TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

MARCH 25, 2021

6:00 P.M.

Zoom

https://us02web.zoom.us/j/86499869864?pwd=UVA5Z3M1VFhOZ0d0Sk1Ob1c2bWplUT09

Webinar ID: 864 9986 9864
Passcode: 960627

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
Charles Lee

Fairfax
Chance Cutrano

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

In compliance with local and state shelter-in-place orders, and as allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Board of Commissioners' meetings will not be providing an in-person meeting location for the public to attend. The Commission will meet via Zoom and members of the public are encouraged to participate remotely as described below. Note: this meeting will not be webcast on Granicus.

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How to provide comment on agenda items:

• Before the meeting: email your comments to dmerleno@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, March 24, 2021 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 (only): Your meeting-related comments may be sent to info@tam.ca.gov During the meeting your comments will be read (3 minutes limit per comment) when the specific agenda item is considered by the Board. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment early in the meeting.

• During the meeting (only): If watching this meeting online, click on 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" on Zoom by pressing *9 and wait to be called on by the Chair or the Clerk to speak. Ensure that you are in a quiet environment with no background noise. You will be notified that your device has been unmuted hen it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also 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 Denise Merleno, 415-226-0820 or email:dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

AGENDA

1. Chair's Report (Discussion)

2. Commissioner Matters Not on the Agenda (Discussion)

3. Commissioner Reports (Discussion)

   a. MTC Report - Commissioner Connolly

   b. Marin Transit Report – Commissioner Colin

   c. SMART Report– Commissioner Lucan

4. Executive Director's Report (Discussion)

5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (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.)

6. CONSENT CALENDAR (Action) – **Attachment**

   a. Approve TAM Board Meeting Minutes of February 25, 2021

   b. Amend the Administrative Code

7. Adopt Positions on 2021 State Legislative Bills (Action) – **Attachment**

8. Program Senate Bill (SB) 1 Local Partnership Program (LPP) Incentive Funds (Action) – **Attachment**

9. MTC Safe and Seamless Mobility Quick-Strike Program (Action) - **Attachment**

10. Review and Approve the Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee Revenue Projections and the FY2021-22 Annual Budget and Strategic Plan Development Schedule (Action) - **Attachment**

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

FEBRURY 25, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present:	Alice Fredericks, Tiburon Town Council Beach Kuhl, Ross Town Council Brian Colbert, San Anselmo Town Council Charles Lee, Corte Madera Town Council Damon Connolly, Marin County Board of Supervisors Dan Hillmer, Larkspur City Council Dennis Rodoni, Marin County Board of Supervisors Eric Lucan, Novato City Council, Chair James Campbell, Belvedere City Council Chance Cutrano, Fairfax Town Council Judy Arnold, Marin County Board of Supervisors Kate Colin, San Rafael City Council Katie Rice, Marin County Board of Supervisors Kevin Haroff, Larkspur City Council (Alternate) Stephanie Moulton-Peters, Marin County Board of Supervisors, Vice-Chair Susan Cleveland-Knowles, Sausalito City Council Urban Carmel, Mill Valley City Council
Members Absent:	None.
Staff Members Present	Anne Richman, Executive Director Bill Whitney, Principal Project Delivery Manager Dan Cherrier, Principal Project Delivery Manager David Chan, Manager of Programming and Legislation Denise Merleno, Executive Assistant Derek McGill, Planning Manager Helga Cotter, Senior Accountant Li Zhang, Chief Financial Officer/Deputy Executive Director Nick Nguyen, Principal Project Delivery Manager Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 6:00 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant Denise Merleno to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

DRAFT

1. Chair's Report (Discussion)

Chair Lucan reported on the recent passing of Cindy Winter, a resident of Larkspur, and a long-time participant in active transportation and other transportation matters. He spoke about Cindy's attendance at most TAM meetings and how she would read transportation-related articles that were timely and/or forward thinking. He then invited other commissioners to share similar articles in her honor.

Vice-Chair Moulton-Peters read a quote by US Transportation Secretary Pete Buttigieg. Commissioner Fredericks read an excerpt from an article on Hyperloop which Cindy had provided at a previous meeting. Commissioner Arnold read an excerpt from an article on self-driving busses. Commissioner Hillmer commented on Cindy's passionate involvement in civic affairs, how he oftentimes biked with Cindy, and that, as mayor, he had the honor of making Cindy Larkspur's Citizen of the Year in 2019.

Executive Director (ED) Anne Richman spoke about Cindy's positive presence at TAM meetings. She reminded everyone that TAM honored Cindy with a Letter of Appreciation in May 2019 for her dedication to civic engagement.

Chair Lucan noted that the meeting would be adjourned in Cindy's memory.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported on the bi-annual change in leadership at the Metropolitan Transportation Commission (MTC) with Napa County Supervisor Alfredo Pedroza taking the helm as Chair while Nick Josefowitz, Chief Policy Officer at San Francisco-based nonprofit public policy organization, SPUR, and the San Francisco Mayor's appointee to the Commission, will serve as the Vice-Chair. He stated that $800 million in funds from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 will be allocated through MTC in March to help the challenges transit agencies are facing. He was hopeful for the approval of the next $1.9 trillion federal stimulus package which would bring additional funding to the state. He finalized his report by talking about various pieces of legislation on housing that MTC will be considering.

b. Marin Transit Report – Commissioner Colin

Commissioner Colin reported that Marin Transit has been working with certain schools throughout the county to provide transit services as they reopen for in-person classes. She added that, due to various constraints, no other supplemental school routes would be added at this point. She finalized her report by stating that, starting on February 21, Marin Transit, Golden Gate Transit and SMART (Sonoma Marin Area Rail Transit) will provide free transit for those who have confirmed appointments to receive a COVID-19 vaccine.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that SMART has been focusing on a review of 2020's operations as well as what opportunities and challenges may lie ahead in 2021. He stated that sales tax revenue continues to look more positive than the original projections when the pandemic began. He added that those extra dollars will be placed in a capital plan and an analysis will begin as to how to best leverage those funds for activities including building out the multi-use path and other key initiatives.

DRAFT

4. Executive Director's Report (Discussion)

ED Richman highlighted recent activities and transportation news including: a survey being conducted for the Marin-Sonoma Bike Share Pilot Program; progress on TAM's study of the 12 interchanges along Highway 101 in Marin; free transportation to vaccination sites offered by transit operators in Marin; a town hall meeting held by Senator Mike McGuire to discuss the Great Redwood Trail; Marin's unsuccessful applications for the State Active Transportation Program (ATP) Grants; Caltrans' planning grant applications that TAM is coordinating with local and regional agencies; the release of the draft Climate Action Plan for Transportation Infrastructure (CAPTI) to support greenhouse gas reduction, and $975 million in funding for Bay Area transit operators from CRRSAA.

Commissioner Cleveland-Knowles asked why Marin was not competitive in applying for the ATP grants.

ED Richman stated that Marin's projects did not score well in this extremely competitive program because they did not as strongly meet the criteria that the State set to rank the projects. She encouraged the project sponsors to request a debrief with the California Transportation Commission (CTC) who sponsored the grant for a better understanding on how to be more competitive in the future.

5. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, he moved on to the next item.

6. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes of January 28, 2021
b. TAM Response to 2019-2020 Marin County Civil Grand Jury Report on "Roadblocks to Safer Evacuation in Marin
c. Approval of Professional Service Contract with Eide Bailly LLP for Financial Audit Services

Commissioner Arnold moved to approve the Consent Calendar and the motion was seconded by Commissioner Kuhl.

On Agenda Item 6b - *TAM Response to 2019-2020 Marin County Civil Grand Jury Report on "Roadblocks to Safer Evacuation in Marin*, Commissioner Rodoni stated that he supported the response as written but added that it is important to note that the responsibility for the preparation for an evacuation falls on multiple public entities while the police and fire departments, in conjunction with the Office of Emergency Services, are responsible for handling the actual evacuation event. He noted that it is imperative to address evacuation routes on public roads and thoroughfares but that this is not an option on private roads of which there are many in the county. He encouraged TAM to add to its project scoring process a criterion for ease of evacuation.

A roll call vote was conducted, and the motion passed unanimously.

7. Review and Accept the February 2021 Project Status Report (Action)

Project Delivery Manager Nick Nguyen presented this item which recommended that the TAM Board accept the February 2021 Project Status Report. He provided a brief update on 9 of TAM's active projects and programs: Marin Sonoma Narrows, State Route 37, North-South Greenway Gap Closure, Highway 101 Interchange Studies; Class IV Bikeway on the I-580 Sir Francis Drake Blvd. Off-Ramp; Northbound (NB) US 101 to Eastbound (EB) I-580 Direct Connector, Bellam Blvd. Off-Ramp from US 101; Marin County Part-Time Transit Lane Feasibility Study and the Alternative Fuels Program.

DRAFT

Commissioner Lee asked when the work will occur on the Class IV Bikeway in Larkspur and if detour signs would be posted if closures are to occur.

Project Delivery Manager Bill Whitney stated that bike path will remain open at all times with the exception of brief periods when equipment will be moved across the path. He added that the path will be closed at night when girders are being moved over the path but that detour signs will be provided.

In response to a question from Commissioner Rice about whether or not there will be advance messaging prior to the night closures, Mr. Whitney said there will be message boards and additional outreach to make users aware of these closures in advance.

Commissioner Lee asked how equity will play a role in the planning process of the NB US 101 to EB I-580 Direct Connector Project.

ED Richman responded that the next item on this agenda will utilize that project as an example of how TAM has been incorporating equity into such projects.

Commissioner Cutrano, noting that the California Electric Vehicle Incentive Program (CEVIP) is being held in abeyance until later in the Fall, asked if staff anticipates any funding will come to Marin.

Planning Manager Derek McGill stated that the California Energy Commission (CEC) is currently reviewing the program for the next phase and will make a determination by October as to the program's administrator, rules, and amount of funding that will be available. At that point, Mr. McGill stated, TAM will be able to apply for funds.

Vice-Chair Moulton-Peters thanked staff for the report.

Commissioner Colbert thanked staff for incorporating the comments provided by the Administration, Projects, and Planning (AP&P) Executive Committee.

Chair Lucan opened this item to public comment.

Kevin Carroll of Larkspur commented on the North-South Greenway Gap Closure Project. He stated that residents of the Larkspur Mobile Home Park have a number of questions related to environmental issues associated with the Southern portion of the project and would like to know the appropriate time to ask these questions and to which governmental entity they should be addressed.

Commissioner Hillmer assured the speaker that the Larkspur City Council is aware of the concerns expressed and that the Council will keep these concerns in mind.

Vice-Chair Moulton-Peters moved to accept the February 2021 Project Status Report which was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion passed unanimously.

8. Advancing Equity in Transportation (Discussion)

Mr. McGill introduced this item which explained how TAM initiated a discussion on equity when it analyzed who was being impacted the most by the COVID-19 pandemic. He reviewed: objectives to advance equity; the internal review the agency performed relative to its practices; an overview of past activities related to equity; how equity is addressed or the issue is embedded in the existing regional and local planning and policy framework; direct actions that TAM built into its Measure AA expenditure plan to address equity; and opportunities identified to advance equity in the decision-making process.

DRAFT

ED Richman used the NB US 101 to EB I-580 Direct Connector Project as an example of how an equity analysis approach would look. She reviewed the public engagement process which included involving members of the community and forming a stakeholder working group, identifying needs and concerns of the community relative to the project, partnering with community organizations to develop outreach efforts with the community, and tapping into approaches that other agencies have used successfully. She finalized her comments by reporting on next steps that are planned centered on equity.

Commissioner Lee questioned whether regional considerations impacting local communities is considered an equity issue. He wondered if the residents living in the Canal Area, who would be most impacted by the NB US 101 to EB I-580 Direct Connector Project, are happy to see this project move forward or do they want the project diverted away from their community.

Commissioner Campbell stated that conducting an equity analysis should be routine on any project or program. He asked if this analysis would be conducted only when communities of concern are to be impacted or if projects may be initiated as a result of outreach conducted within the communities.

Mr. McGill noted that TAM's community-based transportation plans have identified needs within these communities, but that additional engagement is warranted since the plans are only updated every four to five years.

Vice-Chair Moulton-Peters stated that there are many more disadvantaged communities in Marin than those often identified, and she stated that all of them need to be considered. She added that most every city in Marin has low-income residents even though they may not be in centralized areas of that jurisdiction and that these residents should not be forgotten.

Commissioner Arnold agreed with the Vice-Chair Moulton-Peters' comment that every city in Marin has low-income residents but that some communities seem to be more in the spotlight because the federal agency, HUD (Department of Housing and Urban Development), tracks certain areas for funding purposes.

Commissioner Rodoni agreed with Vice-Chair Moulton-Peters and commented on San Rafael's Canal Policy Working Group. He noted that the group has developed bold policies including rent freezes on certain census tracts that were highly impacted by the pandemic and that there may be additional tracts that could benefit from a similar policy. He thanked staff for focusing on the Canal Community and hopes that the equity lens will be applied widely to all of TAM's efforts.

Commissioner Colin expressed her appreciation for incorporating equity into the NB US 101 to EB I-580 Direct Connector Project planning process but added that it is the implementation process that will be the true test of whether or not equity was incorporated. She asked staff to include as an objective, "*Ensure that policy decisions reflect and meet the transportation needs of underserved communities*." She wondered if the 2006 Community-Based Transportation Plan for San Rafael was updated or if it was due to be updated.

ED Richman replied that TAM recently signed an agreement with the City of San Rafael to begin working on an update for the Plan.

Commissioner Colin finalized her comments by stating that she liked the idea of a commissioner workshop on equity.

Commissioner Carmel expressed his appreciation for the proactive approach staff took to address equity practices within the agency and what more can be done. He discussed the diversity, equity and inclusivity discussions that have occurred within his community and how it is critical to be able to see a situation through the eyes of the underserved. He stated that this will allow one to better understand the views of that sector of the community. He supported the idea of creating a community task force for all projects and for commissioner training, as well.

DRAFT

Commissioner Rice thanked staff for their work on this topic. She suggested that projects and programs are considered, typically, to resolve a problem and that the solution usually benefits one population while impacting another. Likewise, in some cases, funding is moved from one project to another, so she suggested it was important to understand how, historically, funding has flowed to benefit one project to the detriment of another, which, again, can impact certain populations. She suggested that TAM has a role in helping project designs at the community level to apply the equity lens and to help package them to be more competitive when applying for grant funding. She stressed the importance of inclusion, so all ideas and voices are heard on an on-going basis. She finalized her comments by reiterating a key component she would like to see when evaluating a project or program: "*Who is it benefiting and who is it burdening?"*

Commissioner Cutrano thanked staff for this important discussion and asked how metrics are developed for projects.

Mr. McGill replied that, on any given project, the metrics chosen are assigned to the objective of the project. He commented that the metrics developed for the NB US 101 to EB I-580 Direct Connector Project could be used for similar projects in the future. He added that the recently developed TAM Travel Model generates a wealth of travel information which can be used for future efforts.

Commissioner Cutrano asked if the metrics for the NB US 101 to EB I-580 Direct Connector Project were developed from best practices or if they were constructed from community feedback.

ED Richman stated that they were developed through discussions with the stakeholder working group and then honed by staff and the consultant team.

Commissioner Cleveland-Knowles urged staff to look at these issues in every step of a project or program's process. She added that every staff report should include an equity analysis section. She finalized her comments by stating that impacts are not always obvious when analyzing transportation projects and programs, and she encouraged a deeper dive when considering the impacts.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, he asked ED Richman if she had any closing comments.

ED Richman thanked the board for the thoughtful discussion and said that training, considering past investments and how to embed equity into policies and outcomes while maintaining the directives of the Measure AA Expenditure Plan are some items that staff can begin to consider in the near term.

Chair Lucan commented that it is important for board members to continue the discussion on this topic and to get the word out on how TAM is looking to continue to advance equity in transportation, particularly at their Council level.

Chair Lucan adjourned the meeting in memory of Cindy Winter.

The meeting was adjourned at 7:55 p.m.

DRAFT

DATE: March 25, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Amend the Administrative Code (Action), Agenda Item No. 6b

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RECOMMENDATION

The TAM Board accepts amendments to the Administrative Code as shown in Attachment A.

BACKGROUND

Pursuant to California Public Utilities Code (PUC) Section 180105, local transportation authorities are required to "adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operation and management of the authority."

TAM's Administrative Code was initially adopted on November 17, 2005 and has been amended as necessary to remain current with new laws and regulations. TAM's Administrative Code has also been amended to reflect changes and policies adopted by the TAM Board and Marin voters, as was the case when Measure B was approved in November 2010. Lastly, the Administrative Code has been amended to reflect changing circumstances such as office location.

DISCUSSION

Amendments for TAM's Administrative Code as shown in Attachment A are proposed in the below areas. A copy of the existing Administrative Code in its entirety can be downloaded at https://www.tam.ca.gov/resources-news/tam-governance/. Upon adoption by the TAM Board, the existing Administrative Code with be replaced with the adopted revised Administrative Code

Measure AA

In November 2018, Measure AA was approved by Marin voters to renew TAM's Transportation Sales Tax. Pertinent sections in the Administrative Code need to be amended to reference Measure AA, such as Section 103.7 and Section 106.3. Section 103.7 refers to process for amending the Measure A Expenditure Plan. Measure AA needs to be included in Section 103.7. Similarly, Section 106.3 refers to budget amendment guidelines for Measure A and Measure B that need to include Measure AA since its passage.

