

September 24, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

RE: Executive Director's Report – Agenda Item 3 (Discussion)

Local

Safe Routes to Schools Fall Program

The Marin Safe Routes to Schools Program is kicking off the school year with this semester's theme, "Community and Consistency," encouraging students and families to make active transportation part of their regular routine by walking, rolling, or carpooling to school with a friend – not just on special event days, but throughout the year.

Several activities are planned for the Fall, including Walk & Roll Back to School Day on September 16, International Walk to School Day on October 7, and Ruby Bridges Walk to School Day on November 18. For more information, visit saferoutestoschools.org.



Street Smarts Fall Deployment

TAM's Street Smarts program is an annual traffic safety education campaign that complements crossing guards and other safety efforts by targeting road user behavior. The campaign encourages drivers, pedestrians, and bicyclists to stay alert, avoid distractions, travel at safer speeds, and adopt behaviors that reduce collisions.

In 2022, TAM refreshed the campaign with bold colors, clear safety messages in English and Spanish, and a data-driven approach to placing materials at collision hotspots identified through the Marin County Local Road Safety Plan. Street Smarts now features one extended fall deployment supported by yard signs, signs near schools, bus-back advertisements, community engagement, social media, and downloadable materials. Monthly safety tips, introduced in fall 2024, reinforce key messages throughout the year.

The 2026 campaign will run from September 28 through November 13 and will feature 106 light-pole banners throughout Marin County, along with the standard communications materials and social media component. More information is available at www.streetsmartsmarin.org.



Marin Commutes: Transit Month (September) & Rideshare Month (October) Promotions



TAM's Marin Commutes Program is launching two back-to-back campaigns this fall to help reduce drive-alone trips, ease congestion, and cut transportation-related emissions across Marin County.

In September, Marin Commutes is celebrating Transit Month by encouraging commuters to take the bus, train, or ferry. Participants who log at least 12 transit trips

during the month will be entered to win one of three \$100 gift cards, with a bonus entry available to anyone taking their first transit trip ever—or their first of the year.

In October, the focus shifts to Rideshare Month, highlighting the benefits of carpooling and vanpooling. The campaign will also promote TAM's Vanpool Incentive Program, which provides up to \$3,600 for qualifying new vanpools.

Both campaigns are offered through Marin Commutes Rewards, where participants can earn up to \$500 annually for choosing sustainable transportation options. They are also supported by TAM's Emergency Ride Home program, which provides a transportation safety net when unexpected situations arise.

The program is also gathering feedback from participants about their experiences and the impact of using sustainable transportation options:

"As a disabled student, Marin Transit has made me much more independent by allowing me to get around using the public transit system. I am really thankful for this opportunity to navigate Marin and reduce CO2 emissions doing it!"

– Matthew C.

2026 Clean Fleet Expo

On September 9, TAM hosted its annual Clean Fleet Expo, bringing together local and regional public agency staff to discuss current issues, requirements, and challenges related to fleet electrification.



Building on the success of last year's technical workshops and participant feedback, this year's event featured a more interactive workshop format. Sessions focused on the State's Advanced Clean Fleets requirements, navigating PG&E Rule 29, and practical considerations for transitioning public agency fleets to electric vehicles.

The event drew 33 attendees from agencies across the region. TAM staff are preparing a post-event recap and additional resources to share with participants as they continue advancing their fleet electrification efforts.

Marin 101-580 Project Update with Voces del Canal



TAM and the US 101/I-580 project team met with Voces del Canal leaders on September 9 to provide an update on the project and discuss community questions and comments related to transportation in the Bellam Boulevard corridor. The meeting included San Rafael District 1 councilmember

Maika Llorens Gulati and representatives from the City of San Rafael, Marin Transit, Caltrans, and Canal Alliance. The meeting was facilitated by Ricardo Huerta Niño who has provided project related bilingual training. The discussion focused on topics including pedestrian and bicycle safety, traffic circulation, construction impacts, transit access, and how community input will be considered as the project moves through environmental review.

The meeting also highlighted opportunities for continued coordination among TAM, partner agencies, and the community, including sharing additional information on proposed improvements and addressing local transportation concerns as the project advances. TAM and the project team will continue working with Voces del Canal, Canal residents and the broader community as the draft environmental document moves forward, with additional meetings anticipated in 2027.

Lagunitas Creek Bridge Replacement Project

Caltrans started one-way traffic control for the Lagunitas Creek Bridge Replacement Project in West Marin on August 10, 2026.

In addition to replacing the Lagunitas Creek Bridge, this project will widen the culvert north of the bridge to match the new bridge width. The new bridge will have wider shoulders and will provide sidewalk and curb ramps that will be ADA-compliant. A crosswalk will also be added across Sir Francis Drake Boulevard at the SR-1 intersection to provide continuous safe access over Lagunitas Creek and into Point Reyes Station.



The Lagunitas Creek Bridge is located just south of Point Reyes Station and north of the intersection with Sir Francis Drake Boulevard, approximately four-tenths of a mile east of the San Andreas fault. The bridge, which was built in 1929, is a three-span structure with a total length of 152 feet.

For more information, visit [Caltrans' Marin Lagunitas Creek Bridge project page](#).

AlertMarin Countywide Test – September 26



On Saturday, September 26 at 10:00 AM, Marin County's Office of Emergency Management will conduct a countywide [AlertMarin](#) test. The test helps confirm that AlertMarin is ready to deliver critical information during emergencies. As we prepare for the potential impacts of El Niño, staying connected to emergency alerts is an important step.

The test will be sent to everyone registered for AlertMarin in their preferred language and through selected contact methods, including text, phone, and email.

Before the test, log in to verify your contact information and notification preferences. You can also sign up for optional notification groups, including significant weather alerts, coastal flooding and king tides, riverine and creek flooding, prescribed burns, and significant traffic disruptions. Groups are not location-based and may include alerts from anywhere in Marin County.

Not registered? Sign up today: [Emergency.MarinCounty.gov](#)

Regional

State Route 37 Newsletter Launched



The first issue of Connection 37, a new State Route 37 newsletter, was published in August on the Sonoma County Transportation and Climate Authorities' (SCTCA) website. Developed collaboratively by the project partners, the newsletter is intended to keep the public informed about progress along the corridor and provide ongoing updates as projects advance.

The inaugural issue provides an overview of the corridor, its history, and the importance of State Route 37 to each of the four North Bay counties. Each county transportation agency also highlights the projects and priorities affecting its portion of the corridor.

Special thanks to TAM Public Outreach Coordinator Molly Graham for her contributions and article in the August issue. The project team anticipates publishing approximately two issues each year to share updates and maintain an ongoing dialogue with the community. [Read newsletter: Connection 37 – Summer 2026.](#)

State

Caltrans FY 2027-28 Sustainable Transportation Planning Grants

Caltrans is soliciting applications for approximately \$34.9 million in Sustainable Communities Competitive and Strategic Partnerships transportation planning grants. These grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should lead to programming and implementation of transportation improvement projects.

The Sustainable Transportation Planning Grants include:

- Sustainable Communities Grants (\$30.4 million: \$17.9 million/competitive & \$12.5 million/formula) to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 85 percent below 1990 levels by 2030 and 2045, respectively.
- Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State Highway System in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Applications are due October 9, 2026. This announcement was circulated to the Marin Public Works Association, including Marin transit agencies. [Learn more: Caltrans' Sustainable Transportation Planning Grants.](#)

California Launches MyFirstEV Rebate Program



The California Air Resources Board (CARB) announced the launch of MyFirstEV, a new instant rebate program for Californians buying or leasing their first zero-emission vehicle (ZEV). The program provides \$3,500 off a new ZEV with an MSRP up to \$50,000 or \$1,750 off a used ZEV priced up to \$25,000, with the savings provided directly through participating manufacturers and dealerships. California is investing \$135 million in the program, which participating automakers are matching for a combined \$270 million in potential savings.

