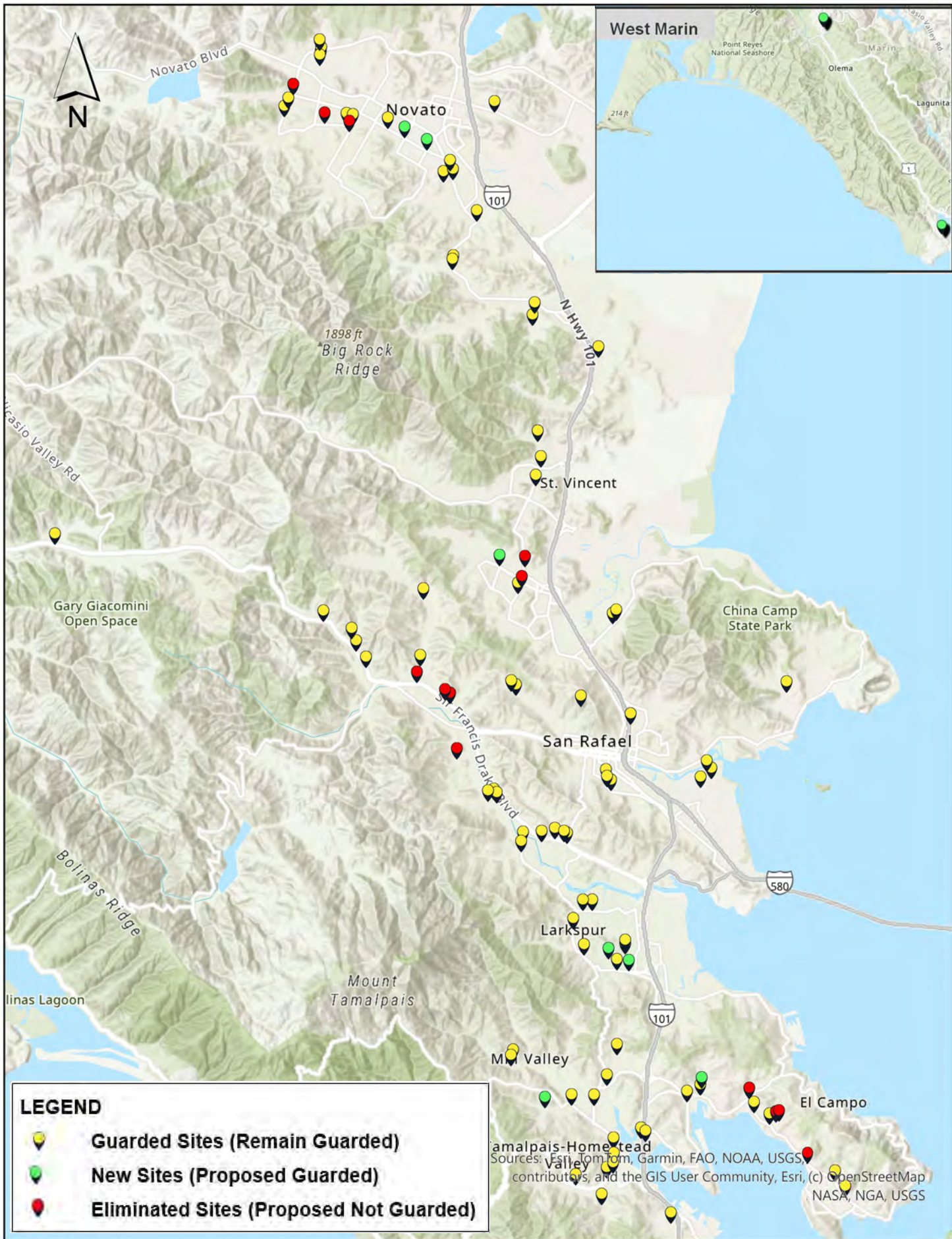
 Sites in blue require two guards.

 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 – TAM Board of Commissioners – 4/23/2026



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, contributors, and the GIS User Community, Esri, (c) OpenStreetMap, NASA, NGA, USGS

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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

Board of Commissioners

April 23, 2026

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 rescoring 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 – Location Scoring Criteria

Index	Criterion	Scoring	Weight
1	Actual vehicular volume crossing crosswalk as percent of qualifying volume	Min: 0 Max: 20	2
2	Actual school-aged pedestrian (TK-8th grade) volume as percent of qualifying volume	Min: 0 Max: 20	5
3	Intersection Skew Angle	Min: 0 Max: 5	1
4	Stopping Sight Distance at Intersection	Min: 0 Max: 2	10
5	Location of intersection on a horizontal curve with posted warning or speed reduction sign(s)	No = 0 Yes = 1	5
6	Posted speed limit <u>Note:</u> This does not include school zone speed limits	Min: 0 Max: 5	2
7	Pedestrian-Vehicular Accident History	No = 0 Yes = 1	10
8	Other factors (i.e., Multiple ingress-egress, crossing > 4 lanes total, and other documented/concurred by DPW)	Min: 0 Max: 4	5