Duties of the Executive Director

Section 104.1 (10) designates the Executive Director to serve as the Clerk/Secretary of the Board. When the Administrative Code was adopted in 2005, the Executive Director was the only employee with TAM and, therefore, naming the Executive Director as the Clerk/Secretary was out of necessity. In consultation with County Counsel, solely designating the Executive Director as the Clerk/Secretary is not required by PUC Section 180105 or any other state statute. The amended language to Section 104.1 (10) offers TAM the flexibility to designate another member of staff as the Clerk/Secretary of the Board.

Contents of Disclosure Statements

Section 107.5 of the Administrative Code currently identifies specific information that need to be annually disclosed by elected officials and designated staff positions. The information contained in Section 107.5 is voluminous and unnecessarily detailed. Rather than describing the disclosure requirements in minutia, Section 107.5 has been changed to reference the disclosure requirements to be consistent with Government Code Sections 87200 et seq. Government Code Section 87200 et seq. prescribe state mandated disclosure requirements that have been known to change over time. With the proposed amendment in Section 107.5, TAM will avoid having to amend the Administrative Code every time the disclosure requirements are changed by state statutes.

Technical Advisory Committee (TAC)

The Measure A Expenditure Plan specifically called for TAM to form a TAC to assist staff with prioritizing infrastructure improvements, particularly with the prioritization of projects under the Major Road category. The Measure AA Expenditure Plan does not call for a TAC to assist staff since all Major Roads funds available under both Measure A and AA were already assigned to specific projects, precluding the need for prioritization from a TAC.

Section 104.3(c) of Administrative Code currently states that the TAM Board <u>will</u> create a TAC. Section 104.3(c) has been amended to state the TAM Board <u>may</u> create a TAC to reserve the ability to create a TAC at a later time if necessary without needing to revise the Administrative Code.

Advisory Committees

Section 104.3 currently states that Advisory Committees shall establish a schedule of regular meetings. Section 104.3 has been amended to establish meetings as needed, to reflect the fact that regular meetings are often not needed. The amended language offers flexibility to Advisory Committees to establish meetings as appropriate.

FISCAL IMPACTS

There are no fiscal impacts with approving this administrative action.

NEXT STEPS

Upon approval by the TAM Board, the changes as shown in Attachment A will be incorporated into the Administrative Code.

ATTACHMENT

Attachment A: Proposed Revised Administration Code (pertinent excerpts)

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ADMINISTRATIVE CODE

OF THE

TRANSPORTATION AUTHORITY OF MARIN

Ordinance No. 2005-01

Adopted:
November 17, 2005

Revised:
December 14, 2006
October 27, 2011
December 5, 2013
March 27, 2014 (effective July 1, 2014)
November 20, 2014
December 14, 2015
April 26, 2018 (Selection of Chair and Vice Chair)
March 28, 2019 (Executive Committee Name Change & COC Requirement)
March 25, 2021 (Measure AA, TAC, & Misc.)

TRANSPORTATION AUTHORITY OF MARIN

ADMINISTRATIVE CODE

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TRANSPORTATION AUTHORITY OF MARIN

ADMINISTRATIVE CODE

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(f) At any regular meeting where there is less than a quorum of the Board, the Commissioners present may constitute themselves a "Committee of the Whole," for the purposes of discussing agenda matters or any other matter of interest to the Commissioners present. All items appearing on the agenda may be subject to action by the Committee of the Whole; however, a vote of the Committee of the Whole does not constitute final Board action. All Committee of the Whole actions must be ratified by a quorum of the Board.

103.5 Quorum and Voting Requirements for Action by the Board. A majority of the Commissioners shall constitute a quorum for the purposes of the transaction of business relating to the Authority, and, except as otherwise provided herein, all Official Acts of the Authority shall require the affirmative vote of a majority of the Commissioners of the Authority. In the event that a quorum is initially present at a duly held meeting, but a quorum is not present throughout the meeting, the Commissioners remaining may continue to discuss information on agenda items and receive public testimony but cannot take action.

103.6 Amendments to the Ordinance. An amendment, which proposes to affect the rate or period of the retail transactions and use tax imposed by this Ordinance, submitted to, and adopted by the voters of Marin, shall be effective only as follows:

(a) Adoption of the proposed amendment shall require the affirmative vote of two-thirds of the Commissioners following a noticed public hearing and a 45-day public comment period.

(b) The proposed amendment adopted by the Board shall require the approval of the Board of Supervisors and the majority of the City and Town Councils representing a majority of the population in the incorporated areas of the County.

(c) If the Board of Supervisors and the majority of the City and Town Councils representing a majority of the population in the incorporated areas of the County approve the proposed amendment, then the Authority shall request the Board of Supervisors to call for a special election and submit the matter to the Marin electorate, which shall require a two-thirds vote of the electorate to enact the amendment.

103.7 Amendments to the Measure A and Measure AA Expenditure Plans. The Board may annually review and propose amendments to the Measure A and Measure AA Expenditure Plans to provide for the use of additional Federal, State, and local funds; to account for unexpected revenues; or to take into consideration unforeseen circumstances. The Measure A and Measure AA Expenditure Plans may be amended as follows:

(a) Adoption of the proposed amendment shall require the affirmative vote of two-thirds of the Commissioners following a noticed public hearing and a 45-day public comment period.

(b) The proposed amendment adopted by the Board shall require the approval of the Board of Supervisors and the majority of the City and Town Councils representing a majority of the population in the incorporated areas of the County before it shall become effective.

104.1 (d) (5) To execute and deliver contracts and agreements on behalf of the Authority following such approvals as may be required hereunder and to administer Authority contracts in accordance with and subject to the limitations set forth in Article V;

(6) To authorize, approve and make expenditures in accordance with and subject to the limitations set forth in Article VI;

(7) To cause to be prepared and distributed the agenda for all Board meetings;

(8) To undertake such other duties, powers, and responsibilities as may from time to time be assigned to him/her by the Board;

(9) To accept and consent to deeds or grants conveying any interest in or easement upon real estate to the Authority pursuant to Government Code Section 27281 and to prepare and execute certificates of acceptances therefore from time to time as the Executive Director determines to be in furtherance of the purposes of the Authority. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Board; and

(10) To serve as the Clerk/Secretary or designate a member of staff as the Clerk/Secretary.

104.2 Standing Board Committees. The Board may, as it deems appropriate, appoint Standing Board Committees consisting of three or more Commissioners, to accomplish the purposes set forth herein.

(a) Organization of Standing Board Committees. To the extent possible, Standing Board Committee assignments shall reflect geographical balance. Each such Standing Board Committee shall by majority vote elect a chair at its first meeting who shall serve at the pleasure of the Standing Board Committee. Except with respect to the Executive Committee, the Standing Board Committees shall establish a schedule of monthly regular meetings; special meetings of Standing Board Committees may be scheduled by the Executive Director or by the Committee Chair as needed.

(b) Standing Board Committees of the Authority. The following Standing Board Committees are hereby created:

(1) Administration/Projects/Planning and Funding/Programs/Legislation Executive Committees. The Administration, Projects & Planning and Funding, Programs & Legislation Executive Committees shall consist of five Commissioners each. The combined membership shall represent a geographic balance, including at least one representative each from the five planning areas of the County: Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin. Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board. The TAM Board Chair shall serve as chair over one committee and the

TAM Board Vice-Chair shall serve as chair over the other. Each committee shall nominate a Vice-Chair of the Committee. The purpose of each Committee is to advise the Board and plan Board activities. A quorum of each Committee shall consist of three Commissioners. In the event that a quorum of the Committee members cannot be obtained, any TAM Commissioner present can serve as an alternate member on either Committee for the purpose of obtaining a quorum. Alternate members of Committees may be appointed by the remaining Commissioners to attend a Committee meeting in the absence of the principal appointees to the Committee. To the fullest extent possible, appointments of alternates shall be made so as to maintain geographical balance on such Committee. Any TAM serving on a Committee for the purpose of obtaining a quorum are only temporary Committee members for one meeting and do not constitute as regular Committee members for future meetings.

(2) Other Committees. The Board may establish such other Standing or other Board Committees, as deemed necessary or advisable from time to time. The Chair, with the concurrence of the Board, may establish such other special, ad hoc, or other Board Committees, as he or she deems necessary or advisable from time to time.

104.3 Advisory Committees.

(a) Organization of Advisory Committees. Each such Advisory Committee shall by majority vote elect a chair at its first meeting who shall serve at the pleasure of the Advisory Committee. Advisory Committees shall establish ~~a schedule of monthly regular~~ meetings as needed; special meetings of Advisory Committees may be scheduled by the Executive Director or by the Committee Chair as needed.

(b) Citizens' Oversight Committee. The Board will create a Citizens' Oversight Committee with the assistance of the League of Women Voters. The Citizens' Oversight Committee will report directly to the public and is charged with reviewing all Measure A, Measure AA, and Measure B expenditures of the Authority on an annual basis to inform Marin County residents how funds are being spent. Citizens' Oversight Committee members will be private citizens who are neither elected officials of any government nor public employees from any agency that either oversees or benefits from the proceeds of the transportation sales tax. Membership will be restricted to individuals who live in the County. Members will be required to submit a statement of financial disclosure and membership will be restricted to individuals without economic interest in any of the Authority's projects. Each committee member also shall have a designated alternate appointed, subject to eligibility provisions contained in Section 104.3, who shall attend committee meetings in the event that the appointed committee member is unable to attend. The Citizens' Oversight Committee shall consist of:

(1) One member each from the five planning areas in the County (Northern Marin, Central Marin, Ross Valley, Southern Marin, and West Marin) nominated by Commissioners representing the respective planning areas.

(2) One member from, and nominated by, a taxpayer group.

(3) One member from, and nominated by, environmental organizations of Marin County.

(4) One member from, and nominated by, major Marin employers.

(5) One member from, and nominated by, the Marin County Paratransit Coordinating Council, representing seniors and persons with disabilities.

(6) One member from, and nominated by, the League of Women Voters.

(7) One member from, and nominated by, an advocacy group representing bicyclists and pedestrians.

(8) One member from, and nominated by, a school district, including parents.

(c) Technical Advisory Committee. The Board ~~will~~ may create a Technical Advisory Committee. The purpose of the Technical Advisory Committee is to prioritize infrastructure investments in the Expenditure Plan and to undertake other technical reviews as requested by the TAM Commission. Each committee member also shall have a designated alternate appointed, subject to eligibility provisions contained in Section 104.3, who shall attend committee meetings in the event that the appointed committee member is unable to attend. Members of the Technical Advisory Committee shall consist of:

(1) Two members from, and nominated by, the Marin Managers Association.

(2) Three members from, and nominated by, the Marin Public Works Association.

(3) One member from, and nominated by, the Marin County Planning Directors Group.

(4) One member from, and nominated by, the Golden Gate Bridge, Highway, and Transportation District.

(5) One member from, and nominated by, the Marin County Transit District.

(6) One member from, and nominated by, the Marin County Paratransit Coordinating Council, representing seniors and persons with disabilities.

(7) One member from, and nominated by, the Marin County Office of Education.

(8) One member from, and nominated by, environmental organizations of Marin County.

(9) One member from, and nominated by, an advocacy group representing bicyclists and pedestrians.

(10) One member from, and nominated by, an advocacy group representing business organizations.

104.4 Bonding Requirement. The persons who have charge of, handle, or have access to any property of the Authority shall be so designated and empowered by the Board. Each such person may be required to file an official bond with the Board in an amount that shall be established by the Board. The premiums on any such bonds attributable to the coverage required herein shall be expenses of the Authority.

104.5 Compensation. In accordance with Section 180109 of the Act, no more than one percent of the funds generated pursuant to the retail transactions and use tax authorized by the Ordinance shall be spent on administrative staff salary and benefits. Commissioners shall not be compensated for attending meetings. Commissioners shall be compensated only for necessary traveling and personal expenses incurred in the performance of such Commissioner's duties as are authorized by the Board.

104.6 Ex Officio Members.

(a) The Board shall have the authority to establish by resolution, Ex Officio Members to the Authority, representing transportation and transit agencies and other entities interested or involved in transportation issues in the County. Ex Officio Members shall have the following powers:

(1) The right to attend regular sessions of the Board and to participate in the discussion of matters brought before the Board for consideration;

(2) The right to attend regular meetings of such other Board Committees and of such Standing Board Committees as the Board may determine, and to participate in the discussion of matters brought before such committees.

(b) Each Ex Officio Member shall be designated by the entity represented from among eligible candidates. Ex Officio Members shall hold office for a term of one year.

(c) Ex Officio Members shall not be Commissioners and shall have none of the rights or powers of such Commissioners except as expressly provided herein. Without limiting the generality of the foregoing, such Ex Officio Members shall not:

(1) Have the right to vote with respect to any matter brought before the Board or any Standing Board Committee;

ARTICLE VI

BUDGETS, REPORTS, INVESTMENTS AND DISBURSEMENTS

106.1 Annual Budget, Notice, Hearing, and Adoption. Each year no later than the Authority's June meeting, the Board shall adopt by motion the Annual Budget(s) for the ensuing fiscal year. Approval of a majority of the Commissioners shall be required for adoption of the Annual Budget thereto. In accordance with Section 180108 of the Act, notice of the time and place of a public hearing on the adoption of the Annual Budget shall be published pursuant to Section 6061 of the California Government Code not later than the 15th day prior to the date of the hearing. A preliminary proposed annual budget shall be available for public inspection at least 30 days prior to adoption.

106.2 Program Budgets. In addition to the Annual Budget, the Board may, by motion, establish Program budgets at any time for the study, implementation, or construction of any Program or any portion thereof authorized as a Program pursuant to the Expenditure Plan and Ordinance. Each Program budget shall include all Program costs specifically defined, including but not limited to the following:

(a) Estimated administrative expenses (in excess of those budgeted in the Annual Budget) allocated to the Program during planning and construction;

(b) Estimated costs of studies and planning for the Program;

(c) Estimated costs of right-of-way acquisition; and

(d) Estimated costs of the engineering and construction or implementation of the Program.

106.3 Budget Amendment. In the event that total expenditure for the annual budget has to increase due to special circumstances, prior approval from the Board is required. The Executive Director shall summit a detailed request and justification to the Board. The request shall include supporting documentation and recommendations regarding the means for financing.

In the event that total expenditures within one or more category(ies) (Administration, Professional Services, etc.) are projected to be greater than the budgetary authority, a transfer of budgeted funds may be processed as long as sufficient savings can be identified for transfers to the category(ies) in need. The Executive Director shall be authorized to approve budget transfers among categories if the dollar amount is equal or less than 5% of the total budget authority of the category from which funds will be reduced. Any transfer among categories that is greater than 5% of the total budget authority of the category from which funds will be reduced must receive prior approval from the Board. The Executive Director shall be authorized to approve all budget transfers among line items within the same category. Any transfer related to Measure A, Measure AA, and Measure B funding shall be effectuated according to the Policy and Procedures specified in the Expenditure Plans and currently adopted Strategic Plans.

(c) Annual statements shall be filed during the month of April by all designated employees. Such statements shall cover the period of the preceding calendar year. Closing statements shall be filed within 30 days of leaving a designated position. Such statements shall cover the period from the closing date of the last statement filed to the date of leaving the position.

(d) A designated position required to file a statement of financial interest under any other agency's conflict of interest code, or under Article 2 of Chapter 7 of the Political Reform Act for a jurisdiction contained within the territorial jurisdiction of this agency may comply with the provisions of this Code by filing a duplicate copy of that statement and an expanded statement which covers reportable interests in that portion of this agency's jurisdiction which differs from the jurisdiction described in the other statement.

107.5 Contents of Disclosure Statements. Disclosure statements shall be made on forms supplied by the Marin County Elections Office and shall contain ~~the following~~ information~~:~~ pursuant to Government Code Sections 87200 et seq.

~~(a) Contents of Investment and Real Property Reports:~~

~~When an investment or an interest in real property is required to be reported, the statement shall contain:~~

~~(1) A statement of the nature of the investment or interest;~~

~~(2) The name of the business entity in which each investment is held, and a general description of the business activity in which the business entity is engaged;~~

~~(3) The address or other precise location of the real property;~~

~~(4) A statement whether the fair market value of the investment or interest in real property equals or exceeds two thousand dollars ($2,000) but does not exceed ten thousand dollars ($10,000), whether it exceeds ten thousand dollars ($10,000) but does not exceed one hundred thousand dollars ($100,000), or whether it exceeds one million dollars ($1,000,000). This information need not be provided with respect to an interest in real property, which is the principal residence of the filer, or any other property that the filer utilizes exclusively as the personal residence of the filer.~~

~~(b) Contents of Personal Income Reports:~~

~~When personal income is required to be reported, the statement shall contain:~~

~~(1) The name and address of each source of income aggregating five hundred dollars ($500) or more in value, or fifty dollars ($50) or more in value if the income was a gift, and a general description of the business activity, if any, of each source. In the case of a~~

~~gift received through an intermediary, the name, address, and business activity of both the donor and the intermediary must be disclosed;~~

~~(2) A statement whether the aggregate value of income from each source, or in the case of a loan, the highest amount owed to each source, was at least five hundred dollars ($500) but did not exceed one thousand dollars ($1,000), whether it was in excess of one thousand dollars ($1,000) but was not greater than ten thousand dollars ($10,000), or whether it was greater than one hundred thousand dollars ($100,000);~~

~~(3) A description of the consideration, if any, for which the income was received;~~

~~(4) In the case of a gift, the amount and the date on which the gift was received;~~

~~(5) In the case of a loan, the annual interest rate and the security, if any, given for the loan.~~

~~(c) Contents of Business Entity Income Reports:~~

~~When income of a business entity, including income of a sole proprietorship, is required to be reported, the statement shall contain:~~

~~(1) The name, address, and a general description of the business activity of the business entity;~~

~~(2) The name of every person from whom the business entity received payments if the filer's pro rata share of gross receipts from such person was equal to or greater than ten thousand dollars ($10,000) during a calendar year.~~

~~(d) Advance or reimbursement for travel:~~

~~When a payment, including an advance or reimbursement, for travel is required to be reported pursuant to this section, it may be reported on a separate travel reimbursement schedule which shall be included in the filer's statement of economic interest. A filer who chooses not to use the travel schedule shall disclose payments for travel as a gift, unless it is clear from all surrounding circumstances that the services provided were equal to or greater in value from the payments for the travel, in which case the travel may be reported as income.~~

~~(e) Contents of Business Position Reports:~~

~~When business positions are required to be reported, designated positions shall list the name of each business entity in which they are a director, officer, partner, trustee, employee, or in which they hold any position of management, a description of the business activity in which the business entity is engaged and their position with the business entity.~~

~~(f) Initial Statement:~~

~~The initial statement filed by a designated position on the effective date of this code shall disclose investments, business positions and interests in real property held on the effective date of this code and income received during the 12 months before the effective date of the code. Thereafter, persons appointed to a designated position shall disclose any reportable investments, business positions, and interests in real property held on, and income received during the 12 months before, the date of appointment.~~

~~(g) Acquisition or Disposal During Reporting Period:~~

~~In the case of a statement filed under Section 107.4(c), if the investment, or interest in real property, was partially or wholly acquired or disposed of during the period covered by the statement, the date of acquisition or disposal.~~

107.6 Disqualification. Designated positions must disqualify themselves from making or participating in the making of or using their official position to influence the making of any decisions in which they have a reportable financial interest, when it is reasonably foreseeable that such interest may be materially affected by the decision. No designated position shall be required to disqualify himself/herself with respect to any matter with respect to which such designated position's participation is legally required for the action or decision to be made. The fact that a designated position's vote is needed to break a tie does not make his or her participation legally required for purposes of this section.

