



ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE MEETING

OCTOBER 12, 2026
3:30 P.M.

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

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Teri Dowling

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Kate Colin

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Melissa Blaustein

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Alice Fredericks

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

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

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/83035113530?pwd=Ym1IVHdnUHZycllGN2VPZVIBY0Zrdz09>

Webinar ID: 830 3511 3530
Passcode: 891953

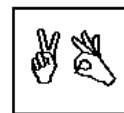
Teleconference: Members of the public may participate via teleconference by dialing the following number at 3:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 830 3511 3530; Password: 891953

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

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. the day before the meeting to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

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

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 9:00 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 & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally may only listen.)
4. Approval of Meeting Minutes from June 8, 2026 (Action) – **Attachment**
5. MTC's Bay Area Transit Priority Policy for Roadways (Discussion) – **Attachment**
6. Transportation Data Services Contract Award (Action) – **Attachment**
7. Review of the Semi-Annual Project Status Report (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

JUNE 8, 2026
3:30 P.M.

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Kate Colin, San Rafael City Council, Committee Chair
Teri Dowling, Ross Town Council

Members Absent: Eric Lucan, Marin County Board of Supervisors
Stephanie Moulton-Peters, Marin County Board of Supervisors

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 3:30 p.m.; and Executive Assistant/Clerk of the Board Jennifer Doucette conducted roll call to ensure a quorum of the Administration, Projects & Planning (AP&P) Executive Committee.

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

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on recent grant awards for TAM's Countywide Active Transportation Plan and San Rafael's Canal Boatyard Urban Park Connection project; the opening of the Manuel T. Freitas Roundabout and related remaining construction activities; participation in the annual CalCOG and Self-Help Counties Coalition Legislative Day in Sacramento; early election results showing voter support for the SMART sales tax extension; Marin Transit's summertime free rides program for youth, along with SMART's continued free fares for youth and seniors; and upcoming public education events focused on electric vehicles and home electrification.

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

3. Open Time for Public Expression

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

4. Approval of Meeting Minutes from May 11, 2026 (Action)

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

Commissioner Dowling moved to approve the Minutes of the May 11, 2026 meeting. Commissioner Fredericks seconded the motion, which passed unanimously.

5. Review the Revised TAM FY2026-27 Annual Budget (Action)

Director of Finance and Administration Melanie Purcell presented this item, which recommends that the AP&P Executive Committee review the revisions to the Draft FY 2026–27 Annual Budget and provide input to be presented to the Board at its June 25, 2026 meeting for consideration following the related public hearing.

Commissioners and staff discussed the proposed budget revisions, including the additional funds allocated to Category 2 and the distribution of funds to local jurisdictions. Staff noted that Marin Transit is aware of the revised amount and does not intend to request the additional allocation at this time, preferring instead to allow the funds to carry over to the following year unless circumstances change. Commissioners expressed appreciation for staff's additional review and noted that the revised assumptions appear more consistent with trends among other local agencies. Staff confirmed that the revised budget remains within the 30-day public comment period and will return to the full Board at the end of the month as part of the overall budget wrap-up, public hearing, and consideration process.

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

Commissioner Fredericks made a motion to refer the revised draft FY2026-27 Annual Budget to the TAM Board for consideration at its June 25, 2026 meeting. Commissioner Dowling seconded the motion, which passed unanimously.

6. 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 importance of using data to identify safety needs and provide context for how Marin County compares with similar jurisdictions. Commissioners expressed appreciation for the presentation and noted the value of adding broader comparative context when the item is presented to the full Board.

Commissioners and staff also discussed how the information developed through the program may inform future project development, Safe Pathways funding opportunities, crossing guard location criteria, and local prioritization efforts. In response to questions regarding potential liability associated with identifying safety deficiencies, staff noted that legal counsel has advised including protective language into final work products to support jurisdictions and TAM in identifying safety needs while managing legal risk.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that the Office of Traffic Safety rankings would provide helpful context for the full Board presentation, particularly regarding pedestrian and bicycle safety rankings for Marin County and San Rafael; and noted that the data underscores the importance of the development of the School Access Safety Action Plan.

Commissioners and staff further discussed using safety rankings and collision data to support accountability, project prioritization, and implementation of future safety improvements. Staff noted that safety is included in the Countywide Transportation Plan performance metrics and that the plan's data analysis also included property-damage-only collisions in order to increase the sample size to better understand youth active transportation safety needs.

7. TAM Travel Data Program (Discussion)

Director of Planning Derek McGill presented this item for discussion.

Commissioners and staff discussed potential uses of transportation data to better understand travel patterns, safety needs, and project prioritization, including data related to older adults, construction-related travel, commuting patterns, vehicle occupancy, speeding, distracted driving, bicycle and pedestrian activity, and bridge travel.

Staff described available "big data" sources, including GPS, cell phone, vehicle sensor, and vendor-provided datasets, and discussed considerations related to data validation, procurement, open data, privacy, and appropriate use of data to support policy decisions.

Commissioners emphasized the importance of focusing data collection on clearly defined policy questions and outcomes, coordinating with partner agencies, and using the information to inform Countywide Transportation Plan priorities and future safety planning efforts.

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

The meeting was adjourned at 4:43 p.m.

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DATE: October 12, 2026

TO: Transportation Authority of Marin
Administration, Projects, and Planning Executive Committee

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

SUBJECT: MTC's Bay Area Transit Priority Policy for Roadways (Discussion), Agenda Item No. 5

RECOMMENDATION

Discussion item only.

BACKGROUND

At the June 9, 2025 TAM Administration, Projects and Planning (AP&P) Executive Committee meeting, MTC staff presented the Draft Bay Area Transit Priority Policy for Roadways, which was subsequently adopted by the MTC Commission in January 2026. MTC's Policy is designed to enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies that improve transit travel times and reliability. In particular, the Policy encourages transit agencies and roadway owners (like cities) to work together to minimize unintended impacts to transit and add transit-supportive design elements to roadway projects.

The goals of MTC's Transit Priority Policy for Roadways (TPPR) are to:

- Establish a common definition of transit priority in the region;
- Guide and align local and regional agencies (i.e., cities, counties, county transportation agencies, transit agencies, Caltrans District 4, and MTC) toward roadway investments that improve transit travel times and reliability, and help transit better serve people's needs;
- Inform how transit priority projects are prioritized for regional discretionary funding; and
- Navigate implementation challenges like complex interjurisdictional collaboration and limited agency resources.

MTC's approval of the TPPR, completed in January 2026, established requirements for new roadway projects on public right-of-way receiving MTC discretionary funding over \$250,000 or requesting MTC endorsement.

DISCUSSION/ANALYSIS

Since MTC's adoption of the TPPR policy, MTC staff have been developing a Regional Transit Assessment (RTA) and is working to establish a Transit Priority Network (TPN) that identifies where transit should be prioritized. As part of the Technical Advisory Committee for the development of the Regional Transit Assessment, TAM has participated in the development of the Draft RTA and resulting Draft TPN.

The draft TPN identifies where transit should be prioritized, and MTC has shared this information directly with local jurisdictions. The TPN results from an analysis of transit service levels, ridership and other factors including TAM's Countywide Transportation Plan Transit Priority Network.

MTC is now seeking feedback on the Draft TPN, with the aim to adopt the Final TPN in winter 2027. MTC staff will attend the AP&P Executive Committee meeting to present an overview of the draft policy and network. MTC staff are also seeking feedback on local actions that can be taken to support transit priority, including local jurisdiction adoption of transit priority policies or council resolutions of support and/or updates to local jurisdictions complete streets resolutions. While no action or approval of these local policies are being sought at this time, they may be considered for development in the future.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

MTC's TPPR aligns with all three goals of the Countywide Transportation Plan, Safety, Equity and Sustainability, and advances the Higher Quality Transit Strategy through implementation of the Transit Priority Network established in the CTP. To the extent that MTC's Transit Priority Network utilizes and builds on the CTP's Transit Priority Network, these efforts can be seen as complementary and mutually supportive. Feedback from local jurisdictions on the TPN will also inform future updates to TAM's CTP transit priority network.

Further, MTC's TPPR aligns with the recommended practice of early coordination with transit operators and TAM on roadway planning projects described in the implementation chapter of the CTP. Marin County roadways serve as multi-modal facilities, and successful implementation of the CTP will require the development of mutually beneficial roadway projects that address multiple CTP strategies.

FISCAL CONSIDERATION

There is no direct fiscal impact with this item. MTC's policy will apply to local jurisdictions seeking MTC funding applications, if the policy is adopted by the MTC Commission.

An upcoming MTC Bus Accelerated Infrastructure Delivery (BusAID) funding cycle is expected to have approximately \$25 million in competitive funding available to support transit priority projects in the region.

NEXT STEPS

MTC will revise the Draft TPN based on agency feedback and present a final version to the MTC Commission for adoption this winter. Subsequently, local project sponsors would need to consider transit priority in roadway projects advancing on the TPN. MTC will also advance a near term implementation strategy including the development of a transit priority toolkit to support local jurisdiction staff in implementing the TPPR.