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
- Vehicle counts

November 2025 – February 2026

- Pedestrian counts
- Scoring
- Quality control

February 19 and March 19, 2026

- TAM staff presented list to MPWA
- MPWA approved list

March – April 2026

- TAM staff met with affected jurisdictions and school districts



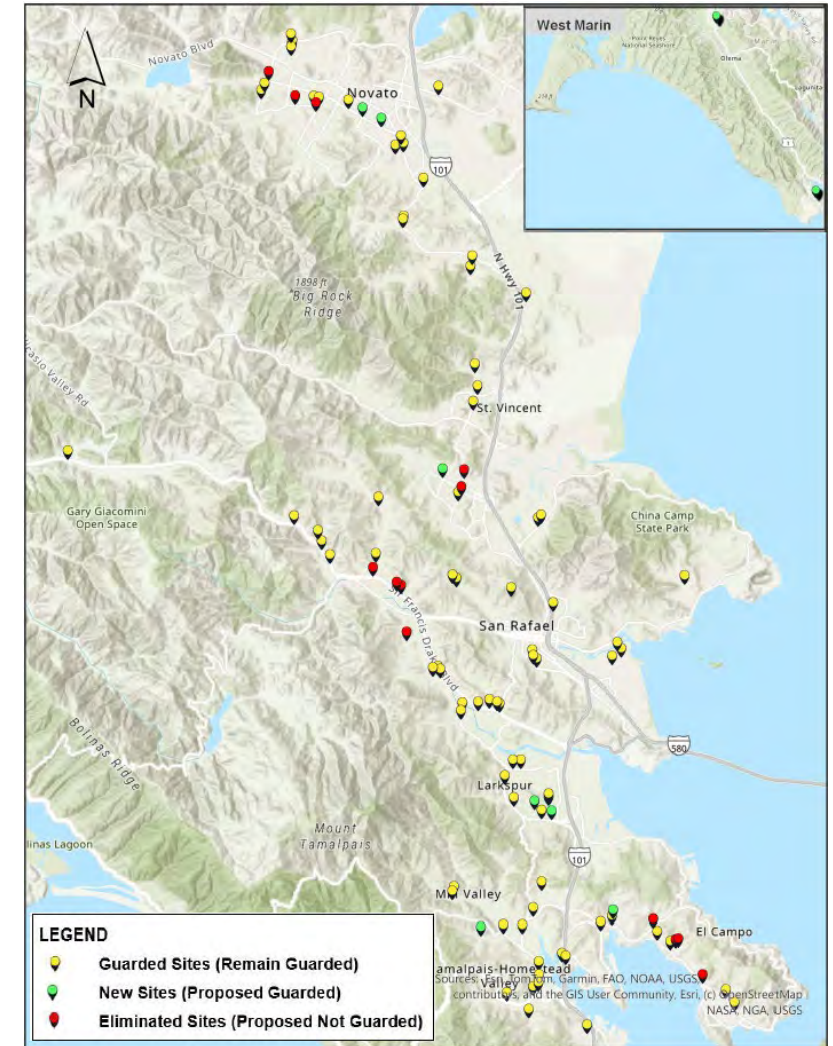
2026 Recertification Cycle

2023-2026: 100 guards ~ 99 locations

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

2026-2030: 101 guards ~ 95 locations

- 90 locations paid by TAM (96 guards)
- 5 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:

Description	City/Community	School District
Sir Francis Drake Blvd & Wolfe Grade	Marin County - Kentfield	Kentfield
East Blithedale Ave & Lomita Ave	Mill Valley	Mill Valley
Bell Lane & Enterprise Concourse	Marin County	Mill Valley
Camino Alto & Sycamore Ave	Mill Valley	Mill Valley
San Marin Dr & San Ramon Way	Novato	Novato Unified
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

Description	City/Community	School District
Olema-Bolinas Rd (in front of School)	Marin County - Bolinas	Bolinas-Stinson Union
Redwood Ave & Pixley Ave	Corte Madera	Larkspur-Corte Madera
Tamalpais Drive & Lakeside Drive	Corte Madera	Larkspur-Corte Madera
Melrose Ave & Evergreen Ave	Marin County - Tamalpais Valley	Marin Horizon School
Manuel T Freitas Pkwy & Las Pavadas Ave	San Rafael	Miller Creek
Center Rd & Tamalpais Ave	Novato	Novato Unified
Center Rd & Diablo Ave	Novato	Novato Unified
Blackfield Dr & Cecilia Way	Tiburon	Reed Union
Shoreline Hwy (in front of West Marin School)	Marin County	Shoreline

Currently Guarded Locations Not Continuing Next Year

NOVATO UNIFIED SCHOOL DISTRICT

- Wilson Ave at X-walk to field
- Sutro Ave & Center Rd
- Trumbull Ave & Vineyard Rd

REED UNION SCHOOL DISTRICT

- Tiburon Blvd & Trestle Glen Blvd
- Avenida Miraflores at School
- Tiburon Blvd & San Rafael Ave
- Avenida Miraflores & Hilary Dr

ROSS VALLEY SCHOOL DISTRICT

- Sir Francis Drake Blvd & Tamal Ave
- Ross Ave & Kensington Rd
- Sir Francis Drake Blvd & Butterfield Rd
- Sir Francis Drake Blvd & Saunders Ave

MILLER CREEK SCHOOL DISTRICT

- Nova Albion Way & Arias St
- Las Gallinas Ave & Oleander Dr

Additional Adjustments

Swaps:

Jurisdiction	Guarded intersection	Swapped from
Corte Madera	Tamalpais/Eastman	Spindrift/Prince Royal
Tiburon	Tiburon/Blackfield	Karen Way

Sites paid for by School Districts (SD):

- Sir Francis Drake Blvd & College Ave – Kentfield SD
- Paradise Dr & Seawolf Passage – Larkspur-Corte Madera SD
- Tiburon Blvd & East Strawberry Dr – Mill Valley SD
- Arthur St & Cambridge St – Novato Unified SD
- Leafwood Dr (North of Sunset Pkwy) – Novato Unified SD

Next Steps



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 guard locations

Late 2026/Early 2027

- Form ad-hoc committee of DPWs, MCOE, and TAM to consider changes to the scoring process
- Committee can also explore physical improvement recommendations at various sites

Staff Recommendation

Staff recommends that the TAM Board adopt the following:

- 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)**

The FP&L Executive Committee supported this recommendation unanimously at its April meeting.

Thank You!

For comments or more information, please email
Ray Rodriguez
rrodriguez@tam.ca.gov





DATE: April 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: One Bay Area Grant Cycle 4 (OBAG 4) Call for Projects Framework (Action),
Agenda Item No. 7

RECOMMENDATION

The TAM Board approves the process and schedule and authorizes staff to issue the One Bay Area Grant Program Cycle 4 (OBAG 4) Call for Projects.

On April 13, 2026, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed the OBAG 4 process and schedule with a recommendation to extend the application deadline beyond July 1, 2026; and voted unanimously to refer the action to the TAM Board for adoption to allow staff to issue a Call for Projects. Staff has since changed the application deadline from July 1, 2026 to July 15, 2026, as shown in the OBAG 4 Schedule table on page 7.

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. Project awards from the OBAG 3 County Call for Projects are shown in Attachment B.

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 IJJA and cover 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 OBAG 4 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 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 fund 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 investments must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the American with Disabilities Act (ADA), 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:

- **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 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 of 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. TAM typically folds these funds into the annual budget to support staff performing various planning and programming activities per agreement with MTC.

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 the 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.

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 Routes to Schools (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 underway, and results are expected in the coming months, which will inform OBAG 4 funding needs. The actual amount of OBAG 4 funds needed will be determined at that time.

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

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 an 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. Prior to issuing the Call for Projects, TAM is required to develop a 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 the Call for Projects is released.

The overall schedule for the Call for Projects is shown below.

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 15, 2026
Evaluate applications and prioritize funding, including convening the BPAC to evaluate Complete Street review	August/September 2026
FP&L Executive Committee recommends applications	October 12, 2026
TAM Board adopts applications for submittal to MTC	October 22 2026
Project nominations due to MTC (including compliance requirements)	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:

- **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 allows 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 criteria in the following percentages:

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 OBAG 4 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 to receive funding from other sources, TAM would withdraw these applications from consideration for OBAG 4 funds. Thus, 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 agencies 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. The 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 the governing body for their applications. The approval for the Letter of Support for all Marin agencies must be conducted at public meetings to allow for 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 (CTP)

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 an 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
Attachment B – OBAG 3 County Program Project Awards

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One Bay Area Grant Cycle 4 (OBAG 4)

