



January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director

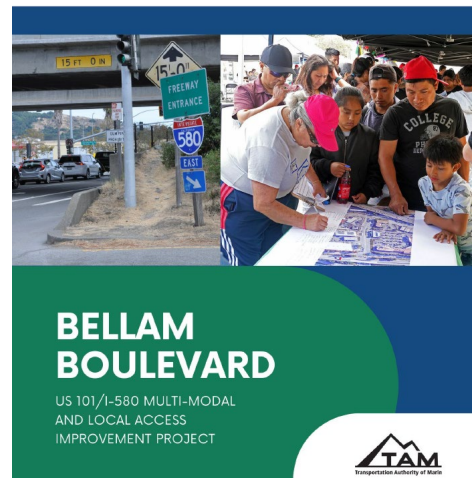
RE: Executive Director’s Report – Agenda Item 4 (Discussion)

Local

TAM Receives \$2 Million Award for US 101/I-580 Multi-modal & Local Access Improvement Project from Federal Reconnecting Communities Program

Transportation Authority of Marin (TAM) is pleased to announce that the US 101/I-580 Multi-modal & Local Access Improvement Project in San Rafael was named as an awardee for a U.S. DOT Reconnecting Communities Program (RCP) planning grant. Among other project development activities, the \$2 million grant will support the team to continue the extensive community outreach with local residents, businesses and community-based organizations.

FY 2024
RECONNECTING COMMUNITIES PROGRAM
PLANNING GRANT APPLICATION



This award was part of a major U.S. DOT announcement on January 10th, awarding nearly \$5 billion in grants for 560+ projects through seven Infrastructure Investment and Jobs Act (IIJA) programs. Among the seven programs is the Reconnecting Communities Pilot Program, which strives to advance community-centered transportation connection projects that benefit disadvantaged communities.

The US 101/I-580 Multi-modal & Local Access Improvement Project aims to improve access between the historically disadvantaged Canal neighborhood and the rest of the City of San Rafael by installing shared use pedestrian and bicycle paths across I-580 along Bellam Boulevard, while also improving regional connectivity between northbound US 101 and eastbound Interstate 580.

More information:

- US DOT [press release](#) for RCP (and other programs)
- RCP awards [link](#) and [factsheet](#) (TAM’s award is on page 4).
- Press release on Senator Padilla’s website: <https://www.padilla.senate.gov/newsroom/press-releases/padilla-announces-over-258-million-for-california-transportation-infrastructure-projects/>

Bellam Boulevard Off-Ramp Improvement Project Update



Pre-construction activities, including clearing, grubbing, pruning and tree removal, began in early January as part of the Bellam Boulevard Off-Ramp Improvement Project. Crews are removing trees along the right side of the off-ramp from US 101 to Bellam Blvd. and along the right side of the on-ramp to I-580 from Bellam Blvd. Tree removal is required to provide space for the off-ramp widening and associated retaining walls.

The overall project, expected to begin construction in spring 2025, will widen the NB 101/EB I-580 off-ramp and add a right turn lane to Bellam Blvd. to improve traffic flow, turn movements, and reduce the back-up along northbound US-101 and the Bellam Blvd. Offramp. TAM is funding the project and the County of Marin is managing the construction. The County is currently seeking bids from construction contractors.

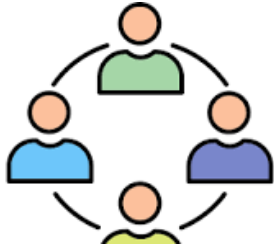
Marin Commutes New Year Commute Challenge



Commuters traveling to, from, and within Marin can refresh their routines and earn bonus rewards through February 23rd while embracing sustainable commuting habits.

The New Year Commute Challenge offers extra perks on top of Marin Commutes' year-round incentives – it's the perfect time to welcome positive change and make your commute count! View details on the New Year Commute Challenge on the program website: <https://marincommutes.org/>.

TAM Working Groups Launched



Last month, the TAM Board amended the Administrative Code to support the development of two working groups identified in the Countywide Transportation Plan 2050 (CTP 2050) – the Technical Advisory Working Group and the Equity Working Group – to support coordination of transportation activities in the county. Staff will convene these working groups in the coming weeks and have extended invitations to prospective members to support CTP 2050 implementation.

Regional

State Route 37 - Draft Supplemental Environmental Document Released

On January 14th, Caltrans hosted a public meeting on the release of a Draft Supplemental Environmental Impact Report (Draft SEIR) for the SR 37 Sears Point to Mare Island Improvement Project. This Draft SEIR provides information to address proposed changes since the Final Environmental Document for this Project was approved in 2023. These changes include additional highway improvements and the enhancement of degraded marsh habitat at Strip Marsh East to restore and improve wetlands, waters, and special-status species habitat.



