



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JANUARY 27, 2022

6:00 P.M.

Zoom

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvdz09>

Webinar ID: 881 5544 9529

Passcode: 389590

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

As allowed by Governor Newsom’s Executive Order N-15-21 and Assembly Bill 361, until further notice the TAM Board meetings will not be providing an in-person meeting location for the public to attend because state and local officials are recommending measures to promote social distancing. The Board 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.

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/88155449529?pwd=eS9NOTJUMm9kT1ITekZZNXF0QXRvdz09>

Webinar ID: 881 5544 9529

Passcode: 389590

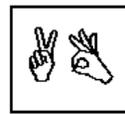
Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 6:00 PM on the day of the meeting: +1 669 900 6833; Access Code: 881 5544 9529; Password: 389590

How to provide comment on agenda items:

• Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, January 26, 2022, 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 when 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 Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Adopt TAM Resolution No. 2022-01 in Compliance with AB 361 (Action) – **Attachment**
2. TAM Annual Selection of Chair and Vice-Chair, Appointments to the TAM Executive Committees, Review of Ex-Officio Members, and Issue Oath of Office for New Members (Action) – **Attachment**
3. Chair’s Report (Discussion)
4. Commissioner Matters Not on the Agenda (Discussion)
5. Commissioner Reports (Discussion)
 - a. MTC Report – Commissioner Connolly
 - b. Marin Transit Report – Commissioner Colin
 - c. SMART Report – Commissioner Lucan
6. Executive Director’s Report (Discussion)
7. 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.)
8. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes December 13, 2021
 - b. Acceptance of the FY2021-22 Second Quarter Financial Report
 - c. Accept the Priority Development Area Investment and Growth Strategy
9. Adopt the 2022 Legislative Platform (Action) – **Attachment**
10. Senate Bill (SB) 1 Competitive Programs Consideration (Discussion) – **Attachment**



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt TAM Resolution No. 2022-01 in Compliance with AB 361 (Action), Agenda Item No. 1

RECOMMENDATION

The Board adopts TAM Resolution No. 2022-01 as shown in Attachment A and allows all TAM public meetings subject to the Ralph M. Brown Act to be conducted remotely for the next 30 days in compliance with Assembly Bill (AB) 361 and Government Code Section 54953(e)(2), in order to ensure the health and safety of the public while providing access to public meetings.

BACKGROUND

On March 4, 2020, Governor Newsom declared a State of Emergency to help the State prepare for a broader spread of COVID-19. In response to the COVID-19 pandemic, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place. Executive Order N-29-20 expired on September 30, 2021.

DISCUSSION

On September 16, 2021, Governor Newsom signed AB 361, which became effective immediately upon approval. AB 361 provides local government bodies that are subject to the Ralph M. Brown Act the ability to continue to use video and/or teleconferencing through December 31, 2023 under certain conditions, including when state or local officials have recommended social distancing during a proclaimed state of emergency.

On September 22, 2021, Director Benita McLarin of Marin Health & Human Services issued a letter (Attachment B) to the County Board of Supervisors recommending that the County continue to use social distancing to enhance safety at public meetings. Director McLarin noted that safety measures can include using video/teleconferencing for public meetings and spacing at in-person meetings so that individuals from different households are not sitting next to each other. Director McLarin has not issued a new letter since September 22, 2021 and the recommendation remains in effect.

While the state proclamation of emergency remains in place, TAM Resolution No. 2022-01 would provide TAM with the option to use video and/or teleconferencing for all public meetings held by the Board, Executive Committees, and Citizens' Oversight Committee (COC) before TAM Resolution No. 2022-01 expires 30 days from the date of approval, which is February 26, 2022.

AB 361 restricts public agencies from passing such a resolution for more than 30 days at a time. The TAM Board will need to pass a new resolution when an existing resolution expires to continue remote meetings.

FISCAL IMPACTS

There are no immediate fiscal impacts with the adoption of TAM Resolution No. 2022-01.

NEXT STEPS

Staff will continue to hold public meetings remotely for the duration allowed by TAM Resolution No. 2022-01 and consider requesting the Board to adopt another resolution to further authorize remote meetings when TAM Resolution No. 2022-01 expires on February 26, 2022.

ATTACHMENTS

Attachment A – TAM Resolution No. 2022-01

Attachment B – Marin Health and Human Services Letter, dated September 22, 2021

TAM RESOLUTION NO. 2022-01**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) MAKING FINDINGS THAT THE PROCLAIMED STATE OF EMERGENCY CONTINUES TO IMPACT THE ABILITY TO MEET SAFELY IN PERSON AND DECLARING THAT TAM WILL CONTINUE TO MEET REMOTELY IN ORDER TO ENSURE THE HEALTH AND SAFETY OF THE PUBLIC**

WHEREAS, TAM is committed to preserving and nurturing public access and participation in meetings of the Board of Commissioners, TAM Executive Committees, and Citizens' Oversight Committee (COC); and

WHEREAS, all meetings of TAM's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch TAM's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code Section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code Section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place; and

WHEREAS, as a result of Executive Order N-29-20, staff set up Zoom teleconference meetings for all Board of Commissioners, TAM Executive Committee and COC meetings; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

WHEREAS, since the issuance of Executive Order N-08-21, the COVID-19 variants have emerged, causing a spike in COVID-19 cases throughout the state; and

WHEREAS, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the Marin County Director of Health and Human Services, the California Department of Public Health, and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency, provided certain conditions are met and certain findings are made; and

WHEREAS, the continued local rates of transmission of the virus and variants causing COVID-19 are such that the Director of Health & Human Services has recommended that the County continue to emphasize social distancing in order to minimize the potential spread of COVID-19 during indoor, public meetings; and

WHEREAS, TAM cannot maintain adequate safe social distance among members of the public, Board and Committee members, and staff in their respective meeting locations; and

WHEREAS, because of the rise in cases due to new variants of COVID-19, TAM is concerned about the health and safety of attendees, the TAM Board of Commissioners desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and Committee meetings remotely.

NOW, THEREFORE, THE TAM BOARD RESOLVES AS FOLLOWS:

1. TAM has reconsidered the circumstances of the State of Emergency, and finds that:
 - a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the TAM Board of Commissioners and staff, and members of the public to meet safely in person; and
 - b. State and local officials continue to recommend measures to promote social distancing.
2. TAM meetings will continue to be conducted remotely for the next 30 days in compliance with AB 361 and Government Code Section 54953(e)(2), in order to ensure the health and safety of the public while providing access to public meetings.
3. TAM will reconsider the circumstances of the State of Emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this Resolution.