ATTACHMENTS

Attachment A – MTC Presentation



MTC Transit Priority Update

Definition of Transit Priority

Transit-supportive infrastructure, design, and policies that can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples include:

- Bus bulbs and boarding islands so buses do not need to pull out of traffic
- Transit Signal Priority (TSP) and transit queue jumps to reduce delays at red lights
- Relocating bus stops to optimize stop placement

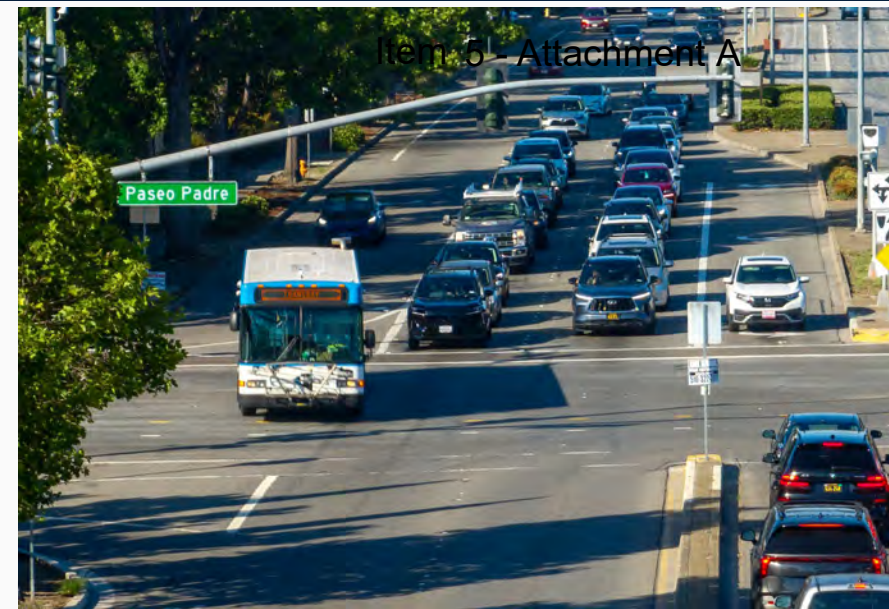


Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SEMTA; Sinwaves, Inc; FHWA MUTCD

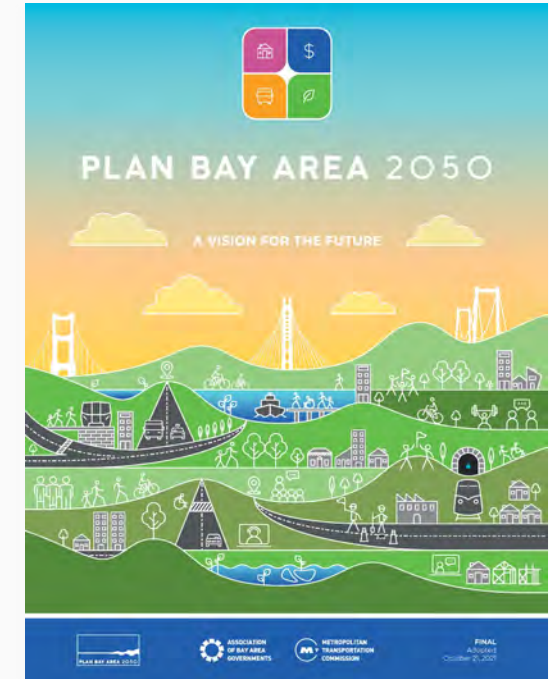
Transit Priority Policy for Roadways (TPPR)

What:

- New MTC Policy approved January 2026 to emphasize transit priority
- Implemented via existing Complete Streets Checklist

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

- **Purpose:** Promote broader local support of transit priority
- **Options for Local Action:**
 - o Local resolution supporting the regional Policy
 - o Local transit priority policy
 - o Update to local complete streets resolution
- ***Incentives: Funding incentives to be applied on a program-by-program basis***
- See [Policy Webpage](#) for various resources

Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

Transit Priority Roadway Assessment

The Transit Priority Roadway Assessment will develop the regional Transit Priority Network and help MTC and its partners better understand roadway transit existing conditions in the Bay Area.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Summer 2026
Regional Transit Priority Network (TPN) key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

- Where projects should consider best-practice transit-supportive design elements
- Where transit-supportive investments should be prioritized for funding

Transit Agencies Included:

- | | | |
|----------------------------|-------------------------|----------------------------|
| ■ AC Transit | ■ Muni (SFMTA) | ■ Union City Transit |
| ■ County Connection | ■ Petaluma Transit | ■ Vacaville City Coach |
| ■ Dumbarton Express | ■ SamTrans | ■ Vine Transit (NVTA) |
| ■ FAST (City of Fairfield) | ■ Santa Rosa CityBus | ■ VTA (Santa Clara Valley) |
| ■ Golden Gate Transit | ■ SolTrans | ■ WestCAT |
| ■ Marin Transit | ■ Sonoma County Transit | ■ Wheels (LAVTA) |
| | ■ Tri-Delta Transit | |

TPN Development Approach Principles



Coherent and cohesive regional network



Based on ridership, service frequency, local plans/policies, regional growth geographies (e.g., equity priority communities)



Informed by stakeholders



Focuses on transit use, not performance (travel time, delay)



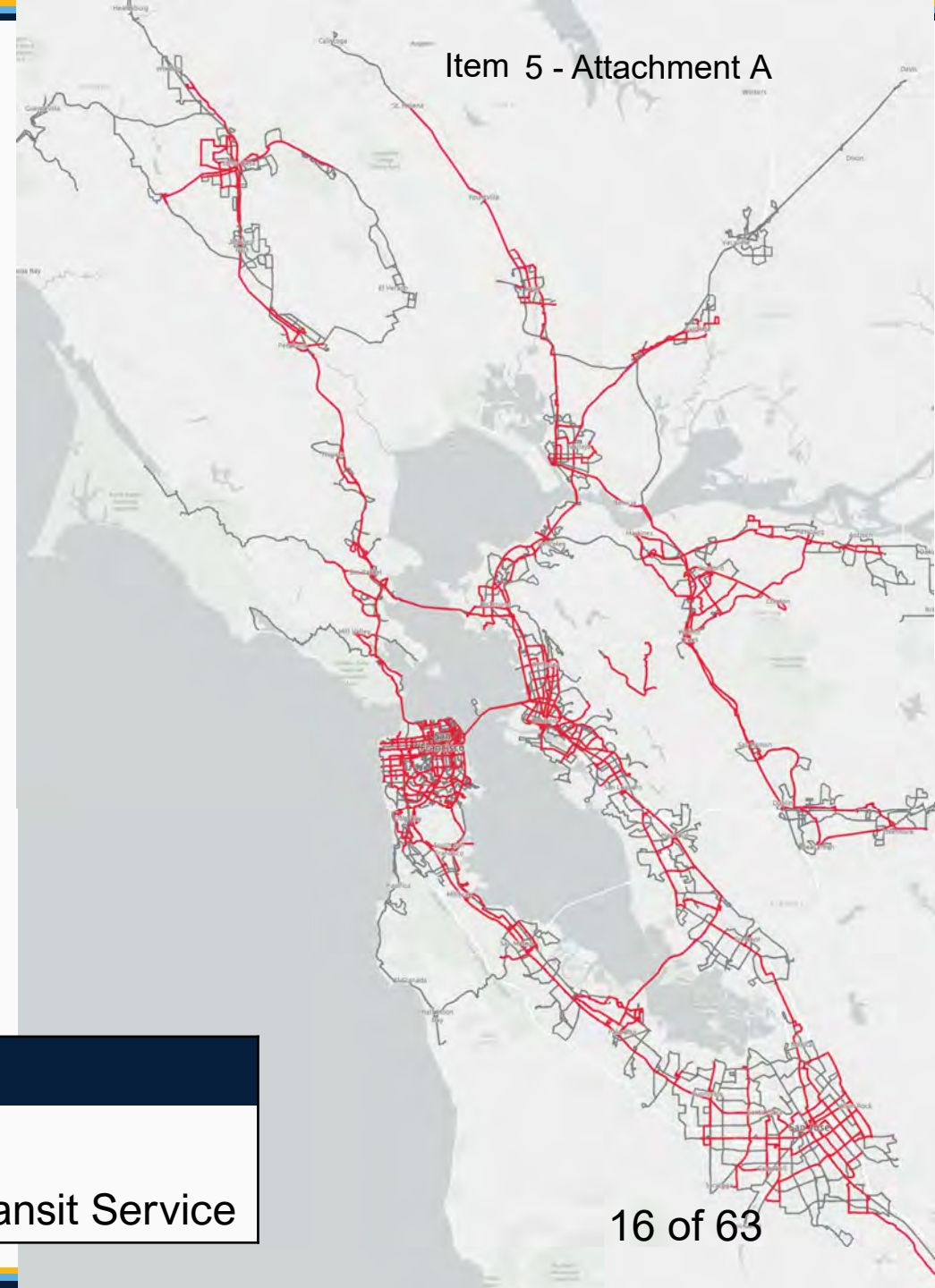
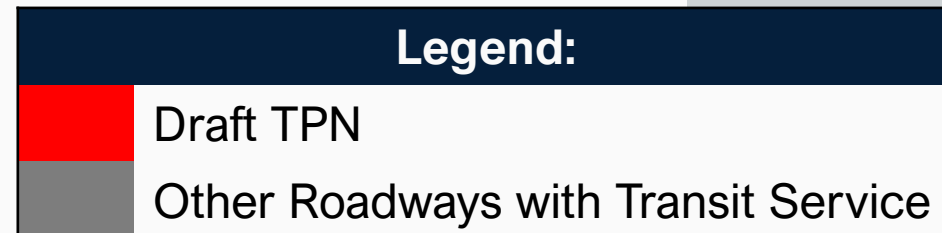
Considers varied local contexts to guide regional investment

Draft TPN

Regionwide Summary Statistics*

- **4% of roadway miles on Draft TPN**
 - 9% of roadway miles have transit
 - 41% of transit roadway miles on Draft TPN
- **74% of ridership on Draft TPN**
- **79% of routes serving EPCs on Draft TPN**
- **79 of 101 local jurisdictions on Draft TPN**

