TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

OCTOBER 22, 2026
6:00 P.M.

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

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

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Belvedere
Peter Mark

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Rosa Thomas

Fairfax
Lisel Blash

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Kevin Jacobs

Ross
Teri Dowling

San Anselmo
Yoav Schlesinger

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

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

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

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

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



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

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

AGENDA

1. Chair's Report (Discussion)

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

3. Executive Director's Report (Discussion)

4. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally may only listen.)

5. CONSENT CALENDAR (Action) – **Attachments**
   a. Approve TAM Board Meeting Minutes for September 24, 2026
   b. Accept the First Quarter Financial Report and Amend the FY2026-27 Budget
   c. Amendment to the Community Oversight Committee (COC) Bylaws to Revise the Quorum Requirements and Other Updates Related to the Adopted Measure AA Expenditure Plan Amendments
   d. Review of the Semi-Annual Project Status Report
   e. Transportation Data Services Contract Award
   f. Approve Resolution Adopting the PARS Benefit Trust and Section 457(b) Plan

6. 2026 State Legislative Update – End of Session Wrap-Up (Discussion) – **Attachment**

7. Nomination Recommendations for the One Bay Area Grant Cycle 4 (OBAG 4) Program (Action) – **Attachment**

8. Public Comment Regarding Closed Session Item

9. Adjourn to Closed Session – **Attachment**
   a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
      Title: Executive Director
      California Government Code section 54957(b)(1)

10. Reconvene to Open Session – Announcement from Closed Session

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

SEPTEMBER 24, 2026
6:00 PM

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

MEETING MINUTES

Members Present:	Alice Fredericks, Tiburon Town Council Dennis Rodoni, Marin County Board of Supervisors Gabe Paulson, Larkspur City Council Kate Colin, San Rafael City Council, TAM Chair Lisel Blash, Fairfax Town Council Mary Sackett, Marin County Board of Supervisors, TAM Vice-Chair Melissa Blaustein, Sausalito City Council Rosa Thomas, Corte Madera Town Council Teri Dowling, Ross Town Council Urban Carmel, Mill Valley City Council Yoav Schlesinger, San Anselmo Town Council
Members Absent:	Brian Colbert, Marin County Board of Supervisors Eric Lucan, Marin County Board of Supervisors Kevin Jacobs, Novato City Council Peter Mark, Belvedere City Council Stephanie Moulton-Peters, Marin County Board of Supervisors
Staff Members Present:	Anne Richman, Executive Director Audrey Veyssiere, Associate Project Delivery Manager Dan Cherrier, Director of Project Delivery Derek McGill, Director of Planning Emily Tong, Principal Accountant Grace Zhuang, Accounting and Payroll Specialist Jennifer Doucette, Executive Assistant/Clerk of the Board Melanie Purcell, Director of Finance and Administration Molly Graham, Public Outreach Coordinator Scott McDonald, Principal Transportation Planner

Chair Colin called the meeting to order at 6:00 p.m. and Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Board.

1. Chair's Report

None.

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

MTC Report – Commissioner Moulton-Peters

None.

DRAFT

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported that Marin Transit held a public hearing on September 14 to receive comments on proposed fare policy changes related to the recently launched Next Generation Clipper system. Commissioner Sackett noted that the primary proposed change would eliminate free transfers when paying with cash and that riders making transfers would instead need to use a Clipper card or contactless credit/debit card. Commissioner Sackett also reported that outreach teams have been in the field throughout the month to answer questions, notify riders of the benefits of Clipper, and distribute free Clipper cards.

SMART Report – Commissioner Sackett on behalf of Commissioner Lucan

Commissioner Sackett reported that SMART's August ridership was up 26 percent year-over-year; that the SMART Board voted to add a station in Geyserville; and that work on the Healdsburg station is underway, with additional community outreach occurring regarding the preferred station location.

Commissioner Matters Not on the Agenda

Commissioner Blash asked whether other Commissioners had received correspondence regarding No Car Week in October.

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

3. Executive Director's Report (Discussion)

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

Commissioners and staff discussed Safe Routes to Schools activities, the Marin Commutes/MASCOTS trip planning tools, and available electric vehicle rebate opportunities.

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

4. Open Time for Public Expression

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

5. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes for July 23, 2026
b. Ride Amigos Software Subscription Agreement Extension to Support the Marin Commutes Program
c. On-Call Countywide Travel Demand Forecasting Contract Award
d. Approve Resolution Authorizing Amended Memorandum of Understanding with Special District Risk Management Authority (SDRMA)
e. Amendment to Agreement with BKF Engineers for Design of Marin-Sonoma Narrows B7 & B8 Projects

DRAFT

f. Amendment No. 1 to Interagency Agreement with Mill Valley School District for Reimbursed Crossing Guard Services
g. 2026 State Legislative Update
h. September 2026 Federal Legislative Update
i. Authorize the Execution of the $2 million RCP Grant Agreement with FHWA for the US 101/I-580 Multi-Modal and Local Access Improvement Project

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

Commissioner Fredericks moved to approve the Consent Calendar. Commissioner Blaustein seconded the motion, which passed unanimously.

6. Youth E-Bike Safety Data Update (Discussion)

Principal Transportation Planner Scott McDonald and Marin County Public Health Epidemiologist Bria Larson presented this item for discussion.

Commissioners and staff discussed the importance of improving data collection and clearly communicating the limitations of available data, including the need to better understand crash rates based on trips or miles traveled rather than population alone. Discussion also included conventional bicycle crash trends, accident severity, older adult safety considerations, the relationship between e-bike crashes and traffic, potential differences between legal e-bikes and e-motos, and the importance of continuing education, enforcement, helmet use, and Safe Routes to Schools efforts.

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

Marin County Bicycle Coalition Executive Director Tarrell Kullaway commented on the importance of distinguishing between e-bikes and e-motos in public reporting and policy discussions; noted that increased conventional bicycle crashes may reflect increased ridership; encouraged improved bicycle count data; and suggested using the terms “crashes” or “collisions” rather than “accidents.”

Commissioners expressed appreciation for the presentation, the County Public Health data work, the Safe Routes to Schools education efforts, and Commissioner Sackett’s leadership on youth e-bike safety. Commissioners also encouraged continued refinement of the data and additional focus on older adult bicycle safety.

7. Funding to Extend the Bikeshare Pilot Program and Amend the FY2026-27 Budget (Action)

Principal Transportation Planner Scott McDonald presented this item, which recommends that the TAM Board approve $412,500 in Measure AA Category 4.6 funding to extend the Redwood Bikeshare pilot program for three years; amend the FY 2026–27 Budget and subsequent year budgets accordingly; and authorize TAM to enter into an agreement with the Sonoma County Transportation and Climate Authorities (SCTCA) for continued program operations.

Commissioners and staff discussed program performance, utilization rates, cost per trip, first- and last-mile connections to transit, employer outreach, equity partnerships, battery and vehicle availability, funding partnerships with SCTCA, SMART, and MTC, and the recently approved $1 million state earmark for Redwood Bikeshare. Commissioners also discussed future opportunities to consider program expansion, including potential service to Southern Marin and other micro-mobility or first- and last-mile options.

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

Vice-Chair Sackett moved to approve the funding extension as set forth in the staff report. Commissioner Blaustein seconded the motion, which passed unanimously.

8. Accept the Final Marin County Mobility Hub Plan (Action)

Director of Planning Derek McGill presented this item, which recommends that the TAM Board accept the Final Marin County Mobility Hub Plan. Staff reported that the plan was funded through a Metropolitan Transportation Commission technical assistance grant to support local jurisdiction compliance with MTC's Transit-Oriented Communities policy, particularly the station access element, and that the plan is intended to support improved access to rail and ferry stations in Marin County.

Staff summarized the public review process and comments received on the draft plan, noting that most comments were supportive of the plan and of transit priority and access improvements to rail and ferry stations. Staff noted that, if accepted, TAM will work with local jurisdictions to seek acceptance of the report through local processes and anticipates conducting a call for projects for $8 million in RM3 funding for North Bay transit access improvements, likely in 2027.

Commissioners and staff discussed access to ferry terminals and mobility hubs, including parking management, sea level rise considerations, first- and last-mile connections, access challenges in Southern Marin, ferry ridership recovery, curb management, rideshare and carpool opportunities, and the potential future role of shared or autonomous mobility services. Commissioners also noted the importance of using the plan to help identify countywide access needs and inform future planning, including coordination with the Countywide Transportation Plan.

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

Commissioner Fredericks moved to accept the Final Marin County Mobility Hub Plan. Commissioner Blash seconded the motion, which passed unanimously.

The meeting adjourned at 7:40 p.m.

DRAFT

Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Finance and Administration Team

SUBJECT: Accept the First Quarter Financial Report and Amend the FY2026-27 Budget (Action), Agenda Item No. 5b

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RECOMMENDATION

The TAM Board accepts the First Quarter Financial Report, and amends the FY2026-27 budget to reflect the adjustments as listed:

- CMA Fund: Increase expenditures by $1,000
- Measure A Fund: Increase expenditures by $600
- Measure AA Fund: Increase expenditures by $3,421,839

BACKGROUND

This report, along with the accompanying attachments, identifies the current and proposed FY2026-27 budget for the period from July 1, 2026 to September 30, 2026. Revenues and expenses through September 30, 2026 are reported on a cash basis.

DISCUSSION/ANALYSIS

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

- No change in Revenues
- Net increase in Expenditures of $3,423,439
    - Increase Administration by $1,000 to reflect increases in membership costs (CMA Fund)
    - Increase Measure A Programs by $600 to include a spending request for prior year funds (Measure A Fund)
    - Increase Measure AA Programs to reflect $3,421,839 use of funds from the Major Roads set-aside for Novato Boulevard, the Expand Access to Transit (4.6) category, and the reconciliation of funds for Local Roads (2.1) (Measure AA Fund)

No changes are proposed in the TFCA Fund or the Measure B fund.

Sales tax receipts in the first quarter are up significantly compared to prior year and budget. In particular, September receipts based on July sales grew by over 12%. While the prior two months were also higher than expected, they experienced much smaller increases. State-wide projections from HdL companies have been revised upwards but remain cautious due to market volatility. Staff will continue to monitor sales tax revenue closely and report back to the Board should a budget adjustment be appropriate.

FISCAL CONSIDERATION

As noted above, this action amends the budget to reflect the most current information affecting revenues and expenditures with an increase in expenditures of $3,423,439, and a commensurate net decrease in total fund balance of $3,423,439. Total revised revenues are $61,920,122 and total expenditures equal $75,706,138 with a proposed ending fund balance of $32,062,221.

NEXT STEPS

The second quarter financial report and related budget amendments are planned for February 2027.

ATTACHMENTS

Attachment 1 FY2026-27 Budget to Actual Comparison and Budget Amendments Agency Wide as of 09/30/2026
Attachment 2 FY2026-27 Budget to Actual Comparison and Budget Amendments by Fund as of 09/30/2026
Attachment 3 FY2026-27 Revenue and Expenditure Report as of 09/30/2026 – Measure A Sales Tax Detail
Attachment 4 FY2026-27 Revenue and Expenditure Report as of 09/30/2026 – Measure AA Sales Tax Detail
Attachment 5 5.1: FY2026 and FY2027 Monthly Measure A/AA Sales Tax Revenue Comparison
5.2: Measure A/AA Sales Tax Actual Vs. Budget Comparison
Attachment 6 FY2026 and FY2027 Monthly Measure B VRF Revenue Comparison
Attachment 7 CalTRUST Investment Monthly Interest Income by Fund
Attachment 8 8.1: FY2026-27 Budget Revenue Overview by Funding Source
8.2: FY2026-27 Budget Expenditure Overview by Category
Attachment 9 Transportation Acronyms

Attachment 1: Summary of FY2026-27 'AGENCY WIDE' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments	Revised Budget
Beginning Fund Balance **	***45,848,237***	***39,055,228***			***45,848,237***
REVENUES					
Measure A/AA Sales Tax	36,620,000	9,511,283	(27,108,717)	-	36,620,000
Measure B Vehicle Registration Fee Revenue	2,360,000	389,179	(1,970,821)	-	2,360,000
Cities/Towns and County CMA Fee	624,342	624,342	-	-	624,342
Interest Revenue	2,300,000	706,750	(1,593,250)	-	2,300,000
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000	-	(1,200,000)	-	1,200,000
MTC Regional Measure 3 Fund	8,000,000	-	(8,000,000)	-	8,000,000
CA State Earkmark	6,000,000	-	(6,000,000)	-	6,000,000
State-SB1 Planning Grant	183,800	-	(183,800)	-	183,800
State TDA Fund	139,081	-	(139,081)	-	139,081
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	250,000	-	(250,000)	-	250,000
Federal SS4A Grant	347,898	-	(347,898)	-	347,898
Federal Reconnecting Communities Grant	200,000	-	(200,000)	-	200,000
County of Marin Grant	220,000	-	(220,000)	-	220,000
Part Time Transit Lane Grant	475,000	-	(475,000)	-	475,000
Marin Transportation For Clean Air Funding	1,400,000	-	(1,400,000)	-	1,400,000
Realized Highway 101 ROW Excess Fund	1,600,000	-	(1,600,000)	-	1,600,000
Total Revenue Available	**61,920,122**	**11,231,554**	**(50,688,568)**	**-**	**61,920,122**
EXPENDITURES					
Administration					
Salaries & Benefits	3,277,865	700,315	2,577,550	-	3,277,865
Office Lease	275,346	85,566	189,780	-	275,346
Agency IT Related Equipment Upgrade	120,000	13,859	106,141	-	120,000
Equipment Purchase/Lease	20,000	11,355	8,645	-	20,000
Telephone/Internet/Web Hosting Services	35,000	5,907	29,093	-	35,000
Office Supplies & Small Miscellaneous Items	38,000	3,550	34,450	-	38,000
Insurance	23,000	19,396	3,604	-	23,000
Financial Audit	29,000	7,400	21,600	-	29,000
Legal Services	7,000	-	7,000	-	7,000
Document/Video/Marketing Material Production	57,500	372	57,128	-	57,500
Memberships	42,500	34,826	7,674	1,000	43,500
Travel/Meetings/Conferences	50,000	4,799	45,201	-	50,000
Professional Development	20,000	-	20,000	-	20,000
Human Resources/Board Support	15,000	1,787	13,213	-	15,000
Information Technology Support and Subscriptions	55,000	13,642	41,358	-	55,000
Annual Support & Upgrade of Financial System	10,000	-	10,000	-	10,000
Stipends	5,000	-	5,000	-	5,000
Subtotal, Administration	**4,080,211**	**902,774**	**3,177,436**	**1,000**	**4,081,211**

Proposed Amendments:

Fund CMA - Memberships - budget line: *for cost increases for the year.*

Fund Measure A -Substrategy 3.2 - budget line: *for prior year funding allocation request*

Fund Measure AA - Major Road- budget line: *for Novato Blvd.funding agreement, board approved 7/2026*

Fund Measure AA - Category 2.1 - Local Roads budget line: *adjust to board approval allocation 7/2026 and include prior year funding allocation request*

Fund Measure AA Category 4.6 - Expand Access to Transit budget line: *Redwood Bikeshare funding board approval 9/2026*

*** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

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

Attachment 1: Summary of FY2026-27 'AGENCY WIDE' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments	Revised Budget
Professional Services					
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	30,000	-	30,000	-	30,000
Travel Model Maintenance & Update	25,000	-	25,000	-	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	100,000	2,416	97,585	-	100,000
Project Management Oversight	190,000	6,828	183,172	-	190,000
101/580 Multi-modal and Local Access Improvements	2,000,000	-	2,000,000	-	2,000,000
State Legislative Assistance	55,000	8,525	46,475	-	55,000
Federal Legislative Assistance	24,000	4,000	20,000	-	24,000
Measure A/AA Sales Tax Compliance Audit	25,000	-	25,000	-	25,000
Public Outreach Service Support	10,000	-	10,000	-	10,000
Part Time Transit Lane	300,000	-	300,000	-	300,000
Expenditure Plan Update	5,000	-	5,000	-	5,000
Equity Planning Support and Outreach	25,000	-	25,000	-	25,000
VMT Toolkit	150,000	34,304	115,696	-	150,000
MSN B7 Construction Design Support	-	1,972	(1,972)	-	-
School Access Safety Action Plan	415,000	41,867	373,133	-	415,000
N/S Greenway - Construction Support	-	194	(194)	-	-
Marin City Noise Analysis PID	340,000	1,155	338,845	-	340,000
TAM Junction	-	570	(570)	-	-
MSN B8 Bike Path	389,081	-	389,081	-	389,081
Bellam - Outreach	200,000	-	200,000	-	200,000
Subtotal, Professional Services	**4,283,081**	**101,830**	**4,181,251**	**-**	**4,283,081**
Measure A Sales Tax Programs/Projects					
Strategy 3 - Local Transportation Infrastructure	-	600	(600)	600	600
Substrategy 3.2 - Local Streets and Roads	-	600	*(600)*	600	600
Strategy 4 - Safer Access to Schools.	350,000	-	350,000	-	350,000
Substrategy 4.3 - Safe Pathways to School					
Safe Pathway Capital Projects	*350,000*	-	*350,000*	-	350,000
Subtotal, Measure A Programs	**350,000**	**600**	**349,400**	**600**	**350,600**
Measure AA Sales Tax Programs/Projects					
Major Road Set-Aside	-	-	-	4,245,000	4,245,000
Category 1 - Reduce Congestion	2,535,000	87,686	2,447,314	-	2,535,000
Category 1.1 - Completion of Marin-Sonoma Narrows					
MSN B7/B8 Design/ROW/Utility Work	*20,000*	194	*19,806*	-	20,000
Category 1.2 - Match for Completion of 101/580 Direct Connector					
580/101 Direct Connector Project PID & PAED	*100,000*	28,185	*71,815*	-	100,000
Category 1.3 - Enhance Interchanges	*2,200,000*	40,019	*2,159,981*	-	2,200,000
Category 1.4 - Transportation Demand Management	*215,000*	19,288	*195,712*	-	215,000
Category 2 - Local Transportation Infrastructure	15,331,417	194,036	15,137,381	(960,661)	14,370,756
Category 2.1 - Local Roads	*12,906,417*	*179,161*	*12,727,256*	*(960,661)*	11,945,756
Category 2.2 - Large Safe Pathways Capital Projects	*2,000,000*	*14,875*	*1,985,125*	-	2,000,000
Category 2.3 - Sea Level Rise	*125,000*	-	*125,000*	-	125,000
Category 2.4 - Innovative Technology	*200,000*		*200,000*	-	200,000
Category 2.4R - Reimagined Roadway	*100,000*	-	*100,000*	-	100,000

Proposed Amendments:

Fund CMA - Memberships - budget line: *for cost increases for the year.*

Fund Measure A -Substrategy 3.2 - budget line: *for prior year funding allocation request*

Fund Measure AA - Major Road- budget line: *for Novato Blvd.funding agreement, board approved 7/2026*

Fund Measure AA - Category 2.1 - Local Roads budget line: *adjust to board approval allocation 7/2026 and include prior year funding allocation request*

Fund Measure AA Category 4.6 - Expand Access to Transit budget line: *Redwood Bikeshare funding board approval 9/2026*

*** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

Attachment 1: Summary of FY2026-27 'AGENCY WIDE' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments	Revised Budget
Measure AA Sales Tax Programs/Projects					
Category 3 - Safer Access to Schools	3,900,000	126,058	3,773,942	-	3,900,000
Category 3.1 - Safe Routes to Schools	*1,300,000*	*126,058*	*1,173,942*	-	1,300,000
Category 3.2 - Crossing Guards	*2,350,000*	-	*2,350,000*	-	2,350,000
Category 3.3 - Small Safe Pathways Capital Projects	*250,000*	-	*250,000*	-	250,000
Category 4 - Transit	21,271,497	-	21,271,497	137,500	21,408,997
Category 4.1 - Local Bus Transit Service	*13,256,148*	-	*13,256,148*	-	13,256,148
Category 4.2 - Rural Bus Transit System	*1,149,828*	-	*1,149,828*	-	1,149,828
Category 4.3 - Special Needs Transit Services	*3,200,000*	-	*3,200,000*	-	3,200,000
Category 4.4 - School Transit Service	*1,700,000*	-	*1,700,000*	-	1,700,000
Category 4.5 - Bus Transit Facilities	*1,373,521*	-	*1,373,521*	-	1,373,521
Category 4.6 - Expand Access to Transit	*592,000*	-	*592,000*	*137,500*	729,500
Subtotal, Measure AA Programs	**43,037,914**	**407,780**	**42,630,134**	**3,421,839**	**46,459,753**
Measure B VRF Programs					
Element 1 - Maintain Local Streets & Pathways	1,715,000	-	1,715,000	-	1,715,000
Element 1.1 - Bicycle, Pedestrian, and Safety	*1,100,000*	-	*1,100,000*	-	1,100,000
Element 1.2 - Bike/Ped Pathways	*615,000*	-	*615,000*	-	615,000
Element 2 - Seniors & Disabled Mobility	800,000	-	800,000	-	800,000
Element 2.1 - Mobility Management Programs	*100,000*	-	*100,000*	-	100,000
Element 2.2 - Paratransit & Low Income Scholarships	*200,000*	-	*200,000*	-	200,000
Element 2.3 - Paratransit Plus	*300,000*	-	*300,000*	-	300,000
Element 2.4 - Volunteer Drive & Gap Grant	*200,000*	-	*200,000*	-	200,000
Element 3 - Reduce Congestion & Pollution	590,000	55,863	534,137	-	590,000
Element 3.1 - Safe Routes to School/Street Smart Program	*175,000*	-	*175,000*	-	175,000
Element 3.2 - Commute Alternative Programs	*215,000*	*35,727*	*179,273*	-	215,000
Element 3.3 - Alternative Fuel Vehicle Program	*200,000*	*20,136*	*179,864*	-	200,000
Subtotal, Measure B Programs	**3,105,000**	**55,863**	**3,049,137**	**-**	**3,105,000**
Interagency Agreements, cont'd					
Caltrans - MSN B7 PS&E/ROW Support & Capital	2,500,000	-	2,500,000	-	2,500,000
Caltrans - MSN B7 Construction Capital & Support	4,000,000	-	4,000,000	-	4,000,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	100,000	-	100,000	-	100,000
Caltrans - SR 37 Construction Capital - Phase 1	3,000,000	-	3,000,000	-	3,000,000
Caltrans - Part Time Transit Lane	175,000	-	175,000	-	175,000
Caltrans - Southern Marin Study (Noise Analysis)	100,000	-	100,000	-	100,000
Caltrans - Marin City Flood Mitigation	2,000,000	-	2,000,000	-	2,000,000
County of Marin - Marin City Flood Mitigation	4,000,000	-	4,000,000	-	4,000,000
County of Marin - Tiburon Blvd. Coordination	20,000	-		-	20,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	-	1,100,000
Various Agencies - Bike/Ped Path Maintenance	50,000	-	50,000	-	50,000
Subtotal, Interagency Agreements	**17,045,000**	**-**	**17,025,000**	**-**	**17,045,000**
TFCA Programs/Projects Expenditures					
TFCA - Reimbursement of Various Capital Projects	381,493	-	381,493	-	381,493
Subtotal, TFCA Programs/Projects	**381,493**	**-**	**381,493**	**-**	**381,493**
Total Expenditures	**72,282,699**	**1,468,846**	**70,793,852**	**3,423,439**	**75,706,138**
Net Change in Fund Balance	**(10,362,577)**	**9,762,708**		**(3,423,439)**	**(13,786,016)**
Ending Fund Balance	**35,485,660**	**48,817,936**			**32,062,221**

Proposed Amendments:

Fund CMA - Memberships - budget line: *for cost increases for the year.*

Fund Measure A -Substrategy 3.2 - budget line: *for prior year funding allocation request*

Fund Measure AA - Major Road- budget line: *for Novato Blvd.funding agreement, board approved 7/2026*

Fund Measure AA - Category 2.1 - Local Roads budget line: *adjust to board approval allocation 7/2026 and include prior year funding allocation request*

Fund Measure AA Category 4.6 - Expand Access to Transit budget line: *Redwood Bikeshare funding board approval 9/2026*

*** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

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

Attachment 2: FY2026-27 'CMA FUND' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments*	Revised Budget
Beginning Fund Balance *	***8,162,666***	***8,162,666***			***8,162,666***
REVENUES					
Cities/Towns and County CMA Fee	624,342	624,342	-	-	624,342
Interest Revenue	750,000	284,566	(465,434)	-	750,000
MTC STP/CMAQ Planning & OBAG Grant Funds	1,200,000	-	(1,200,000)	-	1,200,000
MTC Regional Measure 3 Fund	8,000,000	-	(8,000,000)	-	8,000,000
CA State Earkmark	6,000,000	-	(6,000,000)	-	6,000,000
State-SB1 Planning Grant	183,800	-	(183,800)	-	183,800
State TDA Fund	139,081	-	(139,081)	-	139,081
STIP/RTIP/ITIP Funds/SB1 Local Partnership Program Fund	250,000	-	(250,000)	-	250,000
Federal SS4A Grant	347,898	-	(347,898)	-	347,898
Federal Reconnecting Communities Grant	200,000	-	(200,000)	-	200,000
County of Marin Grant	220,000	-	(220,000)	-	220,000
Part Time Transit Lane Grant	475,000	-	(475,000)	-	475,000
Realized Highway 101 ROW Excess Fund	1,600,000	-	(1,600,000)	-	1,600,000
Total Revenue Available	**19,990,122**	**908,908**	**(19,081,213)**	**-**	**19,990,122**
EXPENDITURES					
Administration					
Salaries & Benefits	1,405,209	289,588	1,115,621	-	1,405,209
Office Supplies & Small Miscellaneous Items	1,000	-	-	-	1,000
Legal Services	1,000	-	1,000	-	1,000
Document/Video/Marketing Material Production	10,000	-	10,000	-	10,000
Memberships	22,500	23,280	(780)	1,000	23,500
Subtotal, Administration	**1,439,709**	**312,868**	**1,125,841**	**1,000**	**1,440,709**
Professional Services					
Travel Model Maintenance & Update	25,000	-	25,000	-	25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	100,000	2,416	97,585	-	100,000
Project Management Oversight	100,000	6,828	93,172	-	100,000
101/580 Multi-modal and Local Access Improvements	2,000,000	-	2,000,000	-	2,000,000
State Legislative Assistance	55,000	8,525	46,475	-	55,000
Federal Legislative Assistance	24,000	4,000	20,000	-	24,000
Part Time Transit Lane	300,000	-	300,000	-	300,000
Equity Planning Support and Outreach	25,000	-	25,000	-	25,000
VMT Toolkit	150,000	34,304	115,696	-	150,000
MSN B7 Construction Design Support		1,972	(1,972)	-	-
School Access Safety Action Plan	415,000	41,867	373,133	-	415,000
N/S Greenway - Construction Support		194	(194)	-	-
Marin City Noise Analysis PID	170,000	577	169,423	-	170,000
TAM Junction		570	(570)	-	-
MSN B8 Bike Path	389,081	-	389,081	-	389,081
Bellam - Outreach	200,000	-	200,000	-	200,000
Subtotal, Professional Services	**3,953,081**	**101,253**	**3,851,828**	**-**	**3,953,081**
Interagency Agreements					
Caltrans - MSN B7 PS&E/ROW Support & Capital	2,500,000		2,500,000	-	2,500,000
Caltrans - MSN B7 Construction Capital & Support	2,000,000		2,000,000	-	2,000,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	100,000		100,000	-	100,000
Caltrans - SR 37 Construction Capital - Phase 1	3,000,000		3,000,000	-	3,000,000
Caltrans - Part Time Transit Lane	175,000		175,000	-	175,000
Caltrans - Southern Marin Study (Noise Analysis)	50,000		50,000	-	50,000
Caltrans - Marin City Flood Mitigation	2,000,000		2,000,000	-	2,000,000
County of Marin - Marin City Flood Mitigation	4,000,000		4,000,000	-	4,000,000
County of Marin - Tiburon Blvd. Coordination	20,000		20,000	-	20,000
Subtotal, Interagency Agreements	**13,845,000**	**-**	**13,845,000**	**-**	**13,845,000**
Total Expenditures	**19,237,790**	**414,121**	**18,822,670**	**1,000**	**19,238,790**
Net Change in Fund Balance	**752,331**	**494,788**		**(1,000)**	**751,331**
Ending Fund Balance	**8,914,997**	**8,657,454**			**8,913,997**

Proposed Amendments:

Memberships - budget line: *for cost increases for the year.*

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

Attachment 2: FY2026-27 'TFCA FUND' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments	Revised Budget
Beginning Fund Balance *	***1,021,001***	***1,021,001***			***1,021,001***
REVENUES					
Interest Revenue	50,000	6,742	(43,258)	-	50,000
Marin Transportation For Clean Air Funding	1,400,000	-	(1,400,000)	-	1,400,000
Total Revenue Available	**1,450,000**	**6,742**	**(1,443,258)**	**-**	**1,450,000**
EXPENDITURES					
Administration					
Salaries & Benefits	87,634	25,482	62,152	-	87,634
Subtotal, Administration	**87,634**	**25,482**	**62,152**	**-**	**87,634**
TFCA Programs/Projects Expenditures					
TFCA - Reimbursement of Various Capital Projects	381,493	-	381,493	-	381,493
Subtotal, TFCA Programs/Projects	**381,493**	**-**	**381,493**	**-**	**381,493**
Total Expenditures	**469,127**	**25,482**	**443,645**	**-**	**469,127**
Net Change in Fund Balance	**980,873**	**(18,740)**		**-**	**980,873**
Ending Fund Balance	**2,001,874**	**1,002,261**			**2,001,874**

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

Attachment 2: FY2026-27 'MEASURE A FUND' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments *	Revised Budget
Beginning Fund Balance **	***5,455,926***	***5,455,926***			***5,455,926***
REVENUES					
Measure A Sales Tax	-	3,064	3,064	-	-
Interest Revenue	-	55,619	55,619	-	-
Total Revenue Available	**-**	**58,683**	**58,683**	**-**	**-**
EXPENDITURES					
Professional Services					
Marin City Noise Analysis PID	170,000	577	169,423	-	170,000
Subtotal, Professional Services	**170,000**	**577**	**169,423**	**-**	**170,000**
Measure A Sales Tax Programs/Projects					
Strategy 3 - Local Transportation Infrastructure	-	600	(600)	600	600
Substrategy 3.2 - Local Streets and Roads	-	600	*(600)*	600	600
Strategy 4 - Safer Access to Schools.	350,000	-	350,000	-	350,000
Substrategy 4.3 - Safe Pathways to School					
Safe Pathway Capital Projects	*350,000*	-	*350,000*	-	350,000
Subtotal, Measure A Programs	**350,000**	**600**	**349,400**	**600**	**350,600**
Interagency Agreements					
Caltrans - Southern Marin Study (Noise Analysis)	50,000		50,000	-	50,000
Various Agencies - Bike/Ped Path Maintenance	50,000		50,000	-	50,000
Subtotal, Interagency Agreements	**100,000**	**-**	**100,000**	**-**	**100,000**
Total Expenditures	**620,000**	**1,177**	**618,823**	**600**	**620,600**
Net Change in Fund Balance	**(620,000)**	**57,505**		**(600)**	**(620,600)**
Ending Fund Balance	**4,835,926**	**5,513,431**			**4,835,326**

Proposed Amendments:

Substrategy 3.2 - budget line: *for prior year funding allocation request*

*** Beginning Fund Balance has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure*

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

Attachment 2: FY2026-27 'MEASURE AA FUND*' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments*	Revised Budget
Beginning Fund Balance **	***27,799,493***	***21,395,664***			***27,799,493***
REVENUES					
Measure AA Sales Tax	36,620,000	9,508,219	(27,111,781)	-	36,620,000
Interest Revenue	1,400,000	326,698	(1,073,302)	-	1,400,000
Total Revenue Available	**38,020,000**	**9,834,917**	**(28,185,083)**	**-**	**38,020,000**
EXPENDITURES					
Administration					
Salaries & Benefits	1,678,593	374,356	1,304,238	-	1,678,593
Office Lease	275,346	85,566	189,780	-	275,346
Agency IT Related Equipment Upgrade	120,000	13,859	106,141	-	120,000
Equipment Purchase/Lease	20,000	11,355	8,645	-	20,000
Telephone/Internet/Web Hosting Services	35,000	5,907	29,093	-	35,000
Office Supplies & Small Miscellaneous Items	35,000	2,968	32,032	-	35,000
Insurance	23,000	19,396	3,604	-	23,000
Financial Audit	29,000	7,400	21,600	-	29,000
Legal Services	5,000	-	5,000	-	5,000
Document/Video/Marketing Material Production	45,000	372	44,628	-	45,000
Memberships	20,000	11,546	8,454	-	20,000
Travel/Meetings/Conferences	50,000	4,799	45,201	-	50,000
Professional Development	20,000	-	20,000	-	20,000
Human Resources/Board Support	15,000	1,787	13,213	-	15,000
Information Technology Support and Subscriptions	55,000	13,642	41,358	-	55,000
Annual Support & Upgrade of Financial System	10,000	-	10,000	-	10,000
Stipends	5,000	-	5,000	-	5,000
Subtotal, Administration	**2,440,939**	**552,953**	**1,887,986**	**-**	**2,440,939**
Professional Services					
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	30,000		30,000	-	30,000
Project Management Oversight	90,000	-	90,000	-	90,000
Measure A/AA Sales Tax Compliance Audit	25,000	-	25,000	-	25,000
Public Outreach Service Support	10,000	-	10,000	-	10,000
Expenditure Plan Update	5,000	-	5,000	-	5,000
Subtotal, Professional Services	**160,000**	**-**	**160,000**	**-**	**160,000**
Measure AA Sales Tax Programs/Projects					
Major Road Set-Aside	-	-	-	4,245,000	4,245,000
Category 1 - Reduce Congestion	2,535,000	87,686	2,447,314	-	2,535,000
Category 1.1 - Completion of Marin-Sonoma MSN B7/B8 Design/ROW/Utility Work	*20,000*	194	*19,806*	-	20,000
Category 1.2 - Match for Completion of 101/580 Direct Connector				-	-
Project PID & PAED	*100,000*	28,185	*71,815*	-	100,000
Category 1.3 - Enhance Interchanges	*2,200,000*	40,019	*2,159,981*	-	2,200,000
Category 1.4 - Transportation Demand Management	*215,000*	19,288	*195,712*	-	215,000

Proposed Amendments:

Major Road- budget line: *for Novato Blvd.funding agreement, board approved 7/2026*

Category 2.1 - Local Roads budget line: *adjust to board approval allocation 7/2026 and include prior year funding allocation request*

Category 4.6 - Expand Access to Transit budget line: *Redwood Bikeshare funding board approval 9/2026*

*** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

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

Attachment 2: FY2026-27 'MEASURE AA FUND*' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments*	Revised Budget
Measure AA Sales Tax Programs/Projects					
Category 2 - Local Transportation Infrastructure	15,331,417	194,036	15,137,381	(960,661)	14,370,756
Category 2.1 - Local Roads	*12,906,417*	*179,161*	*12,727,256*	(960,661)	11,945,756
Projects	*2,000,000*	*14,875*	*1,985,125*	-	2,000,000
Category 2.3 - Sea Level Rise	*125,000*	-	*125,000*	-	125,000
Category 2.4 - Innovative Technology	*200,000*	-	*200,000*	-	200,000
Category 2.4R - Reimagined Roadway	*100,000*	-		-	100,000
Category 3 - Safer Access to Schools	3,900,000	126,058	3,773,942	-	3,900,000
Category 3.1 - Safe Routes to Schools	*1,300,000*	*126,058*	*1,173,942*	-	1,300,000
Category 3.2 - Crossing Guards	*2,350,000*	-	*2,350,000*	-	2,350,000
Category 3.3 - Small Safe Pathways Capital Projects	*250,000*	-	*250,000*	-	250,000
Category 4 - Transit	21,271,497	-	21,271,497	137,500	21,408,997
Category 4.1 - Local Bus Transit Service	*13,256,148*	-	*13,256,148*	-	13,256,148
Category 4.2 - Rural Bus Transit System	*1,149,828*	-	*1,149,828*	-	1,149,828
Category 4.3 - Special Needs Transit Services	*3,200,000*	-	*3,200,000*	-	3,200,000
Category 4.4 - School Transit Service	*1,700,000*	-	*1,700,000*	-	1,700,000
Category 4.5 - Bus Transit Facilities	*1,373,521*	-	*1,373,521*	-	1,373,521
Category 4.6 - Expand Access to Transit	*592,000*	-	*592,000*	137,500	*729,500*
Subtotal, Measure AA Programs	**43,037,914**	**407,780**	**42,630,134**	**3,421,839**	**46,459,753**
Interagency Agreements					
Caltrans - MSN B7 Construction Capital+A80+A69	2,000,000				2,000,000
Marin Transit - Bus Facility Lease or Purchase Contri	1,100,000	-	-	-	1,100,000
Subtotal, Interagency Agreements	**3,100,000**	**-**	**-**	**-**	**3,100,000**
Total Expenditures	**48,738,853**	**960,733**	**44,678,121**	**3,421,839**	**52,160,692**
Net Change in Fund Balance	**(10,718,853)**	**8,874,185**		**(3,421,839)**	**(14,140,692)**
Ending Fund Balance	**17,080,640**	**30,269,849**			**13,658,801**

Proposed Amendments:

Major Road- budget line: *for Novato Blvd.funding agreement, board approved 7/2026*

Category 2.1 - Local Roads budget line: *adjust to board approval allocation 7/2026 and include prior year funding allocation request*

Category 4.6 - Expand Access to Transit budget line: *Redwood Bikeshare funding board approval 9/2026*

*** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

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

Attachment 2: FY2026-27 'MEASURE B FUND' Budget Amendments as of 9/30/26

Budget Line Items	Annual Budget	Actual 9/30/2026	$ Difference	Proposed Amendments	Revised Budget
Beginning Fund Balance *	***3,409,151***	***3,019,971***			***3,409,151***
REVENUES					
Measure B Vehicle Registration Fee Revenue	2,360,000	389,179	(1,970,821)	-	2,360,000
Interest Revenue	100,000	33,124	(66,876)	-	100,000
Total Revenue Available	**2,460,000**	**422,304**	**(2,037,696)**	**-**	**2,460,000**
EXPENDITURES					
Administration					
Salaries & Benefits	106,428	10,889	95,539	-	106,428
Office Supplies & Small Miscellaneous Items	2,000	582	1,418	-	2,000
Legal Services	1,000	-	1,000	-	1,000
Document/Video/Marketing Material Production	2,500	-	2,500	-	2,500
Subtotal, Administration	**111,928**	**11,471**	**100,457**	**-**	**111,928**
Measure B VRF Programs					
Element 1 - Maintain Local Streets & Pathways	1,715,000	-	1,715,000	-	1,715,000
Element 1.1 - Bicycle, Pedestrian, and Safety	*1,100,000*	-	*1,100,000*	-	1,100,000
Element 1.2 - Bike/Ped Pathways	*615,000*	-	*615,000*	-	615,000
Element 2 - Seniors & Disabled Mobility	800,000	-	800,000	-	800,000
Element 2.1 - Mobility Management Programs	*100,000*	-	*100,000*	-	100,000
Element 2.2 - Paratransit & Low Income Scholarships	*200,000*	-	*200,000*	-	200,000
Element 2.3 - Paratransit Plus	*300,000*	-	*300,000*	-	300,000
Element 2.4 - Volunteer Drive & Gap Grant	*200,000*	-	*200,000*	-	200,000
Element 3 - Reduce Congestion & Pollution	590,000	55,863	534,137	-	590,000
Element 3.1 - Safe Routes to School/Street Smart Program	*175,000*	-	*175,000*	-	175,000
Element 3.2 - Commute Alternative Programs	*215,000*	*35,727*	*179,273*	-	215,000
Element 3.3 - Alternative Fuel Vehicle Program	*200,000*	*20,136*	*179,864*	-	200,000
Subtotal, Measure B Programs	**3,105,000**	**55,863**	**3,049,137**	**-**	**3,105,000**
Total Expenditures	**3,216,928**	**67,334**	**3,149,594**	**-**	**3,216,928**
Net Change in Fund Balance	**(756,928)**	**354,970**		**-**	**(756,928)**
Ending Fund Balance	**2,652,223**	**3,374,941**			**2,652,223**

** Beginning Fund Balance Actual has been adjusted to exclude the July/Aug 2026 Measure A/AA and Measure B revenues that were accrued in the FY2025-26. The July/Aug 2026 revenues are included in the FY2026-27 revenue numbers .*

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

Attachment 3: FY2026-27 Revenue and Expenditure Report as of 9/30/26 – Measure A

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.
FY2026 Accrual Balance	4,094,404	991,116	274	18,334	160,831	6,996	20,979	14,856
REVENUE								
FY2027 Revenue	55,619		31	123	1,164	94	283	189
EXPENSES								
PROFESSIONAL SERVICES								
Marin City Noise Analysis PID	577							
MEASURE A PROGRAMS/PROJECTS								
Strategy 3 - Streets & Roads		600						
Total Expenses	577	600	-	-	-	-	-	-
BALANCE	4,149,446	990,516	305	18,457	161,995	7,090	21,262	15,045

The FY2027 Revenue excludes July and Aug 2026 cash receipts. The two months of revenue were accrued in the FY2026 accrual balance.