Participation is first-come, first-served and funding will remain available until it is exhausted. MyFirstEV is part of a broader state investment to advance California's clean air and climate goals and expand access to zero-emission vehicles.



Caltrans Quarterly Report

Attached for the Board's review and comment is the Caltrans quarterly project and activity report for Marin County.

Federal

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

PROTECT is a federal competitive grant program that makes surface transportation more resilient to current and future weather events, natural disasters, and changing conditions, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather including extreme temperatures, and earthquakes.

The Notice of Funding Opportunity (NOFO) was released on August 27, 2026. **Applications are due to the U.S. Department of Transportation (USDOT) on October 9, 2026.**

Up to \$79 million is available for Planning Grants; up to \$551 million is available for Resilience Improvement Grants; up to \$79 million is available for Community Resilience and Evacuation Route Grants; and up to \$79 million is available for At-Risk Coastal Infrastructure Grants.

This NOFO was circulated to the Marin Public Works Association, including Marin transit agencies. More information is available here: [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program \(PROTECT\)](#).

Federal Transit Administration (FTA) Grant Opportunities

FTA released the following NOFOs for competitive grant opportunities for transit operators:

- Low or No Emission Program - Approximately \$589 million available in competitive grants for the purchase or lease of low-emission and zero-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.
- Buses and Bus Facilities Program - approximately \$21 million in competitive grants available to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Applications for both programs were due September 21, 2026. Marin transit agencies have been made aware of the funding opportunities.

Federal Legislative Consultant Weekly Updates



TAM's Federal Legislative Consultant disseminates regular Updates on federal transportation issues to keep the agency informed, including activities in Congress, the Executive Administration, and relevant federal agencies, such as the Department of Transportation. Attached are Carpi & Clay's Transportation Weekly Updates for September 11 and 18, 2026.

TAM Milestones

Congratulations to Principal Transportation Planner Scott McDonald for 15 years of service with TAM! Over the years, Scott has played a key role in advancing TAM's Travel Demand Management programs, including Marin Commutes and Redwood Bikeshare. He also manages the Safe Routes to Schools Program and is leading the development of the Marin County School Access Safety Action Plan and the Countywide Active Transportation Plan. We greatly appreciate Scott's many contributions to TAM and congratulate him on this impressive milestone.

TAM in the Community

Date	Meeting	Topic
9.9.2026	Clean Fleet Expo	Alt Fuels
9.9.2026	Voces de Canal	Marin 101-580
9.15.2026	Novato Employee Health and Benefits Fair	Marin Commutes / General
9.16.2026	San Rafael Wellness Fair	Marin Commutes / General
9.26.2026	Nuestro Canal Nuestro Futuro	Marin 101-580 / SLR / General
9.30.2026	Golden Gate Health and Wellness Fair	Marin Commutes/General
10.7.2026	International Walk to School Day	SR2S
10.9.2026	Movies in the Park - Pickleweed	Marin 101-580
11.12.2026	Marin Coalition	SR-37
11.18.2026	Ruby Bridges Walk to School Day	SR2S



**This issue covers actions from August 21 – September 11.*

September 11, 2026

NEXT WEEK IN CONGRESS

House Subcommittee to Hold FAA Oversight Hearing. On September 15, the Transportation, Housing and Urban Development (THUD) Subcommittee of the Appropriations Committee will hold an FAA oversight hearing. FAA Administrator Bryan Bedford will testify.

[MORE INFORMATION](#)

Senate Committee to Markup Transportation-Related Bills. On September 16, the Commerce, Science, & Transportation Committee will consider the following transportation-related bills:

- [S. 3929, the Air Traffic Situational Awareness Enhancement Act](#) – requires FAA to acquire and install airborne certified position reference tools at air traffic control towers.
- [S. 5224, the Runway SAFE-T Act](#) – improves training for airport drivers in the movement area at commercial service airports through the establishment of a task force and use of technology

[MORE INFORMATION](#)

Senate Committee to Hold Hearing on Assistant Secretary of Transportation. On September 17, the Commerce, Science, & Transportation will hold a nominations hearing to consider Leslie Becera, to be Assistant Secretary of Transportation.

[MORE INFORMATION](#)

THIS WEEK IN CONGRESS

House Passes CR. On September 1, the House passed the Senate version of the Continuing Resolution (CR) by a bipartisan vote of 370-48, extending federal government funding and surface transportation programs through December 11, although the surface transportation extension does not include advance appropriations. The CR also prohibits OMB from finalizing its proposed rule governing federal grants and funding, or a substantially similar rule, through December 11. President Trump signed the CR into law on September 2.

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Publishes PROTECT NOFO. DOT has published a notice of funding opportunity (NOFO) for the availability of \$787 million through the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Competitive Grant Program. The intent of the PROTECT Competitive Grant Program is to fund projects to improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. Program goals include protecting: surface transportation assets by making them more resilient; communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems; coastal infrastructure; and natural infrastructure that protects and enhances surface transportation assets. Applications are due by October 9, 2026.

[MORE INFORMATION](#)

DOT Releases New National AV Strategy. DOT has released its National Strategy for Automated Vehicles (AV) for FY 2026–2030, outlining a department-wide approach to the development and deployment of automated vehicles for passenger and freight transportation. The strategy focuses on four goals: prioritizing safety, providing greater regulatory certainty, supporting U.S. innovation and commercial deployment, and promoting interoperable transportation corridors across state lines. DOT identifies actions including modernizing federal vehicle safety standards, developing minimum performance standards for automated driving systems, streamlining exemption processes, and continuing research and demonstrations involving rural AV deployment, automated transit, emergency response, and digital infrastructure.

[MORE INFORMATION](#)

DOT Publishes Cause of Airline Delay and Cancellation Categories Under the FAA Reauthorization Act Final Rule. DOT has published a final rule that amends its regulations governing how air carriers report the causes of flight cancellations and delays. This action implements Section 511(b) of the FAA Reauthorization Act of 2024, which mandates that ten specific types of events be excluded from the “Air Carrier” causal reporting code. That code is reserved for circumstances that are within the carrier's control. This final rule creates a new reporting category to capture these ten specific events, ensuring that the data reported to the Department and shared with the traveling public accurately reflects the statutory distinction

between carrier-controllable events and the specific exclusions identified by Congress. The rule is effective on October 19, 2026.

[**MORE INFORMATION**](#)

DOT Announces AGCC Initiative. DOT has announced the America's Great Corridors of Commerce (AGCC) initiative, a voluntary program that would allow state DOTs and railroads to use or lease existing transportation rights-of-way for infrastructure such as electric transmission lines, fiber optic cables, water pipelines, and other utilities. The Build America Bureau plans to select up to five initial priority corridors and provide technical assistance, permitting support, and public-private partnership models, while revenues generated from utility leases could be used for transportation infrastructure maintenance and improvements.

[**MORE INFORMATION**](#)

DOT Announces ACPAC Public Meeting. DOT has announced a virtual two-day public meeting of the Aviation Consumer Protection Advisory Committee (ACPAC). The meeting will be September 23 – 24, 2026 from 10:00am to 5:00pm ET.

