TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

NOVEMBER 19, 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

Corte Madera
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Gabe Paulson

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Urban Carmel

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

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

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



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

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

AGENDA

1. Chair's Report
   a. Outgoing Commissioner Recognition (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 October 22, 2026
   b. Amend Employment Contract with Executive Director

6. Update on Golden Gate Ferry Larkspur Service Expansion and Parking Project Draft EIR (Discussion) – **Attachment**

7. Update on TAM's Innovation Roadmap (Discussion) – **Attachment**

8. Public Comment Regarding Closed Session Item

9. Closed Session – **Attachment**
   a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

OCTOBER 22, 2026
6:00 PM

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

MEETING MINUTES

Members Present:	Brian Colbert, Marin County Board of Supervisors Dennis Rodoni, Marin County Board of Supervisors Kate Colin, San Rafael City Council, TAM Chair Lisel Blash, Fairfax Town Council Mary Sackett, Marin County Board of Supervisors, TAM Vice-Chair Melissa Blaustein, Sausalito City Council Peter Mark, Belvedere City Council Stephanie Moulton-Peters, Marin County Board of Supervisors Teri Dowling, Ross Town Council Urban Carmel, Mill Valley City Council Yoav Schlesinger, San Anselmo Town Council
Members Absent:	Alice Fredericks, Tiburon Town Council Gabe Paulson, Larkspur City Council Eric Lucan, Marin County Board of Supervisors Kevin Jacobs, Novato City Council Rosa Thomas, Corte Madera Town Council
Staff Members Present:	Anne Richman, Executive Director Audrey Veyssiere, Associate Project Delivery Manager Dan Cherrier, Director of Project Delivery David Chan, Director of Programming and Legislation 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 6:06 p.m. and announced that Commissioner Blaustein was participating remotely pursuant to Government Code section 54953.8(c)(2), under the “just cause” provision of the Ralph M. Brown Act.

Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Board and provided detailed information about how the public may participate.

1. Chair’s Report

Chair Colin proposed amending the agenda to remove Item 10, “Reconvene to Open Session – Announcement from Closed Session,” noting that any reportable actions from the closed session could be announced at the November Board meeting.

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

Vice-Chair Sackett made the motion to remove agenda Item 10, which was seconded by Commissioner Colbert. A roll call vote was conducted and the motion passed unanimously.

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.

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported that the Marin Transit Board approved fare policy changes in preparation for the next-generation Clipper system, effective January 1, 2027. Marin Transit will also offer free fares on Election Day, November 3.

SMART Report – Commissioner Sackett on behalf of Commissioner Lucan

Commissioner Sackett reported that the SMART Board approved a $190 million design-build contract for the Windsor-to-Healdsburg extension; September ridership increased 25% compared to the previous year; and discussions are ongoing regarding the location of the proposed Healdsburg station, with a decision anticipated by year-end.

Commissioner Matters Not on the Agenda

Commissioner Sackett reported that the County of Marin has partnered with Redwood Bikeshare to offer employees free bike unlocks and up to 60 minutes of daily use for commuting.

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

3. Executive Director's Report (Discussion)

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

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

4. Open Time for Public Expression

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

5. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes for September 24, 2026
b. Accept the First Quarter Financial Report and Amend the FY2026-27 Budget

DRAFT

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

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

Commissioner Carmel made the motion to approve the Consent Calendar, which was seconded by Commissioner Schlesinger. A roll call vote was conducted and the motion passed unanimously.

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

Director of Programming and Legislation David Chan and Legislation Consultant Gus Khouri of Actum LLC presented this item for discussion.

In response to Commissioner Blaustein's inquiry regarding AB 2284 (Dixon), Mr. Khouri explained that the bill did not advance beyond its first policy committee but could be reintroduced in a future legislative session; and noted that TAM could work with a prospective author and interested stakeholders to further the discussion.

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

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

Director of Programming and Legislation David Chan and Director of Planning Derek McGill presented this item, which recommends that the TAM Board approve the nomination recommendations for OBAG 4, Community Action Resource and Empowerment (CARE), and Transportation Fund for Clean Air (TFCA) Bikeway funding, as outlined in the Strategic Option; approve the OBAG 4 contingency nomination recommendations; approve supplemental OBAG 4 funding set-asides totaling $800,000, including $200,000 for Countywide Transportation Agency (CTA) planning and $600,000 for Safe Routes to Schools (SRTS); and authorize the Executive Director to make minor adjustments to the OBAG 4 funding nominations and contingency recommendations as necessary following MTC's evaluation.

Commissioners and staff discussed the proposed funding allocations, including the potential impacts of funding reductions by MTC, particularly on smaller planning and design projects such as the Miller Avenue intersection and Bothin Marsh projects. Discussion also addressed regional transit funding, the flexibility to adjust allocations, and the anticipated timeline for project approvals and funding availability. Staff explained that MTC's submission requirements and timeline would likely limit opportunities to return to the Board for further direction. Commissioners emphasized the importance of preserving sufficient funding to maintain project viability especially for the smaller projects/awards and provided direction for staff to exercise discretion in making any necessary adjustments, taking into consideration the individual funding needs of each project rather than applying uniform reductions.

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

Vice-Chair Sackett made the motion to approve staff recommendations, which was seconded by Commissioner Colbert. A roll call vote was conducted and the motion passed unanimously.

8. Public Comment Regarding Closed Session Item

Chair Colin asked if any members of the public wished to speak and hearing none, adjourned to the Closed Session.

9. Adjourn to Closed Session

The Board adjourned to Closed Session at 7:17 p.m. Pursuant to the Board's earlier action to amend the agenda, Item 10, "Reconvene to Open Session – Announcement from Closed Session," was removed, with any reportable actions from Closed Session to be announced at the November Board meeting.

DRAFT

Transportation Authority of Marin

DATE: November 19, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Amend Employment Contract with Executive Director (Action), Agenda Item No. 5b

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RECOMMENDATION

Staff recommends the TAM Board amend the employment contract with Anne Richman as Executive Director to reflect the results of the Board's annual performance evaluation. This contract memorializes the working relationship between Ms. Richman and the TAM Board.

BACKGROUND

Ms. Richman was appointed as TAM's Executive Director and began service on October 1, 2019 under a signed offer letter. The TAM Board has modified the compensation after annual evaluations.

DISCUSSION/ANALYSIS

It is customary for executive leadership in public agencies to operate with a formal contract identifying salary, key benefits, and terms of employment. This contract amendment follows the annual performance review of the Executive Director conducted by the Board at a Closed Session in October 2026. The contract reflects a 2.5% salary increase and one-time bonus of $8,000 as discussed during the performance review.

FISCAL CONSIDERATION

Funds are available in the FY2026-2027 budget.

NEXT STEPS

Upon approval by the TAM Board, the salary adjustment will be effective October 1, 2026 and the bonus paid in the next pay period.

ATTACHMENTS

None.

