TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JULY 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.

Transportation Authority of Marin

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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-Marin 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 June 25, 2026

   b. Review the 2026 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List

   c. Allocate Measure AA Funds for Local Infrastructure Projects

   d. Approval of Revisions to the TAM Human Resources Policies and Procedures

   e. Allocate Measure A/AA Funds to Novato for the Novato Boulevard Segment 1 Rehabilitation Project

   f. Accept MTC Planning Funds for the Update of the Marin City Community Based Transportation Plan

   g. US 101/I-580 Multi-Modal and Local Access Improvement Project – RM3 Scope Amendment from MTC

   h. Interagency Agreement with Reed Union School District for Reimbursed Crossing Guard Services

6. Adopt Positions on 2026 State Legislative Bills (Action) – **Attachment**

7. Marin Countywide Coordinated Traffic Signal Modernization Plan Update (Discussion) – **Attachment**

8. TAM Travel Data Program (Discussion) – **Attachment**

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

JUNE 25, 2026
6:00 PM

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

MEETING MINUTES

Members Present:	Dennis Rodoni, Marin County Board of Supervisors Eric Lucan, Marin County Board of Supervisors Kate Colin, San Rafael City Council, TAM Chair Lisel Blash, Fairfax Town Council Mary Sackett, Marin County Board of Supervisors, TAM Vice-Chair Pat Carapiet, Belvedere City Council Rosa Thomas, Corte Madera Town Council Sarah Margulies, Larkspur City Council Stephanie Moulton-Peters, Marin County Board of Supervisors Teri Dowling, Ross Town Council Yoav Schlesinger, San Anselmo Town Council
Members Absent:	Alice Fredericks, Tiburon Town Council Brian Colbert, Marin County Board of Supervisors Kevin Jacobs, Novato City Council Melissa Blaustein, Sausalito City Council 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 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 Molly Graham, Public Outreach Coordinator Scott McDonald, Principal Transportation Planner

Chair Colin called the meeting to order at 6:03 p.m. and welcomed attendees. Executive Director (ED) Anne Richman administered the oath of office to Sarah Margulies, who was sworn in as the alternate Commissioner representing the City of Larkspur.

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

None.

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

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that MTC approved Priority Conservation Area grant awards, including funding for the Canal Boatyard Urban Park Connection project in San Rafael, and noted that the project, supported by Canal Alliance and the City of San Rafael, was the only Marin project recommended for funding and received the anticipated funding amount. Commissioner Moulton-Peters also reported that MTC continues to track a number of legislative bills and held an extended discussion regarding the Clipper fare payment contract.

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported that Marin Transit will provide free rides to the Marin County Fair during the five-day event, including free paratransit service for enrolled riders on the low-sensory carnival day; and also noted increased bus service for the fair and additional service after fireworks.

Commissioner Sackett also reported that Marin Transit approved a design contract for the future electric operations and maintenance facility; and completed the migration of approximately 22,000 Clipper cards to the new Clipper “C2” system to improve rider convenience.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that SMART continues to see strong ridership performance and ongoing monthly ridership records; and also noted positive election results for the SMART revenue measure in Marin and Sonoma counties. Commissioner Lucan further highlighted SMART’s recent Quality of Life Study, which provides a broader overview of the system’s benefits related to economic vitality, mobility, and overall community impact.

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 and hearing none, closed public comment.

5. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes for May 28, 2026
b. Appointment to the TAM Bicycle/Pedestrian Advisory Committee
c. Amend the FY2025-26 Budget
d. Safe Routes to Schools Contract Extension
e. Accept Caltrans FY2026-27 Planning Grant for the Development of the Marin Countywide Active Transportation Plan
f. Approve Short-Term State Legislative Consultant Contract
g. Appointments to the TAM Community Oversight Committee

Commissioner Schlesinger requested that Item 5d be pulled from the Consent Calendar to be discussed at greater length.

Chair Colin opened public comment and hearing none, asked for a motion to approve the remaining items on the Consent Calendar. Vice-Chair Sackett made the motion to approve Items 5a, 5b, 5c, 5e, 5f, and 5g of the Consent Calendar. Commissioner Lucan seconded the motion, which passed unanimously.

Regarding Item 5d, Commissioner Schlesinger and staff discussed the proposed Safe Routes to Schools contract extension, including contract funding assumptions, remaining contract capacity, and the ability to maintain the current scope of work over the extension period. Staff noted that the current contract amount is sufficient for the next two years and that near-term evaluation recommendations are not expected to significantly impact costs. Commissioner Schlesinger suggested that future procurements consider cost escalation factors, including inflation and rising labor costs.

Commissioner Schlesinger made the motion to approve Item 5d of the Consent Calendar. Commissioner Moulton-Peters seconded the motion, which passed unanimously.

6. Conduct a Public Hearing and Review and Accept the TAM 2026 AB 2561 Vacancy Report (Action)

Chair Colin opened the Public Hearing on the TAM 2026 AB 2561 Vacancy Report.

Director of Finance and Administration Melanie Purcell reported that TAM currently has one vacancy for the Senior Transportation Planner position.

Hearing no public comments, Chair Colin closed the Public Hearing.

Vice-Chair Sackett moved to accept the TAM 2026 AB 2561 Vacancy Report. Commissioner Thomas seconded the motion, which passed unanimously.

7. Adoption of the Proposed TAM FY2026-27 Annual Budget (Action)

7a. Public Hearing on the Proposed TAM FY2026-27 Annual Budget

Chair Colin opened the Public Hearing on the Proposed TAM FY2026-27 Annual Budget.

Director of Finance and Administration Melanie Purcell presented this item, which recommends that the TAM Board reviews and adopts the Proposed TAM FY2026-27 Annual Budget, including the work plan and salary schedule effective as of July 1, 2026.

Hearing no public comments, Chair Colin closed the Public Hearing.

Commissioner Dowling commented on the Town of Ross's concerns regarding the Measure AA Expenditure Plan revision, particularly the importance of Category 2.1 funding for smaller jurisdictions without a commercial tax base; requested that TAM continue to prioritize and preserve local road funding for cities and towns, and provide additional opportunities for smaller jurisdictions to apply for TAM funding; and stated that, while Ross opposed the Measure AA Expenditure Plan revision, Ross would support the FY2026-27 Annual Budget and the 2026 Measure AA Strategic Plan.

Commissioner Carapiet expressed support for Commissioner Dowling's comments and noted that the City of Belvedere, while supportive of the Measure AA Expenditure Plan revision and Reimagined Roadways category, is also a small jurisdiction with limited revenue sources and fewer opportunities to qualify for regional, state, or federal funding; requested that TAM consider the impacts of funding changes on smaller jurisdictions with limited budgets and revenue growth; and encouraged additional opportunities for smaller cities and towns to qualify for TAM funding.

Commissioner Blash and staff discussed the Measure AA amendments and potential eligibility for future Reimagined Roadways funding; staff noted that the process has not yet been initiated and that future project eligibility and funding decisions have not yet been determined.

Chair Colin expressed appreciation for the voters' support of Measures A and AA and noted the importance of local transportation funding in making TAM more competitive for outside grants; and highlighted the value of aligning the budget, Strategic Plan, and Countywide Transportation Plan to support effective and efficient transportation planning and funding decisions.

7b. Adoption of the Proposed TAM FY2026-27 Annual Budget (Action)

Commissioner Blash moved to adopt the Proposed TAM FY2026-27 Annual Budget, including the work plan and salary schedule effective as of July 1, 2026. Commissioner Thomas seconded the motion, which passed unanimously.

8. Adoption of the Draft 2026 Measure AA Strategic Plan (Action)

8a. Public Hearing on the Draft 2026 Measure AA Strategic Plan

Chair Colin opened the Public Hearing on the Draft 2026 Measure AA Strategic Plan.

Director of Programming and Legislation David Chan presented this item, which recommends that the TAM Board reviews and adopts the Draft 2026 Measure AA Strategic Plan.

Commissioner Thomas and staff discussed the Reimagined Roadways category, including its high-level focus on multi-jurisdictional, multi-benefit projects; staff clarified that the Strategic Plan includes funding assumptions and timing but does not establish the specific process, project eligibility, or allocation decisions for that category; staff further noted that the Reimagined Roadways process will be developed separately and brought back to the Board for additional discussion.

Hearing no public comments, Chair Colin closed the Public Hearing.

Chair Colin noted the extensive discussion by the Board and individual jurisdictions regarding Measure AA and the effective use of available resources to advance the goals of the Countywide Transportation Plan; expressed support for a future study session or workshop on Reimagined Roadways; and thanked Commissioners, staff, and jurisdiction public works directors for their continued engagement in a countywide conversation that impacts and benefits individual jurisdictions as well as the broader transportation network.

8b. Adoption of the Draft 2026 Measure AA Strategic Plan (Action)

Commissioner Blash moved to adopt the Draft 2026 Measure AA Strategic Plan provided no material public comments were received before the close of the Public Comment period on June 27, 2026. Commissioner Moulton-Peters seconded the motion, which passed unanimously.

9. FY2026-27 Marin Transit Funding Allocation

9a. Marin Transit's Annual Presentation (Discussion)

Marin Transit General Manager (GM) Robert Betts presented the annual Marin Transit report, which included an agency overview; FY2025-26 highlights and future plans; performance metrics; and Measure AA and Measure B allocation requests.

Commissioners and staff discussed Marin Transit ridership trends, funding allocations, Marin Access and Mobility Wallet programs, and the relative costs and benefits of fixed-route, paratransit, and other mobility services. Commissioners expressed appreciation for Marin Transit's programs, including Mobility Wallet, yellow school bus service, bus stop improvements, regional transit coordination, and services supporting transit-dependent and older adult populations.

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

9b. Allocate FY2026-27 Measure AA and Measure A Reserve Funds to Marin Transit (Action)

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

Commissioner Lucan moved to approve the recommended FY2026-27 Measure AA/A Fund allocation to Marin Transit. Commissioner Dowling seconded the motion, which passed unanimously.

9c. Allocate FY2026-27 Measure B Vehicle Registration Fee Funds to Marin Transit (Action)

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

Vice-Chair Sackett moved to approve the recommended FY2026-27 Measure B Vehicle Registration Fee Fund allocation to Marin Transit. Commissioner Blash seconded the motion, which passed unanimously.

10. Marin County School Access Safety Action Plan Progress Update (Discussion)

Principal Transportation Planner Scott McDonald and Jen Shriber of Parametrix presented this item for discussion.

Commissioners and staff discussed the Marin County School Access Safety Action Plan, including the use of crash severity data, limitations related to e-bike data, and how identified safety priorities may inform future Safe Pathways funding, grant applications, and jurisdiction-level improvements; Commissioners emphasized the importance of using the data to guide future policy and funding decisions, coordinate with local jurisdictions and advisory committees, and advance actionable projects to improve safety for students and other active transportation users.

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment, and adjourned the meeting at 7:53 p.m.

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Transportation Authority of Marin

DATE:	July 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 the 2026 Measure A/AA Transportation Sales Tax Compliance Audit Auditee Selection List (Action), Agenda Item No. 5b

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RECOMMENDATION

The TAM Board reviews and accepts the 2026 Measure A/AA ½-Cent Transportation Sales Tax Compliance Audit Auditee Selection List.

BACKGROUND

Both the Measure A and Measure AA ½-Cent Transportation Sales Tax Expenditure Plans provide TAM with the authority and responsibility to audit all Measure A/AA fund recipients for their use of the sales tax proceeds. Independent compliance audits are explicitly permitted under the terms and conditions of TAM's funding agreements/contracts with all Measure A/AA ½-Cent Transportation Sales Tax funding recipients as well. The TAM Board adopted the original Measure A Compliance Audit Policy, which was developed by the staff under guidance of the Community Oversight Committee (COC), at its October 28, 2010 Board meeting and the implementation of the Policy started in 2011. The Compliance Audit Policy was updated to include all categories under Measure AA, reviewed by the COC at its March 16, 2020 meeting, and approved by the TAM Board at its April 23, 2020 meeting. According to the policy, each year recipients are selected for auditing subject to this policy.

DISCUSSION/ANALYSIS

The 2026 Compliance Audit Cycle will cover Measure A/AA ½-Cent Sales Tax expenditures, which occurred in or prior to FY2025-26. Those audits will help TAM further confirm that Measure A/AA ½-Cent Sales Tax funds are spent in accordance with the requirements of the Expenditure Plans. Based on the schedule and selection criteria and requirements specified in the Measure A/AA Compliance Audit Policy, a total of five compliance audits are recommended for this round as presented in the table on Page 2. A greater number of audits is recommended this year because projects funded with interest proceeds are now due for review. In addition, Measure AA Category 3.2 (Crossing Guards) is audited on an alternating-year cycle and was not included in last year's audit. The COC will review the recommended list of auditees at its July 20, 2026 meeting.

Sales Tax Fund Recipients Selected for the 2026 Measure AA Compliance Audit Cycle		
Funding Strategy/Category	**Fund Recipient(s)**	**Project/Program**
Interest Revenue Funding Usage	City of San Rafael; County of Marin	Bike Path Maintenance
Measure A/AA Major Road Set Aside	None at this time	
Category 1 Highway 101 & Adjacent Roadways	None at this time	
Category 2.1 Local Streets and Roads	Town of Tiburon	2026 Various Streets Pavement Rehabilitation Project
Category 2.2 Safe Pathways to School Project	Town of San Anselmo	Hawk Beacon Project
Category 3.1 Safe Routes to Schools Program	None at this time	
Category 3.2 Crossing Guards	All City Management Services	Crossing Guard Program
Category 4 Local Bus Transit System	Marin Transit	For all sales tax funds received for FY25-26 transit operation and capital needs

FISCAL CONSIDERATION

Funding needed for the audits is included in the Adopted TAM FY2026-27 Annual Budget and staff expect the task will be finished on schedule and within budget.

NEXT STEPS

Funding recipients selected for the 2026 Compliance Audit cycle will be notified once the Board approves the list. Staff will also conduct a workshop in August/September to provide fund recipients the opportunity to fully understand the compliance audit requirements, process, and timeline. All compliance audit reports will be presented to the COC and the TAM Board for review and acceptance once they are finalized, typically around the end of the calendar year.

ATTACHMENTS

None.

Transportation Authority of Marin

DATE: July 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: Allocate Measure AA Funds for Local Infrastructure Projects (Action), Agenda Item No. 5c

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RECOMMENDATION

The TAM Board allocates a total of $11,766,596 in Measure AA funds from Category 2.1 of the Measure AA Strategic Plan to cities, towns, and Marin County for local infrastructure projects in FY2026-27.

BACKGROUND

TAM annually allocates available local infrastructure funds to local agencies to maintain roads, bikeways, sidewalks, and pathways, from Category 2.1 of the Measure AA Strategic Plan.

Measure AA funds from Category 2.1 are used for local street and road maintenance and rehabilitation. Funds are eligible for a wide variety of local road needs, including the rebuilding, repaving, and reconstructing of local roads and components that support walking, biking, and taking transit. Funds from Category 2.1 can also be used to increase public availability of alternative fuel facilities, such as electric vehicle charging infrastructure. Innovative technology for better managing traffic can also be funded, such as the installation of smart traffic signals and real-time transit information.

Category 2.1 funds are distributed on an annual basis to each city, town, and Marin County, calculated using a formula based on a 50/50 split of lane miles maintained and population. These two factors were recently updated with the adoption of the 2026 Measure AA Strategic Plan in June 2026. The factors for the formula will be updated biennially when the Measure AA Strategic Plan is scheduled to be updated in 2028. Marin has very stable lanes miles and population. Changes, if any, to these two factors are typically nominal.

DISCUSSION

Approximately $12.9 million is available for allocation in FY2026-27 as shown in the table below. The total amount for FY2026-27 includes a one-time “double allocation” of funds for Category 2.1.

Prior to the adoption of the Measure AA Expenditure Plan amendments, Category 2.1 under the Measure AA Strategic Plan provided annual funding in arrears (collect funds before allocating) to jurisdictions. As such, Category 2.1 funds were distributed upfront before projects commenced.

The 2026 Measure Strategic Plan converted Category 2.1 funds from allocating in arrear to reimbursement-based, making Category 2.1 consistent with the other categories of Measure AA and Measure B.

In order to reconcile the allocate in arrear and reimbursement processes, Category 2.1 funds already collected from FY2025/26 and Category 2.1 funds projected to be collected in FY2026/27 were made available for request, amounting to a “double allocation” for FY2026/27.

FY2026-27 Measure AA Category 2.1 Available Funds for Local Infrastructure					
	Measure AA Upfront Funds	**Measure AA Reimb Funds**	**Total Available**	**Amount Requested**	**Amount Remaining**
Belvedere	$69,558	$55,875	$125,433	$125,433	$0
Corte Madera	$263,615	$213,125	$476,740	$476,740	$0
Fairfax	$198,145	$159,955	$358,100	$358,100	$0
Larkspur	$291,883	$235,732	$527,615	$527,615	$0
Mill Valley	$394,035	$316,935	$710,970	$710,970	$0
Novato	$1,282,710	$1,029,919	$2,312,629	$2,312,629	$0
Ross	$70,201	$56,203	$126,404	$126,404	$0
San Anselmo	$317,375	$254,743	$572,118	$572,118	$0
San Rafael	$1,417,855	$1,139,822	$2,557,677	$1,417,855	$1,139,822
Sausalito	$196,284	$158,729	$355,013	$355,013	$0
Tiburon	$241,760	$195,059	$436,819	$436,819	$0
Marin County	$2,409,225	$1,937,675	$4,346,900	$4,346,900	$0
Total	**$7,152,646**	**$5,753,772**	**$12,906,418**	**$11,766,596**	**$1,139,822**

Call for Projects

On May 21, 2026, a Call for Projects was issued to the local agencies, requesting completed Allocation Request Forms (ARFs) for FY2026-27. The Public Works Directors were informed of the allocation process and the amount of available funds for each agency. The ARF continued to include questions that gauge how these annual investments align with the adopted Countywide Transportation Plan (CTP), which is discussed below under the “Relationship to CTP” section.

The total allocation request amounts to $11,766,596 out of the $12,906,418 available. San Rafael is only requesting for its upfront distribution funds of $1.42 million at this time. San Rafael will separately request its reimbursement amount of $1.14 million when a project is identified.

Attachment A describes each agency’s anticipated project(s) that will be funded using the FY2026-27 allocations. The ARFs in Attachment A are arranged in order as shown in the above table.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The 12 ARFs establish a baseline for determining how Measure AA funds from Category 2.1 align with the CTP goals, strategies and performance measures. As a collective, most of the jurisdictions reported on their investments in a way that allows for determining where funds are expected to be allocated. As Category 2.1 largely aligns with the CTP strategy of “fix it first (or better)”, most of the jurisdictions report that these funds are largely used to address pavement condition and ADA requirements such as curb ramps. Additionally, many of these projects are located within designated Activity Hubs in the CTP and address improved connections in these areas.

The CTP 2050 contains a performance measurement of “Percent of agencies reporting that their process for identifying projects and developing maintenance strategies/plans incorporate equity, safety, and sustainability considerations.” The 12 ARFs show that:

- 5 jurisdictions nominated projects that are on or partially on the high collision network;
- 7 jurisdictions nominated projects that address safety through re-striping or increased visibility;
- 5 jurisdictions nominated projects that address a population identified in the TAM equity definition; and
- 8 jurisdictions nominated projects that address sustainability through active transportation improvements.

Multiple jurisdictions reported that fiscal sustainability is a goal of maintaining Pavement Condition Index (PCI), a definition not included in the CTP sustainability focus of addressing climate change and adapting to its impacts.