[**MORE INFORMATION**](#)

DOT Announces Beautifying Transportation Infrastructure Council Public Meeting. DOT has announced a public meeting of the Beautifying Transportation Infrastructure Council (Council) on September 30, 2026, from 10:00am to 4:00pm ET.

[**MORE INFORMATION**](#)



FAA Announces AIG Awards. FAA has announced \$481 million in Airport Infrastructure Grants (AIG) awards to airports in 36 states. This funding will help support airport planning, development, terminal improvements, baggage system upgrades, runway and taxiway rehabilitation, roadway and access improvements, and other safety-related infrastructure needs.

[**MORE INFORMATION**](#)

FAA Announces Expansion of BEYOND Drone Integration Program. FAA has announced **Phase 2 of its BEYOND program**, which will double the program's current size by adding up to eight state, local, tribal, or territorial government participants to support the integration of advanced drone operations into the National Airspace System. Authorized by the FAA Reauthorization Act of 2024, the expanded program will focus on issues including beyond visual line of sight operations, public safety missions, airport operations, and other complex operating environments, building on data and experience from more than 70,000 flights conducted during Phase 1.

[**MORE INFORMATION**](#)



FHWA, FRA, and FTA Publishes NEPA Regulations Final Rule. FHWA, FRA, and FTA has published a final rule that revises the Agencies' National Environmental Policy Act (NEPA) of 1969 implementing regulations in light of the removal of the Council on Environmental Quality (CEQ) regulations, the amendments to NEPA included in the section of the Fiscal Responsibility Act (FR Act) of 2023, known as the Building United States Infrastructure through Limited Delays and Efficient Reviews (BUILDER) Act of 2023, amendments regarding efficient environmental reviews included in the Infrastructure Investment and Jobs Act (IIJA) of 2021, and the Supreme Court decision in *Seven County Infrastructure Coalition*. The Agencies provided a 30-day comment period for the public to review and comment on the IFR. This final rule addresses public comments received and finalizes the IFR with minor technical changes. The rule is effective on September 1, 2026.

[MORE INFORMATION](#)



U.S. Department
of Transportation
**Federal Motor
Carrier Safety
Administration**

FMCSA Publishes Fees for the UCR Plan and Agreement. FMCSA has amended the regulations governing the annual Unified Carrier Registration (UCR) Plan and Agreement registration fees that participating States collect from motor carriers, motor private carriers of property, brokers, freight forwarders, and leasing companies. On September 18, 2025, the UCR Board recommended a fee increase for the 2027 registration year and subsequent registration years. This recommended increase averages 20 percent over the fee structure adopted for 2025 and retained for 2026, with varying increases ranging between \$9 and \$9,329 per entity, depending on the applicable fee bracket. Although the fees for registration year 2027 are increased, they are less than those in effect during registration years 2019 through 2022. FMCSA adopts the recommended fee increase. The changes are effective on October 1, 2026.

[MORE INFORMATION](#)



U.S. Department of Transportation

Federal Railroad Administration

FRA Issues Safety Advisory on Restricted Speed. FRA has issued Safety Advisory 2026-01 to remind railroads and their employees of the importance of compliance with Federal regulations and railroad operating rules governing restricted speed. This Safety Advisory contains a summary of seven recent train accidents involving failure to operate at restricted speed and makes recommendations to railroads to ensure employee compliance with restricted speed requirements, with particular emphasis on operations in positive train control (PTC) Restricted Mode.

[**MORE INFORMATION**](#)



**Federal Transit
Administration**

FTA Announces ASAP Grant Awards. FTA has announced \$223 million in grants through the All-Stations Accessibility Program (ASAP) to eight projects in five states. ASAP helps transit agencies modernize some of the nation's oldest and busiest rail transit stations and ensure they are equipped to meet the needs of passengers.

[**MORE INFORMATION**](#)

FTA Announces Rail Vehicle Replacement Grant Awards. FTA has announced \$166 million to upgrade passenger rail vehicles. Funding will go to three projects:

- **\$82.7 million to Pennsylvania's Port Authority of Allegheny County (Pittsburgh Regional Transit)** to buy 45 new light rail vehicles—replacing some models that have been in service for nearly 50 years.
- **\$70 million to Texas' Dallas Area Rapid Transit (DART)** to replace 53 light rail vehicles originally purchased in the 1990s.
- **\$13.3 million to Pennsylvania's Southeastern Pennsylvania Transportation Authority (SEPTA)** to replace 50-year-old Silverliner IV electrical multiple unit commuter railcars in service on its regional rail system.

[**MORE INFORMATION**](#)

FTA Announces Ferry Grant Awards. FTA has announced \$665 million in ferry grants to 23 projects in 14 states and the U.S. Virgin Islands. The ferry grant program helps modernize

terminal infrastructure, launch new ferry routes, and fund new ferries to connect Americans to their jobs and new communities.

[MORE INFORMATION](#)



NHTSA Publishes FMVSS No. 213a, No. 213, No. 213b Final Rule. NHTSA has published a final rule that amends the safety standards for child restraint systems (CRSs). NHTSA is amending Federal motor vehicle safety standard (FMVSS) No. 213a, “Child restraint systems—side impact protection,” to exempt school bus CRSs from the standard’s requirements as long as they meet specified labeling requirements; to delay the compliance date from June 30, 2025 to December 5, 2026; to amend the dummy selection requirements so that the Child Restraint Air Bag Interaction twelve-month-old test dummy (CRABI-12MO) will not be used to test forward-facing CRSs; and to amend positioning procedures for that dummy. The first two of these amendments are in response to petitions from CRS manufacturers. NHTSA is also amending FMVSS No. 213, “Child restraint systems” and FMVSS No. 213b, “Child restraint systems; Mandatory applicability beginning December 5, 2026,” to exclude school bus CRSs from the requirements to provide attachments for connection to the vehicle’s child restraint anchorage system and to change certain labeling requirements to reflect how school bus child restraints are used. The rule is effective on October 9, 2026.

[MORE INFORMATION](#)

NHTSA Publishes Interpretive Rule Resetting the Fuel Economy Program. NHTSA has issued an interpretive rule regarding the scope of its authority to set fuel economy standards for commercial medium- and heavy-duty on-highway vehicles and work trucks. This rule describes NHTSA’s authority to set vehicle standards, which does not include the authority to set separate standards for engines. NHTSA will review its existing standards applicable to commercial medium- and heavy-duty on-highway vehicles and work trucks for consistency with this interpretation in a separate rulemaking. Pending the rulemaking process, NHTSA will exercise its enforcement authority with regard to affected standards in accordance with the interpretation set forth in this rule. This interpretive rule is applicable as of August 31, 2026.

[MORE INFORMATION](#)

OTHER

GAO Publishes Report on High School Aviation Maintenance Programs. The Government Accountability Office has published a report titled [High School Aviation Management Programs: FAA Should Assess Expanding Access to the Mechanic Knowledge Test](#). The report examines high school aviation maintenance programs and barriers students face in pursuing careers as FAA-certificated aircraft mechanics. GAO identified 11 FAA-certificated

high schools and 43 other certificated schools that serve high school students, as well as at least 43 high schools offering aviation maintenance programs that are not FAA-certificated but found limited data on graduates' career outcomes. Stakeholders cited limited awareness of aviation maintenance careers and restrictions preventing graduates of uncertificated programs from taking FAA's general mechanic knowledge test without additional education or work experience as key barriers. GAO recommends that FAA convene industry stakeholders and aviation experts to assess whether students who complete aviation maintenance curricula at uncertificated schools should be permitted to take the knowledge test; DOT concurred with the recommendation.