Transportation Authority of Marin
Board of Commissioners

April 23, 2026

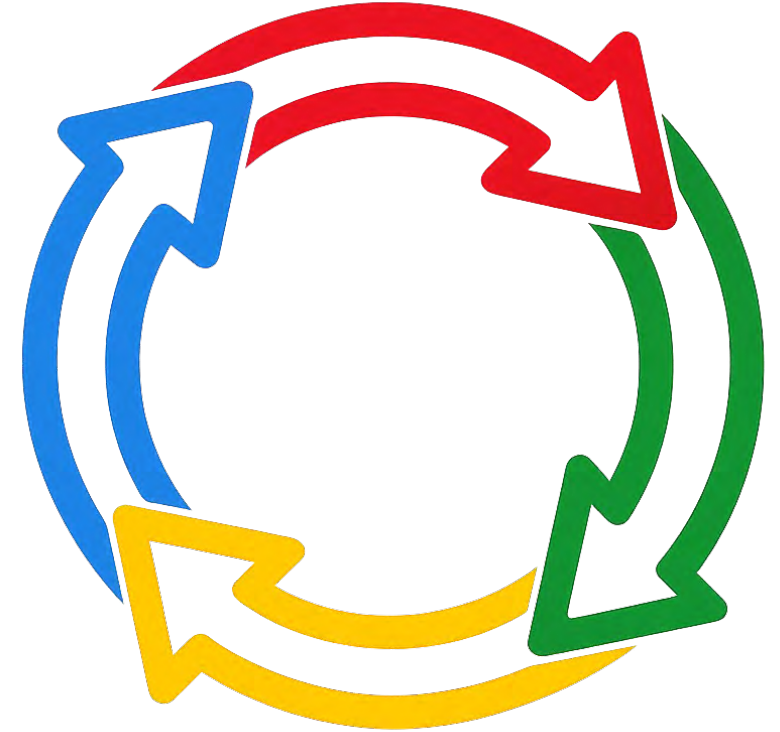
One Bay Area Grant (OBAG) Program Background

- 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



New in OBAG 4

- Transit-Oriented Communities (TOC) Policy, TOC Set Asides, and North Bay Augmentation
- Transit Priority Policy/Complete Streets Checklist Revisions
- Funding: SB125 Commitment, Additional Fund Sources (CARE, TFCA)
- Locally: Alignment with Marin Countywide Transportation Plan

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 (ADA), 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
- \$5M 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 \$1.25M each
- To be included in North Bay Counties' Call for Projects

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 \$3.85M in CTA Planning funds 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 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) TA Program

- \$668,000 in non-federal funds from MTC to support transportation initiatives that have been identified as a high priority by local communities
- Technical Assistance (TA)/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 significance, adheres to 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 15, 2026
Evaluate applications and prioritize funding, including convening BPAC for Complete Streets review	August/September 2026
FP&L Executive Committee recommends applications	October 12, 2026
TAM Board adopts applications for submittal to MTC	October 22, 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, release a Call for Projects with OBAG 4 funds

Questions & Comments

Thank you!

Attachment B

OBAG 3 County Program Project Awards		
Corte Madera	Paradise Drive	\$2,188,000
Marin Transit	Transit Corridor Improvements	\$1,600,000
Marin Transit	Green Facility Improvements	\$1,920,000
San Rafael	Canal Area PDA Study	\$749,000
San Rafael	Northgate Area PDA Study	\$749,000
San Rafael	Second and Fourth Street Intersection Improvements	\$3,051,000
SMART	SMART Pathway-Great Redwood Trail – Novato (Hannah Ranch Road to Rowland)	\$1,000,000
	Total	\$11,257,000

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DATE: April 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Review and Approve Artificial Intelligence (AI) Policy (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board reviews and approves the Artificial Intelligence (AI) Policy.

The Administration, Projects & Planning (AP&P) Executive Committee reviewed the proposed AI Policy at its March 9, 2026 meeting, provided feedback, and referred the item to the TAM Board for approval.

BACKGROUND

The use of Artificial Intelligence (AI) has exploded recently and has evidenced strong potential for gaining efficiencies in gathering and summarizing data. This was discussed during the Innovation Workshop held with the Board in October 2025. With AI's proliferation, clear policies and expectations are needed to guide its acquisition and use of information. The AI Governance Coalition, a group of cities and counties led by the City of San Jose, has developed considerable resources to assist agencies in developing governance and operating documents around the use of AI. TAM staff made use of these resources as well as information from the California Society of Municipal Finance Officers, Civic Marketplace, County of Marin, the City and County of San Francisco, the City of Dublin, and the City of Suisun City.

DISCUSSION/ANALYSIS

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

The AP&P Executive Committee reviewed the proposed Artificial Intelligence (AI) Policy at its March 9, 2026 meeting and agreed with the Guiding Principles outlined in the policy. The Committee noted that the policy will evolve with changes in technology. It was also noted that creating guardrails for TAM contractors and recognizing potential impacts on employment and the local economy are important parts of implementing the policy. The Committee requested that the policy be presented with the Lincoln Street Corridor Study as a tangible example of how AI can be used to positively advance TAM's work. While the contract and study predate the policy, they were consistent in demonstrating that:

- AI does not replace human expertise and judgement
- Human participation is necessary to review and form policy options
- Streamlined use of resources including staff time and data to form reasonable recommendations

The contract and study did not include specific guardrails against the identification or use of personally identifiable images in the analysis. This leads to consideration of what TAM's obligation is to provide protection of personally identifiable images when data is open sourced.

FISCAL CONSIDERATION

None.

RELATIONSHIP TO CTP

Not applicable.

NEXT STEPS

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

ATTACHMENTS

Attachment A – Draft AI Policy
Attachment B – Staff Presentation

Transportation Authority of Marin

Artificial Intelligence (AI) Usage Policy

Purpose

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

Scope

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

Guiding Principles

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

Acceptable Uses

AI may be used to:

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

Prohibited Uses

AI may not be used to:

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

Procurement & Approval

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

Training & Use

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

Governance & Review

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

Violations of the AI Policy

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

Terms & Definitions

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

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

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

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

Acknowledgement

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

Approved by the TAM Board on _____



Draft Artificial Intelligence (AI) Policy

Transportation Authority of Marin
Board of Commissioners

April 23, 2026

Artificial Intelligence (AI) Opportunities & Challenges

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

Opportunities:

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

Challenges:

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

AI at Work

Uses of AI in local government:

- Phone answering and routing
- Automated permit approvals
- Drafting of documents including minutes
- Mechanical automation (mowing, alarm systems)
- Screening data in applications, research, etc.
- Compliance auditing including website accessibility
- Backend of technology such as traffic signals

Current uses of AI at TAM include:

- ChatGPT Business accounts to assist with general research and drafting
- Planning activities – Lincoln Ave. Corridor Study (more details following this item)

Current guardrails for government:

- State prohibitions on use of AI in final employment decisions

AI Usage Policy – Guiding Principles

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

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

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

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

AI Usage Policy – Guiding Principles (cont.)