Finally, five (5) jurisdictions reported that these funds will be used on a transit priority route, and TAM staff will work to encourage coordination with Marin Transit or Golden Gate Transit (as applicable) on these projects.

FISCAL CONSIDERATION

These amounts were anticipated and included in the adopted TAM FY2026-27 Annual Budget and the Measure AA Strategic Plan. No budget amendment will be needed.

NEXT STEPS

Upon approval from the TAM Board, funding agreements for the amounts listed will be issued to the agencies. Funds are immediately available to an agency upon execution of a funding agreement.

ATTACHMENT

Attachment A – Measure AA Allocation Request Forms (Project Descriptions Only)
Attachment B – Measure AA Allocation Request Forms with CTP Responses (Hyperlink)

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Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of Belvedere
Fiscal Year of Allocation: 2027
Project Name: Beach Road Stabilization Project (BRSP)
Project Location(s): Beach Road, from Main St to Peninsula Rd

Street Name	Start Location	End Location
Beach Road	Main Street	Peninsula Road

Scope of Work: A section of the Beach Road sea wall is being undermined due to erosion. The BRSP will stabilize the sea wall and provide structural and seismic support to the sea wall and Beach road in a contiguous sheet pile wall between Peninsula Road and Main Street. The work consists of installing sheet piles to a depth of 32 feet in two alignments: on the Bay side of the sea wall (Alignment A) and within the Beach Road roadway (Alignment B). Structural connections from the sheet piles to the existing sea wall will consist of anchor bolts (Alignment A) and reinforced concrete beams underpinned by helical anchors (alignment B). The roadway work will require demolition and restoration of a section of asphalt and concrete paving, curb and gutter, and sidewalk patches.

Cost of Scope: $4,971,936

Measure AA Category 2.1 "Upfront" Funds Available Amount: $69,558
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $55,875

Total Requested Amount: $125,433

Other Funding: City of Belvedere General Fund

Project Delivery Schedule (include start & completion milestones):

Design & Engineering – June 2025 – January 2026
RFP Posted – February 2026
Construction Contract Awarded – April 2026
Construction Start – July 27, 2026 (anticipated)
In-water construction Completion by – October 31, 2026
Project Completion (anticipated) – December 18, 2026

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: Town of Corte Madera
Fiscal Year of Allocation: FY 26/27
Project Name: Madera Gardens Complete Streets Project
Project Location(s):

Street Name	Start Location	End Location
Apache Road	Lakeside Drive	End
Arrowhead Lane	Birch Avenue	End
Ash Avenue	Hickory Avenue	Lakeside Drive
Birch Avenue	Lakeside Drive	Town Limit
Blue Rock Court	Ash Avenue	End
Cheyenne Way	Birch Avenue	Lakeside Drive
Hickory Avenue	Mohawk Avenue	Walnut Avenue
Lakeside Drive	Tamalpais Drive	End
Mohave Court	Lakeside Drive	End
Mohawk Avenue	Madera Boulevard	Lakeside Drive
Monona Drive	Madera Boulevard	Mohawk Avenue
Navajo Lane	Lakeside Drive	End
Seminole Avenue	Monona Drive	Mohawk Avenue
Walnut Avenue	Ash Avenue	Town Limit

Scope of Work: The Madera Gardens Complete Streets project aims to enhance safety, accessibility, and multi-modal connectivity in the neighborhood by improving pedestrian, bicycle, and vehicular infrastructure. Work will include hot-mix asphalt paving, micro-surfacing treatment, installing ADA-compliant curb ramps, concrete sidewalk repairs, targeted drainage improvements, installing rectangular rapid flashing beacons, installing new signage and pavement markings, and other related work. Traffic calming measures and pedestrian and bicycle safety enhancements include enhanced crosswalks to improve pedestrian visibility; concrete bulb-outs to reduce crossing distances and slow turning vehicles; updated signage and pavement striping; and a traffic circle.

Cost of Scope: $2,814,900 (Construction)

Measure AA Category 2.1 "Upfront" Funds Available Amount: $263,615
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $213,125

Total Requested Amount: $476,740

Other Funding: $260k RMRA funding, $295k Gas Tax (HUTA) funding, remainder paid for by local Measure F funds.

Project Delivery Schedule (include start & completion milestones): Construction began on April 8, 2026 and is anticipated to be completed by mid-September 2026.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: Town of Fairfax
Fiscal Year of Allocation: 2026-2027
Project Name: 2026 Slurry Seal Project, Park Road Storm Drain Improvement Project, Meadow Way Bridge

Project Location(s):

Street Name	Start Location	End Location
ARROYO RD	LOWER SCENIC RD	SPRUCE RD
AZALEA AVE	BROADWAY	SEQUOIA RD
BELLE AVE	PASTORI AVE	TOWN LIMITS
BELMONT AVE	KENT AVE	TOWN LIMITS
CANYON RD	CASCADE DR	END
CASCADE DR	LAUREL DR	MEADOW WAY
CASCADE DR	MEADOW WAY	CANYON RD
CASCADE DR	CANYON RD	END
COOLIDGE AVE	BELMONT AVE	BELLE AVE
SHEMRAN CT	SIR FRANCIS DRAKE BLVD	NORTH TO DEAD END
BOTHIN RD	MARIN AVE	END
CRESCENT CIR	OAK TREE LN	END
FRUSTUCK AVE	PARK RD	WRENDEN AVE
GLEN DR	SIR FRANCIS DRAKE BLVD	END
MANOR RD	LOWER SCENIC RD	TAMALPAIS RD
MANOR RD	MARIN AVE	OLEMA RD
MARIN RD	OLEMA RD	MANOR RD (AROUND CIR)
MARIN RD	MANOR RD (TOP OF CIR)	SIR FRANCIS DRAKE BLVD
MURIEL PL	LOWER SCENIC RD	END
OAK TREE LN	SIR FRANCIS DRAKE BLVD	END
PINE DR	LAUREL DR	END
SIR FRANCIS DRAKE BLVD	PASTORI AVE	TOWN LIMIT
SCENIC RD	AZALEA AVE	ACACIA RD
SEQUOIA RD	LOWER SCENIC RD	SPRUCE RD
WESTBRAE DR	OLEMA RD	OLEMA RD
WRENDEN AVE	PARK RD	FRUSTUCK AVE
PARK ROAD	BOLINAS RD	SPRUCE RD

Scope of Work: Slurry seal multiple streets in Fairfax per table above. Design work for Meadow Way Bridge replacement and Park Road project funds will go towards repaving the road after storm drains are installed.

Cost of Scope: Slurry - $500,000 ($455,000 Measure AA), Meadow Way $8,676,827 ($165,00 measure AA funds), Park Road $1,939,558 (173,509 Measure AA funds)

Measure AA Category 2.1 "Upfront" Funds Available Amount: $198,145
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $159,955

Total Requested Amount: $358,100

Other Funding: Past Measure A funds, Safe Pathway Grant, and Highway Bridge Program

Project Delivery Schedule (include start & completion milestones):

Slurry Seal was awarded June 2026 and will be completed by September 2026
Park Road started in 2024, awarded in November 2024, and estimated completion is October 2026
Meadow Way Bridge – Started in 2013 and is estimated for completion in FY27-28

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of Larkspur
Fiscal Year of Allocation: FY 2026/27
Project Name: 2027 Storm Drain Improvements

Project Location(s): various – Magnolia Avenue, Larkspur Plaza Drive, Bretano Way

Street Name	Start Location	End Location
Magnolia Avenue	Doherty Drive	Creekside Drive
Larkspur Plaza Drive	Doherty Drive	End of street
Bretano Way	Eliseo Drive	Via Hermosa

Scope of Work: spot storm drain replacements and improvements including replacements of undersized and/or deteriorated pipes and addition on new catch basins to improve street drainage, reducing localized flooding of streets.

Cost of Scope: $527,615

Measure AA Category 2.1 "Upfront" Funds Available Amount: $291,883
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $235,732

Total Requested Amount: $527,615

Other Funding: none

Project Delivery Schedule (include start & completion milestones):

Project design and environmental review: July 2026 – August 2026
Bidding: September 2026
Construction: October - December 2026

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of Mill Valley
Fiscal Year of Allocation: FY 2026/2027
Project Name: 2027 Annual Street Rehabilitation Project
Project Location(s):

Street Name	Start Location	End Location
KIPLING DRIVE	LONGFELLOW DRIVE	ROQUE MORAES
MONTFORD AVENUE	MOLINO AVENUE	MILLER AVENUE
BLITHEDALE TERRACE	ELDRIDGE AVENUE	NORTH END(BLITHEDALE-550)
ELDRIDGE AVENUE	WEST BLITHEDALE	WOODBINE DRIVE
ELDRIDGE AVENUE	WOODBINE DRIVE	CUSHING DRIVE
WOODBINE DRIVE	ELDRIDGE AVENUE	CORONET AVENUE
ALVARADO AVENUE	SIDNEY STREET	MANOR AVENUE
SUNSET LANE	EDGEWOOD AVENUE	NORTH END
SUNSET LANE	EDGEWOOD AVENUE	NORTH END
CASCADE DRIVE	THROCKMORTON AVENUE	CORNWWALL STREET
RENZ ROAD	MONTE VISTA AVENUE	EAST END

Scope of Work:

The work generally consists of mobilization; setup and maintenance of a traffic control system; developing and implementing a water pollution control program; clearing, grubbing, trimming and root pruning; cold planing, removing and disposing of asphalt, concrete, base and/or native materials; placement of hot mix asphalt (HMA); construction of miscellaneous concrete; lowering and adjusting utility frames and covers; reconstruction of storm drain infrastructure; replacement of traffic striping, pavement markings and raised pavement markers; cleanup of the project area.

Cost of Scope: $3,614,330.00

Measure AA Category 2.1 "Upfront" Funds Available Amount: $394,035
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $316,935

Total Requested Amount: $710,970

Other Funding: CIP, Gas Tax, Road Impact Funds, Measure L, Sewer Funds,

Project Delivery Schedule (include start & completion milestones):

Project Design August 2026 and expected to be completed by February 2027
Community meeting December 2026
BPAC meeting October 2026
City Council to approve project design in January 2027
Construction: June 2027-September 2027

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of Novato
Fiscal Year of Allocation: FY 2025/26 & FY 2026/27
Project Name: Various Projects
Project Location(s): Citywide

Street Name	Start Location	End Location
North Redwood Blvd Corridor Study - $300,000 (25/26)	Diablo Avenue	Wood Hollow Dr.
Replace Wooden Streetlight Poles - $400,000 (25/26)	Citywide	Citywide
2023-2028 Traffic, Bicycle, & Ped Improvements - $120,000 (25/26)	Citywide	Citywide
2025 Annual Pavement Rehabilitation - $82,810 (25/26)	Citywide	Citywide
Annual Traffic Striping and Marking - $75,000 (25/26)	Citywide	Citywide
SP2S - Sutro Ave Sidewalk Gap Closure - $140,000 (25/26)	Center Road	Anthony Court
SP2S – Quick Build Improvements at Various Intersections - $53,000 (25/26)	Citywide	Citywide
Sidewalk Repair Program - Matching Funds - $25,000 (26/27)	Citywide	Citywide
Replace Wooden Streetlight Poles - $250,000 (26/27)	Citywide	Citywide
2023-2028 Traffic, Bicycle, & Ped Improvements - $200,000 (26/27)	Citywide	Citywide
2027 Annual Pavement Rehabilitation - $150,000 (26/27	Citywide	Citywide
Olive Phase III (Redwood to Railroad) & Rule 20B UUD - $1,080,000 (26/27)	Redwood Blvd	Railroad Ave

Scope of Work: The scope of work includes, corridor study, wooden poles replacement, traffic, bicycle, &ped improvements, annual pavement rehabilitation, annual traffic striping and marking, sidewalk improvements, and other improvements as presented in the above table.

Cost of Scope:

Measure AA Category 2.1 "Upfront" Funds Available Amount: $1,282,710
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $1,029,919

Total Requested Amount: $2,312,629

Other Funding: none

Project Delivery Schedule (include start & completion milestones):

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: Town of Ross
Fiscal Year of Allocation: 2026/2027
Project Name: Hill Road, West Road, and East Road Paving Rehabilitation
Project Location(s):

Street Name	Start Location	End Location
Hill Road	West Road ITX	End
West Road	North Road ITX	End
East Road	North Road ITX	End

Scope of Work: AC grind and overlay on streets with failing pavement/subgrade

Cost of Scope: $226,000

Measure AA Category 2.1 "Upfront" Funds Available Amount: $70,201
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $56,203

Total Available Amount: $126,404

Total Requested Amount: $126,404

Other Funding: Town of Ross Roadway Fund, Gas Tax Fund, SB 1,

Project Delivery Schedule (include start & completion milestones):
Bid Award: April, 2027
Construction Start: June, 2027
Construction End: June, 2027

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: Town of San Anselmo
Fiscal Year of Allocation: FY25/26
Project Name: 2025 Street Resurfacing Project
Project Location(s):

Street Name	Start Location	End Location
Valley Road	Suffield Avenue	West Court
Suffield Avenue	Valley Road	Butterfield Road
Rutherford Avenue	Camino de Herrera	Butterfield Road
Camino de Herrera	Valley Road	Oakwood Court
Skyline Road	Traxler Road	End
Bennitt Avenue	Suffield Avenue	Camino de Herrera
Oakwood Court	Camino de Herrera	End
Sunnyside Avenue	Austin Avenue	Ross Avenue
Spring Grove Avenue	Greenfield Avenue	Town Limit
Longwood Drive	Town Limit	End

Scope of Work: Work includes grinding/paving asphalt roadways, installation of curb ramps, replacement of roadway striping

Cost of Scope: $1,100,000

Measure AA Category 2.1 "Upfront" Funds Available Amount: $317,375
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $254,743

Total Requested Amount: $572,118

Other Funding: Local (SB1, Road Impact Fees)

Project Delivery Schedule (include start & completion milestones):
Project Bidding: May/June 2026
Project Award: June 2026
Project Construction: July-September 2026

San Rafael Allocation Request Summary

Title of Project or Program	Measure AA Requested
Lincoln Ave Bridge Preventive Maintenance	$76,400
City-Led Sidewalk Repair / ADA Improvements Program	$33,300
Corrugated Metal Pipe Repair & Replacement Program	$128,563
Pavement Management Program	$789,707
Public Hillside and Roadway Stability Program	$38,900
Road Safety Implementation Program	$350,985
Total	**$1,417.855**

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: Lincoln Ave Bridge Preventative Maintenance
Project Location(s):

Street Name	Start Location	End Location
Lincoln Ave	Bridge crossing over San Rafael Creek	

Scope of Work: City to make necessary repairs to Lincoln Avenue Bridge to extend the life of the bridge. Work will include repairing cracks in the support columns and repairing spalling concrete on bridge deck.

Cost of Scope: $76,400

Measure AA Category 2.1 "Upfront" Funds Available Amount: $76,400
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $

Total Requested Amount: $76,400

Other Funding: Caltrans Highway Bridge Program - $173,600

Project Delivery Schedule (include start & completion milestones): Project design to being in July 2026.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: City-Led Sidewalk Repair Program
Project Location(s):

Street Name	Start Location	End Location
Various		

Scope of Work: Maintenance and new construction of sidewalks to ensure pedestrian safety, as well as compliance with Americans with Disabilities Act (ADA) requirements.

Cost of Scope: $33,000

Measure AA Category 2.1 "Upfront" Funds Available Amount: $33,000
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $0

Total Requested Amount: $33,000

Other Funding:

Project Delivery Schedule (include start & completion milestones): The city is completing the assessment of curb ramp upgrade locations and developing sidewalk shaving locations for FY 2026-2027. Construction to start September 2026 and complete by June 2027.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: Corrugated Metal Pipe (CMP) Repair & Replacement Program
Project Location(s):

Street Name	Start Location	End Location
Various		

Scope of Work: Repair or replace 450 lineal feet of CMP through slip lining or open trenching, as well as respond to any unanticipated events.

Cost of Scope: $128,563

Measure AA Category 2.1 "Upfront" Funds Available Amount: $128,563
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $

Total Requested Amount: $128,563

Other Funding:

Project Delivery Schedule (include start & completion milestones): Construction to start July 2026 and complete by June 2027.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: Pavement Management Program
Project Location(s):

Street Name	**Start Location**	**End Location**
Various		

Scope of Work: This program invests heavily on pavement preservation while supporting incremental restoration across the city, including crack sealing roadways, performing dig out roadway base repairs, conducting annual pavement maintenance, and identifying locations for future crack-sealing and dig out projects.

Cost of Scope: $789,707

Measure AA Category 2.1 "Upfront" Funds Available Amount: $789,707
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $

Total Requested Amount: $789,707

Other Funding:

Project Delivery Schedule (include start & completion milestones): Construction to begin in July 2026 and be completed by June 2027.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: Public Hillside and Roadway Stability Program
Project Location(s):

Street Name	Start Location	End Location
Various		

Scope of Work: Protecting public infrastructure and maintaining access to the City's rights-of-way by addressing aged and/or damaged hillside roadways and walls, and critical slopes. The program also supports the City's response to unanticipated events, such as heavy rainstorms causing obstructions to roadways.

Cost of Scope: $38,900

Measure AA Category 2.1 "Upfront" Funds Available Amount: $38,900
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $

Total Requested Amount: $38,900

Other Funding:

Project Delivery Schedule (include start & completion milestones): Construction to start July 2026 and complete by June 2027.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of San Rafael
Fiscal Year of Allocation: FY 26/27
Project Name: Road Safety Implementation Program
Project Location(s):

Street Name	Start Location	End Location
Various		

Scope of Work: This program focuses on feasibility assessments, grant procurement assistance, and implementation of small and/or low-cost improvements projects identified in the 2024 Marin County Local Road Safety Plan (adopted by San Rafael's City Council in April 2024), in the 2018 San Rafael bicycle and Pedestrian Master Plan Update, and by the Transportation Authority of Marin (TAM) Safe Routes to School (SR2S) Program. This program will also include small-scale multi-modal projects and traffic studies, and implementation of relevant policies (Vision Zero, traffic calming, AB 43, AB 413, etc.)

Cost of Scope: $350,985

Measure AA Category 2.1 "Upfront" Funds Available Amount: $350,985
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $

Total Requested Amount: $350,985

Other Funding:

Project Delivery Schedule (include start & completion milestones): Design of select projects will begin in July 2026. All construction activities to be complete by June 2027.