107.7 Disclosure Categories. An investment, interest in real property, or income is reportable if the business entity in which the investment is held, the interest in real property, or the income or source of income may foreseeably be affected materially by any decision made or participated in by the designated position by virtue of the person's position.

(a) Designated Positions in Group "1" Must Report:

All investments, interests in real property and income, and any business entity in which the person is a director, officer, partner, trustee, employee, or holds any position of management. Financial interests are reportable only if located within Marin County or if the business entity is doing business or planning to do business in the County (and such plans are known by the designated position) or has done business within the County at any time during the two years prior to the filing of the statement.

(b) Designated Positions in Group "2" Must Report:

Investments in any business entity and income from any source and status as a director, officer, partner, trustee, employee, or holder of a position of management in any business entity, which, within the last two years, has contracted, or in the future foreseeably may

DATE: March 25, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt Positions on 2021 State Legislative Bills (Action), Agenda Item No. 7

RECOMMENDATION

TAM Board reviews and adopts positions on 22 bills in the 2021 State Legislative Bills as shown in Attachment A.

On March 8, 2021, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed the proposed positions on 20 bills in the 2021 State Legislative Bills as shown in Attachment A and voted unanimously to refer the item to the TAM Board for review and adoption. Since the meeting, staff has also added AB 703 and AB 745 to Attachment A based on comments received from the FP&L Executive Committee. Attachment A now totals 22 bills.

Staff originally proposed support positions for AB 117 and the federal e-Bike Tax Credit bill and an oppose position for SB 771. The FP&L Executive Committee instead adopted watch positions for AB 117 and the federal e-Bike Tax Credit bill with the caveat that the positions could be changed later to support positions if the bills were amended to benefit low-income residents and disadvantage communities. The position for SB 771 was changed to an oppose unless amended position in an effort to include amendments that would restore local reimbursement from lost revenues caused by the proposed exemption.

BACKGROUND

In January 2021, TAM adopted a Legislative Platform in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC). Staff and Khouri Consulting, TAM's Legislative Consultant, use the platform to determine pertinent legislative bills to bring forth to the TAM Board for review during the 2021 Legislative Session.

The deadline to introduce legislative bills for the 2021 State Legislative Session was February 19, 2021. September 10, 2021 is the last day for the Legislature to pass bills and October 10, 2021 is the last day for the Governor to sign or veto bills. Bills passed in 2021 take effect on January 1, 2022.

DISCUSSION

The 2021 Legislative Session is the first year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest.

Attachment A contains the initial set of 21 state bills and one federal bill that are being monitored by staff and Mr. Khouri. Bills may be added to the chart in the coming months as they become relevant to TAM or Marin. Staff also adds bills that have been requested by TAM Commissioners for discussion or action. Positions of other agencies, such MTC, League of California Cities, and California State Association of Counties (CSAC), will be added to the matrix as they become available.

TAM does not typically track federal bills but a proposed federal bill to create a tax credit for the purchase of electric bicycles (e-bikes) has generated extensive interest in the bicycle communities. This federal bill is also related to TAM's effort to study the impacts of e-bikes in Marin. This federal tax credit bill is awaiting introduction from the authors (Panetta and Blumenauer) but details on the bill have been made available. Staff is requesting to adopt a watch position for this tax credit when the federal bill is introduced.

Since the Executive Committee on March 8, 2021, AB 703 and AB 745 have been added to the bill matrix. AB 703 provides for an exemption from the Brown Act for local jurisdictions to meet remotely, even in non-emergency situations, provided that public access is provided. Legislators may combine efforts to address exemptions to the Brown Act. AB 745 would require the California Air Resources Board to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection. "Persons and families of low or moderate income" means persons and families whose income does not exceed 120 percent of area median income.

Of the 22 bills listed in Attachment A, staff is recommending the following positions as listed in the below table:

Position	**# of Bills**	**Bills**
Support	5	AB 43, AB 703, AB 745, AB 361, SB 551
Watch	15	AB 11, AB 34, AB 41, AB 51, AB 67, AB 72, AB 117, AB 786, AB 1049, AB 1069, AB 1499, SB 261, SB 339, SB 643, federal e-bike tax credit bill
Oppose	2	SB 542, SB 771
	22	**Total**

Letters of support or opposition may be developed at the appropriate time and TAM's Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM's positions on specific legislation.

Climate Action Plan for Transportation Infrastructure

In October 2020, the Governor's Office of Planning and Research (OPR) and the California State Transportation Agency (CalSTA) introduced the Climate Action Plan for Transportation Infrastructure (CAPTI) as an intent for aligning State infrastructure investments with State climate, health, and social equity goals. CAPTI includes a suite of proposed changes to State transportation planning, project scoping and programming, and mitigation activities to align with the CAPTI framework. CAPTI hopes to leverage state transportation spending to help meet state climate goals by:

- aligning planning and programming with objectives of California Climate Change Scoping Plan;
- reducing vehicle miles traveled (VMT) by directing investments in a way that support infill development, especially housing near jobs;
- reducing congestion through innovative strategies that encourage people to shift from cars to other modes of travel;
- funding infrastructure that encourages transit use, walking, and biking; and
- mitigating for any increases in transportation costs incurred on lower income residents.

More specifically, CAPTI proposes a suite of changes to State transportation planning, project scoping and programming, and mitigation activities, including:

- building towards an integrated, statewide rail and transit network;
- investing in networks of safe and accessible bicycle and pedestrian infrastructure;
- including investments in light, medium, and heavy duty zero-emission vehicle (ZEV) infrastructure;
- reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities;
- making safety improvements to reduce fatalities and severe injuries;
- assessing physical climate risk;
- promoting projects that do not increase passenger vehicle travel;
- promoting compact infill development;
- developing a zero-emission freight transportation system; and
- protecting natural and working lands.

The next steps for CAPTI include the following:

- Full Draft Plan Release & Start of Public Comment Period: 03/10/21
- Public Workshop: 03/18/21
- CTC Meeting Presentation on Draft Plan: 03/24/21
- CTC-CARB-HCD Joint Meeting Presentation on Draft Plan: 04/08/21
- Public Comment Period Closes: 04/16/21
- Final CAPTI Release: June 2021
- Submittal of Plan to Governor and Legislature by July 15, 2021

On its face, it is hard to argue against the principles set forth by CAPTI, but there are concerns with County Transportation Agencies (CTAs) on how the State will implement CAPTI and its impacts on future State funding. State funding that has been anticipated and planned for many years in coordination with local funding on state-local collaborative projects may be deemed to be inconsistent to the CAPTI framework and could be in jeopardy.

Concerns have also arisen regarding the SB1 Program approved by voters that provided funds to annual local street and road maintenance projects to every county or the State Highway Operation and Protection Program (SHOPP) that Caltrans uses on critical maintenance projects statewide. CTAs have voiced concerns at various workshops that funding for these programs could be diverted for other purposes deemed consistent to CAPTI.

Furthermore, many CTAs have expressed that California is a diverse state with dense urban cities to rural agricultural communities that cannot be shoehorned into a one size fits all model. CTAs have voiced these and other concerns to the Governor's office. Staff will continue to monitor developments and participate in workshops on CAPTI before its adoption.

SHCC is anticipated to prepare a letter to the Governor to convey the need to respect the will of the voters and execute on locally adopted sales tax measures programs that make improvements on the state highway system, particularly where transit investments are not feasible. The letter would also emphasize the need to provide flexibility with state funding programs to address all modes, rather than assign priority to investments made into various modes aimed at reducing congestion and addressing safety. Depending on whether the SHCC's letter is aligned with TAM's positions and concerns, TAM will either be a signatory of the SHCC letter or submit its own letter.

Mr. Khouri will be participating at the March 25, 2021 TAM Board meeting to discuss the bills and proposed positions. In addition, Mr. Khouri will have a further discussion on CAPTI. Mr. Khouri's report for March is enclosed as Attachment C.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM by taking positions on these bills or by commenting on the draft CAPTI framework.

NEXT STEPS

Continue to review proposed bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted. Consider whether TAM would submit comments, or support comments of other affiliate groups such as SHCC, on the draft CAPTI framework during the comment period.

ATTACHMENT

Attachment A – TAM Bill Matrix – March 2021
Attachment B – CAPTI Implementation: From Plan to Action
Attachment C – Khouri State Legislative Update – March 2021

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 11 (Ward) **Climate Change: Regional Climate Change Authorities**	1/25/21 Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 34 (Murasutchi) **Communications: Broadband for All Act of 2022**	12/7/20 Introduced	This is a spot bill for the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 41 (Wood) **Communications: Broadband Infrastructure**	12/7/20 Introduced	This bill would improve California's "Dig Once" policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 43 (Friedman) **Traffic Safety: Vision Zero**	1/11/21 Assembly Transportation	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	**SUPPORT** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 51 (Quirk) **Climate Change: Regional Climate Adaptation Planning Groups and Plans**	1/11/21 Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 67 (Petrie-Norris) **Climate Change: Sea-Level Rise Working Group**	1/11/2021 Assembly Natural Resources	This bill would require a state agency to consider the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 72 (Petrie-Norris) **Natural Resources Agency: Coastal Adaptation Projects: Sea Level Rise: Regulatory Review and Permitting: Report**	1/11/2021 Assembly Natural Resources	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 117 (Beorner Horvath) **Electric Bicycles**	1/11/21 Assembly Transportation	The bill would require the California Air Resources Board (CARB) to establish and implement and administer the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill would appropriate from the Greenhouse Gas Reduction Fund $10,000,000 to the state board for purposes of the pilot project.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 361 (Rivas, Robert) **Open Meetings: Local Agencies: Teleconferences**	2/12/2021 Assembly Local Government	This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 703 (Rubio, Blanca) **Open meetings: local agencies: teleconferences**	2/25/2021 Assembly Local Government	This bill is similar to AB 361 except that it would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 745 (Gipson) **Clean Cars 4 All Program**	2/25/21 Assembly Transportation	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection. Persons and families of low or moderate income means persons and families whose income does not exceed 120 percent of area median income, adjusted for family size.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 786 (Cervantes) **CTC Executive Director**	2/16/21 Introduced	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the Commission's Executive Director.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1049 (Davies) **Public Transportation Account: Loan Repayment**	2/18/21 Introduced	The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to $55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require $54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1069 (Lackey) **Zero-Emission Vehicles for Underrepresented Communities**	2/18/21 Introduced	This bill would set a goal of having 60% of all zero-emission vehicles to be purchased by underrepresented communities, which is defined as an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, or who self-identifies as gay, lesbian, bisexual, or transgender.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1499 (Daly) **Design-Build Contracts**	2/19/21 Introduced	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 261 (Allen) **Regional Transportation Plans: Sustainable Communities Strategies**	2/3/21 Double referred to Senate Housing and Transportation	This bill would require that the sustainable communities' strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 339 (Wiener) **Road Usage Charge Pilot Program**	2/8/21 Introduced	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 542 (Limón) **Zero-emission Vehicles: Fees**	2/18/21 Introduced	This bill would repeal the road improvement fee of $100 to be paid to the Department of Motor Vehicles for registration or renewal of registration of every zero-emission motor vehicle with a model year of 2020 or later.	**Oppose** **MTC: None** **CSAC: None** **League: None**
SB 551 (Stern) **California Electric Vehicle Authority**	2/18/21 Introduced	This bill would establish the California Electric Vehicle Authority within the Governor's office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, and economic development.	**Support** **MTC: None** **CSAC: None** **League: None**
SB 643 (Archuleta) **Fuel Cell Electric Fueling Infrastructure**	2/19/21 Introduced	This bill would require the California Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 771 (Becker) **Sales Tax on Zero-Emission Vehicle Exemption**	2/19/21 Introduced	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at $25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption.	**Oppose Unless Amended** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – March 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
HR ____ (Panetta, Blumenauer) **Federal Tax Credit for E-Bikes**	Awaiting introduction	This federal bill creates a tax credit that covers 30% of the cost of an electric bike (e-bike), up to $1,500 (or $3,000 for joint returns), applicable to e-bikes costing under $8,000, and is fully refundable, allowing lower-income workers to claim the credit. Credit can be applied to e-bikes that have pedals, a saddle, a motor of less than 750 watts and that meet one of the three-class definitions: class 1 (20 mph max with no throttle), class 2 (20 mph max with throttle), or class 3 (28 mph max with no throttle). The credit can only be used on new e-bikes.	**Watch** **MTC: None** **CSAC: None** **League: None**

Implementation: From Plan to Action

The Matrix in Appendix A provides a detailed list of responsible agencies, both in lead and support roles, that will need to take action to bring this plan to fruition. Below is a description on how CalSTA plans to track progress on the plan, as well as continually re-evaluate this living document, to ensure progress is being made to meeting the objectives outlined in the CAPTI Guiding Principles.

Tracking Progress

To ensure that progress is made towards implementation the State Interagency Working Group will continue to meet on a quarterly basis to report on and discuss progress of CAPTI action item implementation. Additionally, the group will generate an annual progress report, which will document key accomplishments made to implement the actions listed in the plan. Since CAPTI is a living document, the progress reports will also provide recommendations for new or revised actions that should be undertaken as necessary in response to changing conditions and evolving needs of the state. CalSTA proposes to provide formal public status updates on these annual progress reports at the Joint Meeting of CTC, CARB, and HCD.