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Transportation Authority of Marin

DATE: November 19, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Update on Golden Gate Ferry Larkspur Service Expansion and Parking Project Draft EIR (Discussion), Agenda Item No. 6

RECOMMENDATION

The TAM Board receives a presentation from the Golden Gate Bridge, Highway and Transportation District (GGBHTD) on the Golden Gate Ferry Larkspur Service Expansion and Parking Study.

BACKGROUND

On October 24, 2024, GGBHTD presented an update on the Larkspur Service Expansion and Parking Study (Study) to the TAM Board. The presentation occurred during the formal comment period on the scope of the Environmental Impact Report (EIR) being prepared for the project.

The purpose of the Larkspur Ferry Service Expansion and Parking Study is to analyze ways to increase ferry service across the San Francisco Bay to accommodate more ferry riders and alleviate congestion on Highway 101. The Study considers how the ferry terminal ground transportation area can accommodate increases in ridership with adequate parking, transit connectivity (bus and rail), and walking and bicycling, for overall reduction in traffic backup and congestion in the area. Under current parameters, GGBHTD can provide up to forty-two (42) customer trips per day between Larkspur and San Francisco, and the Larkspur Ferry had been providing that level of service in 2019 and early 2020.

To add more ferry service and support greater demand, GGBHTD needs to complete an environmental review through the California Environmental Quality Act (CEQA) and have the GGBHTD Board adopt a new service plan. To increase ferry service, GGBHTD must also address customer access, including parking availability and management at the Larkspur Ferry Terminal (main and North/overflow lots). More information for the project is available at the following link: https://www.goldengate.org/district/district-projects/larkspur-ferry-service-parking-expansion-study/

During the previous TAM Board discussion, commissioners commented on the availability of parking for Sonoma-Marin Area Rail Transit (SMART) riders in the overflow lot, and the importance of bike and ped planning being integrated into the study. TAM summarized these comments and included them in Attachment A.

DISCUSSION

With the release of the Draft Environmental Impact Report (DEIR) on October 19, 2026, the GGBHTD is now accepting comments on the project. The Project proposes to increase ferry service incrementally from 42 daily trips up to as many as 76 daily trips through 2050 and implement a range of landside access improvements at the ferry terminal. These improvements include expanded parking capacity, transportation demand management (TDM) strategies, enhanced pedestrian and bicycle/scooter access (including accommodations for e-bikes), increased transit and shuttle services, and improved connections with SMART. A full project description and the project draft EIR is available at the following link: https://www.goldengate.org/district/district-projects/larkspur-ferry-service-parking-expansion-study/project-documents-materials/

Staff have reviewed the draft EIR and will be providing comments to GGBHTD on the proposed project. In general, staff strongly support the proposed increases in ferry service to San Francisco, and anticipate this element will have significant benefits to Marin County, and US 101. Staff also support the procurement of larger, twin hulled catamarans that will increase ferry capacity and meet CARB requirements for emissions standards. These aspects are consistent across both proposed build alternatives in the DEIR.

In addition to a no-build scenario, the DEIR identifies two build alternatives, that introduce new parking garages on both the main lot and current overflow lot.

- Alternative 1: Phase I would include construction of an 850-space parking garage on the North Lot. Construction is anticipated to last up to 18 months and be completed by 2035. Phase II would include construction of a 3,998-space parking garage on the Main Lot. This alternative would result in a net gain of 2,825 spaces
- Alternative 2: Phase I would consist of constructing an 850-space parking garage on the North Lot. Phase II would consist of constructing a slightly smaller 3,258 space parking garage on the Main Lot and include additional transit and TDM measures to accommodate parking demand. This alternative would result in a net gain of 2,085 spaces.
- The DEIR refers to but did not fully analyze a third alternative that would not increase parking capacity as ferry service increases. This alternative was included in the traffic analysis appendix to the DEIR.

As a result of the parking garage, the DEIR identifies significant unavoidable impacts to US 101 and local traffic conditions, along with significant and unavoidable impacts to aesthetics. For context, the parking added in Alternative 1 is almost equivalent to Northgate Mall at 2,908 spaces; and the parking added in Alternative 2 is about equivalent to two Kaiser Permanente Northgate Campuses.

Recent Project and Policy Context

In recent years, TAM, the City of Larkspur, SMART, MTC and GGBHTD have worked together to build non automobile station access improvements to the Larkspur Ferry terminal. As noted in previous comments to GGBHTD in Attachment A, “additional single-occupant vehicle trips to this location have the potential to counter TAM and the county’s historic investments and goals to improve multimodal access to this facility, unless additional improvements and management strategies are included.” These previous improvements/investments include but are not limited to:

- Cal Park Hill Multi-Use Path
- SMART’s Larkspur Extension
- Central Marin Ferry Connector Multi-Use Path
- Corte Madera Creek Bridge Multi-Use Path
- Old Redwood Blvd Multi-Use Path
- Wave Shuttle Service (suspended due to the pandemic)
- Redwood Bikeshare program

Staff appreciate that Alternative 2 includes additional improvements and management strategies that respond to these concerns, including the return of the Wave feeder shuttle services, increased parking fees and increased carpool spaces and promotion of TAM's Marin Commutes program. However, as a project element, and not a required CEQA mitigation, there is concern that these services would not be funded or advanced by the sponsor in an early phase of the project. GGBHTD should identify these as CEQA mitigations or provide commitments to advance these improvements early if not first.

The DEIR's Impacts to Local and Regional Traffic

As a result of the parking garage, the DEIR identifies significant unavoidable impacts to US 101 and local traffic conditions, among other significant and unavoidable impacts. With current ferry ridership of 3,600 passengers (down from approximately 6,348 passengers in 2019), ferry ridership is forecasted to grow to 7,500 passengers in 2035, and up to 17,600 passengers in 2050. Both build alternatives accommodate this level of demand, but the withdrawn third alternative would accommodate up to 14,000 passengers in 2050.

The traffic impact analysis for the project includes the withdrawn Alternative 3, with increased ferry service without additional parking capacity and thus lower levels of local and regional traffic. This alternative has the highest increase of active and transit mode of arrivals, and lowest VMT of all three alternatives in 2035 and slightly higher level of VMT than Alternative 2 in 2050.

Locally, multiple intersections on Sir Francis Drake Boulevard are expected to operate at Level of Service F, with or without the project. The DEIR identifies significant unavoidable safety impacts resulting from increased queue lengths on southbound US 101 off ramp to East Sir Francis Drake.

Station Access & Site Circulation

Internal Circulation changes should be reconsidered to provide bicycle parking closer to the ferry terminal, and review space requirements on whether the proposed pickup/drop-off and bus loading facilities can accommodate the expected peak demand without causing queues or conflicts with terminal circulation. In particular, vehicle queues should not extend onto Sir Francis Drake Boulevard or interfere with pedestrian and transit movements.

Regional Policy Context & Upcoming RHNA Cycles

In recent years, MTC has adopted the Transit Oriented Communities policy that seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services, such as education, childcare, and healthcare. The parking garage aspect of the proposed project conflicts with the intent of MTC's Transit Oriented Community Policy, and with MTC's Plan Bay Area 2050+ strategies, namely:

- H3: allow a greater mix of housing densities and types in Growth Geographies.
- H8: Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services
- EC4: Allow a Greater Mix of Land Uses and Densities in Growth Geographies.