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: City of Sausalito
Fiscal Year of Allocation: FY26/27
Project Name: 2026 Street Resurfacing and Repairs Project
Project Location(s):

Street	From	To
Crescent Ave	AC / COP	Main St
Pine St	Caledonia St	Bridgeway
Harrison Ave	San Carlos Ave (S)	Pavement Change
Bridgeway (SB)&(NB)	Spring St	Napa St
Buchanan Ct	Buchanon Dr	Cul-de-sac
Glen Dr	Currey Ave	Santa Rosa Ave / Glen Dr
Pearl St	Spring St	Cul-de-sac
Toyon Ct	Toyon Ln	South End
Bee St	Caledonia St	Bridgeway
Filbert Ave	Girard Ave	Cazneau Ave
Marie St	Filbert St	Steps to Woodward
Tomales St	Nevada St	Wateree St
Currey Ave	Glen Dr	Platt Ave
Caledonia St	Johnson St	Pine St
Street	From	To
Crecienta Ln	Crecienta Dr	End
Olima St	Ebbtide Ave	Coloma St
Bridgeway	Johnson St	Princess St
Marin Ave (loop)	Nevada St	Woodward Ave
Toyon Ln	Toyon Ct	End
North St	Atwood Ave	Josephine St
North St	Atwood Ave	Central Ave

Cost of Scope: Work will include grinding and resurfacing, concrete repair microseal, digouts, crack seal, pavement delineation, curb ramps, bike lane striping and minor drainage improvements

Measure AA Category 2.1 "Upfront" Funds Available Amount: $196,284
Measure AA Category 2.1 "Reimbursement" Funds Available Amount: $158,729

Total Requested Amount: **$355,013**

Other Funding: Measure L, General Fund, Construction Impact Fee

Project Delivery Schedule (include start & completion milestones):

Design Start July 2026,
Final PS&E December 2026,

Award of construction contract February 2027,
Construction NTP March 2027,
Construction Completion August 2027

Transportation Authority of Marin
Measure AA – Transportation Sales Tax Funds

Allocation Request Form

Implementing Agency: Town of Tiburon
Fiscal Year of Allocation: FY26/27
Project Name: 2028 Various Streets Pavement Rehabilitation Project
Project Location(s): Various Streets within Town Jurisdiction

Street Name	**Start Location**	**End Location**
ACACIA DRIVE	HACIENDA	525 FT E/O HACIENDA
ACELA DRIVE	LYFORD	END
APOLLO ROAD	MERCURY (W)	MERCURY (E)
AUBURN COURT	STEWART	CUL DE SAC
BEACH ROAD	MARSH	MAR WEST
BENTON COURT	HACIENDA	CUL DE SAC
BRUNINI WAY	BLACKIES PASTOR RD	END
FELIPA COURT	AVENIDA MIRAFLORES	CUL DE SAC
FRANCISCO VISTA COURT	AVENIDA MIRAFLORES	CUL DE SAC
HACIENDA DRIVE	TRESTLE GLEN	300 FT E/O ACACIA
HARBOR OAK DRIVE	MARINER	800' @ ONE-WAY
HARBOR OAK DRIVE	800' @ ONE-WAY	END
HAWTHORNE DRIVE	ROCK HILL	WEST END
HAWTHORNE DRIVE	EAST END	ROCK HILL
HEATHCLIFF DRIVE	SUGARLOAF	END
HILARY DRIVE	425' E/O ROCKHILL (GATE)	ROCK HILL DR
HILARY DRIVE	ROCKHILL DR	MARA VISTA
HILARY DRIVE	MARA VISTA	574' N/O MARA VISTA
HILARY DR	574' N/O MARA VISTA	AVENIDA MIRAFLORES
JUANITA LN	PARADISE	BEACH
JUNO RD	MERCURY	VENUS
LAGOON VIEW DR	RIDGE	END
LAS LOMAS LN	MAR WEST	END
MARA VISTA CT	HILARY	CUL DE SAC
MATEO DR	PARADISE	BEGIN ISLAND
MATEO DR	BEGIN ISLAND	END ISLAND
MOUNT TIBURON CT	MT TIBURON	CUL DE SAC
MOUNTAIN VIEW DR	RIDGE	END
NEDS WAY	TIBURON	PAVEMENT CHANGE
NEDS WAY	PAVEMENT CHANGE	APT. ENTERANCE
OLD RAIL TRAIL	90 DEG BEND(TRESTLE GLEN BLVD)	NEAR PINE TERRACE
OLD RAIL TRAIL	NEAR PINE TERRACE	NEAR SAN RAFAEL AVE

OLD RAIL TRAIL	NEAR SAN RAFAEL AVE	NEAR LAGOON RD
OLD RAIL TRAIL	NEAR LAGOON RD	EAST END(500FT N/COVE RD)
OLD RAIL TRAIL	NEAR BRUNINI WY	JOINS SECTION 30
PAMELA CT	BLACKFIELD	CUL DE SAC
PARADISE DR	OLD LANDING	566' N/O OLD LANDING
PARADISE DR	5067 PARADISE DRIVE (TOWN LIMIT)	5093 PARADISE DRIVE (TOWN LIMIT)
PARADISE DR ROUNDABOUT	ALL ROUNDABOUT	ALL ROUNDABOUT
PLACE MOULIN	SUGARLOAF	END
RANCH RD	PARADISE (S)	CHANGE OF PAVEMENT
RED HILL CIRCLE	LYFORD	266' S/O LYFORD / COP
RED HILL CIRCLE	1304' S/O LYFORD / COP	2109' S/O LYFORD / COP
REDDING COURT	STEWART	CUL DE SAC
ROCK HILL DR	TIBURON	DEL MAR
ROUND HILL RD	LYFORD DR	MT TIBURON
ROUND HILL RD	MT TIBURON	W/END
ROWLEY CIRCLE	HOWARD	GELDERT
ROWLEY CIRCLE	GELDERT	HILARY
SAINT GABRIELE CT	SUGARLOAF	END
SAN RAFAEL AVE	TIBURON	TOWN LIMIT
SANTA ANA CT	BARTEL	END
SIERRA CT	STEWART	CUL DE SAC
SOMMERS CT	PALMER	END
STEWART DR	SILVERADO	TENAYA
STEWART DR	TENAYA	ROSEVILLE
STEWART DR	REDDING	PORTO MARINO
STONY HILL RD	GILMARTIN	END
TARA VIEW RD	TARA HILL	CUL DE SAC
THERESA CT	HILARY	CUL DE SAC
TRESTLE GLEN BLVD	TIBURON	JUNO
TRESTLE GLEN BLVD	JUNO	HACIENDA
TRESTLE GLEN BLVD	HACIENDA	PARADISE
TURTLE ROCK CT	TRESTLE GLEN	WIDTH CHANGE
TURTLE ROCK CT	WIDTH CHANGE	CUL DE SAC
VIA PARAISO WEST	GILMARTIN	CUL DE SAC
VISTAZO WEST ST	LYFORD	END

Scope of Work: Grind, Overlay, Slurry Seal existing roadway segments in Tiburon

Cost of Scope: $1,750,000

Measure AA Category 2.1 “Upfront” Funds Available Amount: $241,760
Measure AA Category 2.1 “Reimbursement” Funds Available Amount: $195,059

Total Requested Amount: $436,818

Other Funding: Gas Tax, Street Impact Fees, RMRA (SB1), General Fund

Project Delivery Schedule (include start & completion milestones):

Design Begins August 2027

Bid February 2028

Construction Starts June 2028

Construction Ends August 2028

Transportation Authority of Marin
Measures AA and A – Transportation Sales Tax Funds

Allocation Request Form

Fiscal Year of Allocation: 2026/27

Expenditure Plan: Local Roads and Related Infrastructures

Project Name: FY2627 Pavement Preservation Project (County No. 41EP2701T)

Implementing Agency: County of Marin

Scope of Work: The FY2627 Pavement Preservation Project will seal approximately 15 miles of paved road surface on County-maintained roads. It will generally consist of crack seal pavement digouts, surface preparation, slurry seal, microsurfacing, cape seal, traffic control, storm water pollution control and related incidental work on various roadways that include: Panoramic Highway, Sequoia Valley Road, Olema-Bolinas Road, Horseshoe Hill Road.

Cost of Scope: Engineer's Estimate is $4,350,000

Measure AA Upfront Funds: $2,409,225
Measure AA Reimbursement Funds: $1,937,675

Total Requested Amount:

Measure AA Upfront Funds	$2,409,225
Measure AA Reimbursement Funds	$1,937,675
TOTAL:	**$4,346,900**

Other Funding: Road and Bridge Fund (1430) if needed

Project Delivery Schedule (include start & completion milestones):

Expected start: August 2026
Expected completion: June 2027

Transportation Authority of Marin

DATE: July 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: Approval of Revisions to the TAM Human Resources Policies and Procedures (Action), Agenda Item No. 5d

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RECOMMENDATION

Staff recommends the TAM Board approve the updates to the TAM Human Resources Policies and Procedures (HR Policies and Procedures) as noted in the attached draft document, including clarification to #215 regarding the use of personal leave and payment timelines at the end of employment, #305 to require prior notice be given to supervisor upon intent to use vacation or personal leave, and #306 to require immediate notice be given to supervisor when taking sick leave. These are administrative process changes and do not alter benefits or compensation.

BACKGROUND

The TAM Board first adopted the HR Policies and Procedures on November 30, 2017. The HR Policies and Procedures have been reviewed and revised over the years as needed, with the most recent revision adopted by the TAM Board on February 26, 2026.

DISCUSSION/ANALYSIS

Proposed amendments for TAM's HR Policies and Procedures are shown in Attachment A. The substantive amendments include:

- Policy #215 – State that personal leave time is not eligible to be used for final days prior to the end of employment. Payment of final pay will be made on the next regular payday for voluntary separation and within seven (7) days for involuntary termination.

- Policy #305 – Require that employees give prior notice to their supervisor when taking vacation or personal leave.

- Policy #306 – Require that employees give immediate notice to their supervisor when needing sick leave.

Upon approval by the TAM Board, the existing HR Policies and Procedures will be updated with the adopted revisions and staff will be notified of the updates.

FISCAL CONSIDERATION

There is no cost associated with these changes.

NEXT STEPS

Upon approval by the TAM Board, the changes shown in Attachment A will be incorporated into the HR Policies and Procedures, to be effective immediately.

ATTACHMENTS

Attachment A – Draft HR Policies and Procedures with Revisions Tracked (pertinent excerpts)

POLICY# 215

SECTION: EMPLOYMENT PRACTICES
SUBJECT: RESIGNATION/TERMINATION

1. **Last Day of Employment**
   The last day worked and/or the last day in paid status is the last day of employment for employees who resign or are terminated from TAM. All employees shall be paid for accrued and unused vacation leave and other applicable benefit accruals. Accrued sick leave and remaining floating personal leave balances are not payable upon termination of employment. . Unused Floating Personal leave time cannot be taken for the final day(s) prior to the end of employment.

   Although it is requested that an employee give ten (10) working days' notice before resigning, ~~if an employee provides seventy-two hours (72) notice~~, the employee shall receive the final paycheck on the ~~last day of work~~next regular payday. ~~If less than seventy-two (72) hours' notice is given, TAM shall release the final check within seventy-two (72) hours of when notice is given.~~

   If the employee is terminated involuntarily, a final paycheck will be provided ~~at the time of termination~~within seven (7) days of termination.

2. **Notification**
   Managers are expected to give thirty (30) working days' notice of intent to resign or retire. All other employees are expected to give minimum ten (10) working days notification.

3. **Return of Authority Property**
   All employees are required to return all equipment, computers, cell phones, keys, ID cards, emergency passes, uniforms and other TAM property prior to leaving TAM.

POLICY# 305

SECTION: BENEFITS
SUBJECT: VACATION AND ADMINISTRATIVE LEAVE

For purposes of vacation accrual, a day is defined as eight (8) hours.

Full-time employees working 32 hours or more per week accrue vacation from date of hire in accordance with the schedule shown below. Vacation may not be taken until the employee has successfully completed six (6) months of employment unless approved by the Executive Director.

GUIDELINES

1. **Vacation Accrual**
Vacation is accrued each pay period in accordance with the following annual vacation benefit schedule for full-time employees.

Year of Service	Annual Vacation Hours	Maximum Accrual Hours
0 through 5 years	120	240
6 through 14 years	120 + 8 hours upon completion of each additional year of service	Twice the annual amount
15 years or more	200	400

Employees should refer to his/her offer letter for the specific benefit level in the case of differences.

2. **Scheduling & Usage**
Scheduling for vacations shall be made in such a manner as to ensure continuous and efficient operations of TAM. All vacations are subject to cancellation in cases of emergency conditions.

The employee must provide notice to their supervisor in advance of scheduled vacation or personal leave and as soon as possible in cases of emergencies. A written request for vacation or personal leave time of more than three (3) consecutive days shall be presented for approval at least ten (10) calendar days prior to the time requested and the request must be approved by the employee's supervisor, in writing, before the time may be taken.

If a TAM holiday occurs during paid vacation leave, the employee's vacation accrual shall not be charged for that day.

If an employee or his/her immediate family member suffers a bona fide illness or injury in accordance with Sick Leave Policy #306 during a vacation and can provide a doctor's certification regarding that illness or injury, the employee may request that sick leave be substituted for vacation leave. In this case, granting sick leave in lieu of vacation is at the discretion of the Executive Director.

3. **Maximum Vacation Accrual**
   Employee shall not be allowed to have an accumulation of more than two times of the annual vacation accrual by December 15th of each calendar year. Vacation accrued over the maximum allowed will be paid out each year at the employee's current rate of pay during the month. Please refer to your offer letter for the specific benefit level in the case of differences.

4. **One-time Allotment**
   The Executive Director is authorized to award a one-time allotment(s) of vacation leave, not to exceed 40 hours, to an individual employee in lieu of other compensation in recognition of extraordinary achievement or special circumstances. Such an allotment is granted in unusual situations as deemed appropriate and necessary by the Executive Director without prejudice or precedent. Each case will be determined at the Executive Director's sole discretion. Such an allotment is not part of the annual evaluation or merit-based compensation structure.

FLOATING PERSONAL LEAVE POLICY

1. **Hours and First Year Allocation**
   Regular full-time employees shall receive 24 hours of paid Floating Personal Leave per calendar year on the first day of each year. For newly hired employees, Floating Personal leave shall be prorated based on the effective date of employment during a calendar year.

   An employee should refer to his/her offer letter for the specific benefit level in the case of differences.

2. **Scheduling & Usage**
   Paid Floating Personal leave shall be arranged at least 1 week in advance of the leave desired.

   Unused Floating Personal leave time as of December 31 of each year will be lost and is not paid out at the end of the year or upon separation from employment. Unused Floating Personal leave time cannot be taken for the final day(s) prior to the end of employment.

TAM
Transportation Authority of Marin

POLICY# 306

SECTION: BENEFITS
SUBJECT: SICK LEAVE

For purposes of sick leave accrual, a day is defined as eight (8) hours.

Sick leave with pay is a form of insurance or protection granted in circumstances of adversity to promote the health of the individual employee. It is not an earned leave or right to time off from work and is not to be confused with vacation or other types of leave. It is a request for a benefit to be exercised under appropriate circumstances. Employees must notify their supervisor immediately upon needing sick leave. TAM will not tolerate abuse or misuse of sick leave privileges. Excessive absenteeism, regardless of reason(s), which renders an employee insufficiently available for work, will be evaluated on a case-by-case basis to determine the merits of corrective action up to and including termination of employment.

GUIDELINES

1. **Accrual and Usage of Sick Leave**
   Regular full-time employees hired before January 1, 2011, for TAM by the Local Government Services/Regional Government Services (LGS/RGS), shall accrue sick leave at the rate of 8 hours for each full month of active employment. Regular full-time employee hired after January 1, 2011 accrue sick leave at the rate of 4 hours for each full month of active employment. Effective January 1, 2024, new employees will receive 24 hours of sick leave bank with their first payday and begin accruing 4 hours for each full month of active employment after six full months. In addition, employees hired after January 1, 2011 receive an additional 48 hours of Sick leave during the first two years of employment. . Unused sick leave may be accrued without limit. Employee will not be compensated for unused sick leave upon separation from employment nor will it be included in any retirement calculations.

   The employee's supervisor or the Executive Director may request a doctor's certification for any illness for which an employee requests sick leave, including family sick leave. Absences of three or more days require a doctor's certification when returning to work. This requirement may be waived at the discretion of the Executive Director with reasonable confidence in the condition status of the employee or family member.

2. **Family Sick Leave**
   Employee is entitled to use sick leave for the care of the employee's ill or sick family member. Such leave for this purpose will be deducted from the employee's sick leave balance.

   Immediate family members shall mean spouse, parent, child, stepchild, mother/father-in-law, registered domestic partner, or other person who is living within the household and is in a dependent category according to IRS regulations.

DATE: July 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: Allocate Measure A/AA Funds to Novato for the Novato Boulevard Segment 1 Rehabilitation Project (Action), Agenda Item No. 5e

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RECOMMENDATION

The TAM Board approves the allocation of $8,490,387 in Measure AA and Measure A reserve funds to the City of Novato to complete the construction phase for the Novato Boulevard Segment 1 Rehabilitation Project.

BACKGROUND

The Measure AA Expenditure Plan provides funds for the remaining Major Road projects from the Measure A Expenditure Plan. Major Road projects were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan. A detailed prioritization process engaged in by local stakeholders and all of our local jurisdictions in 2006 established Novato Boulevard as the first prioritized project in the Northern Marin Planning Area. The Novato Boulevard Segment 1 Rehabilitation Project is the remaining project with funds committed by Measure AA in the Northern Marin Planning Area, and the final project to be delivered from the Major Roads category.

DISCUSSION

The Novato Boulevard Segment 1 Rehabilitation Project is designed to provide operational, bicycle, and pedestrian improvements to Novato Boulevard between Diablo Avenue and Grant Avenue. Improvements include the following components:

- Contiguous sidewalks on both sides of Novato Blvd. from Diablo Ave. to Grant Ave.
- Class II bike lanes on both sides of Novato Blvd. from Diablo Ave. to Grant Ave.
- Upgraded drainage facilities including clean water treatment
- Roadway widening
- Updated crosswalks
- Updated traffic signals
- Drought tolerant/water efficient and fire-wise landscape
- Updated street lighting
- Pavement rehabilitation

TAM previously allocated Measure AA funds for the environmental, right of way, and design phases of the project.

Details on the Novato Boulevard Segment 1 Rehabilitation Project may be found on the link: https://www.novato.org/government/public-works/public-works-projects/novato-boulevard-improvements?locale=en.

Measure AA/A Allocation Request

Novato is ready to proceed to the construction phase of the Novato Boulevard Rehabilitation Segment 1 Project after receiving approval from the Novato Council on June 23, 2026. Novato is requesting the remaining Measure AA funds in the amount of $8,337,000 to complete the construction phase of the project. Novato is also requesting the remaining Measure A reserve funds of $153,387 programmed to the Novato Boulevard project. The total request is $8,490,387 in Measure AA and Measure A reserve funds. Approval of this allocation request will fulfill TAM's Measure A/AA commitment to the Novato Boulevard Rehabilitation Segment 1 Project under the Measure AA Expenditure and Strategic Plan.

Novato has already advertised the project and expects to award a contract in August. Novato anticipates commencing the construction phase in the fall of 2026 and completing the project in July 2028. The total project cost is approximately $17.5 million and will be funded from Measure A/AA funds along with $9.1 million in local City funds.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Commitments from Measure AA to complete the Major Road Program under Measure A preceded the Countywide Transportation Plan (CTP). However, the Novato Boulevard Rehabilitation Segment 1 Project largely aligns with the CTP strategy of "fix it first (or better)" with proposals to improve pavement condition and address ADA requirements such as curb ramps. The project will also implement a new Class II bike lane and improve the overall roadway conditions that benefit two bus routes (Routes 49 and 57) for Marin Transit.

FISCAL CONSIDERATION

Upon approval, the approved allocation will be reflected in the Measure AA Strategic Plan and TAM's budget. The funds will be expended over the next few fiscal years, on a reimbursement basis.

NEXT STEPS

Upon approval, a funding agreement will be issued to Novato for $8,490,387 in Measure AA and Measure A reserve funds for the construction phase of the Novato Boulevard Segment 1 Rehabilitation Project.

ATTACHMENT

Attachment A – Allocation Request Form

Exhibit A

Transportation Authority of Marin
Measure AA – Transportation Sales Tax
Allocation Request Form

Fiscal Year of Allocation: 2026-27

Expenditure Plan: Strategy 3: Sub-strategy 3.1 – Major Roads and Related Infrastructure

Project Name: Novato Boulevard Segment 1 – Diablo Avenue to Grant Avenue

Implementing Agency: City of Novato

Project Purpose and Need: To provide operational improvements, bicycle lanes, and pedestrian facilities to Novato Blvd. between Diablo Avenue and Grant Avenue.