**preliminary values –
for discussion purposes only*



Marin County Summary Statistics*

- **3% of roadway miles** on Draft TPN
 - 8% of roadway miles have transit
 - 44% of transit roadway miles on Draft TPN
- **80% of ridership** on Draft TPN
- **89% of routes serving EPCs** on Draft TPN
- **9 of 11 local jurisdictions** on Draft TPN

Please provide feedback [in this form](#)



***preliminary values – for discussion purposes only**

Integrating the Transit Priority Network into the 2027 BusAID Program

- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for transit projects located along the Transit Priority Network** (subject to Commission approval)

Assessment & Transit Priority Network Outreach Plan*

Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Marin:</i> <i>TAM Technical Advisory Working Group (9/10)</i> <i>TAM Executive Committee (10/12)</i>
		For full list of meetings see the Assessment webpage
	Fall 2026	MTC RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	MTC RNM Bodies

*schedule subject to change

Thank You

Email: transitpriority@bayareametro.gov

For more information: [Transit Priority webpage](#)

Britt Thesen, P.E. Principal Program Coordinator, Transit Priority bthesen@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Joel Shaffer, P.E. Program Coordinator, Transit Priority jshaffer@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Mika Miyasato, AICP Principal Planner, Transit Priority mmiyasato@actransit.org 
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DATE: October 12, 2026

TO: Transportation Authority of Marin
Administration, Projects, and Planning Executive Committee

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

SUBJECT: Transportation Data Services Contract Award (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects, and Planning (AP&P) Executive Committee recommends the TAM Board authorize the Executive Director to negotiate and enter into contract with the selected vendor for Transportation Data Services, for an initial three-year term, with the option of two additional one-year extensions, subject to final contract negotiations. Staff will present the selected firm and contract not to exceed amounts during the staff presentation.

BACKGROUND

In July 2026, TAM staff presented to the Board on the TAM Travel Data program and discussed TAM's proposed data collection process for regular travel monitoring, and discrete data needs. Subsequently, on August 4, 2026, TAM released a Request for Proposals (RFP) for Transportation Data Services with proposals due on September 2, 2026, seeking a data analytics platform to support TAM's travel data program and transportation planning activities, including the upcoming Reimagined Roadways planning effort.

The RFP established minimum requirements for a platform that will allow TAM to analyze transportation conditions and travel patterns throughout Marin County. At a minimum, the platform is required to provide a corridor analysis tool that allows for the comparison of user defined roadway corridors in Marin County. Required data capabilities include vehicle speeds, delay, and counts; transit volumes, speeds, and reliability; freight and commercial data; bicycle and pedestrian volumes; safety and driver behavior; and origin-destination data. The tool must allow users to identify custom corridors and study areas and to view, analyze, map and export transportation data.

In addition to the minimum requirements of the RFP, TAM sought to identify additional transportation data and analytical capabilities that may support TAM's activities. The categories include:

- Traffic & Roadway Network
- Active Transportation
- Transit Demand, Performance, & Market Segmentation
- Predictive Scenario Planning & Network Disruption
- Vehicle Miles Traveled (VMT) Data
- Safety Data
- Historical Trend Analysis & Daily Mobility Data
- Data Access, Storage and Sharing
- Additional Data Services

DISCUSSION/ANALYSIS

By the September 2, 2026 proposal deadline, TAM received proposals from the following firms:

- CityData, Inc.
- LOCUS, Inc.
- Munera Solutions, LLC
- Replica, Inc.
- StreetLight Data, Inc.

Staff reviewed the proposals and determined all proposals were responsive to the requirements of the RFP; and established a panel to review the proposals and develop a ranking of the proposers. The evaluation panel consisted of staff representatives from TAM, MTC, and Marin Transit.

The panel evaluated the proposals in accordance with the criteria established in the RFP including:

- Demonstrated ability to meet the requirements of the RFP,
- Responsiveness to overall data needs,
- Fee information, and;
- Ability to support TAM's partner agencies.

The results of the evaluation panel recommendation will be provided to the Administration, Projects, and Planning (AP&P) Executive Committee during the staff presentation. The proposed contract is structured as an initial 36-month term with the option of two additional one-year extensions, for a potential contract period of up to five years. Proposers were required to provide annual costs for each year of the potential five-year period. Staff are coordinating with Bay Area County Transportation Agencies and MTC on a potential regional data procurement framework and will continue to coordinate to explore potential cost savings, or additional data procurement opportunities beyond what is available through this contract in the coming months.

The contract is expected to provide TAM with staff licenses for the selected transportation data platform and will provide additional licenses to TAM's partner agencies, including local jurisdictions, County departments, and transit operators. Providing partner licenses would expand access to the transportation data and analytical tools available through the contract.

RELATIONSHIP TO THE CTP

Implementation Activities in the CTP include the establishment of a new data management program, along with the CTP strategy of Transportation Data and System Management. This tool will support this CTP strategy and implementation, specifically as it relates to data and reporting on travel behaviors in the county.

FISCAL CONSIDERATION

Funding is available in the adopted FY 2026-27 budget under Measure AA 2.4, Reimagined Roadways, and would also be incorporated into future budgets.

NEXT STEPS

Pending Board approval and execution of the contract, the vendor will provide staff training and ongoing technical assistance, as required by the RFP. Staff will then begin using the tool and its data to support upcoming Reimagined Roadways program development discussions with the TAM Board.

Additionally, staff will return to the Board in the near future for discussion and consideration of a data governance policy to accompany the previously adopted Artificial Intelligence Policy.

ATTACHMENTS

None.

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DATE: October 12, 2026

TO: Transportation Authority of Marin
Administration, Projects and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Project Delivery Team

SUBJECT: Review of the Semi-Annual Project Status Report (Action), Agenda Item No. 7

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews and refers the October 2026 TAM Project Status Report to the TAM Board for acceptance.

BACKGROUND

In order to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, these project updates are presented approximately every six months. The intent of these updates is to provide a broad overview of projects directly managed by TAM, and to update and identify potential issues that may require future Board actions. As projects progress, they will require specific Board deliberations and actions, such as consultant contract amendments or acceptance of work products.

DISCUSSION/ANALYSIS

Project Status Report Highlights:

The Project Status Report covers key on-going projects that are active and those that are in the active planning phase. State Route 37 and Improvements in Marin City to reduce flooding have multiple components that are either in planning or active phases.

Active Projects covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded for the current phase of work. This report includes six active projects: (1) US 101 Marin-Sonoma Narrows – B7 and B8; (2) Improve Bellam Boulevard off-ramp from Northbound US 101; (3) US 101/I-580 Multi-modal and Local Access Improvement Project; (4) State Route 37; (5) Studies of Highway 101 Interchanges and Approaching Roadways; and (6) Improvements in Marin City to reduce flooding.

The *Improve Bellam Boulevard off-ramp from Northbound US 101 Project* is about to be completed and will be removed from upcoming semi-annual reports.

The *Studies of Highway 101 Interchanges and Approaching Roadways* will be split into three different projects in upcoming semi-annual reports, as follows:

- East Blithedale/Tiburon Blvd (SR 131) Interchange Improvements Project
- Manuel T. Freitas Parkway/Civic Center Drive Interchange Improvements Project
- Alameda Del Prado/Nave Drive Interchange Improvements Project

On May 28, 2026, the TAM Board approved the three interchange projects to enter into separate Project Approval and Environmental Document (PA&ED) phases. The PA&ED phases are expected to start in early 2027 for all three projects.

Planning Projects covers emerging high-priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes three projects in the planning phase: (1) US 101 Part-Time Transit Lane; (2) Marin City Noise Analysis PID; and (3) Southern segment of North-South Greenway.

FISCAL IMPACTS

Not applicable. Each project has separate approved budgets.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

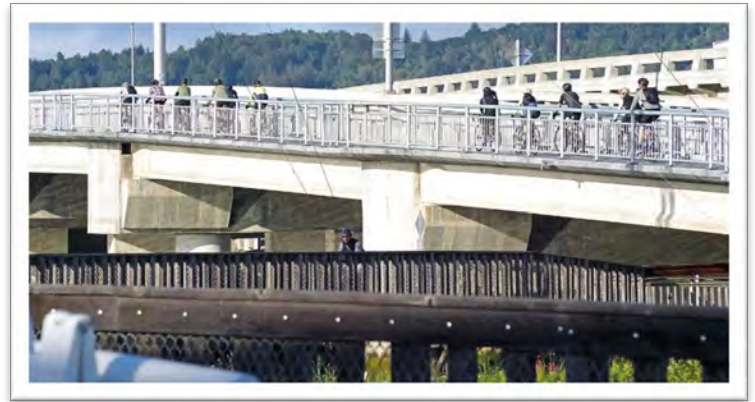
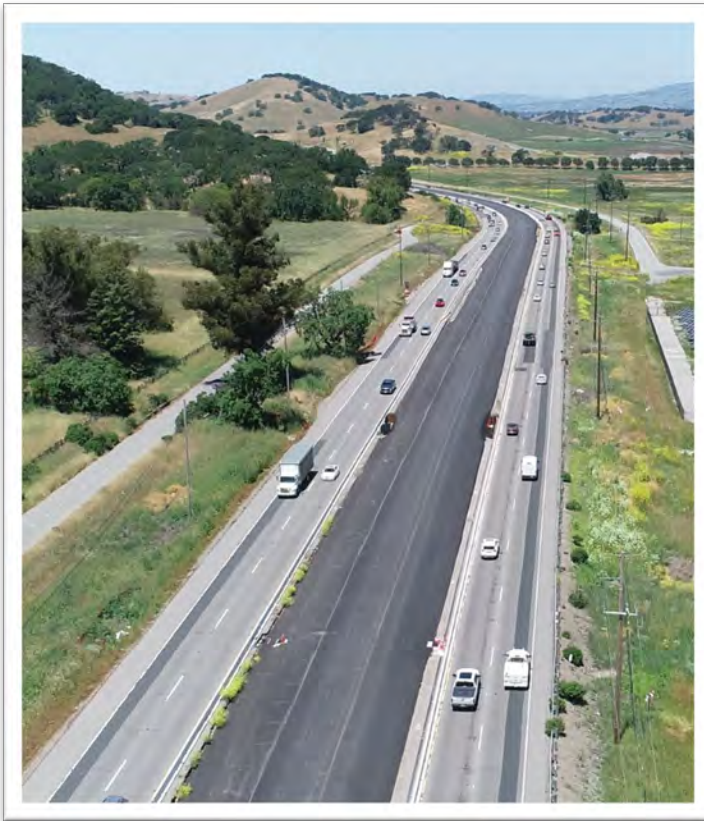
Many of these projects have multimodal elements and encourage alternate transportation. In addition, many of the projects will directly improve transit, safety, and resiliency.