GAO Publishes Report on Flight Simulators. GAO has published a report titled [Flight Simulators: FAA Should Take Steps to Ensure Oversight Efforts Address Increased Workload](#). The report examines FAA's oversight of flight simulators and how its National Simulator Program has managed a growing workload as the number of simulators increased by more than 500 percent from 1990 to 2025 while staffing remained relatively flat. GAO found that FAA has relied in part on its Extended Evaluation Interval program, which allows qualifying simulators to go up to 36 months between evaluations, but has not adequately communicated with simulator sponsors about how eligibility and evaluation intervals are determined. GAO also found that the program has identified staffing and skills gaps, including in standards development, but has not fully addressed all mission-critical needs. GAO recommends that FAA establish a mechanism for communicating with and receiving feedback from simulator sponsors and develop a process to address identified skills gaps; DOT concurred with both recommendations.



*As a Partner at Carpi & Clay, **Channon Hanna**, brings 20 years of hard-won federal transportation policy expertise to clients navigating the intersection of politics, policy, and infrastructure.*



TRANSPORTATION WEEKLY UPDATE

September 18, 2026

THIS WEEK IN CONGRESS

House Approves Transportation-Related Bills. This week, the House approved the following bills:

- [H.R. 979, AM Radio for Every Vehicle Act](#) – requires AM radio capabilities to be standard in all passenger vehicles.
- [H.R. 5109, the Transportation Worker Identification Credential \(TWIC\) Efficiency Act](#) – requires TSA to improve access to a TWIC for prisoners prior to their release.

The bills now move to the Senate for consideration.

House Committee Approves Transportation-Related Bills. On September 15, the Transportation & Infrastructure Committee approved the following transportation-related bills by voice vote:

- [H.R. 10304, the Drone Safety Statement Modernization Act](#) – revises small unmanned aircraft system safety standards
- [H.R. 6448, the Rural Airport Infrastructure Support Act](#) – updates requirements to qualify for the special rule relating to projects costs for airports in economically distressed communities.
- [H.R. 9530, the Quiet Skies Act](#) – requires FAA to issue a final rule within 18 months that prohibits individuals from engaging in mobile voice communications during a flight.
- [H.R. 2592, the Aviation Medication Transparency Act of 2026](#) – directs FAA to compile, publish, and annually update a list of medications that may be safely prescribed to pilots and air traffic controllers for the purposes of issuing a medical certification. The

list must be publicly available on the FAA website and distributed to those seeking a license and medical certification.

- [H.R. 8597, Air Traffic Situational Awareness Enhancement Act](#) – requires FAA to acquire and install certified airborne position reference tools at air traffic control towers.
- [H.R. 7553, the Aviation Innovation and Global Competitiveness Act](#) – updates the FAA certification process to support development of new and novel technologies

The bills now move to the full House for consideration.

House Subcommittee Holds FAA Oversight Hearing. On September 15, the Transportation, Housing and Urban Development (THUD) Subcommittee of the Appropriations Committee held an FAA oversight hearing. FAA Administrator Bryan Bedford testified. In his opening statement Subcommittee Chair Steve Womack (R-AR) emphasized the importance of FAA’s multi-year effort to modernize the nation’s air traffic control system, noting the significant federal investment already provided and stressing the need for continued congressional oversight to ensure the effort meets its milestones. He also highlighted the importance of hiring and retaining air traffic controllers and other technical personnel, while underscoring the need for continued investment in airport infrastructure, including runways, taxiways, and ground systems.

[MORE INFORMATION](#)

Senate Committee Approves Transportation-Related Bills. On September 16, the Commerce, Science, & Transportation Committee approved the following transportation-related bills:

- [S. 3929, the Air Traffic Situational Awareness Enhancement Act](#) – requires FAA to acquire and install airborne certified position reference tools at air traffic control towers.
- [S. 5224, the Runway SAFE-T Act](#) – improves training for airport drivers in the movement area at commercial service airports through the establishment of a task force and use of technology

The bills now move to the full Senate for consideration.

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT IG Publishes Report on FAA Workforce Plans. DOT’s Office of Inspector General (DOT IG) has published a report titled [FAA Completes Workforce Plans That Are Mandated by Law But Some Safety-Critical Workforces and Key Information Are Not Included in the Plans](#). The report finds that FAA has completed the aviation safety workforce plans required

by law, but those plans do not provide a complete picture of the agency's safety-critical workforce. DOT's Office of Inspector General found that FAA lacks consistent agency-wide definitions for safety-critical positions and that nearly one-quarter of FAA employees—10,808 people classified as Mission Critical or Public Safety—are not included in existing workforce plans because FAA generally plans only for occupations specifically required by statute. The plans also lack information on senior-position vacancies, workforce competencies and skills gaps, long-term workload trends, and workforce development and cooperative training programs, limiting their usefulness for staffing and budget decisions. OIG made four recommendations, including standardizing workforce definitions, establishing reporting that captures all safety-critical employees and key staffing data, and tracking progress on FAA's Workforce Evolution initiative; FAA concurred with all four recommendations.



FAA Announces AIP Grant Awards. FAA has announced \$1.1 billion in Airport Improvement Program (AIP) grant awards to airports in 46 states and three territories. AIP helps to fund airport infrastructure projects such as runways, taxiways, airport signage, airport lighting, and airport markings.

[MORE INFORMATION](#)

FAA Publishes Use of Certain Restricted Category Aircraft for the Transport of Firefighters for Wildfire Suppression ANPRM. FAA has published an advance notice of proposed rulemaking (ANPRM) which evaluates a future amendment to its regulations to permit firefighters to be transported to and from the site of a wildfire aboard certain restricted category aircraft when the purpose of that transportation is to permit those firefighters to perform ground wildfire suppression. The amendment would apply to civil aircraft operations and public aircraft operations when the restricted category aircraft is owned by a civilian operator. This action responds to a statutory mandate, and FAA has determined it needs additional information to address both the mandate and the assessment of its economic impact. This ANPRM invites public comments on the current availability of firefighter transportation resources, hindrances and needs influencing their transport, and cost-benefit considerations affecting the transport of firefighters on certain aircraft. Comments are due by November 13, 2026.

[MORE INFORMATION](#)



U.S. Department
of Transportation

Federal Motor
Carrier Safety
Administration

FMCSA Issues HOS Waiver for the Transportation of Gas and Diesel. FMCSA has issued a waiver from certain regulations applicable to motor carriers and drivers operating commercial motor vehicles (CMVs) in interstate commerce to transport gasoline and diesel fuel. The Agency grants this waiver in anticipation of the need for greater hours-of-service (HOS) flexibility for motor carriers transporting fuel during the last weeks of the summer and most of the fall if the demand for fuel increases above the levels experienced earlier in the year. The waiver is effective until December 16, 2026.

[MORE INFORMATION](#)

FMCSA Launches Two HOS Pilot Programs. FMCSA has announced two Hours of Service Pilot Programs that will launch in 2027 designed to evaluate whether providing truck drivers greater flexibility and control in scheduling their work can maintain or improve safety.

- Flexible Sleeper Berth Pilot Program – will evaluate alternative split sleeper options which allow drivers greater flexibility in matching their off-duty time to real-world conditions, work schedules, and their needs for rest. Under the pilot, participating drivers will be permitted to split that time into two periods in any combination, provided the two periods total at least 10 hours and one period includes at least five consecutive hours in the sleeper berth.
- Split Duty Period Pilot Program – will evaluate whether drivers can safely pause their 14-hour driving window for up to three hours each day when they spend qualifying time in a non-driving status.