Strategy S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

These actions are intended to find opportunities where the State can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are well underway.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S1.1	**Prioritize SCCP Projects to Enable Travelers to Opt Out of Congestion**	• Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions. • Innovative solutions should focus on reducing VMT and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects.	SCCP	CTC	CalSTA, CARB	Short-Term
S1.2	**Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans**	• Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines.	SCCP	CTC	CalSTA	Short-Term
S1.3	**Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to ITIP**	• New ITIP projects that are in alignment with the CAPTI will be added with a portion of future funding capacity. • This will be done in collaboration with local and regional partners and be in addition to the need to continue funding for existing ITIP projects.	ITIP	Caltrans	CTC, CalSTA	Short-Term
S1.4	**Mainstream Zero-Emission Vehicle Infrastructure Investments within TCEP**	• Pursue update TCEP Guidelines to prioritize projects that improve trade corridors by demonstrating a significant benefit to improving the movement of freight and also reduce emissions by creating or improving zero emissions infrastructure either within the project.	TCEP	CTC	CalSTA, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

Following the devastating impact of the COVID-19 pandemic on transit, these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of ZEV transit fleets, which will ultimately be critical to our success in combatting the climate crisis. These actions also intend to expand State investments in active transportation infrastructure, the demand for which has significantly increased in many communities throughout California during the pandemic.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S2.1	**Implement the California Integrated Travel Project (Cal-ITP)**	• Update TIRCP Guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP.	TIRCP	CalSTA	Caltrans, CARB	Short-Term
S2.2	**Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan**	• Lead process to prioritize rail investments statewide for major state funding programs and future federal grant opportunities.	TIRCP, SCCP, ITIP, TCEP	CalSTA	Caltrans, CTC	Short-Term
S2.3	**Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements**	• Develop new Clean Fleet/Equipment and Network Improvement Project Category in the TIRCP. • Explore allocation strategies to accelerate TIRCP cycles.	TIRCP	CalSTA	CARB, Caltrans, CTC	Short-Term
S2.4	**Increase Funding to Active Transportation Program (ATP)**	• Explore potential for additional funding for the ATP from various sources, including flexing federal funds into the Surface Transportation Block Grant Program–Transportation Alternatives Set-Aside, or redirecting funds from multiple sources.	ATP	CalSTA	Caltrans, CTC	Short-Term
S2.5	**Convene Discussion on Sustainable Rural Transportation Solutions**	• Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities		CalSTA	Caltrans	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S3.1	**Establish Transportation Equity and Environmental Justice Advisory Committee(s)**	• Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. • Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, CARB EJAC, CEC/ CPUC SB 350 Disadvantaged Communities Advisory Group. • Designate staffing and resources to support committee's work.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP, TCEP	CalSTA	Caltrans, CTC, CARB, HCD, SGC	Short-Term
S3.2	**Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs**	• Caltrans to evaluate existing technical assistance portfolio and identify opportunities for targeted expansion. • Caltrans to cultivate partnerships with and build capacity of community-based organizations and residents to engage in the SHOPP and ITIP project development. • CTC to provide ongoing technical assistance to applicants on tools, methods, and practices required for CTC funding programs. • CTC to explore structures for ad hoc in-house TA for program applicants.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term
S3.3	**Lift Up and Mainstream Community Engagement Best Practices**	• Caltrans to create community engagement playbook for planning and project development work. • Caltrans to review existing programs, processes, and procedures to identify opportunities to strengthen community engagement. • Caltrans to explore leveraging existing contracts to strengthen partnerships with community-based organizations. • CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects *(Continued)*

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S3.4	**Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects**	• Develop an Equity Index tool to assist in the evaluation of Department projects. • Develop and roll out training to Caltrans staff on utilizing Equity Index.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC, CARB, CDPH, SGC, OPR	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

These actions outline Caltrans' commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. These actions intend to align the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S4.1	**Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework**	• Develop CSIS to guide project nominations. • Implement CSIS for Caltrans-only and Caltrans-partnered project nominations.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC	Short-Term
S4.2	**Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework**	• Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort.	ITIP	Caltrans	CalSTA	Short-Term
S4.3	**Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework**	• Update 2023 SHSMP with meaningful integration of CAPTI Investment Framework. • Update the 2023 SHSMP's SHOPP and Maintenance Investment Strategies and Performance Outcomes to align with CAPTI Investment Framework. • Update will include following approaches or considerations, at a minimum: active transportation, climate resiliency, nature-based solutions, greenhouse gas emission reduction, climate smart decision-making. • Incorporate roadside land management activities related to wildfire prevention into the SHSMP, such as prescribed and managed fire, and other strategies aligned with the California Forest Carbon Plan and the Draft Natural and Working Lands Implementation Plan.	SHOPP	Caltrans	CalSTA	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships *(Continued)*

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S4.4	**Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance**	• Provide direction to Caltrans Districts on identifying key corridors of statewide and regional significance. • Require corridor planning efforts to prioritize sustainable multimodal investments. • Update Caltrans Corridor Planning Guide and CTC Comprehensive Multimodal Corridor Plan Guidelines accordingly. • Support the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities.	SHOPP, ITIP, SCCP	Caltrans	CalSTA, CTC	Medium-Term
S4.5	**Develop and Implement Caltrans Climate Action Plan (CCAP)**	• Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework. • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for greenhouse gas emissions (GHG). • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for vehicle miles traveled (VMT). • Establish mode share targets for passenger travel. • Explore use of Sustainability Rating System for use on all Caltrans projects.	SHOPP, ITIP, TIRCP, SCCP, ATP	Caltrans	CalSTA	Medium-Term
S4.6	**Incorporate Zero-Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)**	• Update CFMP and project list to incorporate zero-emission freight infrastructure needs. • Analyze CFMP project impacts and mitigations for environmental justice communities.	TCEP	Caltrans	CalSTA, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Impacts from climate change have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach. This strategy's actions will incorporate climate risk assessment as a standard practice in the transportation project development process in order to proactively work toward creating a more resilient transportation system.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S5.1	**Develop Climate Risk Assessment Planning and Implementation Guidance**	• Update OPR Climate Risk Assessment Guidance. • Collaborate to integrate climate risk guidance into Caltrans planning and project delivery processes. • Integrate Caltrans' District Climate Change Vulnerability Assessments and District Adaptation Priorities Reports in implementation guidance.	SHOPP, ITIP	Caltrans/ when multiple lead agencies, OPR	CalSTA CNRA	Short-Term
S5.2	**Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/ Strategies**	• CalSTA and CTC will evaluate OPR/Caltrans Climate Risk Assessment Planning and Implementation Guidance and pursue inclusion in SHOPP, TIRCP, and SB 1 Competitive Program Guidelines.	SHOPP, SCCP, TCEP, LPP	CTC	CalSTA Caltrans	Medium-Term
S5.3	**Explore Incentivizing Land Conservation through Transportation Programs**	• Evaluate Natural and Working Lands Climate Smart Strategy concepts for inclusion in next scheduled updates to Regional Transportation Plan and SB 1 Competitive Program guidelines.	SCCP, TCEP, LPP	CTC	CalSTA, CNRA, CARB, OPR, SGC	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S6. Support Local and Regional Innovation to Advance Sustainable Mobility

To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S6.1	**Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects**	• Collaborate with local and regional transportation agencies to develop new mechanisms for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. • Explore statewide and regional VMT mitigation bank concept. • Evaluate feasibility and explore potential expansion of Advanced Mitigation Program to include GHG/VMT mitigation.		Caltrans	CalSTA, CARB, CTC, HCD	Medium-Term
S6.2	**Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts**	• Convene a working group consisting of state agencies and local and regional partners to provide state support to local and regional efforts already underway. • Create an inventory of various ongoing efforts across the state • Outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners, including but not limited to cordon pricing, congestion pricing, and other dynamic pricing tools.		CalSTA/ Caltrans	CTC, CARB, OPR, SGC	Short-Term
S6.3	**Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities Strategies**	• Convene interagency working group of state and regional agencies, including the State Agency MPO Workgroup. • Develop a framework (e.g., rubric, checklist, or other guidance) for assessment of a projects ability to advance the SCS	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CARB, SGC	CalSTA, Caltrans, CTC, HCD, OPR	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S7. Strengthen Transportation-Land Use Connections

In order to simultaneously address California's housing crisis while reducing VMT, these actions seek to ensure that transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting the creation of infill development.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S7.1	**Leverage Transportation Investments to Incentivize Infill Housing Production**	• Explore and identify opportunities in transportation funding programs to incentivize pro-infill housing policies and to expand upon recent successes of programs such as the Affordable Housing and Sustainable Communities (AHSC) program	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	CTC, Caltrans, HCD, CARB	Short-Term
S7.2	**Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs**	• Convene interagency working group to explore actions to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks.	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	Caltrans, CTC, CARB, HCD, SGC, OPR	Short-Term
S7.3	**Explore a "Highways to Boulevards" Conversion Pilot Program**	• Identify locally nominated candidate locations for pilot program. • Develop feasibility study for Highway to Boulevards Conversion Pilot Program. • Integrate anti-displacement strategies as part of pilot program concept.	SHOPP, ITIP	CalSTA	Caltrans, HCD, OPR, SGC	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

March 25, 2021

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MARCH 2021

On January 8, Governor Newsom released his proposed FY 2021-22 State Budget, which contains $164 billion in General Fund spending ($227 billion total when including special funds). The elimination of net operating loss tax credits in the FY 2020-21 enacted State Budget combined with a record amount of capital gains receipts has resulted in an additional $34 billion of revenue, helping close the $54.3 billion deficit due to the COVID-19 pandemic induced recession. The state also has reserves including: $15.6 billion from the Proposition 2 Rainy Day Fund; $450 million from the Safety Net reserve; $3 billion from the Public School System Stabilization Account; an $2.9 billion from the state's operating reserve. In addition, over $10 billion in federal assistance is anticipated during the FY 2021-22 State Budget cycle.

While the state unemployment rate has dropped from 16.4% last May to about 8% this January, a structural deficit of $7.6 billion is projected for FY 2022-23, and is expected to grow to $11 billion by FY 2024-25. Of the $887 billion available nationally from the Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act, the state is expected to receive $105.5 billion, with $42 billion going to individuals and families.

The FY 2021-22 State Budget also includes $300 million in one-time General Fund revenues for the most critical statewide deferred maintenance, including greening of state infrastructure. This proposal is intended to create jobs in California while achieving the state's climate goals. Projects include the installation of electric vehicle charging stations at state-owned facilities. An additional $1.5 billion investment is included to accelerate the state's progress toward these goals while creating jobs. The proposal will support jobs and economic growth and provide air quality benefits and support for low-income Californians to purchase cleaner vehicles. Funds will support purchases of clean trucks, buses and off-road freight equipment and Clean Cars 4 All programs. It will also support job-creating construction of electric charging and hydrogen fueling stations necessary to accelerate zero-emission vehicle adoption. The package builds upon Executive Order N-79-20, which mandates no gas-powered passenger vehicle sales by 2035, which will force a conversion to an alternative fuel source.

On February 23, Governor Newsom signed a package of bills that provides nearly $6.8 billion in relief for small businesses, families, and individuals to help ease the economic burden of the COVID pandemic. This includes $3.4 billion in payments of $600 to 5.7 million Californians (those making below $75,000), $2.1 billion for grants of up to $25,000 to small businesses, $740 million to waive license fees to bars, restaurants, and cosmetology establishments, $400 million for childcare, and $100 million for low-income community college students.

Impact on Transportation Funding

The reduction in fuel consumption due to the pandemic shelter in place order has resulted in an estimated $1.5 billion reduction of gas tax receipts through FY 2024-25, which will undoubtedly impact funding for local streets and roads, the State Highway Operations and Protection Program (SHOPP), which focuses on maintaining our state highway system, and the State Transportation Improvement Program (STIP), which provides funding for future multi-modal transportation improvements throughout California. For FY 2020-21 through FY 2023-24, $17.4 billion is programmed for the SHOPP and $2.4 billion for the STIP.

The CRRSAA federal stimulus package will provide California with some much-needed relief for public transportation operations ($2 billion) and highway projects ($912 million). The state has also received over $500 million in the redistribution of unused funding from other states. This is in addition to the $3.7 billion that was received last year through the Coronavirus Aid, Relief, and Economic Security (CARES) Act to help transit agencies.

The California Transportation Commission (CTC) is currently in the process of holding workshops to determine the distribution of the $912 million in federal stimulus funds. The purpose of the money is to backfill shortfalls attributable to the shelter in place order, which resulted in less gas consumption. Traditionally, these funds have been split 60/40 between the state and local transportation agencies, respectively. If maintained, this would result in roughly $365 million being transferred to local agencies, and $547 million going to the state. The state funds will most likely go towards the SHOPP to help maintain the state highway system and provide active transportation linkages.

Several regions have expressed a preference that the local share be distributed through the Surface Transportation Block Grant, which provides a direct, flexible allocation to help expedite project delivery. The CTC has suggested that distributions go through the STIP process, in order to help with the 2022 STIP, which is expected to have a shortfall of $100 million for the cycle. The CTC is expected to address the item at its March 24 meeting.

Governor's Climate Action Plan for Transportation Infrastructure (CAPTI)

The California State Transportation Agency (CalSTA) in collaboration with the Governor's Office of Planning and Research (OPR) and California Air Resources Board (CARB) in is the process of adding guidance to implement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along 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. The plan being developed is named the Climate Action Plan for Transportation Infrastructure (CAPTI).

The current CAPTI draft encourages investments to be made that account for improvements for disadvantaged communities, making safety improvements that reduce fatalities on roadways and transit systems, factor in climate risk for transportation infrastructure projects, prioritize projects that reduce vehicle miles traveled, and favor investments into passenger rail over highways, particularly capacity projects. While the adopted TAM 2021 State Legislative Platform is supportive of many of these objectives, it may be problematic for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible due to the lack of rail infrastructure or density to support those systems.

This results in a need to plan, fund, and deliver projects that may increase passenger vehicle travel that addresses safety, congestion, and freight movement, particularly along lifeline routes, such as Highways 1, 37 or 101 where in some cases there is limited or no passenger rail service or transit service. Many regions are asking the state to consider geographic areas where capacity expansion is necessary to address climate adaptation and resiliency or completing gap closures on evacuation or parallel routes, and east-west connectors, such as SR 37 or I-580/80, in case of natural disasters or other climate events.

The draft CAPTI policy could require TAM to reassess its ability to leverage voter-approved investments as articulated in the expenditure plan for Measure AA since CAPTI implies there will be less state investment made on the state highway system. While the state clearly cannot adjust locally approved sales tax expenditure plans, it is the owner/operator of the state highway system, and it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources, which could call into the question the leveraging power of local sales tax revenues to deliver certain projects.

TAM's 2021 State Legislative Platform articulates several solutions to consider that are designed to improve air quality, reduce congestion, and provide greater mobility options. Suggested strategies include operational investments such as the increase of broadband access to encourage telecommuting, ability of transit agencies to utilize vanpools and high-occupancy vehicle lanes to provide more frequent and cost-effective service, shipment of more freight via rail to ease congestion and enhance safety, creation of greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, and accelerating the installation of zero-emission charging stations and providing incentives for zero-emission vehicle purchases.

CalSTA will be holding a workshop on March 18 to discuss further with the hope of adoption of the CAPTI in June.

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DATE: March 25, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Program Senate Bill (SB) 1 Local Partnership Program (LPP) Incentive Funds (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board authorizes the Executive Director to request the California Transportation Commission (CTC) to program and allocate $3.5 million in Local Partnership Program (LPP) Incentive Funds to the Marin Sonoma Narrows (MSN) project.

BACKGROUND

Senate Bill (SB) 1 created the LPP Formulaic Program to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements. Within the LPP Formulaic Program, the CTC set aside up to $5 million in LPP Incentive Funds to a jurisdiction that receives voter approval of a new or renewed tax measure dedicated for transportation purposes.

When Measure AA was passed by Marin voters in November 2018, TAM became eligible for the LPP Incentive Funds. In March 2019, the CTC programmed $5 million to TAM for specific transportation project(s) to be determined at a later date.

In September 2020, the TAM Board authorized the programming of $1.5 million in LPP Incentive Funds to the North South Greenway Project. In October 2020, the CTC approved the programming and allocation of $1.5 million in LPP Incentive Funds to the North South Greenway Project, leaving $3.5 million available for future programming that needs to be allocated by June 2021. The remaining available LPP Incentive Funds of $3.5 million would be deprogrammed from TAM if the funds are not programmed and allocated to a project by June 2021.

DISCUSSION

When finished, the MSN Project will widen 17 miles of Highway 101 from four to six lanes by adding one high occupancy vehicle (HOV) lane in each direction between Novato in Marin County and Petaluma in Sonoma County. In addition to the carpool lanes, new interchanges and frontage roads are being built to remove unsafe access from private properties and local roads. The project also includes continuous Class I and Class II bikeways between Novato and Petaluma.

The MSN Project has been completed through a series of phases based on operational priority and funding availability. Between Sonoma and Marin Counties, all HOV lane segments are either underway or completed except for a segment in north Novato, called the MSN B7. Accompanying this project is a necessary utility relocation project called the MSN B8.

The B7 project design was completed in December 2020 and is ready for construction. Completion of the final remaining six-mile gap of HOV lanes for the entire MSN corridor will result in over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties. A total of $40 million from the competitive SB1 Solutions for Congested Corridors Program (SCCP) were awarded to the project in December 2020. The remaining project funding is dependent on Regional Measure 3 (RM3), which is currently under litigation being considered by State Supreme Court. While the B7 construction schedule remains on-hold until further notice, staff is proceeding to complete the MSN B8 utility relocation design.

Staff is proposing to request the CTC to program and allocate the remaining $3.5 million of the LPP Incentive Funds to the MSN Project. If approved by the TAM Board, staff will submit a programming and allocation request to be placed on CTC agenda no later the June 23, 2021 meeting.

Infusion of $3.5 million in LPP Incentive Funds will help keep the MSN B7 & B8 effort moving forward since RM3 funds are not currently available. MTC has approved TAM's Letter of No Prejudice (LONP) request for the MSN Project and these LPP Incentive Funds were identified in the LONP request as a source to cover expenses that but for the lawsuit would otherwise be covered by RM3 funds.

Additionally, due to the hold on RM3 funds, two other potential sources of funding for the B7 project are being considered in order to advance the project to construction. First, MTC is considering whether they can provide federal discretionary funds to several construction projects that were also awarded SB1 competitive funds, including MSN B7. MTC may take up this funding consideration as soon as April. Should these funds be made available, MTC is likely to require TAM to provide available local funds, such as LPP, in order to partly offset the MTC commitment. Second, TAM is applying for federal grant funds for B7 through the US Department of Transportation's FY2020-21 Infrastructure for Rebuilding America (INFRA) discretionary grant program. The LPP Incentive Funds could also be used as a local match for INFRA funds should they be awarded. Staff is working closely with the project partners MTC and Caltrans on both of these funding efforts.

Projects funded with LPP funds require at least a one-to-one match of local, federal, or non-CTC approved state funds. The MSN Project has sufficient matching funds to meet this requirement.

FISCAL IMPACTS

Upon approval from the CTC, the LPP Incentive Funds of $3.5 million will be included in TAM's FY 21/22 Budget for the right-of-way and construction phases of the MSN Project.

NEXT STEPS

Upon approval by the TAM Board, staff will prepare a programming and allocation request to be submitted to CTC for an upcoming meeting no later than June 23, 2021. Once funds are programmed and allocated to the MSN Project, staff will amend the Co-op agreement with Caltrans to include the approved funds.

ATTACHMENT

Attachment A: MSN Project Status Report February 2021
Attachment B: PowerPoint Presentation

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Project Status Report - Active **February 2021**

Project: US 101 Marin-Sonoma Narrows Overview

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

Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding 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.

Status

- Design is complete for the HOV lanes between North Novato to Olompali. (MSN B7)
- Construction is complete for the Highway 101 San Antonio Creek bridge and curve correction (Segment B3), spanning three miles at the Marin/Sonoma County line.
- All remaining HOV Sonoma County segments are either underway or completed.