Locking in parking garages would prevent future housing plans for the City of Larkspur. As the upcoming Regional Housing Needs Demonstration is expected to grow, more housing element sites will be needed to accommodate housing at all levels of affordability.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Aspects of the project have been developed to align with priorities of TAM, and the Countywide Transportation Plan references the Project as an example of regional connectivity development, serving multi-modal access and linking Marin to surrounding counties.

FISCAL CONSIDERATION

There are no fiscal impacts associated with this presentation.

NEXT STEPS

The formal comment period for the DEIR ends on December 3, 2026. TAM staff will consolidate Board member comments and incorporate them into a formal comment letter to GGBHTD.

ATTACHMENTS

Attachment A – TAM 10/31/2024 letter to GGBHTD
Attachment B – GGBHTD Presentation

Transportation Authority of Marin

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Dennis Rodoni
Eric Lucan

October 31, 2024

Golden Gate Bridge, Highway and Transportation District
Attn: Ron Downing
P.O. Box 29000, Presidio Station
San Francisco, CA 94129-9000

Re: Larkspur Ferry Service Expansion and Parking Study Notice Of Preparation (NOP)

Dear Mr. Downing,

The Transportation Authority of Marin (TAM) appreciates the opportunity to comment on the scope of the environmental report for the Larkspur Ferry Service Expansion and Parking study. As the District begins its planning to address Larkspur Ferry service, the following comments are provided reflecting the local and regional importance of improved ferry service at this location.

TAM has long supported a multimodal approach to transportation in the county including the ferry services provided by the District and appreciates the close coordination on the development of the future ridership estimates of the ferry service. TAM staff will continue to work with the District as new data and updates to the TAM Demand Model become available.

Increased Transit Service. As the District is aware, the ability to increase ferry trips is limited by prior environmental approvals and increasing this service cap has the potential to remove cars off Highway 101 in Southern and Central Marin. TAM strongly supports the District's plans to increase ferry trips and the EIR should clearly articulate the benefit of increased service, both in terms of vehicle trips and Vehicle Miles Traveled reduced.

Localized Traffic Impacts. The District should also fully identify the potential impact from increased trips on Sir Francis Drake and northern Highway 101, from vehicles accessing the ferry terminal. This assessment should recognize that additional single-occupant vehicle trips to this location have the potential to counter TAM and the county's historic investments and goals to improve multimodal access to this facility, unless additional improvements and management strategies are included.

Multimodal Access and Parking Management. Across all of the alternatives presented, we urge the District to consider further ways to increase multimodal access. Additional traffic at this location could exacerbate the challenges of improving bus service to this facility. All alternatives should further consider improved bus transit access and identify bus priority improvements on the District property. Currently, if a ferry rider chooses to return home on a regional bus, there are no opportunities for a direct bus route from the City to the ferry terminal. Opportunities to reduce transit travel time penalties and improve District and Marin Transit bus service connections to this location should be identified to provide additional service flexibility.

Further, the parking element of the project appears to conflict with the goals of the Metropolitan Transportation Commission's (MTC) Transit Oriented Community (TOC) policy, and TAM recommends the District include parking management policies, including carpool parking, priority parking, and pricing incentives to manage parking demand and increase ridership. BART and other regional transit operators have experienced similar parking capacity constraints, and there are local examples and opportunities to encourage carpools or increased occupancy without requiring additional local vehicle trips. Other areas of improvement include walking and biking improvements from the SMART station through the overflow lot and considering if elevators or other improvements can improve ADA accessibility.

Housing Considerations. Based on the most recent Regional Housing Needs Allocations process, Marin County is forecasted to permit over 14,000 new housing units by 2031, and the District should include an alternative that considers housing on the property. Transit agencies are specifically eligible for federal and state grants to encourage affordable housing on transit properties, and these projects are often extremely competitive, providing a funding source for both transportation and affordable housing development. Future regional funding decisions are expected to be aligned with MTC's TOC policy and as noted, some of the District's current project alternatives do not appear to be consistent with the goals of this policy. A housing alternative could advance a TOC policy compliant project that supports local affordable housing goals, District ridership goals, and regional, state, and federal policy goals.

Sea Level Rise. Finally, TAM appreciates the District's coordination on Sea Level Rise planning efforts and encourages the District to use the common sea level rise scenarios developed by BCDC and used by TAM and the County of Marin.

TAM staff appreciates the opportunity to provide input on the NOP and we look forward to working in partnership with the District in implementing these local and regional priorities. Please don't hesitate to contact Derek McGill, TAM's Director of Planning, with any questions.

Sincerely,

Anne Richman
Executive Director

Cc: Brian Colbert, TAM Board Chairperson
Eddy Cummins, SMART General Manager
Dan Schwarz, City of Larkspur City Manager







Project Overview

Larkspur Ferry Service Expansion and Parking Project

Transportation Authority of Marin Board of Commissioners

November 19, 2026

Planning for the Future

1. Project Overview
2. Ferry Ridership Demand Forecast Findings
3. Project Alternatives for Environmental Analysis
4. Draft Environmental Impact Report Overview
5. Project Update – Liwa Vessel Procurement
6. Next Steps

1. Project Overview

Project Background

Prior to the pandemic, Larkspur ferry service to San Francisco experienced continued growth, with full boats and parking at the Larkspur Ferry Terminal (LFT):

Larkspur ferry ridership trends	25% growth (2005-2019)
Larkspur ferry trips	- 40/day (42 in summer) - Maximum 42 trips/day (prior environmental clearance)
Main parking lot	- At capacity by 10 a.m. weekdays - Often at capacity by 9:30 or before; overflow lot also often at capacity
Customer arrival mode at LFT	79% park at the terminal

Project Overview – Scope

The study examines how the Larkspur Ferry Terminal can accommodate future increases in demand and reduce congestion on the U.S. Highway 101 corridor