NEXT STEPS

The next Project Status Report update will be provided in spring 2027. Staff will continue to bring in-depth updates or specific actions for various projects as necessary.

ATTACHMENTS

Attachment A – October 2026 TAM Project Status Report
Attachment B – Staff Presentation



Transportation Authority of Marin

Project Status Report

October 2026

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

US 101 Marin-Sonoma Narrows Overview 1

US 101 Marin-Sonoma Narrows – B7 and B8 2

Improve Bellam Boulevard Off-Ramp from Northbound US 101 4

US 101/I-580 Multimodal and Local Access Improvements.....6

State Route 37 – Novato Creek Bridge Replacement.....9

Highway 101 Interchanges and Approaching Roadway Studies.....11

Marin City Flood Mitigation.....13

B. PROJECTS – PLANNING PHASE

Marin County US 101 Part-Time Transit Lane..... 15

Marin City Noise Analysis PID.....17

North-South Greenway Gap Closure Project – Southern Segment..... 19

C. OTHER

Projects Delivery Look Ahead 21

Project Phase Definitions.....22

Acronyms and Abbreviations 23

Project Status Report - Active

October 2026

Project: US 101 Marin-Sonoma Narrows Overview

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin
Jurisdiction(s) Caltrans, Novato, Petaluma

Scope

Widening of approximately 17 miles of US 101 from four to six lanes to add HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability. As of the third quarter of 2026, all mainline HOV segments between Petaluma and Novato have been built or are under construction.

Status

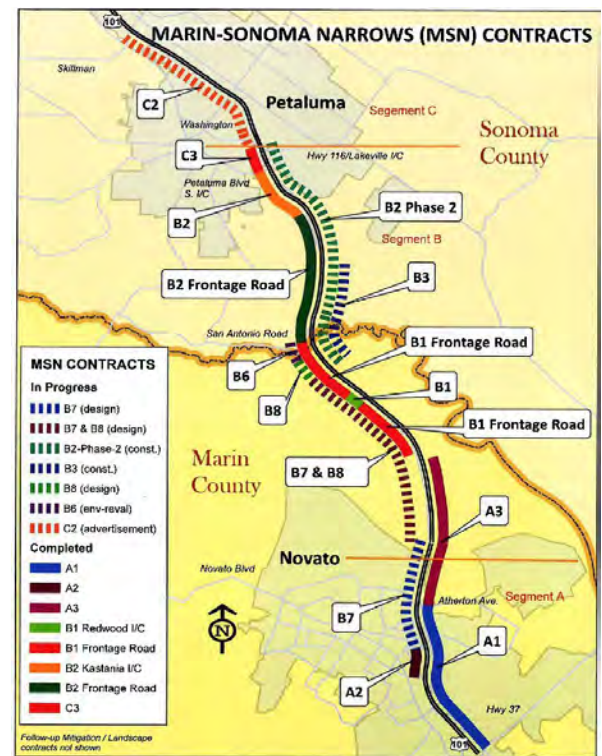
- The final MSN HOV lane project (MSN B7) opened HOV lanes to the public on September 29, 2025. Final paving and striping was completed in August 2026. A three-year plant establishment period is through 2028.
- The B8 north utility project to relocate PGE lines is complete.
- MSN B8 San Antonio Road Work will resume design as a stand-alone project.
- Various non-mainline projects are still outstanding and will require funding.
- MSN B3 stormwater mitigation remains outstanding.

Issues/Areas of Concern

MSN B7 environmental mitigation requires additional funds, however, the bulk of the funding will come from bid savings supplemented with local funds. The MSN B8 north utility relocation project completed construction. The MSN B8 south utility project is on hold due to lack of funds. The MSN B8 San Antonio Road widening project received LPP funds but will require additional funds to fully fund construction and environmental mitigation. TAM applied for a Safe Streets and Roads for All grant. MSN B3 has outstanding stormwater mitigation that will require additional funds. Minor vegetation restoration projects and a local San Antonio Road bridge reconstruction project (MSN B6) remain partially funded.

MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles
 Avg. daily traffic – 2017.....153,000 vehicles
 Avg. daily truck traffic – 2013.....6,200 trucks
 Marin/Sonoma total populations.....258,000/495,000
 Vehicle hours of delay (at less than 35 mph).....978,400
 Funds programmed for MSN.....~\$720,819,000



Major Phase Status

A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	In Progress
B2 Phase I	Completed
B2 Phase II	Completed
B3	Completed
B8 (Formerly A4 & B5; See Fact Sheet)	In Progress
B6	In Progress
C1	Completed
C2	Completed
C3	Completed

Project Status Report - Active**October 2026****Project: US 101 Marin-Sonoma Narrows – B7 and B8****Partners** Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin**Jurisdiction(s)** Caltrans, Novato**Scope**

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to Franklin Avenue Overhead, and a northbound HOV lane from north of Atherton Avenue Overcrossing to the County line. Project includes bridge widening, interchange modifications, completing NB and SB HOV lanes, standardizing shoulders, Class 2 bike lane construction and correcting the roadway alignment and vertical profiles, along with relocating remaining utilities.

Status

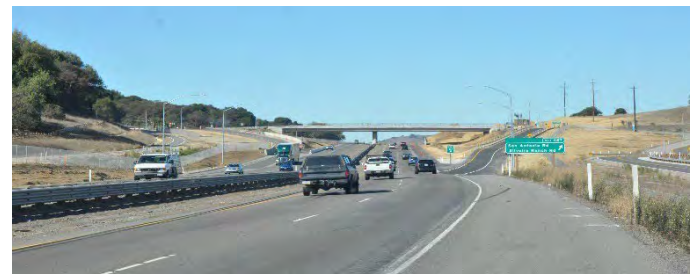
HOV lanes were open to the public September 29, 2025. Final paving and striping was completed in August 2026. A three-year plant establishment period is through 2028. The MSN B8 San Antonio roadway design is on-going to add Class 2 bike lanes to San Antonio Road. The project recently received LPP funds but requires additional funds to fully fund construction. The utility relocation work to relocate major utility lines outside the Caltrans ROW was split into north and south segments. The north segment is complete. The south utility project requires additional funding.

Issues/Areas of Concern

- The project is an aggregate of three MSN projects, formerly called the B1 Phase 2, A4 and B5 projects. Due to the lengthy process with right-of-way (ROW) acquisition, the project was split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) San Antonio Road Widening, ROW acquisition and utility relocation (MSN B8).
- Completion of B7 environmental mitigation continues to need more funding. Caltrans and TAM staff worked with executives to successfully preserve surplus of SB1 and MTC federal funds for the B7 and B8 projects to partially accommodate mitigation funding shortfalls.
- The B8 San Antonio Road segment recently received \$1.1M in LPP funds, but a shortfall remains to fully fund construction and environmental mitigation. TAM applied for a Safe Streets and Roads for All grant.
- The B8 southern utility project faces significant challenges with ROW acquisition and lack of funding and is on hold.

Updates from Previous Report

- The final paving and striping were completed in August 2026. Final punch list work will continue through October and project close out by December 2026.
- The project includes one year of plant establishment that will be completed in August 2026. Mitigation and monitoring of the plant establishment work will continue through 2028.

**Schedule – MSN B7**

Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2022-2026

Estimated Cost by Project Phase

Planning	N/A
Environmental Clearance	N/A
Design	\$8,300,000
Right of Way and Utilities	\$11,100,000
Construction	\$124,996,000+
TOTAL	\$144,396,000+

Funding by Source

STIP Right of Way Excess Fund	\$4,250,000
SB1-LPP	\$500,000
Measure AA Sales Tax	\$7,205,000
STP	\$2,000,000
SB1-SCCP	\$40,118,000
RM3/MTC Fed Discretionary & Other	\$90,323,000
TOTAL	\$144,396,000

Project Status Report - Active**October 2026****Project: US 101 Marin- Sonoma Narrows – B7 and B8****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY18-12	8	Open	BKF Engineers	Design and Support Engineering Services and Construction Support	\$8,550,000	STIP ROW Fund & STP, RM3, Meas AA Sales Tax	\$8,483,544	99%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$450,000	RM3	\$122,582	27%
A-FY20-36	2	Open	Caltrans	Cooperative Agreement 04-2742 B7 ROW/Design	\$7,370,000	SB1 LPP,RM3, ROW Credit	\$2,806,136	38%
A-FY20-37	1	Open	Caltrans	Cooperative Agreement 04-2741 B8 ROW/Design	\$3,606,500	RM3, ROW Credit	\$2,393,333	66%
A-FY20-39	2	Open	Caltrans	Cooperative Agreement 04-2791 B7 Construction	\$122,496,000	SB1-SCCP, RIP, RM3, Meas AA	\$105,070,028	86%
				TOTAL	\$142,472,500		\$118,875,622	83%

Project Status Report - Active**October 2026****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Partners** Caltrans, City of San Rafael, and Transportation Authority of Marin**Jurisdiction(s)** Caltrans and City of San Rafael**Scope**

Improve the Bellam Boulevard off-ramp from US 101 by creating additional storage. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. Lane striping will be modified near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

The Bellam interchange and ramps provides the only freeway access to the historically underserved Canal Neighborhood.