REGULARLY PASSED AND ADOPTED this 27th day of January 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eric Lucan, Chair
Transportation Authority of Marin

ATTEST:

Jennifer Doucette
Clerk of the Board



DEPARTMENT OF
HEALTH AND HUMAN SERVICES

Promoting and protecting health, well-being, self-sufficiency, and safety of all in Marin County.



Benita McLarin, FACHE
DIRECTOR

20 North San Pedro Road
Suite 2002
San Rafael, CA 94903
415 473 6924 T
415 473 3344 TTY
www.marincounty.org/hhs

September 22, 2021

Dennis Rodoni
President, Board of Supervisors
3501 Civic Center Drive, 3rd Floor
San Rafael, CA 94903

Re: Public Meetings/Social Distancing

Dear President Rodoni:

On September 20, 2021, Governor Newsom signed AB 361. The legislation provides that local agencies may continue to hold certain public meetings via video/tele-conference as they have done during the Covid-19 emergency. The legislation allows such meetings to continue during a proclaimed state of emergency if state or local officials have recommended measures to promote social distancing.

Local government meetings are indoor meetings that are sometimes crowded, involve many different and unfamiliar households, and can last many hours. Given those circumstances, I recommend a continued emphasis on social distancing measures as much as possible to make public meetings as safe as possible. These measures can include using video/tele-conferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. I will notify you if this recommendation changes while the Governor's state of emergency for COVID-19 remains in place.

Respectfully,

Benita McLarin
Director, Health & Human Services

cc: Matthew H. Hymel, CAO
Brian E. Washington, County Counsel

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*

SUBJECT: TAM Annual Selection of Chair and Vice-Chair, Appointments to the TAM Executive Committees, Review of Ex-Officio Members, and Issue Oath of Office for New Members (Action), Agenda Item No. 2

RECOMMENDATION

The TAM Board nominates and elects a Chair and Vice-Chair and makes appointments to the TAM Executive Committees following the Executive Director's issuance of Oaths of Office to new Board members.

BACKGROUND

Selection of a Chair and Vice-Chair

Pursuant to Section 104.1(a) of the Administrative Code, the TAM Board is required to elect a Chair and Vice Chair in January of each year.

Appointments to the TAM Executive Committees

Following the selection of a Chair and Vice Chair, it may be necessary or desired to adjust membership of the TAM Executive Committees. Per TAM's Administrative Code, "*Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board.*"

Review of Ex-Officio Membership

Pursuant to Section 104.6 of the Administrative Code, there is an allowance for ex-officio membership. The Board is welcome to consider ex-officio membership on an annual basis.

Oath of Office

Staff will issue oaths of office for incoming Board members as they are appointed by their local jurisdictions, at future meetings.

THIS PAGE LEFT BLANK INTENTIONALLY

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

DECEMBER 13, 2021
5:00 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council
Chance Cutrano, Fairfax Town Council
Charles Lee, Corte Madera Town Council
Damon Connolly, Marin County Board of Supervisors
Daniel Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council, TAM Chair
Judy Arnold, Marin County Board of Supervisors
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Vice-Chair
Susan Cleveland-Knowles, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: James Campbell, Belvedere City Council

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting & Administrative Specialist
Helga Cotter, Senior Accountant/HR Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 5:02 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette 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.

1. Chair's Report (Discussion)

None.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that the Metropolitan Transportation Commission (MTC) Committees received an update on the Active Transportation Plan (ATP) and Complete Streets Policy, which MTC is updating. Incorporated into the plan is a new regional active transportation network, developed with a focus on equity, safety and mode shift. The network map will be released for comment later this month, and TAM will be working with our Bicycle/Pedestrian Advisory Committee (BPAC) and local jurisdictions to solicit input. The discussion focused on MTC's proposal to expand the complete streets policy, which encompasses Vision Zero principles.

Commissioner Connolly also reported that the MTC held a listening session with key transportation stakeholders regarding considerations related to development of a regional transportation revenue measure that could potentially come forward in 2024. The session was designed to provide an opportunity for stakeholders and the public to share their perspective on the topic and for all participants to listen to each other. Participants included business and industry representatives, transit agencies, the MTC Policy Advisory Council and TAM's Executive Director (ED) Anne Richman who presented the perspective of Bay Area County Transportation Agencies (BACTA). Also in attendance was Association of Bay Area Governments (ABAG) President Jesse Arreguin, given the important consideration about how this effort could intersect with a future regional housing funding measure. ABAG will be convening a session on that subject in the February/March timeframe.

In response to Commissioner Carmel, Commissioner Connolly explained that there will be opportunities for local jurisdictions to attract and obtain more state and federal funding.

Commissioner Hillmer also expressed concern that multiple projects, including the 101-580 Direct Connector, increased ferry service, and state-proposed housing are focused in one geographical area around Larkspur Landing without a forum to capture and discuss all of the mixed-use and transportation opportunities and constraints.

Commissioner Connolly commented that these discussions should take place within the Joint Planning Committee of MTC and ABAG.

b. Marin Transit Report – Commissioner Colin

Commissioner Colin reported that the Marin Transit (MT) Board accepted the Marin Transit Annual Comprehensive Financial Report (ACFR) for FY2021. The audit team found no deficiencies in internal control over financial reporting, federal award programs, or in compliance that they considered to be material weaknesses.

c. SMART Report – Chair Lucan

Chair Lucan reported that the new Sonoma Marin Area Rail Transit (SMART) General Manager Eddy Cummins has officially started.

Chair Lucan also reported that the SMART holiday toy drive collected new toys both in Sonoma and Marin counties and will be distributed to families in need this holiday season.

4. Executive Director's Report (Discussion)

ED Richman provided an update on recent projects and transportation news including the TAM holiday luncheon and 10,000 Degrees fundraiser; creation of the West Marin Safe Routes to School (SR2S) Task Force; completion of the Sir Francis Drake (SFD) Rehabilitation Project; opening of a new section of the northbound carpool lane in the Marin-Sonoma Narrows (MSN) corridor; changes to the Golden Gate Transit (GGT) bus schedule and route numbers; the PBS documentary "Moving San Francisco"; and the Clean California Local Grant Program.

ED Richman also called attention to this month's Caltrans (California Department of Transportation) report.

Chair Lucan opened the discussion to the Board members.