Attachment 3: FY2026-27 Revenue and Expenditure Report as of 9/30/26 – Measure A

Budget Line	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
FY2026 Accrual Balance	10,284	408,570	8,642	11,783	(291,144)	5,455,926
REVENUE						
FY2027 Revenue	417	417	104	132	110	58,683
EXPENSES						
PROFESSIONAL SERVICES						
Marin City Noise Analysis PID						577
MEASURE A PROGRAMS/PROJECTS						
Strategy 3 - Streets & Roads						600
Total Expenses	-	-	-	-	-	1,177
BALANCE	10,701	408,987	8,746	11,915	(291,034)	5,513,431

Attachment 4: FY2026-27 Revenue and Expenditure Report as of 9/30/26 – Measure AA

Budget Line	Interest	Major Road Set Aside	5% Reserve	1% Adm	4% PM	Category DM	Cat 1.1 MSN	Cat 1.2 101/580	Cat 1.3 Intrchngs	Cat 1.4 TDM	Cat 2.1 Local Roads	Cat 2.2 Large SP Projects	Cat 2.3 Sea Level Rise	Cat 2.4 Innovative Tech	Cat 2.4R Reimagined Roadways
FY2026 Accrual Balance	**4,736,982**	**(6,046,794)**	**6,904,677**	**938,239**	**691,571**	**-**	**(1,488,116)**	**(1,905,250)**	**1,194,822**	**617,641**	**7,082,546**	**2,531,310**	**1,313,143**	**556,467**	**-**
REVENUE															
FY2027 Revenue	**326,512**	**195,833**	**-**	**31,044**	**124,363**	**56,250**	**37,454**	**49,939**	**62,423**	**12,485**	**488,525**	**81,421**	**27,140**	**-**	**122,131**
EXPENSES															
ADMINISTRATION															
Salaries & Benefits				80,112	209,210	85,034									
Office Lease					85,566										
Agency IT Related Equipment Upgrade					13,859										
Equipment Purchase/Lease					11,355										
Telephone/Internet/Web Hosting Services					5,907										
Office Supplies & Small Miscellaneous					2,968										
Insurance					19,396										
Financial Audit					7,400										
Document/Video/Marketing Material					372										
Memberships					11,546										
Travel/Meetings/Conferences					4,799										
Human Resources/Board Support					1,787										
Information Technology Support & Subscriptions					13,642										
PROFESSIONAL SERVICES															
Measure A/AA Sales Tax Compliance Audit															
Project Management Oversight															
Public Outreach Service Support															
MEASURE AA SALES TAX PROGRAMS/PROJECTS															
Category 1 - Reduce Congestion							194	28,185	40,019	19,288					
Category 2 - Local Transportation Infrastructure											179,161	14,875			
Category 3 - Safer Access to Schools															
Category 4 - Transit															
Total Expenses	**-**	**-**	**-**	**80,112**	**387,807**	**85,034**	**194**	**28,185**	**40,019**	**19,288**	**179,161**	**14,875**	**-**	**-**	**-**
BALANCE	**5,063,494**	**(5,850,961)**	**6,904,677**	**889,171**	**428,128**	**(28,784)**	**(1,450,856)**	**(1,883,496)**	**1,217,226**	**610,838**	**7,391,910**	**2,597,856**	**1,340,283**	**556,467**	**122,131**

The FY2027 Revenue excludes July and Aug 2026 cash receipts. The two months of revenue were accrued in the FY2026 accrual balance.

Attachment 4: FY2026-27 Revenue and Expenditure Report as of 9/30/26 – Measure AA

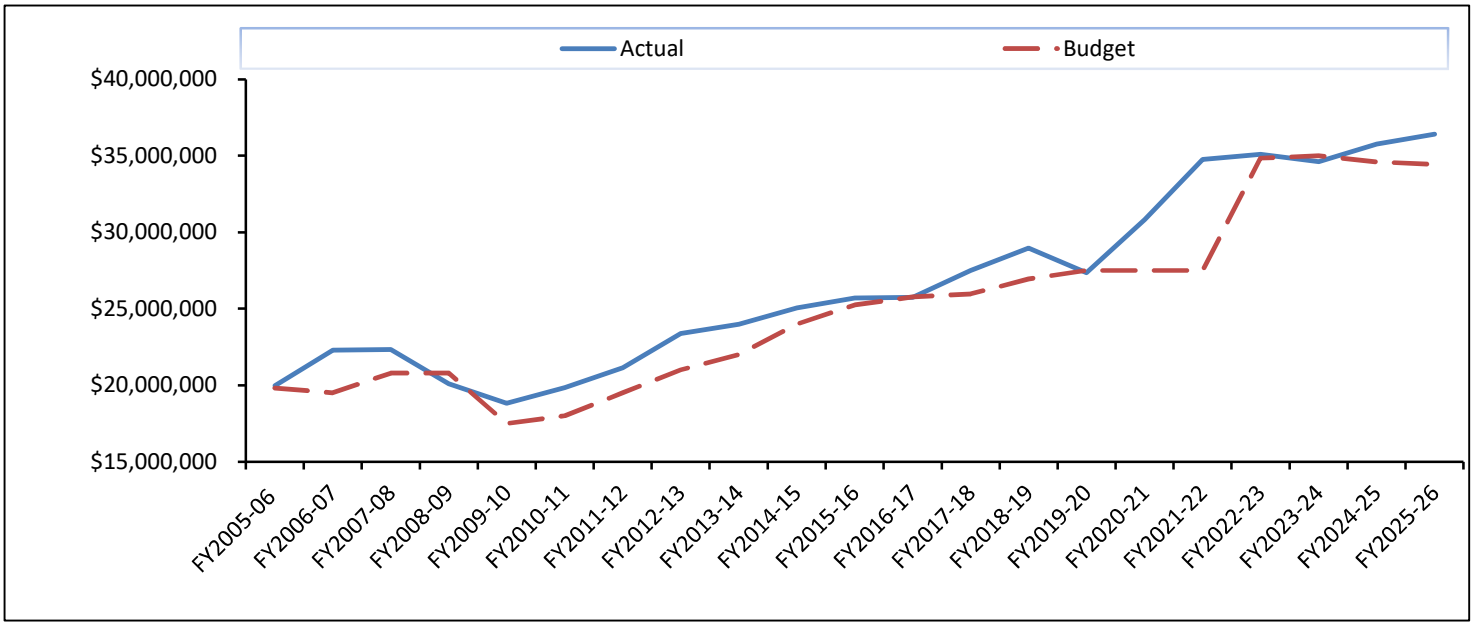
Budget Line	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
FY2026 Accrual Balance	**973,059**	**1,542,797**	**1,374,113**	**2,370,957**	**160,267**	**1,846,669**	**1,659,087**	**54,104**	**691,202**	**27,799,493**
REVENUE										
FY2027 Revenue	**90,290**	**193,479**	**25,797**	**903,601**	**82,146**	**260,128**	**136,909**	**109,527**	**13,691**	**3,431,088**
EXPENSES										
ADMINISTRATION										
Salaries & Benefits										374,356
Office Lease										85,566
Agency IT Related Equipment Upgrade										13,859
Equipment Purchase/Lease										11,355
Telephone/Internet/Web Hosting Services										5,907
Office Supplies & Small Miscellaneous										2,968
Insurance										19,396
Financial Audit										7,400
Document/Video/Marketing Material										372
Memberships										11,546
Travel/Meetings/Conferences										4,799
Human Resources/Board Support										1,787
Information Technology Support & Subscriptions										13,642
PROFESSIONAL SERVICES										
Measure A/AA Sales Tax Compliance Audit										-
Project Management Oversight										-
Public Outreach Service Support										-
MEASURE AA SALES TAX PROGRAMS/PROJECTS										
Category 1 - Reduce Congestion										87,686
Category 2 - Local Transportation Infrastructure										194,036
Category 3 - Safer Access to Schools	126,058									126,058
Category 4 - Transit										-
Total Expenses	**126,058**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**960,733**
BALANCE	**937,291**	**1,736,276**	**1,399,910**	**3,274,558**	**242,413**	**2,106,797**	**1,795,996**	**163,631**	**704,893**	**30,269,849**

Attachment 5.1: FY2026 and FY2027 Monthly Measure A/AA Sales Tax Revenue Comparison

(Cash Receipts from July to June)

		FY2026	FY2027	$ Difference	% Difference
Actuals	July	3,019,978	3,140,800	120,822	4.00%
	August	3,243,041	3,263,029	19,989	0.62%
	September	2,755,114	3,107,454	352,340	12.79%
	July - Sept	**9,018,132**	**9,511,283**	**493,151**	**17.41%**
Actual / Budget	October	2,915,463		(2,915,463)	-100.00%
	November	3,178,829		(3,178,829)	-100.00%
	December	2,853,637		(2,853,637)	-100.00%
	January	2,750,407		(2,750,407)	-100.00%
	February	4,052,232		(4,052,232)	-100.00%
	March	2,586,066		(2,586,066)	-100.00%
	April	2,333,448		(2,333,448)	-100.00%
	May	3,673,248		(3,673,248)	-100.00%
	June	2,915,170		(2,915,170)	-100.00%
	Annual Revenue	**36,276,632**			
	FY2027 Annual Budget		**36,620,000**		

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



Attachment 6: FY2026 and FY2027 Monthly Measure B VRF Revenue Comparison

(Cash Receipts from July to June)

		FY2026	FY2027	$ Difference	% Difference
Actual	**July**	202,309	189,828	(12,481)	-6.17%
	August	197,146	199,351	2,205	1.12%
	September	211,413		(211,413)	-100.00%
	July - Sept	**610,867**	**389,179**	**(221,688)**	**-105%**
Actual / Budget	**October**	199,301		(199,301)	-100.00%
	November	199,741		(199,741)	-100.00%
	December	204,135		(204,135)	-100.00%
	January	162,231		(162,231)	-100.00%
	February	202,236		(202,236)	-100.00%
	March	197,165		(197,165)	-100.00%
	April	171,021		(171,021)	-100.00%
	May	209,824		(209,824)	-100.00%
	June	192,604		(192,604)	-100.00%
	Annual Revenue	**2,349,125**			
	FY2027 Annual Budget		**2,360,000**		

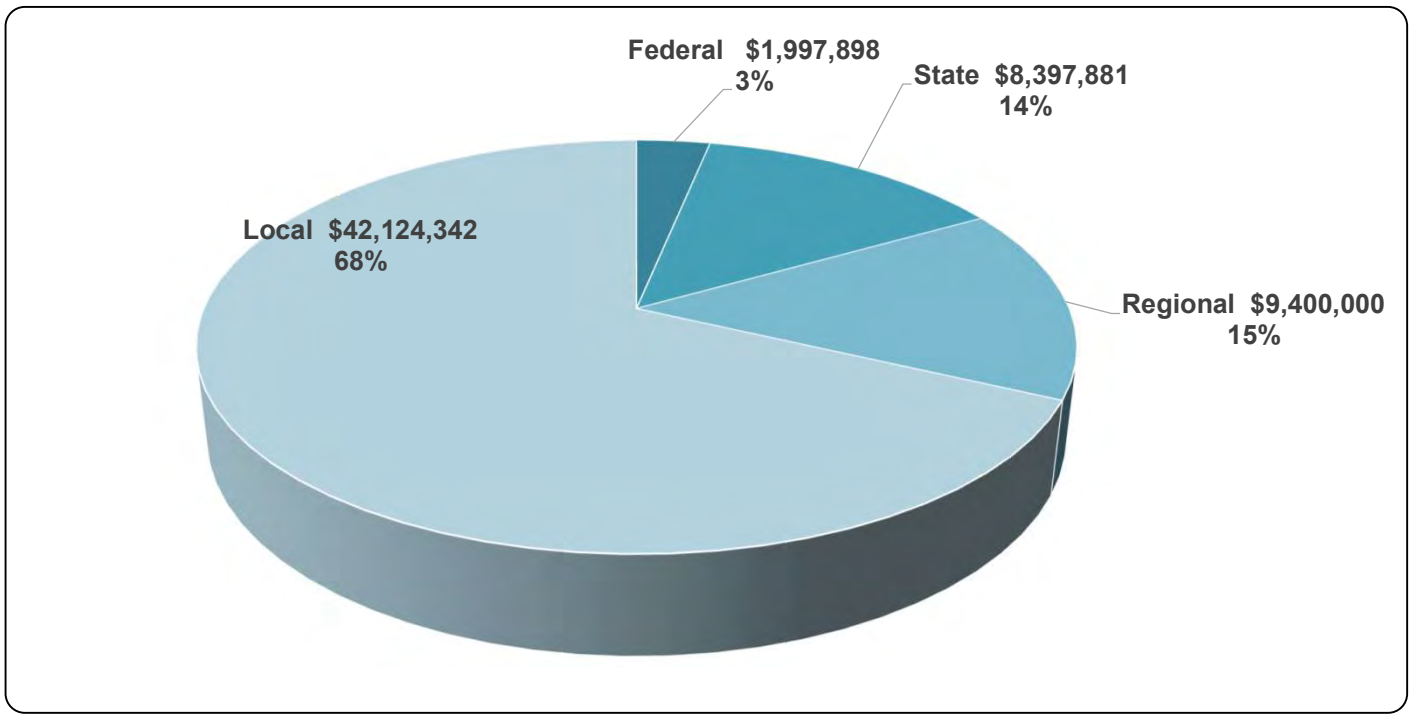
Attachment 7: CalTRUST Investment Monthly Interest Income by Fund

July - Sept 2026

	Short Term	Medium Term	Liquidity*	Total
Initial Principal Investment	$ 1,808,530	$ 44,297,339	$ -	$ 46,105,869
Prior Reinvested Interest Revenue	$ 281,218	$ 9,739,765	$ 5,630,382	$ 15,651,365
Prior Reinvestment of Interest to Liquidity Fund	$ (205,916)	$ (7,515,655)	$ 7,721,571	$ -
Prior Realized Gain/(Loss)	$ 5,599	$ 77,449	$ -	$ 83,048
Prior Net Purchase/(Redemption	$ (938,351)	$ (4,000,000)	$ 18,238,272	$ 13,299,921
FY2026-27 Monthly Interest Income				
July-26	$ 2,982	$ 136,858	$ 101,006	$ 240,846
August-26	$ 2,972	$ 136,265	$ 93,358	$ 232,595
September-26	$ 2,921	$ 133,261	$ 95,365	$ 231,547
Total Thru 1st Quarter	$ 8,875	$ 406,385	$ 289,728	$ 704,988
Reinvestment of Interest to Liquidity Fund	$ (8,875)	$ (406,385)	$ 415,260	$ -
Net Investment Purchase/Redemption - 9/30/26 YTD	$ -	$ -	$ 700,000	$ 700,000
Unrealized Gain/(Loss) - 9/30/26 Cumulative	$ (1,885)	$ (1,741,590)	$ -	$ (1,743,475)
				$ -
Market Value - 9/30/26	**$ 949,195**	**$ 40,857,308**	**$ 32,995,214**	**$ 74,801,717**

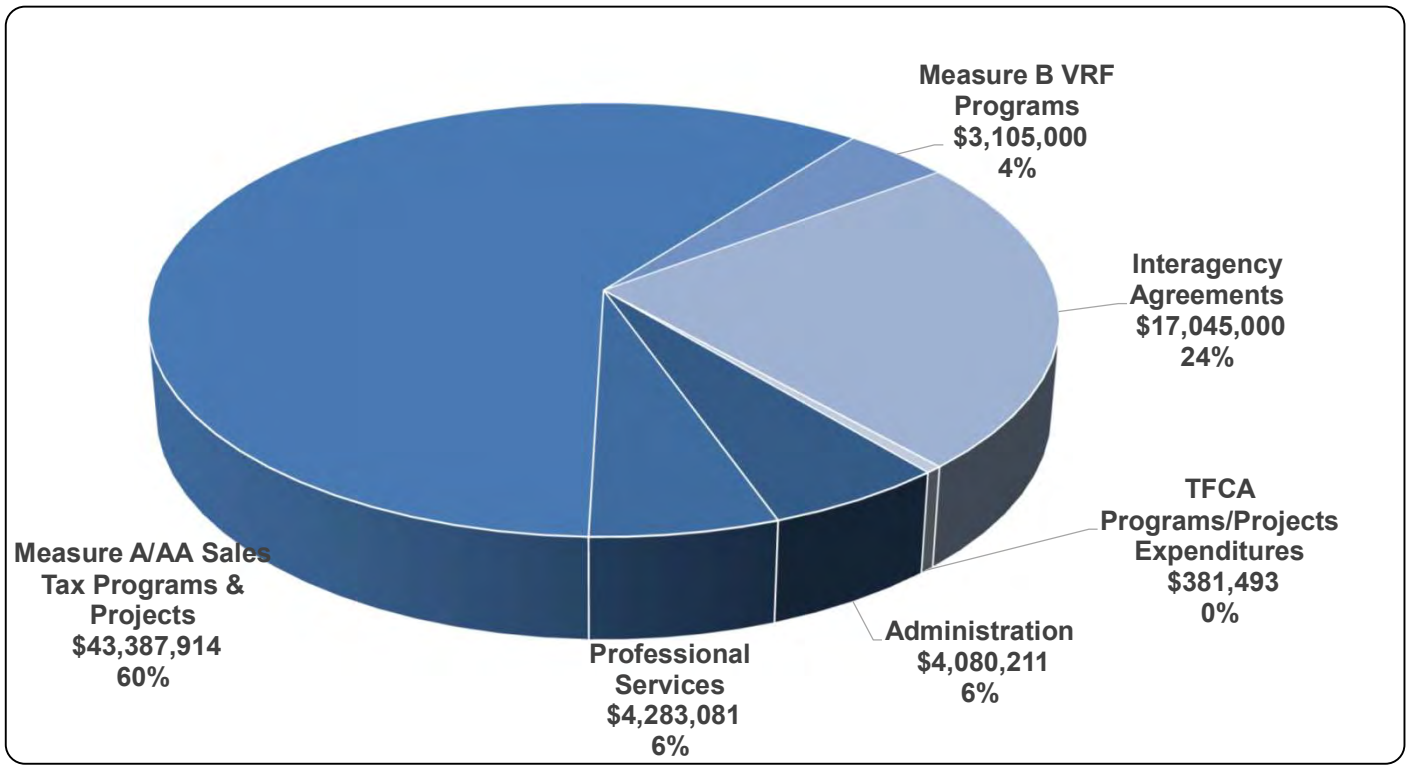
Note: Starting December 1, 2018, interests earned in the short-term and medium-term funds are reinvested in the liquidity fund for potential immediate agency cash needs with no principal risk.