The public review period for this Draft SEIR is until February 3, 2025. [View the Caltrans website](#) for information on how to access the Draft SEIR and submit comments.

SMART Grand Opening Celebrations



On January 10th, SMART hosted a well-attended and lively celebration for the SMART Petaluma North Station grand opening. TAM board members, staff and partners attended and were among the first to ride the train to the new station.

On Saturday, January 25th at 11:00 a.m., SMART will host a grand opening celebration for the new McInnis Park pathway. The new pathway will connect McInnis Parkway and Smith Ranch Road, and the grand opening celebration will be held by the newly constructed bridge/entrance to the pathway, directly across from 155 McInnis Parkway.

Marin and Sonoma Transit Coordination Update



The working group called MASCOTS (Marin and Sonoma Coordination of Transit Services) continues to meet to develop a comprehensive analysis of transit service in the Highway 101 corridor. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along the Highway 101 corridor to better serve existing and future transit customers.

MASCOTS is a multi-agency planning effort that includes Marin Transit, Golden Gate Bridge, Highway and Transportation District (GGBHTD), Sonoma-Marin Area Rail Transit (SMART), Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, Transportation Authority of Marin (TAM), Sonoma County Transportation Authority (SCTA), and the Metropolitan Transportation Commission (MTC). Each Board (with the exception of Sonoma County Transit) has received a presentation introducing the MASCOTS coordination effort including existing conditions and key findings. General Managers and Executive Directors have been meeting monthly and recently reviewed service planning recommendations. Upcoming activities include reviewing cost and funding implications for transit agencies, funding distribution scenarios, Title VI analysis and public engagement. Recommendations are anticipated later in 2025 with implementation in 2026.

San Francisco Bay Sea Level Rise Study in Water Resources Development Act of 2024 – Army Corps of Engineers



For the first time, the U.S. Army Corps of Engineers will study impacts of sea level rise on the entire region with a focus on economically disadvantaged communities, vulnerable infrastructure, and nature-based strategies. On January 5th, President Biden signed the Thomas R. Carper Water Resources Development Act of 2024 (WRDA), which now includes a section instructing the U.S. Army Corps of Engineers (USACE) to conduct a study of measures to adapt to rising sea levels in the San Francisco Bay Area. The study builds on and expands USACE's existing authority to address the impacts and adaptation to sea level rise and climate change in the 9-county Bay Area's ocean and bay shorelines.

At this time, the study has been authorized but the funds have not yet been appropriated. Though it is expected that the study may begin in 2026, that is conditioned on the funds being appropriated to conduct the work. TAM staff is coordinating with County and local agency staff as well as USACE on this effort as it pertains to TAM's Sea Level Rise Program. We expect coordination across BCDC and USACE as it is anticipated that the Army Corps study will take a broader, more regional-wide approach to adaptation solutions to sea level rise

State

Notable New California Transportation Related Laws Take Effect On January 1, 2025



Attachment A includes a list of notable new transportation related laws that went into effect on January 1st. With the exception of SB 1107 (Dodd), all laws listed in Attachment A were enacted in 2024. SB 1107 was enacted in 2022 but went into effect on January 1, 2025. The new laws address a range of issues including safety, security, technology, and administration. Laws with TAM Board support are identified in the descriptions.

TAM IN THE COMMUNITY

Date	Meeting	Topic
11.14.2024	Bellam Blvd. Workshop	Marin 101-580/Bellam
11.19.2024	San Rafael Chamber of Commerce	Marin 101-580/Bellam/Bikeshare
12.12.2024	San Rafael Leadership Institute	General/Marin Commutes
1.13.2025	Corte Madera BPAC	Complete Streets

Attachment

Attachment A – Notable New California Transportation Related Laws for 2025

Attachment A

Notable New California Transportation Related Laws for 2025

AB 413 (Lee) - Vehicular Safety, also known as the "Daylighting Law": AB 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, with the goal of improving visibility for pedestrians and potentially reducing the number of accidents.

AB 1774 (Dixon) - Electric Bicycles: AB 1774 prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. The TAM Board supported AB 1774.

AB 1777 (Ting) - Autonomous Vehicles Interactions with First Responders and Traffic Violation Notices: Upon the DMV adoption of necessary regulations, AB 1777 creates new authority for a law enforcement officer to issue a "notice of autonomous vehicle (AV) noncompliance" to an AV manufacturer for an alleged traffic violation committed by one of their vehicles. Beginning July 1, 2026, AB 1777 establishes additional requirements for how AVs that operate without a human operator in the vehicle interact with first responders, including a requirement for manufacturers to provide a two-way device in the vehicles for communication with first responders.

AB 1778 (Connolly) and AB 2234 (Boerner) - E-Bike Safety Pilot Programs: AB 1778 authorizes Marin County and its cities to prohibit people under the age of 16 from riding a Class 2 electric bicycle (e-bike) and to require all individuals to wear a helmet when riding one until January 1, 2029. AB 2234 authorizes San Diego County and its cities to prohibit people under the age of 12 from riding a class 1 or 2 e-bike until January 1, 2029. The goal of both pilot programs is to reduce youth injuries. The TAM Board supported AB 1178.