In response to Commissioner Carmel, ED Richman explained that the Clean California Local Grant Program is a state-wide competitive program that is complimentary to other Caltrans programs, with eligibility including, but not limited to, litter abatement, water quality improvements, and cleaning areas around Caltrans facilities.

Chair Lucan opened the discussion to the public, and hearing none moved to the next agenda item.

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.

Member of the public Jean Severinghaus commented that the new Caltrans complete streets policy includes a provision to identify strategies that streamline the approval process for complete streets projects seeking encroachment permits and inquired if this funding program would be appropriate for bicycle and pedestrian improvements underneath the freeway at 4th Street in San Rafael.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes November 18, 2021
- b. Adopt TAM Resolution No. 2021-18 in Compliance with AB 361
- c. Approval of Information Technology Services Consultant Team Selection
- d. Approval of Amendments for Sales Tax Analysis and Audit Services Contract C-FY19-06 and TAM Resolution No. 2018-17
- e. Measure A Reserve Funds Allocation
- f. Amendment to BKF Engineers Professional Services Contract for Highway 101 Marin-Sonoma Narrows (MSN) B7 and B8 Projects

Commissioner Cutrano moved to approve the Consent Calendar and was seconded by Commissioner Cleveland-Knowles. Chair Lucan opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

7. Alternative Alignments for the Northbound US 101 to Eastbound I-580 Direct Connector Project for the Planning Phase (Information/Action)

ED Richman presented this item with TAM Principal Project Delivery Manager Dan Cherrier, and consultants Chadi Chazbek of Kimley-Horn, and Connie Fremier of Fremier Enterprises, Inc., and explained that staff is seeking direction from the TAM Board on which alternatives to drop from the list for further consideration.

ED Richman provided an introduction and overview of the project, including a systems approach to improvements, impacts on regional and local access, congestion relief, project goals and objectives, project funding and timeline, project development committees, and public coordination and outreach.

Commissioner Hillmer requested that the project include data on delays and impacts to SFD, west of US 101 if no direct connector is built.

Mr. Chazbek presented the project alternatives under consideration, including 1A, 1B, 2, 3A, 3B, 3B modified, 4, 5, and 6; a separate plan for Bellam Boulevard improvements; concepts for a future westbound (WB) I-580 to southbound (SB) US 101 connector; and a summary of prior concepts considered but not carried forward.

Ms. Fremier presented a summary of the project's public outreach and feedback, including input from the Stakeholder Working Group and the City of San Rafael, as well as addressing local needs and equity considerations.

In response to Commissioner Hillmer, Mr. Cherrier explained that the future travel time analysis assumes that ramp metering on SFD will be in effect; and that a hillside alternative at the ridge line was considered unfeasible.

In response to Commissioner Cutrano, ED Richman explained that additional funds for alternatives 1A and 1B could be sought through discretionary programs from the state or federal programs; and Mr. Chazbek explained that Caltrans requires justification if exceptions to design standards are sought.

In response to Commissioner Kuhl, Mr. Chazbek explained that Caltrans is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency on the project so the ultimate approval for the project will come from Caltrans.

In response to Commissioner Rodoni, Mr. Cherrier explained that with the exception of the Bellam Boulevard operational improvement expenses, the costs presented include the construction of the new Bellam Boulevard undercrossing bridge structure and bicycle and pedestrian improvements along Bellam Boulevard between Anderson Drive and Kerner Boulevard. Mr. Chazbek further explained that the costs presented for all the alternatives are within an acceptable range to make a decision about which projects to move forward.

In response to Commissioner Lee, Mr. Cherrier explained that the alternatives will alleviate some congestion on northbound (NB) US 101 near Tamalpais Boulevard but that a primary cause of congestion in that area is due to the volume of ramp traffic at Blithedale Avenue and Tamalpais Drive. Mr. Chazbek explained that the operational improvements on Bellam Boulevard will be designed to safely integrate the 3A alternative. Mr. Chazbek further explained that the concept for the future WB I-580 to SB US 101 connector is compatible with alternatives 2, 3A, 3B, 3B modified, and 6, and that staff would need to identify future funding for the WB to SB connector. Lastly, Mr. Chazbek explained that the forecast models are built with capacity meeting demand.

In response to Commissioner Cleveland-Knowles, Mr. Chazbek explained that the auxiliary lane would be a general purpose lane to build capacity downstream on eastbound (EB) I-580 and connect to the third lane on the lower deck of the Richmond-San Rafael (RSR) Bridge. ED Richman explained that the goal of enhancing the bicycle and pedestrian network and local access within the project area will work in conjunction with improved safety measures in and around Bellam Boulevard.

Commissioner Cleveland-Knowles commented that future planning should consider transit-only or high-occupancy vehicle (HOV) lanes and improvements to public transit routes serving the local area.

In response to Commissioner Colbert, ED Richman explained that recent improvements to SFD, east of US 101, have included improved signal and intersection coordination and the EB extension of the 2-lane corridor.

In response to Commissioner Arnold, ED Richman explained that cost may be taken into consideration when deciding which alternatives to eliminate.

In response to Commissioner Lucan, Mr. Chazbek explained that driver behavior may be influenced by adjusting the metering rate on SFD in order to direct more vehicles to the direct connector.

In response to Commissioner Hillmer, Mr. Chazbek explained that travel time calculations would be subject to impact from future land-use changes along the SFD corridor.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment.

Spinnaker Point resident Corrie Sias expressed concern that the project goals do not address vehicle access in and out of the community, including during emergency conditions.

Ms. Severinghaus expressed support for narrowing the number of alternatives for future study and analysis to save time and expense.

Member of the public Teri Hughes expressed concern that the project goals do not address emergency access for the community.

San Francisco resident David Pilpel expressed support for narrowing the number of alternatives, including the elimination of 1A and 1B and the retention of 3A and 3B.

Ms. Doucette read a public comment from Marin Sanitary Service President Patty Garbarino and Director of Operations Justin Wilcock expressing their support to eliminate alternatives 1A and 1B.

Chair Lucan asked if any other members of the public wished to speak or had sent in an e-comment and seeing none asked ED Richman to summarize the staff recommendation.

Commissioner Carmel expressed his support of eliminating alternatives 1A, 1B, 3B, 4, 5, and 6, and retaining 3A and 3B modified.

Vice-Chair Moulton-Peters expressed the importance of providing a consistent traffic flow through the direct connector, and expressed her support of retaining alternatives 2, 3A, 3B, and 6. Vice-Chair Moulton-Peters also expressed support of providing travel time advantages for public transit users.