FMCSA is reviewing the pre-test results and will use the findings to refine the pilot programs ahead of the 2027 launch. Each pilot program is expected to include 256 drivers, for a total of 512 participants. Drivers will participate for four months and will receive up to \$1600 for completing all study tasks.

[MORE INFORMATION](#)



U.S. Department of Transportation

Federal Railroad Administration

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FRA Issues Safety Advisory on Track is Clear Determination. On December 12, 2025, in response to a series of accidents involving operations requiring crew members to make “track is clear” determinations before shoving or pushing movements across highway-rail grade crossings (crossings) equipped only with flashing lights or passive warning devices, FRA published Safety Advisory 2025-02. Since publication, two additional accidents have occurred under similar circumstances, resulting in one fatality and one severe injury. FRA is issuing this Notice to provide details of these recent accidents, to reinforce the existing recommendations in Safety Advisory 2025-02, and to add two recommendations. Specifically, this notice adds recommendations 5 and 6, which recommend railroads conduct in-person briefings with all operating employees performing or overseeing shoving or pushing movements and review and evaluate internal instruction, training, and examination programs for such employees.

[MORE INFORMATION](#)



NHTSA Publishes NCAP Pedestrian Safety Test Results for MY 2027 Vehicles. NHTSA has published the first pedestrian protection assessments for model year (MY) 2027 vehicles as part of the new car assessment program (NCAP). In the inaugural round, 102 vehicle models from 10 manufacturers met the new performance criteria designed to evaluate how effectively vehicle designs protect pedestrians in a collision. The tests measure injury risks to the head, hips, legs, and knees using three impact scenarios:

- Child and adult headform impacts to the hood and windshield area
- Upper leg impacts to the hood's leading edge
- Full lower-limb impacts to the bumper

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OTHER

GAO Publishes Report on ATC Modernization. The Government Accountability Office has published a report titled [Air Traffic Control Systems: Ambitious New Modernization Effort Needs to Improve Cost and Schedule Planning](#). The report examines FAA's Brand New Air Traffic Control System (BNATCS) modernization initiative, which seeks to accelerate replacement of aging air traffic control technology, with most Phase 1 improvements scheduled for completion by the end of 2028. GAO found that FAA has made progress, including replacing roughly half of its aging copper telecommunications lines, but has not developed a comprehensive lifecycle cost estimate or an integrated master schedule; instead, the agency is managing more than 11,000 individual project schedules that are not fully coordinated. FAA currently estimates Phase 1 systems modernization will cost about \$10.6 billion—roughly \$1.6 billion more than the \$9 billion specifically appropriated for systems modernization—and expects Phase 2 to require an additional \$10.2 billion, although no implementation timeline has been established. GAO warned that inadequate cost and schedule planning increases the risk of cost overruns, delays, and unmet performance goals, and recommended that FAA develop a reliable lifecycle cost estimate and an integrated master schedule for Phase 1; DOT partially concurred with both recommendations.



*As a Partner at Carpi & Clay, **Channon Hanna**, brings 20 years of hard-won federal transportation policy expertise to clients navigating the intersection of politics, policy, and infrastructure.*

**September 2026
TAM Board Meeting
Caltrans Report**

PROJECTS IN INITIATION PHASE (Active PIDs)

Toll Bridge Program: MRN 580 PM 0.0/0.4, SM 84 and 92, ALA 84 and 92, SF 80, CC 580, 80,680,160, SOL 80 and 680, SAC 160, Multiple Locations. (EA 3G480)

Scope: Painting the Toll Bridges in the Bay Area

Cost Estimate: \$3.755B (Construction Capital)

Schedule: Target RTL 2029-2033 (Varies by bridge)

PID Status: Completed

Address Bridge Deck Structural Integrity and Functions: CC 580 PM 6.1/7.8 and MRN 580 PM 0.0/2.6 (EA: 1X980)

Scope: Richmond San Rafael Bridge deck replacement to maintain the safety and serviceability of the bridge deck, bridge bearing, and fulfill the goal of state good repair.

Cost Estimate: TBD

Schedule: Target RTL 2029

PID Status: Active

Toll Bridge Program: CC 580 PM 6.0/7.8 and MRN 580 PM 0/3.5. (EA 3X790)

Scope: To provide congestion relief and promote sustainable transportation options and recreational use.

Cost Estimate: \$33M (Pre PID Construction)

Schedule: Target RTL 2033

PID Status: Active

Drainage: MRN 1 PM 2.8 /30.2. (EA 2AC60)

Scope: In Marin County, from Seascapes Drive to Valley Ford Road, rehabilitate culverts.

Cost Estimate: \$4.8M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

Major Damage – Permanent Restoration: MRN 131 PM 0.66. (EA 4X010)

Scope: Replace Gravity wall with Soldier Pile wall, install new MGS, regrade and re-establish grade at MRN 131, PM 0.66, Belvedere Drive, Mill Valley Marin County.

Cost Estimate: \$1M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

Mobility – ADA: MRN 1 PM 0.34/0.64 (EA 0V530)

Scope: On Shoreline Highway (MRN 1) between Almonte Bl. and Bridge near Tennessee Valley Rd. Construct ADA accessible sidewalk and ADA curb ramps.

Cost Estimate: \$1.4M (Pre PID Construction)

Schedule: Target RTL 2030

PID Status: Active

Major Damage – Permanent Restoration: MRN 101 PM 1.4 (EA 3X900)

Scope: Remove and replace damaged retaining Waldo Tunnel retaining wall (BR # 27-0109M) at Marin 101, PM 1.4 in the City Sausalito.

Cost Estimate: \$2.7M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

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Major Damage – Permanent Restoration: MRN 1 PM 24.7 (EA 4S78A)

Scope: In Marin County, near Olema, at 1.8 miles south of Sir Francis Drake Boulevard—Perform native seed collection, mitigation planting, meadow restoration, and monitoring and reporting.

Cost Estimate: \$1.4M (Pre PID Construction)

Schedule: Target RTL 2029

PID Status: Active

MRN-101 SB Noise Study: MRN 101 PM 3.08/3.4 (EA 2X500)

Scope: Conduct noise analysis in Marin City near US 101.

Cost Estimate: \$3.55M (Pre PID Construction)

Schedule: Target RTL TBD

PID Status: Active

Operational Improvements: MRN 101 PM 12.8/21.2 (EA 2X080)

Scope: To construct a Part Time Transit Lane, in which buses utilize a combination of highway shoulder lanes, auxiliary lanes, existing lanes and existing bus bypass lanes to circumvent traffic congestion in the general-purpose lanes.

Cost Estimate: \$4.5M (Pre PID Construction)

Schedule: Target RTL TBD

PID Status: Active

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PROJECTS IN ENVIRONMENTAL PHASE (PAED)

Interchange improvement to enhance transit service and improve bike/ped access: MRN 101 5.69,13.71, 16.64

(EA: 1Y880)

Scope: Operational improvements to three interchanges and approaching roadways on Highway 101 in Marin County, including enhanced transit services, safety improvements for bicycle/pedestrian access through the interchange, and circulation and signal improvements to nearby intersections.

- SR 131-Tiburon Boulevard/East Blithedale Avenue Separation near Mill Valley
- Freitas Parkway/Civic Center Drive Overcrossing in San Rafael
- Alameda del Prado/Nave Drive (Pacheco Creek) Overcrossing in Novato

Cost Estimates: \$105-190 M (Construction Capital)

Schedule: Target RTL

PID Status: Completed on 12/3/2025 (A)

This project will be split into three child projects with three IQA Coop Agreement with CT. The individual CT oversight project will be assigned.