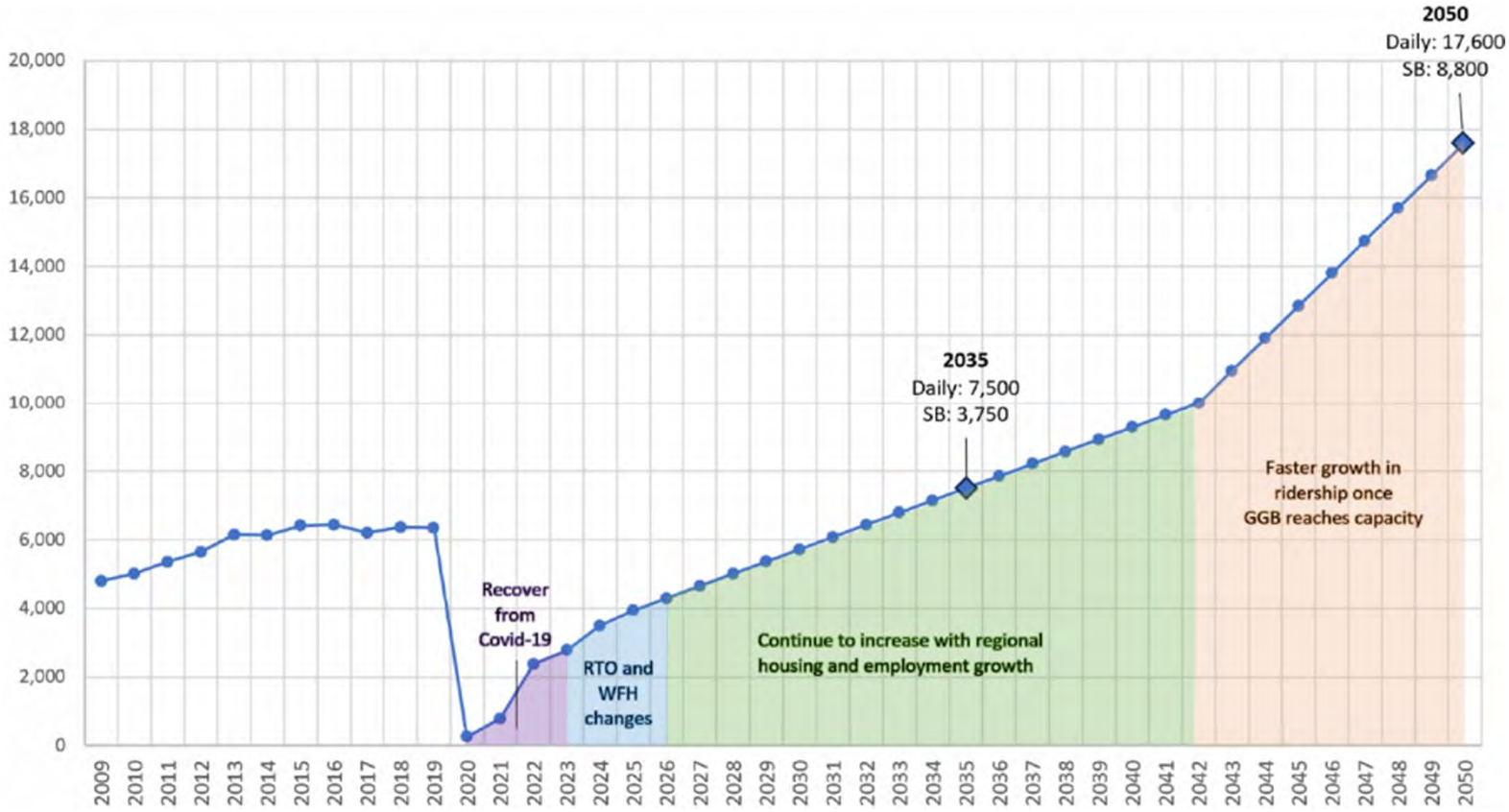
- Forecast future ferry service demand to 2050
- Seek environmental clearance for expanded ferry service to meet future demand beyond 42 trips per day
- Develop landside access improvement alternatives at the Larkspur Ferry Terminal that meet future demand
- Seek environmental clearance for the preferred landside access alternative that meets the needs of ferry riders arriving by car, carpool, transit, bike, foot and other modes
- Develop project consensus through stakeholder and community outreach
- Develop preliminary design for the preferred landside access alternative, in preparation for future phases of project completion

2. Ferry Ridership Demand Forecast Findings

Demand Forecast Characteristics

- **Forecasts driven by North Bay growth**
  - Allocation of close to 29,000 additional households by 2031 for Marin and Sonoma Counties (combined)
- **Ferry demand linked to U.S. 101 congestion**
  - Ferry becomes a more attractive, reliable option as drive times to San Francisco increase
  - Higher rate of ferry demand increase when the Golden Gate Bridge is at capacity (mid-2040s)
- **Covid and Work From Home**
  - Traditional commute patterns are reemerging as businesses return to the office
  - Mid-week transit ridership is getting closer to pre-Covid levels
- **Monitoring Ridership Recovery**
  - The District will continue to monitor ferry ridership recovery as levels return to pre-Covid
- **2050 Forecast** – TAM Demand Model (TAMDM)
  - TAM allowed use and modification of their travel demand model to meet the specifics of the Larkspur Study

Larkspur Ferry Ridership Forecast

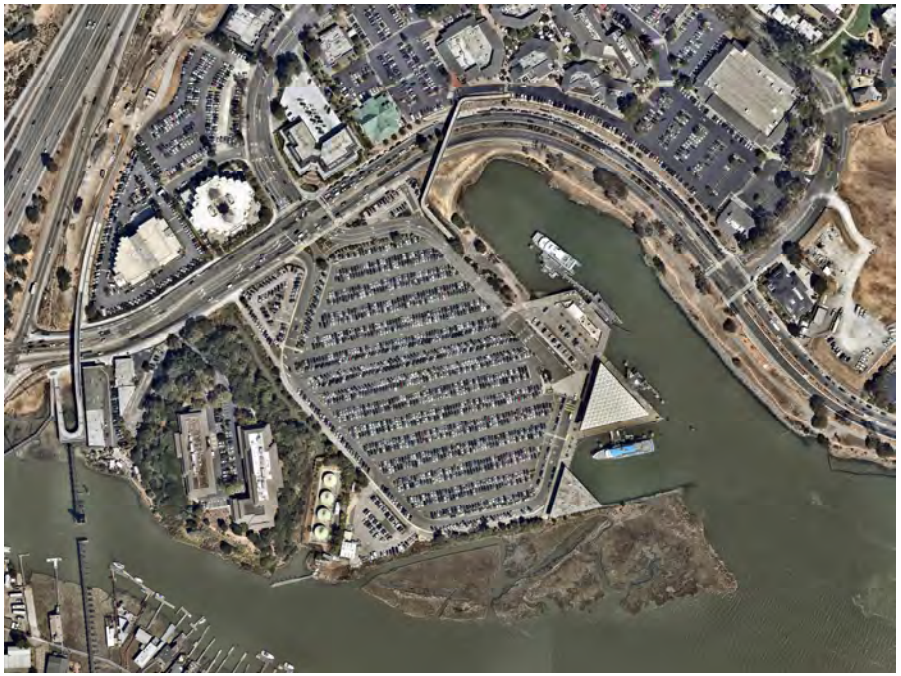


3. Project Alternatives for Environmental Analysis

No Project

The No Project alternative does not satisfy the Project objective to meet the 2050 ferry ridership demand

No new parking garages and maintain existing parking supply of approximately 2,023 spaces



Demand Forecast & Supply	2035	2050
Forecast Ferry Ridership	7,500	17,600
Ferry Ridership Served	7,130	8,800
Forecast Ferry Crossings per Day	42	42
Forecast Parking Demand	2,020	2,020
Parking Supply Estimate	2,023	2,023

Maintain Existing Facilities

- No new bicycle, pedestrian, or transit access improvements.
- No new transportation demand management programs beyond routine operations
- Parking is maintained at approximately 2,023 spaces

Build Alternative 1



North lot: 6-level parking garage with approximately 850 parking spaces (phase 1).