Commissioner Fredricks expressed her support of Vice-Chair Moulton-Peters' comments as well as the elimination of alternatives 1A and 1B. Commissioner Fredericks also requested additional data on the through-put of vehicles for the remaining alternatives.

Commissioner Connolly expressed his support of eliminating alternatives 1A, 1B, 3B, 4, and 5, and retaining 2, 3A, 3B modified, and 6; and also expressed his support of the Bellam Boulevard improvements as well as improved connectivity.

Commissioner Colbert expressed his support of Vice-Chair Moulton-Peters' comments and retention of alternatives 2, 3A, 3B, and 6; and also expressed support of Commissioner Fredericks' comments and the elimination of 1A and 1B.

Commissioner Rodoni expressed his concern of eliminating any alternatives before the 101-580 Ad Hoc Committee meets in January 2022 and would like further clarification of how the choice of alternatives impacts the equity goal.

Commissioner Rice commented that the Bellam Boulevard improvements need to be integrated with the long-term planning for the traffic circulation in the East San Rafael area.

Commissioner Cutrano expressed his support of narrowing the number of alternatives.

Commissioner Lee expressed his support of eliminating 1A, 1B, 2, 4, 5 and 6, and retaining 3A, 3B and 3B modified. Commissioner Lee also expressed support of studying capacity for evacuations.

Commissioner Kuhl expressed his support of eliminating 1A, 1B, 2, 3B, 4, 5 and 6, and retention of 3A and 3B modified.

In response to Commissioner Cleveland-Knowles, ED Richman explained that the 101-580 Ad Hoc Committee has met multiple times but was unable to meet between the San Rafael City Council meeting and tonight's TAM Board meeting. ED Richman also explained that there is not a material difference between a December or January action in relation to the project timing.

As a 101-580 Ad Hoc Committee member, Commissioner Connolly explained that he did not see anything inconsistent with the information presented tonight and expressed his support of moving forward with an action.

Commissioner Colin expressed her support of narrowing the number of alternatives, and at a minimum, eliminating 1A and 1B.

Commissioner Fredericks moved to eliminate alternatives 1A and 1B and was seconded by Commissioner Cutrano.

ED Richman commented that alternatives 4 and 5 did not appear to have much support from the Board.

Commissioner Carmel amended the motion to add the elimination of 3B, 4 and 5 so that the total alternatives eliminated are 1A, 1B, 3B, 4 and 5, and was seconded by Vice-Chair Moulton-Peters.

A roll call vote was conducted, Commissioners Arnold, Carmel, Cleveland-Knowles, Colbert, Colin, Connolly, Cutrano, Fredericks, Kuhl, Lee, Lucan, Moulton-Peters, and Rice voted aye; Commissioner Hillmer voted nay; and Commissioner Rodoni abstained. The motion passed by a 13 to 1 vote, with 1 abstention.

Commissioner Fredericks withdrew her original motion.

ED Richman thanked the Board for its time and consideration on this item and explained that TAM will continue to work closely with the City of San Rafael on East San Rafael access issues.

The meeting was adjourned at 7:43 p.m.



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Finance and Administration Team

SUBJECT: Acceptance of the FY2021-22 Second Quarter Financial Report (Action), Agenda Item No. 8b

RECOMMENDATION

The TAM Board accepts the FY2021-22 Second Quarter Financial Report. The Administration, Projects and Planning (AP&P) Executive Committee reviewed the report at its January 10, 2022 meeting and voted unanimously to refer it to the TAM Board for review and acceptance.

BACKGROUND

This report, along with all accompanying attachments, provides a summary of the financial activities for the period ending December 31, 2021, and covers TAM's revenue and expenditure activities from July 1, 2021, to December 31, 2021. Revenues and expenditures are presented on a cash basis for the period covered.

DISCUSSION/ANALYSIS

Revenue Highlights:

As of December 31, 2021, the total 1/2-Cent Transportation Sales Tax cash disbursements received from the California Department of Tax and Fee Administration (CDTFA) for the six-month period from July 2021 to December 2021 was \$17.26 million, which is 16.76% more than the total disbursements for the same period of FY2020-21.

As of December 31, 2021, TAM has received a total of \$1.16 million in Measure B \$10 Vehicle Registration Fee cash disbursements from the Department of Motor Vehicles (DMV) for the six-month period from July 2021 to December 2021, which is about 5.61% less than the cash disbursement received during the same period last year.

As of December 31, 2021, TAM received the Congestion Management Agency (CMA) fee contributions from all cities, towns, and the County for the planning, programming, and project delivery support services TAM provides. The total fee of \$500,000 was reduced (about 10%) from FY2019-20 in recognition of budget pressures many cities expected to face due to the COVID crisis.

As of December 31, 2021, TAM also received \$122,121 in investment revenue, including a total of \$76,641 in interest from its investments in CalTRUST (Investment Trust of California) and cash balance with the Bank of Marin, a total of \$44,323 in realized investment gain on redemptions of CalTRUST investments needed for project/program cash flow, and a \$1,157 dividend from the State Fund Workers' Compensation policy for Calendar Year 2020.

Expenditure Highlights:

Total expenditures through the second quarter of the year are about \$7.36 million. Please note all expenditures are reported on a cash basis and there are delays due to time needed for partner agencies, consultants, and suppliers to prepare and submit payment requests for work conducted through the second quarter of the fiscal year.

Budget Amendments:

The following budget amendments are incorporated into the FY2021-22 Annual Budget per Board action taken in October 2021 for the North-South Greenway Gap Closure Project:

1. Increase the Caltrans North-South Greenway (Northern Segment) Construction budget line under the Interagency Agreements Category by \$0.76 million, from \$7.5 million to \$8.26 million to meet the additional funding needs requested by Caltrans. The total of \$0.76 million includes \$0.49 million in Regional Measure 2 (RM2) funds and \$0.27 million in Transportation Development Act (TDA) funds, which were approved by the TAM Board at its October 28, 2021 meeting.
2. As the result of the additional funds authorized under Item 1 above:
 - Increase the MTC RM2 Fund budget line under the Revenues Category by \$0.49 million.
 - Add the TDA Fund budget line under the Revenues Category by \$0.27 million.

Investment with CalTRUST:

Attachment 7 of the staff report provides principal and interest earning details for each of the CalTRUST funds in which TAM invests. As of December 31, 2021, interest earning from all funds totaled \$74,830, unrealized loss was \$343,527. There was a redemption of \$1.96 million out of the Medium-Term Fund in July 2021, with a gain of \$38,724, and a redemption of \$0.93 million out of the Short-Term Fund, with a gain of \$5,599 and a redemption of \$0.62 million out of the Liquidity Fund in November 2021. The redemptions were needed to meet the cash needs for those two months, leaving an investment balance of \$44.13 million.