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

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

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

AI Usage Policy – Acceptable Uses

AI may be used to:

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

AI Usage Policy – Prohibited Uses

AI may not be used to:

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

AI Usage Policy – Additional Notes

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

AI Policy in Practice

- The Lincoln Avenue Corridor Study was conducted specifically using AI to test its capacity and applicability in assessing roadway corridor conditions as a basis for exploring policy and infrastructure improvements.
- While the contract and study predate the policy, key elements were consistent:
 - AI does not replace human expertise and judgement
 - Human participation is necessary to review and form policy options
 - Streamlined use of resources including staff time and data to form reasonable recommendations
- Where they diverged:
 - There are no specific guardrails against the identification or use of personally identifiable images in the analysis
- Opportunities to explore:
 - What guardrails exist or should exist in the use of openly available data by AI? Is it TAM's obligation to provide that protection if the data is open sourced?

Next Steps

- Pending Board Approval – Implementation of the AI Policy
 - Update current and prospective contracts, as applicable
 - Update procurement documents
 - Create notifications for website and other documents where applicable
- Evaluate opportunities to streamline activities and improve outcomes using AI
 - Website and document accessibility auditing (pending website launch)
 - Research and document drafting
 - Monitor other pilots such as local traffic signal programs
- Monitor cybersecurity and usage guardrails including legislation and industry best practices
- Monitor developments in AI technology
- Revise and update AI Policy as needed

TAM AI Usage Policy

Questions, Thoughts, Suggestions?

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DATE: April 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning
Mikaela Hiatt, Senior Transportation Planner

SUBJECT: Lincoln Avenue Corridor Study Artificial Intelligence Pilot (Discussion), Agenda Item No. 9

RECOMMENDATION

The TAM Board receives an update on the Lincoln Avenue Corridor Study Artificial Intelligence Pilot.

BACKGROUND

With the adoption of the Countywide Transportation Plan 2050 (CTP 2050) in December 2024, TAM has identified key transportation networks throughout the county, including specific network strategies including an Active Transportation Network, a Transit Priority Network, activity hubs with a focus on walkable environments, a high collision network, wildfire evacuation network, and other spatial networks for advancing the CTP goals into network improvements. The implementation framework of the CTP provides an example of where these network priorities overlap and calls for the “collaboration and development of a corridor plan that provides co-benefits to address the range of needs and strategies” identified in the CTP.

To advance the CTP goals and implement the networks envisioned in the CTP, corridor plans are important efforts to balance the priorities of the CTP into actionable improvement plans including multimodal improvement. However, staff have seen challenges in multimodal planning and coordination between project stakeholders.

Over its history, TAM has conducted a number of local corridor plans, and has funded or participated in others, including the following TAM-led initiatives:

- US 101 Part Time Transit Lanes Feasibility Study (Completed 2021, \$350,000)
- Fairfax San Rafael Transit Corridor Study (Completed 2015, \$150,000)
- Central and Southern Marin Transit Study (Completed 2008, ~\$300,000)

As costs for these efforts have grown over the years, and with increasing interest in additional corridor planning, staff have been exploring lower cost, alternative approaches.

At the October 23, 2025 TAM Innovation Workshop, the TAM Board engaged in discussion about top emerging trends in transportation innovation, including the role of artificial intelligence (AI). Staff presented efforts underway, including the use of AI to conduct a corridor plan for Lincoln Avenue in San Rafael, an area of interest for safety improvements, transit priority, and overall mobility and development opportunity for the city.

TAM staff are bringing this update to the TAM Board to discuss the findings from the Lincoln Avenue Study and to continue discussions regarding the role AI could play in advancing the CTP and multimodal planning at TAM.

DISCUSSION/ANALYSIS

In 2025, staff was approached by Waypoint Transit to explore AI tools to help streamline development of planning activities including corridor studies. TAM staff sought to initiate the Lincoln Avenue Pilot AI Corridor Study as an implementing action of the CTP to advance safety, equity, and multimodal mobility goals across the County. The study does not represent adopted City or TAM recommendations; it is an exploratory effort to evaluate tools and process, not to advance design.

In San Rafael, Lincoln Avenue functions simultaneously as a regional connector, local main street, and neighborhood access route, resulting in overlapping and sometimes competing demands among people driving, walking, biking, and using transit. The corridor has a documented history of modal conflicts, constrained right-of-way, low-income populations, and development opportunities identified in San Rafael's Housing Element. TAM staff, in conjunction with San Rafael and Marin Transit staff, identified the corridor as an opportunity to pilot the new AI technology developed by Waypoint Transit to proactively examine these challenges and to support CTP priorities. Working cooperatively amongst agencies, TAM staff led the scoping and data collection and provided ongoing project management to reduce administrative work on behalf of partner agencies.

The result of the study demonstrated the following:

- Waypoint Transit's AI tools (or similar tools) can be useful for corridor or other planning studies
- AI tools enhance, but do not replace the need for local expertise and policy decisions
- Areas of potential streamlining for cities and TAM include data gathering and packaging, existing conditions analysis, and developing potential treatments to align policy goals to improvements
- Aligning transportation policy with physical improvements can result in improved multimodal projects
- Staff at local agencies and TAM will still need to exercise professional judgement in the applicability of these treatments to local environments

TAM staff reviewed the draft study and resulting findings with the City of San Rafael and Marin Transit staff. The draft study was also presented by TAM staff to the City's Traffic Committee in January and Bicycle and Pedestrian Advisory Committee in February as requested by City of San Rafael staff. The respective committees provided positive feedback on the study, expressing interest in opportunities to expand the application of AI studies beyond Lincoln Avenue.

Staff presented a review of the Lincoln Avenue Corridor Study AI Pilot to the Funding, Programs and Legislative (FP&L) Executive Committee at its March 9, 2026 meeting to seek feedback on the study, its applicability in other areas of TAM work, and any additional guidance. The FP&L Executive Committee provided the following comments:

- Requested details around how the findings in the Pilot will inform future work.
- Inquired about other work Waypoint has developed and its potential applicability for other TAM work.
- Integration of before-and-after simulation of design alternatives and recommendations would be beneficial for communication with the public.
- For presentation to the Board, TAM staff should align the AI Policy item and the Lincoln Avenue Corridor Study to show how the two relate.

Staff will present the review of the Lincoln Avenue Corridor Study AI Pilot to the TAM Board, demonstrating how it relates to the AI Policy and how it may be integrated into future elements of TAM's work.

FISCAL CONSIDERATION

There is no fiscal impact with the review of the study.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

As discussed, implementation of the CTP from networks to improvement plans will require significant planning and coordination to balance the multiple needs of the transportation network. This pilot study provides a pathway for streamlined coordination and implementation of CTP priorities.

NEXT STEPS

Staff will finalize the study based on the input received; and return to the Executive Committees and TAM Board with further updates on the Innovation program and integration into TAM work.

ATTACHMENTS

Attachment A – Staff Presentation

Attachment B – Lincoln Avenue Corridor Study AI Pilot Executive Summary

Attachment C – [Lincoln Avenue Corridor Study AI Pilot \(hyperlink only\)](#)

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Lincoln Ave Corridor Study – AI Pilot Overview

Transportation Authority of Marin
Board of Commissioners

April 23, 2026

How This Relates to the TAM AI Policy

The Lincoln Ave Corridor traffic study was conducted specifically using AI to test its capacity and applicability in assessing roadway corridor conditions as a basis for exploring policy and infrastructure improvements.