Scope of Work: This last phase of improvements to Novato Boulevard proposes providing two through travel lanes (one in each direction) and a center-turn lane between Diablo Avenue and Boulevard Terrace, and three through-travel lanes (two westbound and one eastbound) and a center-turn lane between Boulevard Terrace and Grant Avenue. The project would also include other improvements such as new and reconstructed sidewalk/curb/gutter, new bicycle lanes, reconstructed driveways, landscaping and water quality enhancement areas, and new traffic signals. In addition to the proposed roadway improvements, the project would include undergrounding of utilities and district upgrades to existing sewer and water lines. Acquisitions of portions of land along Novato Boulevard would be necessary in order to construct the proposed project. Land acquisitions would be required on the frontage of six parcels, all of which would be between Cypress Avenue and Diablo Avenue.

Background: The Novato Boulevard Segment 1 Improvement project was initiated in the city's Capital Improvement Program in Fiscal Year 2000/01 budget and has been in the planning and environmental documentation phases for approximately twenty years. The project was included in the voter approved Measure A Transportation Sales Tax list of projects anticipated to receive funding and as Northern Marin's first funding priority for regionally significant roads. The Project Study Report from 2006 recommended a four-lane alternative (two through-lanes in each direction with a raised center median and center-turn lanes at intersections) plus bicycle and pedestrian facilities.

In 2017 a project development team was assembled to advance the project while minimizing temporary and permanent impacts to the community and natural environment. Traffic data was collected and analyzed from Novato Boulevard and every side street from Diablo to Grant, corridor collision data was reviewed, and several public workshops were held to solicit public comment on the project. As the result of these efforts, a new three-lane layout (one through-lane in each direction and a continuous center-turn lane) that meets the project purpose and need was developed. The Novato City Council on June 12, 2018 unanimously adopted the three-lane layout as the preferred alternative and directed staff to update and finalize the Environmental Impact Report accordingly.

Computerized traffic models were prepared for the three-lane layout and programmed for an anticipated 23% increased traffic volumes in the year 2043 (20 years after the project is likely to be completed). The traffic models show that the three-lane configuration would serve future peak-hour commute traffic at an improved level of service over existing peak-hour traffic conditions today. This is largely due to the continuous center-turn lane and additional westbound through travel lane beginning at Boulevard Terrace. While the previous four-lane configuration provided a slightly better level of service, the new three-lane configuration still meets the requirements of the Novato General Plan and TAM's Congestion Management Plan and the level of service proposed is consistent with project development standards in the Bay Area.

Because the total width of the three-lane preferred alternative is approximately 24' narrower than the previous four-lane layout, it is anticipated that environmental and community impacts will be minimized. For example, the three-lane project will need to remove about half as many trees as the previous layout, the proposed roadway widening will no longer encroach on the banks of Novato Creek, and the project will require approximately 20 fewer property acquisitions.

Tentative Project Delivery Schedule:

PROJECT PHASE	START	FINISH
Environmental Document		EIR Certified May 10, 2022
Plans, Specs, & Estimate	October 2019	June 2026
Right-of-Way	February 2023	December 2026
Advertise & Award	June 2026	August 2026
Utility Undergrounding	June 2025	March 2027
Construction	September 2026	July 2028

Scope of Work for this Allocation Request: The City's roadway improvements are scheduled to begin construction upon the substantial completion of the undergrounding of existing overhead electrical facilities which will be completed by PG&E's Rule 20A Program. The Rule 20A undergrounding has been under construction since June 2025, and is anticipated to be completed in March of 2027.

Project design is near complete and the City is preparing to combine their project documents with those from the North Marin Water District (NMWD) and the Novato Sanitary District (NSD). The agencies plan to combine their projects into one bid so that they can share cost items like traffic control, paving, and construction management while minimizing the construction duration and disruption to the community, and maintaining construction efficiency. The engineer's estimate for the City's project work, including a 10% contingency is $15,544,230. In addition to the construction, the City estimates that staff time and construction management consultant fees will bring the project total cost to $17,500,000.

Measure A/AA Programmed Amount Available: The Measure AA Expenditure Plan programmed $11,587,000 to Novato for the Novato Boulevard Project. Measure A reserve funds in the amount of $153,387 are also available for the Novato Boulevard Project. The total available amount is $11,740,387.

Previous Measure A/AA Allocated Amount: TAM previously allocated a total of $3.25 million in Measure AA funds to Novato for the Novato Boulevard Project for the following components:

- $1,000,000 – PA&ED
- $250,000 – ROW
- $2,000,000 – Final Design and PG&E Rule 20A Program.

Current Measure A/AA Available Amount: $8,490,387

Current Measure A/AA Requested Amount: $8,490,387 to support construction of the City improvements, staff time, and construction management for the Novato Boulevard Segment 1 – Diablo Avenue to Grant Avenue project.

Other Funds to Match Current Request of Measure A/AA Funds: $9,100,900 in local funds.

Novato Blvd Project Cost/Funding Plan			
Phase	**Approximate Costs**	**Funding Source**	**Funding Available**
CON	$15,544,230	Measure AA/A Reserve	$8,490,387
CON CM	$1,955,770	Local Funds	$9,100,000
Total	**$17,500,000**		**$17,590,387**

Earliest Reimbursement Allowed: 50% available for reimbursement in FY 2026-27 and 50% available for reimbursement in FY27-28.

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Transportation Authority of Marin

DATE: July 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director Anne Richman
Derek McGill, Director of Planning

SUBJECT: Accept MTC Planning Funds for the Update of the Marin City Community Based Transportation Plan (Action), Agenda Item No. 5f

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RECOMMENDATION

The TAM Board authorizes the Executive Director to execute an agreement with the Metropolitan Transportation Commission (MTC) to accept $150,000 for the development of a Marin City Community Based Transportation Plan (CBTP).

BACKGROUND

The Transportation Authority of Marin (TAM) has a long-standing commitment to advancing mobility of designated Equity Priority Communities (EPCs) in Marin County, through the development of CBTPs. MTC established the CBTP Program in 2002 that requires County Transportation Agencies (CTAs) to bring local residents, community organizations and transportation agencies together to improve mobility options for low-income communities. The focus of the CBTP program is to work with communities that have historically been underserved by or excluded from the transportation planning process to identify mobility challenges and prioritize solutions.

In Marin County, the CBTP process has been central to transportation equity planning efforts. TAM led the development of CBTPs in 2006 for the Canal Neighborhood in San Rafael and for Marin City in Southern Marin. In 2015, TAM updated the Marin City CBTP and led the development of a CBTP in Novato to support equity populations that are typically not recognized through regional definitions. In 2022, the Canal CBTP was updated by and accepted by the City of San Rafael and the TAM Board.

DISCUSSION/ANALYSIS

As CBTPs are typically developed for designated Equity Priority Communities, and updated periodically, TAM has been seeking funds for development of a new CBTP for the Los Ranchitos EPC in San Rafael, and for CBTP updates for Novato and Marin City.

In 2025, the Marin County Community Development Agency notified TAM that an MTC grant funded effort to develop a community plan for Marin City was not advancing. As a result of this decision, TAM staff recommended to MTC that these funds remain for the community and be applied towards the CBTP update. At the December 2025 MTC Commission meeting, the Commission approved awarding $150,000 to TAM for the development of the CBTP update for Marin City.

Pending Board approval and execution of the funding agreement with MTC, staff anticipate initiating the CBTP update in fall 2026. A Request for Proposals (RFP) for consultant services is expected to be released thereafter, with consultant selection and contract award anticipated in 2027. Plan development is expected to continue through 2028 and updates will be brought to the Board. Staff anticipates close coordination with County staff and the community throughout the update process.

With the County of Marin not advancing the Marin City Community Plan, the Priority Development Area (PDA) planning requirements for the Unincorporated County US 101 PDA (which includes Marin City and a portion of the Cal Park Neighborhood adjacent to San Rafael) have not been met by the timeline set by MTC. MTC and County staff are aware that this will result in the loss of the PDA status for Marin City in subsequent updates to Plan Bay Area, pending any PDA program changes. Current OBAG Cycle 4 funding requirements include Marin City as an eligible PDA.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Development of CBTPs advances the goals of the CTP by supporting safe, equitable, and sustainable transportation options throughout Marin County.

FISCAL CONSIDERATION

The estimated total cost to update the Marin City CBTP is $150,000. Federal Funds are being provided, however local match is not required.

Upon execution of the grant agreement with MTC, TAM's FY2026-27 Annual Budget will be amended as necessary to reflect project-related revenues and expenditures.

NEXT STEPS

Upon Board approval, the Executive Director will be authorized to execute the grant agreement with MTC, and work on the CBTP development will begin thereafter.

ATTACHMENTS

None.

DATE: July 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: US 101/I-580 Multi-Modal and Local Access Improvement Project – RM3 Scope Amendment from MTC (Action), Agenda Item No. 5g

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RECOMMENDATION

The TAM Board accepts an update on the Regional Measure 3 (RM3) Scope Amendment for the US 101/I-580 Multi-Modal and Local Access Improvement Project.

BACKGROUND

US 101/I-580 Multi-Modal and Local Access Improvement Project

TAM, in cooperation with Caltrans and the cities of San Rafael and Larkspur, is developing a project to construct multi-modal and local access improvements on the Northbound 101 to Eastbound 580 corridor and the nearby Bellam Boulevard area.

In March 2024, the TAM Board approved three build alternatives to carry forward in the Environmental phase of the project, plus a no build alternative. Build Alternative 1 would construct a series of local street improvements on Bellam Boulevard; Build Alternative 2 would build a connector between US 101 and I-580 along Simms Street; and Build Alternative 3 would construct a connector at the approximate location of the existing NB US 101 Bellam Boulevard off ramp. Alternatives 2 and 3 would also include all the improvements described in Alternative 1.

All the alternatives include improvements on Bellam Boulevard, including the replacement of the Eastbound I-580 bridge over Bellam Boulevard and bicycle and pedestrian improvements. The Project Initiation Document (PID) was approved by Caltrans on September 7, 2023. The Project Approval and Environmental Document (PA&ED) Phase officially started with a Scoping Meeting held on October 1, 2024, and environmental and traffic studies are ongoing. The current PA&ED phase is anticipated to be completed by 2028.

The purpose of the project is to do the following:

- Improve regional connectivity between NB US 101 and EB I-580
- Improve traffic operations on local streets
- Enhance the active transportation (bicycle and pedestrian) network and improve bicycle and pedestrian safety within the community
- Improve transit access and travel times on the Bellam Boulevard corridor
- Support economic prosperity by providing better and more reliable access to local businesses
- Improve community cohesion by enhancing local connectivity to work, school and businesses for disadvantaged communities near the project area

Regional Measure 3 (RM3)

RM3 was approved by 55 percent of voters in the nine-county San Francisco Bay Area in June 2018 with a plan for major roadway and public transit improvements funded via an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. The Expenditure Plan for the ballot measure specified the projects and programs to be funded with RM3 funds. The Richmond-San Rafael Bridge (RSRB) Access Improvement Project was among the projects identified in the Expenditure Plan for $210 million, of which $135 million was anticipated for the US 101/I-580 Project in Marin and $75 million for improvements in Contra Costa County.

The RSRB Access Improvement Project was described as follows:

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars ($135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars ($75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars ($210,000,000).

To date, $7.8 million of RM3 funds have been allocated to the PA&ED phase. The remaining $127.2 million from the $135 million available will be requested as needed to complete the PA&ED phase and future phases of the US 101/I-580 Project. TAM staff anticipate submitting an allocation request in the coming months.

DISCUSSION/ANALYSIS

Since the approval of RM3 in June 2018, TAM has advanced planning and environmental studies at the U.S. 101/Interstate 580 interchange to evaluate improvements to access the RSRB from U.S. 101 in Marin County.

The PA&ED phase is underway: various detailed studies are being performed for the three Build Alternatives and the no build alternative. Note, Alternative 1 does not include the construction of a direct connector from northbound U.S. 101 in Marin County to the RSRB, but preliminary studies indicate improvements to the local roads will also provide operational improvements for regional traffic heading to the RSRB. As a preferred alternative has not yet been identified, TAM would like to maintain flexibility and reflect the recent project evolution in the RM3 project's scope and remove the reference of a direct connector. This will allow consideration of the full range of potential improvements during the PA&ED phase, including alternatives that do not include a direct connector (Alternative 1). This will also allow funding of next phases of the project using RM3 funds regardless of the preferred alternative.

RM3 Policies allow the project sponsor to request a modification of the project's or program's scope. In that case, the MTC Commission should conduct a public hearing as outlined in the Streets and Highways Code Section 30914.7(e). After the hearing, the Commission may vote to modify the project's or program's scope.

The TAM Executive Director submitted a letter to MTC requesting and supporting the proposed change for consideration by the MTC Commission (Attachment A). The letter outlines the proposed modifications (see below; strikeout indicates deletions and italics indicate additions):

Richmond-San Rafael Bridge Access Improvements ($210 million)
Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including:

- ~~A direct connector from~~ *Improve regional connectivity and traffic operations* between ~~northbound~~ U.S. Highway 101 in Marin County to the Richmond-San Rafael Bridge ($135 million).
- Westbound bridge access improvements in Contra Costa County east of the toll plaza, including upgrades to the Richmond Parkway interchange ($75 million)

On May 11, 2026, the TAM Administration, Projects, and Planning (AP&P) Executive Committee received an update on the RM3 Scope Amendment Request for the US 101/I-580 Multi-Modal and Local Access Improvement Project.

MTC conducted a public hearing at the May 13, 2026 Programming and Allocations Committee to take comments on the proposed amendments. The comment period opened on April 29, 2026, and closed on May 29, 2026. MTC did not receive any comments on the project (Attachment B – MTC Public Hearing Summary).

On June 10 and 24, 2026, the MTC Programming and Allocations Committee and the MTC Commission respectively approved the proposed changes to the RM3 capital program described in MTC Resolution No. 4621 (Attachment C – MTC Resolution No. 4621).

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The CTP identifies the US 101/I-580 Multi-Modal and Local Access Improvement Project as a highway project enhancing regional connectivity.

FISCAL CONSIDERATION

This request will only modify the project’s scope and will not affect the RM3 Funds. All work for this year is shown in the approved TAM FY2026-27 budget.

NEXT STEPS

TAM’s work will continue on the PAED phase.

ATTACHMENTS

Attachment A – TAM Letter – RM3 Project Amendment Request
Attachment B – MTC Public Hearing Summary
Attachment C – MTC Resolution No. 4621

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Transportation Authority of Marin

900 Fifth Avenue
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April 24, 2026

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco CA 94105

Re: Request for Amendment to Regional Measure 3 – Project No. 25, Richmond-San Rafael Bridge Access Improvements

Dear Mr. Fremier,

The Transportation Authority of Marin (TAM) respectfully requests the Metropolitan Transportation Commission (MTC) consider amending the Regional Measure 3 (RM3) Richmond-San Rafael Bridge (RSRB) Access Improvements Project description as allowed under Streets and Highways Code Section 30914.7(e).

TAM has advanced planning and environmental studies at the U.S. Highway 101/Interstate 580 interchange to evaluate improvements to access the RSRB from U.S. Highway 101 in Marin County. As the project remains in the Project Approval and Environmental Document (PA&ED) phase, studies are still underway and a preferred alternative has not yet been identified; therefore, TAM seeks to maintain flexibility in the project's scope to allow consideration of the full range of potential improvements. While a direct connector has been studied, it may not ultimately prove to be the most effective alternative to improving regional connectivity and traffic operations in the corridor.

Accordingly, TAM respectfully requests that the RM3 project's scope be amended for Project No. 25, Richmond San Rafael Bridge Access Improvements as follows (strikeout indicates deletions and italics indicate additions):

Richmond-San Rafael Bridge Access Improvements ($210 million)
Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including:

- ~~A direct connector from~~ *Improve regional connectivity and traffic operations* between ~~northbound~~ U.S. Highway 101 in Marin County to the Richmond-San Rafael Bridge ($135 million).
- Westbound bridge access improvements in Contra Costa County east of the toll plaza, including upgrades to the Richmond Parkway interchange ($75 million)

Thank you for your consideration of this proposed amendment. TAM appreciates MTC's support and the continued RM3 funding for this project as we work to improve mobility and regional connectivity along the Highway 101 and RSRB corridors.

Sincerely,

Anne Richman
Executive Director

cc: Timothy Haile, CCTA; Ron Sangalang, Caltrans

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 3a26-0615**

Public Hearing Summary: Proposed Amendment to the Regional Measure 3 (RM3) Program

Subject:

MTC Resolution No. 4621, Revised Regional Measure 3 Program Amendments. A summary of public comments received and recommendation to modify the scope of five existing projects in the Regional Measure 3 (RM3) capital program, specifically to:

- Modify scope of Transbay Rail Crossing (RM3 project #13) to provide accommodation of additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor and remove reference to a second transbay crossing.
- Modify scope of Richmond-San Rafael Bridge Access Improvements (RM3 project #25) to update the project description affecting Marin County.
- Modify scope of Byron Highway-Vasco Road Airport Connector (RM3 project #32) to clarify and expand eligible phases of work.
- Modify scope of Vasco Road Safety Improvements (RM3 project #33) to clarify and expand eligible phases of work.
- Modify scope of East Contra Costa County Transit Intermodal Center (RM3 project #34) to clarify and expand eligible phases of work.

A public hearing was held on May 13, 2026 to take comments on the proposal.

Background:

On June 5, 2018, Bay Area voters approved RM3, a toll increase of three dollars ($3) phased in over time, including a one dollar ($1) toll increase on January 1, 2019, a one dollar ($1) toll increase on January 1, 2022, and a one dollar ($1) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area. Pursuant to California Streets and Highway Code Section 30914.7(e), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM3. MTC held a public hearing on May 13, 2026 to take oral comments on the proposal. Further discussion of the proposal and a summary of the public hearing comments are included below.

Project Discussion

<u>Transbay Rail Crossing (RM3 Project #13)</u>

The Bay Area Rapid Transit District (BART), the named sponsor of RM3 project #13, requests revising the scope of the Transbay Rail Crossing project to remove reference to a second transbay rail crossing, and to instead focus on capital improvements that provide the additional rail capacity, increased reliability, and improved resiliency already referenced in the statutory language. In its request letter, BART notes that efforts toward a second transbay rail crossing between Oakland and San Francisco, which became known as the Link21 program, completed Phase 0 (Program Definition) and Phase 1 (Project Identification) via BART Measure RR funds. Phase 1 completed technical analysis that determined standard-gauge rail would meet more program requirements, and the BART Board decided in June 2025 not to proceed with a project to design and construct a second BART transbay rail crossing. BART also notes that further efforts on Link21 (Phase 2 would be Project Selection, inclusive of project alternatives, environmental review, and final business case and implementation strategy) face significant financing obstacles, having not received federal grants via the Federal-State Rail Partnership for Intercity Passenger Rail program, and with an estimated $800 million in grant funding, which could take a decade to secure, still needed to complete Phase 2. BART states that these issues make it unrealistic to move forward with a new transbay rail crossing within a reasonable timeframe.

BART's requested language would enable allocation of RM3 funds to the Transbay Corridor Core Capacity Program (TCCCP), which will provide additional rail capacity via running longer trains more frequently through the Transbay Tube, and will increase reliability and improve resiliency as a result of a new, modern train control system in addition to additional rail car storage and additional traction power substations. The RM3 expenditure plan already contains $500 million toward TCCCP expansion railcars (RM3 Project #1; fully allocated and with railcar delivery nearly complete); the proposed language for RM3 Project #13 would make this $50 million line item eligible for allocation to the remaining TCCCP elements: the communications-based train control system, expansion of the Hayward Maintenance Complex, and six additional traction power substations.