FISCAL CONSIDERATION

None

NEXT STEPS

The Third Quarter Financial Report for FY2021-22 will be provided for review in April 2022.

ATTACHMENTS

- | | |
|--------------|--------------------------------------------------------------------------------------------------------------------------------|
| Attachment 1 | FY2021-22 Budget to Actual Comparison as of 12/31/2021 |
| Attachment 2 | Summary of FY2021-22 Budget Amendments as of 12/31/2021 |
| Attachment 3 | FY2021-22 Revenue and Expenditure Report as of 12/31/2021 – Measure A Sales Tax Detail |
| Attachment 4 | FY2021-22 Revenue and Expenditure Report as of 12/31/2021 – Measure AA Sales Tax Detail |
| Attachment 5 | 5.1: Monthly Measure A/AA Sales Tax Disbursement Comparison
5.2: Annual Measure A/AA Sales Tax Actual Vs. Budget Comparison |
| Attachment 6 | FY2021 and FY2022 Monthly Measure B VRF Disbursement Comparison |
| Attachment 7 | CalTRUST Investment Monthly Interest Income by Fund |
| Attachment 8 | 8.1: FY2021-22 Budget Revenue Overview by Funding Source
8.2: FY2021-22 Budget Expenditure Overview by Category |
| Attachment 9 | Transportation Acronyms |

Attachment I: FY2021-22 Budget to Actual Comparison as of 12/31/21

Budget Line Items	Annual Budget	Actual 12/31/21	\$ Difference	Actual as % of Budget
<u>Beginning Fund Balance</u>	<u>35,648,631</u>	<u>35,648,631</u>		
REVENUES				
Measure A/AA Sales Tax Revenue	27,500,000	17,260,941	(10,239,059)	62.77%
Measure B VRF Revenue	2,300,000	1,164,759	(1,135,241)	50.64%
Cities/Towns and County Contribution	500,000	500,000	-	100.00%
Interest Revenue	405,000	122,121	(282,879)	30.15%
MTC STP/CMAQ Planning Fund and OBAG Grants	890,318	137,062	(753,255)	15.39%
MTC Regional Measure 2 Fund	8,054,444	2,126,950	(5,927,494)	26.41%
Marin Transportation For Clean Air Funding	335,000	179,897	(155,103)	53.70%
Regional TFCA Competitive Grants	283,637	-	(283,637)	0.00%
State STIP PPM Fund	193,696	27,930	(165,766)	14.42%
STIP/RTIP/ITIP Funds/SBI Local Partnership Program Fund	1,417,103	-	(1,417,103)	0.00%
Federal STP Fund	25,000	5,000	(20,000)	20.00%
Caltrans Bus On Shoulder Grant	28,000	8,994	(19,006)	32.12%
Realized Highway 101 ROW Excess Fund	250,000	27,658	(222,342)	11.06%
<u>Total Revenue Available</u>	<u>42,182,197</u>	<u>21,561,311</u>	<u>(20,620,886)</u>	<u>51.11%</u>
EXPENDITURES				
Administration				
Salaries & Benefits	2,648,830	1,252,477	1,396,353	47.28%
Office Lease	227,202	130,282	96,920	57.34%
Agencywide IT and Computer Equipment Upgrade	40,000	4,920	35,080	12.30%
Equipment Purchase/Lease	10,000	1,398	8,602	13.98%
Telephone/Internet/ Web Hosting Services	25,000	12,416	12,584	49.66%
Office Supplies & Small Miscellaneous Items	30,000	11,710	18,290	39.03%
Updates and Technical Support for TAM Website	25,000	1,363	23,637	5.45%
Insurance	12,000	13,716	(1,716)	114.30%
Financial Audit	23,000	20,000	3,000	86.96%
Legal Services	35,000	1,373	33,627	3.92%
Document/Video/Marketing Material Production	45,000	9,588	35,412	21.31%
Memberships	18,500	11,036	7,464	59.66%
Travel/Meetings/Conferences	31,500	3,665	27,835	11.64%
Professional Development	5,000	3,970	1,030	79.40%
Human Resources/Board Support	25,000	606	24,394	2.42%
Information Technology Support	45,000	14,220	30,780	31.60%
Annual Support & Upgrade of Financial System	10,000	-	10,000	0.00%
<u>Subtotal, Administration</u>	<u>3,256,032</u>	<u>1,492,741</u>	<u>1,763,291</u>	<u>45.85%</u>

Attachment I: FY2021-22 Budget to Actual Comparison as of 12/31/21

Budget Line Items	Annual Budget	Actual 12/31/21	\$ Difference	Actual as % of Budget
Professional Services				
Bellam Blvd I01 Off-ramp Improvements - Design & ROW	1,187,000	10,540	1,176,460	0.89%
CMP Update	10,000	15,364	(5,364)	153.64%
Travel Model Maintenance & Update	25,000	-	25,000	0.00%
Traffic Monitoring, Reporting & Travel Model Data Requests	40,000	58	39,942	0.15%
Project Management Oversight	180,000	3,778	176,222	2.10%
HOV Gap Closure Mitigation - Brookdale /Maintenance	2,500	-	2,500	0.00%
State Legislative Assistance	46,000	17,500	28,500	38.04%
Financial Advisor/Sales Tax Audit Services	10,000	3,685	6,315	36.85%
Measure A/AA Sales Tax Compliance Audit	20,000	15,500	4,500	77.50%
N/S Greenway - PS&E/Environmental/Construction Design Support	815,000	83,968	731,032	10.30%
Public Outreach Service Support	15,000	-	15,000	0.00%
Bus On Shoulder Feasibility Study	28,000	14,356	13,644	51.27%
Vision Plan Progress Report and Update	100,000	-	100,000	0.00%
Equity Framework	100,000	-	100,000	0.00%
Consulting Pool	10,000	8,185	1,815	81.85%
Subtotal, Professional Services	2,588,500	172,935	2,415,565	6.68%
Measure A Sales Tax Programs/Projects				
<u>Strategy 1 - Transit</u>	-	-	-	0.00%
<i>Substrategy 1.1 - Local Bus Transit Service</i>	-	-	-	0.00%
<i>Substrategy 1.2 - Rural Bus Transit System</i>	-	-	-	0.00%
<i>Substrategy 1.3 - Special Needs Transit Services</i>	-	-	-	0.00%
<i>Substrategy 1.4 - Bus Transit Facilities</i>	-	-	-	0.00%
<u>Strategy 3 - Local Transportation Infrastructure</u>	-	717,653	(717,653)	0.00%
<i>Substrategy 3.1 - Major Roads</i>	-	717,653	(717,653)	0.00%
<i>Substrategy 3.2 - Local Streets and Roads</i>	-	-	-	0.00%
<u>Strategy 4 - Safer Access to Schools</u>	661,000	62,475	598,525	9.45%
<i>Substrategy 4.1 - Safe Routes to Schools</i>	-	62,475	(62,475)	0.00%
<i>Substrategy 4.2 - Crossing Guards</i>	-	-	-	0.00%
<i>Substrategy 4.3 - Safe Pathways to School</i>				
<i>Safe Pathway Capital Projects</i>	661,000	-	661,000	0.00%
Subtotal, Measure A Programs	661,000	780,128	(119,128)	118.02%