AB 1904 (Ward) - Transit Buses and Yield Right-of-Way Sign: SB 1904 allows transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light. The TAM Board supported AB 1904

AB 1978 (Sanchez), AB 2186 (Wallis), AB 2807 (Villapudua) and AB 3085 (Gipson) - Sideshows and Street Takeovers: AB 1978 assists law enforcement crack down on dangerous sideshows and street takeovers and authorizes law enforcement to impound a vehicle without taking the driver into custody for obstructing or placing a barricade upon a highway, or an off-street parking facility for the purpose of facilitating or aiding a speed contest or exhibition of speed.

AB 2186 authorizes law enforcement to remove a motor vehicle used in an exhibition of speed in an off-street parking facility for no more than 30 days.

AB 2807 clarifies that vehicle sideshows are also known as "street takeovers."

AB 3085 expands the list of offenses where law enforcement may impound a vehicle pursuant to a warrant or court order, including engaging in a motor vehicle speed contest or an exhibition of speed upon a highway or off-street parking facility.

AB 2086 (Schiavo) - Making Transportation Spending Clear and Accountable: AB 2086 ensures Californians can see the impact of their transportation dollars by requiring Caltrans to publicly report how projects align with efforts to improve safety, plan for a changing climate, and serve all communities.

AB 2111 (Wallis) - License Plate Obstruction or Alteration: AB 2111 prohibits a person from altering their license plate's reflective coating to evade electronic capture of the license plate for any reason. The law is aimed at curbing toll evasion and other traffic violations that can be detected by cameras.

Attachment A

AB 2536 (Hoover) - Vehicle Break-Ins and Theft: AB 2536 expands the definition of “vehicle theft crimes” to include the theft of vehicle parts such as catalytic converters. The law gives counties more flexibility to use existing vehicle registration fees to combat vehicle-related crime.

SB 905 (Wiener) - Fighting Car Break-Ins and Theft (Eliminate Locked Door Loophole): SB 905 adds new and increased penalties for possession of items stolen from a vehicle with intent to resell, and allows prosecution of automotive property thefts, regardless of whether the vehicle was locked.

SB 960 (Wiener) - Safer Inclusive Street Design (Complete Streets): SB 960 enhances California’s state highway system by requiring Caltrans to incorporate complete streets elements, such as bike lanes, sidewalks, and transit facilities, into its planning and projects. These projects will help improve our state’s transit infrastructure and support our climate and mobility goals.

SB 1107 (Dodd) - New Vehicle Insurance Minimums: SB 1107 was enacted in 2022 but goes into effect on January 1, 2025 to raise the minimum amount of liability coverage drivers must carry. All insurance policies will be required to have at least \$30,000 for bodily injury or death per person, \$60,000 for bodily injury or death per accident and \$15,000 for property damage per accident. The previous requirements were \$15,000, \$30,000 and \$5,000 respectively.

SB 1271 (Min) - Electric Bicycles, Powered Mobility Devices, and Storage Batteries: SB 1271 enhances e-bike safety by clarifying classifications, establishing safety standards for batteries, and introducing new labeling and advertising requirements. The TAM Board supported SB 1271.

SB 1313 (Ashby) - Driver Monitoring “Defeat” Devices: AB 1313 prohibits a vehicle from being equipped with, or a person from using, a device that is designed to neutralize or interfere with a driver monitoring system on a vehicle with advanced driver-assistance system features or autonomous technology. The law is intended to help address the issue of drivers overriding their driver monitoring systems while the vehicle is in motion, such as placing steering wheel weights to mimic hands placed on the wheel. These devices bypass the safety features designed to ensure that drivers are alert.

SB 1394 (Min) - Vehicle Tracking and Remote Access: SB 1394 requires vehicle manufacturers to allow drivers to terminate remote access to a vehicle and its location under certain circumstances. With some newer vehicles now able to be tracked and controlled remotely, the law is intended to allow survivors of domestic violence to have more control over their privacy and prevent abusive partners from exploiting vehicle technology to continue their behavior. Beginning July 1, 2025, a vehicle manufacturer must provide on its website an option for a driver to submit a request to terminate remote access. Beginning January 1, 2028, for vehicles manufactured on or after that date that have remote access, or on July 1, 2026, for vehicles manufactured prior to January 1, 2028, that have remote access and have the capability to receive software updates that provides the necessary functionality, the manufacturer must provide a mechanism for a driver inside a vehicle to immediately disable such access. The law also requires a vehicle with remote access beginning on January 1, 2028, to indicate to anyone inside the vehicle when a person outside the vehicle has accessed its features or location.