Richmond-San Rafael Bridge Access Improvements (RM3 Project #25)

The Transportation Authority of Marin (TAM), one of the named sponsors of RM3 Project #25, requests updating the scope of the Marin portion of the Richmond-San Rafael Bridge Access Improvements project. The legislation currently states that RM3 will fund a direct connector from northbound US-101 to eastbound I-580. TAM is currently preparing the environmental document for improvements in the area, where a direct connector is one alternative being considered. However, TAM requests deleting references to a direct connector and replacing it with improved regional connectivity and traffic operations in the area, with no other changes. TAM requests this change as to not pre-suppose the outcome of the environmental document, as well as recognizing that constructing a direct connector may not be financially feasible without substantial external grant funding.

Projects in Contra Costa County (RM3 Projects #32, 33, and 34)

The Contra Costa Transportation Authority (CCTA), the named sponsor of RM3 Projects #32, 33, and 34, requests updating the scope of the three projects. The legislation currently states that RM3 will fund construction of various improvements in Contra Costa; however, CCTA requests the flexibility to use RM3 funds for pre-construction phases. CCTA requests deletion of references to construction in the program language, with no other changes.

Public Hearing Summary

MTC conducted a public hearing at the May 13, 2026 Programming and Allocations Committee to take comments on the proposed amendments. The comment period opened on April 29, 2026, and closed on May 29, 2026. The Committee received two oral public comments at the public hearing on May 13, summarized below:

- Roland LeBrun: Expressed concern about removing reference to second transbay tube under RM3 Project #13 and concerns about connections to the Transbay Transit Center.
- Aleta Dupree: Expressed interest in improving public transit now with the backdrop of ongoing Link21 discussions as it relates to RM3 Project #13.

MTC has not received any other written comments.

Issues:

None

Recommendation:

Refer MTC Resolution No. 4621, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4621, Revised
    - Attachment A
    - Attachment B

Andrew B. Fremier

Date: January 24, 2024
W.I.: 1255
Referred by: PAC
Revised: 04/23/25-C 06/24/26-C

ABSTRACT

MTC Resolution No. 4621, Revised

This resolution approves amendments to the Regional Measure 3 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914.7(e) *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 3 Project List.

This resolution updates Attachments A and B to include the draft changes proposed as a part of the public hearing on December 13, 2023 to add $16.7 million in RM3 funds to RM3 project #2 (Bay Area Corridor Express Lanes) from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project); to clarify inclusion of the multi-use pathway along the SMART right-of-way within the project scope for RM3 project #7 (Sonoma-Marin Area Rail Transit); to reduce the RM3 amount by $16.7 million from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project) to be transferred to RM3 project #2 (Bay Area Corridor Express Lanes); to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately 3 miles from Atherton Ave. to State Route 37 in Novato for RM3 project #20 (Highway 101-Marin/Sonoma Narrows); and to add MTC as a joint project sponsor to RM3 Project #23 (State Route 37 Improvements).

This resolution was revised on April 23, 2025, to include the high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito for RM3 project #20 (Highway 101-Marin/Sonoma Narrows).

This resolution was revised on June 24, 2026 to update the scope for RM3 projects #13, #25, #32, #33, and #34 with no change to the project funding.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated January 10, 2024, April 9, 2025, and June 10, 2026.

Date: January 24, 2024
W.I.: 1255
Referred by: PAC

Re: <u>Approval of Amendments to the Regional Measure 3 Program</u>

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4621

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission ("MTC") is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, Streets and Highways Code Section 30914.7(e) authorizes MTC to modify any RM3 program and the scope of any RM3 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM3 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914.7(e) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM3 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914.7(d) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM3 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM3 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM3 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914.7(e) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 24, 2024.

Attachment A
Resolution No. 4621, Revised
Page 1 of 2
Revised: 04/23/25-C 06/24/26-C

Summary of Project/Program Changes

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
Bay Area Corridor Express Lanes (Streets and Highways Code Section 30914.7(a)(2))	BAIFA and any countywide or multicounty agency in the Bay Area authorized to implement express lanes.	Add $16.7 million in funding (hearing date December 13, 2023)	Receive $16.7 million transfer from project #21 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
Sonoma-Marin Area Rail Transit (Streets and Highways Code Section 30914.7(a)(7))	SMART	Add scope to the project to include multi-use path improvements. (hearing date December 13, 2023)	Clarify the scope includes implementation of the multi-use Pathway along SMART right-of-way.	None
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to extend the project limits. (hearing date December 13, 2023)	Update project limits to reflect entire limits of the Marin-Sonoma Narrows project.	None
Solano County I-80/I-680/SR-12 Interchange (Streets and Highways Code Section 30914.7(a)(21))	STA	Reduce funding by $16.7 million (hearing date December 13, 2023)	Redirect funds to project #2 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
State Route 37 Improvements (Streets and Highways Code Section 30914.7(a)(23))	TAM NVTA STA SCTA MTC	Add the Metropolitan Transportation Commission as a joint sponsor. (hearing date December 13, 2023)	MTC is a co-implementing agency for various phases of the project.	None

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to include high occupancy vehicle lane hours signage. (hearing date March 12, 2025)	Update project scope to include signage for the entire limits of Marin-Sonoma Narrows project.	None
Transbay Rail Crossing (Streets and Highways Code Section 30914.7(a)(13))	BART	Modify scope to provide accommodation of additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor and remove reference to a second transbay crossing. (hearing date May 13, 2026)	Project faces financing obstacles making it unrealistic for the project to proceed as originally scoped. Changes to scope maintain intended use of funds for additional rail capacity, increased reliability, and improved resiliency in the corridor.	None
Richmond-San Rafael Bridge Access Improvements (Streets and Highways Code Section 30914.7(a)(25))	TAM	Modify scope to update project description to remove reference to a direct connector from I-580 to US-101 in Marin County. (hearing date May 13, 2026)	Update scope to remove reference to direct connector from I-580 to US-101 and replace with regional connectivity and traffic operations improvements.	None
Byron Highway-Vasco Road Airport Connector (Streets and Highways Code Section 30914.7(a)(32))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None
Vasco Road Safety Improvements (Streets and Highways Code Section 30914.7(a)(33))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None

Project or Program	**Sponsor(s)**	**Change (hearing date)**	**Reason**	**Conditions**
East Contra Costa County Transit Intermodal Center (Streets and Highways Code Section 30914.7(a)(34))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None

Regional Measure 3 Program: Project List as Proposed
(draft changes are noted in italics)

Streets and Highways Code Sections 30914.7(a)

(1) BART Expansion Cars. Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is BART. Five hundred million dollars ($500,000,000).

(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred three hundred sixteen million seven hundred thousand dollars ($316,700,000).

(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsors are the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred sixty million dollars ($160,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars ($150,000,000).

(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars ($300,000,000).

(6) BART to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley Transportation Authority. Three hundred seventy-five million dollars ($375,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg and implementation of the multi-use Pathway along SMART right-of-way. The project sponsor is the Sonoma-Marin Area Rail Transit District. Forty million dollars ($40,000,000).

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars ($90,000,000).

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars ($325,000,000).

(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars ($140,000,000).

(11) Core Capacity Transit Improvements. Implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit. One hundred forty million dollars ($140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars ($100,000,000).

(13) Transbay Rail Crossing. Fund *the accommodation of* ~~preliminary engineering, environmental review, and design~~ *additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor* ~~a second transbay rail crossing and its approaches~~ to provide additional rail capacity, increased reliability, and improved resiliency to the *transbay rail* corridor. Subject to approval by the Metropolitan Transportation Commission, funds may ~~also~~ be used for *capital expenses related to implementation of a communications-based train control system, construction of new traction power substations, and construction of an east storage yard at BART's Hayward Maintenance Complex.* ~~construction, and, if sufficient matching funds are secured, to fully fund a useable segment of the project.~~ The project sponsor is the Bay Area Rapid Transit District. Fifty million dollars ($50,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars ($100,000,000).

(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred thirty million dollars ($130,000,000).

(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred million dollars ($100,000,000).

(17) Dumbarton Corridor Improvements. Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars ($130,000,000).

(18) Highway 101/State Route 92 Interchange. Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by

the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars ($50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars ($210,000,000).

(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard North in Petaluma and State Route 37 in Novato. The project scope shall also include updating high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito. The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars ($120,000,000).

(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred thirty-three million three hundred thousand dollars ($133,300,000).

(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars ($105,000,000).

(23) State Route 37 Improvements. Fund near-term and longer-term improvements to State Route 37 to improve the roadway’s mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors. The project is jointly sponsored by the Transportation Authority of Marin, the Napa Valley Transportation Authority, the Solano Transportation Authority, Sonoma County Transportation Authority, and the Metropolitan Transportation Commission. Funds for this project may be allocated to any of the project sponsors. One hundred million dollars ($100,000,000)

(24) San Rafael Transit Center. Construct a replacement to the San Rafael (Bettini) Transit Center on an existing or new site, or both, in downtown San Rafael. The selected alternative shall be approved by the City of San Rafael, the Golden Gate Bridge, Highway and Transportation District, the Transportation Authority of Marin, and Marin Transit. The project

sponsor is the Golden Gate Bridge, Highway and Transportation District. Thirty million dollars ($30,000,000).

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including ~~a direct connector from northbound~~ *improving regional connectivity and traffic operations between* Highway 101 *in Marin County* ~~to~~ *and the Richmond-San Rafael Bridge* ~~eastbound Interstate 580~~, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars ($135,000,000) shall be dedicated to *improving regional connectivity and traffic operations between* ~~the direct connector from northbound~~ Highway 101 ~~to eastbound Interstate 580~~ in Marin County *and* the Richmond-San Rafael Bridge and seventy-five million dollars ($75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars ($210,000,000).

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars ($100,000,000).

(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscol Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars ($20,000,000).

(28) Next-Generation Clipper Transit Fare Payment System. Provide funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area’s transit fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the bay area. The project sponsor is the Metropolitan Transportation Commission. Fifty million dollars ($50,000,000).

(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars ($15,000,000).

(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The project sponsor is the Alameda County Transportation Commission. Eighty-five million dollars ($85,000,000).

(31) Interstate 80 Transit Improvements. Fund improvements to support expanded bus service in the Interstate 80 corridor including, but not limited to, bus purchases, expansion of the WestCAT storage yard and maintenance facility. Fund implementation of the San Pablo Avenue Multi-modal Corridor (AC Transit). The project sponsor is the Contra Costa Transportation Authority. Twenty-five million dollars ($25,000,000).

(32) Byron Highway-Vasco Road Airport Connector. Fund ~~construction of~~ a new connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway, including a railroad grade separation, to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars ($10,000,000).

(33) Vasco Road Safety Improvements. Fund the widening of lanes and ~~construction of~~ a concrete median barrier along 2.5 miles of Vasco Road beginning approximately three miles north of the Contra Costa/Alameda County Line. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars ($15,000,000).

(34) East Contra Costa County Transit Intermodal Center. Fund ~~the construction of~~ a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars ($15,000,000).

(35) Interstate 680 Transit Improvements. Fund improvements that will enhance transit service in the Interstate 680 corridor, including, but not limited to, implementing bus operations on shoulder (BOS), technology-based intermodal transit centers/managed parking lots and development of technology to enhance real-time travel information. Fund implementation of Shared Autonomous Vehicles (SAVs) to improve first and last mile transit connectivity. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars ($10,000,000).

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Transportation Authority of Marin

DATE: July 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Interagency Agreement with Reed Union School District for Reimbursed Crossing Guard Services (Action), Agenda Item No. 5h

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RECOMMENDATION

The TAM Board authorizes the Executive Director to enter into Interagency Agreement A-FY26-23 with the Reed Union School District (RUSD) for reimbursement of two crossing guards for the 2026/2027 school year. The not to exceed amount will be $51,000, and the termination date will be July 31, 2027.

BACKGROUND

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard services. Under contract, All City Management Services (ACMS) currently provides crossing guards under the general supervision of TAM staff. The 2026/2027 school year will be the 21st year that crossing guards have been funded by the TAM Crossing Guard Program.

In April 2026, the TAM Board approved the Program to fund 96 guards for the 2026/2027 through 2029/2030 school years with the expectation that the funding level will need to be reduced for the 2030/2031 school year. Note, a 97th location has been added to the TAM funded locations in accordance with the Board approved “New and Changed Conditions Policy.”

DISCUSSION

In addition to funding the top 97 ranked locations, the TAM Crossing Guard Program includes provisions for local agencies, schools, or school districts to arrange for crossing guard services to be provided through the TAM contract at locations below the funding cutoff, by reimbursing TAM for the cost of the services.

The current cost for a crossing guard is approximately $25,500 for a regular school year. This amount assumes a modest increase in the paid rate effective August 1, 2026.

The RUSD in Tiburon wishes to contract with TAM for ACMS to provide two guards for this coming school year. The following two sites will be covered by the agreement:

- Avenida Miraflores at School (near Felipa Ct.)
- Tiburon Blvd & Trestle Glen Blvd

Both locations were guarded through the Program for the 2025/26 school year; however, both locations would not have had a guard for the coming school year according to the list approved in April 2026. With this new agreement funded by RUSD, service will continue uninterrupted at these sites.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

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

FISCAL CONSIDERATION

The cost of providing crossing guard services for the two locations will be reimbursed 100% by the Reed Union School District during the 2026/2027 school year and has no impact on the FY2026-27 TAM Annual Budget.

NEXT STEPS

Upon Board approval, staff will execute the interagency agreement.

ATTACHMENTS

None.

Transportation Authority of Marin

DATE: July 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: Adopt Positions on 2026 State Legislative Bills (Action), Agenda Item No. 6

RECOMMENDATION

The TAM Board approves positions on 2026 State Legislative Bills as shown in Attachment A.

BACKGROUND

On January 22, 2026, TAM adopted a Legislative Platform to guide policy decisions and communicate TAM's goals to the Legislature and other agencies. On March 26, 2026, TAM adopted positions on 27 initial bills. Since March, bills have been removed and added to the bill matrix. Removal of bills from the bill matrix typically resulted from bills failing passage or bills being revised and no longer applicable to Marin.

After the May 2026 TAM Board meeting, 24 bills remain on the bill matrix (Attachment A). Staff and Khouri Consulting, TAM's Legislative Consultant, have been monitoring the progress of these bills as the 2026 Legislative Session is coming to an end in August. Notable remaining dates for the 2026 Legislative Session are shown in the table below.

Last day for the Legislature to pass bills	August 31, 2026
Last day for the Governor to sign or veto bills	September 30, 2026
Statutes take effect, except emergency items that take effect upon signing	January 1, 2027

DISCUSSION/ANALYSIS

TAM Bill Matrix

The table below contains the 24 state bills with adopted positions by the TAM Board. These bills are being monitored by staff and Mr. Khouri, TAM's Legislative Consultant. As noted in the table, one bill, Number 3, AB 1421, will be removed from the matrix because it already failed passage.

Number 13, AB 2168, with a previously adopted <u>oppose</u> position is now changed to a recommended <u>watch</u> position. Number 21, SB 1087, with a previously adopted <u>watch</u> position is changed to a recommended <u>support</u> position.

Four (4) new bills were also added to the table and matrix in Attachment A. The four new bills are identified as Numbers 25 – 28 in the table. Numbers 25 and 26 are further discussed below because positions are recommended for consideration. No positions were recommended for Numbers 27 and 28 because they have already been signed by the Governor but were added because of their potential statewide impacts.

More bills may be added to the matrix in the coming months as they become relevant to TAM or Marin or requested by TAM Commissioners for discussion or action.

Summary of Monitored Bills				
No.	**Bill**	**Author**	**Subject**	**Adopted Position**
1	AB 939	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	Watch
2	AB 954	Bennett	Interregional transportation strategic plan: bicycle highways	Watch
3	AB 1421	Wilson	Vehicles: Road Usage Charge Technical Advisory Committee – **Failed passage, will be removed from matrix**	Watch
4	AB 1569	Davies	Electric Bicycle Safety and Training Program	Support
5	AB 1599	Ahrens	California Transit Stop Registry	Watch
6	AB 1614	Dixon	Class I Bicycle Path Requirement	Watch
7	AB 1942	Bauer-Kahan	Class 2 and Class 3 Electric Bicycles Requirement to be Registered with DMV	Watch
8	AB 1944	Lee	Higher Weight Limitations for Zero-Emission Transit Buses	Watch
9	AB 1976	Wicks	Pedestrian and Bicycle Facilities	Oppose
10	AB 2002	Solache	Regional Early Action Plan (REAP) Fund	Watch
11	AB 2051	Wicks	Coastal Resilience Permitting Working Group	Watch
12	AB 2059	Wilson	CEQA – Vehicle Miles Traveled	Watch
13	AB 2168	Wicks	Active Transportation Program (ATP) Guidelines	Oppose
14	AB 2184	Wilson	Cap and Invest Program: Nature Based Climate Solutions	Watch
15	AB 2346	Wilson	Speedometer Requirement for Class 1 and Class 2 Electric Bicycles	Support
16	AB 2560	Schultz	Update CAPTI Goals	Watch
17	AB 2748	Quirk-Silva	Affordable Housing Developments – Electric Vehicle Charging	Watch
18	SB 667	Archuleta	Railroad Requirement for Network of Wayside Detector System	Watch
19	SB 677	Wiener	Transit-Oriented Development (TOD): Redefine High-Frequency Commuter Rail	Watch
20	SB 922	Laird	Prohibition on Weight Based Charges from Local Agencies	Watch
21	SB 1087	Cabaldon	Planning Funding for Sustainable Communities Strategy	Watch
22	SB 1159	Cabaldon	Artificial Intelligence – Transparency and Governance	Support
23	SB 1167	Blakespear	Electric Bicycle Regulations on Motors and Disclosure	Support
24	SB 1423	Stern	State Transportation Improvement Program/Active Transportation Program	Watch
Recommended Change to Previously Adopted Positions				
No.	**Bill**	**Author**	**Subject**	**Recommended Position**
13	AB 2168	Wicks	Active Transportation Program (ATP) Guidelines	Oppose to Watch
21	SB 1087	Cabaldon	Planning & Implementation for Sustainable Communities Strategy	Watch to Support
New Bills Added				
No.	**Bill**	**Author**	**Subject**	**Recommended Position**
25	SB 741	Blakespear	Low Carbon Transit Operations	Support
26	SB 1187	Durazo	Open Meetings – Brown Act	Watch
27	ACA 22	Wicks	Vote Requirement on Voter Initiative Tax Proposals – **Signed by Governor, headed to November ballot**	N/A
28	SB 417	Cabaldon	Veterans and Affordable Housing Bond Act of 2026 – **Signed by Governor, headed to November ballot**	N/A

Staff is recommending new positions for bills with different previously adopted positions:

- AB 2168 – The TAM Board previously adopted an oppose position on AB 2168. AB 2168 has been revised to remove the proposed penalties on STIP funds for failures to comply with ATP requirements. The revised AB 2168 removed the STIP penalties and staff is recommending changing to a watch position.
- SB 1087 – The TAM Board previously adopted a watch position on SB 1087. Staff is recommending changing to a support position. SB 1087 has been amended to revise the sustainable communities strategy (SCS) process, undertaken by Metropolitan Planning Organizations (MPOs), such as MTC. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing vehicle miles traveled and greenhouse gas emissions. This bill would streamline the SCS development and approval process and help develop regional targets.

Staff is recommending adding two new bills with the following positions:

- AB 741 – This bill would repeal the requirements for transit operators to demonstrate that LCTOP funds received reduces GHG emissions and 50% of funds are expended in a disadvantaged community. Staff is recommending a support position for AB 741.
- SB 1187 – This bill would eliminate the requirement that eligible legislative bodies subject to the Brown Act translate meeting materials. SB 1187 does not apply to TAM because TAM does not meet the population and employee number requirements. Staff is recommending a watch position on SB 1187 to monitor its development.