Status

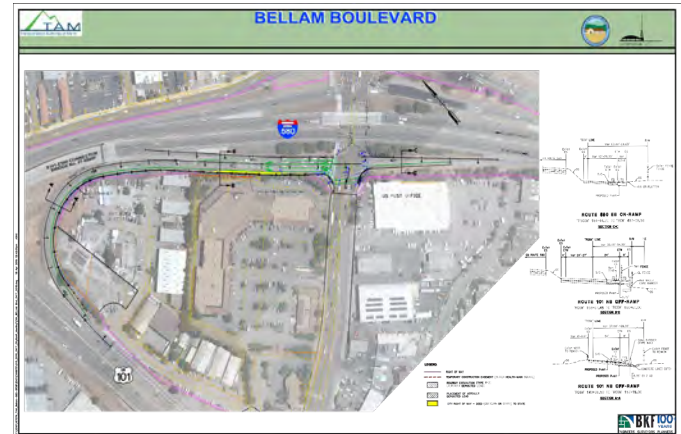
Construction was substantially completed as of December 2025. Minor punch list and electrical items continued through June 2026. The project is currently in final close out.

Issues/Area of Concern

The project team identified a signal timing issue on Bellam Blvd. between the Bellam interchange and Francisco Blvd. East. Caltrans adjusted the signal timing and continues to monitor the signals. A follow up field visit is scheduled for the fall and further adjustments may be made if warranted.

Updates from Previous Report

Except for final close out paperwork, this project is complete.

**Schedule**

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Complete

Funding By Source

Measure A and AA Sales Tax	\$9,100,000
Local Partnership Program	\$1,164,000
TOTAL	\$10,264,000

Project Status Report – Active**October 2026****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	6	Open	BKF Engineers	Complete design services including environmental.	\$1,557,615	Measure A/AA Sales Tax	\$1,496,107	96%
A-FY24-35		Open	County of Marin	Construction management	\$8,300,000	LPP/Measure A/ AA Sales Tax	\$7,699,093	93%
A-FY19-17		Closed	County of Marin	Agreement to manage construction including construction management	\$4,000,000	Measure A Sales Tax	\$63,888	2%
				TOTAL	\$13,857,615		\$9,259,088	67%

Project Status Report – Active**October 2026****Project: US 101/I-580 Multimodal and Local Access Improvement Project****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-01	2	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	\$10,000,000	Measure AA Sales Tax, RM3	\$7,564,961	76%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$600,000	Measure AA Sales Tax, RM3	\$459,353	77%
C-FY22-08-T17		Open	TY Lin	Public Outreach	\$200,000	Measure AA	\$16,332	8%
C-FY22-08-T19		Open	TY Lin	Traffic Review	\$25,000	Measure AA	\$7,924	32%
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-01	2	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	\$10,000,000	Measure AA Sales Tax, RM3	\$7,564,961	76%
C-FY20-02	1	Open	Fremier Enterprises Inc.	Project Management	\$600,000	Measure AA Sales Tax, RM3	\$459,353	77%
C-FY22-08-T17		Open	TY Lin	Public Outreach	\$200,000	Measure AA	\$16,332	8%
C-FY22-08-T19		Open	TY Lin	Traffic Review	\$25,000	Measure AA	\$7,924	32%
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
A-FY20-38		Closed	Caltrans	Cooperative Agreement 04-2760 PID	\$180,000	Measure AA Sales Tax, RM3	\$163,759	91%
				TOTAL	\$11,107,000		\$8,314,329	75%

Project Status Report – Planning & Active

October 2026

Project: State Route 37 (Marin Portion)

Partners Caltrans, Metropolitan Transportation Commission, and Transportation Authority of Marin, Sonoma, Napa and Solano Counties

Jurisdiction(s) Marin County

Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Evaluation of the corridor has been assigned to a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

A segment of the four-lane freeway in Novato was closed due to the flooding of Novato Creek in January and February 2017, February 2019, and January 2023.

Status

TAM selected Caltrans to complete the design of Segment 2 – Phase 1. Segment 2 is from US 101 to Atherton Ave; Phase 1 is the construction of the bridge over Novato Creek to less than the ultimate width and includes temporary transition structures to return to the existing grade.

Issues/Area of Concern

None.

Updates from Previous Report

- TAM entered into agreements with Caltrans and with MTC to transfer the RM3 funding.
- Design and Environmental Studies were completed and approved on June 30, 2026.
- State and federal funds allocated for construction on 8/21/26 and 8/26/26, respectively.
- Construction of Novato Creek Bridge is expected to start in spring 2027.
- First issue of the Connection SR37 Newsletter: [Link](#)
- Construction bids advertised on 9/21/26: [Link](#)



Schedule – Segment 2 Phase 1

Planning	2018
Environmental Clearance	2023
Design	2026
Right of Way and Utilities	TBD
Construction	Spring 2027

Estimated Cost by Project Phase – Segment 2 P1

Planning	N/A
Environmental	\$10,000,000
Design	\$15,000,000
Right of Way and Utilities	\$5,000,000
Construction	\$240,000,000+
TOTAL	\$270,000,000+

Funding by Source – Segment 2 Phase 1

Caltrans SHOPP	\$75,000,000
State Earmark	\$20,000,000
Regional Measure 3	\$25,000,000
IIJA PROTECT	\$155,200,000
TOTAL	\$275,200,000

Project Status Report – Planning & Active**October 2026****Project: State Route 37****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY24-34		Open	Caltrans	Segment 2 Phase 1 Design	\$15,000,000	State Earmark	\$15,000,000	100%
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	98%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Closed	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$30,000	100%
				TOTAL	\$15,169,765		\$15,167,687	100%

Project Status Report – Active

October 2026

Project:	Highway 101 Interchanges and Approaching Roadways Studies
Partners	Caltrans, TAM, County of Marin, Marin Cities, Marin Transit, and Golden Gate Transit
Jurisdiction(s)	Caltrans, County of Marin, Marin Cities

Scope

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The studies will be used to develop multi-modal improvement concepts to Highway 101 interchanges and highway access routes to reduce congestion, improve connectivity, and improve local traffic operations.

The transportation sales tax funding will be used as “seed money” to prepare studies and conduct environmental reviews that can support applications for regional, state, and federal grants.

Status

The studies have been developed to outline existing conditions, define constraints, and present opportunities for potential improvements to twelve interchanges on Highway 101 and their local approaching roadways.

An implementation plan was prepared based on the interchange studies and results from the prioritization plan. The approved recommendation was to advance three interchange locations into project development:

- East Blithedale/Tiburon Blvd (SR 131)
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

Following Caltrans procedures, a Project Initiation Document (PID) was completed and approved by Caltrans in December 2025. Next phase is to prepare three independent Project Approval and Environmental Documents (PA&ED).

Issues/Area of Concern

Funding may not be available to complete design for all three interchanges or any construction activities. TAM Staff are seeking federal funding to add to the project.

Updates from Previous Report

The TAM Board approved a reduction in funding for this category in Measure AA from 3% to 2.5%. The three interchange locations were approved to be advanced to the PA&ED phase. Three Requests for Qualifications (RFQ) were released seeking qualified consulting firms to perform the work, responses will be evaluated this fall.



Schedule

Planning	2020 - 2026
Environmental Clearance	2027 - 2030
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$4,400,000
Environmental	\$12,000,000
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	\$16,400,000

Funding by Source

Measure AA Sales Tax	\$28,800,000
TOTAL	\$28,800,000

Project Status Report – Active**October 2026****Project: Studies for Twelve US 101 Interchanges and Approaching Roadways****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-09	2	Open	HNTB Corporation	Professional Engineering Services	\$4,431,000	Measure AA Sales Tax	\$4,213,288	95%
A-FY23-17		Open	Caltrans	Cooperative Agreement 04-2904 PID	\$200,000	Measure AA Sales Tax	\$163,680	82%
				TOTAL	\$4,631,000		\$4,376,968	95%

Project Status Report – Planning & Active

October 2026

Project:	Marin City Flood Mitigation Projects
Partners	Caltrans, County of Marin, and Transportation Authority of Marin
Jurisdiction(s)	Marin County

Scope

TAM is currently administering a \$10 million earmark from the state to distribute to the County of Marin and Caltrans for flood mitigation projects within the Marin City area of Marin County.

Status

Four projects have been identified by the County to be funded using the state earmark funds and one project by Caltrans to be funded using federal/state SHOPP funds and the state earmark:

1. Portable Pump Station at Donahue Street
2. Permanent Pump Station in Existing Pond
3. Permanent Floodwall
4. Environmental Pond Dredging
5. Second Culvert Under Hwy 101 (Caltrans)

TAM and the County executed a funding agreement to implement the County's four projects.