Attachment I: FY2021-22 Budget to Actual Comparison as of 12/31/21

Budget Line Items	Annual Budget	Actual 12/31/21	\$ Difference	Actual as % of Budget
Measure AA Sales Tax Programs/Projects				
Major Road Set-Aside	10,300,000	-	10,300,000	0.00%
<u>Category 1 - Reduce Congestion</u>	<u>3,165,500</u>	<u>625,282</u>	<u>2,540,218</u>	<u>19.75%</u>
Category 1.1 - Completion of Marin-Sonoma Narrows				
MSN B7/B8 Design/ROW/Utility Work	165,500	72,787	92,713	43.98%
MSN B7/B8 Construction Design Support	400,000	-	400,000	0.00%
Category 1.2 - Match for Completion of 101/580 Direct Connector				
580/101 Direct Connector Project PID & PAED	1,500,000	152,696	1,347,304	10.18%
Category 1.3 - Enhance Interchanges	1,000,000	399,799	600,201	39.98%
Category 1.4 - Transportation Demand Management	100,000	-	100,000	0.00%
<u>Category 2 - Local Transportation Infrastructure</u>	<u>6,883,679</u>	<u>-</u>	<u>6,883,679</u>	<u>0.00%</u>
Category 2.1 - Local Roads	5,208,679	-	5,208,679	0.00%
Category 2.2 - Large Safe Pathways Capital Projects	1,600,000	-	1,600,000	0.00%
Category 2.3 - Sea Level Rise	50,000	-	50,000	0.00%
Category 2.4 - Innovative Technology	25,000	-	25,000	0.00%
<u>Category 3 - Safer Access to Schools</u>	<u>3,270,020</u>	<u>475,080</u>	<u>2,794,940</u>	<u>14.53%</u>
Category 3.1 - Safe Routes to Schools	970,000	165,740	804,260	17.09%
Category 3.2 - Crossing Guards	2,000,020	309,340	1,690,680	15.47%
Category 3.3 - Small Safe Pathways Capital Projects	300,000	-	300,000	0.00%
<u>Category 4 - Transit</u>	<u>13,702,187</u>	<u>1,030,523</u>	<u>12,671,664</u>	<u>7.52%</u>
Category 4.1 - Local Bus Transit Service	8,002,238	56,598	7,945,640	0.71%
Category 4.2 - Rural Bus Transit System	659,818	453,621	206,197	68.75%
Category 4.3 - Special Needs Transit Services	2,751,942	122,405	2,629,537	4.45%
Category 4.4 - School Transit Service	1,283,934	158,355	1,125,579	12.33%
Category 4.5 - Bus Transit Facilities	879,757	239,543	640,214	27.23%
Category 4.6 - Expand Access to Transit	124,499	-	124,499	0.00%
Subtotal, Measure AA Programs	37,321,386	2,130,886	35,190,500	5.71%
Measure B VRF Programs				
<u>Element 1 - Maintain Local Streets & Pathways</u>	<u>114,000</u>	<u>-</u>	<u>114,000</u>	<u>0.00%</u>
Element 1.2 - Bike/Ped Pathways	114,000	-	114,000	0.00%
<u>Element 2 - Seniors & Disabled Mobility</u>	<u>944,944</u>	<u>346,081</u>	<u>598,863</u>	<u>36.62%</u>
Element 2.1 - Mobility Management Programs	100,000	72,385	27,615	72.39%
Element 2.2 - Paratransit & Low Income Scholarships	205,000	44,816	160,184	21.86%
Element 2.3 - Paratransit Plus	360,000	203,226	156,774	56.45%
Element 2.4 - Volunteer Drive & Gap Grant	279,944	25,654	254,290	9.16%
<u>Element 3 - Reduce Congestion & Pollution</u>	<u>845,000</u>	<u>246,907</u>	<u>598,093</u>	<u>29.22%</u>
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	100,000	75,000	57.14%
Element 3.2 - Commute Alternative Programs	320,000	128,457	191,543	40.14%
Element 3.3 - Alternative Fuel Vehicle Program	350,000	18,450	331,550	5.27%
Subtotal, Measure B Programs	1,903,944	592,988	1,310,956	31.15%

Attachment I: FY2021-22 Budget to Actual Comparison as of 12/31/21

Budget Line Items	Annual Budget	Actual 12/31/21	\$ Difference	Actual as % of Budget
Interagency Agreements				
Caltrans - North-South Greenway (Northern Segment) Construction	7,500,000	2,083,115	5,416,885	27.77%
Caltrans - HOV Gap Closure Offsite Landscaping Mitigation	400,000	-	400,000	0.00%
San Anselmo - Hub Reconfiguration Phase I Study	159,000	-	159,000	0.00%
San Rafael - Canal Neighborhood CBTP	75,000	-	75,000	0.00%
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	2,015,000	21,165	1,993,835	1.05%
Caltrans & Other - MSN B8 PS&E/ROW Support & Capital	250,000	6,493	243,507	2.60%
Caltrans - MSN B7 Construction Capital & Support	1,026,000	-	1,026,000	0.00%
Larkspur - North-South Greenway Construction Management	180,000	-	180,000	0.00%
Various Agencies - Bike/Ped Path Maintenance	100,000	-	100,000	0.00%
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	-	1,100,000	0.00%
Marin County - Drake/Cole Improvement Project	68,000	-	68,000	0.00%
San Rafael - Canal Crosswalk Improvement Project	248,000	-	248,000	0.00%
Sausalito - Gate 6 Intersection Modification Project	100,000	-	100,000	0.00%
Caltrans - 580/101 Direct Connector PID	120,000	-	120,000	0.00%
Subtotal, Interagency Agreements	13,341,000	2,110,773	11,230,227	15.82%
TFCA Programs/Projects Expenditures				
North/South Greenway Construction	283,637	-	283,637	0.00%
TFCA - Reimbursement of Various Capital Projects	806,563	78,988	727,575	9.79%
Subtotal, TFCA Programs/Projects	1,090,200	78,988	1,011,212	7.25%
Total Expenditures	60,162,062	7,359,438	52,802,623	12.23%
Net Change in Fund Balance	(17,979,864)	14,201,873		
Ending Fund Balance	17,668,767	49,850,504		