The following bills were added for awareness because of their statewide impacts:

- ACA 22 – This constitutional amendment restores the two-thirds (2/3) supermajority requirement for local special taxes, including voter initiative proposals. ACA 22 was signed by the Governor. This item will come before voters on the statewide November 2026 ballot.
- SB 417 – This bill would enact the Veterans and Affordable Housing Bond Act of 2026, if approved by voters in November 2026, to authorize the issuance of bonds in the amount of $11,250,000,000 to finance programs to fund affordable rental housing and home ownership programs. SB 417 was signed by the Governor.

Letters of support or opposition may be developed at the appropriate time for each of the bills. TAM's Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM's positions on specific legislation.

FY 2026-27 State Budget

Governor Newsom signed a $350 billion state budget for FY 2026–27 with no projected deficits for the coming years. The budget includes a $350 billion spending plan, with $246.6 billion from the General Fund, which would be the largest state budget in California history. Mr. Khouri has included a memo on the FY 2026-27 State Budget as Attachment B. Mr. Khouri's memo summarizes the impacts of the FY 2026-27 State Budget on transportation funding.

Mr. Khouri will be participating at the July 23rd TAM Board meeting to discuss the FY 2026-27 State Budget as well as the bill matrix.

It should be noted that July is the last meeting that Mr. Khouri will be representing Khouri Consulting. Starting on August 1, 2026, Mr. Khouri will be transitioning to Actum, LLC, who is under contract with

TAM from August 1 to December 31, 2026. Mr. Khouri will continue to be the primary contact for TAM under the new contract with Actum, LLC.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The CTP was taken into consideration in the selection of bills and positions recommended.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by taking positions on these bills.

NEXT STEPS

Continue to review proposed bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENTS

Attachment A – TAM Bill Matrix – July 2026
Attachment B – Khouri Consulting – State Legislative Update – July 2026

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 939 (Schultz) **Housing development: density bonuses: affordability of for-sale units**	6/23/26 Senate Floor	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation for properties to be sold to and occupied by extremely low, very low, or lower income families who participate in a below-market interest rate loan program.	**Watch**
AB 954 (Bennett) **Interregional transportation strategic plan: bicycle highways**	8/29/25 Senate Inactive File	This bill requires Caltrans to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP). Since this bill is in the second house, it can be taken up for this purpose or be amended for another purpose, until August 21.	**Watch**
AB 1421 (Wilson) **Vehicles: Road Usage Charge Technical Advisory Committee**	1/29/26 Senate Rules Failed Passage	This is a spot bill for a possible gas tax successor source solution. The bill was amended on January 5 to require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1569 (Davies) **Pupil safety: electric bicycle parking: safety program**	6/24/26 Senate Appropriations~~Floor~~	As amended on April 13, this bill would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments.	**Support**
AB 1599 (Ahrens) **California Transit Stop Registry**	6/24/26 ~~Assembly Floor~~Senate Appropriations	As amended on June 4, this bill would require Caltrans to create, on or before June 1,2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.	**Watch**
AB 1614 (Dixon) **Vehicles: bicycles**	6/30/26 Signed by the Governor, Chapter 40, Statutes of 2026	This bill would prohibit a person from operating a bicycle on a Class I bikeway without a permanent seat being affixed. The purpose of the bill is to prevent "piggybacking" on Class I bikeways.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1942 (Bauer-Kahan) **Electric bicycles: registration and special license plates**	4/21/26 Assembly Appropriations	This bill would require class 2 and class 3 electric bicycles to be registered with the Department of Motor Vehicles (DMV) and to display a special license plate issued by the department. The bill would require DMV to adopt regulations to implement these requirements and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program.	**Watch**
AB 1944 (Lee) **Zero-emission transit buses: axle weight**	6/10/26 Senate Floor	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive.	**Watch**
AB 1976 (Wicks) **Streets and highways: pedestrian and bicycle facilities**	7~~6~~/2~~3~~/26 Senate ~~Environmental Quality~~Appropriations	As amended on June 17, this bill would exempt the development of pedestrian malls from the California Environmental Quality Act (CEQA) and limits cities' and counties' ability to deny or delay pedestrian and bicycle safety improvements, among other provisions. Specifically, this bill prohibits a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project if that project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan, after that project has passed 90% design, as specified. It also prohibits terminating a contract unless the city or county makes a finding at a public meeting. A city or county would be prohibited from requiring a petition with signatures from a majority of residents within 1,000 feet of the installation of a traffic calming measure.	**Oppose**

TAM Bill Matrix – July 2026

Measure	Status	Bill Summary	Recommended Position
AB 2002 (Solache) **Local government assistance: Regional Early Action Planning Fund**	6/18/26 Senate Appropriations	This bill would establish the Regional Early Action Planning (REAP) Fund in the State Treasury and require the Department of Housing and Community Development (HCD), upon appropriation by the Legislature, to allocate funds from the REAP Fund to councils of government (COGs) or regional entities for specified planning activities related to the seventh and subsequent cycles of the regional housing needs assessment (RHNA). to provide agencies with one-time funding for planning activities for the regional housing needs assessment. Funds would be distributed on a population basis. While establishing a fund, the bill does not include a source of revenue for the fund.	**Watch**
AB 2051 (Wicks) **Public resources: Coastal Resilience Permitting Working Group**	7/1/26 Senate Appropriations	This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2059 (Wilson) **California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation**	6/17/26 Senate Environmental Quality	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties, which are those that have a population of less than 200,000 people.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2168 (Wicks) **Active Transportation Program: guidelines**	7/1/26 Senate Appropriations	As amended on June 22, this bill directs the California Transportation Commission (CTC) to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, including stations, school bus stops, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit. If enacted, this bill would take effect on January 1, 2028. ~~As amended on April 13, this bill requires the CTC to include in its Active Transportation Program (ATP) guidelines project selection criteria recommendations to maximize the commitments of State Transportation Improvement Program (STIP) funds to projects funded in the ATP to scale funding for larger or network-level active transportation improvements.~~ ~~This could disadvantage ATP project applications from Marin if TAM's STIP capacity was programmed to priority transit or highway projects. The bill requires the ATP guidelines include scoring penalties for applicants that failed to use previously programmed funds in a timely manner, while considering factors that are outside an agency's control. Additionally, the bill requires, rather than making it optional, that the guidelines include incentives to maximize the potential for attracting other funds to eligible projects. This would likely provide an advantage for the largest agencies with the greatest access to funding. The bill expands upon the references to transit in the ATP goals, project eligibility, and criteria, but in a manner that will likely have limited impact on the program.~~	**~~Oppose~~Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2184 (Wilson) **Cap-and-Invest Program: nature-based climate solutions: funding**	4/7/26 Assembly Appropriations	This bill would annually appropriate up to $250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. The bill would also appropriate $150,000,000 from the Greenhouse Gas Reduction Fund from 2027-28 to 2045-46 to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2560 (Schultz) **Climate Action Plan for Transportation Infrastructure: goals**	6/24/26 Senate Approrpiations	As amended on April 15, this bill establishes the Climate Action Plan for Transportation Infrastructure (CAPTI) guiding principles in statute and states that those goals are consistent with state law. Notably, the bill does not include the preface found in CAPTI that, within the state's "fix-it-first" approach and through existing funding frameworks, the state's transportation infrastructure investments should be deployed to achieve the goals, where feasible. The bill amends stated the goals of promoting projects that do not significantly increase passenger vehicle miles traveled (VMT) to recognize that highway expansion projects serve different purposes and, as a result, assessing the impact of each project will vary based on context and project-specific analysis. The purpose of CAPTI is to reduce greenhouse gas emissions (GHGs) and VMT through limiting capacity projects on the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. Implementation of this bill could result in denying access to billions of dollars in state funds for projects in rural parts of California. This bill could undermine TAM's ability to be a funding partner on the state highway system.	**Watch**
AB 2748 (Quirk-Silva) **Building standards: affordable housing developments: electric vehicle charging**	7/1/26 Senate Appropriations	This bill would exempt new or existing affordable housing projects for which a permit application is submitted between January 1, 2025, and December 31, 2035, from specified electric vehicle (EV) charging receptacle installation requirements in the 2025 California Green Building Standards Code, including any subsequent editions, and instead requires the affordable housing project to comply with the EV charging receptacle installation requirements in the 2022 edition of the California Green Building Standards Code. As amended on May 18, the bill changes the sunset date to January 1,2032.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
ACA 22 (Wicks) **Local taxes: limitation**	6/25/26 Signed by the Governor Chapter 132, Statutes of 2026	This measure would, beginning January 1, 2027, prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing, extending, or increasing any special tax, except as provided, unless and until that tax is submitted to the electorate and approved by a $^{2}/_{3}$ vote. The measure would prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing ad valorem taxes on real property, except as provided pursuant to specified constitutional provisions. This bill eliminates the option to pass a local sales tax measure, including a general sales tax or renewal, by less than a two-thirds majority of the electorate.	**N/A**
SB 417 (Cabaldon)	6/25/26 Signed by the Governor Chapter 16, Statutes of 2026	As amended on June 22, this urgency bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted by the voters in the statewide election November 2, 2026, would authorize $11.25 billion in general obligation bonds to fund specified housing programs. Of the proceeds from the sale of these bonds, $10,000,000,000 would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program, and $1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobile home purchase assistance for veterans, as provided.	**N/A**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 667 (Archuleta) **Railroads: safety: wayside detectors**	7/1/26 Senate Appropriations	As amended on June 3, this bill requires the Public Utilities Commission on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site~~.~~ ~~This bill requires a railroad to operate a network of wayside detector systems on or adjacent to any track used by a freight train. By mandating comprehensive detection coverage and communication protocols, it attempts to enhance California's ability to detect potential equipment failures before they result in catastrophic incidents. As amended on January 5, the bill would cap train speed based on whether they fit into one of three classes. While this bill is intended to enhance safety, it may have an adverse impact on freight operations and, ultimately, scheduling slots for passenger rail service and ridership if enacted.~~	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 677 (Wiener) **Housing development: transit-oriented development**	6/30/26 Assembly Local Government	Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, such as height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, and labor standards that require that a specified affidavit be signed under penalty of perjury. The term "high-frequency commuter rail" for TOD purposes is defined as commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. SMART current runs 41 trains a day, but with MASCOTs service changes they will be running 48 trains starting in April, Marin rail stations would be covered by the current language.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 741 (Blakespear) **Low Carbon Transit Operations**	7/1/26 Senate Appropriations	As amended on July 1, this bill would repeal the requirements for transit agencies to demonstrate that the expenditure of funds received under the Low Carbon Transit Operations Program (LCTOP) reduces the emissions of greenhouse gases and to expend 50% of the funds in a disadvantaged community and instead authorizes transit agencies to spend the money on specified services and programs, including maintenance, transit fare subsidies, and network integration.	**Support**
SB 922 (Laird) **Vehicles: local agency charges: use of streets or highways.**	6/30/26 Assembly Local Government	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. As amended on July 2, t~~T~~his bill would ~~expressly limit this prohibition to charges based on weight. The bill would also~~ explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.	**Watch**

SB 1087 (Cabaldon) **Transportation planning: sustainable communities strategies: transportation funding programs**	7/1/26 Assembly Appropriations	As amended on June 25, this bill would revise the sustainable communities strategy (SCS) process by proposing the following: Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years. Removes the requirement for a separate alternative planning scenario (APS) document. Establishes a Regional Target Advisory Committee before setting targets, deviating from the one-size-fits-all approach the ARB has taken in setting statewide targets. Emission targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled. Requires an MPO to produce a progress report four years after the adoption of an SCS. Requires that CARB has 30 days for an initial review and 60 days total for a final determination. If CARB misses either deadline, the SCS is deemed approved for implementation and funding purposes. Establishes a robust public outreach process contained in the bill. For the CTC's Solutions for Congested Corridors Program, this bill would eliminate the requirement for projects to be a part of a comprehensive corridor plan. The bill would also replace the project delivery scoring criterion with a requirement that priority be given to near-term projects in an adopted regional transportation plan that will open before 2035.	~~Watch~~**Support**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1159 (Cabaldon) **Artificial intelligence: transparency and governance**	7/1/26 Assembly Appropriations	This bill provides that for the purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the California Environmental Quality Act, the Administrative Procedure Act, and the Political Reform Act of 1974, the terms "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence (AI) systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. As amended ton June 25, the bill would prohibit a person from knowingly using artificial intelligence to falsely represent that a natural person appeared before, submitted information to, or otherwise engaged with a governmental agency.	**Support**
SB 1167 (Blakespear) **Vehicles: electric bicycles**	7/1/26 Assembly Appropriations	As amended on July 1, this bill would impose regulations on "high-powered" electric devices marketed as e-bikes, making it illegal to sell or label motor-driven cycles, mopeds, or electric motorcycles (over 750W) as electric bicycles. The bill requires clear labeling and disclosure of registration/license needs for these faster, non-compliant vehicles.	**Support**
SB 1187 (Durazo) **Open meetings- Brown Act**	7/6/26 Assembly Floor	This bill would eliminate the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services. These provisions were initially passed into law via SB 707 (Durazo) last year.	**Watch**

TAM Bill Matrix – July 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1423 (Stern) **Regional planning: standardized spatial planning datasets**	7~~6~~/2~~30~~/26 Assembly ~~Local Government~~Appropriations	As amended on June 22, this bill would require the Governor's Office of Land Use and Climate Innovation (LCI) to create a consolidated online platform to make publicly available a core set of statewide standardized spatial planning datasets that include specified categories of information for consideration in state, regional, and local land use and infrastructure plans.	**Watch**

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July 8, 2026

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – JULY

General Outlook

Governor Newsom has signed AB 109, SB 111, and SB 169, which make modifications to the FY 2026-27 State Budget. AB 109 is the main budget bill, which authorizes $252.9 billion in General Fund spending in 2026-27 and retains $29 billion in total reserves. This was the vehicle that the legislature sent to the Governor to meet the June 15th constitutional deadline. The legislature then sent SB 111, "the budget bill junior", to amend AB 109 and represent the final three-party agreement between the Speaker, pro Temp, and Governor. It augments what was provided in total spending of approximately $351.7 billion, of which $251.5 billion is from the General Fund, with a $35.2 billon reserve. SB 169 is a budget trailer bill that includes a one-year extension of farebox ratio recovery statutory relief for transit agencies to receive full share of the Transportation Development Act's (TDA) Local Transportation Fund (LTF) and State Transit Assistance (STA) revenues without penalty for not meeting thresholds.

Cap and Invest Funding in Jeopardy

It remains to be seen whether the legislature can maintain ongoing commitments to transit capital operations, affordable housing, and air quality programs under Cap and Invest. That funding will be contingent upon the accrual of auction proceeds, which have been plummeting in an unstable credit market.

Under the Cap-and-Trade program, which runs through June 30, 2026, TIRCP receives 10%, and LCTOP 5% of all proceeds. In FY 25-26, $4.4 billion was generated, which results in $440 million for TIRCP and $220M for LCTOP. The extension and rebranding of Cap and Trade to Cap and Invest has made things challenging, as a new "tier" system was introduced and those programs are the lowest priority. Funding is now being threatened with elimination entirely due to market instability, leading to a shrinking pie as industry has purchased fewer credits, and to the repurposing of auction proceeds to provide industry subsidies and rebates to utility ratepayers beyond the levels provided since the program's inception in 2014.

With auction proceeds declining further to the $3 billion level, TIRCP is estimated at $209 million and LCTOP at $105 million, based on the last two auctions, representing a 47% reduction from FY 25-26 for each program. Please click here to view the current projections for the various programs in Cap and Invest. The chart references GB, the January Governor's Budget, and MR, the May Revise. The bottom line is that only high-speed rail would be funded at $3 billion, because the Governor wants to use $2 billion to accelerate rebates for utility ratepayers, while the Air Resources Board (ARB) attempts to placate industry by regulating a lower price for the purchase of credits. The legislature is struggling to stabilize the market and honor the commitments made in the SB 840 expenditure plan.

The ARB approved proposed amendments to the Cap and Invest program at its May 28, 2026, meeting to prevent “industry leakage," meaning emission reductions achieved within a Cap and Invest jurisdiction are offset by emissions increases outside that jurisdiction, undermining the program's environmental effectiveness. An example is when a utility switches from regulated in-state power generation to importing electricity from unregulated out-of-state sources. Additionally, the Governor announced his intention to provide larger utility credits to ratepayers. Credits have been issued since Cap and Trade's inception in 2014.

The combined impact of underwhelming auction proceeds and the increased use of auction proceeds revenue for ratepayers (from $8 billion to $10 billion between 2027 and 2030) will eliminate funding for TIRCP, LCTOP, and the Affordable Housing and Sustainable Communities Program (AHSC). Furthermore, this action would reduce the likelihood of honoring the appropriation of the remaining SB 125 balance ($690 million, including $230 million for FY 26-27 and $460 million for FY 27-28), intended to support transit agencies. The legislature will have until August 31 to develop a solution to secure funding for transit, air quality and housing programs.

SB 125 Funding in Doubt
The legislature has appropriated $4.4 billion of the $5.1 billion made available by SB 125 of 2023. MTC’s total share is $1.17 billion. The state has not disbursed the full balance of MTC’s formulaic share of the $4.4 billion, which is $920.8 million. It appears unlikely that the state will appropriate the remaining $690 million to exhaust the program appropriation authority and to honor the remaining $251.8 million owed to MTC. This is likely to create more pressure on certain transit agencies’ budgets in the immediate future.

Solutions for Maintaining Cap and Invest Tier 3 Programs and Honoring SB 125 Commitments
The legislature enacted SB 417 (Limón), which will place an $11.25 billion housing bond on the November 2026 ballot. Overall, the state has $71 billion in bond debts service obligations and is adding to that with SB 417.

Since 2011, the legislature has been diverting truck weight fees, which generate $1.3-$1.4 billion to pay bond debt service for transportation bonds totaling $18.1 billion, such as Proposition 116 of 1990 ($174M remains), Proposition 192 of 1996- Seismic Retrofit ($414M), Proposition 1B of 2006 ($11.8B), Prop 1A of 2008 - High-speed Rail ($5.8B).

Temporarily restoring the use of truck weight fee funding through 2030 would allow the legislature to honor the remaining $690 million balance that should be appropriated for SB 125 and maintain annual funding for LCTOP ($200M), TIRCP ($400M), and AHSCS ($800M), as enacted in SB 840 (Limón) of 2025.

ACA 22 – Two-Thirds Vote Requirement on All Taxes
On June 25, the Governor signed ACA 22 (Wicks), which would prohibit a local government, including through a citizens' initiative, from imposing, extending, or increasing any special tax, unless the tax is approved by a two-thirds vote, beginning January 1, 2027, if approved by voters this November. The measure applies to all taxes including sales tax, general taxes, parcel taxes, and renewals. This bill was a compromise agreement with proponents of the Local Taxpayers Protection Act, which includes the Howards Jarvis Taxpayers Association, chambers of commerce, and realtors to protect against invalidating all previous measures that were approved by less than a two-thirds vote of the electorate.

The legislature also enacted ACA 21 (Rivas), which removes ACA 13 (Ward) of 2023 from the November 2026 ballot. ACA 13 would have required that any voter initiative attempting to increase the voter approval threshold for subsequent ballot measures achieve that same voter threshold it was attempting to implement (e.g. a measure that sought to require a 2/3 vote for ballot measures would itself need to receive a 2/3 vote to be enacted).

Bills of Interest

1. **AB 2168 (Wicks),** as amended on July 2, this bill requires the California Transportation Commission (CTC) to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit.