PA&ED phase initiation – December 2026 or Jan 2027., Split PCR to three projects, IQA Coop Execution, Consultant selection,). TAM Board meeting in May 2026 approved the total budget of PA&ED of \$12M for all three interchanges. Consultant selection process for all three projects ongoing.

US-101 / I-580 Multi-modal and Local Access Improvement Project; MRN-101 PM 8.0/10.3; On Route 101 and Route 580, In San Rafael (EA: 04-2AA10)

Scope: Enhance the active transportation network within the project area – bicycle, pedestrian, and bus transit. Improve circulation on local roads. Work includes the possible construction of a new connector from NB 101 to EB 580.

Cost Estimate: \$190-\$350M (Construction Capital - multiple alternatives)

Schedule: Start Construction: Spring 2031

End Construction: Spring 2033

May 2026: The current project has three build alternatives and a no-build. The PAED phase began in fall 2024. GED review completed. RW requirement discussions are ongoing. A VIA memo is currently in development, and the draft TOAR is expected in late 2026. VMT strategies are being evaluated by KHA, and the project team is actively working on developing the utility matrix to support design and coordination efforts. The APS is currently under review. Several submittals have been submitted and returned to KHA (VMT, Ramp Metering Memo, etc.).

Stormwater Trash Capture; MRN-101/131/580 PM 0.9/10.8, 0.0/4.1, 4.1/4.7; On Routes 101, 131, and 580; at various locations (EA: 04-0W100)

Scope: Agreement for funding contributions to local projects in Marin County within significant trash generation areas.

Cost Estimate: \$21 M (Construction Capital)

Schedule: Start Construction: TBD

End Construction: TBD

This project is a financial contribution to a Marin County project. Marin County will implement its project in collaboration with the Cities/Towns in Marin County. COOP Agreement was signed November 29, 2023. County working on the Environmental Document. Fund request approved in January 2024 by CTC. County notified and will request monthly updates on the progress.

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Pavement; MRN-1 PM 0/12.8; On Route 1, From Junction Route 101 to 0.6 Mile North of Panoramic Highway North (EA: 04-0AA45)

Scope: Rehab the pavement and adjacent facilities.

Cost Estimate: \$24.15 M (Construction Capital)

Schedule: Target RTL: FY 2028/2029

September 2026: DED target in Nov. 2026 and PA&ED by Spring 2027 (T). A public meeting will be held in November 2026. The exact date and location are TBD.

Rehabilitate Pavement (CAPM); MRN-101 PM 0.0/8.022; On Route 101; from Golden Gate Bridge to Nellen Ave Undercrossing (EA: 04-4W720)

Scope: Cold plane and resurfacing pavement, upgrade curb ramps and sidewalks, add/replace guardrails and improve drainage.

Cost Estimate: \$45.3M (Construction Capital)

Schedule: Target RTL: 2029/2030

September 2026: CE/CE signed on 9/11/26 (A) and PA&ED completion in Oct. 2026 (T).

Collaboration of Lomita Drive drainage improvement with the County of Marin and CT. CT is seeking to fund an emergency project to deal with active lawsuit against the Department.

Fish Passage; MRN-1 PM 22.7/23; On Route 1, Near Five Brooks at John West Fork (EA: 04-3W620)

Scope: Remove fish passage barrier. Long Lead project.

Cost Estimate: \$7.68 M (Construction Capital)

Schedule: Target RTL: 2029/30

Aug 2026: Project Advanced Planning study and second consultation with agencies completed. PDT conducted additional geomorphological studies and working towards targeted PAED of January 2027.

Fish Passage; MRN-1 PM 18.69; On Route 1, Near Woodville at McCurdy Creek and North Fork McCurdy Creek (EA: 04-3W630)

Scope: Remove fish passage barrier. Long Lead project.

Cost Estimate: \$14.5M (Construction Capital)

Schedule: Target RTL: 2029/30

Aug 2026: Advance Planning Study was submitted to DES in July 2026. DED is targeted December 2026 and PAED is targeted for May 2027. However, due to environmental, right-of-way challenges and complexity of engineering solutions, timeline is at very high risk.

Signs and Lighting; MRN-101 PM 0.87/1.074; On Route 101, Waldo Tunnel Left & Right Bores (27 0040L/R) (EA: 04-0Y550)

Scope: Replace High Pressure Sodium fixtures with LED fixtures, paint tunnel lining, and fix misc. electrical items.

Cost Estimate: \$8.8M (Construction Capital)

Schedule: Target RTL: 2027/28

Sept 2026: Project Report completed August 2026. PAED completed in Sept 2026 (T).

Address flooding and sea level rise; 04-MRN-1 & 101- PM 0.0/0.3 & 3.3/4.2; In Marin City, at the Manzanita Park and Ride lot, on Route 1 at the Rte. 1/101 Separation, and on Route 101 from Donahue Street to the Rte. 1/101 Separation (04-2W870)

Scope: Address flooding and sea level rise in Marin City at the Manzanita Park and Ride lot, Route 1 at the Rte. 1/101 Separation, and Rte. 101 off-ramp to Donahue Street.

Cost Estimate: \$150M-\$1.7B (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

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Funding for this project is not identified beyond PSR-PDS. Caltrans is working with stakeholders to share information and seek input on different strategies to address the flooding and sea level rise.
September 2026: Caltrans submitting application under PROTECT grant program to fund PA&ED phase, application due October 9th.

Signs and Lighting: MRN 101 PM 10.649/R22.206, (EA: 3W410)

Scope: Replace Box Beam Sign Structures (14 Each Single Post) and install 3 new Type XI retro-reflective sheeting sign panels.

Cost Estimates: \$13.1 M (Construction Capital)

Schedule: Target RTL 2029/30

May 2026: Project will be programmed in the 2028 SHOPP

Proactive Safety: MRN 101 PM 0.2/8.622 (EA: 4Y420)

Scope: Upgrade to Concrete Barrier and Install Outer Separation Barrier on MRN 101

Cost Estimates: \$15.6 M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2028/29, Long Lead RTL 2030/31

September 2026, Project started development for PA&ED

Drainage: MRN 1 PM 39/24.6 (EA: 2X610)

Scope: In Marin County, from 0.6 miles north of Marshall Petaluma Rd to 2nd Street, rehabilitate culverts.

Cost Estimates: \$6.6M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2026/27, Long Lead RTL 2031/32

September 2026: Project started development for PA&ED.

Bridge - Health: MRN 101 and MRN 37 Various locations (EA: 4Y710)

Scope: Bridge Health: Corte Madera Cr-27 0008, Fair to Good, San Rafael Via-27 0035R, Fair to Good, Freitas Pkwy OC-27 0080, Poor to Good, Ignacio BLVD OC-27 0083, Poor to Good, Rowland BLVD OC-27 0080, Fair to Good. Rail upgrade: Atherton Ave UC LT RT 27 0079L/R. ad

Cost Estimates: \$41.5 M (Construction Capital)

Schedule: Target RTL (PAED Allocation FY) 2026/27, Long Lead RTL 2030/31

September 2026: CTC allocated PA&ED budget. Expected to start in October 2026 for its environmental phase.

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PROJECTS IN DESIGN PHASE

Storm Damage (Permanent Restoration); MRN-1 PM 5.2; On Route 1, near Muir Beach (EA: 04-3AA50)

Scope: Install soldier pile wall with timber lagging, repair roadway and MBGR upgrades.