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

Attachment 2: Summary of FY2021-22 Budget Amendments as of 12/31/21

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
<u>Beginning Fund Balance</u>	<u>35,648,631</u>		
REVENUES			
Measure A/AA Sales Tax Revenue	27,500,000		27,500,000
Measure B VRF Revenue	2,300,000		2,300,000
Cities/Towns and County Contribution	500,000		500,000
Interest Revenue	405,000		405,000
MTC STP/CMAQ Planning Fund and OBAG Grants	890,318		890,318
MTC Regional Measure 2 Fund	8,054,444	490,000	8,544,444
Marin Transportation For Clean Air Funding	335,000		335,000
Regional TFCA Competitive Grants	283,637		283,637
State STIP PPM Fund	193,696		193,696
State TDA Fund		274,062	274,062
STIP/RTIP/ITIP Funds/SBI Local Partnership Program Fund	1,417,103		1,417,103
Federal STP Fund	25,000		25,000
Caltrans Bus On Shoulder Grant	28,000		28,000
Realized Highway 101 ROW Excess Fund	250,000		250,000
Total Revenue Available	<u>42,182,197</u>	<u>764,062</u>	<u>42,946,259</u>
EXPENDITURES			
Administration			
Salaries & Benefits	2,648,830		2,648,830
Office Lease	227,202		227,202
Agencywide IT and Computer Equipment Upgrade	40,000		40,000
Equipment Purchase/Lease	10,000		10,000
Telephone/Internet/ Web Hosting Services	25,000		25,000
Office Supplies & Small Miscellaneous Items	30,000		30,000
Updates and Technical Support for TAM Website	25,000		25,000
Insurance	12,000		12,000
Financial Audit	23,000		23,000
Legal Services	35,000		35,000
Document/Video/Marketing Material Production	45,000		45,000
Memberships	18,500		18,500
Travel/Meetings/Conferences	31,500		31,500
Professional Development	5,000		5,000
Human Resources/Board Support	25,000		25,000
Information Technology Support	45,000		45,000
Annual Support & Upgrade of Financial System	10,000		10,000
Subtotal, Administration	<u>3,256,032</u>	-	<u>3,256,032</u>

Attachment 2: Summary of FY2021-22 Budget Amendments as of 12/31/21

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Professional Services			
Bellam Blvd I01 Off-ramp Improvements - Design & ROW	1,187,000		1,187,000
CMP Update	10,000		10,000
Travel Model Maintenance & Update	25,000		25,000
Traffic Monitoring, Reporting & Travel Model Data Requests	40,000		40,000
Project Management Oversight	180,000		180,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	2,500		2,500
State Legislative Assistance	46,000		46,000
Financial Advisor/Sales Tax Audit Services	10,000		10,000
Measure A/AA Sales Tax Compliance Audit	20,000		20,000
N/S Greenway - PS&E/Environmental/Construction Design Support	815,000		815,000
Public Outreach Service Support	15,000		15,000
Bus On Shoulder Feasibility Study	28,000		28,000
Vision Plan Progress Report and Update	100,000		100,000
Equity Framework	100,000		100,000
Consulting Pool	10,000		10,000
Subtotal, Professional Services	2,588,500	-	2,588,500
Measure A Sales Tax Programs/Projects			
<u>Strategy 1 - Transit</u>	-	-	-
<i>Substrategy 1.1 - Local Bus Transit Service</i>	-		-
<i>Substrategy 1.2 - Rural Bus Transit System</i>	-		-
<i>Substrategy 1.3 - Special Needs Transit Services</i>	-		-
<i>Substrategy 1.4 - Bus Transit Facilities</i>	-		-
<u>Strategy 3 - Local Transportation Infrastructure</u>	10,300,000	-	10,300,000
<i>Substrategy 3.1 - Major Roads/Major Road Set-Aside</i>	10,300,000		10,300,000
<i>Substrategy 3.2 - Local Streets and Roads</i>	-		-
<u>Strategy 4 - Safer Access to Schools</u>	661,000	-	661,000
<i>Substrategy 4.1 - Safe Routes to Schools</i>	-		-
<i>Substrategy 4.2 - Crossing Guards</i>	-		-
<i>Substrategy 4.3 - Safe Pathways to School</i>			-
<i>Safe Pathway Capital Projects</i>	661,000		661,000
Subtotal, Measure A Programs	10,961,000	-	10,961,000