Main lot: 5-level parking garage with approximately 3,998 parking spaces (phase 2 if future demand warrants).

Demand Forecast & Supply	2035	2050
Forecast Ferry Ridership	7,500	17,600
Ferry Ridership Served	7,500	17,600
Forecast Ferry Crossings per Day	42	Up to 76
Forecast Parking Demand	2,200	4,700
Parking Supply Estimate	2,620	4,850

TDM Measures

- Add secure bicycle parking for 250 bicycles to North Lot.
- Improve pedestrian connections to the ferry terminal.

Build Alternative 2



North lot: 6-level parking garage with approximately 850 parking spaces (phase 1).
Main lot: 4-level parking garage with approximately 3,250 parking spaces (phase 2 if future demand warrants).

Demand Forecast & Supply	2035	2050
Forecast Ferry Ridership	7,500	17,600
Ferry Ridership Served	7,500	17,600
Forecast Ferry Crossings per Day	42	Up to 76
Forecast Parking Demand	2,200	3,850
Parking Supply Estimate	2,620	4,100

TDM Measures

- Add secure bicycle parking for 250 bicycles to North Lot.
- Improve pedestrian connections to the ferry terminal
- Expand feeder shuttle service to the ferry terminal and provide additional spaces for preferential carpool parking

Alternative 3 – TDM Only

Alternative 3 does not satisfy the Project objective to meet the 2050 ferry ridership demand

No new parking garages and maintain existing parking supply of approximately 2,023 spaces



Demand Forecast & Supply	2035	2050
Forecast Ferry Ridership	7,500	17,600
Ferry Ridership Served	7,500	14,000
Forecast Ferry Crossings per Day	42	Up to 66
Forecast Parking Demand	1,970	1,970
Parking Supply Estimate	2,023	2,023

TDM Measures

- Extensive TDM measures to encourage arrival at the ferry terminal by alternative modes
  - Expand bicycle parking and bicycle support amenities
  - Improve pedestrian access and connections.
  - Increase feeder shuttle and microtransit services
    - Three all-day feeder shuttle services
    - Peak-only microtransit service (less geographic coverage in 2035 than in 2050)
    - More carpool parking spaces closer to terminal

4. Draft Environmental Impact Analysis Overview

CEQA Analysis Overview

CEQA Review Approach

- Lead Agency: Golden Gate Bridge, Highway and Transportation District
- Process:
  - Preparation of Draft Environmental Impact Report (EIR)
  - Evaluation of potential environmental impacts of the proposed Project and alternatives
  - Identification of mitigation measures to avoid/reduce environmental impacts
  - Consideration of public agency and community

CEQA Technical Studies Available for Review

- Wake and Shoreline erosion Analysis (refer to presentation boards)
- Aquatic Resources Delineation Report (ARDR)
- Traffic Impact Analysis – Vehicle Miles Traveled (VMT)
- Natural Environmental Study (NES)
- Cultural Resources Report
- Geoarchaeological Report
- Sea Level Rise (SLR) Report

5. Project Update – Liwa Vessel Procurement

Liwa Ferry Vessel Status

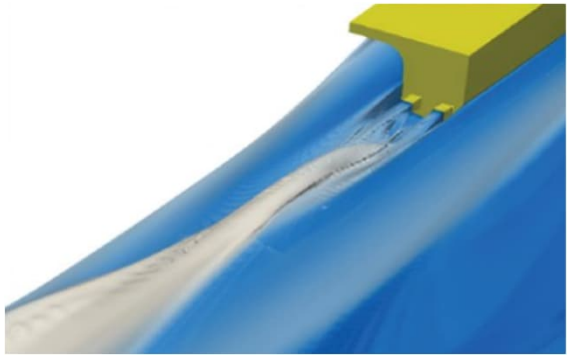
Increased Capacity

- Passenger capacity: +50 (500 total)
- Bike capacity: +45 (75 total)

Reduced Impacts

- Reduction in wake energy (18% to 30%)
- Reduction in Nox and PM emissions
- Reduction in fuel consumption (36%)





NAPA wake pattern at 38.7 knots in water depth of 16.5 feet with two waterjets

6. Next Steps

Project Completion & Future Stages

- **Comment submittal – October 19 – December 7, 2026**
  - Review and respond to comments; update Draft Environmental Impact Report
- **Select Preferred Alternative**
  - Based on CEQA Analysis and public comment
- **Final Environmental Impact Report**
- **Board Decision Point**
  - Consider Final EIR for adoption – early 2027
- **Future Stages**
  - When warranted by demand, increase ferry trips above 42 per-day
  - Develop funding plan for parking garage and bring for Board approval
    - Seek National Environmental Policy Act approval (pending funding sources)
  - Pursue Final Design for parking garages



Transportation Authority of Marin

DATE: November 19, 2026

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Update on TAM's Innovation Roadmap (Discussion), Agenda Item No. 7

RECOMMENDATION

This item is presented for discussion.

BACKGROUND

The TAM Board and Executive Committees have received updates on transportation technology and innovations relevant to transportation planning at multiple points over the last 18 months. A quick recap of relevant discussions include:

- September 8, 2025 – the Administration, Projects and Planning Executive Committee received a presentation on the current regulatory framework for Autonomous Vehicles in California.
- September 25, 2025 – the TAM Board programmed $335,000 in local innovation program, including funds to AI traffic signals in San Anselmo and direction for automated bike ped data collection.
- October 23, 2025 – the TAM Board participated in an Innovation workshop with an expert panel on trends and local government's role with Autonomous Vehicles (AVs), preparing for artificial intelligence and advancing road safety.
- Measure AA Expenditure Plan Review – As part of the Measure AA Expenditure Plan review, the TAM Board directed staff to remove the standalone Innovation program and integrate innovation across TAM's activities to support measurable progress toward the wide range of Countywide Transportation Plan (CTP) performance measures and implementation efforts.
- February 2, 2026 – the Funding, Programming and Legislation Executive Committee discussed a draft "innovation roadmap" to guide TAM's Innovation work

As presented to the Executive Committee, staff has developed a high level, draft "roadmap" to advance actionable next steps during the next two to three years. This roadmap includes the following elements:

- Advance Data and its use in Decision Making
- Advance AI in TAM Practices
- Develop Countywide Traffic Signal Modernization Plan
- Get Ready for AVs
- Future Considerations

Throughout these areas, staff has identified cross-cutting themes to support and guide actions, including: 1) advance CTP implementation, 2) focus on safety, and 3) support staff development.

DISCUSSION/ANALYSIS

Roadmap

Since previous discussions, staff have been advancing progress in executing the "roadmap", including an update on the Countywide Signal Modernization Plan in July, Transportation Data Services Contract in October, the adoption of TAM's AI Policy, and completion of the Lincoln Avenue AI Pilot Study, among other actions. Additionally, TAM staff continue to monitor deployment of AI detection systems on local traffic signals including deployments in San Anselmo, San Rafael, the Tiburon Peninsula, and other unincorporated areas within the County of Marin.