Attachment 8.1: FY2026-27 Budget Revenue Overview by Funding Source



Attachment 8.2: FY2026-27 Budget Expenditure Overview by Category

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Attachment 9: Transportation Acronyms

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

Attachment 9: Transportation Acronyms

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

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Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Jennifer Doucette, Clerk of the Board

SUBJECT: Amendment to the Community Oversight Committee (COC) Bylaws to Revise the Quorum Requirements and Other Updates Related to the Adopted Measure AA Expenditure Plan Amendments (Action), Agenda Item No. 5c

---

RECOMMENDATION

The TAM Board approves the proposed amendments to the Community Oversight Committee (COC) Bylaws, including revising the quorum requirement from a fixed number of seven members to representatives from at least half of the Committee's membership areas or organizations, and other administrative and conforming updates related to the adopted Measure AA Expenditure Plan.

At its September 22, 2026 meeting, the COC reviewed the proposed Bylaws amendments and voted unanimously to refer the amended Bylaws to the TAM Board for approval.

BACKGROUND

The COC Bylaws govern the Committee's proceedings and establish its membership, responsibilities, meeting procedures, and other operating requirements. Amendments to the Bylaws require approval by a majority vote of the Committee's total membership and approval by the TAM Board of Commissioners.

The COC is currently composed of 12 members representing five geographic planning areas and seven countywide organizations or constituencies. The existing Bylaws establish seven members as the quorum required to conduct Committee business.

The Committee has periodically experienced difficulty meeting the seven-member quorum requirement, particularly when members and their alternates are unavailable. When a quorum is not present, the Committee may discuss matters as a committee of the whole but cannot take formal action.

DISCUSSION

Staff has prepared proposed amendments to update and clarify portions of the COC Bylaws. The principal proposed change would replace the existing fixed quorum of seven members with a quorum consisting of representatives from at least half of the Committee's membership areas or organizations.

The proposed language is as follows:

> *A quorum shall consist of representatives from at least half of the Committee's membership areas or organizations. No actions will be taken at meetings without a quorum, and all official acts of the Committee shall require the affirmative vote of a majority of the members present.*

Under the Committee's current 12-member structure, representatives from at least six membership areas or organizations would be required to establish a quorum. TAM's legal counsel (County Counsel) has confirmed that this proposed amendment is a valid approach to defining the quorum.

The proposed amendment would:

- Reduce the quorum requirement from seven representatives to six under the current Committee structure;
- Maintain representation from at least half of the Committee's membership areas or organizations before official business may be conducted;
- Reduce the likelihood that meetings cannot proceed due to the absence of a seventh representative; and
- Support the Committee's ability to carry out its oversight responsibilities in a timely manner.

The change would affect only the quorum requirement and would not modify the Committee's membership composition, representation categories, appointment process, advisory role, or voting requirements.

The proposed amendments would also update references related to the Measure AA Expenditure Plan review. That process is now complete, and the amended Measure AA Expenditure Plan has been adopted. The revisions would ensure that the Bylaws reflect the current status of the Expenditure Plan and incorporate related administrative and conforming updates.

The amended Measure AA Expenditure Plan also provides that, to accurately represent the voices of Marin's communities, particularly to address the needs and perspectives of Equity Priority Communities, the TAM Board may review and amend the COC membership structure when necessary. Consistent with this provision, the proposed Bylaws clarify the TAM Board's authority to consider future changes to the Committee's membership structure.

Staff is developing a process and guidelines to support any future review of COC representation and membership categories. This work will be brought forward separately and is not part of the proposed Bylaws amendments currently under consideration. Accordingly, the proposed amendments do not make any changes to the Committee's existing membership composition at this time.

FISCAL IMPACTS

There is no direct fiscal impact associated with the proposed Bylaws amendments.

NEXT STEPS

If approved by the TAM Board, the amended COC Bylaws will take effect following Board action. Staff will separately continue developing a process and guidelines for the future review of COC representation and membership categories.

ATTACHMENTS

Attachment A – Proposed Amended Community Oversight Committee Bylaws – Redlined

COMMUNITY OVERSIGHT COMMITTEE
BYLAWS

ARTICLE I
GENERAL PROVISIONS

§ 1.1 Purpose

These Bylaws govern the proceedings of the Community Oversight Committee, formerly~~also~~ known as the Citizens' Oversight Committee (Committee), an advisory committee established by the Transportation Authority of Marin (TAM) Board of Commissioners.

§ 1.2 Construction of Bylaws

Unless otherwise required, the general provisions, rules of construction and definitions set forth in the TAM Advisory Committees Standing Rules and Application and Appointment Procedures, with Article IV Section 104.3 of the TAM Administrative Code, shall govern the construction of these Bylaws. These Bylaws shall govern the Committee's proceedings to the extent they are consistent with Standing Rules and Application and Appointment Procedures, the TAM Administrative Code, and law.

§ 1.3 Definitions

As used in these Bylaws:

- "Committee" means the Community Oversight Committee.
- "Chairperson" means the person chairing the Committee.
- "Authority" means the Transportation Authority of Marin (TAM).
- "Brown Act" means California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*
- "Measure A Expenditure Plan" means the Marin County Transportation Sales Tax Expenditure Plan, the 20-year plan for expending the half-cent sales tax revenues contained in Measure A, approved by voters in 2004 and implemented in 2005.
- "Measure A" means the measure approved by voters of Marin County on November 2, 2004, that initiates a half-cent sales tax for transportation projects and programs.
- "Measure AA Expenditure Plan" means the Marin County Transportation Sales Tax Expenditure Plan, the 30-year plan for expending the half-cent sales tax revenues contained in Measure AA, approved by voters in 2018, ~~and~~ implemented in 2019, and amended in 2026.
- "Measure AA" means the measure approved by voters of Marin County on November 6, 2018, that extended the original Measure A by 30-years, for transportation projects and programs, to 2049.
- "Measure B Expenditure Plan" means the Marin County $10 Vehicle Registration Fee Expenditure Plan, the plan for expending the $10 vehicle registration fee revenue contained in Measure B, approved by voters in November 2010, ~~and~~ implemented in 2011, and amended in 2023.

- "Measure B" means the measure approved by voters of Marin County on November 2, 2010, that initiates a $10 vehicle registration fee increase for transportation projects and programs.

§ 1.4 Adoption and Amendment of Bylaws

- The Committee shall have adopted Bylaws approved by the TAM Board of Commissioners within 90 days of Committee formation.
- These Bylaws shall be adopted and amended by the Committee by majority vote of its total membership, and with approval of the TAM Board of Commissioners.

ARTICLE II
DUTIES AND AUTHORITY

§ 2.1 Duties

- Review all Measure A/AA related expenditures for consistency with the voter-approved Marin County Transportation Sales Tax Expenditure Plans including, but not limited to, the performance criteria as set forth in the plans.
- Review all Measure B related expenditures for consistency with the voter-approved Marin County Vehicle Registration Fee Expenditure Plan.
- Hold public hearings and issue reports, on at least an annual basis, to inform Marin County residents whether Measure A/AA and Measure B funds are being spent in conformance with their respective Expenditure Plans.
- Publish an annual report on both the Measure A/AA and Measure B expenditures. Copies of this document must be made widely available to the public at large.
- Approve an audit scope consistent with the requirements of Government Code Section 26909 and the *California Code of Regulations*, Title 2, Division 2, Chapter 2, Subchapter 5.
- Recommend an independent auditor, selected through a competitive process, to the TAM Board of Commissioners for award of a contract.
- Review the findings of compliance audits of Measure A/AA and/or Measure B recipients, when such audits are required by the TAM Board of Commissioners.

§ 2.2 Authority and Limitations

- The Committee will have full access to the Authority's independent auditor and will have the authority to request and review specific information and to comment on the auditor's reports.
- The Committee shall only have advisory powers to the Authority.
- Except for those reports where the Measure A/AA and Measure B Expenditure Plans require the Committee to report directly to the public, the Committee shall not have the authority to communicate externally, but all communications by the Committee shall go to and through the Authority. No expenditures or requisitions for services and supplies shall be made by the Committee. Individual members shall be entitled to reimbursement for travel or other expenses only as authorized by the Authority.

ARTICLE III
MEMBERSHIP

The Committee is currently composed of 12 members who are private residents and who collectively represent the diversity of Marin County. Membership shall be limited to Marin County residents without economic interest in any of the Authority's projects. As the result of the Amended 2023 Measure B Expenditure Plan, and Amended 2026 ~~pending the~~ Measure AA Expenditure Plan ~~Review~~, the TAM Board of Commissioners has the authority to review and amend the COC membership structure when necessary to accurately represent the voices of the communities in Marin, especially to timely address the needs and voices of the Equity Priority Communities (EPCs).~~will have the authority to review and change the membership structure over time, including to reflect the needs and voices of the various communities, especially those who are underserved.~~

Each organization represented on the Committee shall nominate its representative, with final appointments approved by the governing board of the Authority. The TAM Board of Commissioners shall retain discretion to rescind any Committee appointment(s) as deemed necessary. Members of this Committee shall be appointed to their full terms, subject to eligibility provisions contained in Section 104.3 of the TAM Administrative Code.

§ 3.1 Membership Composition

- One member selected from each of the planning areas in Marin County by the Authority Commissioners, representing that area (Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin), totaling 5 members.
- Seven members selected to reflect a balance of viewpoints across the County. These members shall be nominated by their respective organizations and appointed by the TAM Commission as follows:
  - One representative from a tax payer group;
  - One representative from the environmental organizations of Marin County;
  - One representative from a major Marin employer;
  - One representative from the Marin County Paratransit Coordinating Council, representing seniors and persons with disabilities;
  - One representative from the League of Women Voters;
  - One representative from an advocacy group representing bicyclists and pedestrians;
  - One representative from a school district. (Parents are considered eligible candidates.)

§ 3.2 Alternates

- Each Committee member shall have a designated alternate, nominated by the nominating organization and appointed by TAM, who shall attend Committee meetings in the event that the appointed Committee member is unable to attend. It shall be the responsibility of the appointed Committee member to inform their designated alternate when they are unable to attend a meeting of the Committee.
- Alternates do not vote unless they are taking the place of an absent member.

§ 3.3 Terms

- Members and alternates shall be appointed for a term of four years.

- To provide for staggered terms, at the first meeting of the Committee, the members will draw lots to determine whether their and their alternate's initial appointment is for two or four years.
- All initial appointment terms shall commence on August 1, 2005 and, subject to earlier removal or termination, shall expire on May 31, 2007, as to two-year terms, and on May 31, 2009, as to four-year terms. Thereafter, terms shall commence on June 1 and shall terminate on the fourth anniversary date of such commencement date.
- Committee candidates are required to complete and submit an application. Applications shall be submitted to the TAM Executive Director.
- Existing members who wish to continue serving in their appointed capacity for an additional term are required to complete and submit a new application or may update and resubmit their original application if no pertinent information has changed. Applications shall be submitted to the TAM Executive Director.

§ 3.4 Vacancies

- If a Committee member or alternate is unable to complete his or her term, a replacement member will be nominated by the nominating organization and appointed by the TAM Board of Commissioners to fill the vacancy and complete the appointed term.
- All qualifying applications for the vacancy will be submitted to the Authority for consideration, selection, and appointment. When a vacancy exists on the Committee and no applications have been submitted, the vacancy will be continued until such time as an appointment is made. The TAM Board of Commissioners may, at any time, move to continue an appointment to a subsequent date.

§ 3.5 Conduct

- Members shall be responsible for having a working knowledge of the establishing ordinance, Bylaws, federal or state mandates, and any other governing regulations that define and set forth the intent and purpose of their appointment and shall only represent and take action on matters related thereto.
- Members shall not misrepresent the scope of their influence or authority in matters assigned, or represent recommendations of the Committee as official TAM policy until such time as formal action has been taken by the Authority.
- Unless authorized as the designated spokesperson by the Committee, an individual member may not represent the Committee before any other committee or agency or to the press or general public.

§ 3.6 Subcommittees

- The Committee may elect to form subcommittees to perform specific parts of its mission, such as reviewing financial and/or compliance audit reports and guiding the development of the Committee's annual reports.
- All subcommittees with voting power shall have an odd number of members so that tie votes are less likely.
- Alternates and staff members can be part of a subcommittee with no voting power.

- Any special or ad hoc advisory subcommittees may be abolished upon the accomplishment of its purpose or by a majority vote of the Committee.

ARTICLE IV
OFFICERS

The Committee shall elect a Chairperson and a Vice-Chairperson. The Committee may choose to establish other elected positions as well. Terms for the Chairperson and the Vice-Chairperson, and other elected positions, shall be two-years. Elections for all positions shall take place at the first meeting of the even-numbered years.

§ 4.1 Chairperson and Vice-Chairperson

A Chairperson and Vice-Chairperson shall be elected by a majority of the Committee members present through a process of nomination and seconding. If more than one person is nominated and seconded, the appointment will be by a majority vote. In the event of a vacancy in the Chairperson's position, the Vice-Chairperson shall succeed as Chairperson for the balance of the Chairperson's term, and the Committee shall elect a successor to fill the vacancy in the Vice-Chairperson's position. In the event of a vacancy in the Vice-Chairperson's position, the Committee shall elect a successor from its membership.

- Duties of the Chairperson:
  - Call the meetings to order;
  - Preside over each meeting;
  - Identify items of interest for future committee agendas that are relevant to the Committee's responsibilities;
  - Appoint the members of each Subcommittee that the Committee chooses to form;
  - Attend, or appoint another Committee member to attend, meetings of the Authority at which expenditures of Measure A/AA Sales Tax and/or Measure B Vehicle Registration Fee revenues represent an action item;
  - Serve as liaison to TAM staff between meetings;
  - Serve as the designated spokesperson for the Committee.

- Duties of the Vice-Chairperson:
  - Perform the duties of the Chairperson when the Chairperson is absent.

ARTICLE V
MEETINGS

§ 5.1 Regular Meetings

- Regular meetings of the Committee shall be held, as needed, on the third (3rd) Monday of the month, or any day agreed by the Committee, not less often than every six months. The Committee meeting shall commence at 5:00 p.m. at the Authority's office in San Rafael California.
- Whenever a regular meeting falls on a holiday observed by the Authority, the meeting shall be held on another day or canceled at the direction of the Committee.

- A rescheduled regular meeting shall be designated as a regular meeting.
- All meeting locations shall be ADA compliant.

§ 5.2 Special Meetings

- A special meeting may be called by the Chairperson with the approval of the TAM Executive Director. The meeting shall be called and noticed as provided in Section 5.3 below.

§ 5.3 Calling and Noticing of Open Meetings

- All meetings shall be called, noticed and conducted in accordance with the applicable provisions of the Brown Act, which mandates open meetings for legislative bodies. Information announcing the hearings must be well publicized and posted in advance. The TAM Executive Director shall be given notice of all meetings. The Committee may meet in a session closed to the public only for purposes permitted by the Brown Act.
- Writings which are public records and which are distributed during the Committee meeting shall be made available for public inspection at the meeting if prepared by the Authority or a member of the Committee, or after the meeting if prepared by some other person.

§ 5.4 Quorum; Vote; Committee of the Whole

- A quorum shall consist of representatives from at least half of the Committee's membership areas or organizations. No actions will be taken at meetings without a quorum, and all official acts of the Committee shall require the affirmative vote of a majority of the members present. ~~The presence of a majority of the Committee members shall constitute a quorum for the transaction of business. All official acts of the Committee shall require the presence of a quorum and the affirmative vote of a majority of the members present. A quorum for this Committee is 7.~~
- At any regularly called meeting not held because of a lack of a quorum, the members present may constitute themselves a "committee of the whole" for the purpose of discussing matters on the agenda of interest to the committee members present. The committee of the whole shall automatically cease to exist if a quorum is present at the meeting.

§ 5.5 Attendance

- Members are expected to attend all meetings; however, it is anticipated that some members may not be able to attend all meetings for various reasons. If a member is unable to attend a meeting, he or she should notify TAM staff and the designated alternate as soon as possible prior to the scheduled meeting.
- If a member is absent from four Committee meetings in any twelve-month period or for three consecutive meetings without notifying TAM staff and the designated alternate, the position shall automatically be vacated, and a successor shall be appointed to fill the remainder of that member's term.

§ 5.6 Matters Requiring Committee Action

- A matter requiring Committee action shall be listed on the posted agenda as an action item before the Committee may act upon it, with the potential action that will be taken noted.

§ 5.7 Public Comment

- For a regular meeting, members of the public shall be given an opportunity to address the Committee either before or during the Committee's consideration of the item, if it is listed on the agenda, or, if it is not listed on the agenda but is within the scope of the Committee, under the agenda item heading "Public Comments."
- Each member of the public shall limit their comments to three minutes. Any person addressing the Committee may submit written documents to complement their comments.
- The Chairperson may change the time limit and/or the order of public comments as deemed appropriate but may not reduce the time limit to less than two minutes.

§ 5.8 Ground Rules

- When presentations are being made, they should proceed without interruption. Questions and comments should be made following the completion of the presentation.
- The Chairperson may order any person removed from the Committee meeting who causes a disturbance, and the Chairperson may direct the meeting room cleared when deemed necessary to maintain order, unless the rest of the Committee determines otherwise by a majority vote.

§ 5.9 Robert's Rules

- All rules of order not herein provided for shall be determined in accordance with *Robert's Rules of Order*, latest edition.

ARTICLE VI
AGENDAS AND MEETING NOTICES

§ 6.1 Agenda Format

The COC meeting agendas should comply with the following guidelines, as appropriate:

- Starting time and meeting location
- Introductions
- Review and approval of draft meeting minutes from the last meeting
- Scheduled monthly agenda items
- Confirm date and time of the next meeting
- Public Comment

§ 6.2 Agenda Preparation

- TAM staff shall produce the agenda for each meeting in consultation with the TAM Executive Director and the Committee Chairperson. Material intended for placement on the agenda shall be delivered to staff on or before 12:00 Noon on the date established as the agenda deadline for the forthcoming meeting, which is two weeks before the meeting. TAM staff may withhold placement on the agenda of any matter which is not received in a timely manner, lacks sufficient information or is in need of staff review and report prior to Committee consideration.

§ 6.3 Agenda Posting and Delivery

- The written agenda for each regular meeting shall be posted by TAM staff at least 72 hours before the meeting is scheduled to begin. The agenda shall be posted in a location that is freely accessible to the public. Together with supporting documents, the agenda shall be delivered to each Committee member and the TAM Executive Director at least 72 hours before each regular meeting and at least 24 hours before each special meeting.

§ 6.4 Meeting Notices

- TAM staff shall provide notice of every regular meeting, and every special meeting to each person who has filed a written request for notice with TAM. The notice shall be provided at least one week prior to the date set for the meeting. Notice of special meetings called less than seven days prior to the date set for the meeting shall be given as TAM staff deems practical. All notices shall clearly indicate that reasonable accommodations will be provided on request.

§ 6.5 Meeting Minutes

- The Committee shall cause to be kept at the offices of TAM a record of minutes of all meetings and actions of the Committee and its subcommittees with the time and place of holding, the names of those present at the Committee meetings and subcommittee meetings, and the proceedings.
- Draft minutes will be prepared by TAM staff and will be distributed with agendas before the next meeting. Adoption of minutes shall occur at the next meeting with the support of the majority of the members present.

ARTICLE VII
MISCELLANEOUS

§ 7.1 Public Information List of Members

- TAM staff shall maintain a public information list of members and designated alternates appointed to the Committee. The list shall include the name of the appointee, the date the term expires, and the affiliation and/or nominating organization. The list shall be updated whenever there are changes in membership.

§ 7.2 Staff Support

- TAM staff shall prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents. TAM staff shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Certificate of Chairperson

I am the duly elected Chairperson of the Community Oversight Committee for the Transportation Authority of Marin, and I hereby certify that the foregoing is a true and correct copy of the Bylaws of the Committee as of October 22, 2026~~June 27, 2024~~.

_____
Print Name

_____
Signature

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Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Project Delivery Team

SUBJECT: Review of the Semi-Annual Project Status Report (Action), Agenda Item No. 5d

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RECOMMENDATION

The TAM Board reviews and accepts the October 2026 TAM Semi-Annual Project Status Report.