While the contract and study predate the policy, key elements were consistent:

- AI does not replace human expertise and judgement
- Human participation is necessary to review and form policy options
- Streamlined use of resources including staff time and data to form reasonable recommendations

Where they diverged:

- There are no specific guardrails against the identification or use of personally identifiable images in the analysis

Opportunities to explore:

- What guardrails exist or should exist in the use of openly available data by AI? Is it TAM's obligation to provide that protection if the data is open sourced?

THE STUDY TEAM

Waypoint Transit

Waypoint provides AI-powered planning automations trusted by agencies nationwide. Automations include:

- Planning studies
- Roadway safety audits
- New development review and permitting
- Economic development



Varun Tandon
CEO
Previously at Stanford,
Microsoft



Ryan Johnston
CTO
Previously at Stanford,
Apple



Bhargava Sana
Planning Advisor
Planner at SANDAG,
Previously SFCTA



1/5 the cost

of a traditional planning consultant

Up to 80% faster

than a traditional corridor study

THE METHODOLOGY

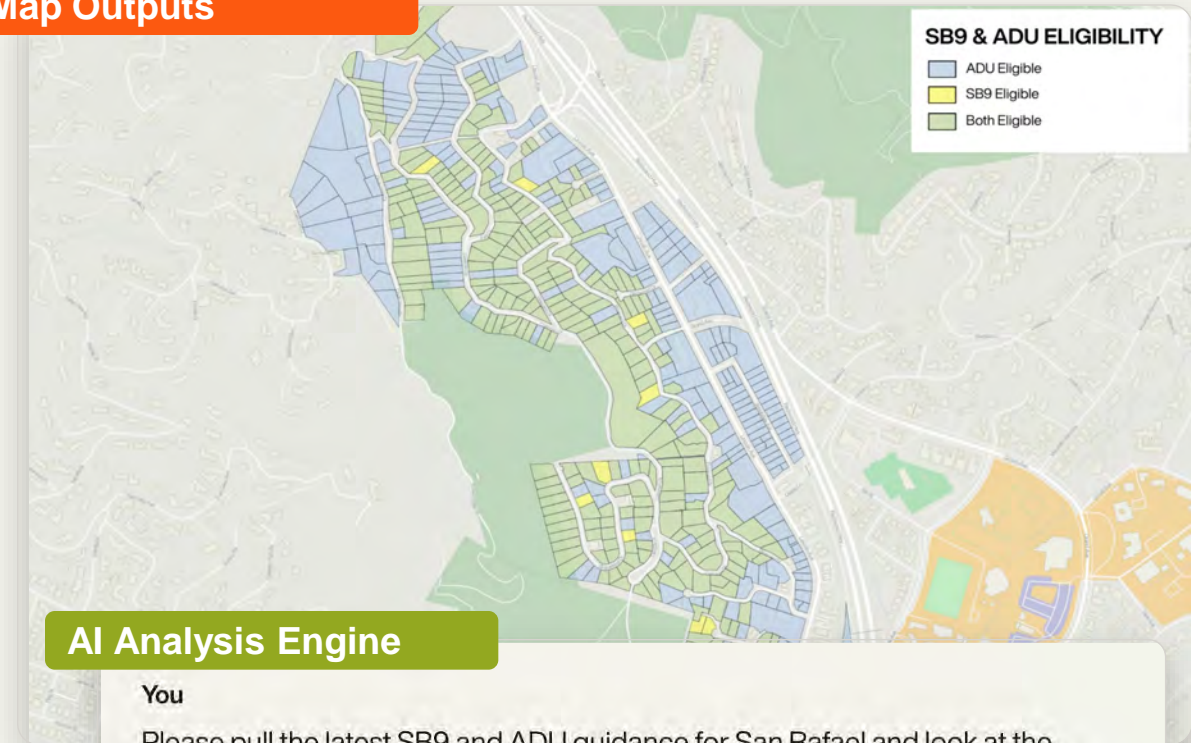
From AI Analysis to Finished Report

- Waypoint ran comprehensive analyses for the Lincoln Ave Corridor Study — land use, crash data, demographics, transit access — while cross-referencing municipal codes, planning documents, and city council records to connect spatial data to the policy landscape.
- These outputs built the existing conditions foundation in hours rather than weeks.
- Every AI output is refined and reviewed— this isn't AI replacing expertise, it's technology making planners more effective.

30+ analyses
completed

Minutes, not days
with AI automation

Map Outputs



AI Analysis Engine

You

Please pull the latest SB9 and ADU guidance for San Rafael and look at the parcels in our study area to determine which are ADU eligible, which are SB9 eligible, and which are eligible for both

Waypoint

✧ Reasoning

I'll start by searching for local documents on SB9 and ADU guidance for San Rafael, and simultaneously check what map layers and parcels are already in our study area.

Study Context – Why Lincoln Avenue?

Corridor Challenges & Opportunities:

- Constrained right-of-way
- Development opportunities/housing element sites
- Low income & minority populations
- Local access & parking challenges
- High transit ridership, opportunities to improve transit operations
- Bicycle and pedestrian safety and connectivity
- Emergency and evacuation considerations
- Congestion relief

Coordination needed between local jurisdictions, transit operators and TAM in developing improvements in the corridor



Left Image: Aerial view of Lincoln Avenue Corridor

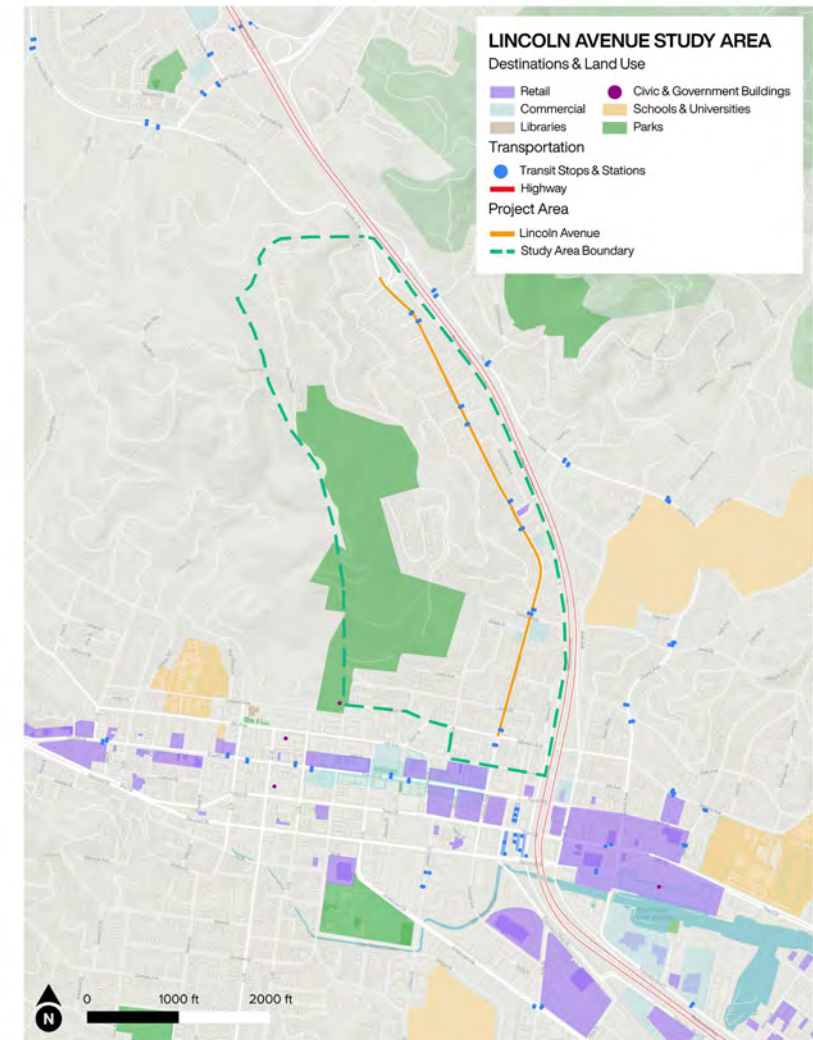
Bottom Image: Street view of Lincoln Avenue