Autonomous Vehicles

Regarding the potential deployment of autonomous vehicles (AVs) in Marin County, Tesla announced plans to begin operations in July 2025, despite not having received authorization from state regulators. In August 2026, Waymo received authorization to expand its Bay Area operations into Marin County but has not yet launched service.

Staff discussions with Waymo representatives note that logistical and operational considerations such as staffing, vehicle procurement, roadside assistance, depot siting and charging availability all need to be addressed before launch would occur in Marin County. While local government does not have regulatory authority over AVs (that rests with the state DMV and CPUC), Waymo would be required to comply with any local zoning ordinances related to depot siting.

Waymo representatives also noted that the company is seeking "broad commercial service" operations and is not exploring pilot operations at this time. In addition, Waymo launched a new vehicle type, branded as the Ojai, which is widely accepted as a more accessible vehicle, but these are not currently ADA compliant, likely triggering the need for wheelchair accessible vehicles to be operated on demand with any public partnership model.

There have also been shifts in the regulatory and legislative environment, with recent rulemaking by the California Department of Motor Vehicles, that expand enforcement activities at the local and state level, implement operational requirements for Autonomous Vehicles, and require that AV companies provide training to local emergency response agencies on interacting with their vehicles. SB 1246 (Cortese) was approved in the recent legislative cycle and will allow for local jurisdictions to consider civil penalties for violations among other requirements, starting July 1, 2028. These changes are summarized in Attachment B.

It remains important to note that local jurisdictions and transportation authorities, such as TAM, have no regulatory authority over AVs, similar to recent rulings regarding Transportation Network Companies (TNCs) like Uber and Lyft.

Speed Safety Cameras

While TAM is advancing the Countywide Traffic Signal Modernization Plan, an area of note outside of that scope has been Speed Safety/Enforcement Cameras. In San Francisco, SFMTA has recently released the first 18-month progress report for their Speed Safety Camera Pilot, as required by AB 645, which authorized the cities of Los Angeles, San José, Oakland, Glendale, Long Beach, and the City and County of San Francisco to install and operate speed safety cameras on a pilot basis until January 1, 2032.

As noted in TAM's 2024 Local Road Safety Plan, unsafe speed is the leading cause of collisions in Marin County. The SFMTA's automated speed enforcement cameras discourage speeding through citations issued to drivers observed travelling 11 mph or more over the posted speed limit.

The San Francisco progress report is included as Attachment C and notes the following benefits:

- The share of drivers traveling 10 mph or more above the speed limit has dropped by close to 84% across camera locations compared to pre-implementation levels, representing 42,000 fewer instances of speeding per day at camera locations across the city.
- Where cameras are installed near senior centers and schools, excessive speeding has dropped by as much as 94% compared to pre-installation levels, reducing close calls for kids and families walking or biking to school.
- Approximately 63% of vehicle owners who receive a notice do not receive a second, and 80% of recipients receive two or fewer notices, suggesting that a single notice is sufficient to change behavior for most drivers.
- The percentage of drivers receiving citations for the most egregious speeds has decreased and remains at lower levels.

By law, all revenue generated from the program must be reinvested in street safety efforts. SFMTA uses these revenues to conduct the Speed Safety Camera Program and to fund other street safety improvements, like traffic calming measures.

Unlike Automated License Plate Reader cameras (e.g. Flock Safety Cameras), speed safety cameras operate in a different framework, including the purpose, scope, data collection, network and sharing of data, data retention and privacy protections. Speed Safety cameras are not continuously recording and are activated only when a vehicle exceeds the speed threshold under SB 645. Additionally, these devices are a standalone, localized enforcement system with strict legal limits on sharing of data. Speed Safety cameras are used to issue citations for specific violations, and not for general data collection or creation of searchable records of movement.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Innovation can inform and advance many of the CTP's strategies and goals. The CTP strategy of Transportation Data and System Management in particular notes the development of a data management program to support the introduction and management of new technologies.

FISCAL CONSIDERATION

There are no fiscal impacts associated with this presentation.

NEXT STEPS

Staff will continue to advance the Innovation Roadmap, including monitoring AV activity, Traffic Signal AI detection deployments, and data programs, and will seek further discussion from the TAM Board on how technology would be integrated into planning for the Reimagined Roadways program.

Staff will continue to monitor speed safety camera implementation and explore opportunities for local program implementation for further Board discussion, including as part of future legislative platforms.

ATTACHMENTS

Attachment A – Autonomous Vehicles Update Presentation
Attachment B – Autonomous Vehicles Fact Sheet
Attachment C – SFMTA Speed Safety Camera Program 18-month report (hyperlink)









TAM Innovation Roadmap & Updates

Transportation Authority of Marin

Board of Commissioners

November 19, 2026

Context and Overview

Innovation can support **measurable progress** towards CTP implementation

Prior Activities

- September 2025 – Updates on AVs and Innovation Funding Action
- October 2025 Workshop – Discussion on CTP, Tech Trends, Safety, AVs & AIs
- February 2026 – Draft Innovation Roadmap

Today's Presentation

- Draft Innovation Roadmap
- AV Updates
- SF Pilot Speed Safety Cameras

TAM CTP 2050 Goals

A GOAL TOWARDS SAFE TRANSPORTATION
A Safe Network with Multimodal Solutions

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

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

Near Term Draft Innovation Roadmap



Image generated with ChatGPT

Recent Progress/Updates

Data

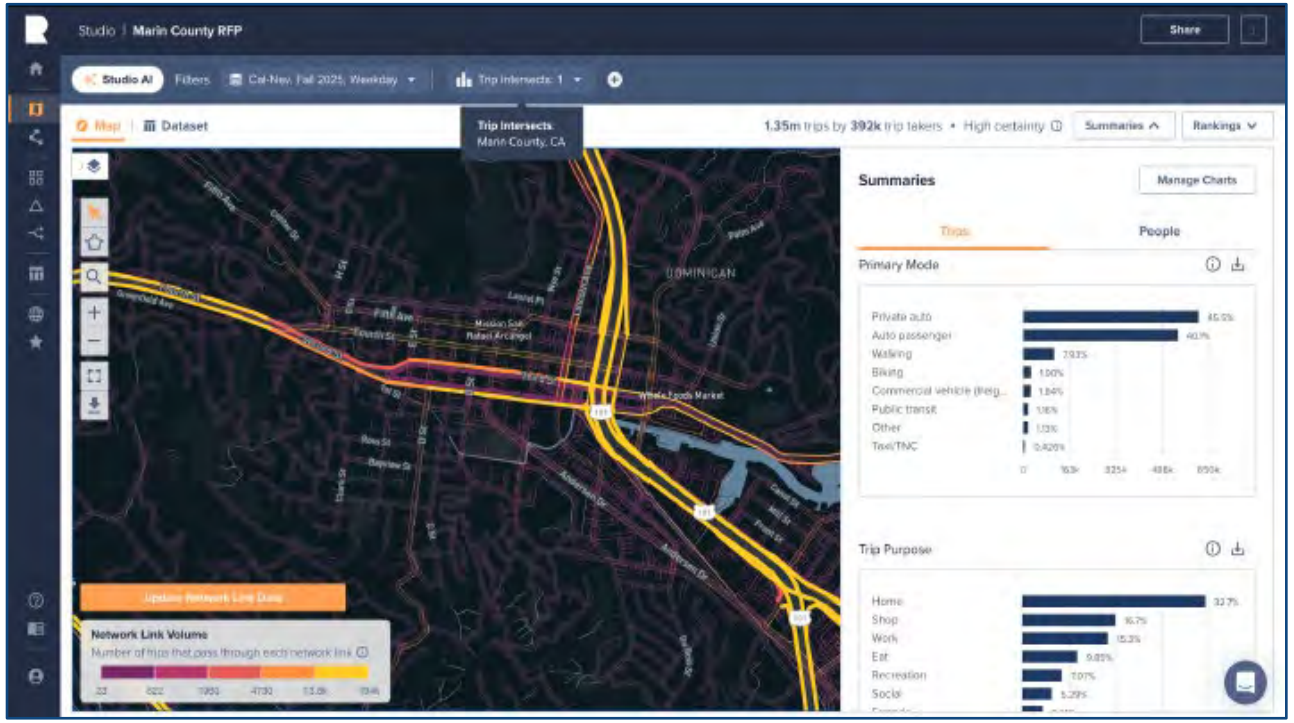
- Big Data Procurement
- TAM Travel Model & Forecasts
- Data Governance Policy (in Development)