At its October 12, 2026 meeting, the Administration, Projects & Planning (AP&P) Executive Committee reviewed the October 2026 TAM Project Status Report and voted unanimously to refer it 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)

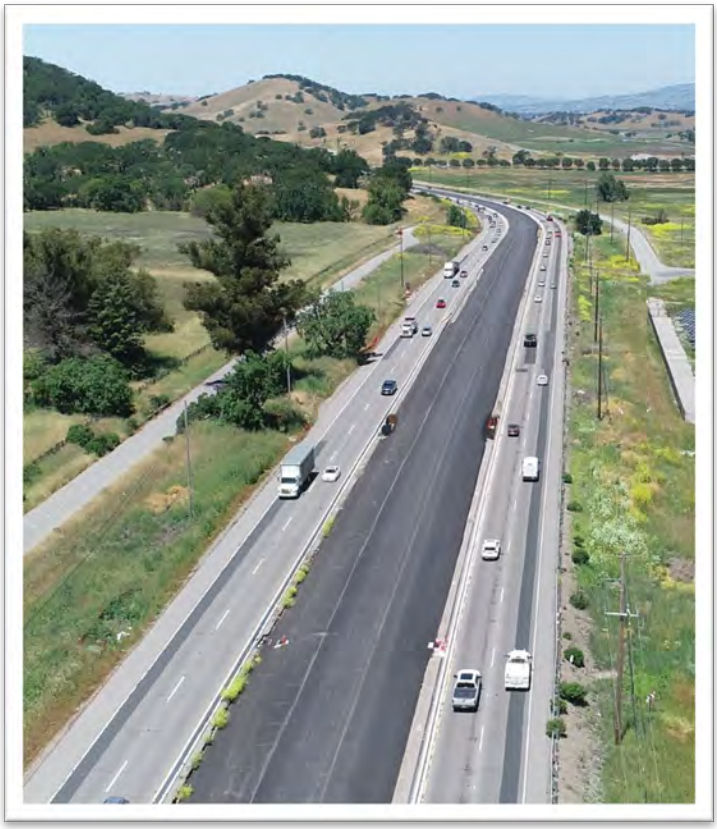
Many of these projects have multimodal elements and encourage alternate transportation. In addition, many of the projects will directly improve transit, safety, and resiliency.

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







Transportation Authority of Marin

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

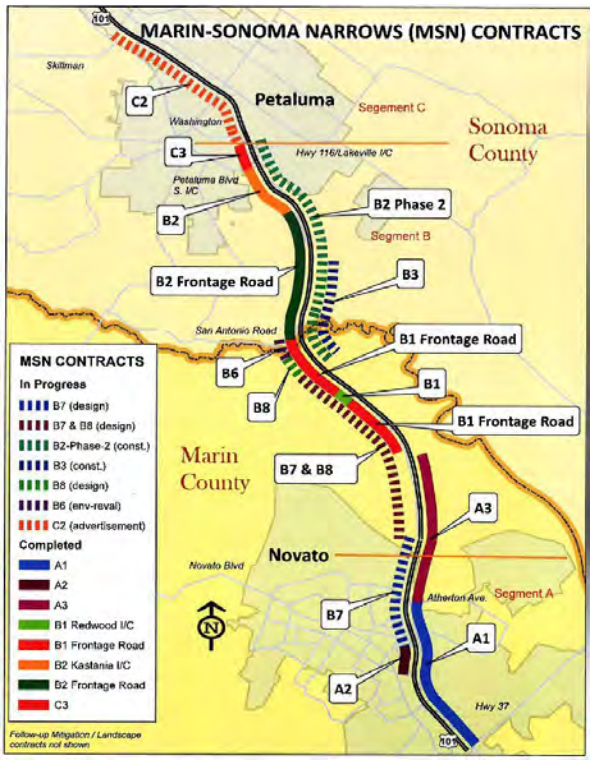
- The final MSN HOV lane project (MSN B7) opened HOV lanes to the public on September 29, 2025. Final paving and striping was completed in August 2026. A three-year plant establishment period is through 2028.
- The B8 north utility project to relocate PGE lines is complete.
- MSN B8 San Antonio Road 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

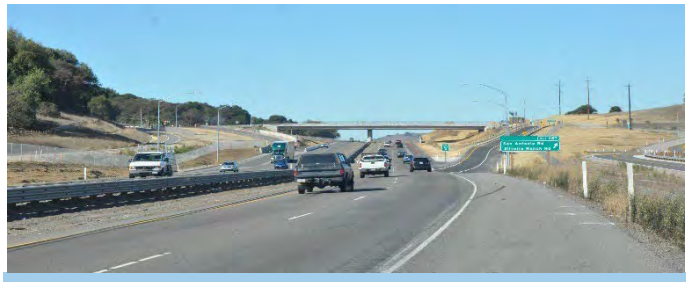
HOV lanes were open to the public September 29, 2025. Final paving and striping was completed in August 2026. A three-year plant establishment period is through 2028. The MSN B8 San Antonio roadway design is on-going to add Class 2 bike lanes to San Antonio Road. The project recently received LPP funds 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

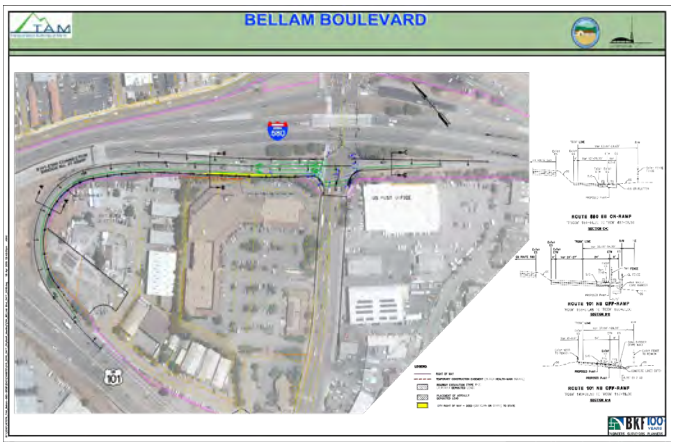
Partners Caltrans, City of San Rafael, and Transportation Authority of Marin

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 Improvements

Partners Caltrans, City of San Rafael, and Transportation Authority of Marin

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Improve regional connectivity between NB US 101 and EB I-580, traffic operations on local streets, transit travel times, community cohesion and enhance the bike and pedestrian network. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low-speed local roads with traffic signals resulting in traffic delays on local roads and US 101.

Status

The Project Study Report (PSR) was approved by Caltrans in August 2023. A Scoping meeting was held on Oct 1, 2024, to kick off the environmental phase. Traffic and Environmental studies continue with a draft Environmental Impact Report/Environmental Assessment (EIR/EA) expected in 2027.

Issues/Area of Concern

- Comments from Caltrans regarding ramp metering, sea level rise, VMT, and design exceptions.
- Additional funding likely needed for construction.

Updates from Previous Report

- The fourth Community Working Group (CWG) meeting was held on May 27, 2026
- Traffic studies for the environmental phase are nearing completion.
- Environmental studies continue.
- RM3 language was modified for this project and approved by MTC in June 2026.
- The roundabout option (Alternative 1) was removed from consideration due to significant right of way concerns. The Alternative 1 traffic signal option remains.
- Implementing two-way circulation of the Kerner Loop was added as a variation of Alternative 1 and traffic studies for this option are underway.
- An agreement for a Federal Reconnecting Communities Grant for $2M was fully executed.



Schedule	
Planning	2020
Environmental Clearance	2027
Design	2029
Right of Way and Utilities	2031
Construction	2034

Estimated Cost by Project Phase	
Planning	$2,250,000
Environmental Clearance	$10,000,000
Design	$9,000,000
Right of Way and Utilities	$8-30 M
Construction (depends on alternative)	$50-320 M
TOTAL	*$79-371 M

- *Does not include cost of environmental or VMT mitigation*

Funding By Source	
RM 3	$135,000,000
Reconnecting Community Grant	$2,000,000
Measure A/AA Sales Tax	$17,000,000
TOTAL	$154,000,000

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

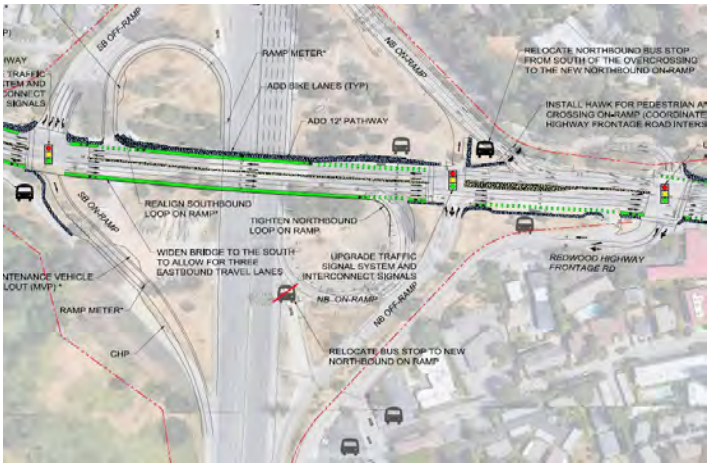
Following Caltrans procedures, a Project Initiation Document (PID) was completed and approved by Caltrans in December 2025. Next phase is to prepare three independent Project Approval and Environmental Documents (PA&ED).

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

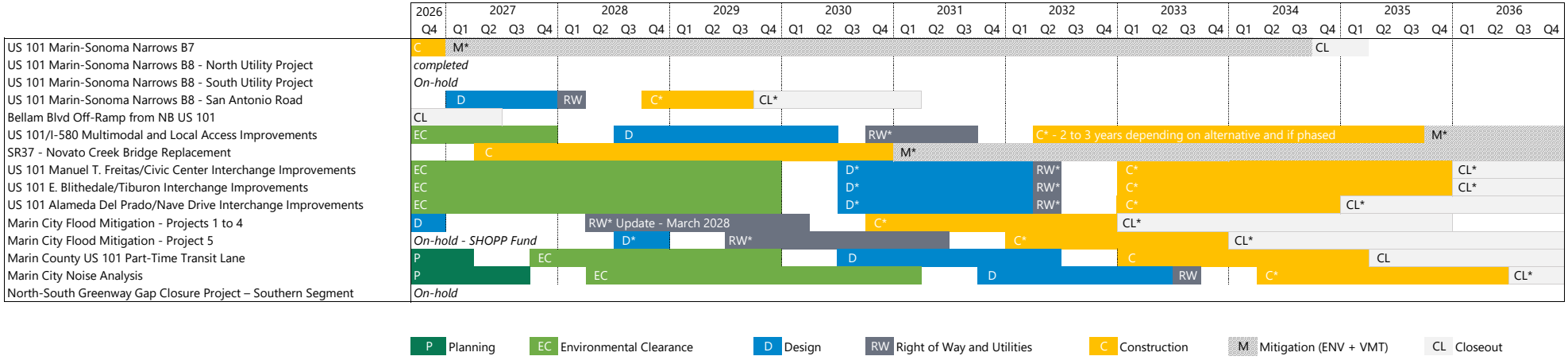
Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	$1,350,000*	RM2	$446,015	33%
A-FY14-21		Closed	SMART	Boundary Survey and Title	$75,000	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 availabitiy and completion of agreements

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.

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

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 21st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee

Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Transportation Data Services Contract Award (Action), Agenda Item No. 5e

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RECOMMENDATION

The TAM Board authorizes the Executive Director to negotiate and enter into contract with Replica, Inc. for Transportation Data Services, for an initial three-year term, with the option of two additional one-year extensions, subject to final contract negotiations, for a total five-year contract not to exceed amount of $370,220.

At its October 12, 2026 meeting, the Administration, Projects & Planning (AP&P) Executive Committee reviewed the contract award recommendation and voted unanimously to refer it to the TAM Board for acceptance.

BACKGROUND

In July 2026, TAM staff presented the TAM Travel Data program to the Board 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 evaluation panel met on September 28th and 29th and provided a unanimous ranking of Replica, Inc. as the highest rated proposer. 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 will provide TAM with staff licenses for the selected transportation data platform and will provide up to two additional licenses to each of TAM's partner agencies, including local jurisdictions and the County, and transit operators. Providing partner licenses would expand access to the transportation data and analytical tools available through the contract. Agencies seeking more than two licenses would be able to purchase additional seats at an annual cost of $3,000 per license for up to 10 users. Agencies seeking 10 or more seats would need to enter into contract directly with Replica, Inc.

Based on the cost proposal, the data services contract is expected to cost $295,220 over the five-year contract period. Staff also recommends a contingency amount of $15,000 annually for up to five licenses funded by other agencies, in case local agencies would like to purchase additional seats using the contract. Staff are thus recommending a not to exceed amount of $370,200 to accommodate any local requests.

RELATIONSHIP TO THE COUNTYWIDE TRANSPORTATION PLAN (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 FY2026-27 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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Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Approve Resolution Adopting the PARS Benefit Trust and Section 457(b) Plan (Action), Agenda Item No. 5f

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RECOMMENDATION

The TAM Board approves the resolution adopting the Public Agency Retirement System (PARS) benefit trust and Section 457(b) alternative retirement plan for eligible employees to provide an alternative retirement system for those employees as required under the Omnibus Act of 1990.

BACKGROUND

Federal law requires all employers who do not participate in Social Security to provide a minimum alternative retirement plan for all employees, particularly seasonal, part-time, and temporary staff. TAM does not participate in Social Security and provides CalPERS to employees under the provisions of state law. However, CalPERS has minimum hours and/or minimum years of service stipulations for member participation. Employees participating in TAM's summer internship program do not meet the terms of participation in CalPERS so an alternative plan must be provided.

DISCUSSION/ANALYSIS

The resolution adopts the PARS benefit trust and Section 457(b) Alternative Retirement Plan to provide a single employer retirement plan for those employees not covered by social security and not eligible for CalPERS, specifically temporary, part-time, and seasonal employees. PARS is used by many public agencies to provide similar retirement benefits in compliance with federal law.

FISCAL CONSIDERATION

The cost of participating in the plan is $300 per month. Funding is available in the adopted FY2026-27 Annual Budget.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Provision of competitive and affordable benefits assists TAM in recruiting and retaining the staff who support the CTP.

NEXT STEPS

Upon Board approval of Resolution 2026-09, the Executive Director or her designee will execute the plan documents with PARS.

ATTACHMENTS

Attachment A – Resolution 2026-09 Adoption of Public Agency Retirement System Benefit Trust and Section 457(b) Alternative Retirement Plan

TAM RESOLUTION NO. 2026-09

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE TRANSPORTATION AUTHORITY OF MARIN ADOPTING THE PUBLIC AGENCY RETIREMENT SYSTEM (PARS) BENEFIT TRUST AND SECTION 457(b) ALTERNATIVE RETIREMENT PLAN FOR ELIGIBLE EMPLOYEES

WHEREAS, it is determined to be in the best interest of the Transportation Authority of Marin ("TAM") and its employees to provide a qualifying retirement system for its employees not currently eligible for such a qualifying retirement system, thereby meeting the requirements of Section 11332 of the Omnibus Budget Reconciliation Act (OBRA '90) and Section 3121(b)(7)(F) of the Internal Revenue Code;

WHEREAS, Public Agency Retirement Services has made such a system available to TAM and its eligible employees and qualifies under OBRA 90 Section 11332, Internal Revenue Code Sections 3121(b)(7)(F) and 457(b) and meets the meaning of the term "retirement system" as given by Section 218(b)(4) of the Federal Social Security Act.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Board of Commissioners hereby adopts the Public Agency Retirement System (PARS) Benefit Trust ("Trust") and the PARS Section 457(b) Alternative Retirement Plan ("Plan"), effective July 1, 2026.
2. The Board of Commissioners hereby appoints the *Director of Finance & Administration*, or his/her successor or his/her designee as TAM's Plan Administrator for the PARS Plan and Trust; and
3. TAM's Plan Administrator is hereby authorized to implement the Plan and Trust, execute the PARS legal and administrative documents on behalf of TAM; and to take whatever additional actions are necessary to maintain TAM's participation in PARS and to maintain PARS compliance of any relevant regulation issued or as may be issued; therefore, authorizing him/her to take whatever additional actions are required to administer TAM's PARS Plan and Trust.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of October 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Kate Colin, Chair
Transportation Authority of Marin

_____
Jennifer Doucette
Clerk of the Board

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Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: 2026 State Legislative Update – End of Session Wrap-Up (Discussion), Agenda Item No. 6

RECOMMENDATION

This is a discussion item only.

BACKGROUND

On January 22, 2026, TAM adopted a Legislative Platform in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies. On March 26, 2026, TAM adopted positions on 27 initial bills, with additional Board direction on certain bills provided in July. Staff and Gus Khouri, TAM's Legislative Consultant, have been monitoring the progress of these bills. The 2026 Legislative Session concluded on August 31, 2026, and the Governor had until September 30th to consider bills that were passed by the Legislature. Bills that were either signed or not vetoed by the Governor become laws on January 1, 2027. Bills that are considered emergency items took effect immediately upon signing.

DISCUSSION

Since the initial review in March, bills were added to and removed from the Bill Matrix as the bills moved through the Legislative session. The table below contains the remaining set of 30 state bills on TAM's Bill Matrix (Attachment A) with the final results.

- Of the 30 bills, 17 bills will become laws on January 31, 2027
- Of the six (6) bills supported by TAM, five (5) bills will become laws, AB 2284 (Identification of Non-compliant Electric Bicycles and Products) failed passage
- Of the four (4) bills opposed by TAM, only one (1) bill, AB 1976 (Pedestrian and Bicycle Facilities) will become law

AB 1976: 1) prohibits a city or county from holding a community input meeting to gather input on a proposed pedestrian or bicycle safety project after the project is included in a general plan that will be implemented and 2) prohibits a city or county from terminating a pedestrian or bicycle safety project after a contract is awarded. TAM opposed AB 1976 unless it was amended to not impose such extensive limitation on public participation. Unlike projects ready for construction, projects in a general plan may not have sufficient information for the public to productively comment.

SB 193 (No. 31 in the table below) was included in the Bill Matrix even though it was not previously reviewed by the TAM Board. It is included because it was introduced and passed by the Legislature near the end of the Legislative Session. Staff supports SB 193. SB 193 will fund Tier 3 investments through the Cap and Invest program, including air quality, affordable housing, and public transportation, for FY 26-27. Prior to the passage of SB 193, Tier 3 categories were in jeopardy of not being funded. These funds are important for transportation agencies to access to leverage local funds, including Measure AA funds, to deliver multimodal projects in the region.

Mr. Khouri will discuss the 2026 State Legislative Session and provided an overview of the bills noted in the table. Mr. Khouri will also discuss some of the successes in 2026 as well as lingering issues that were not resolved and may be areas of focus for 2027.

Staff will be reviewing 2027 advocacy platforms from other agencies, such as Marin County, MTC, and Self Help Counties Coalition (SHCC), before developing a 2027 Legislative Platform for the TAM Board's consideration at a future meeting.