Summary – Study Area Overview & Role of the Corridor

Lincoln Avenue: Study Area and Function

- 1.05-mile corridor from Mission Avenue to Prospect Drive
- Serves multiple roles:
 - Neighborhood access
 - Primary local transit corridor
 - Parallel relief route to US-101
- Adjacent to SMART rail and pathway
- Higher residential density than citywide average



Study Process

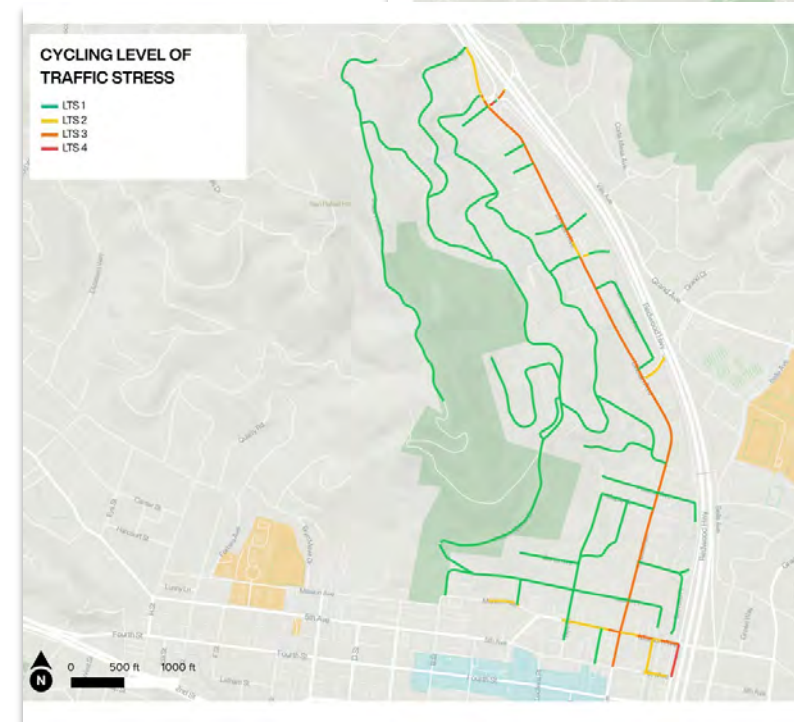
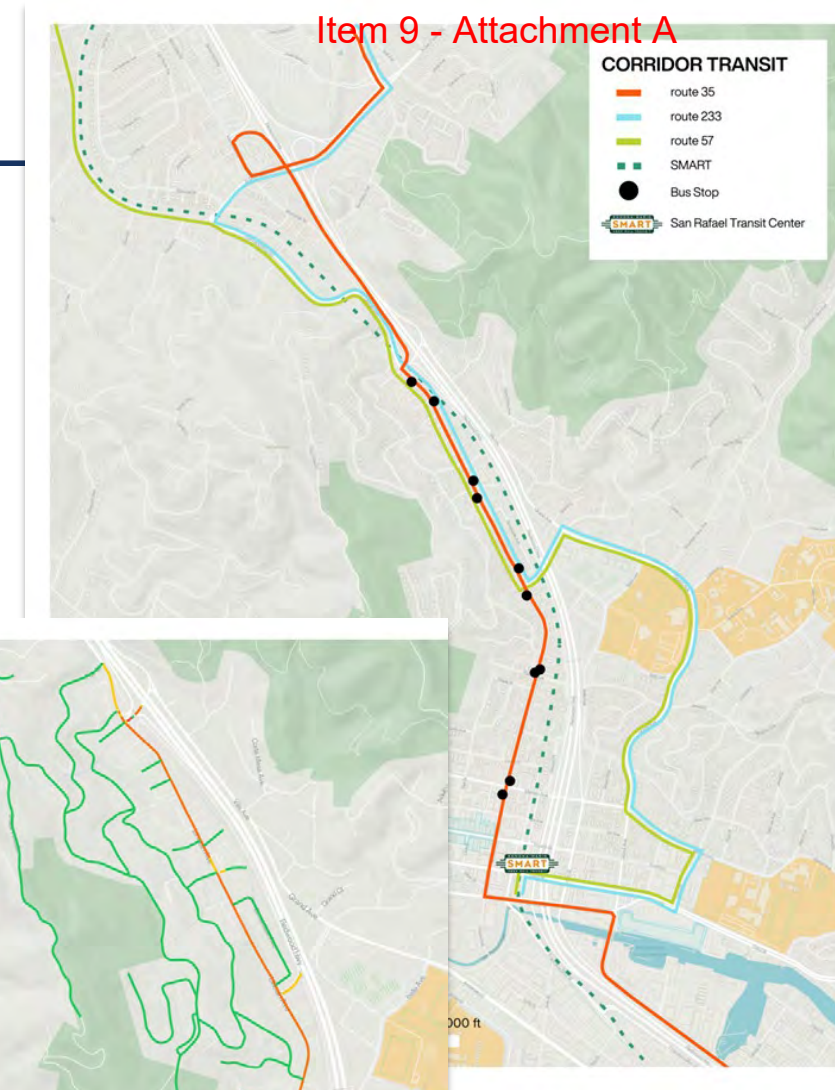
- Develop Schedule and Scope of Work with City DPW
- Kick off meeting with Waypoint to align goals of the Study
- TAM and City staff collected existing plans, studies, and data to share with Waypoint including but not limited to:
 - City of San Rafael General Plan 2040
 - Housing Element (2023-2031)
 - Marin Transit Short Range Transit Plan
 - High Collision Corridor Designations (Lincoln Ave Safety Corridor LRSP, Vision Zero Commitment)
 - Marin Wildfire Evacuation Route
- Waypoint downloaded the data and inventoried information relevant to Lincoln Avenue
- Waypoint synthesized the review into Findings and developed Potential Treatment Options
 - Developed maps based on the data provided