Issues/Area of Concern

US 101 near Marin City and the Manzanita Park & Ride lot experiences flood events due to a combination of roadway settlement, sea level rise, higher King tides, and maintenance challenges, sometimes closing off access to these areas.

Updates from Previous Report

The portable pumps are operational, remain in place for future flood events and performed well when activated. The operation agreement expires in May 2027. In January, the Flood Control District approved \$580,000 to achieve 100% PS&E for the permanent pump station. The kick-off for this effort was held in June 2026. Additionally, \$125,000 has been allocated to perform a feasibility study to determine if it is possible to separate from the permanent pump station project the existing 65% design for the automation of the tide gate near the Gate 6 ½ floating homes. The District is currently exploring eligibility for federal fund sources to cover Phase II, including construction.

Caltrans' Second Culvert Project achieved 100% PS&E in June 2026. The project team is actively seeking funds to cover RW Support & Construction. Utility relocation plans continue to be processed. The Caltrans SHOPP funds have been moved to a future year.



Schedule

Planning	Completed
Environmental Clearance*	Completed*
Design*	65-100% June 2026*
Right of Way* and Utilities*	2027/2028*
Construction	TBD

*Project 5 only. Projects 1-4 stop at 65% Design. *Projects 1-4 are TBD.

Project Estimates for Earmark Share

Portable Pump Station	\$2,600,000
Permanent Pump Station	\$450,000
Permanent Floodwall	\$850,000
Pond Dredging	\$3,150,000
Hwy 101 Second Culvert	\$2,950,000
TOTAL	\$10,000,000

Funding by Source

Caltrans SHOPP/IIJA for Second Culvert (future)	\$20,000,000
State Earmark	\$10,000,000
TOTAL	\$30,000,000

Project Status Report – Planning & Active**October 2026****Project: Marin City Flood Mitigation Projects****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY24-02		Open	County of Marin	County of Marin Mitigation Projects	\$6,650,000	State Earmark	\$2,115,593	32%
				TOTAL	\$6,650,000		\$2,115,593	32%

Project Status Report – Active Project

October 2026

Project:	Marin County US 101 Part-Time Transit Lane Study
Partners	Caltrans, Marin County, City of San Rafael, City of Novato, Marin Transit, Golden Gate Transit
Jurisdiction(s)	Caltrans, Marin County, City of San Rafael and the City of Novato

Scope

This pilot project would provide a part-time transit lane using the highway shoulder of Southbound US 101 in Marin County between Novato and San Rafael. Bus on Shoulder, or Part-Time Transit Lane (PTTL), is a proven concept to improve transit reliability and speed according to FHWA guidance, and a 2021 TAM feasibility study identified benefits to both Golden Gate Transit and Marin Transit Services. The conceptual design would allow for the operation of Transit buses in existing auxiliary lanes, on/off ramps, and shoulder lane with minor modifications to the striping and lane widths on the highway.

Status

TAM continues preparation of Project Initiation and preliminary Environmental documents. Coordination efforts to assemble a TAC including representatives from Caltrans, CHP, transit agencies, MTC, and the governing jurisdictions will support the upcoming steps to advance this work. Currently, the consultant is developing the Traffic Engineering Performance Assessment (TEPA) and Preliminary Environmental Analysis Report (PEAR).

Marin Transit was awarded \$1,107,000 from the MTC sponsored Transit Performance Initiative with TAM serving as the implementing agency. A local match in the amount of \$140,000 is provided by TAM.

Issues/Area of Concern

Performance measurements would be required for any pilot project, these would include safety measures, CHP enforcement, and other concerns raised during the feasibility study.

Updates from Previous Report

In April, the consultant met with local transit agencies to gauge interest in using the proposed facilities and request transit data for evaluation of transit operations in the corridor. The Caltrans kick-off was held on July 9th.



Schedule

Planning	Complete
Environmental Clearance	2027
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$350,000
PID and Environmental	\$1,250,000
Design	\$2,750,000
Right of Way and Utilities	TBD
Construction	\$5,500,000
TOTAL	\$9,850,000

Funding by Source

Caltrans Planning Grant	\$350,000
Federal Transit Admin.	\$1,107,000
Measure AA (Staff match)	\$140,000
TBD	\$8,250,000

Project Status Report – Active Project**October 2026****Project: Marin County US 101 Part-Time Transit Lane Study****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY26-01-T00		Open	Kimley-Horn and Associates, Inc.	PSR/PDS and PA/PAED Services	\$900,000	Federal Grant	\$55,411	6%
C-FY20-07		Closed	Kimley-Horn and Associates, Inc.	Planning Services	\$308,000	Caltrans Grant	\$308,000	100%
C-FY22-08-T11		Closed	TY Lin	PID Cost Estimate	\$16,000	City/County	\$15,603	98%
				TOTAL	\$1,224,000		\$379,014	31%

Project Status Report – Project Initiation Phase**October 2026****Project: Marin City Noise Analysis PID****Partners** Caltrans, County of Marin, City of Sausalito, and Transportation Authority of Marin**Jurisdiction(s)** Marin County**Scope**

TAM and the County of Marin have agreed to invest \$700K of local funds including Measure AA to prepare a Caltrans compliant Project Initiation Document (PID), including a Noise Study Report. The results from these studies will inform the project team whether future phases are warranted under Caltrans criteria. If the need is substantiated, an approximately 1,700-ft soundwall adjacent to Golden Gate Village (GGV) Housing, in Marin City, along the Southbound (or West) side of US Hwy. 101 may be constructed. If not, availability of potential funding and approval will become substantially more difficult.

The Marin City community has concerns that noise levels are high at the Golden Gate Village Housing adjacent to Southbound US Hwy. 101. The Noise Abatement Criteria (NAC) specified in 23CFR772 are one of several qualification criteria for Type II Retrofit Noise Abatement Projects established by Caltrans and approved by the Federal Highway Administration (FHWA).

Status

Consultant continues work toward preparation of the PID. Refinements to the preliminary geometrics needed for upcoming noise evaluations and confirmation of future corridor conditions have been conducted. Caltrans has approved the following documents: Aerial Base Mapping, Encroachment Permit, Noise Study Workplan, and the Outreach Plan. The Marin Housing Authority has postponed approval of the Permit-to-Enter. As a result, measurement of existing noise levels is pending. Focus meetings with key project development team (PDT) members are being held as needed. The project website is regularly updated by the County of Marin's Public Works Department.

Issues/Area of Concern

None.

Updates from Previous Report

On April 27th, TAM and BKF Engineers provided a Project Overview presentation hosted by the Marin Housing Authority. The audience consisted primarily of GGV Resident Council members and the public. Time for questions from the audience was made available at the end of the presentation. The next PDT meeting is anticipated to be held in October.

**Schedule**

Planning	Early 2027
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Funding Distribution by Project/Activity

Project Initiation Document (PID)	\$700,000
TOTAL	\$700,000

Funding by Source

Local Funds – Measure AA	\$350,000
Local Funds - County of Marin	\$350,000
TOTAL	\$700,000

Project Status Report – Planning**October 2026****Project: Marin City Noise Analysis PID****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY25-06		Open	BKF Engineers	Project Study Report- Project Development Support	\$530,000	Measure A Interest, County of Marin	\$103,802	20%
A-FY25-18		Open	Caltrans	Cooperative Agreement 04-3024 PID	\$150,000	Measure A Interest, County of Marin	\$74,979	50%
C-FY22-08-T12		Closed	TY Lin	PID Cost Estimate	\$12,000	City/County , County of Marin	\$11,935	99%
				TOTAL	\$692,000		\$190,715	28%

Project Status Report – Planning**October 2026****Project: North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)****Partners** TAM, MTC, SMART, the City of Larkspur and the Town of Corte Madera**Jurisdiction(s)** City of Larkspur and the Town of Corte Madera**Scope**

The Southern Segment of the North-South Greenway Gap Closure Project will close a gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the Sonoma Marin Area Rail Transit (SMART) right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)

**Status**

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works agreed to be the implementing agency for the initial alternative's alignment analysis phase. TAM is the project sponsor.

Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- An MOU will be required between partners to identify roles and responsibilities.
- Project development has been suspended pending identification of funding.
- Regional Shoreline Adaptation Plans are under development and may involve aspects of the area.

Updates from Previous Report

- None.

Schedule

Planning	TBD
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$500,000
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	\$850,000
Construction	TBD
TOTAL	\$1,350,000

Funding by Source

RM2	\$1,350,000
TOTAL	\$1,350,000

Project Status Report – Planning**October 2026****Project: North-South Greenway Gap Closure Project – Southern Segment****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000*	RM2	\$446,015	33%
A-FY14-21		Closed	SMART	Boundary Survey and Title	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	SMART	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,348,667	59%

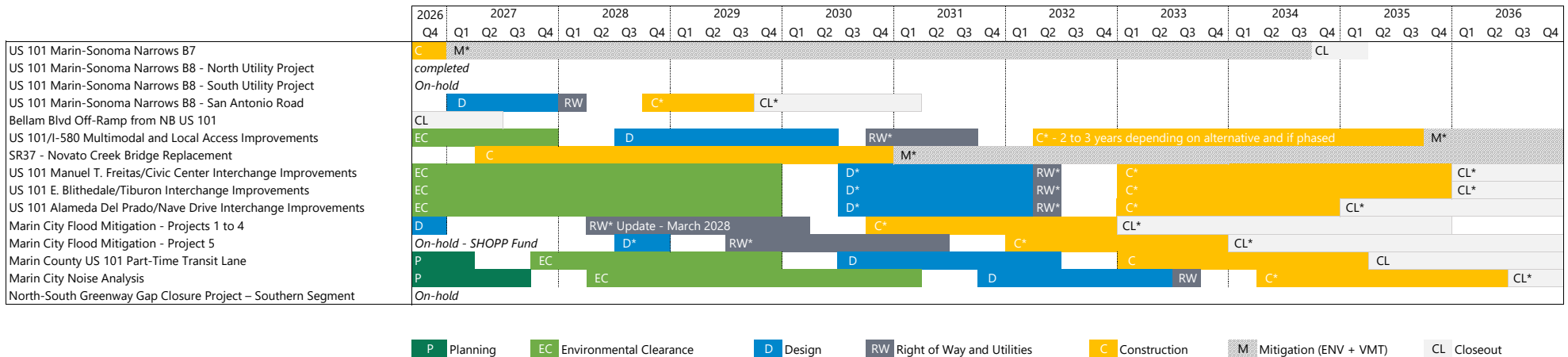
*A portion of this allocation re-directed to another project.