   TAM has opposed the previous version of the bill, which would have required that regional transportation planning agencies program their State Transportation Improvement Program dollars to receive preference in the statewide ATP grant cycle.

   Recommendation: Watch **Status:** Senate Appropriations Committee

2. **SB 741 (Blakespear),** as amended on July 1, this bill would repeal the requirements for transit agencies to demonstrate that the expenditure of funds received under the Low Carbon Transit Operations Program (LCTOP) reduces the emissions of greenhouse gases and to expend 50% of the funds in a disadvantaged community and instead authorizes transit agencies to spend the money on specified services and programs, including maintenance, transit fare subsidies, and network integration. This bill places less strings on using LCTOP funds.

   Recommendation: Support **Status:** Assembly Appropriations Committee

3. **SB 1087 (Cabaldon),** as amended on June 25, would make various changes to sustainable communities plans that are developed by Metropolitan Planning Organizations (MPOs), such as MTC. Preparation of a Sustainable Communities Strategy (SCS) is generally required in order to be eligible for state grant funding. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing vehicle miles traveled and greenhouse gas emissions. This bill would streamline the SCS development and approval process and help develop regional targets.

   Recommendation: Support **Status**: Assembly Appropriations Committee

4. **SB 1187 (Durazo),** as amended on July 6, this bill would eliminate the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services. These provisions were initially passed into law via SB 707 (Durazo) last year.

   Recommendation: Watch **Status:** Assembly Appropriations Committee

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Transportation Authority of Marin

DATE:	July 23, 2026
TO:	Transportation Authority of Marin Board of Commissioners
FROM:	Anne Richman, Executive Director Anne Richman Derek McGill, Director of Planning
SUBJECT:	Marin Countywide Coordinated Traffic Signal Modernization Plan Update (Discussion), Agenda Item No. 7

RECOMMENDATION

This is a discussion item to introduce the Countywide Coordinated Signal Modernization Plan (CSMP) and to provide an update on work completed to date, the overall project schedule, and next steps.

BACKGROUND

In fall 2025, TAM kicked off development of the Countywide Signal Modernization Plan (CSMP) – the first countywide effort of its kind in Marin County and the Bay Area – funded through a $500,000 technical assistance grant from the Metropolitan Transportation Commission's Innovative Deployments to Enhance Arterials: Transit Signal Priority (IDEA-TSP) Program. The CSMP is intended to modernize and coordinate traffic signal systems across Marin County, with a particular focus on improving transit priority and establishing a long-term framework for a more seamless, interoperable, and future-ready signal system across multiple jurisdictions.

Marin County's traffic signal network is operated and maintained by local jurisdictions and Caltrans using a variety of equipment, communications systems, and controller technologies. These differences limit coordinated operations, transit priority, emergency response, and multimodal safety improvements. Emerging tools – including adaptive signal control, connected-vehicle applications, artificial-intelligence-based traffic management, cloud-based communications, and advanced multimodal detection – create significant opportunities to improve system performance, while state and federal funding programs increasingly prioritize projects that demonstrate regional coordination, interoperability, and technology readiness.

The CSMP will identify discrete shovel-ready projects and funding strategies that can be advanced by TAM and its partner agencies. Key focus areas include transit signal priority (TSP), emergency vehicle preemption (EVP), traffic signal communications, multimodal safety, and system readiness for emerging transportation technologies. The Plan will also establish a phased implementation and technology roadmap that enables the County's signal infrastructure to evolve as transportation technologies continue to advance.

Plan development is occurring in close coordination with local jurisdictions, Caltrans, and transit agencies. Several foundational tasks have been completed, and the project is scheduled to be completed in spring 2027.

DISCUSSION

Since project initiation in fall 2025, the project team has completed several foundational tasks and prepared key documents, including the draft Existing Conditions Report, and the project is now entering the technical assessment phase. These documents provide the technical basis for the next phase of work, including the Gap Analysis, Needs Assessment, Bottleneck Analysis, improvement strategies, concept of operations, and implementation plan.

Stakeholder coordination is a central element of the CSMP-TSP. The project team is working with TAM's technical working group, which comprises all local jurisdictions, and is also coordinating closely with the transit agencies and Caltrans. These partner agencies are currently reviewing the Existing Conditions database and the draft report.

Draft Existing Conditions Report

The Draft Existing Conditions Report documents traffic signal and communications infrastructure at 234 signalized intersections along Marin Transit and Golden Gate Transit corridors. Of the 234 project signals, 37 are owned and maintained by Caltrans, and the remaining signals are owned and maintained by local jurisdictions. The inventory includes signal cabinets, controllers, communications infrastructure, detection, battery backup systems, EVP, TSP, and other operational elements.

The project team prepared an Excel-based inventory database, GIS files, and a Draft Existing Conditions Report. The key draft findings are:

- A substantial portion of the signal infrastructure is aging, with approximately 58% of signal cabinets and controllers identified as near end-of-life.
- 54% of the evaluated signals are uncoordinated, limiting corridor progression and travel time reliability for general traffic and transit vehicles.
- Approximately 62% of traffic signals are offline or not connected to a central Advanced Traffic Management System (ATMS), limiting remote monitoring, troubleshooting, timing updates, and real-time corridor management.
- Approximately 56% of evaluated signals lack operational EVP capabilities.
- Approximately 33% of the signal system lacks battery backup capability adequate to support continued operation during power disruptions.
- Approximately 94% of project intersections lack CCTV monitoring infrastructure.

These findings reinforce the need for a coordinated countywide approach to signal modernization. Implementing the Plan will improve transit travel time and reliability, support emergency response, reduce recurring delay, improve corridor operations, and enhance safety for pedestrians, bicyclists, and other roadway users. The Plan will also position TAM and its partner agencies to compete for future state and federal funding by identifying phased, implementable, grant-ready projects.

Multiple agencies in Marin County are either in process, or operating artificial Intelligence (AI) supported signal operations. This study assesses the current status and plans of these efforts, and will support infrastructure, hardware and software requirements for these applications.

FISCAL CONSIDERATION

There is no fiscal impact associated with this discussion item. As a technical assistance grant, the consultant contract is directly administered by MTC, and no funding agreement is required. To support the development of the work, TAM has retained a consultant Project Manager, SS Consultants, through TAM's professional services on-call contract in the amount of $65,000 for the approximately two-year effort. Funds are available from category 2.4, Innovation Program, and have been included in the FY2025/26 and FY2026/27 budgets.

NEXT STEPS

The project team will continue agency coordination and technical analysis. The project is anticipated to be completed in spring 2027. Staff will return to the TAM Board at key milestones, including review of Improvement Strategies and consideration of the Final Plan for adoption.

ATTACHMENTS

Attachment A – Staff Presentation

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Countywide Signal Modernization Plan

Transportation Authority of Marin

Board of Commissioners

July 23, 2026

Presentation Overview

- Project Background
- What is the Marin Countywide Coordinated Signal Modernization Plan (CSMP)?
- What does the CSMP do?
- Benefits of the CSMP
- Project Process and Progress
- Existing Condition Highlights
- Next Steps

Project Background

Funding: Metropolitan Transportation Commission's (MTC) Innovative Deployments to Enhance Arterials: Transit Signal Priority (IDEA TSP) Program Grant $500,000

Project Goals: To develop a countywide Coordinated Signal Modernization Plan (CSMP)

- Update and improve the currently fragmented and outdated traffic signals infrastructure along major transit corridors throughout Marin County.

Key Focus Areas: Transit Signal Priority (TSP), Emergency Vehicle Preemption (EVP), pedestrian and bicycle safety, and enhanced safety for vulnerable road users (VRUs).

Why a Countywide Approach?

A countywide strategy improves interoperability and coordinated investments due to:

- Signals owned and operated by multiple local jurisdictions and Caltrans.
- Existing equipment, communications, and operations vary across agencies.

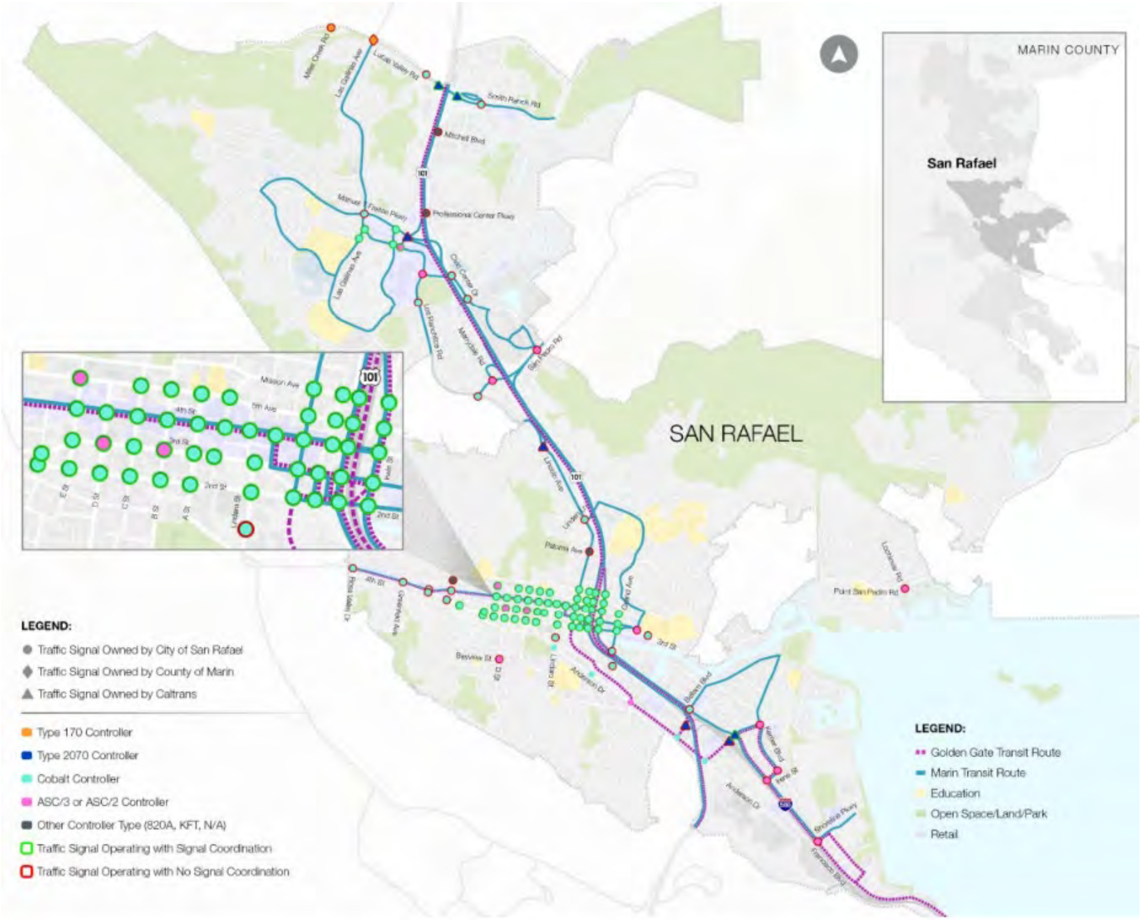
Common standards **reduce long-term costs** and support future technologies**.**

Countywide coordination strengthens **competitiveness** for **future funding**.

Advance TAM's **CTP Transit Priority Network**

What Does the CSMP Do?

- Develop a **comprehensive inventory** and assessment of Marin County's traffic signal infrastructure.
- Identify **system gaps**, operational needs, and modernization opportunities.
- Establish a countywide framework for **coordinated signal operations** and technology standards.
- Develop a phased implementation and **technology roadmap**.
- Identify funding strategies and **grant-ready, implementable projects**.



Benefits of the CSMP

BETTER TRANSIT RELIABILITY

IMPROVED EMERGENCY RESPONSE

IMPROVED SAFETY

BETTER TRAFFIC OPERATIONS

TECHNOLOGY READINESS

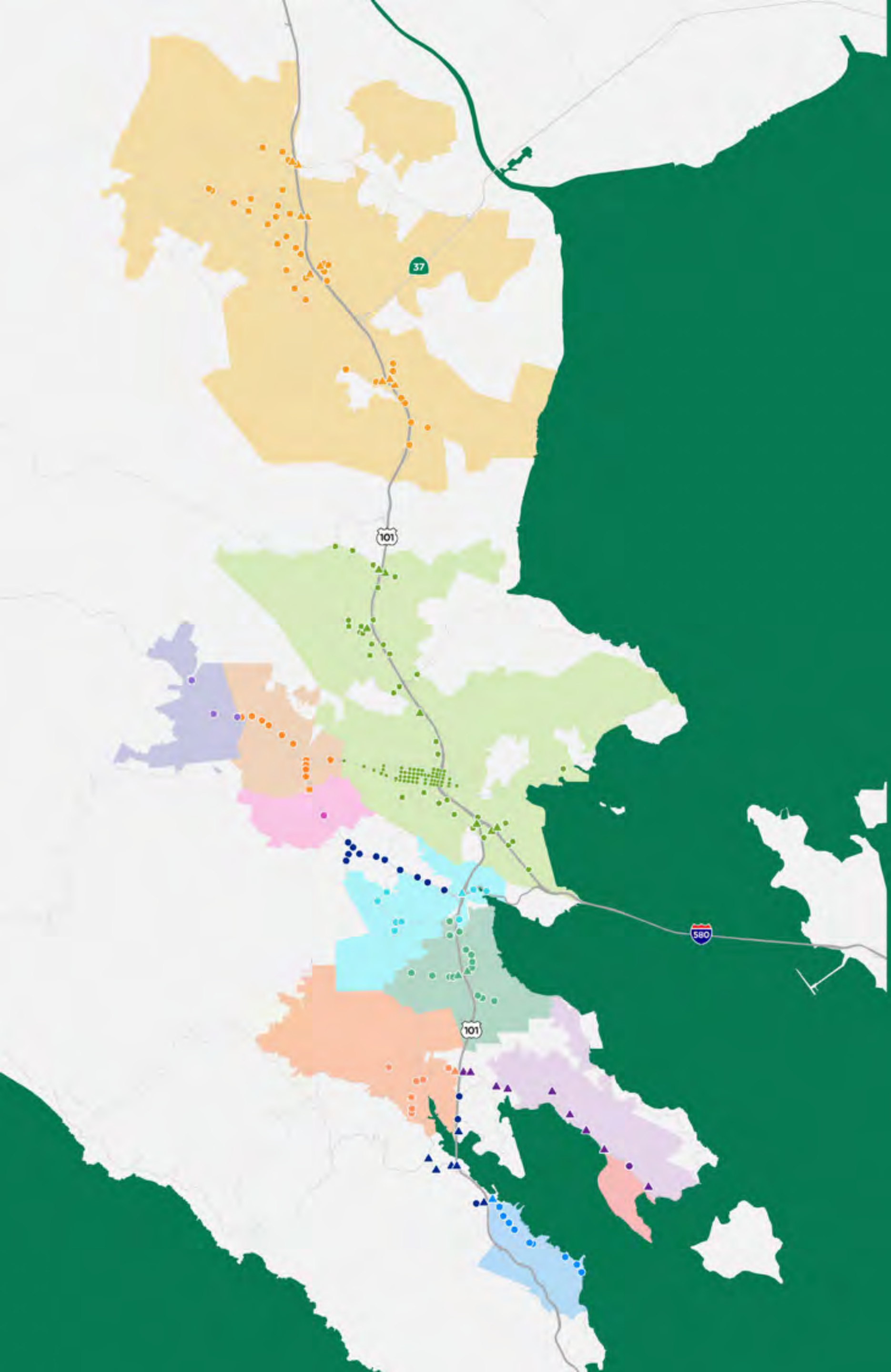
FUTURE FUNDING COMPETITIVENESS

Project Process and Progress

1. Inventory and assess Marin County's traffic signal infrastructure.
2. Identify system gaps, operational needs, and modernization opportunities.
3. Establish a countywide framework for coordinated signal operations and technology standards.
4. Develop a phased implementation and technology roadmap.
5. Identify funding strategies and grant-ready, implementable projects.

- Developed database inventory, GIS map, and an Existing Conditions Report
- Closely coordinated with all jurisdictions, transit agencies, and Caltrans
- Regular meetings with TAM's Technical Advisory Working Group, comprising all local jurisdictions

Existing Condition Highlights



234
Signalized Intersections

58%
Near End-of-life Equipment

54%
Uncoordinated Signals

62%
Offline/Not Connected to Central ATMS

56%
Without EVP Capabilities

94%
Without CCTV

33%
Signals without Battery Back-up Systems

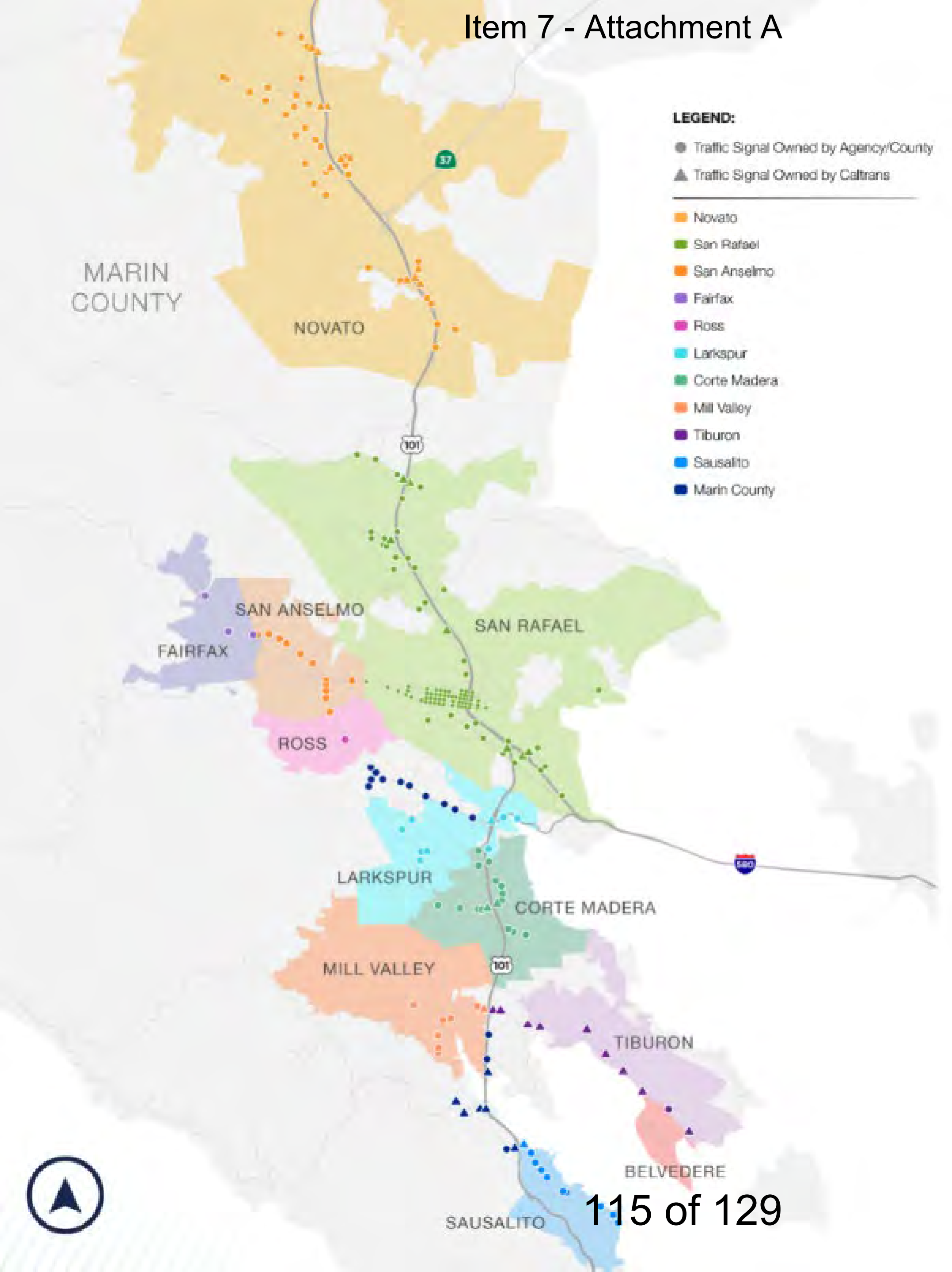
Next Steps

Key Technical Assessment & Documents:

- Gap Analysis
- Improvement Strategies
- Concept of Operations

Implementation Plan & Funding Strategies

Final CSMP



Transportation Authority of Marin

Questions?