Issues/Areas of Concern

Additional funding is needed to complete the remaining segments in Marin, and allocated RM3 funds are still in court litigation.

MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles

Avg. daily traffic – 2017.....153,000 vehicles

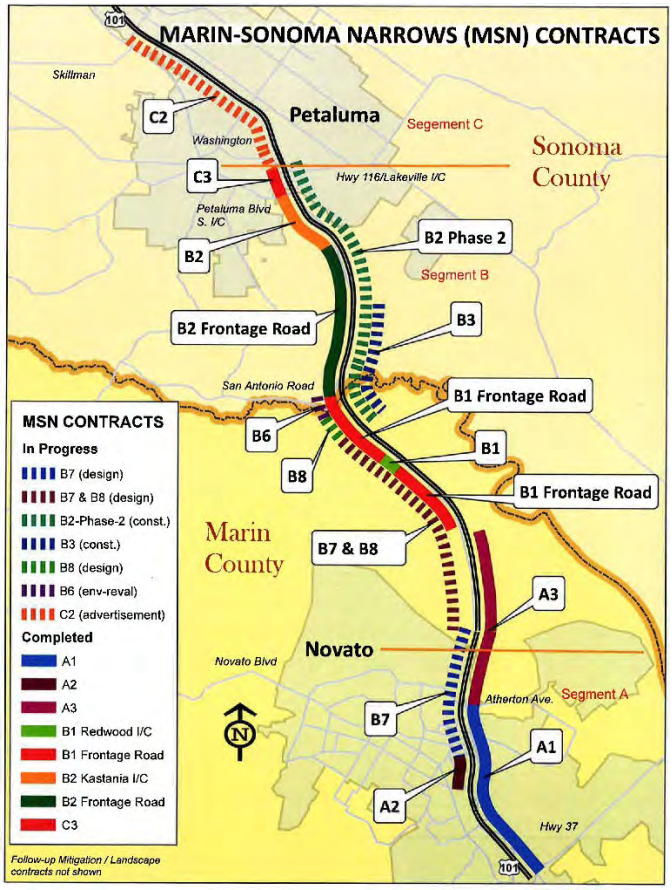
Avg. daily truck traffic – 2013.....6,200 trucks

Marin County / Sonoma County total populations.....258,000/495,000

Vehicle hours of delay (at less than 35 mph).....978,400

Funds programmed for MSN.....~$632,600,000

Funds needed to complete MSN.....~ $110,000,000



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

Project Status Report - Active **February 2021**

Project: US 101 Marin-Sonoma Narrows – B7 and B8

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

Scope

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to just south of Franklin Avenue Overhead, and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 mile south of the Marin/Sonoma County line, improving mobility for public transit and access to SMART rail system. Project includes bridge widening, interchange modifications (Redwood Landfill Interchange), completing all HOV lanes in the NB and SB directions, standardizing shoulders, Class II bike lane construction and correcting the roadway horizontal alignment and vertical profile, along with relocating remaining utilities.

Status

Working with engineering consultant and Caltrans to design the project. The project design is currently fully funded with local and federal funds, with HOV Lane design completed in December 2020. Competitive SB1 Solutions for Congested Corridor Program (SCCP) funding was applied for and approved. On hold for remaining construction funds.

Issues/Areas of Concern

- The project is an aggregate of three MSN projects, formerly called the B1 Phase II, A4 and B5 projects. Due to desire to complete the design plan by December 2019 and the potential lengthy process with right-of-way (ROW) acquisition, the project will be split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) ROW acquisition and utility relocation (MSN B8).
- Approximately $132 million is needed to complete construction.

Updates from Previous Report

- B7 (HOV Lanes) design completed in December 2020.
- MSN B8 utility relocation design is on-going.
- SB1 SCCP funds were awarded in December 2020.
- RM3 litigation elevated to the State Supreme Court.
- Schedules will remain on-hold until further notice.

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

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	123,100,000
TOTAL	$142,500,000

Funding by Source	
STIP Right of Way Excess Fund	$4,550,000
SB1-LPP	500,000
Measure AA Sales Tax	2,800,000
STP	2,000,000
SB1	40,100,000
RM3 & Other	92,550,000
TOTAL	$142,500,000

Programming Local Partnership Program (LPP) Incentive Funds to the MSN Project

TAM Board Meeting

March 25, 2021

Background

- SB 1 created the LPP Formulaic Program to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements
- Within the LPP Formulaic Program, the CTC set aside up to $5 million in LPP Incentive Funds to a jurisdiction that receives voter approval of a new or renewed tax measure
- TAM became eligible for $5 million in LPP Incentive Funds when Measure AA passed in November 2018

Prior Programming

- The TAM Board authorized the programming of $1.5 million in LPP Incentive Funds to the North South Greenway Project in September 2020
- The CTC approved the programming and allocation of $1.5 million in LPP Incentive Funds to the North South Greenway Project in October 2020, leaving $3.5 million available for future programming that needs to be programmed and allocated by June 2021
- Otherwise, the funds would be deprogrammed from TAM

Programming and Allocation Request

- Staff is proposing to request the CTC to program and allocate the remaining $3.5 million of the LPP Incentive Funds to the MSN Project
- If approved by the TAM Board, staff will submit a programming and allocation request to be placed on CTC agenda no later the June 23, 2021 meeting

MSN Project

- The B7 Phase of the MSN Project is a segment of the HOV lanes between North Novato to Olompali
- Design for the B7 Phase was completed in December 2020 and is ready for construction
- Completion of the final remaining six-mile gap of HOV lanes for the entire MSN corridor will result in over 50 miles of continuous HOV lanes

MSN Funding Plan

- Infusion of $3.5 million in LPP Incentive Funds will help keep the MSN Project moving forward since RM3 funds are not currently available
- MTC has previously approved an LONP request for the MSN Project and these LPP Incentive Funds were identified in the LONP request as a source to cover expenses that but for the lawsuit would otherwise be covered by RM3 funds

MSN Funding Plan, Cont

- MTC is also considering providing federal discretionary funds to advance MSN B7 construction and may take up this funding consideration as soon as April
- TAM has applied for a federal grant called the Infrastructure for Rebuilding America (INFRA) program, in which the LPP Incentive Funds could also be used as a local match if awarded

Next Steps

- Upon approval by the TAM Board, staff will prepare a programming and allocation request to be submitted to CTC
- Once funds are programmed and allocated to the MSN Project, staff will amend the Co-op agreement with Caltrans to include the approved funds

Questions

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DATE: March 25, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Programming and Legislation Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: MTC Safe and Seamless Mobility Quick-Strike Program (Action), Agenda Item No. 9

RECOMMENDATION

TAM Board approves the Funding, Programs & Legislation (FP&L) Executive Committee recommendation of directing staff to forward six applications to the Metropolitan Transportation Commission (MTC) for funding consideration from the Safe and Seamless Mobility Quick-Strike ("Quick-Strike") Program, as shown in Attachment B without the applications' assigned tiers unless requested by MTC.

On March 8, 2021, the FP&L Executive Committee reviewed options proposed by staff and recommended the TAM Board to approve forwarding six project applications to MTC for funding consideration but without identifying the application's assigned tier unless requested by MTC.

BACKGROUND

On February 1, 2021, MTC released a call for letters of interest to County Transportation Agencies (CTAs) with $54.4 million in federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) funds, through the one-time, competitive Safe and Seamless Mobility Quick-Strike Program to fund projects that can be implemented quickly to support communities responding to COVID-19. The Quick-Strike Program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

By March 30, 2021, CTAs are expected to submit project nominations for their respective county areas based on funding targets established by OBAG 2 county program distribution, whereby Marin can expect to receive approximately 2.8% of the available funds, approximately $1.5 million. However, the final amount for the projects selected by MTC for Marin may not necessarily adhere to these targets.

MTC staff will evaluate submitted project nominations and develop funding recommendations for MTC's approval. MTC plans to release its staff recommendations on April 23, 2021 and approve projects at its June 23, 2021 meeting.

DISCUSSION

As noted above, MTC has established a target of approximately $1.5 million for projects in Marin. CTAs have been advised by MTC to submit a list of projects totaling approximately two to three times their

targeted amounts, which equates to approximately $3 million to $4.5 million for Marin County. CTAs may also indicate local priorities within their project lists submitted. However, MTC is not obligated to fund projects in accordance with local priorities.

If selected for funding by MTC, project sponsors must obligate all funds awarded with Caltrans Local Assistance by September 2022 and comply with the federal aid process and requirements, unless the funds can be exchanged with local funds or transferred to the Federal Transit Administration (FTA) for processing. Only transit operators are eligible to transfer Federal High Administration (FHWA) grants to FTA. Both local funding exchange and FTA transfer provide a greater chance for timely project delivery, which is important given the compressed time schedule offered by the Quick-Strike Program.

Call for Projects

On February 6, 2021, TAM issued a Call for Projects to public agencies in Marin with a deadline to submit applications by February 22, 2021. In addition to submitting applications, sponsors will be required to submit the following supplemental documents if their applications are selected by MTC:

- Complete Streets Resolution or equivalent,
- Complete Streets checklist,
- Resolution of Local Support,
- Surplus Lands Act Resolution, and
- 2020 Housing Element Annual Progress Report (required by State statute).

Applications Received

By the deadline of February 22, 2021, TAM received nine applications from nine agencies totaling $7.8 million in requests. The applicants include cities and towns, transit agencies, and TAM.

Attachment A shows a list of the applications received with brief project descriptions, current phase of the projects, total costs of the projects, and the requested amounts.

Application Evaluation

MTC will evaluate nominated applications against the following program criteria:

- Align with Connected Mobility Framework Values and Goals (see Attachment B);
- Be the direct result or outcome of a community engagement process;
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework;
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic;
- Demonstrate partnership among jurisdictions, transit agencies, and counties; and
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

Given the short timeframe to obligate federal funds, only “shovel-ready” projects should be considered to move forward to MTC for consideration. Projects requiring funds from the Quick-Strike Program for pre-construction phases, such as design or environmental clearance, will not likely be able to meet the strict fund obligation requirements and risk losing funds for noncompliance.

Provided in Attachment B are the results of an evaluation by staff, with applications arranged by Tier 1 and Tier 2, along with applications not being recommended to be submitted to MTC. Applications in Tier 1 are considered higher priority than applications in Tier 2.

Applications Not Recommended to be Submitted to MTC

Using the evaluation criteria directed by MTC, applications were evaluated for program consistency, readiness, and appropriateness for Quick-Strike funding. The below three applications are not recommended to be submitted to MTC for consideration.

- Fairfax's Sidewalk & Disabled & E-Bike Charging and Lockers Project
- Novato's San Marin High School Area Access Project
- Sausalito's Bridgeway Bike Lane Project

Fairfax, Novato, and Sausalito's applications were not recommended to be submitted to MTC because they still have substantial work to be completed before they are considered shovel ready. These applications are therefore unlikely to meet federal requirements and obligate all funds by September 2022. Furthermore, Fairfax's project is ineligible because the request is below the minimum federal amount of $250,000 established by MTC.

While these projects are not recommended for Quick-Strike funding, staff believes these projects merit funding and will attempt to identify other sources of funding for these projects.

Applications in Tier 1 and Tier 2

Applications in Tier 1 and Tier 2 are considered projects that align with the Quick-Strike Program criteria. Staff believes all applications in Tier 1 and Tier 2 merit funding but applications in Tier 1 met more of the MTC evaluation criteria and have a greater chance for complying with the federal obligation requirements than the applications in Tier 2.

Marin Transit will be able to transfer the Quick-Strike funds for the Bus Stop Improvement Project to FTA for processing, bypassing Caltrans' more rigid federal aid process. Mill Valley will be able to exchange Quick-Strike funds with local funds to complete the construction phase of the East Blithedale Project. TAM's Street Smart Program is a non-infrastructure project and non-infrastructure projects are the least complicated projects to obligate funds in the federal aid process because pre-construction phases such as right-of-way certification, field review, design, and other phases, are not required for non-infrastructure projects.

Staff will communicate to MTC that the Marin Transit Bus Stop Improvement Program is scalable with flexibility regarding the available funding provided. This Bus Stop Improvement Program has designated approximately 20 bus stops. Marin Transit will be able to implement improvements to bus stops based on the funds provided by the Quick-Strike Program.

Since project evaluation was conducted and released by staff, SMART has disclosed new information that it would consider transferring Quick-Strike funds, if awarded, to FTA for processing, and is partnering with San Rafael to deliver the pathway. Staff did not reassign SMART's application to Tier 1 in light of the new information because, even if awarded, SMART will still have a significant shortfall of approximately $700,000 if MTC adheres to Marin's target of $1.5 million. If a project does not have a fully funded construction phase, Caltrans Local Assistance will not allow the sponsor to proceed, and the Quick-Strike funds would be at risk of lapsing if SMART cannot defray the significant shortfall. The other applications

requested amounts that are within Marin's funding target and be delivered, if awarded by MTC, without needing additional funds.

FP&L Executive Committee

On March 8, 2021, the FP&L Executive Committee reviewed options proposed by staff and recommended the TAM Board to approve forwarding all six applications from Tier 1 and Tier 2 as shown in Attachment B to MTC for funding consideration but without identifying the application's assigned tier unless requested by MTC.

FISCAL IMPACTS

Funds from the Quick-Strike Program will be programmed directly to projects, and sponsors are expected to obligate funds through the federal aid process with Caltrans Local Assistance.

If TAM's project is selected by MTC, the federal funds will be included in the FY 2021/22 and subsequent TAM Budgets depending on the anticipated rates of drawdown. Award of Quick Strike funds for the Street Smarts program would be a welcome addition to the overall Safe Routes to Schools program and would be used to update the Street Smarts messaging and materials such as street banners; the additional funding would also allow TAM to focus local funds on the other Safe Routes to Schools program elements. Outside grants, including funds from the federal Non-motorized Pilot Program earmark, have been used to supplement TAM local funds for the Safe Routes to Schools program over the years.

NEXT STEPS

Upon TAM Board approval, the list of applications will be submitted to MTC for consideration. MTC plans to release its staff recommendation by April 23, 2021. The result of MTC's funding recommendation will be communicated to applicants and the TAM Board. Staff will work with sponsors of selected projects to submit remaining requisite application materials to MTC before the Commission adoption in June 2021. If the Street Smarts project is funded by MTC, TAM staff will update the agency budget accordingly and will take the necessary steps to obligate funds and implement the project.

ATTACHMENTS

Attachment A – Applications Received
Attachment B – Applications Evaluation
Attachment C – PowerPoint Presentation

Safe and Seamless Mobility Quick-Strike Program
Applications Received

Applicant	Project Name	Project Description	Current Project Phase	Total Project Costs	Quick Strike Funds Requested
Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	Connects the Horse Hill Path in Mill Valley to Class II bike lanes immediately to the north in Corte Madera, the Class I Larkspur Path, and ultimately the Sonoma Marin Area Rail Transit (SMART) and Larkspur Ferry Terminal. Improvements include nearly 1-mile segment of Casa Buena Drive to add a new sidewalk and a new Class II Bicycle Lane on the southbound-uphill side. Shared Lane Markings (a new Class III path with sharrows) will be striped in the northbound direction. Includes retaining walls, shoulder stabilization, and street lightings needed for the improvements.	Construction	$2,890,000	$600,000
Fairfax	Sidewalk for Seniors and Disabled & E-Bike Charging stations/lockers	Replace narrow, non-ADA compliant asphalt pathway with ADA compliance sidewalks (approx. 1,300 linear feet) and curb ramps to connect the Victory Village affordable senior apartments to downtown and install e-bike charging stations and lockers at the transit hub to encourage people to take public transit.	Design (has not started, Quick Strike funds needed for design)	$145,000	$145,000
Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School – Phase 2	The project completes the gap in pedestrian and bicycle improvements from 500’ west of the Riviera Circle and Redwood High School intersection to Lucky Drive/Doherty Drive/Redwood High School Entrance intersection with full width bike lanes, a separated bike path and removal of visual barriers.	Design (near completion with local funds)	$565,000	$500,000

Safe and Seamless Mobility Quick-Strike Program
Applications Received

Applicant	Project Name	Project Description	Current Project Phase	Total Project Costs	Quick Strike Funds Requested
Marin Transit	Marin County Bus Stop Improvements	The project will continue Marin Transit's program to improve bus stops throughout Marin County. This funding will enable construction of accessibility and amenity improvements at 15 and 20 additional stops. Bus stops are a highly visible aspect of transit service for both current and potential riders in Marin County. Stops should be easily identifiable, safe, accessible, and comfortable. When bus stops meet these guidelines, they are more inviting and likely to be used by the public. The stops included in this project were identified for improvement following a systemwide bus stop survey and conditions assessment conducted in 2017	Design (30% completed with local funds, Quick Strike funds needed to complete remaining design work). If awarded, plans to transfer grant to FTA.	$1,500,000	$1,200,000
Mill Valley	East Blithedale Pathway to Transit	Install new Class IV bike lane eastbound direction, from Camino Alto to Tower Drive and westbound from Tower Drive to Meadow Drive. Upgrade pedestrian crosswalks, new curb ramps, improve access to Mill Valley Sausalito Multiuse Pathway, install new slip lane bike access, install new crosswalks at the entryway to the pedestrian pathway on Ashford Ave., and improve pedestrian and bike access to transit bus stops along East Blithedale Avenue.	Design (near completion with local funds)	$1,400,000	$1,000,000
Novato	San Marin High School Area Multimodal Access Project	Multi-modal safety improvements to a large all-way stop controlled intersection and its approach roadways: new crosswalks and curb ramps, bulb-outs, intersection lighting, lane re-configuration, widening and upgrading existing pathway to a Class I multi-use path, Class II bicycle lane widening to 5 feet, and a crosswalk with school-area signage. The project is expected to result in safer and more comfortable conditions for people on foot, on bikes and on transit to increase the active transportation mode share among students and faculty at four schools, as well as residents accessing other nearby community destinations.	PA&ED (has not started but local funds have been secured for all pre-construction phases)	$1,743,000	$1,432,000