Project Status Report

October 2026

Projects Delivery Look Ahead

The Projects Delivery Look Ahead summarizes the anticipated delivery timeline for TAM's major capital projects from planning through construction and closeout. It provides a high-level view of the overall project portfolio and will continue to be refined as projects advance and schedules are updated.



*pending on funding availability and completion of agreements

Project Status Report

October 2026

PROJECT PHASE DEFINITIONS

Planning – Complete project studies to define general project parameters.

Environmental Clearance – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

Design – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

Right of Way and Utilities – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

Construction – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

Project Management – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

Project Status Report**October 2026****ACRONYMS AND ABBREVIATIONS**

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
LPP	Local Partnership Program
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

Project Status Report**October 2026****ACRONYMS AND ABBREVIATIONS**

NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PID	Project Initiation Document
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
PTTL	Part Time Transit Lane
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
RM3	Regional Measure 3
ROW	Right of Way
ROW CAP	Right of Way Capital
RSR	Richmond-San Rafael Bridge
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to Schools
STA	State Transit Assistance; also, Solano Transportation Authority
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



TAM Semi-Annual Project Update

Transportation Authority of Marin

Administration, Projects & Planning
Executive Committee

October 12, 2026

TAM Project Updates

1. Marin City Noise Analysis PID
2. US 101 & Marin City Flood Mitigation Coordination
3. US 101 Part-Time Transit Lane
4. Marin-Sonoma Narrows
5. Bellam Blvd. Off-Ramp from Northbound US 101
6. U.S. 101/I-580 Multi-modal and Local Access Improvements
7. Highway 101 Interchange Studies
8. State Route 37

Marin City Noise Analysis PID

Current Phase:

- Project Initiation Document (PID): PID and Noise studies will inform the project team whether the Project meets Caltrans Soundwall warrants

Update from Prior Report:

- Caltrans' Encroachment Permit approved
- Caltrans approved the Noise Study Workplan
- TAM and County presented the Project to the Golden Gate Village Housing Resident Council on April 27, 2026

Issues:

- Permit-to-Enter postponed

Upcoming Activities:

- Perform Noise Study/Continue analysis

Aerial Perspective of Marin City/US101/Sausalito Area



US 101 & Marin City Flood Mitigation Coordination

Current Phase: Projects in Design* Phase

- Portable Pump at Donahue (currently operating)
- Permanent Pump*
- Floodwall*
- Pond Dredging (currently in Environmental)
- Second Culvert* (wrapping up Environmental)

Update from Prior Report:

- Temporary pump worked well in last winter's storms.
- Flood Control District approved a \$705,000 increase to achieve 100% PS&E for the permanent pump station (of that, \$125,000 will be spent to automate the tide gate).
- Regarding Second Culvert Under Hwy 101 Project:
 - National Marine Fisheries Service Letter of Concurrence has been approved.
 - Bay Conservation and Development Commission (BCDC) permits are pending due to postponed construction phase

Issues:

- County continues to seek funding
- Caltrans SHOPP funding has been moved to a future year

Upcoming Activities: Second Culvert Under Hwy 101 Project to achieve 100% PS&E



Photo courtesy of Pacific Sun

US 101 Part-Time Transit Lane (Bus on Shoulder)

Current Phase: Project Initiation Document (PID) Preparation

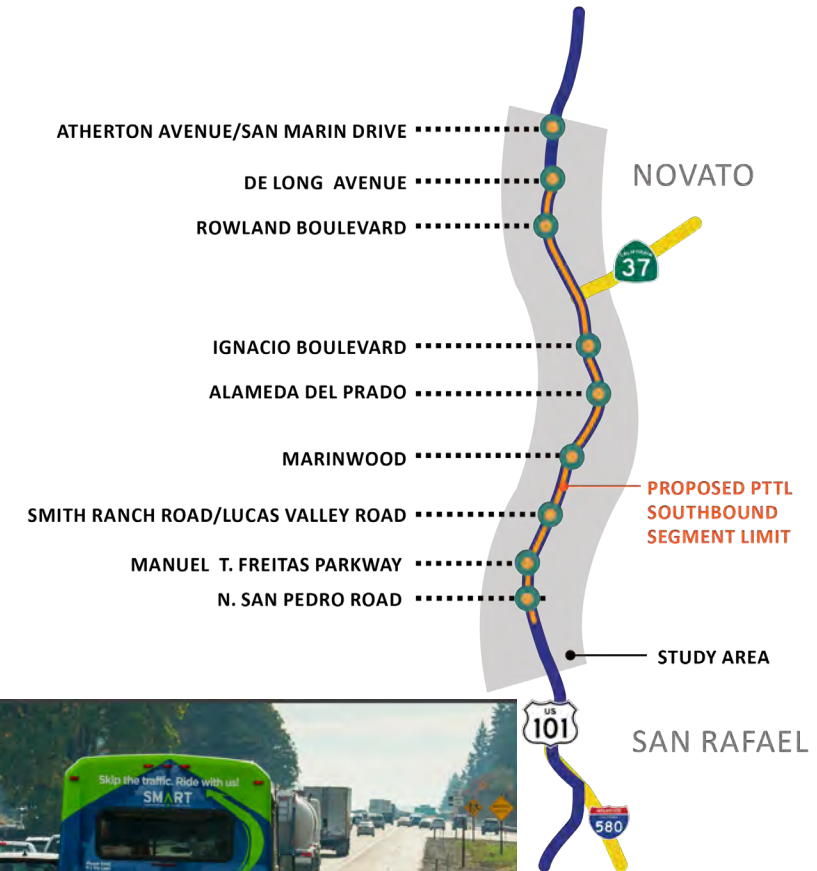
Update from Prior Report:

- Caltrans PDT Kick-Off held in July
- Completion of the Initial Traffic Analysis
- Engineering refinements to travel-time savings
- Coordination with Golden Gate Transit and Marin Transit

Issues: None

Upcoming Activities:

- Traffic Engineering Performance Assessment (TEPA)
- Preliminary Environmental Analysis Report (PEAR)
- Draft PSR-PDS



US 101 – Marin-Sonoma Narrows B7 & B8

Current Phase: Construction (B7) & Final Design (B8)

Update from Prior Report:

- MSN B7 final paving and striping was completed in August. Plant establishment period through 2028. Stormwater mitigation projects in partnership with County of Marin are ongoing, but a funding deficit remains.
- MSN B8 (utility relocation & Class 2 bike lane on San Antonio Rd.). North utility segment complete. South utility segment delays and funding shortfall continue. TAM advancing roadway segment separate from the utility relocation.
- Ramp metering is installed at San Antonio Road, De Long, and Atherton but not activated

Upcoming Activities:

- Close out B7 construction
- Secure funds for shortfalls
- Complete design for B8 – San Antonio Road



Bellam Boulevard Off-Ramp Improvements

Current Phase: Project Close-Out

Update from Prior Report:

- Construction is complete, including punch list work
- Caltrans adjusted signal timing due to back-ups on the SB 101 to EB 580 connector and Bellam Blvd. and will continue to monitor
- Pedestrian crosswalk is open

Issues:

- Continue to monitor signal timing on Bellam Blvd.