Thank you!

Derek McGill, Director of Planning

dmcgill@tam.ca.gov

(415) 226-0825

Transportation Authority of Marin

DATE: July 23, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director Anne Richman
Derek McGill, Director of Planning

SUBJECT: TAM Travel Data Program (Discussion), Agenda Item No. 8

RECOMMENDATION

The TAM Board receives an update on the TAM Travel Data Program and provides feedback.

BACKGROUND

As part of TAM's development of the Countywide Transportation Plan (CTP), and subsequent Board discussions, the Board has expressed the need for a data driven planning and decision-making process to support Marin County's Transportation needs. Historically, TAM has conducted both a countywide data program (as part of the congestion management program that ceased in 2022), and project or planning specific data collection and reporting efforts. Collectively, this approach has provided system-level data, project-specific information, and public access to facilitate understanding of transportation needs and issues in the county.

With the adoption of the CTP, TAM is now in a position to modernize our countywide approach to travel data to support the CTP implementation and move towards a more robust, comprehensive data monitoring and reporting system.

DISCUSSION/ANALYSIS

TAM generates and uses a significant amount of data in the development of our project, planning and funding decisions, including travel data, historical investment data, and financial data among other sources of information. Since the adoption of the CTP, staff have been reviewing historical investment data and processes for collecting this data, acquiring and utilizing GIS data, and exploring opportunities for modernizing travel data collection in the county.

To support this effort, staff have issued a task order with Fehr & Peers through the Travel Demand Model On-Call contract to develop a data strategic plan to guide the program build out. The plan focuses on the collection of external data types, categorizing the various data sets, determining specific data sets in each category, and identifying collection, costs and implementation considerations. Overall goals of the effort are:

- Monitor progress toward 2050 CTP goals
- Inform TAM Board decision-making (data to support future investments)
- Support grant applications
- Assist partner agencies in planning, design, and system management
- Support travel demand model updates and validation
- Improve public access to travel information

Staff presented the plan to the TAM Technical Advisory Working Group (TAWG) in March 2026 for feedback, and to the Administration, Projects and Planning (AP&P) Executive Committee in June 2026. Staff provided the Executive Committee with a high-level overview of the proposed path forward and received input on the program. Questions from the Executive Committee noted data needs on senior travel behaviors, contractor/home services travel behaviors, data validation and quality assurance, layering multiple data sets, bike-ped counter installations and sharing of data, tying data to performance objectives, speeding/distracted driving datasets, Fastrak data, and sharing of data and open data requirements. Staff responded to committee members' questions and comments and have revised the staff presentation in response. Staff will continue to advance these data needs and will incorporate comments from the Board in upcoming procurements and program development.

Feedback from the TAWG highlighted the need for modern asset management programs at the jurisdictional level to support infrastructure maintenance and planning efforts. The travel data program would benefit from improved asset management programs and practices at the jurisdictional level, but asset management is not the focus of this effort. Staff continue to explore bicycle and pedestrian counters with local public works staff, including coordinated capital procurement and ongoing operating and maintenance agreements.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

This program will support the reporting of performance measures for the CTP and will function as the framework for the CTP strategy of Transportation Data and System Management.

FISCAL CONSIDERATION

Staff will bring back fiscal considerations as procurements are conducted and cost estimates are available. Funding is included in the FY2026-27 budget across multiple activities, including $100,000 in the Travel Data and Monitoring line item, as well as in the Innovation Program, where previous Board action has committed to advancing bike/ped counters and ongoing monitoring programs. Additionally, a 'big data' purchase would advance data needs for the Reimagined Roadways category and funding may be considered from that program.

NEXT STEPS

Staff will release a Request for Proposals (RFP) for a 'big data' purchase to support activities identified in the plan and procure an updated model on-call contract. Dialogue will continue with local agencies regarding data sharing and coordination.

ATTACHMENTS

Attachment A – Data Strategic Plan – Data Types
Attachment B – Staff Presentation

DRAFT Data Strategic Plan - Data Types
July 2026

Data Category	Metric / Data Type	Source	Frequency	Cost Structure
Model Development				
	Demographics, population, WFH	ACS	Annual	Free
	New housing units	Jurisdictions + HCD APR	Annual	Free
	Employment by sector	LEHD; BEA; DOF; EDD;	Every 4 years	Free
	Speeds (arterials/collectors)	PeMS; Inrix via MTC	Annual / TBD	Free
	Daily road volumes (20 segments)	Manual count firm	One-time	$
	Daily road volumes+	Big Data	Annual	$$$
	VMT per capita	Big Data	Every 4 years	$$$
	Origin–destination	Big Data	Every 4 years	$$$
	Employment+ (location)	Vendors include: SafeGraph / Attom	Every 4 years	$$
	Land use characteristics+	Vendors include: SafeGraph / Attom	Every 4 years	$$
School Data				
	Student travel modes (green trips)	Safe Routes to Schools (SR2S)	Annual	(Program)
	Peak period volumes (161 locations; 4 hrs; all modes)	Crossing Guard Program	Every 4 years	(Program)
	Crossing guards (count)	Crossing Guard Program	Annual	(Program)
	Travel programs all schools + high-poverty schools	SR2S	Annual	(Program)
Active Transportation				
	Bike & ped volumes (20 path segments, incl. e-bike share)	Count firm	One-time	$
	Path volumes (existing permanent counters)	In-ground Counters	Annual	$$ (install/maint.)
	Recreational volumes+	Big Data	TBD	Free (public agencies)
Climate and Equity				
	EV chargers (ports + locations)	DOE / AFDC	Annual	Free
	Countywide VMT (state goal tracking)	StreetLight	Annual	$$$
	Climate change risk+	U.S. GHG Center / NASA; and/or Attom	TBD	Free and/or $$
	Equity Mapbook & Implementation Guide (CTP 2050)	ACS + mapped sources	Every 4 years	Free / $
Infrastructure Status				
	Pavement conditions (PCI)	Jurisdictions; Streetsaver/Vital Signs	Annual	Free
	Traffic signals installed (count)	Jurisdictions	Every 2 years (signals+); annual for “new signals installed”	Free
	Real-time traffic data from advanced signals	Advanced traffic signals	Annual	Free
	Highway reliability+ (hours of delay variance on US 101)	Inrix (via MTC)	TBD	Free (from MTC)
	Advanced Transportation Mgmt Systems+	ITS / toll / cloud TMS	Every 2 years	Free

Data Category	Metric / Data Type	Source	Frequency	Cost Structure
Systemic Safety				
	Collisions – all modes (fatal/high injury via TIMS; totals via CCRS)	TIMS; CCRS	Annual	$
	Collisions – active transportation (fatal/high injury via TIMS; totals via CCRS)	TIMS; CCRS	Annual	$
	Collision rankings	OTS	Annual	Free
	Near-miss collisions+ (HCN intersections)	Derived from LRSP / vendor	Every 2 years	(TBD)
Transit Accessibility & Network Performance				
	Annual boardings	Agency data	Annual	Free
	Reliability (on-time performance)	Agency data	Annual	Free
	Route speeds	Agency data	Annual	Free
	Annual revenue hours	Agency data	Annual	Free
	Specialized transit service data	Marin Access / school bus / supplemental bus	Annual	Free
	Transit supportive land uses	Jurisdiction data + analysis	Annual	(TBD)
	Transit network coverage+ (15-min walk to HQ transit)	Consultant analysis	TBD	(TBD)
	Speed+ (by route using AVL/APC)	AVL/APC + consultant analysis	TBD	(TBD)
Travel Demand Management				
	Vanpools operating in county	MTC 511	Annual	Free
	Congestion periods/speeds (duration/time of day)	PeMS	Every 2 years	Free
	Weekday variance (M–F congestion variance)	PeMS	Every 2 years	Free
	Vehicle occupancy rates (as needed)	Manual count firm	Every 4 years	$

TAM Travel Data Program Update

Transportation Authority of Marin

Board of Commissioners

July 23, 2026

TAM Countywide Transportation Plan

Advancing safe, equitable, and sustainable transportation together.

A GOAL TOWARDS SAFE TRANSPORTATION
A Safe Network with Multimodal Solutions

A GOAL TOWARDS EQUITABLE TRANSPORTATION
An Equitable System Accessible and Affordable for All

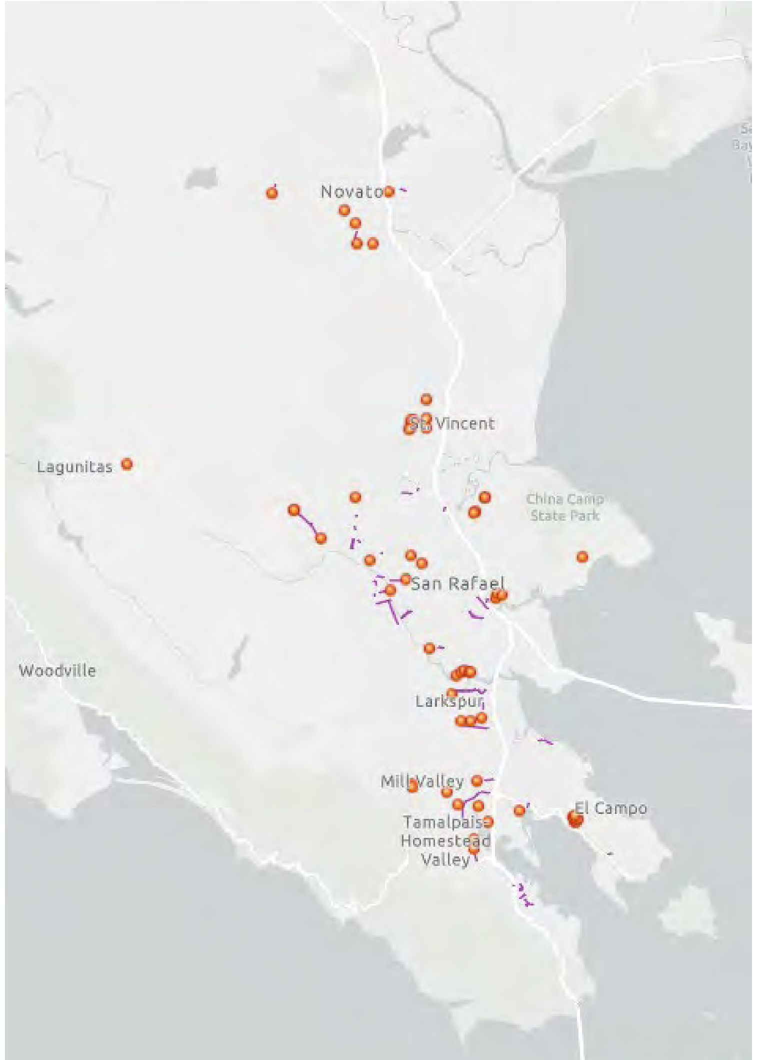
A GOAL TOWARDS SUSTAINABLE TRANSPORTATION
A Sustainable Future Built on Innovation and Resilience

- TAM to establish a data-driven approach to monitor progress and inform investments
- Travel behavior and technologies have evolved, with more data available than ever
- CMP opt-out (2022) created an opportunity to modernize TAM's "uniform traffic database" approach
- Ties into CTP strategies and provides high-level systemwide overview

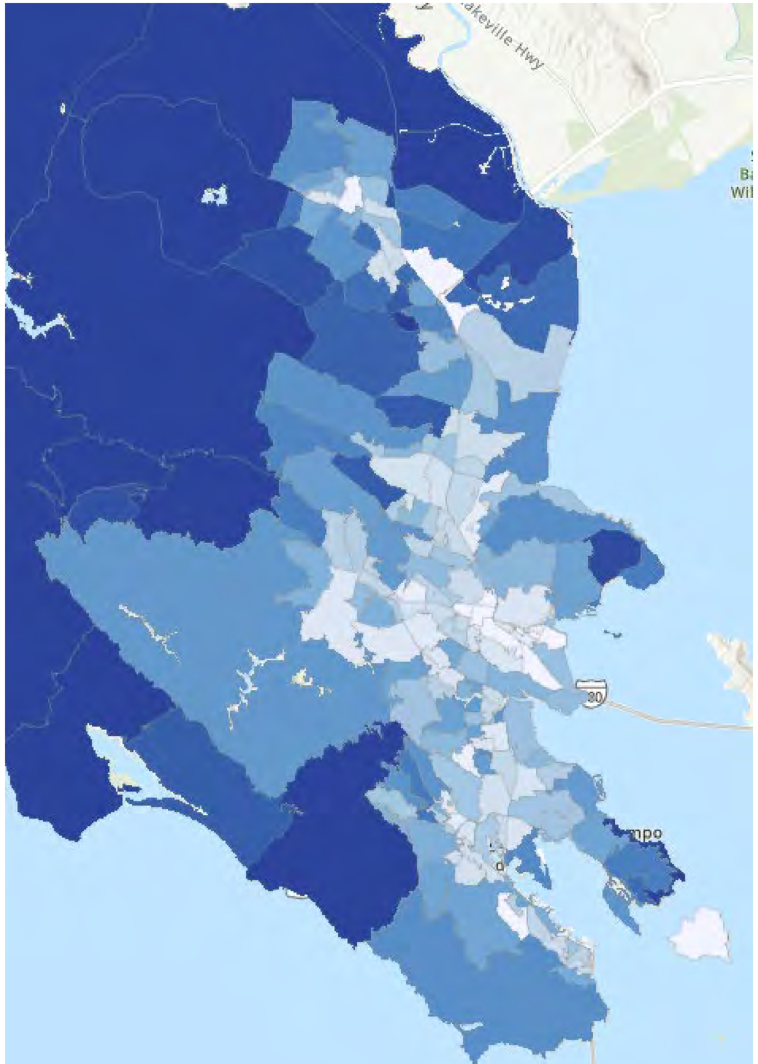
TAM Travel Data Program Goals

TAM Updates & Progress Since CTP

- TAM acquired GIS licenses
- Reviewed existing investments and data from projects/programs
- Data organization & mapping
  - Program Data (i.e., sea level rise, safe routes & crossing guards)
  - Investment Data (safe pathways, other recent calls for Projects)
  - CTP Data and Networks
  - TAM Model Data

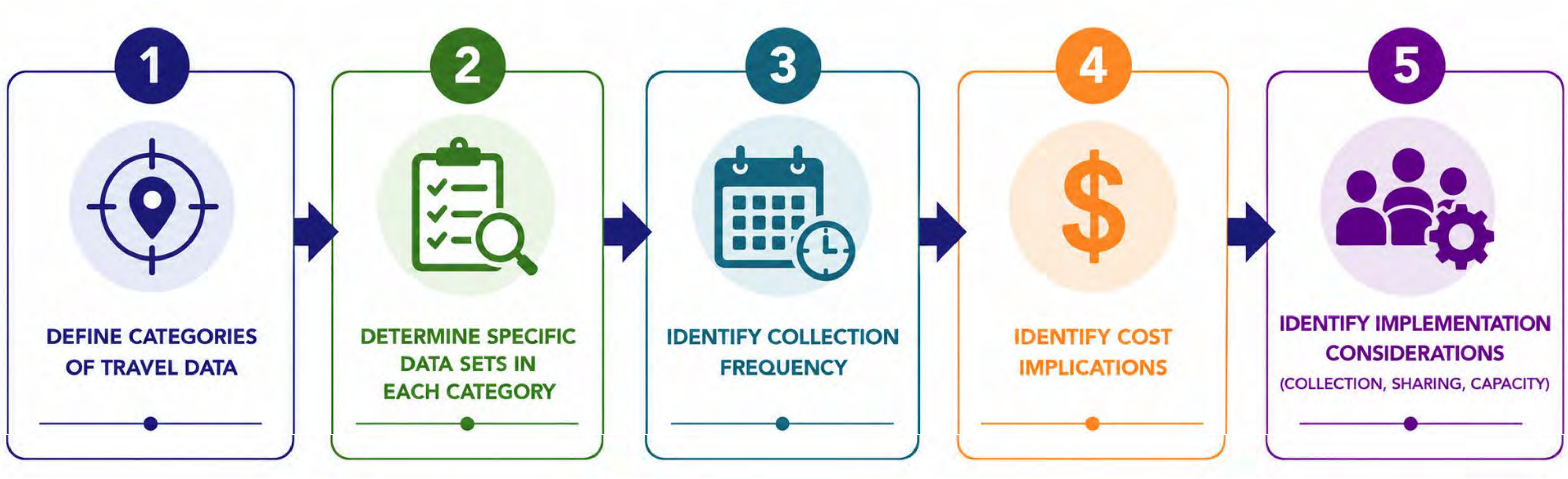


Safe Pathway Investments (Cycle 1-5)



TAM Model 2050 VMT by TAZ

Development of Data Strategic Plan



Categories of Travel Data

Potential Issues & Current Discussions

Coordination: avoid duplication, encourage sharing

- Exploring regional data collaboration/joint purchases – with MTC and other CTAs
- Considering data sharing locally – MarinMap, jurisdictions, transit agencies

Bike/Ped Counter Programs

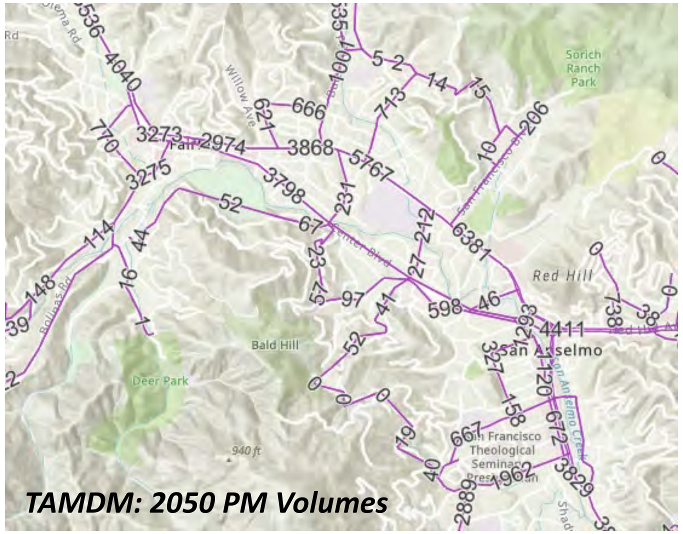
- Who owns, operates and maintains, and who uses the data?

Organizational capacity and staff skill-building

- Data management, QA/QC, accessing and visualizing data

Ongoing costs & value from program, data quality

Next Steps



TAMDM: 2050 PM Volumes

SMART Bike/Ped Counter in San Rafael

- Share data from TAM Demand Model
- Release RFP for procurement of Big Data to support reporting and programs
  - Leverage free data & partner/program data
  - Validate with one-time counts
- Conduct additional efforts via project/program specific approaches
  - Including focus on safety data
- Advance bike/bed counting program
- Continue coordination with partner agencies
- Develop data visualization/reporting formats, report on CTP performance measures

Questions & Discussion

Thank you!