Summary of Monitored Bills					
No.	**Bill**	**Author**	**Subject**	**Adopted Position**	**Status**
1	AB 939	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	Watch	Signed
2	AB 954	Bennett	Interregional transportation strategic plan: bicycle highways	Watch	Failed Passage
3	AB 1421	Wilson	Vehicles: Road Usage Charge Technical Advisory Committee	Watch	Failed Passage
4	AB 1557	Papan	Electric Bicycles - Classification	Watch	Failed Passage
5	AB 1569	Davies	Electric Bicycle Safety and Training Program	Support	Signed
6	AB 1599	Ahrens	California Transit Stop Registry	Watch	Signed
7	AB 1614	Dixon	Class I Bicycle Path Requirement	Watch	Signed
8	AB 1745	Gonzales	Motor Vehicle Fuels Tax Suspension for One Year	Oppose	Failed Passage
9	AB 1783	DeMaio	Prohibition on Imposition of Local Taxes based on Vehicle Miles Travelled (VMT)	Oppose	Failed Passage
10	AB 1855	Gonzales	CEQA Exemption for Certain Passenger Rail Service	Watch	Failed Passage
11	AB 1942	Bauer-Kahan	Class 2 and Class 3 Electric Bicycles Requirement to be Registered with DMV	Watch	Failed Passage
12	AB 1944	Lee	Higher Weight Limitations for Zero-Emission Transit Buses	Watch	Signed
13	AB 1976	Wicks	Pedestrian and Bicycle Facilities	Oppose unless amended	Signed
14	AB 2002	Solache	Regional Early Action Plan (REAP) Fund	Watch	Failed Passage
15	AB 2051	Wicks	Coastal Resilience Permitting Working Group	Watch	Signed
16	AB 2059	Wilson	CEQA – Vehicle Miles Traveled	Watch	Signed
17	AB 2168	Wicks	Active Transportation Program (ATP) Guidelines	Watch	Signed
18	AB 2184	Wilson	Cap and Invest Program: Nature Based Climate Solutions	Watch	Failed Passage
19	AB 2284	Dixon	Identification of Non-compliant Electric Bicycles and Products	Support	Failed Passage
20	AB 2346	Wilson	Speedometer Requirement for Class 1 and Class 2 Electric Bicycles	Support	Signed
21	AB 2560	Schultz	Update CAPTI Goals	Watch	Failed Passage
22	AB 2748	Quirk-Silva	Affordable Housing Developments – Electric Vehicle Charging	Watch	Failed Passage
23	SB 667	Archuleta	Railroad Requirement for Network of Wayside Detector System	Watch	Signed

Summary of Monitored Bills					
No.	**Bill**	**Author**	**Subject**	**Adopted Position**	**Status**
24	SB 677	Wiener	Housing Development: Streamlined Approval	Watch	Signed
25	SB 922	Laird	Prohibition on Weight Based Charges from Local Agencies	Watch	Signed
26	SB 1035	Strickland	Low Carbon Fuel Standard Regulations Suspension for One Year	Oppose	Failed Passage
27	SB 1087	Cabaldon	Planning Funding for Sustainable Communities Strategy	Support	Signed
28	SB 1159	Cabaldon	Artificial Intelligence – Transparency and Governance	Support	Signed
29	SB 1167	Blakespear	Electric Bicycle Regulations on Motors and Disclosure	Support	Signed
30	SB 1423	Stern	Regional Planning: Standardized Spatial Planning Datasets	Watch	Signed
31	SB 193	Budget Committee	Greenhouse Gas Reduction Fund (Cap and Invest)		Signed

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

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

FISCAL CONSIDERATION

There are no immediate fiscal impacts to hearing a discussion on the 2026 Legislation Session.

NEXT STEPS

Staff will also explore ideas to be used in the development of the 2027 Legislative Platform and present the proposed Platform for adoption in January 2027.

ATTACHMENT

Attachment A – TAM Bill Matrix – October 2026

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TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 939 (Schultz) **Housing development: density bonuses: affordability of for-sale units**	9/29/2026 Chapter 790, Statutes of 2026	As amended on August 21, this bill revises Density Bonus Law (DBL) to allow qualifying nonprofit corporations to purchase for-sale units developed under DBL without waiting 180 days. TAM has a Watch position because local jurisdictions make land use decisions, yet these decisions could impact transportation planning in the county. TAM is monitoring given Governor Newsom's focus on delivering more affordable housing statewide.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 954 (Bennett) **Interregional transportation strategic plan: bicycle highways**	Failed Passage	This bill requires Caltrans to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP). TAM has a Watch position because this bill could have an impact on how other modes are treated within the plan.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1421 (Wilson) **Vehicles: Road Usage Charge Technical Advisory Committee**	Failed Passage	This is a spot bill for a possible gas tax successor source solution. The bill was amended on January 5 to require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. TAM has a Watch position because this bill would have only extended the dialogue but not resulted in a policy change on transportation funding.	**Watch**
AB 1557 (Papan) **Vehicles: electric bikes**	Failed passage	As amended on April 16, this bill would strengthen the language regarding the maximum power of the motor on an electric bicycle (750 watts) and provides an exception that cargo bikes may be equipped with an electric motor with a maximum continuously rated power of 750 watts. The bill would also reduce the speed at which motors cease providing assistance (from 20 to 16 mph) for an electric bicycle to meet the definition of a class 1 or class 2 electric bicycle. The bill would prohibit a person under 16 years of age from operating an electric bicycle with a motor capable of exceeding 250 watts of continuous power. TAM has a Watch position on this bill because this was one of several e-bike bills and its provisions were included in SB 1167, which has been enrolled to the Governor.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1569 (Davies) **Pupil safety: electric bicycle parking: safety program**	Chapter 128, Statutes of 2026	As amended on April 13, this bill would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments.	**Support**
AB 1599 (Ahrens) **California Transit Stop Registry**	9/18/26 Chapter 269, Statutes of 2026	This bill would require Caltrans to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. TAM is monitoring to assess whether this bill, if enacted, would result in a better customer experience, or greater funding opportunities, for commuters.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1614 (Dixon) **Vehicles: bicycles**	6/30/26 Chapter 40, Statutes of 2026	This bill would prohibit a person from operating a bicycle on a Class I bikeway without a permanent seat being affixed. The purpose of the bill is to prevent "piggybacking" on Class I bikeways. TAM has a Watch position because of ambiguity in language on purpose of the bill and whether it applies to bicycles and/or scooters.	**Watch**
AB 1745 (Jeff Gonzalez) **Motor Vehicle Fuel Tax Law: suspension of tax**	Failed Passage	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.	**Oppose**
AB 1783 (DeMaio) **Vehicle miles traveled: local tax and state fund prohibition**	Failed Passage	This bill would prohibit a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. It would not prohibit the collection of tolls for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable. As amended on March 19, this bill would also prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled.	**Oppose**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1855 (Jeff Gonzalez) **California Environmental Quality Act: exemption: passenger rail service**	Failed Passage	This bill would eliminate the condition for a CEQA exemption that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. For purposes of the exemption, the bill would require that the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. TAM has a Watch position because this bill was not expected to progress but was provided as information.	**Watch**
AB 1942 (Bauer-Kahan) **Electric bicycles: registration and special license plates**	Failed Passage	This bill would require class 2 and class 3 electric bicycles to be registered with the Department of Motor Vehicles (DMV) and to display a special license plate issued by the department. The bill would require DMV to adopt regulations to implement these requirements and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. TAM has a Watch position because this bill was not expected to progress but is being provided as information.	**Watch**
AB 1944 (Lee) **Zero-emission transit buses: axle weight**	9/30/26 Chapter 909, Statutes of 2026	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive. TAM is monitoring this bill to assess the impacts of providing transit service, given the various state and federal mandates that have made buses heavier.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1976 (Wicks) **Streets and highways: pedestrian and bicycle facilities**	9/27/26 Chapter 565, Statutes of 2026	This bill would prohibit a city or county from holding a community input meeting to gather input on a proposed pedestrian or bicycle safety project after the project is included in a plan that will be implemented as a part of its general plan. The bill would also prohibit a city or county from terminating a pedestrian or bicycle safety project after a contract is awarded or staff directed to begin construction, unless specified findings are made at a public meeting.	**Oppose unless amended**
AB 2002 (Solache) **Local government assistance: Regional Early Action Planning Fund**	Failed Passage	This bill would establish the Regional Early Action Planning Fund to provide agencies with one-time funding for planning activities for the regional housing needs assessment. Funds would be distributed on a population basis. While establishing a fund, the bill does not include a source of revenue for the fund. This was a priority bill for CALCOG, and TAM was interested to see whether a fund would be established (albeit without money).	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2051 (Wicks) **Public resources: Coastal Resilience Permitting Working Group**	9/27/26 Chapter 575, Statutes of 2026	This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. TAM has a Watch position because climate resilience is included in Measure AA but it remains to be seen which entities will be selected to serve. The bill is predominantly focused on water boards, but Measure AA makes investments into climate resilience. There may be an opportunity for future coordination/engagement/participation to help with existing projects if the bill is enacted.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2059 (Wilson) **California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation**	9/27/26 Chapter 576, Statutes of 2026	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties, which are those that have a population of less than 200,000 people. TAM has a Watch position because it would not benefit from this bill but it is an attempt to relieve smaller counties from the constraints of VMT metrics for safety and evacuation routes.	**Watch**
AB 2168 (Wicks) **Active Transportation Program: guidelines**	9/15/26 Chapter 210, Statutes of 2026	As amended on June 22, this bill would require the California Transportation Commission to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2184 (Wilson) **Cap-and-Invest Program: nature-based climate solutions: funding**	Failed Passage	This bill would annually appropriate up to $250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. The bill would also appropriate $150,000,000 from the Greenhouse Gas Reduction Fund from 2027-28 to 2045-46 to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions. TAM has a watch position on this bill for informational purposes. It was not expected to move given the uncertainty of Cap and Invest revenues.	**Watch**
AB 2284 (Dixon) **Vehicles: electric bikes**	Failed Passage	This bill would require, on or before June 1, 2027, the California Highway Patrol, in partnership with biking nonprofit groups, to compile a list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are commonly perceived as electric bicycles. The bill would require the department to make the list available on its internet website and to update the list and internet website, when necessary.	**Support**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2346 (Wilson) **Vehicles: electric bicycles and speed limits.**	9/30/26 Chapter 842, Statutes of 2026	As amended on June 18, this bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. This bill would authorize a local authority to set a speed limit on a bicycle path of 10, 15, or 20 miles an hour or on a multiuse trail to 10, 15, or 20 miles per hour, as specified, subject to specified signage requirements. The bill would additionally set a prima facie speed limit of 10 miles per hour on a sidewalk and specify that a conviction of a violation of that speed limit shall not result in a violation point count. It also requires sellers and distributors to disclose information at the point of sale the classification and maximum speed of the electric bicycle and a recommendation that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour.	**Support**

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

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 667 (Archuleta) **Railroads: safety: reports**	9/18/26 Chapter 316, Statutes of 2026	As amended on June 3, it would require the Public Utilities Commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site. This bill no longer has an impact on SMART's ability to run service and is no longer relevant to TAM. TAM has a Watch position to monitor the prospective impact on grade crossings for SMART service.	**Watch**
SB 677 (Wiener) **Housing financing: joint powers agreements: bond approvals: subdivisions: tentative and final maps: appeals**	9/30/2026 Chapter 974, Statutes of 2026	As amended on August 20, this bill prohibits an interested person from appealing a parcel map for a housing development project on an urban infill site and authorizes the State Treasurer to provide specified approvals for tax-exempt private activity bonds under specified circumstances. This bill is no longer relevant to TAM as these are local control issues but are worth monitoring for potential transportation impacts.	**Watch**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 922 (Laird) **Vehicles: local agency charges: use of streets or highways.**	8/27/26 Chapter 148, Statutes of 2026	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extra legal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. TAM has a Watch position because this bill allows fees for items such as waste hauling, caused by heavy duty vehicles. It is not a source of funding that would impact TAM's activities but it worth watching because it allows for fee collection for transportation-related impacts.	**Watch**
SB 1035 (Strickland) **Motor vehicle fuel tax: greenhouse gas reduction programs: suspension**	Failed Passage	This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.	**Oppose**

SB 1087 (Cabaldon) **Transportation planning: sustainable communities strategies: transportation funding programs**	9/30/26 Chapter 1005, Statutes of 2026	Metropolitan Planning Organizations (MPOs) must prepare a Sustainable Communities Strategy (SCS) to be eligible for state grant funding. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing miles traveled and greenhouse gas emissions. As amended on August 21, the bill does the following: • Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years. • Removes the requirement for a separate Alternative Planning Scenario (APS) document. • Maintains the Air Resources Board (ARB) 's responsibility for setting greenhouse gas targets and requires ARB to set targets for 2035 and 2045. • Targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. • Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled. • Requires ARB to hold workshops on GHG targets. Requires all MPOs to prepare an implementation progress report four years after adopting an SCS. Statutory scope is defined and does not require new modeling or primary data collection. MPOs under 1.5 million may include a board adopted resource certification that satisfies the requirement regardless of omissions due to capacity constraints.	**Support**

TAM Bill Matrix – October 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1159 (Cabaldon) **Artificial intelligence: transparency and governance**	9/30/2026 Chapter 863, Statutes of 2026	This bill provides that for the purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the California Environmental Quality Act, the Administrative Procedure Act, and the Political Reform Act of 1974, the terms “person,” “interested person,” “participant,” “member of the public,” as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence (AI) systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital.	**Support**
SB 1167 (Blakespear) **Vehicles: electric bicycles**	9/30/26 Chapter 846, Statutes of 2026	This bill would impose regulations on “high-powered” electric devices marketed as e-bikes, making it illegal to sell or label motor-driven cycles, mopeds, or electric motorcycles (over 750W) as electric bicycles. The bill requires clear labeling and disclosure of registration/license needs for these faster, non-compliant vehicles.	**Support**
SB 1423 (Stern) **Regional planning: standardized spatial planning datasets**	9/30/26 Chapter 1039, Statutes of 2026	As amended on June 22, this bill requires the Governor’s Office of Land Use and Climate Innovation (LCI) to create a consolidated online platform to make publicly available statewide standardized spatial planning datasets for use in local planning. TAM has a Watch position because it has no impact on TAM and is being provided for informational purposes.	**Watch**

Transportation Authority of Marin

DATE: October 22, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Nomination Recommendations for the One Bay Area Grant Cycle 4 (OBAG 4) Program (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board adopts the following:

- Nomination recommendations for OBAG 4 funding, Community Action Resource and Empowerment (CARE) funding, and Transportation Fund for Clean (TFCA) Bikeway funding, as shown in the Strategic Option in Attachment D;
- Contingency nomination recommendations for OBAG 4 funding, as shown in Attachment E;
- Supplemental Countywide Transportation Agency (CTA) planning ($200,000) and Safe Routes to Schools (SRTS) funding ($600,000) set-asides from OBAG 4 for a total of $800,000; and
- Authorization for the Executive Director to make minor adjustments regarding the OBAG 4 funding nominations and contingency nominations as needed after MTC's evaluation that necessitate adjustments.

Necessary adjustments that are considered more than minor will be presented to the TAM Board for consideration at a future meeting.

BACKGROUND

In February 2026, MTC established the framework for One Bay Area Grant Cycle 4 (OBAG 4) with federal funding to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment. The federal funds for OBAG 4 are apportioned from the Infrastructure Investment and Jobs Act (IIJA) and its presumed successor legislation and cover a four-year period from FY 26/27 to FY 29/30.

A portion of the OBAG funds are available for programming by each County, with recommendations subject to MTC approval. On April 23, 2026, the TAM Board approved TAM's process and schedule and authorized staff to issue the OBAG 4 Call for Projects. The OBAG 4 Call for Projects was released May 7, 2026 with applications due July 22, 2026.

Concurrently with the development of the OBAG program, MTC advanced the CARE Program framework, building on the long-standing Community Based Transportation Plan (CBTP) Program, established in 2002. The CARE Program provides funding to advance transportation projects from CBTPs, participatory budgeting (PB) processes, or other substantive community-driven planning efforts. The CARE Program provides funding for project development and implementation of these projects and was incorporated into TAM's OBAG Call for Projects.

DISCUSSION

MTC has established the programming capacity for OBAG 4 at $820 million. In December 2024, MTC committed approximately $100 million in STP/CMAQ funds as part of the region's contribution to sustaining near-term transit operations through the Senate Bill (SB) 125 arrangement to avoid a "fiscal cliff" for the larger Bay Area transit operators. MTC has deducted the SB 125 commitment of $100 million off the top of the OBAG 4 Program. The remaining $720 million in programming capacity is divided equally into regional and county programs with each receiving $360 million. The table below summarizes the basic funding framework for OBAG 4.

OBAG 4 Funding Framework (in millions)	
SB 125 Commitment	$100
Regional Program (50%)	$360
County Program (50%)	$360
Total Programming Capacity	**$820**

Regional Program

Funding for the Regional Program will be programmed and administered by MTC. During the four-year period, MTC will issue Calls for Projects for various categories under the Regional Program. TAM staff will monitor the Regional Program and share information about funding opportunities with local agencies as they become available.

County Program

TAM is assigned to administer and manage the OBAG 4 County Program for Marin. The County Program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. TAM is also responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements.

As established in OBAG 3, MTC will make the final selection of projects for the County Programs. For OBAG 4, each County Transportation Agency (CTA) is provided with a nomination target, and each county is to conduct a call for projects. However, CTAs are then to submit their project nominations to MTC, which will compile a list of recommended projects for the entire region to be approved by the MTC Commission. Therefore, a project nominated by a CTA is not guaranteed to be approved by MTC.

Eligible Projects and Activities

County program projects must meet general OBAG 4 project requirements as mentioned above. Eligible project types for nomination include, but are not limited to:

- CTA planning and program implementation activities.
- Mobility Hub planning and implementation.
- Bicycle and pedestrian improvements and programs, including SRTS projects and programs.
- Streetscape projects to encourage biking, walking, and transit use.
- Local streets and roads preservation projects on the federal-aid system.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities.

Activities not eligible for funding include air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Furthermore, MTC requires small CTAs, including Marin, to program at least 50% of the OBAG 4 funds in Priority Development Areas (PDAs) or Transit Oriented Communities (TOCs).

CTA Planning and SRTS Set-Aside

Similar to prior cycles, the OBAG 4 county program includes dedicated funding to support planning and programming activities for CTAs. CTA Planning funds are used to implement Plan Bay Area 2050+ and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. These funds are separate from the call for projects.

A minimum amount of $3.85 million in CTA Planning funds has been set aside for each county to be used in the four-year period. TAM typically folds these funds into the annual budget to support staff performing various planning and programming activities per agreement with MTC.

CTAs may request additional funding to augment these base funding levels for countywide planning. CTAs may also program funds “off the top” for Safe Routes to Schools (SRTS) programs. However, additional funds requested for CTA Planning and SRTS Programs will reduce the available programming capacity for projects.

TAM staff previously reported to the TAM Board that staff was considering requesting additional CTA Planning and SRTS funds for the activities shown in the table below. After considering the possibilities that other funds may be available for these activities, staff recommends a reduced set-aside request consisting of $200,000 for the Countywide Transportation Plan (CTP) Update and $600,000 for TAM’s SRTS Program for a total of $800,000.

Activity	Original	Revised	Note
Local Road Safety Plan (LSRP) Update	$200,000	$0	Seeking other grant funding
Countywide Transportation Plan Update	$200,000	$200,000	No change
Los Ranchitos CBTP	$200,000	$0	On hold but will seek MTC funds when available
Novato CBTP	$200,000	$0	Recommending CARE funding
TAM SRTS Program	$600,000	$600,000	No change
Total	**$1,400,000**	**$800,000**	

It should be noted that funding set-asides is different than nominations for OBAG 4 project funds, as set-asides will be automatically honored by MTC so long as the activities are considered eligible, whereas, nominations for OBAG 4 project funds are not guaranteed but evaluated and considered by MTC relative to all nominations received.

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Targets are based on population, recent housing production and planned growth, and housing affordability. Based on these factors, the table below summarizes the nomination target for Marin, which is based on 120% of available funds.

Marin's OBAG 4 Funds						
County Target Share	County Target	North Bay Augmentation	Subtotal County Target	120% Nomination Target	CTA Planning/ SRTS Additional Requests	Adjusted Nomination Target
2.9%	$9,275,000	$1,250,000	$10,525,000	$12,630,000	$800,000	**$11,830,000**

MTC has indicated that nomination targets do not commit or imply a guaranteed share of funding to any individual CTA, but MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible. Therefore, some CTAs may receive slightly more funds than their targets while others may receive slightly less.

Other Funds

The Call for Projects also included non-OBAG funds for programming. These funds, referenced below, are included in the Call for efficiency, allowing TAM to make more prudent programming decisions to better address funding needs of Marin agencies.

Total Available Funds for Programming				
Adjusted Nomination Target	TFCA Bikeway Funds	CARE CBTP TA Funds	CARE PB Funds	All Funds Total
$11,830,000	$938,000	$668,000	$668,000	**$14,104,000**

- **Transportation Fund for Clean (TFCA) Bikeway Funds**

  Under a new pilot being conducted by the Bay Area Air District (BAAD), TAM was provided with $938,000 for programming to bike projects in Marin County. The TFCA Bikeway funding can be used toward the construction and implementation of new bicycle facilities. TFCA Bikeway funds are non-federal funds that are processed through BAAD.