		Week															
Task	Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1 Project Coordination																	
1.1	Project Kickoff	█															
1.2	Data Request			█													
1.3	Existing Conditions Review								█								
1.4	Final Report Draft Review															█	
2 Literature Review																	
2.1	Similar Studies	█	█	█	█												
2.2	Relevant Municipal Plans	█	█	█	█												
2.3	Relevant Laws, Codes, and Guidelines	█	█	█	█												
2.4	Manual Review			█	█	█											
3 Detailed Scope Generation																	
3.1	Project Outline Generation	█	█														
3.2	Similar Study Examples	█	█														
3.3	Manual Review	█	█														
4 Existing Conditions Analysis																	
4.1	Context Analysis					█	█	█	█								
4.2	Transportation Analysis					█	█	█	█								
4.3	Safety Analysis					█	█	█	█								
4.4	Market Analysis					█	█	█	█								
4.5	Manual Review					█	█	█	█	█							
5 Recommendations Development																	
5.1	Recommendations Generation									█	█	█	█	█			
5.2	Manual Review									█	█	█	█	█			
6 Final Report Development																	
6.1	Draft Report Generation									█	█	█	█	█	█		
6.2	Manual Content Edit									█	█	█	█	█	█		
6.3	Manual Design Edit									█	█	█	█	█	█		
6.4	Final Manual Edit									█	█	█	█	█	█		

Existing Conditions Analysis

AI tool conducted multiple analysis types:

- Level of Traffic Stress Analysis
 - Both bicycle and pedestrian
- Land Use Assessment
- Parking and Daylighting Analysis
- Safety Assessment of the corridor using collision data
- Transit Reliability & Operations Analysis
- Corridor Analysis, Intersection by Intersection



Summary of Treatment Options

Focused actions within a constrained corridor

- Target safety where crashes occur
 - Intersection-based, proven countermeasures at high-risk locations.
- Improve transit reliability & operations
 - TSP, queue jumps, and stop placement adjustments, not necessarily new lanes.
- Direct cycling to lower-stress facilities
 - Use the SMART Pathway as the primary bikeway, with better access and wayfinding.
- Reduce pedestrian crossing stress
 - Shorter crossings, improved lighting, and targeted controls.
- Support incremental land use change
 - Align modest housing growth and parking policy with corridor capacity.



Lincoln Avenue And Linden Lane

EXISTING CONDITIONS:

- The north-south crossing across Linden Lane to the north is signaled and properly daylighted, but it is missing an ADA-compliant curb ramp on the north side of the crossing.
- Pedestrians on the west side of Lincoln Avenue lack a direct way to cross to the bus stop on the east side without a significant detour and multi-leg crossing maneuver.
- The north-south crossing across Linden Lane to the south is signaled and has ADA-compliant curb ramps.
- The single crossing across Lincoln Avenue has ADA-curb ramps.
- The left turn from Lincoln Avenue onto Linden Lane (southern intersection) is protected.

RECOMMENDED TREATMENTS:

1. Add an east-west crossing over Lincoln Avenue at/near the bus stop, using high-visibility markings and aligning details with the current HSIP designs.
2. Install the missing ADA-compliant curb ramp at the northeastern curb at the northern intersection with Linden Lane.
3. Ensure that the signaled pedestrian crossings have LPIs.
4. If geometry permits, consider curb extensions to shorten crossing distances.

Summary of Treatment Options

Study includes intersection level analysis of the treatment options and highlights where they would be applicable

Example of Mission and Paloma Avenue

- Transit Signal Priority for transit vehicles in both directions
- Relocate southbound bus stop to block between Paloma Avenue and Maple Street
- Bus stop pavement markings at both stops
- Add the south leg crossing to eliminate the three-leg configuration
- High-visibility crosswalk striping on all crossings
- Leading Pedestrian Intervals and Accessible Pedestrian Signals on all crossings
- Curb extensions on both Lincoln Avenue approach lanes
- ADA-compliant curb ramps at all four corners
- Wayfinding signage to the SMART trail
- New Redwood Bikeshare station



Results and Discussion

- Waypoint AI (or similar tools) can be useful for corridor or other planning studies
- Areas of potential streamlining for cities and TAM include data gathering and packaging, existing conditions analysis, and developing potential treatments to align policy goals to improvements
- Aligning transportation policy with physical improvements may result in improved multimodal projects
- Staff at local agencies and TAM will still need to exercise professional judgement in the applicability of these treatments to local environments
- Enhances, but does not replace the need for local expertise and policy decisions

Questions & Discussion

Thank you!

Mikaela Hiatt

TAM Senior Transportation Planner

mhiatt@tam.ca.gov

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LINCOLN AVENUE

San Rafael



September 2025

Corridor Study

TABLE OF CONTENTS

Glossary	4
Executive Summary	7
Study Area and Overview	9
Study Purpose	12
Role of the Corridor	15
Previous Study Review	17
Policy and Strategic Designations	26
Corridor Land Use	32
Corridor Amenities	35
Parking and Daylighting	43
Active Transportation	47
Roadway Safety	60
Roadway Design and Service	65
Transit	74
Housing	81
Evaluation Framework	89
Transit Potential Treatments	90
Development Potential Treatments	95
Roadway Service and Safety Potential Treatments	104
Bicycle Potential Treatments	114
Walkability Treatments	125
Final Potential Treatments	142
A Policies Guiding the Corridor	158

B Cost Estimates	165
C Policy Implementation Steps	169
D Dedicated Bus Lanes Analysis	171

GLOSSARY

- **AADT (Average Annual Daily Traffic):** The total volume of vehicle traffic on a highway or road for a year divided by 365 days.
- **ADU (Accessory Dwelling Unit):** A secondary housing unit on a single-family lot, also known as a granny flat or in-law unit.
- **APS (Accessible Pedestrian Signal):** A device that communicates information about pedestrian crossing phases in a non-visual format, such as audible tones, verbal messages, and vibrating surfaces, to assist pedestrians with vision or hearing impairments.
- **ATP (Active Transportation Program):** A competitive California state grant program that provides funding for projects that encourage active modes of transportation, such as walking and bicycling.
- **CEQA (California Environmental Quality Act):** A state law requiring agencies to identify and mitigate the significant environmental impacts of their actions. Transportation projects are often subject to CEQA review.
- **CIP (Capital Improvement Program):** A multi-year plan outlining a city's intended capital projects and their financing. The safety improvements for Lincoln Avenue are part of San Rafael's CIP.
- **Class I shared use path:** Off-street path for bicycles and pedestrians.
- **Class II bike lane:** Exclusive on-street lane. A buffered Class II bike lane includes a painted buffer.
- **Class III bike route:** Shared lane; may include shared lane markings.
- **Class IV separated bikeway:** Protected on-street bikeway; also called a protected bike lane or cycle track.
- **Complete Streets:** A transportation policy and design approach that requires streets to be planned, designed, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- **Curb extension (bulb-out):** Curb that extends into the parking lane at intersections or crosswalks, reducing crossing distances and improving visibility.
- **Daylighting:** Removing parking near intersections to improve visibility and sight lines for pedestrians and drivers, now mandated by California AB 413.
- **Far-side stop:** Transit stop located on the far side of an intersection (after crossing the intersection). Improves bus operations and integrates well with TSP.
- **HSIP (Highway Safety Improvement Program):** Federal funding program for roadway safety improvements.
- **LOS (Level of Service):** Qualitative measure (A through F) describing traffic operating conditions, with A representing free-flow conditions and F representing congested conditions.
- **LPI (Leading Pedestrian Interval):** Pedestrian signal timing that gives

pedestrians a head start (typically 3-7 seconds) before vehicles receive a green light.