Safe and Seamless Mobility Quick-Strike Program
Applications Received

Applicant	Project Name	Project Description	Current Project Phase	Total Project Costs	Quick Strike Funds Requested
Sausalito	Bridgeway Bike Lane Project (Princess to 2nd Street)	The project includes the installation Class II bike lanes on Bridgeway Blvd. The project also includes roadway surface treatment and new striping with appropriate stencils. The project also includes accessibility improvements at the intersection of 2nd St and Bridgeway.	PA&ED (has not started, need Quick Strike funds for all pre-construction phases)	$586,000	$518,785
SMART	SMART Pathway – San Rafael (McInnis Parkway to Smith Ranch Road)	This project will construct a level, paved bicycle/pedestrian facility along .85 miles of the SMART railroad right-of-way, with two crossings over Las Gallinas Creek. The project will connect major destinations, including a regional rail station to the south and to the north, Marin County's McInnis Park, a 450-acre park with multi-use sports and outdoor activity facilities, including a skate park, batting cages, softball/soccer fields, tennis courts, a group picnic area and nature trails. The project will allow bicyclists and pedestrians of all skill levels greater access, while minimizing environmental impacts to Las Gallinas Creek.	Design (near completion with local funds)	$2,393,166	$2,158,026
TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program (Non-Infrastructure)	Street Smarts Marin is a public education campaign designed to raise awareness of driver, pedestrian, and bicyclist behavior in order to make streets safer and friendlier. The program works on many levels by providing transportation-related safety messages via outdoor media (e.g., banners, signs, and posters) and community outreach (e.g., brochures, presentations, and press coverage). The community outreach includes brochures for distribution at schools and organized events; presentations and slide slows prepared for communicating with schools, neighborhoods, civic and business groups; and neighborhood kits which include an assortment of lawn signs, brochures, and copies of presentation and slide shows	PA&ED (has not started but local funds have been secured)	$275,000	$250,000
			TOTAL	**$11,497,166**	**$7,803,811**

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Applications Evaluation

Applicant	Project Name	Program Values/ Goals	Community Engagement	PDA, TPA, COC, CARE	Connect-ivity	Partner-ships	Readi-ness	Bypass Local Assist. (FTA or Swap)	Forward to MTC	Tier	Funds Recommended
Marin Transit	Marin County Bus Stop Improvements	X	X	X		X	X	X	Yes	1	$1,200,000
Mill Valley	East Blithedale Pathway to Transit	X	X		X	X	X	X	Yes	1	$1,000,000
TAM	Street Smarts Program (Non-Infrastructure)	X	X	X	X	X	X		Yes	1	$250,000
										Tier 1 Total	**$2,450,000**
Corte Madera	Casa Buena Drive Project	X	X		X		X		Yes	2	$600,000
Larkspur	Doherty Drive Multi-Use Pathway – Phase 2	X	X		X		X		Yes	2	$500,000
SMART	SMART Pathway in San Rafael	X	X	X	X	X	X	X	Yes	2	$2,158,026
										Tier 2 Total	**$3,258,026**
										Tier 1 and Tier 2 Total	**$5,708,026**
Projects Not Recommended for Funding											
Fairfax	Sidewalk & Disabled & E-Bike Charging, Lockers	X			X				No	N/A	$0
Novato	San Marin High School Area Access Project	X	X		X				No	N/A	$0
Sausalito	Bridgeway Bike Lane Project	X	X	X	X				No	N/A	$0

MTC Evaluation Criteria:

MTC staff will evaluate nominated projects against the following program criteria. Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic
- Demonstrate partnership among jurisdictions, transit agencies, and counties
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022

CONNECTED MOBILITY VALUES AND GOALS

Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

MTC Safe and Seamless Mobility Quick-Strike Program

TAM Board Meeting

March 25, 2021

Transportation Authority of Marin

Making the Most out of Marin Transportation Dollars

Background

- On February 1, 2021, MTC released a Call for Nominations to County Transportation Agencies (CTAs) with $54.4 million in federal STP/CMAQ funds for the Safe and Seamless Mobility Quick-Strike Program, also known as the Quick-Strike Program
- The Quick-Strike Program is a one-time, competitive program to fund projects that can be implemented quickly to support communities responding to COVID-19
- The Quick-Strike Program emphasizes bicycle/ pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility

Background, cont.

- TAM is expected to submit project nominations to MTC by March 30, 2021
- MTC has set a funding target for TAM to receive approximately 2.8% of the available funds or approximately $1.5 million
- The final amount for the projects selected by MTC for Marin may not adhere to these targets

Background, cont.

- MTC staff will evaluate submitted project nominations and develop funding recommendations for MTC's approval
- MTC plans to release its staff recommendation by April 23, 2021, and approve at their June Commission meeting
- CTAs may include local priorities within their project lists but MTC is not obligated to fund projects in accordance with local priorities

Call for Projects

- On February 6, 2021, TAM issued a Call for Projects with a deadline to submit applications by February 22, 2021
- TAM received nine applications from nine agencies totaling $7.8 million in requests. The applicants include cities and towns, transit agencies, and TAM

Applications Received – Attachment A

Applicant	Project Name	Requested
Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	$600,000
Fairfax	Sidewalk for Seniors and Disabled & E-Bike Charging stations/lockers	$145,000
Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School – Phase 2	$500,000
Marin Transit	Marin County Bus Stop Improvements	$1,200,000
Mill Valley	East Blithedale Pathway to Transit	$1,000,000
Novato	San Marin High School Area Multimodal Access Project	$1,432,000
Sausalito	Bridgeway Bike Lane Project (Princess to 2nd Street)	$518,785
SMART	SMART Pathway – San Rafael (McInnis Parkway to Smith Ranch Road)	$2,158,026
TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program (Non-Infrastructure)	$250,000
		$7,803,811

TAM Street Smarts Project Application

- TAM applying for $250k for “Street Smarts”, part of Safe Routes to Schools program
- Street Smarts put on hold this year due to reduced revenues and pandemic’s effect on school operations and travel pattern
- Last round of the capital element of the Street Smarts was funded by the National Non-Motorized Pilot Program
- Quick Strike funds would allow for robust refresh of Street Smarts message and materials, and for focusing local funds on other program elements

Application Evaluation – Attachment B

- MTC will evaluate nominated applications using the following criteria:
  - Align with Program Values and Goals
  - Community engagement process
  - In Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area
  - Addresses transit connectivity gaps
  - Demonstrate partnership
  - Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 2022
- Based on the evaluation criteria, applications were arranged by Tier 1 and Tier 2, along with applications not being recommended to be submitted to MTC

Shovel-Ready

- Very short timeframe to obligate federal funds
- Projects requiring funds for pre-construction phases will not likely be able to meet the strict fund obligation requirements and risk losing funds for noncompliance
- Only considered “shovel-ready” projects to submit to MTC for consideration

Applications Not Recommended

Applications that still have substantial work to be completed before they are considered shovel ready were not recommended:

- Fairfax's Sidewalk & Disabled & E-Bike Charging and Lockers Project
- Novato's San Marin High School Area Access Project
- Sausalito's Bridgeway Bike Lane Project

Tier 1 and Tier 2 Applications

- Applications that align with the Quick-Strike Program criteria
- Applications that were considered shovel-ready and demonstrate the likelihood to be able to obligate federal funds by September 2022
- Projects in Tier 1 met more of the MTC evaluation criteria and have a greater chance for complying with the federal obligation requirements than the applications in Tier 2

Tier 1 and Tier 2 Applications, cont.

Applicant	Project Name	Tier	Funds Recommended
Marin Transit	Marin County Bus Stop Improvements (FTA Transfer)	1	$1,200,000
Mill Valley	East Blithedale Pathway to Transit (Funding Exchange)	1	$1,000,000
TAM	Street Smarts Program (Non-Infrastructure)	1	$250,000
		Tier 1 Total	**$2,450,000**
Corte Madera	Casa Buena Drive Project	2	$600,000
Larkspur	Doherty Drive Multi-Use Pathway – Phase 2	2	$500,000
SMART	SMART Pathway in San Rafael	2	$2,158,026
		Tier 2 Total	**$3,258,026**
		Tier 1 and Tier 2 Total	**$5,708,026**

FP&L Executive Committee

On March 8, 2021, the FP&L Executive Committee recommended the TAM Board to approve forwarding six applications as shown in Attachment B to MTC for funding consideration from the Quick Strike Program but without identifying the application's assigned tier unless requested by MTC

Next Steps

- Forward approved, recommended projects to MTC by March 30 for consideration
- Work with any selected projects/sponsors to meet requirements and timelines
- Include funds in FY22 budget if TAM project is selected, obligate funds and implement project

Feedback and Questions

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Transportation Authority of Marin

DATE: March 25, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer

SUBJECT: Review and Approve the Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee Revenue Projections and the FY2021-22 Annual Budget and Strategic Plan Development Schedule (Action), Agenda Item No. 10

RECOMMENDATION

The TAM Board reviews and approves the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee estimates recommended for the FY2021-22 Annual Budget development, the long-term sales tax revenue projection recommended for the development of the Transportation Sales Tax Strategic Plan, and the development schedule for the FY2021-22 Annual Budget and Strategic Plan Update.

The Administration, Projects & Planning (AP&P) Executive Committee reviewed staff's recommendations, and the updated FY2020-21 revenue levels for both the Measure A/AA Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee, at its March 8 meeting. The AP&P Executive Committee voted unanimously to refer the staff recommendation to the TAM Board for approval.

BACKGROUND

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, no later than its June meeting of each year, the TAM Board shall adopt the annual budget for the following fiscal year. For the annual budget development of TAM and its member agencies, staff develops, and the TAM Board adopts, the Measure A/AA Transportation Sales Tax and the Measure B $10 Vehicle Registration Fee revenue levels in March of every year. The approval of the expected upcoming year revenue levels in March allows fund recipients time to build these local funds from TAM into their FY20210-22 budget processes which are taking place now. These revenue estimates will also be used to update the revenue and expenditure elements in the Measure A/AA ½-Cent Transportation Sales Tax and Measure B $10 Vehicle Registration Fee Strategic Plans, which will guide the FY2021-22 programming and allocation process, and the establishment of contract levels for all projects and programs under both measures.

The Measure A/AA Strategic Plans, required by the two 1/2-Cent Transportation Sales Tax Expenditure Plans, provide the overall roadmap for the programming of Measure A/AA funds. The Strategic Plans have been developed in close coordination with project and program sponsors to assure that sales tax revenues are not overstated and are consistent with TAM forecasts and commitments. The Strategic Plans are updated every other year, with the Revenue and Expenditure Component of the plans being updated annually to ensure that funds are readily available for the years needed to accommodate project and program delivery. The annual updates of the Revenue and Expenditure Component also allows TAM to review the cash flow needs of each project and program and work out a reimbursement schedule with the sponsors to eliminate the need for debt

financing whenever possible. The annual strategic plan updates usually are presented to the TAM Board for approval at its June meeting.

Updates to the Measure B Strategic Plan are presented to the TAM Board as needed. Given that annual vehicle registrations vary only nominally, Measure B revenues remain relatively constant annually and updates to the Measure B Strategic Plan are not required regularly. It should be noted a review of the Measure B Expenditure Plan is scheduled for 2022-2023 and the Measure B Strategic Plan will be reflected with any changes to the Measure B Expenditure Plan at that time.

DISCUSSION/ANALYSIS

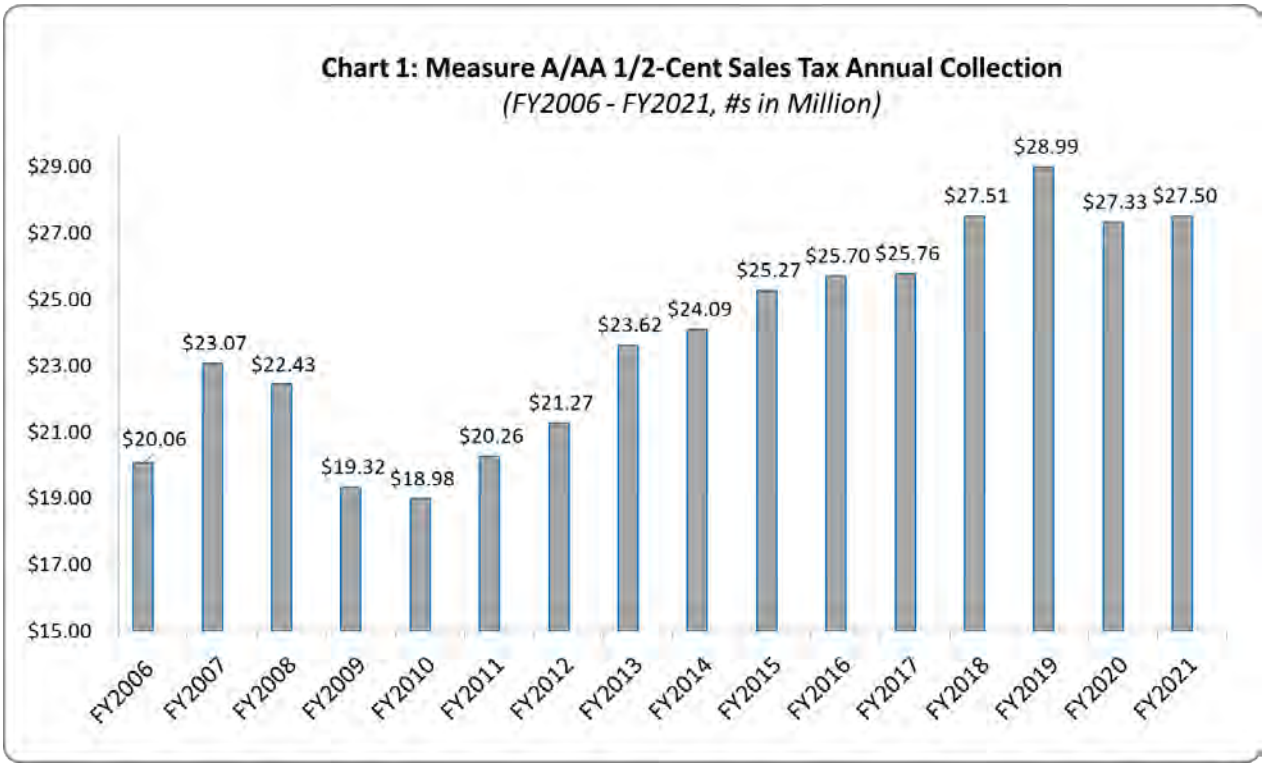
Measure A/AA Revenue Estimates/Projection:

Recommended Revised FY2020-21 Budget Level:

The COVID-19 pandemic has brought unprecedented public health and economic disruptions to the US and globally. The uncertainties caused by the pandemic added extra uncertainties and challenges to TAM's FY2020-21 budget process. Staff initially recommended the $27.5 million Measure A/AA revenue level for the FY2020-21 budget year in March 2020, and the TAM Board adopted it in April 2020. However, since the impact of the Shelter in Place (SIP) order was still unclear and with the growing worry that the pandemic might last much longer than originally anticipated, the TAM Board revised the Measure A/AA budget level adopted for FY2020-21 to $24.75 million at its June 2020 meeting, during the adoption of the final budget. The Board also authorized the usage of up to $2.75 million in reserve funds to maintain the $27.5 million funding level promised early in the year for fund recipients.

However, current economic indicators and actual taxable sale data suggest that FY2020-21 sales tax collection in Marin is not as negatively impacted as previously expected. The SIP has brought more taxable spending home with many who used to commute to other counties of the Bay Area now working and shopping from home. With most residents unable to travel and spend on planned vacation trips, spending that helps Marin's taxable sales, such as home improvement and landscaping projects, has increased very noticeably during the SIP period. Based on the disbursement received as of February 2021, the relatively stable taxable sales base in Marin, and the extra buying power created by the existing and various upcoming economic stimulus measures, staff believes that the Measure A/AA revenue level for FY2020-21 will exceed the actual collection of FY2019-20, which was $27.33 million. Avenu Insights & Analytics, TAM's sales tax monitoring consultant team, has confirmed this trend based on its analyses of the most recent sales tax collection data. Based on the updated information, staff recommends that the FY2020-21 Measure A/AA budget level be reinstated to the originally adopted $27.5 million, which will eliminate the need to access the agency's reserve funds in the current year as well.

Chart 1 below illustrates the actual annual collection between FY2005-06 and FY2020-21, with the FY2020-21 revenue at the revised $27.5 million level based on the collections of the first 8-months of the year, from July 2020 to February 2021.



Recommended FY2021-22 Budget Level & Future Projection for the Update of the Strategic Plans:

With the recent slowdown of COVID-19 new cases, availability of the vaccine, and the gradual easing of the SIP order, it is becoming more accepted among economists that the economy will start to recover later this year and be fully recovered over the next 2–3-year period. Many believe that the fundamentals of the US economy are still relatively strong and the recovery from the coronavirus-induced recession may take less time than many predicted a few months ago, when the fear of the health and economic damage caused by the pandemic peaked.

Table 1: Marin FY2022-FY2027 Measure A/AA Revenue Projection Scenarios illustrates the projection scenarios staff reviewed and recommends for the upcoming fiscal year and the following 5-year period.