  TAM staff recommends assigning TFCA Bikeway funds to the most suitable project received from the OBAG 4 Call for Projects, which also complied with the competitive requirements of TFCA Bikeway funds. BAAD retains the discretion to approve proposed TFCA projects from TAM, based on the nominated projects' ability to reduce emissions.

- **CARE CBTP Technical Assistance (TA)**

  The Community Action Resource and Empowerment (CARE) CBTP Technical Assistance (TA) program is a funding, grant and implementation program to support projects identified in CBTPs. MTC is making $668,000 available from this Program for TAM to program to eligible capital projects identified in CBTPs. The CARE CBTP TA Program focuses on forwarding project concepts through to final design phases of project development.

- **CARE Participatory Budgeting and Implementation (PBI)**

  MTC has also provided TAM with $668,000 for programming to construction of capital projects developed through the CBTP process or derived from an eligible PB process.

The Call encouraged applicants with eligible projects to apply for CARE CBTP Technical Assistance and Participatory Budgeting funds. TAM reserved the discretion to assign the funds to suitable projects, particularly those from CBTPs. Note that CARE TA and PBI funds are expected to be non-federal, allowing these equity community-focused projects to be more easily administered. CARE Program guidelines allow for development of Community Based Transportation Plans as an eligible set aside amount by CTAs, in the amount of $200,000 per plan.

Schedule

The schedule for the OBAG 4 Call for Projects with the remaining milestones is shown below.

TAM's OBAG 4 Schedule	
Milestone	**Date**
TAM Board adopts applications for submittal to MTC	October 22 2026
Project nominations due to MTC (including compliance requirements)	October 31, 2026
MTC adopts final project selection for funding	Early 2027

Evaluation Criteria

MTC established three criteria for CTAs to evaluate applications. The evaluation criteria are:

- **Needs and Benefits** – CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair.
- **Local Priority/Community Support** – CTAs must prioritize projects with community support, as demonstrated through Community Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means.
- **Equity Impacts** – CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

MTC also allowed CTAs to include optional additional criteria, which TAM included the following:

- **Other** – Prioritize projects that are considered countywide significant, adhere to the Countywide Transportation Plan (CTP), are located in multiple jurisdictions, and/or include greater funding contributions than the requisite federal local match requirement.

The criteria are weighed in the following percentages:

Evaluation Criteria	
Needs and Benefits	40%
Local Priority/Community Support	30%
Equity Impacts	20%
Other	10%
Total	100%

Applications Received

By the deadline of July 22, 2026, TAM received nine applications from eight agencies, requesting approximately $35 million in total. The applications are listed below (in alphabetical order):

- Marin County – Marin City Secondary Access Study
- Marin County Parks & Open Space – Evolving Shorelines at Bothin Marsh
- Marin Transit – Operating and Maintenance Facility Site Electrification
- Mill Valley – Miller Ave and Montford Ave/La Goma St Intersection Safey Improvements
- Novato – North Redwood Blvd Corridor
- San Rafael – Merrydale Road Active Transportation Connectivity Project
- San Rafael – San Rafael Canal Crossing Project
- SMART – SMART Pathway (Smith Ranch Rd to Main Gate at SMART Hamilton Station)
- TAM – U.S. 101 Interchange Improvements Project

Withdrawn Application

TAM submitted an OBAG 4 application for the minimum allowed amount of $250,000 because the U.S. 101 Interchange Improvements Project needs federal funds in order for the National Environmental Policy Act (NEPA) phase to proceed. Since the application was submitted, TAM has engaged MTC to exchange existing Measure AA funds with federal funds for the U.S. 101 Interchange Improvements Project to satisfy NEPA requirements. TAM withdrew its OBAG 4 application from consideration because MTC expressed a willingness to TAM's funding exchange proposal and OBAG 4 funds will no longer be needed.

After the funding exchange arrangement has been finalized with MTC for the U.S. 101 Interchange Improvements Project, staff will present the proposal to the TAM Board for consideration at a future meeting.

Evaluation and Nomination Recommendations of OBAG 4 Funds

Attachment A provides a summary of applications received that includes descriptions, amounts requested, and other pertinent information used for evaluation. Attachment B is a map of the application locations. Applications are available for download linked in Attachment C.

Staff evaluated the applications using a panel of TAM staff along with a representative from the Town of Corte Madera. Corte Madera did not submit an application and was requested to participate in the evaluation to provide perspectives from a local jurisdiction. Based on the evaluation criteria noted above, the evaluation committee ranked the nine applications in order of priority.

Given the variety of project types, and the large amount requested (~$35 million) compared to available funds (~$14 million), staff developed two funding scenarios. One such scenario is a "Top-Down" approach to recommend funding the highest ranked application for the amount requested before funding the next highest ranked application entirely until all funds have been exhausted. While this approach assured the highest ranked applications are fully funded, it only funded a few applications before the funds are exhausted.

Another approach is a "Strategic" approach, using a strategy to fund as many meritorious applications as possible. This approach will not be able to fund the larger applications with the amount requested simply because of insufficient funding available. It does however allow TAM to fund more applications than using the Top-Down approach, by determining applications that are either scalable (with sponsors' inputs) or able to advance with a lower amount of funding than applied for by seeking other supplemental funds. Given that four of the nine applications only requested $500,000 or less, the Strategic approach provides the ability to fund all applications while still preserving a significant amount of the funds for the larger applications. For these reasons, staff is recommending the TAM Board adopt the Strategic Option.

Attachment D is the summary of the two funding scenarios described above.

CARE Recommendations

TAM received three applications for CARE funds for $1,336,000 available:

- Marin County – Marin City Secondary Access Study - $500,000
- San Rafael – San Rafael Canal Crossing Project - $5,000,000
- Marin County Parks and Open Space – Bothin Marsh - $350,000 (Not Eligible)

Two applications were evaluated to be eligible for CARE funds and included in local CBTPs. San Rafael's Canal Crossing Project was also recommended for full funding with OBAG 4 funds and, therefore, can be removed from consideration from CARE.

County Parks' Bothin Marsh Project is not included in a CBTP or within an Equity Priority Community and, therefore, is not eligible for CARE Program Funds. The project is better served with federal funds because the project will eventually proceed with NEPA and federal funds will be needed. CARE funds are non-federal funds. Staff removed the Bothin Marsh Project from CARE consideration but recommends $350,000 in OBAG 4 funds instead. County Parks was consulted and agreed to the OBAG 4 funds.

After recommending $500,000 to Marin County's Marin City Secondary Access Study, $836,000 in CARE funds remain. Staff is recommending programming $279,000 in CARE funds to Novato's North Redwood Boulevard Corridor Study. Novato originally requested $250,000 in OBAG 4 funds but federal funds require a local match. No local match funds are required for CARE so TAM can program the entire amount of $279,000 in CARE funds needed to fund the study. Novato was consulted and agreed to the CARE funds.

As indicated in the CTA Planning and SRTS Set Aside section on page 3, planning funds set aside were previously considered for the Novato CBTP. With excess to CARE funds, staff is recommending programming $200,000 in CARE funds for the Novato CBTP to alleviate the burden on OBAG 4.

Staff canvassed OBAG Applicants including local transit operators, and the City of San Rafael for a suitable construction project for the remaining amount of $357,000 in CARE funds. San Rafael proposed the Canal Neighborhood ADA Pathway on Bahia Vista Multi-Use Pathway (MUP). The Canal Neighborhood ADA Pathway advances a portion of the active transportation enhancements project currently underway. The project is determined to be suitable for CARE funds and staff recommends $357,000 in CARE funds to San Rafael's Canal Neighborhood ADA Pathway on Bahia Vista MUP.

A summary of the CARE funding recommendations is shown in Attachment D.

TFCA Recommendation

BAAD requires TFCA Bikeway funds to be programmed to the project(s) that most aligned with TFCA requirements, which include evaluating a cost-effectiveness ratio. Two projects were determined to be eligible for TFCA bikeway funds – San Rafael's Merrydale Project and SMART's Pathway Project. Of the two projects, SMART's Pathway Project was determined to be most aligned with TFCA requirements based on the BAAD cost-effectiveness review, as a major north-south gap within the active transportation network. Staff therefore is recommending programming the entire amount of $938,000 in TFCA Bikeway funds to the SMART Pathway Project.

Contingency Nominations

As noted in Attachments A and D, three applications (Canal Crossing, Merrydale, and SMART Pathway) have also submitted funding requests for RM3 Safe Routes to Transit/Bay Trail (RM3 SR2T/BT) and Active Transportation Program (ATP) funds. Funding recommendations from these programs are pending and may not be known until the end of the year or beginning of next year.

Contingency nominations will be submitted to MTC if these applications are funded from other sources and OBAG 4 funds are no longer needed. It would be fortuitous for these applications to receive other funds but staff also want to ensure that the unneeded OBAG 4 funds programmed to these applications remain programmed to projects in Marin.

The SMART Pathway was only recommended TFCA funds in Attachment D and receiving other funds will not free up TAM's OBAG 4 funding scenarios, however, if SMART is fully funded by another source then this project would not need additional contingency funds.

However, if either or both of San Rafael's applications (Canal Crossing and Merrydale) receive other funding, potentially up to $6.958 million in OBAG 4 funds will need to be reprogrammed under the Strategic Option.

Without knowing if and which application will get other funds, and how much, it is difficult to develop contingency recommendations with precise funding amounts at this point. Rather, the contingency recommendations consist of the four applications that are not fully funded under the Strategic Option, including:

1. Marin Transit's Facility Site Electrification – additional $1.169 million to reach the mid-level request (and potentially up to the full $9.9 million requested, if all three projects that applied for outside funds, receive those funds)
2. San Rafael's Merrydale Project
3. SMART's Pathway Project
4. Mill Valley's Miller Avenue Project

These applications are arranged in order of priority for contingency funding if the funds become available. The order is based on the ranking established in the evaluation from higher to lower, with Marin Transit's Facility Site Electrification as the top ranked project for contingency funding.

Marin Transit originally requested $9.95 million in OBAG 4 funds to match federal FTA funds to fully construct the site and install all charging equipment for 49 electric buses. Marin Transit also indicated a mid-level funding plan of $5.24 million to build the facility's core vehicle electrification infrastructure and install partial bus charging equipment for nine electric buses, and a minimum funding plan of $4.07 million to only build the electrification infrastructure without bus charging equipment. The recommendation shown in Attachment D is for the minimum funding plan of $4.07 million. Staff is recommending $1.169 million for Marin Transit to reach mid-level funding plan if contingency funds become available.

Remaining contingency funds will then be used to fund the next ranked project, San Rafael's Merrydale Project, at the amount needed to deliver the project. Remaining funds will go to the other projects on the list above until funds are exhausted. In the unlikely event that both San Rafael projects and the SMART project all receive the full respective amounts of the requested outside grant funds, then staff proposes to fund the Marin Transit project and the Mill Valley project as close to their full requested levels as possible.

Attachment E is the OBAG 4 contingency nomination recommendations.

TAM Bicycle Pedestrian Advisory Committee (BPAC)

On September 16, 2026, staff presented applications received to the BPAC. Project applicants were also invited to discuss their applications and address questions. After deliberation, the BPAC voted unanimously to support the Strategic Option.

Mill Valley expressed appreciation for the recommended funding for the PE phase of the Miller Ave Improvement Project but also noted that the project will not be realized without construction funding. Mill Valley requested TAM staff to consider programming funding for the construction phase as well, and to provide non-federal funds if the final recommendation is only for the PE phase. (Unfortunately, at present, TAM does not have a way to provide only non-federal funds for this project.)

Marin Public Works Association (MPWA)

On September 17, 2026, OBAG funding recommendations were discussed with the Marin Public Works Association (MPWA). MPWA agreed that the Strategic Option should be recommended to the TAM Board with no notable objections except that Mill Valley expressed the same concerns and preference to the MPWA as it had with the BPAC, indicating a preference for receiving non-federal funds based on the amount recommended.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

OBAG funding serves as an implementation opportunity for TAM's CTP. All staff recommended projects align with and advance the CTP goals and strategies. As shown on attachment A, CTP Active Transportation, Transit Priority and High collision networks were included in the evaluation criteria, and additional considerations of the CTP activity hubs, and other strategies were considered in the review process. As the CTP considers countywide priorities, projects that align with the CTP are also expected to align favorably with MTC evaluation criteria.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by authorizing funding recommendations. All OBAG 4, CARE, and TFCA funds will be programmed and allocated directly to project sponsors. However, upon TAM Board adoption, TAM will request MTC to include the additional CTA Planning/SRTS set aside of $800,000. TAM's Budget will be updated when a funding agreement is finalized to reflect funds received and expenditures expected with these additional requested funds. Any other potential fiscal impacts from OBAG 4 on TAM will be reported to the TAM Board at later meetings when they become finalized. The minimum amount of CTA Planning funds has been anticipated and included in TAM's FY 26/27 Annual Budget.

NEXT STEPS

Upon TAM Board adoption, TAM will communicate both the nominations under the Strategic Option in Attachment D and contingency nomination directions to MTC for OBAG 4 and CARE funds and for TFCA funds to BAAD and work with applicants on complying with OBAG 4, CARE, and TFCA requirements if their applications are selected by MTC and BAAD, respectively, for funding. TAM staff will continue to update the TAM Board and project applicants on the MTC selection process as it progresses, including updates on contingency funding

ATTACHMENTS

Attachment A – Summary of Applications Received
Attachment B – Map of Application Locations
Attachment C – OBAG 4 Applications (Hyperlink Only)
Attachment D – Ranking and Funding Options for OBAG 4, CARE, and TFCA
Attachment E – OBAG 4 Contingency Nominations
Attachment F – PowerPoint Presentation

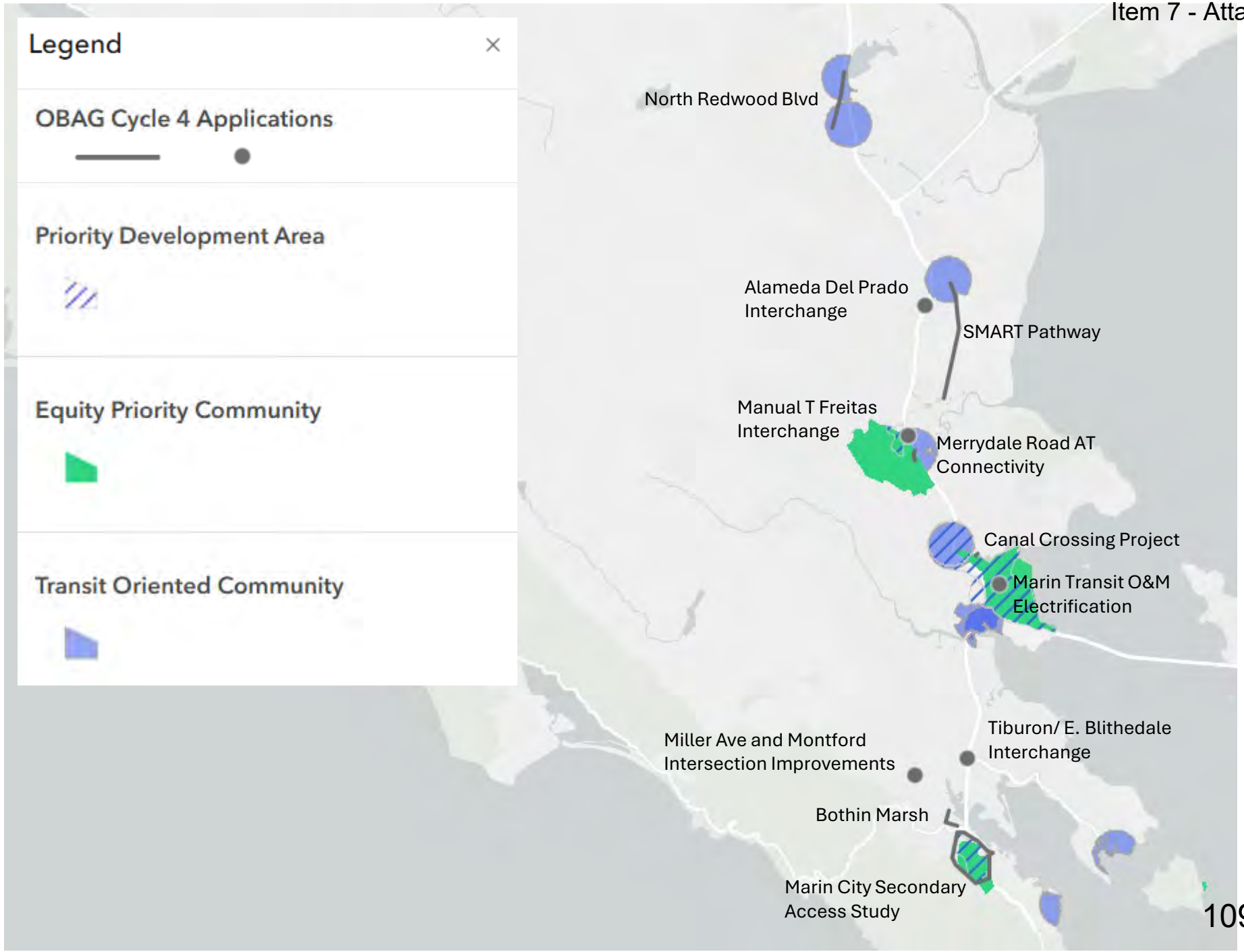
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Summary of Applications Received

Sponsor	Project Name and Description	Project Type	Total Project Cost	OBAG Requested	CARE Requested	Phase(s) Requested	MTC Criteria			TAM Criteria			Notes
							PDA	TOC	EPC	CTP Active Trans. Network	CTP Transit Priority Network	LRSP - High Collison Network	
Marin County	**Marin City Secondary Access Study** - Conduct a study for a secondary, multimodal access point in and out of Marin City. It will include engagement, building on CBTP efforts, preliminary concept design, and preparation for environmental review.	SLR, Roadway	$500,000		$500,000	Study	Yes	No	Yes	N/A	N/A	N/A	Prefer non-federal funds
Marin County Parks & Open Space	**Evolving Shorelines Project at Bothin Marsh** - Complete National Environmental Policy Act (NEPA) environmental review for proposed sea level rise adaptation improvements to the Bay Trail and active transportation network within Bothin Marsh Open Space Preserve.	SLR, Bike/Ped	$392,000		$350,000	ENV	No	No	No	Yes	N/A	No	Not eligible for CARE funds
Marin Transit	**Operating and Maintenance Facility Site Electrification** - This project will fund the electrification components needed to store, operate, and maintain zero emission vehicles at the bus facility located at 1075 Francisco Boulevard East, San Rafael, CA in Marin County. This project is scalable.	Transit Facility	$31,827,000	$9,947,000		CON	Yes	No	Yes	No	Yes	N/A	Mid-level request $5,238,00; Minimum request $4,069,000
Mill Valley	**Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements** - Miller Ave/Montford Ave/La Goma St multi modal intersection safety improvements in the City of Mill Valley. Proposed Project is a single-lane roundabout, Alternative B is a traffic signal, other alternatives include through movement restrictions. Miller Ave/Montford Ave/La Goma St multi modal intersection safety improvements in the City of Mill Valley. Proposed Project modifies an existing 4-lane street with a 4-way STOP on the Regional Active Transportation Network into a single-lane roundabout which includes over 400 LF of Class IV bicycle facilities, curbs and related striping/signage, ADA compliant curb ramps, and pedestrian median refuges to reduce crossing lengths. The Proposed Project relocates an existing bus stop and improves transit access, and also includes green infrastructure by modifying and improving an existing raingarden bioretention facility. Alternative B is a traffic signal, other alternatives include through movement restrictions.	Roadway, Bike/Ped	$3,170,000	$2,536,000		PE, CON	No	No	No	Yes	Yes	Yes	
Novato	**North Redwood Blvd Corridor** - Redwood Blvd from Diablo Ave to Wood Hollow Dr: design multimodal corridor improvements including pedestrian and bicycle facilities, crosswalk and signal upgrades, ADA curb ramps, transit stop access, and streetscape enhancements.	Roadway, Bike/Ped	$816,000	$250,000		PE	No	Yes	No	No	Yes	Yes	CARE eligible
San Rafael	**San Rafael Canal Crossing Project** - Initiation and completion of preliminary & design engineering of a project to construct a new active transportation bridge crossing over the San Rafael Canal connecting 620 Canal Street in the Canal neighborhood to 101 Third Street in Downtown San Rafael. The Project also includes bridge landings, a new waterfront park at 620 Canal Street, reconstruction of a segment of the existing seawall, and connections to the proposed San Francisco Bay Trail extension. The bridge will provide a direct pedestrian and bicycle connection between the Canal neighborhood, Downtown San Rafael, regional transit, and the Bay Trail.	Bridge, Bike/Ped	$9,725,000	$5,000,000	$5,000,000	PE	Yes	No	Yes	Yes	N/A	No (but current access is)	Applied to RM3 SR2T/BT (pending)
San Rafael	**Merrydale Road Active Transportation Connectivity Project** - Constructs a Class I path on Merrydale Rd, a Class IV bikeway across the overpass, and a Class I path beneath Hwy 101 along SMART, reconnecting Rafael Meadows to schools, transit, and regional bikeways while closing critical network gaps.	Access to Transit, Bike/Ped (Class 1)	$8,044,000	$6,852,000		CON	No	Yes	Yes	No	No	No	TFCA eligible. Applied for ATP (pending)
SMART	**SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Station)** - Project would construct 2.65 miles of Class 1 paved non-motorized pathway utilizing a design-build or progressive design build project delivery method.The Project is located in and along the SMART public owned rail right of way from Smith Ranch Road in San Rafael and Main Gate Road in Novato, through unincorporated Marin County.	Access to Transit, Bike/Ped (Class 1)	$19,241,127	$4,500,000		CON	Yes	Yes	No	Yes	N/A	No	TFCA eligible. Applied for RM3 SR2T/BT (pending)
TAM	**U.S. 101 Interchange Improvements Project** - Conduct PA&ED Phase of a project to improve multimodal connectivity and equitable accessibility to, from, and across US 101 for all users, improve local and regional traffic operations, and enhance safety for all modes and active transportation options. The locations of the interchanges include East Blithedale Ave./Tiburon Blvd, Freitas Parkway/Civic Center Drive, and Alameda del Prado/Nave Drive.	Roadway	$12,250,000	$250,000		ENV	Yes	Partial (manuel t Freitas)	No	Yes	Yes	Yes	
		Total	**$85,965,127**	**$29,335,000**	**$5,850,000**								