Artificial Intelligence (AI)

- Lincoln Ave AI Pilot Study
- TAM Adopted AI Policy

Traffic Signals

- Countywide Traffic Signal Modernization Plan Underway
- Deployment of AI Signals in Multiple Locations



AV Updates

Waymo is authorized to expand *but there are **no immediate plans to operate in Marin County**.*

Logistical & operational parameters must be met prior to launch:

- Staffing, vehicles, depot, EV charging, roadside assistance, bridge crossings
- Local zoning determines depot site potential

Waymo seeking “broad commercial service”:

- Not pursuing pilot operations
- Waymo transit/business subsidies – would likely require ADA compliance



DMV Regulation & Legislative Updates

DMV Regulations Approved in April 2026:

- Expands enforcement authority for DMV
- Allows for AV moving violations
- Emergency responder interaction plans and operational requirements
- Remote operations requirements and other regulations



CA Office of Traffic Safety & CHP Lead First Responder Coordination

SB 1246 (Cortese) – Effective July 1, 2028

- Additional requirements and allows for local jurisdictions to consider civil penalties for violations



Emerging Area of Practice – Speed Safety Cameras

SFMTA Speed Safety Camera 18-Month Progress Report:

- AB 645 authorization
- 84% reduction in excessive speeding (10+ MPH over posted speed limit)
  - 94% reduction near senior centers and schools
- Results show long term behavior change: ~63% of vehicle owners who receive a notice do not receive a second
- Funding required to be used for program costs & local traffic calming improvements



Next Steps

- Continue to advance works in progress
- Monitor AV deployment
- Explore potential for speed safety cameras
- Consider role of technology in Reimagined Roadways Program Development
- Continue to monitor other emerging areas for future consideration



Questions & Discussion

Thank you!

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Fact Sheet: Autonomous Vehicles

November 2026

What are Autonomous Vehicles?

An autonomous vehicle (AV) is a car, truck, or other vehicle that can operate without direct human control, using a combination of sensors, cameras, artificial intelligence, and software to perceive its surroundings, make driving decisions, and navigate to a destination.

Key Characteristics

- Perception Systems: AVs use advanced detection and communication systems such as lidar, radar, and cameras to detect other vehicles, pedestrians, cyclists, road markings, and traffic signals.
- Decision-Making AI: Advanced algorithms interpret sensor data to plan routes, respond to changing conditions, and handle complex scenarios like merging or avoiding hazards.
- Levels of Autonomy: Overseen by the SAE (Society of Automotive Engineers)
    - Level 0 (no automation) to Level 5 (full automation in all conditions, no human needed)
        - Currently, most AVs operate at Level 2–4, requiring some human oversight in certain conditions.

Permits: Who Oversees AV Deployment?

National Highway Traffic Safety Administration (NHTSA)

National Highway Traffic Safety Administration (NHTSA) establishes, monitors, and enforces vehicle safety standards across the country. As a part of this, NHTSA issues permits for AV use and requires AV crash reports within one day of collision as a condition of the permit. Depending on the vehicle, an AV company may be exempt from the approval process. For instance, Waymo uses a Jaguar vehicle so they are exempt from the approval process, whereas Zoox's custom and proprietary vehicle requires NHTSA approval in order to operate.

NHTSA is the agency responsible for monitoring the safety aspects of autonomous vehicle technology. Currently, NHTSA is investigating several incidents related to AV companies including Waymo and Zoox for both collisions with objects as well as vehicle system errors.

California Department of Motor Vehicles (DMV)

The DMV serves as the first permit threshold for driverless vehicles operating on public roads. They issue permits through programs in 3 different categories: Testing (with driver), Driverless Testing, Deployment (commercial). Through a series of deployment applications & checklists, fees, insurance/Operational Design Domain (ODD), law enforcement interaction plan & safety requirements found here, the DMV provides oversight of vehicle and driver systems. A list of the current testing permit holders (with driver and driverless) is posted here: current permit holders.

In 2012, SB 1298 authorized the DMV to regulate AV operations, and has updated these regulations periodically following a rule making process. In April 2026 the DMV completed an update to its rules, which expanded its enforcement actions and provided substantive new changes relevant for local jurisdictions

- Expanded Enforcement Tools - Recent updates to California's autonomous vehicle regulations provide the DMV with additional enforcement tools to oversee driverless vehicle operations. The DMV may request information from AV operators, impose operational restrictions, and take enforcement actions when necessary. Operational restrictions may include limits on fleet size, geographic service area, hours of operation, vehicle speed, and operation under certain weather conditions. The DMV also maintains the authority to suspend or revoke permits when warranted.
- AV Moving Violations - Peace officers may issue notices of alleged autonomous vehicle traffic violations under Vehicle Code Section §38752. For priority-review incidents, manufacturers must submit noncompliance notice within 24 hours.
- First Responder Interaction Plans (FRIP) - Manufacturers must develop, publish, and maintain First Responder Interaction Plans for emergency and traffic enforcement interactions. These plans must be reviewed annually and updated on real-world incidents. Within 10 days of application approval, the plan must be submitted to CHP, who distributes FRIPs to local enforcement agencies.
- Emergency Responder Interaction Requirements - Manufacturers must be able to respond to emergency geofencing requests directing their fleets to leave or avoid an identified area within two minutes. Remote operators (RO) must support two-way voice communication, so nearby emergency officials can reach a remote operator. Remote operators must respond to emergency personnel within 30 seconds. AV manufacturers must direct their fleets to leave or avoid an identified area within two minutes receiving an emergency geofencing message. RO must be able to stop the AV, allow emergency personnel to reposition, or move as directed
- Safety Case Requirements - Manufacturers seeking driverless testing or deployment must provide a safety case demonstrating functional safety, operational safety, AI safety, cybersecurity, validation and verification testing, remote operations procedures, fleet maintenance practices, first responder interactions, and post-crash response processes.
- Medium-Duty Passenger Transit Vehicles - California authorizes autonomous passenger transit vehicles up to 14,001 pounds GVWR for use by public entities and universities.
- Heavy-Duty Autonomous Vehicles - California now allows controlled testing and deployment of autonomous vehicles over 10,001 pounds on approved freight routes. Operations on local roads with 25 mph limits are generally prohibited except when connecting major freight facilities. Heavy-duty passenger vehicles are exempt from these route restrictions. Operators must comply with commercial vehicle requirements including CHP inspections and weigh station requirements.

