



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

MARCH 9, 2026
2:00 PM

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

MEETING MINUTES

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

Members Absent: None

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

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

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

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

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

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

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the results of the Marin Commutes 2026 New Year Challenge; the closure through June of the intersection at Civic Center Drive/Redwood Highway as part of Caltrans' Manuel T. Freitas Roundabout Project in San Rafael; the implementation of the new US-101 HOV hours effective March 2; and lastly, announced that TAM Board meetings will continue to be held in the Marin Wildfire Prevention Authority Board Room, located at 1600 Los Gamos Drive, Room 335, San Rafael, California, while the County Board of Supervisors Chambers facility continues to undergo upgrades.

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

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

3. Open Time for Public Expression

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

Item 5 was taken out of order.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Item 4 was taken out of order.

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Marin Commutes Program Update (Discussion)

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

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

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

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

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