Cost Estimate: \$4.47M (Construction Capital)

Schedule: Start Construction: Spring 2027

End Construction: Fall 2027

September 2026: Design completed and achieved RTL on April 2026 (A). Bid Opening for this contract on September 30, 2026 (T).

Flooding and sea level mitigation project at Donahue St./US-101 interchange. (04-2Y050)

Scope: Flooding mitigation at Donahue St./US-101 interchange. Construct a new cross-culvert under US-101.

Cost Estimate: \$13.6M (Construction Capital)

Schedule: Start Construction: 2030

End Construction: 2031

September 2026: CT is actively engaged to reprogram the project into the 2026 SHOPP for FY2029/2030. CT is currently working on the SHOPP capacity to reprogram this critical project.

Upgrade and Replace Existing Bridge Railing Systems (Coyote Creek Bridge-# 27-0018, Eskoot Creek Bridge-#27-0077, Olema Creek Bridges-#27-0020 & #27-0021); MRN-1 PM 7.4/18.8; On Route 1 at various locations (EA: 04-0P960)

Scope: Upgrade/replace the bridge railing systems to meet the current standard on four bridges along Route 1.

Cost Estimate: \$8.1M (Construction Capital)

Schedule: Start Construction: Summer 2028

End Construction: Fall 2029

Aug 2026: Project is at 95% PS&E with RTL scheduled for spring 2027

Replace Culvert; MRN-1 PM 40.3/40.3; On Route 1 near Marshall at 0.10 mile south of Clark Road (EA: 04-2J510)

Scope: Replace the existing 66-inch diameter culvert and rebuild slope.

Cost Estimate: \$2.3M (Construction Capital)

Schedule: Start Construction: Spring 2028

End Construction: Fall 2030

Aug 2026: Project is at 95% PS&E with RTL scheduled for spring 2027

Storm Damage (Permanent Restoration); MRN-1 PM 37.2; On Route 1, 1.2 Miles South of Marshall Petaluma Road, in the Town of Marshall (EA: 04-0W710)

Scope: Install RSP, replace fence, and repair existing roadway.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Start Construction: Fall 2027

End Construction: Spring 2029

Project achieved PAED milestone in June 2026. PDT is working on PS&E with targeted RTL Spring 2027. Project delivery is at high risk due to parcel acquisition.

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Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN-101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)

Scope: Construct a two-lane bridge.

Cost Estimate: \$TBD (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

The project is on hold due to funding shortfalls in all its components and right of way issues. Meeting held in March 2026 to go over next steps. Project may be redesigned.

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek (EA: 04-0G642)

Scope: Replace existing bridge.

Cost Estimate: \$11.6M (Construction Capital)

Schedule: Start Construction: 2026
End Construction: 2028

May 2026: Project has been awarded to Disney/Myers and Sons Joint Venture. Construction started in mid-June 2026. Bridge Replacement will be completed next construction season.

Marin-Sonoma Narrows Contract B8 – utility relocation and bike lanes in Marin; MRN - 101 – PM 24.0/27.5; On Route 101, from 2.0 miles north of Atherton Ave. Overcrossing to 0.1 miles south of the Marin/Sonoma County line (EA: 04-26473)

Scope: Relocate utilities located in the state R/W on Route 101 and widen/rehabilitate 0.6 miles of San Antonio Road (County Road) to include a Class-II bike facility.

Cost Estimate: TBD (Construction Capital and Utility Relocation)

Schedule: Start Construction: TBD
End Construction: TBD

This project is funded by local and Regional Measure 3 (RM3) and TFCA funds, and TAM is the lead for the PS&E of this project. The project scope is to secure R/W, relocate utilities, and widen/rehabilitate San Antonio Road for Class II bike lanes. This project needs additional Right of Way funds and appraisals are still in progress, and this is delaying the Utility Agreement.

May 2026: A Project Change Request (PCR) is being prepared to split the project into three separate projects. The first project will address utility relocations in the north segment. The second project will address utility relocations in the south segment. The third project will complete the County improvements.

Plant Establishment; MRN-1 PM 11.5; On Route 1, in Stinson Beach, 0.6 mile south of Panoramic Highway north junction, Plant Establishment (EA: 04-0W130)

Scope: Follow-up plant establishment for two completed storm damage projects (EAs 04-0P130 and 04-4K240).

Cost Estimate: \$0.75 M (Construction Capital)

Schedule: Start Construction: Summer 2022
End Construction: Spring 2026

Novato Creek Bridge Replacement SR 37; MRN-37 PM 11.2/13.7; On Route 37 from US 101 to Atherton Avenue (EA: 04-4Q321).

Scope: Replace Novato Creek Bridge to address Sea Level Rise (SLR) and recurring flooding while including Complete Streets features to address multi-modal bicycle and pedestrian use (EA 04-4Q321). This is Phase 1 of the Flood Reduction Project - Phase 2 will include the remainder of the causeway between US 101 and Atherton Avenue and widening of the Phase 1 structure.

Cost estimate and schedule of Novato Creek Bridge replacement are as follows:

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Cost Estimate: \$211M (Construction Capital)
Schedule: Env. Clearance: January 2024
Start Construction: Summer 2027
End Construction: Summer 2030

PS&E in June 2026. Construction funds allocated in August 2026 CTC. Project has been advertised

Rehabilitate Bridge; MRN-37 PM 14.5; Petaluma River Bridge (EA: 04-2Q500)

Scope: Resurface bridge deck, and upgrade bridge railings.

Cost Estimate: \$31M (Construction Capital)
Schedule: Start Construction: Fall 2026
End Construction: Winter 2028

Work on this project will be coordinated with EAs 04-4Q321 (Novato Creek Bridge replacement). Contract Awarded in June 2026. Construction started July 2026.

Marin Route 1 Broadband Middle Mile Network; MRN-1 PM 0/7.1; On Route 1 from Route 101 to Muir Beach Overlook. (EA: 04-1Y810)

Scope: Install broadband circuit and fiber infrastructures as part of Broadband Middle Mile Network (BMMN).

Cost Estimate: \$6M (Construction Capital)
Schedule: Start Construction: 2025
End Construction: 2026

Caltrans is partnering with California Department of Technology to build out statewide broadband middle mile network. This project will be delivered as a Job Order Contract. A contractor is on board and work is expected to begin soon. Project is on hold by the CA Department of Technology.

Address Seismic Deficiencies and Upgrade Pedestrian Infrastructure; MRN-101 PM 7.4; On Route 101 at Tamalpais Overcrossing (EA: 04-4J860)

Scope: Install cable restrainer at bridge abutments to improve seismic resistance, and upgrade Pedestrian Overcrossing (POC) to meet ADA standards.

Cost Estimate: \$28M (Construction Capital)
Schedule: Start Construction: Fall 2027
End Construction: Spring 2030

100% PSE is scheduled for Feb 2027 (T). PGE's 60% relocation plan was submitted in May 2026.

Drainage System Restoration; MRN-1 PM 13.1/45.1; On Route 1 from north of Calle Del Arroyo to south of Tomales Petaluma Road at various locations (EA: 04-2Q53U)

Scope: Replace 51 deteriorated drainage culverts, replace headwalls, and install drainage inlets.