Upcoming Activities:

- Caltrans will continue to monitor signal timing
- TAM and County of Marin to close out the project



101/580 Multi-Modal & Local Access Improvements

Current Phase: Environmental

Update from Prior Report:

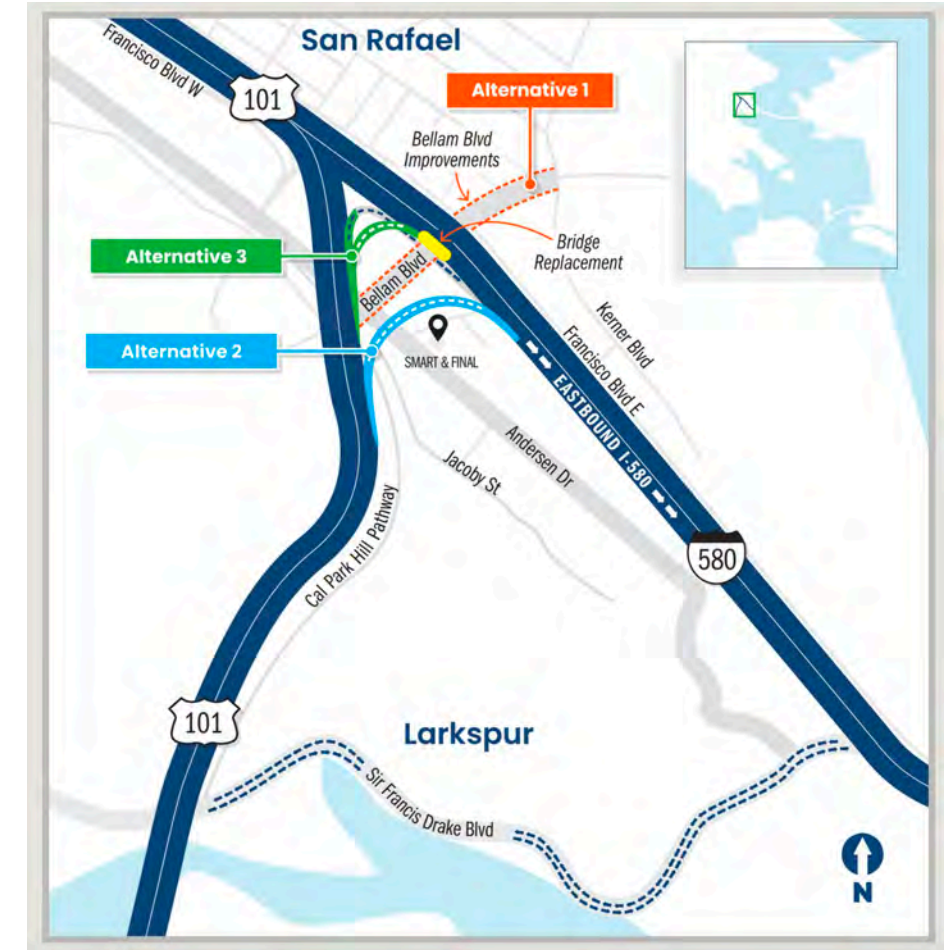
- Community Working Group Meeting #4 held on May 27, 2026; Update to Voces del Canal on September 9, 2026
- Updated Traffic studies are nearing completion for Caltrans review
- Environmental studies continue
- Roundabout option was dropped from further evaluation
- Two-way circulation on Kerner Loop is being studied and will be included as a variation of Alternative 1
- Modification to RM3 language approved by MTC in June 2026
- Executed Agreement with FHWA for RCP Grant – \$2M

Issues:

- Caltrans approval of non-standard features
- Caltrans comments on VMT and ramp metering
- Funding shortfall for construction, dep. on alternative selected

Upcoming Activities:

- CWG #5 expected first quarter of 2027
- Draft EIR/EA expected in 2027



Highway 101 Interchange Studies

Current Phase:

Project Approval and Environmental Document (PA&ED) Phase for three selected interchanges:

1. East Blithedale/Tiburon Blvd (SR 131)
2. Manuel T. Freitas Parkway/Civic Center Drive
3. Alameda Del Prado/Nave Drive

Update from Prior Report:

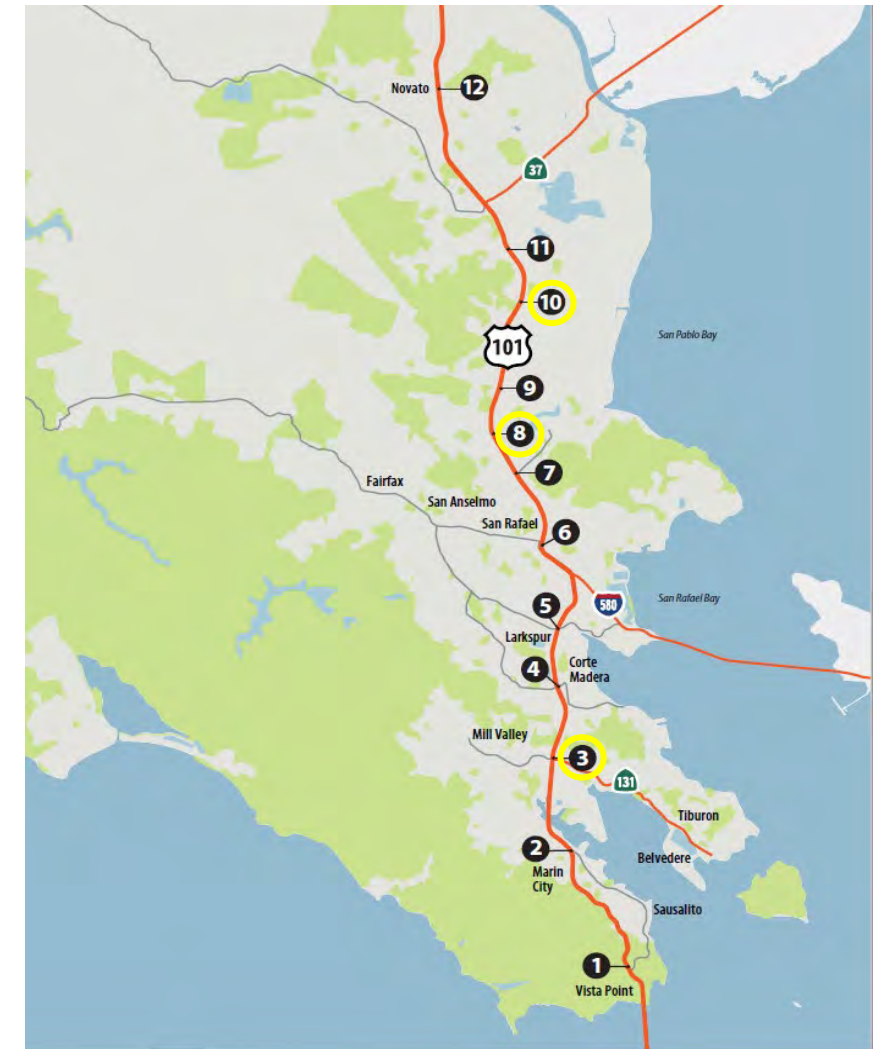
- Released three RFQs for the PA&ED phase
- Unsuccessful in securing USDOT BUILD Grant for the PA&ED phase

Issues:

- Secure federal funding to add to the projects, exploring options

Upcoming Activities:

- Sign three separate cooperative agreements with Caltrans
- Award three separate contracts to perform PA&ED services
- Early 2027: Begin PA&ED studies



State Route 37 – Marin Portion, Novato Creek Bridge

Current Phase: Design for the Novato Creek Bridge

Update from Prior Report:

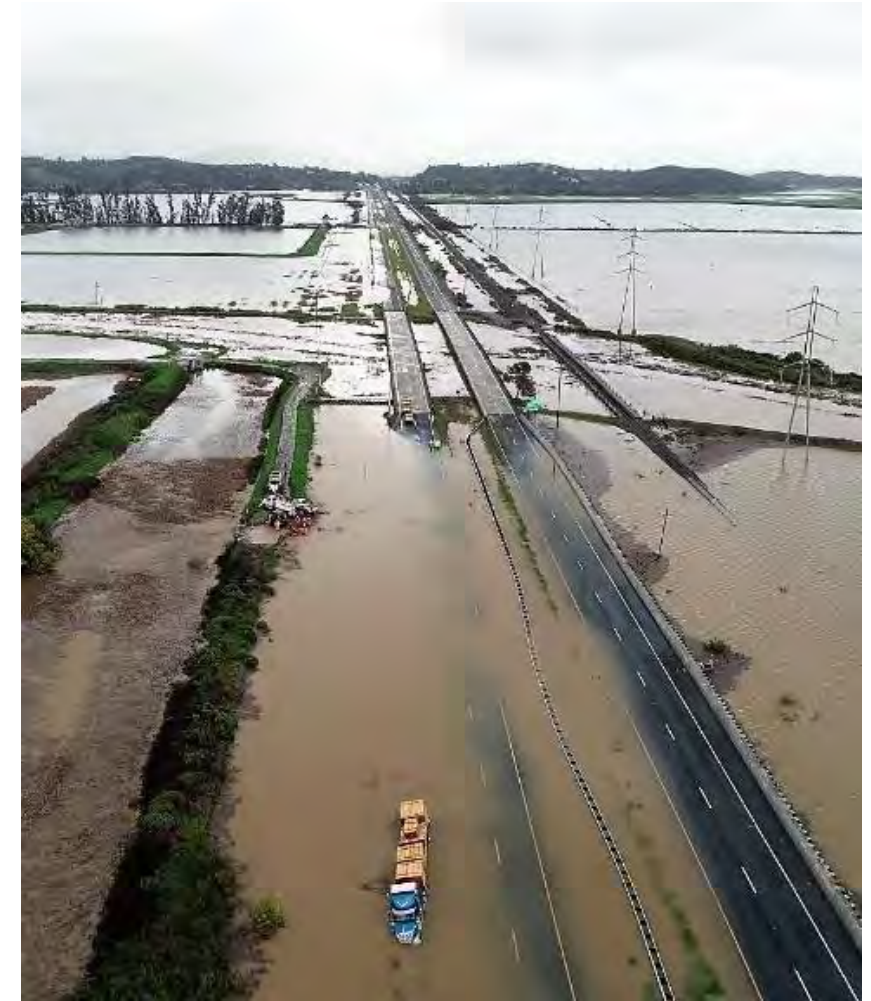
- MTC Allocation of RM3 Funding to the project
- Coop Agreement with Caltrans executed for the construction phase
- Design and Environmental approved on June 30, 2026
- State and federal funds allocated for construction on 8/21 and 8/26, respectively
- First issue of the *Connection 37* Newsletter
- 09/21: Bids Advertisement on Caltrans' website

Issues:

- None

Upcoming Activities:

- Spring 2027 (est.) – Begin construction



Questions?

Questions & Discussion