Table 1: FY2022-FY2027 Measure A/AA Revenue Projection Scenarios

Year	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Scenario 1: Avenu Insights & Analytics February 2021						
Annual Revenue	28,314,000	29,357,000	30,277,000	31,144,000	31,964,000	32,739,000
% Growth	2.96%	3.68%	3.13%	2.86%	2.63%	2.42%
Scenario 2: CDTFA FY2021-22 Statewide as Base Year						
Annual Revenue	26,986,538	27,796,134	28,630,019	29,488,919	30,373,587	31,284,794
% Growth	-1.25%	3.00%	3.00%	3.00%	3.00%	3.00%
Scenario 3: Staff Recommendation						
Annual Revenue	27,500,000	28,050,000	28,611,000	29,183,220	29,766,884	30,362,222
% Growth	0.00%	2.00%	2.00%	2.00%	2.00%	2.00%

Scenario 1 is the 5-year projection prepared by Avenu Insights & Analytics. While it is encouraging to see the anticipated positive revenue growth, especially the 2.96% projected for FY2021-22 (from the $27.5 million

revised budgeted level for the current fiscal year), to continue TAM's prudent and conservative approach and better prepare the agency for a possible slower and more shaky economic recovery, staff recommends setting the FY2021-22 Measure A/AA budget level at $27.5 million, the same as the revised revenue level for the current year. The team from Avenu Insights & Analytics also assume an average 2.95% growth rate for the next 6-year period. On the other hand, TAM's actual average annual revenue growth rate, from FY2005-06 to FY2019-20, is only at 2.45%.

Scenario 2 applied the estimated statewide sales tax growth rate for FY2021-22 (-1.25%), released by California Department of Tax and Fee Administration (CDTFA) in February 2021, and assumed a 3% growth rate moving forward. Again, to continue TAM's prudent and conservative approach and better prepare the agency for a slower and more shaky recovery over the next few years, staff recommends (Scenario 3) holding the FY2021-22 revenue at the same level as the revised FY2020-21 level ($27.5 million) and apply a 2% revenue growth rate for all future years for the update of the Measure A/AA Strategic Plans.

Measure B Revenue Estimates/Projection:

Recommended Revised FY2020-21 Budget Level:

Measure B, the $10 Vehicle Registration Fee revenue dedicated to transportation projects and programs, was passed by Marin voters in November 2010. Collection of this local revenue source started in May 2011. Chart 2 illustrates the actual revenue collections of Measure B from FY2011-12 to FY2019-20. As noted in *Chart 2: Measure B VRF Actual Revenue Trend*, there is a significant revenue drop from FY2018-19 to FY2019-20, from $2.43 million to $2.33 million. The FY2020-21 budgeted Measure B VRF revenue level is at $2.42 million, which was reviewed and adopted by the TAM Board in March 2020, based on the actual revenue collection of FY2018-19. However, recent information shows that the estimated Marin County fees paid did suffer a more than 2% drop from 2019 to 2020, as shown in *Table 2: Estimated Annual Marin County Vehicles Registered and Measure B Revenue*. Analysis of the monthly disbursement of the Measure B revenue reveals that revenue collected in March and April of 2020 dropped more than 15% compared to the same period of 2019, which contributed to most of the revenue decrease for FY2019-20. The first 6-months of FY2020-21 revenue collection (July – December 2020) has stabilized compared to the same period of FY2019-20. Based on the most up to date registered vehicle data for the County, the possible continuing negative impact on vehicle purchases, and the revenue collection trend, staff recommends that the budget level for FY2020-21 be revised to $2.32 million.

Recommended FY2021-22 Budget Level & Future Projection for the Update of the Strategic Plan:

There are still many uncertainties with the continuation of remote work arrangements, travel habits, and future commute patterns. All these uncertainties have potential impacts on personal vehicle replacement and purchase decisions. To be conservative, staff recommends setting the budget level for FY2021-22 at $2.3 million. The recommended revenue level is close to the collection for FY2012-13 and FY2013-14, when the annual registered vehicle numbers in Marin was around 243,000, which is close to the estimated number for 2020. For the update of the Measure B Strategic Plan, staff also proposes to set all future year revenue at the reduced $2.3 million level until the next revenue update.

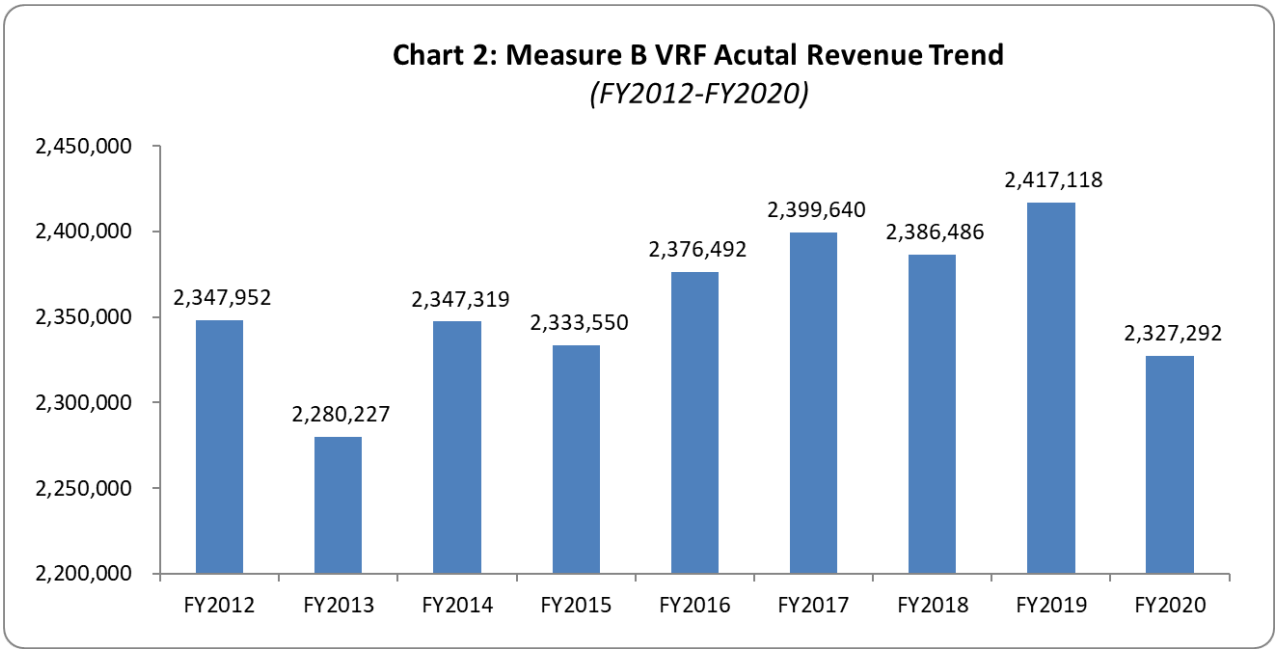


Table 2: Estimated Annual Marin County Vehicles Registrated and Measure B Revenue

Year	Registered Vehicle	Annual # Change	Annual % Change	Measure B Revenue	% Difference *
2012	235,535	-356	-0.15%	2,244,970	N/A
2013	240,921	5,386	2.29%	2,325,355	3.58%
2014	243,069	2,148	0.89%	2,337,994	0.54%
2015	245,849	2,780	1.14%	2,360,350	0.96%
2016	249,314	3,465	1.41%	2,404,311	1.86%
2017	247,424	-1,890	-0.78%	2,389,790	-0.60%
2018	247,820	396	0.16%	2,393,875	0.17%
2019	249,524	1,704	0.68%	2,414,091	0.84%
2020	243,986	-5,538	-2.24%	2,361,893	-2.16%

Data Source: DMV Forecasting Unit
** DMV Charges 0.05% of the Measure B revenue for collection and processing cost.*

FY2021-22 Annual Budget and Measure A/AA Strategic Plan Development Schedule:

Over the past years, while staff usually brought the final approval of both the annual budget and strategic plans to the Board in June for final approval, these two important financial and funding planning documents, one short-term and one long-term, were not necessarily presented to the Board and the public holistically. Due to the uncertainties caused by the pandemic, many of the questions and concerns raised during the FY2020-21 Annual Budget development process made it clear that the concurrent development and review of the two documents could help the Board and the public to better understand the agency's short-term financial condition as well as its long-term funding priorities. Moving forward, staff proposes to develop and present both documents holistically, on the same development and review timeline.

Additionally, TAM currently has two separate strategic plans for the original Measure A and the renewed Measure AA ½-Cent Transportation Sales Tax, with the policy elements of both plans identical. To reduce potential confusion and improve work efficiency, staff also recommends merging the two strategic plans into

one, thereby developing a new combined Measure A/AA Strategic Plan during the FY2021-22 development cycle.

Below is the development schedule for the FY2021-22 Annual Budget and Combined Measure A/AA Strategic Plan:

March 2021	*Review and Acceptance of Measure A/AA & Measure B Revenue Budget Levels/Revenue Projections*
March-May 2021	*Development of FY2021-22 Budget Line Items and Work Plans* *Development of Combined Measure A/AA Strategic Plan* *Evaluate Projects/Programs and Set Programming and Allocation Priorities*
May 2021	*Review and Release of Draft Budget and Strategic Plan for Comments*
June 2021	*Public Hearing and Adoption of Final Budget & Strategic Plan*

FISCAL CONSIDERATION

The recommended revenue estimates/projections will be used to determine the FY2021-22 programming/allocation and contract levels for various projects and programs under both the Measure A/AA 1/2-Cent Transportation Sales Tax and Measure B $10 Vehicle Registration Fee revenue measures, as well as to update the revenue elements in the respective strategic plans.

NEXT STEPS

After the review and approval of the FY2021-22 Measure A/AA 1/2-Cent Transportation Sales Tax and Measure B $10 Vehicle Registration Fee revenue estimates/projections by the TAM Board, staff will develop the draft FY2021-22 Annual Budget and the combined Measure A/AA Strategic Plan; present both documents for review by the TAM Citizens' Oversight Committee and the Administration, Projects & Planning Executive Committee, the Marin Managers' Association, and staff of various local jurisdictions; release the drafts for the 30-day public review and comment period at the May TAM Board meeting; and request the TAM Board to adopt the two final reports at the June 2021 TAM Board meeting.

ATTACHMENTS

Attachment: Staff PowerPoint Presentation

FY2021-22 Annual Budget & Strategic Plan Development Schedule and Measure A/AA and B Revenue Update

TAM Board

March 25, 2021

Transportation Authority of Marin

Making the Most out of Marin Transportation Dollars

Recommended Changes for Budget/SP Process

- ✓In the Past, the Annual Budget and Strategic Plan development/update processes were on similar timeline but not totally synchronized
- ✓Moving forward, concurrent Annual Budget development and Strategic Plan update process
- ✓Present the two most important financial and funding planning documents of the agency, one short-term and one long-term, to the Board and the public holistically.
- ✓Merge the two separate Measure A and AA Strategic Plans into one

FY2021-22 Budget/SP Development Timeline

March 2021

Review and Acceptance of Measure A/AA & B Budget Levels/Revenue Projections

March–May 2021

Development of FY2021-22 Budget Line Item and Work Plans

Development of Combined Measure A/AA Strategic Plan

Evaluate Projects/Programs and Set Programming and Allocation Priorities

May 2021

Review and Release of Draft Budget and Strategic Plan for Comments

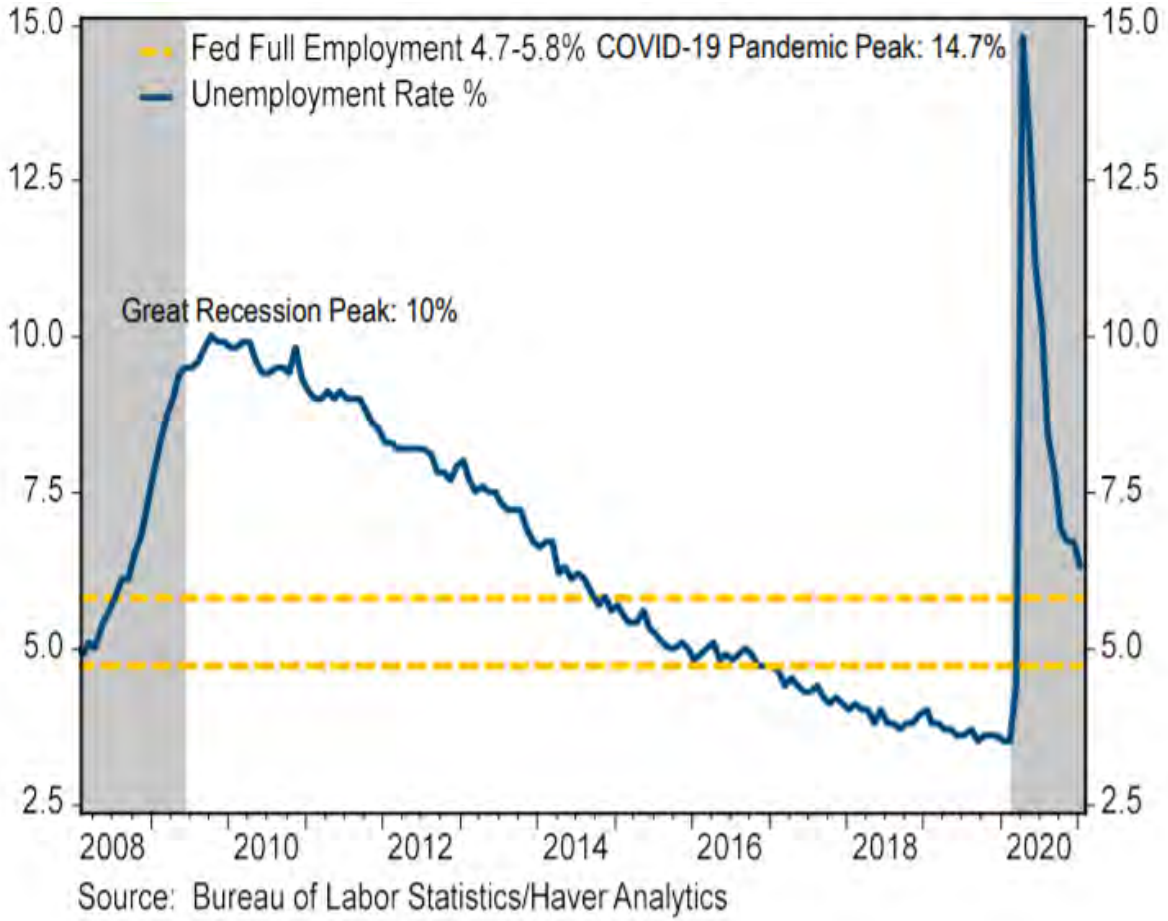
June 2021

Public Hearing and Adoption of Final Budget & Strategic Plan

Current Economic Conditions

The US unemployment rate fell to 6.2% in February, the lowest level since March 2020

While still elevated from the 3.5% jobless rate at the start of 2020, February unemployment rate still stands in stark contrast to a near 15% peak in April 2020



Current Economic Conditions

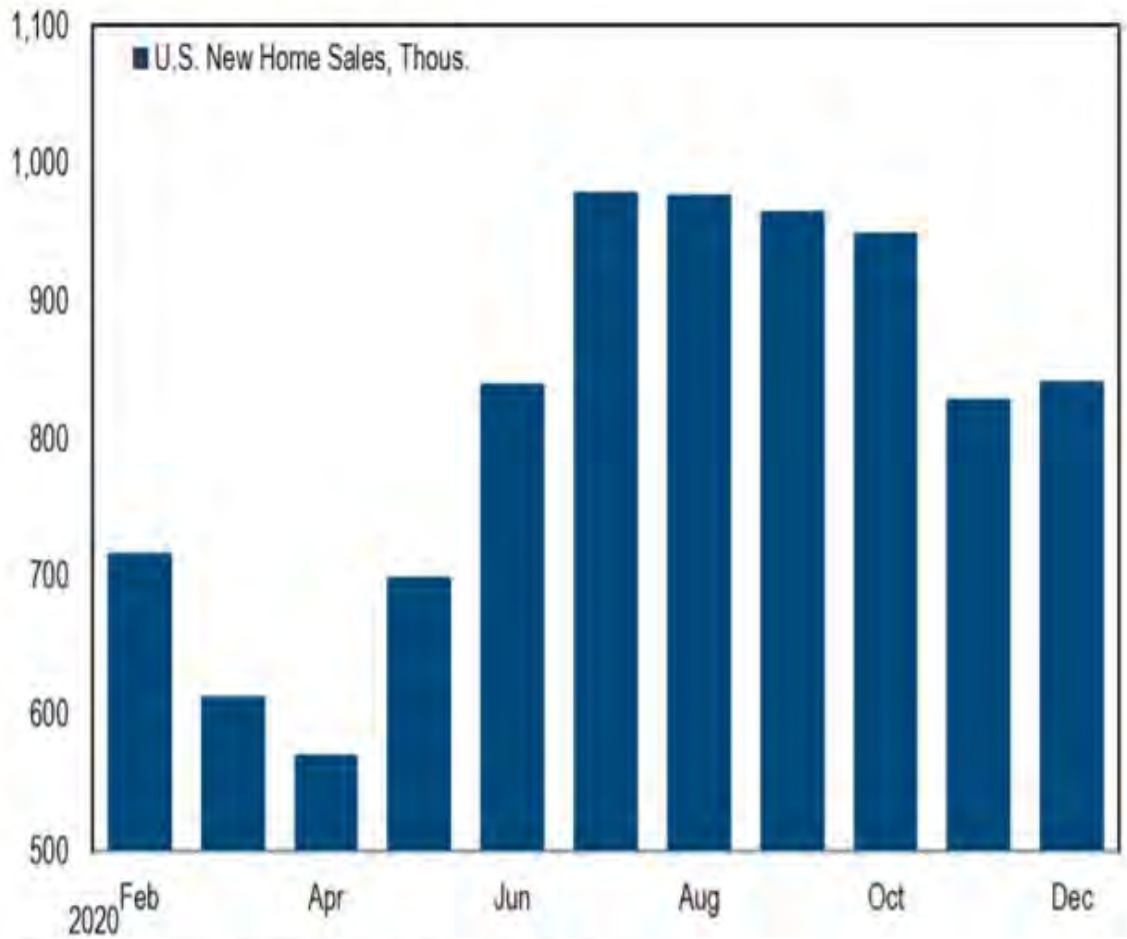
US Umployment Rate	*8.1%*	*5.6%*	*4.4%*	*3.8%*
CA Unemployment	*10.3%*	*6.8%*	*5.1%*	*4.1%*

UCLA's Most Recent Unemployment Rate Projections for the Nation and California

Current Economic Conditions

Existing home sales rose 0.7% in December to a 6.8M unit pace, a two-month high, while inventory of existing homes declined from 2.3 to 1.9 months, an all-time low.