Cost Estimate: \$14.1M (Construction Capital)
Schedule: Start Construction: Spring 2029
End Construction: Winter 2030

January 2026: Project is reprogrammed due to Right of Way acquisition risks. 100% PSE is summer 2027 (T)

Bridge Preservation; MRN-101 PM 8.47; On Route 101, Corte Madera Creek Bridge No. 27-0008K (EA: 04-0W210)

Scope: Patch deck spalls, replace the joint seal, treat the bridge deck with methacrylate, overlay with polyester concrete and provide vent holes.

Cost Estimate: \$2.1M (Construction Capital)
Schedule: Start Construction: Spring 2026
End Construction: Spring 2027

May 2026: Fund allocation is scheduled was scheduled for August 2026. The project is currently designated as a G13.

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PROJECTS IN CONSTRUCTION PHASE

Rehabilitate Pavement (CAPM); MRN-131 PM 0.0/4.4; On Route 131 (Tiburon Blvd.) from US 101/131 interchange to Main Street (EA: 04-1Q230)

Scope: Overlay pavement, upgrade curb ramps, add/replace guardrails, improve drainage and construct bike/pedestrian improvements (complete street elements).

Cost Estimate: \$13M (Construction Capital)

Schedule: Start Construction: Fall 2026

End Construction: Summer 2027

The project has been separated into two phases. Phase 1 includes pavement rehabilitation and bikeway improvements from Tower Drive near the U.S. Route 101 interchange to Blackfield Drive, including a temporary Class 1 bike path from E. Strawberry Drive to Blackfield Drive.

Phase 2 will implement the permanent Class 1 path configuration, extend bikeways from Blackfield Drive to Trestle Glen, and include bus stop improvements. Phase 2 will be programmed once all stakeholders have agreed on a finalized scope.

Phase 1 was awarded on May 11, 2026, to OC Jones & Sons Inc. The Town of Tiburon Broadband project's encroachment permit was issued on February 27, 2026. The town will delay its construction due to the lengthy coordination with their ISP.

September 2026: First working day will be 9/21/2026 (T). Curb Ramps, sidewalks, and electrical work will start first and pavement is expected in Spring/Summer 2027.

Storm Damage (Permanent Restoration); MRN-131 PM 2.0; On Route 131, in Tiburon, at about 350 feet Northwest of Stewart Drive (EA: 04-3AA90)

Scope: Install sheet pile/soldier pile retaining wall and repair roadway.

Project is in Construction with an anticipated completion date of Spring 2027.

Storm Damage (Permanent Restoration); MRN-101 PM 6.1/6.3; On Route 101, in Corte Madera. 0.4 miles North of US101/SR 131 Separation (EA: 04-2AA30)

Scope: Restore the cut slope

Cost Estimate: \$2.7M (Construction Capital)

Schedule: Start Construction: Summer 2026

End Construction: Summer 2027

Project is in Construction with anticipated completion date of Summer 2027 however, schedule is at risk due to conflict with BMMN project.

Rehabilitate Pavement (CAPM); MRN-101 PM 8.0/15.3; On Route 101; from Nellen Avenue Undercrossing to Miller Creek Bridge (EA: 04-4AC70)

Scope: Cold plane and resurface pavement, upgrade curb ramps, add/replace guardrails and improve drainage.

Cost Estimate: \$21.5M (Construction Capital)

Schedule: Start Construction: Summer 2026

End Construction: Spring 2028

Construction is on-going with an anticipated completion date of Fall 2027.

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Marin-Sonoma Narrows Contract B7 – HOV lane in Marin; MRN – 101- PM 20.8/27.3; On Route 101, in and north of Novato, SB HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of Franklin Ave. Overhead (6.0 miles), and NB HOV lane from 1.7 miles north of Atherton Ave. Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles) (EA: 04-26472)

Scope: Roadway and bridge widening and Redwood Landfill Interchange modification for HOV lanes and standard shoulders and horizontal and vertical roadway alignment correction. The scope does not include utility relocation and R/W acquisition for access control. The roadway work is not in direct conflict with utilities to be relocated.

Cost Estimate: \$103.7M (Construction Capital)

Schedule: Start Construction: Summer 2022

End Construction: Fall 2026 (3-year construction and 1-year Plant Establishment Period)

The project completed Stage 4 and transitioned into the three-lane configuration on September 29, 2025. Shortly after, the newly opened lanes were striped with the HOV carpool diamonds, and median HOV carpool signage was placed. The project is currently in winter suspension, with non-critical activities such as ramp metering, remaining drainage systems, and preliminary punch list work ongoing. In the summer of 2026, the final overlay paving will be done as well as final striping and signage.

May 2026: Traffic monitoring electrical work, drainage inlet adjustments, and landscape punch list work have been completed during the project's winter suspension. Final striping, signage are complete Ramp metering activation remains.

Upgrade Curb Ramps and Sidewalk; MRN-101 PM 13.7; On Route 101, in San Rafael, at Manuel T. Freitas Parkway; (EA: 04-0K800)

Scope: Upgrade curb ramps and sidewalk and construct a roundabout.

Cost Estimate: \$4.5M (Construction Capital)

Schedule: Start Construction: Summer 2025

End Construction: Summer 2026

The project is being coordinated with Golden Gate Transit, Marin Transit and the City of San Rafael for bus stop relocation and improvements in City R/W.

Project completed construction in June 2026. Project currently in Plant Establishment Period for 1 year.

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)

Scope: Overlay pavement and shoulders with asphalt concrete (HMA-A), upgrade existing guardrails and crash cushions, and improve drainage.

Cost Estimate: \$24.4 M (Construction Capital)

Schedule: Start Construction: Summer 2024

End Construction: Fall 2026

PEP complete by July 2026 (A) September 2026: A Child on-site mitigation project (EA 1J961) will follow additional 4-year of PEP. Off-site mitigation is underway.

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Marin 1 Onsite Mitigation Project following Highway CAPM project: MRN-1-PM 22.8/33.0/45.0/50.5; On Route 1 near Point Reyes Station and Olema, from Olema Creek Bridge to 0.2 mile north of Cypress Road; also near Tomales, from 0.4 mile south of Tomales-Petaluma Road to 0.2 mile south of Valley Ford Road (PM 45.0/50.5) (EA: 04-1J961)

Scope: Plant establishment and monitoring work for pavement rehabilitation project EA 1J960.

Schedule: Start Construction: Summer 2026
End Construction: Winter 2030

Rehabilitate Pavement (CAPM); MRN-37 PM R11.2/14.6; On Route 37 from Route 101/37 Interchange to Petaluma River Bridge. (EA: 04-2K740)

Scope: Coldplane and resurface pavement, upgrade curb ramps, add/replace guardrails, and improve drainage.

Cost Estimate: \$19M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2026

Construction is substantially complete. Minor punch list work is being performed, the contract has a 12-month Permanent Erosion Control Establishment (PECE) period which is currently in progress

OTHERS

- Caltrans maintenance restored the drainage system (culverts and ditches) along the Bolinas Lagoon to prevent recurring flooding on Route 1 in 2018 (EA 04-3Q020). Caltrans is working with the County and local elected officials to find a long-term solution for recurring flooding and vegetation management along Route 1.
- The two-way bike path constructed on Sir Francis Drake Blvd. Overcrossing (EA 04-0Q273) is a four-year pilot study that is being monitored. The final DSDD-CNF is required from the decision document. CT provided the initial comments on the draft DSDD-CNF to the consultant. Project recently reassigned from Toll Bridge Project Management to North Bay Project Management.
- Bolinas Lagoon Wye construction is underway by the County of Marin (EA 04-1W320): Construction has been completed. Utility work remains. Ribbon Cutting event was on June 30, 2026 (A). Onsite mitigation work is on-going.