CARE - Community Action Resource and Empowerment Program; TFCA - Transportation Fund for Clean Air; CTP - Countywide Transportation Plan
PDA - Priority Development Area; TOC - Transit-Oriented Communities; EPC - Equity Priority Communities

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Legend
OBAG Cycle 4 Applications
Priority Development Area
Equity Priority Community
Transit Oriented Community
North Redwood Blvd
Alameda Del Prado Interchange
SMART Pathway
Manual T Freitas Interchange
Merrydale Road AT Connectivity
Canal Crossing Project
Marin Transit O&M Electrification
Miller Ave and Montford Intersection Improvements
Tiburon/ E. Blithedale Interchange
Bothin Marsh
Marin City Secondary Access Study

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Ranking and Funding Options for OBAG 4, CARE, and TFCA Funds

					Top Down			Strategic (Recommended)			
Rank	**Sponsor**	**Project**	**Phase(s) Requested**	**Requested**	**OBAG**	**CARE**	**TFCA**	**OBAG**	**CARE**	**TFCA**	**Notes**
1	Marin County Parks & Open Space	Evolving Shorelines Project at Bothin Marsh	PE (PID)	$350,000	$350,000			$350,000			
2	Marin County	Marin City Secondary Access Study	Study	$500,000		$500,000			$500,000		
2	San Rafael	San Rafael Canal Crossing Project	PE	$10,000,000	$5,000,000			$5,000,000			PE is $5M. Requested $5M each from OBAG 4 and CARE. Pending RM3 SR2T/BT
4	Marin Transit	Operating and Maintenance Facility Site Electrification	CON	$9,947,000	$4,069,000			$4,069,000			Minimum funding needed to proceed with project
5	San Rafael	Merrydale Road Active Transportation Connectivity Project	CON	$6,852,000	$2,411,000			$1,958,000			Pending ATP
5	TAM	U.S. 101 Interchange Improvements Project	ENV	$250,000							Application Withdrawn
7	SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Station)	CON	$4,500,000			$938,000			$938,000	Most aligned with TFCA requirements. Pending RM3 SR2T/BT
8	Novato	North Redwood Blvd Corridor	Study	$279,000		$279,000			$279,000		
9	Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements	PE, CON	$2,536,000				$453,000			Recommended amount fund PE
n/a	San Rafael	Canal Neighborhood ADA Pathway on Bahia Vista MUP	CON	n/a	n/a	$357,000	n/a	n/a	$357,000	n/a	
n/a	Novato/TAM	Novato CBTP	Planning	n/a	n/a	$200,000	n/a	n/a	$200,000	n/a	Set aside from CARE Program
			Total Requested	**$35,214,000**							
			Recommended Program		**$11,830,000**	**$1,336,000**	**$938,000**	**$11,830,000**	**$1,336,000**	**$938,000**	
			Total Available		**$11,830,000**	**$1,336,000**	**$938,000**	**$11,830,000**	**$1,336,000**	**$938,000**	
			Remaining Available		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

* Both Top-Down and Strategic Options include set-aside amounts of $200,000 for the Countywide Transportation Plan Update and $600,000 for the Safe Routes to School Program for a total of $800,000 set-aside.

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OBAG 4 Contingency Nominations						
Priority	**Sponsor**	**Project**	**Phase(s) Requested**	**Requested**	**OBAG 4 Contingency Recommendaton**	**Note**
1	Marin Transit	Operating and Maintenance Facility Site Electrification - Mid-Level Plan	CON	$9,947,000	$1,169,000	Supplement amount needed to reach mid-level funding at $5,238,000
2	San Rafael	Merrydale Road Active Transportation Connectivity Project	CON	$6,852,000	$4,894,000	Pending ATP. Amount needed to deliver project if project does not receive ATP funds
3	SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Stn)	CON	$4,500,000	$3,562,000	Pending RM3 SR2T/BT. Amount needed to fund requested amount if project does not receive RM3 SR2T/BT funds
4	Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements	PE, CON	$2,536,000	$2,083,000	Amount needed to fund construction phase to deliver project
5	Marin Transit	Operating and Maintenance Facility Site Electrification - Full Implementation	CON	$9,947,000	$4,709,000	Supplement amount needed to reach full implementation from the mid-level plan
					$16,417,000	

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One Bay Area Grant Cycle 4 (OBAG 4) Funding Nominations

Transportation Authority of Marin

Board of Commissioners

October 22, 2026

Recommendations

- ✓ Nomination recommendations for OBAG 4 funding, CARE funding, and TFCA Bikeway funding, as shown in the Strategic Option in Attachment D;
- ✓ Contingency nomination recommendation for OBAG 4 funding, as shown in Attachment E;
- ✓ Supplemental Countywide Transportation Agency (CTA) planning ($200,000) and Safe Routes to Schools (SRTS) funding ($600,000) set-asides from OBAG 4 for a total of $800,000;
- ✓ Authorization for the Executive Director to make minor adjustments regarding the OBAG 4 funding nominations and contingency nominations as needed after MTC's evaluation that necessitate adjustments.

Summary of Funding Recommendations

Recommendations for OBAG 4, CARE, and TFCA Funds (Strategic Option)					
Sponsor	**Project**	**OBAG**	**OBAG Set-Aside**	**CARE**	**TFCA**
Marin County Parks & Open Space	Evolving Shorelines Project at Bothin Marsh	$350,000			
Marin County	Marin City Secondary Access Study			$500,000	
San Rafael	San Rafael Canal Crossing Project	$5,000,000			
Marin Transit	Operating and Maintenance Facility Site Electrification	$4,069,000			
San Rafael	Merrydale Road Active Transportation Connectivity Project	$1,958,000			
SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd.				$938,000
Novato	North Redwood Blvd Corridor			$279,000	
Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements	$453,000			
San Rafael	Canal Neighborhood ADA Pathway on Bahia Vista MUP			$357,000	
Novato/TAM	Novato CBTP			$200,000	
TAM	Countywide Transportation Plan Update		$200,000		
TAM	Safe Routes to School Program		$600,000		
	Subtotal	**$11,830,000**	**$800,000**	**$1,336,000**	**$938,000**
	Total	**$14,904,000**			

Funding Available for OBAG 4

- OBAG 4 covers a four-year period from FY 26/27 to FY 29/30
- Total of $820 million est. available, divided into Regional & County Programs
- SB 125 Commitment (December 2024) of $100 million to assist transit operators is deducted off the top, leaving $720 million
- Regional and County Programs receive 50% each of the remaining funds at $360 million each

OBAG 4 Funding Framework (in millions)	
SB 125 Commitment	$100
Regional Program (50%)	$360
County Program (50%)	$360
Total Programming Capacity	**$820**

OBAG 4 County Program

- To be administered by TAM for Marin via a call for projects
- TAM is responsible for:
  - project screening and compliance
  - project evaluation
  - making project nominations to MTC
- TAM is provided with a nomination target



- However, MTC makes final project selections for all CTAs
- A project nominated by a CTA is not guaranteed to be approved by MTC
- Incentivizes nominating most competitive projects for regional consideration

OBAG County Program General Requirements



- Projects must be eligible for federal STP and CMAQ funds
- Projects must be consistent with Play Bay Area 2050+
- Sponsors/projects must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and public participation
- Project sponsors must contribute at least the minimum non-federal matching funds: 11.47%
- Projects must meet Air Quality Conformity regulations
- CTAs (small counties) must program 50% of funds in PDAs or TOCs

CTA Planning Funds

- MTC providing $3.85M in CTA Planning funds to support planning and programming activities for the four-year period
- CTAs may request more as set-aside for planning activities, though this reduces available programming capacity
- CTAs are also allowed to program OBAG 4 funds “off the top” for SRTS Programs
- TAM will be requesting the following set-aside:



Activity	Amount
Countywide Transportation Plan (CTP) Update	$200,000
TAM Safe Routes to Schools Program	$600,000
Total Set-Aside Request	**$800,000**

Multi Fund Call for Projects

Combined several sources available at same time, for more cohesive programming decisions and to better address funding needs of Marin agencies

Total Available Funds for Programming				
OBAG 4 Adjusted Nomination Target*	+ TFCA Bikeway Funds	+ MTC CARE CBTP TA Funds	+ MTC CARE PB Funds	= All Funds Total
$11,830,000	$938,000	$668,000	$668,000	**$14,104,000 ***

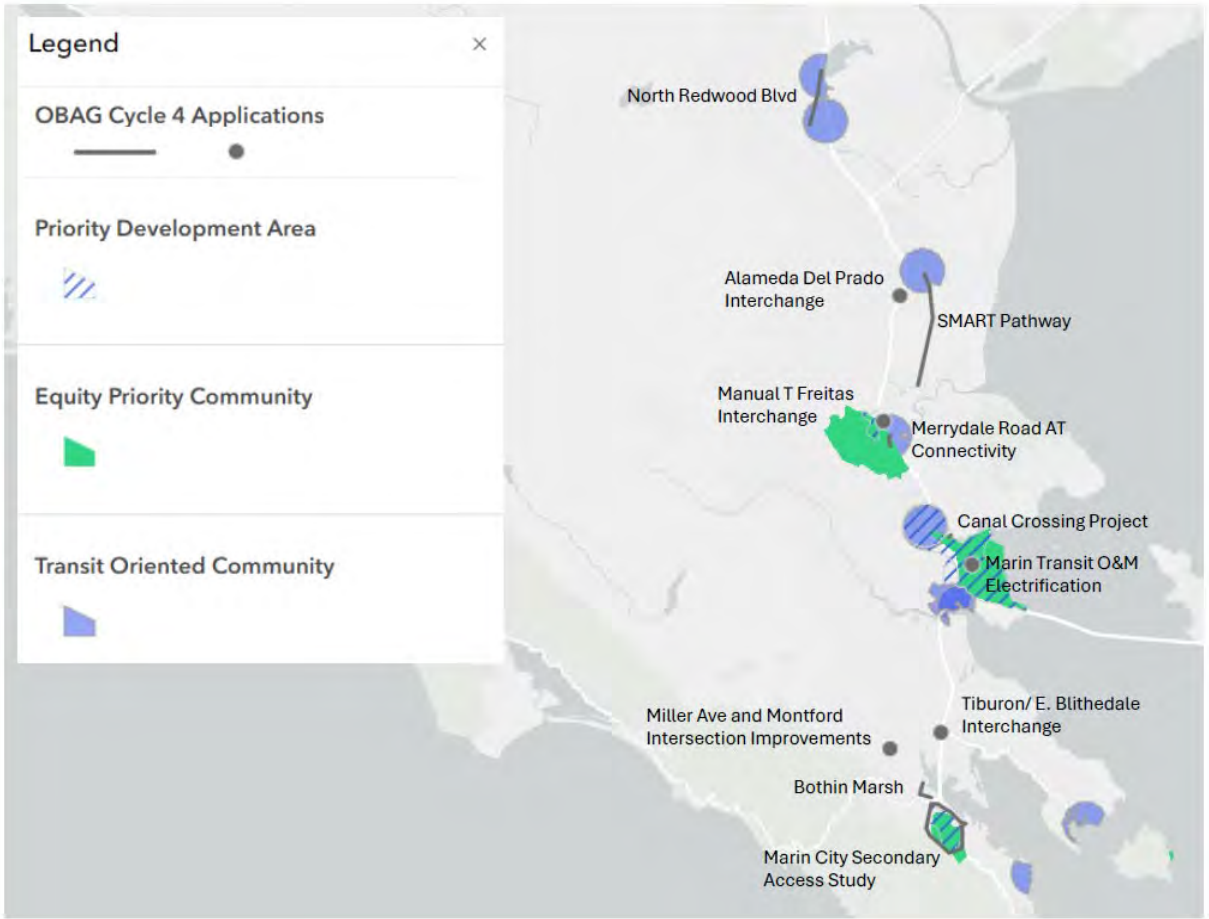
** Not including set-aside requests*

**MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible; some CTAs may receive slightly more or less funds than their targets*

Applications Received

TAM initially received nine applications from eight agencies, requesting approximately $35M in total

- Marin County – Marin City Secondary Access Study
- Marin County Parks & Open Space – Evolving Shorelines at Bothin Marsh
- Marin Transit – Operating and Maintenance Facility Site Electrification
- Mill Valley – Miller Ave and Montford Ave/La Goma St Intersection Safey Improvements
- Novato – North Redwood Blvd Corridor
- San Rafael – Merrydale Road Active Transportation Connectivity Project
- San Rafael – San Rafael Canal Crossing Project
- SMART – Pathway-Smith Ranch Rd to Main Gate at SMART Hamilton Station
- TAM – U.S. 101 Interchange Improvements Project (*subsequently withdrew*)



TAM Evaluation

Staff evaluated the applications along with a representative from the Town of Corte Madera, using the adopted criteria below:

- Needs and Benefits (MTC) 40%
- Local Priority/Community Support (MTC) 30%
- Equity Impacts (MTC) 20%
- Other (TAM) 10%



Based on the criteria, the evaluation committee ranked the nine applications in order of priority.

Recommendations for OBAG 4, CARE, and TFCA

					Top Down			Strategic (Recommended)			
Rank	**Sponsor**	**Project**	**Phase(s) Requested**	**Requested**	**OBAG**	**CARE**	**TFCA**	**OBAG**	**CARE**	**TFCA**	**Notes**
1	Marin County Parks & Open Space	Evolving Shorelines Project at Bothin Marsh	PE (PID)	$350,000	$350,000			$350,000			
2	Marin County	Marin City Secondary Access Study	Study	$500,000		$500,000			$500,000		
2	San Rafael	San Rafael Canal Crossing Project	PE	$10,000,000	$5,000,000			$5,000,000			PE is $5M. Requested $5M each from OBAG 4 and CARE. Pending RM3 SR2T/BT
4	Marin Transit	Operating and Maintenance Facility Site Electrification	CON	$9,947,000	$4,069,000			$4,069,000			Minimum funding needed to proceed with project
5	San Rafael	Merrydale Road Active Transportation Connectivity Project	CON	$6,852,000	$2,411,000			$1,958,000			Pending ATP
5	TAM	U.S. 101 Interchange Improvements Project	ENV	$250,000							Application Withdrawn
7	SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Station)	CON	$4,500,000			$938,000			$938,000	Most aligned with TFCA requirements. Pending RM3 SR2T/BT
8	Novato	North Redwood Blvd Corridor	Study	$279,000		$279,000			$279,000		
9	Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements	PE, CON	$2,536,000				$453,000			Recommended amount fund PE
n/a	San Rafael	Canal Neighborhood ADA Pathway on Bahia Vista MUP	CON	n/a	n/a	$357,000	n/a	n/a	$357,000	n/a	
n/a	Novato/TAM	Novato CBTP	Planning	n/a	n/a	$200,000	n/a	n/a	$200,000	n/a	Set aside from CARE Program
			Total Requested	**$35,214,000**							
				Recommended Program	**$11,830,000**	**$1,336,000**	**$938,000**	**$11,830,000**	**$1,336,000**	**$938,000**	
				Total Available	**$11,830,000**	**$1,336,000**	**$938,000**	**$11,830,000**	**$1,336,000**	**$938,000**	
				Remaining Available	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

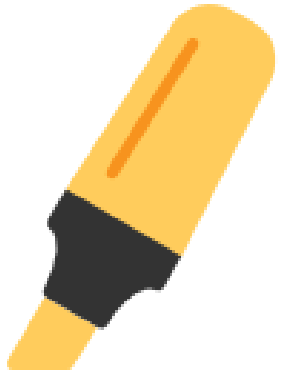
Contingency Recommendations for OBAG 4

- Several projects also applying for other grants; if awarded, would reduce/remove the need for OBAG funds
- Contingency plan would provide freed-up funding to projects in rank order

Priority	Sponsor	Project	Phase(s) Requested	Requested	OBAG 4 Contingency Recommendations
1	Marin Transit	Operating and Maintenance Facility Site Electrification - Mid-Level Plan	CON	$9,947,000	$1,169,000
2	San Rafael	Merrydale Road Active Transportation Connectivity Project	CON	$6,852,000	$4,894,000
3	SMART	SMART Pathway(Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Stn)	CON	$4,500,000	$3,562,000
4	Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements	PE, CON	$2,536,000	$2,083,000
5	Marin Transit	Operating and Maintenance Facility Site Electrification - Full Implementation	CON	$9,947,000	$4,709,000
				Total	**$16,417,000**

Programming Highlights

- Consolidated call with multiple funds, resulted in more projects funded
- Received ~$35M in requests, for ~$14 million available
- Recommendations meet MTC requirements for OBAG (eligibility, 50% PDA, etc.) & CARE, and BAAD requirements for TFCA
- All small requests are fully funded (less than $1M)
- All applications are recommended for some funding if not fully funded
- Contingency recommendations address uncertainty with other grant applications
- Achieves geographic balance (Attachment B)
- Supports projects & planning that are consistent with CTP, advancing safety, equity, sustainability



Next Steps

Upon TAM Board adoption, TAM will communicate to MTC/BAAD:

- The nominations under the Strategic Option in Attachment D
- The two set-aides
- The contingency nominations as shown in Attachment E

Staff will monitor MTC and other grant awards

Following approvals, TAM staff will work with all fund recipients on fund administration, etc.



Questions & Comments

Thank you!

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October 22, 2026

Board of Commissioners
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

RE: Closed Session – Public Employee Performance Evaluation [GC Section 54957(b)(1)]

Dear Commissioners:

I request that you conduct a closed session, during your meeting on October 22, 2026, to conduct the performance evaluation of the TAM Executive Director.

The specific reason and the legal authority for the closed session is Government Code section 54957(b)(1). A legislative body may hold closed sessions to consider the evaluation of the performance of a public employee.

It should be noted that Government Code section 54954.2(a)(1) requires that the Closed Session item be posted on the Board agenda. Government Code section 54954.5 recommends that the agenda description should read as follows:

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director
California Government Code section 54957(b)(1).

Should you have any questions, please do not hesitate to contact me.

Respectfully submitted,

Stephen Raab
Deputy County Counsel