California Public Utilities Commission (CPUC)

Once a company has been issued a driverless permit from the DMV, if they intend to carry passengers, they need to obtain a California Public Utilities Commission (CPUC) permit. CPUC permits are not required for commercial exclusive (non-passenger carrying) operators. The CPUC requires submission of a Passenger Safety Plan (PSP), reporting of incidents, and information on data privacy. The CPUC monitors Drivered/Driverless Pilots and Phase 1 Deployments (fare charging) (California Public Utilities Commission). As a part of monitoring the list of applicants, the CPUC posts letters of advice on whether the company should be approved for Driverless deployment and maintains a running advice-letter status page for Driverless Phase I deployment and expansions (e.g., service-area changes) here. The CPUC permit allows companies to charge fares to passengers to ride in the vehicles, but no restrictions are placed on how the rides are charged.

The CPUC also implements safety oversight through a series of reporting requirements, including:

- New Stoppage Event Reporting (reporting when AVs get stuck during operations)
- Enhanced Incident Reporting (reporting on trip-level incidents including citations and stoppage events)
- Streamlined Collision Reporting (reporting, jointly with NHTSA, on any collision within one day)

Companies Currently Operating in California (passenger & goods)

Note that this is not a comprehensive list of all companies operating in California but includes information on several key operators in the Bay Area and companies relevant to Marin County. A list of the current companies that have obtained DMV and CPUC permits is available here on the CPUC website.

Waymo (Alphabet) — passenger robotaxi

- **Permits:** DMV Driverless Testing & Deployment (CA); CPUC Driverless Phase I Deployment (fare-charging). CPUC approved Waymo's expansion into Marin County in August 2026. (California Public Utilities Commission)
- **Where operating:** Bay Area & Los Angeles (plus out-of-state markets). (California Public Utilities Commission)
- **Tech:** Level-4 stack with lidar + radar + cameras.

Zoox (Amazon) — passenger pilots

- **Permits:** DMV Drivered + Driverless Testing; CPUC Drivered + Driverless Pilot (no fare-charging). CPUC confirmed driverless pilot permit and renewal (2024–2025). (California Public Utilities Commission)
- **Where operating:** Limited geofences (e.g., downtown San Francisco, Foster City); speed-limited operations.
- **Tech:** Purpose-built bi-directional EV; lidar + radar + cameras.

Tesla — "robotaxi" branding; CA operations require human driver/monitor

- **Permits (CA):** DMV testing with driver; no DMV driverless or Deployment permit; CPUC authority limited to non-autonomous charter operations (no driverless passenger service). (Politico, WIRED, Chron)
- **Tech: Vision-only** (camera-based); no lidar/radar.

Local Oversight & City Responses to AV Deployment

San Francisco

San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) manage curb and lane use, staging areas, and establish protocols for first responders. These agencies also serve as advocates on safe operations and ensuring AVs support city goals of vision zero, transit first, and countywide transportation goals. These actions include providing formal input to state regulators, including detailed comments to the CPUC on permit applications. Other city departments, including the Mayor's Office, coordinate on AV related topics and responses.

Los Angeles

Similar to SFCTA and SFMTA, Los Angeles has sought to increase local regulation of these services. In June 2024, the Council voted to enhance monitoring of driverless vehicle activity, to seek improved access to AV operational data, and to support state-level legislation that would give local governments stronger regulatory tools among other legislative policy.

Recent State Legislation

Bill	Content	Outcome
AB 1777 – Ting (2024)	Establishes operational requirements and performance standards for AV-emergency responder interactions & mechanism to document AV traffic violations	Signed into law
AB 3061 – Haney (2024)	Addressed critical gaps in data reporting and data transparency requirements	Vetoed by Governor Newsom
SB 915 – Cortese (2024)	Authorized cities of >250K citizens to enact local ordinance for AV ops in their jurisdiction	Pulled by author after Assembly Transportation presented major amendments
SB 1246 – Cortese (2026)	Expands autonomous vehicle safety, oversight, and emergency response requirements, including standards for remote drivers and incident response personnel.	Signed into law by Governor Newson on September 30, 2026

ADA Requirements

NHTSA, the DMV, and the CPUC presently do not require vehicles to be fully ADA accessible to those who require wheelchair access or assistance. However, public transportation agencies need to consider compliance with ADA in any services provided to the public, and USDOT provides guidance as it relates to on-demand services. Typically for public agencies, several accessibility considerations need to be considered including physical access, communication, and equivalence of service.

Helpful Links

- DMV – Autonomous Vehicles (program hub + lists): testing permit holders, driverless testing, deployment program & forms. (California DMV)
- CPUC – AV Programs (policies and prerequisite note): overview + guidance. (California Public Utilities Commission)
- CPUC – AV Program Permits Issued (live table of permit holders): (California Public Utilities Commission)
- CPUC – Driverless Phase I Deployment Advice-Letter Status (expansions): (California Public Utilities Commission)
- Waymo CPUC approval (May 19, 2025 disposition): (California Public Utilities Commission)
- Zoox CPUC letters (driverless pilot granted; TCP renewals): (California Public Utilities Commission)
- Media Reports Regarding San Francisco AV Operations: (The Guardian, SFMTA) (SFGATE, Local News Matters)
- Media Reports Regarding Los Angeles AV Operations: (CBS News, NBC Los Angeles) (LegiScan, Digital Democracy | CalMatters, ABC7 San Francisco) (The Verge, LegiScan) (Reuters)

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November 10, 2026

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

Dear Commissioners:

Re: <u>Closed Session –Existing Litigation [GC section 54956.9(d)(4)]</u>
Moreno v. Mendieta-Velasquez
Marin County Superior Court Case No. CV0009189

Dear Board Members:

I request that you conduct a closed session, during your meeting on November 19, 2026, to discuss litigation. In my opinion, public discussion of these matters would prejudice your position. The specific reason and the legal authority for the closed session is Government Code section 54956.9(d)(4) based on the fact that there are significant exposures to litigation in the existing litigation of *Moreno v. Mendieta-Velasquez,* Marin County Superior Court Case No. CV0009189.

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:

CONFERENCE WITH LEGAL COUNSEL –EXISTING LITIGATION

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

Respectfully submitted,

By: _____
Stephen R. Raab
Marin County Counsel