New home sales rose 1.6% in December to 842K unit pace, a two-month high, while inventory of new homes rose from 4.2 to 4.3 months, a six-month high



Source: National Association of Realtors/Census Bureau

CA January 2021 Home Sales and Price Report

Highest January sales level since 2009

484,730

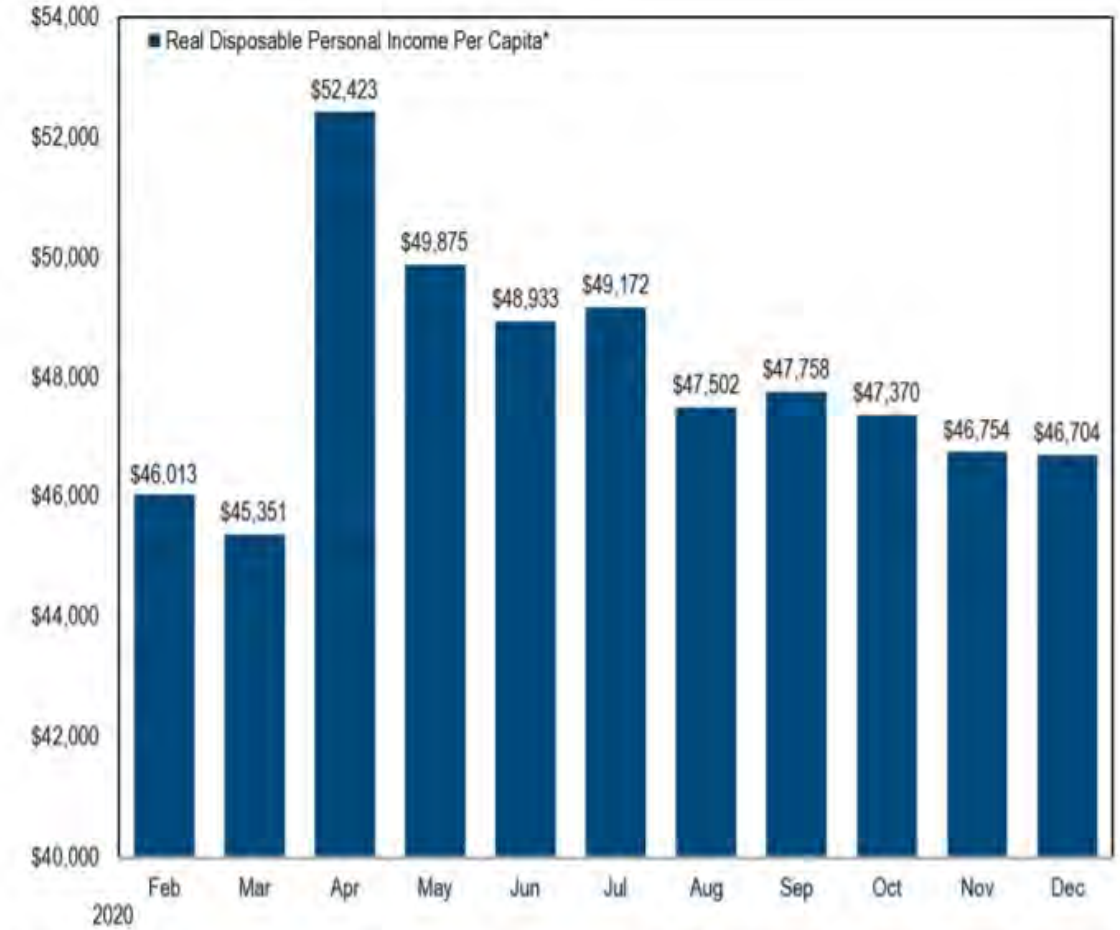
California Existing Single-Family Home Sales

YTY Growth California Existing Single-Family Home Sales

Data Source: CA Association of Realtors

All major regions' median prices continued to increase from last year by double-digits

Current Economic Conditions



Source: FRED

*Includes wages & salaries as well as transfer payments

Disposable income per capita rose substantially in April with the passage of the first-round CARES Act aid package in March which included an additional $600 a week in unemployment benefits and $1,200 in direct payment (if eligible)

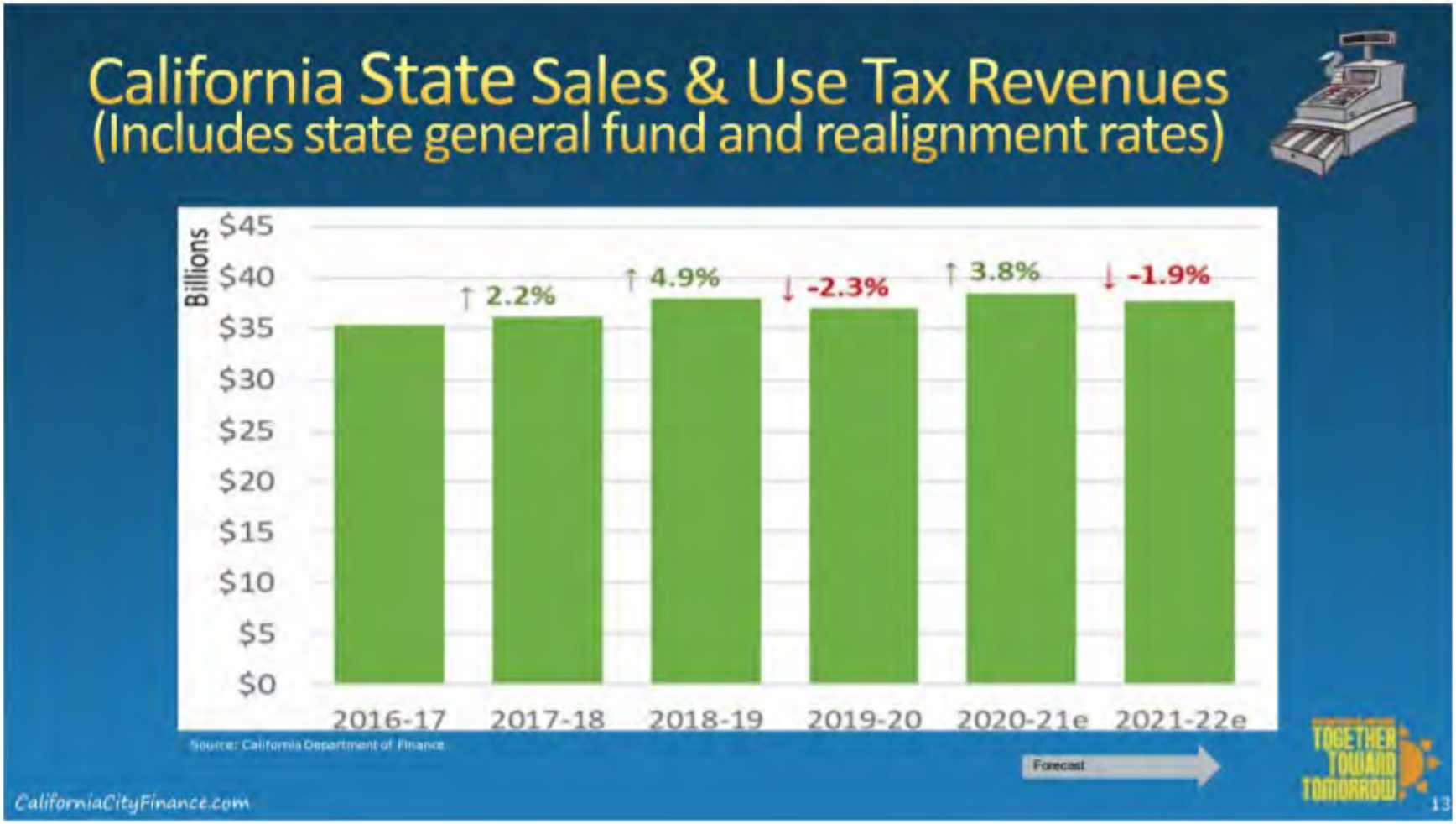
Compared to February levels ($46k), the average American is still slightly better off ($47k) as of December 2020.

Current Economic Conditions

Retail sales fell 8.2% and 14.7% respectively in March and April 2020 but reversed the downward trend with rapid pace in May (+18.3%) and June (+8.6%) 2020.

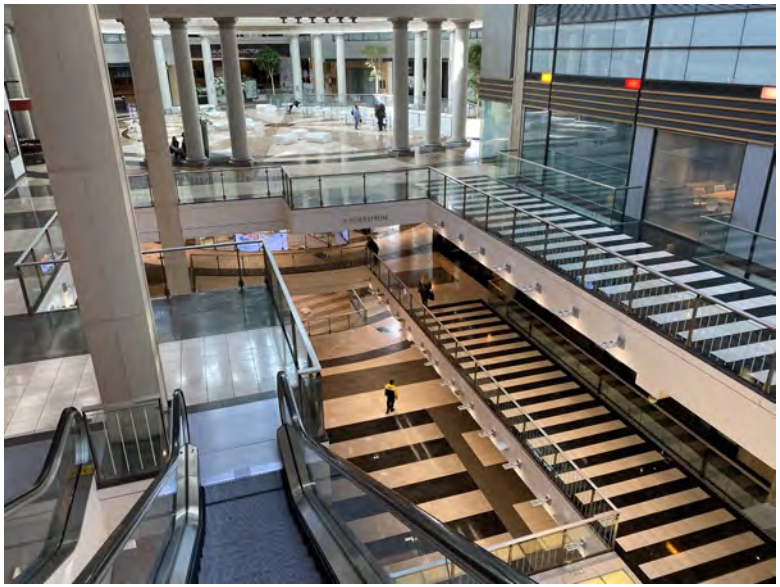
Over the last six months of 2020, sales have averaged 0.3% Year-over-year, 2.9% increase in December, a five-month low, following a 3.7% gain in November 2020.

Current Economic Conditions



What's Happening In Marin?

Totally Empty Mall = Devastating Sales Tax Collection?



Are Online Shoppers Saving Us? – Verified Real Shopper!

Pictures shared back in April 2020 with the Board.
Fortunately for Marin, the picture on the right is more the reality and helping the stabilization of TAM's FY2020-21 sales tax revenue.

What's Happening In Marin?

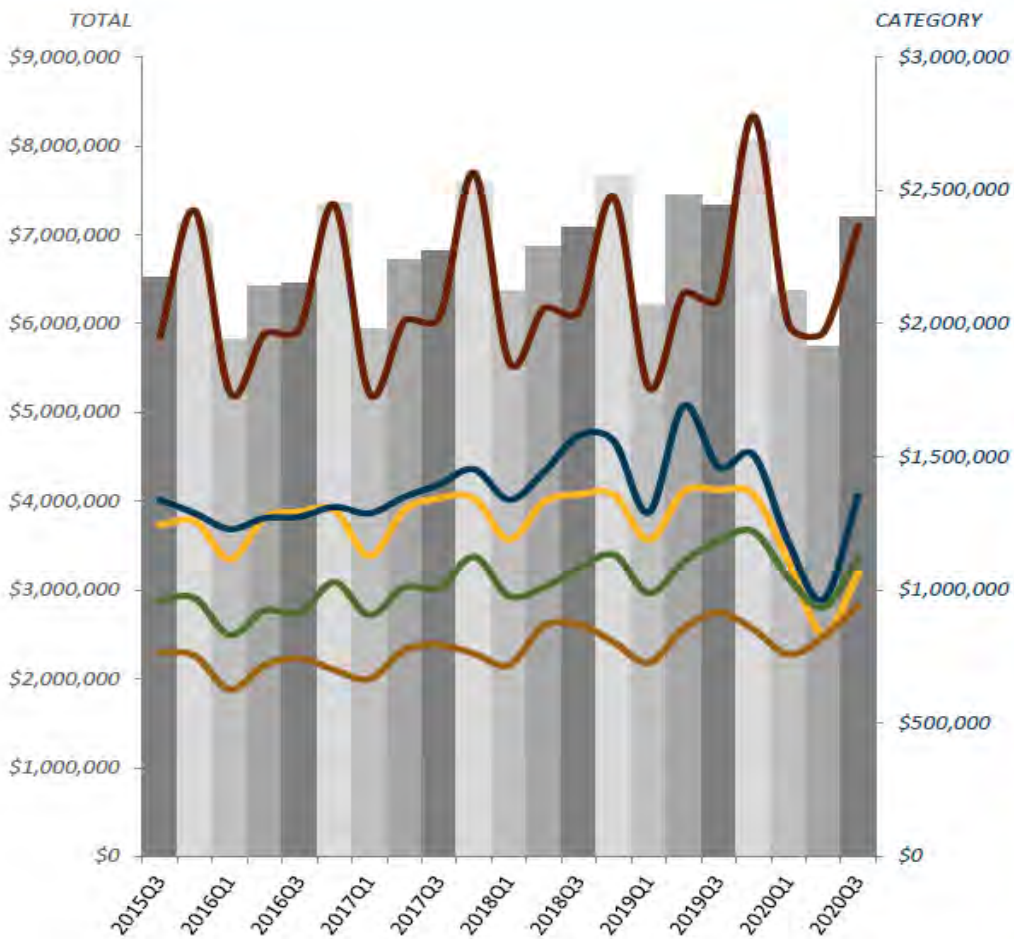
- ✓ Marin's simple taxable sales base helps the County weather this unique recession relatively better than other counties
- ✓ Due to the county's demographic and income level, majority of County's residents are not suffering significant financial difficulties during this unique recession; though wide disparities exist
- ✓ Work from Home arrangement many Marin residents are able to do helps bring taxable sales home
- ✓ Savings from travel are spent on home improvement projects

What's Happening In Marin?

TRANSPORTATION AUTHORITY OF MARIN: Sales Tax Performance Analysis by Quarter

TOTAL

Economic



TOTAL

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$7,205,309	-1.8%	-$132,877	-4.4%	-$1,274,424

GENERAL RETAIL

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$2,366,898	13.1%	$274,984	7.9%	$670,674
% of 2020Q3 Total:		32.8%		

FOOD PRODUCTS

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$1,062,895	-22.8%	-$313,081	-17.5%	-$928,393
% of Total:	14.8%			

TRANSPORTATION

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$1,352,923	-7.4%	-$108,339	-16.6%	-$998,618
% of Total:	18.8%			

CONSTRUCTION

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$943,663	3.1%	$28,326	2.3%	$76,748
% of Total:	13.1%			

BUSINESS TO BUSINESS

2020Q3	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$1,121,868	-5.4%	-$63,953	-2.0%	-$88,049
% of Total:	15.6%			

YoY = YE 20Q3 / YE 19Q3

75%

Avenu Insights & Analytics

Measure A/AA Budget Level & Projection

- Original recommended and adopted FY2020-21 Measure A/AA budget level $27.5M as of April 2020; revised down to $24.75M, with the use of up to $2.75M of reserve funds to maintain the $27.5M funding level at the June TAM Board meeting
- Recommend to reinstate the FY2020-21 Measure A/AA revenue budget level to $27.5 million based on current economic conditions, most updated sales tax collection and disbursement data
- Set FY2021-22 budget level at $27.5M, and assume a 2% annual growth for all future year for the revenue update of the SP

Marin Vehicle Registration Trend

Estimated Annual Marin County Vehicles Registered and Measure B Revenue

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Measure B Revenue	% Difference *
2012	235,535	-356	-0.15%	2,244,970	N/A
2013	240,921	5,386	2.29%	2,325,355	3.58%
2014	243,069	2,148	0.89%	2,337,994	0.54%
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2020	243,986	-5,538	-2.24%	2,361,893	-2.16%

Data Source: DMV Forecasting Unit

** DMV Charges 0.05% of the Measure B revenue for collection and processing cost.*

Measure B Budget Level & Projection

- Original recommended and adopted FY2020-21 Measure B revenue budget level was $2.42M as of April 2020
- Recommend to revise the FY2020-21 Measure B budget level to $2.32M based on estimated 2020 registered fee-paying vehicles in Marin and likely continuing decrease of the vehicle numbers
- Set FY2021-22 budget level at $2.3M, and assume the same funding level for all future years for the revenue update of the SP

Action Needed Today

- Approve the proposed FY2021-22 Annual Budget and SP development schedule
- Approve the revised FY2020-21 budget levels:
  - Measure A/AA - $27.5 million (no use of reserves)
  - Measure B - $2.32 million
- Approve the proposed FY2021-22 budget levels:
  - Measure A/AA - $27.5M
  - Measure B - $2.3M
- Approve the proposed revenue growth assumptions:
  - Measure A/AA – 2% annually
  - Measure B – 0% annually
- AP&P Executive Committee reviewed and recommended the approval of all items.

Q&A