- **LRSP (Local Road Safety Plan):** A data-driven plan that identifies and analyzes safety problems on local roads and proposes specific countermeasures to reduce collisions.
- **LTS (Level of Traffic Stress):** A method for classifying roadways based on the level of stress and discomfort cyclists are likely to experience, helping to plan all-ages-and-abilities bicycle networks.
- **NACTO (National Association of City Transportation Officials):** An influential organization that develops and promotes best-practice design guidance for urban streets, often cited in modern transportation planning.
- **Near-side stop:** Transit stop located before an intersection (on the near side relative to direction of travel).
- **PDA (Priority Development Area):** Regional designation for areas planned for concentrated development and transit-oriented growth.
- **PLTS (Pedestrian Level of Traffic Stress):** A method for assessing the comfort and safety experienced by pedestrians on roadway segments and at crossings, similar to LTS for cyclists.
- **Queue jump:** A transit priority treatment allowing buses to bypass vehicle queues at intersections using a short lane and special signal phase.
- **RHNA (Regional Housing Needs Allocation):** State-mandated housing production target assigned to each jurisdiction (San Rafael: 3,220 units for 2023-2031).
- **RRFB (Rectangular Rapid Flashing Beacon):** High-intensity LED warning lights that flash in a rapid pattern when activated by pedestrians at crosswalks.
- **SB 9:** California state law allowing ministerial lot splits and duplexes on single-family parcels.
- **SMART Pathway:** The SMART off-street shared use path.
- **TOD (Transit-Oriented Development):** A type of development that maximizes the amount of residential, business, and leisure space within walking distance of public transport.
- **TNC (Transportation Network Company):** App-based ride-hailing services such as Uber and Lyft that connect passengers with drivers through digital platforms.
- **TPA (Transit Priority Area):** Area within one-half mile of a major transit stop, qualifying for streamlined development review under SB 743.
- **TSP (Transit Signal Priority):** A traffic signal system that gives priority to transit vehicles by extending green lights or providing early green phases when a bus is detected.
- **TTI (Travel Time Index):** A measure of traffic congestion, calculated as the ratio of the peak period travel time to the travel time in uncongested, free-flow conditions. A TTI of 1.30 means a trip takes 30% longer during the peak.
- **VHD (Vehicle Hours of Delay):** The total amount of extra time vehicles spend in

traffic compared to what would be experienced in uncongested conditions. It's a key metric for quantifying the impact of congestion.

- **Vision Zero:** A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It is the guiding principle for the city's safety initiatives.
- **VMT (Vehicle Miles Traveled):** Total miles traveled by all vehicles, used for transportation planning and environmental analysis.

IMPORTANT NOTICE

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EXECUTIVE SUMMARY

The 1.05-mile Lincoln Avenue corridor plays a vital role in San Rafael, serving as a critical neighborhood artery for over 3,600 residents. The corridor supports diverse functions, simultaneously acting as a local connector, a key transit route, and an alternate relief route for the nearby U.S. 101 freeway. This report outlines targeted strategies to address existing safety, mobility, and livability challenges. These proposals align closely with San Rafael's established goals for Vision Zero, climate action, and housing production.

KEY FINDINGS**SAFETY FINDINGS**

The corridor has a documented history of safety challenges, with **48 injury crashes** recorded between January 2022 and March 2025. These incidents disproportionately affect vulnerable road users; **23 percent** involved pedestrians and bicyclists. Current infrastructure conditions create elevated Pedestrian Level of Traffic Stress (PLTS) ratings at crossings and Cycling Level of Traffic Stress (LTS) throughout the corridor, falling short of established standards for all-ages-and-abilities accessibility.

RECURRING CONGESTION AND SMART PATHWAY ACCESS

Serving approximately **17,000 vehicles daily**, the corridor experiences peak-period congestion, with operations degrading to **Level of Service C** in key segments. This traffic directly delays bus service, a key mode on the corridor. While the adjacent SMART Pathway offers a low-stress cycling alternative, its effectiveness is currently undermined by indirect and cumbersome access points from Lincoln Avenue.

CONSTRAINED HOUSING AND LIVABILITY

Lincoln Avenue's community predominantly consists of renter households facing higher-than-average affordability challenges relative to the rest of the city. Yet, existing zoning regulations, lot layouts, and physical constraints significantly limit housing growth. Recent residential development has been minimal, primarily driven by Accessory Dwelling Units (ADUs) and publicly subsidized preservation efforts rather than new multifamily housing construction.

IMPLEMENTATION STRATEGY: KEY TREATMENTS

This study proposes a multi-layered strategy that coordinates infrastructure investment with forward-looking policy to improve safety and access along the corridor.

- **Infrastructure Actions: Prioritize Safety and Walkability.** The core of the strategy is to implement a systemic program of FHWA-proven safety countermeasures at every key pedestrian crossing. This includes deploying Rectangular Rapid Flashing Beacons (RRFBs), curb extensions to shorten crossing distances, and Leading Pedestrian Intervals (LPIs) at signals.
- **Connectivity Actions: Strengthen Bicycle and Transit Networks.** The study proposes shifting the primary cycling route away from Lincoln Avenue, instead enhancing direct, secure, and convenient access points to the adjacent SMART Pathway, establishing it as the corridor's principal bikeway. For transit, cost-effective enhancements such as implementing Transit Signal Priority (TSP) at four key intersections and strategically optimizing bus-stop placement will boost transit reliability and travel speed.
- **Policy Actions: Enable Smart Growth and Livability.** Addressing housing and livability constraints requires policy interventions aimed at reducing regulatory barriers. Proposed actions include adopting a Transit-Oriented Development (TOD) zoning overlay along the corridor's southern segment, eliminating parking minimum requirements for new developments while implementing demand-based parking pricing to optimize curb space utilization, and streamlining and assisting SB9 development processes to encourage more gradual, incremental housing growth.

IMPLEMENTATION AND PATH FORWARD

This strategy is designed for practical, phased implementation. An opportunity exists to **integrate these treatments with currently funded and planned capital projects.** By coordinating with the City's existing **Highway Safety Improvement Program (HSIP)** grant work, San Rafael can coordinate investments and deliver comprehensive improvements efficiently. This report provides a phased approach to improve safety and access on Lincoln Avenue, supporting reliable transit and active travel while better serving the needs of the San Rafael community.