Attachment 2: Summary of FY2021-22 Budget Amendments as of 12/31/21

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Measure AA Sales Tax Programs/Projects			
<u>Category 1 - Reduce Congestion</u>	3,165,500	-	3,165,500
Category 1.1 - Completion of Marin-Sonoma Narrows			
MSN B7/B8 Design/ROW/Utility Work	165,500		165,500
MSN B7/B8 Construction Design Support	400,000		400,000
Category 1.2 - Match for Completion of 101/580 Direct Connector			-
580/101 Direct Connector Project PID & PAED	1,500,000		1,500,000
Category 1.3 - Enhance Interchanges	1,000,000		1,000,000
Category 1.4 - Transportation Demand Management	100,000		100,000
<u>Category 2 - Local Transportation Infrastructure</u>	6,883,679	-	6,883,679
Category 2.1 - Local Roads	5,208,679		5,208,679
Category 2.2 - Large Safe Pathways Capital Projects	1,600,000		1,600,000
Category 2.3 - Sea Level Rise	50,000		50,000
Category 2.4 - Innovative Technology	25,000		25,000
<u>Category 3 - Safer Access to Schools</u>	3,270,020	-	3,270,020
Category 3.1 - Safe Routes to Schools	970,000		970,000
Category 3.2 - Crossing Guards	2,000,020		2,000,020
Category 3.3 - Small Safe Pathways Capital Projects	300,000		300,000
<u>Category 4 - Transit</u>	13,702,187	-	13,702,187
Category 4.1 - Local Bus Transit Service	8,002,238		8,002,238
Category 4.2 - Rural Bus Transit System	659,818		659,818
Category 4.3 - Special Needs Transit Services	2,751,942		2,751,942
Category 4.4 - School Transit Service	1,283,934		1,283,934
Category 4.5 - Bus Transit Facilities	879,757		879,757
Category 4.6 - Expand Access to Transit	124,499		124,499
Subtotal, Measure AA Programs	27,021,386	-	27,021,386
Measure B VRF Programs			
<u>Element 1 - Maintain Local Streets & Pathways</u>	114,000	-	114,000
Element 1.2 - Bike/Ped Pathways	114,000		114,000
<u>Element 2 - Seniors & Disabled Mobility</u>	944,944	-	944,944
Element 2.1 - Mobility Management Programs	100,000		100,000
Element 2.2 - Paratransit & Low Income Scholarships	205,000		205,000
Element 2.3 - Paratransit Plus	360,000		360,000
Element 2.4 - Volunteer Drive & Gap Grant	279,944		279,944
<u>Element 3 - Reduce Congestion & Pollution</u>	845,000	-	845,000
Element 3.1 - Safe Routes to School/Street Smart Program	175,000		175,000
Element 3.2 - Commute Alternative Programs	320,000		320,000
Element 3.3 - Alternative Fuel Vehicle Program	350,000		350,000
Subtotal, Measure B Programs	1,903,944	-	1,903,944

Attachment 2: Summary of FY2021-22 Budget Amendments as of 12/31/21

Budget Line Items	Annual Budget	Proposed Amendments	Revised Budget
Interagency Agreements			
Caltrans - North-South Greenway (Northern Segment) Construction	7,500,000	764,062	8,264,062
Caltrans - HOV Gap Closure Offsite Landscaping Mitigation	400,000		400,000
San Anselmo - Hub Reconfiguration Phase I Study	159,000		159,000
San Rafael - Canal Neighborhood CBTP	75,000		75,000
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	2,015,000		2,015,000
Caltrans & Other - MSN B8 PS&E/ROW Support & Capital	250,000		250,000
Caltrans - MSN B7 Construction Capital & Support	1,026,000		1,026,000
Larkspur - North-South Greenway Construction Management	180,000		180,000
Various Agencies - Bike/Ped Path Maintenance	100,000		100,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000		1,100,000
Marin County - Drake/Cole Improvement Project	68,000		68,000
San Rafael - Canal Crosswalk Improvement Project	248,000		248,000
Sausalito - Gate 6 Intersection Modification Project	100,000		100,000
Caltrans - 580/101 Direct Connector PID	120,000		120,000
Subtotal, Interagency Agreements	13,341,000	764,062	14,105,062
TFCA Programs/Projects Expenditures			
North/South Greenway Construction	283,637		283,637
TFCA - Reimbursement of Various Capital Projects	806,563		806,563
Subtotal, TFCA Programs/Projects	1,090,200	-	1,090,200
Total Expenditures	60,162,062	764,062	60,926,124

Attachment 3: FY2021-22 Revenue and Expenditure Report as of 12/31/21 – Measure A

Budget Line	Interest	5% Reserve	1% Admin	4% Program	S - 1.1 Local Bus	S - 1.2 Rural Bus	S - 1.3 Para.	S - 1.4 Cap. Imp.
REVENUE								
FY2021 Accrual Balance	4,868,921	4,321,919	114,886	8,694	385,206	(434)	(1,309)	1,434,408
FY2022 Revenue	25,998	-	250	1,001	9,513	771	2,314	1,543
EXPENSES								
ADMINISTRATION								
Salaries & Benefits			27,107					
PROFESSIONAL SERVICES								
Bellam Blvd 101 Off-ramp Improvements - Design & ROW								
N/S Greenway - PS&E/Environmental/& Construction Design Support	40,973							
MEASURE A SALES TAX PROGRAMS/PROJECTS								
Strategy 1 - Transit								
Strategy 3 - Streets & Roads		104,020						
Strategy 4 - Safe Routes		62,475						
INTERAGENCY AGREEMENTS								
Marin Transit Bus Facility Lease or Purchase Contribution								
Marin County - Drake/Cole Improvement Project								
San Rafael - Canal Crosswalk Improvement Project								
Sausalito - Gate 6 Intersection Modification Project								
Total Expenses	40,973	166,495	27,107	-	-	-	-	-
BALANCE	4,853,946	4,155,424	88,029	9,695	394,719	337	1,005	1,435,951

Attachment 3: FY2021-22 Revenue and Expenditure Report as of 12/31/21 – Measure A

Budget Line	S - 3.1 Major Roads	S - 3.2 Local Roads	S - 4.1 SR2S	S- 4.2 C. Guards	S - 4.3 Pathways	Total
REVENUE						
FY2021 Accrual Balance	615	375,759	470	1,384	269,654	11,780,173
FY2022 Revenue	3,407	3,407	848	1,080	900	51,033
EXPENSES						
ADMINISTRATION						
Salaries & Benefits						27,107
PROFESSIONAL SERVICES						-
Bellam Blvd 101 Off-ramp Improvements - Design & ROW						-
N/S Greenway - PS&E/Environmental/& Construction Design Support						40,973
MEASURE A SALES TAX PROGRAMS/PROJECTS						-
Strategy 1 - Transit						-
Strategy 3 - Streets & Roads						104,020
Strategy 4 - Safe Routes						62,475
INTERAGENCY AGREEMENTS						-
Marin Transit Bus Facility Lease or Purchase Contribution						-
Marin County - Drake/Cole Improvement Project						-
San Rafael - Canal Crosswalk Improvement Project						-
Sausalito - Gate 6 Intersection Modification Project						-
Total Expenses	-	-	-	-	-	234,576
BALANCE	4,022	379,166	1,318	2,464	270,554	11,596,631

Attachment 4: FY2021-22 Revenue and Expenditure Report as of 12/31/21 – Measure AA

Budget Line	Interest	Major Road Set Aside	5% Reserve	1% Adm	4% PM	Category DM	Cat 1.1 MSN	Cat 1.2 101/580	Cat 1.3 Intrchns	Cat 1.4 TDM	Cat 2.1 Local Roads	Cat 2.2 Large SP Projects	Cat 2.3 Sea Level Rise	Cat 2.4 Innovative Tech
REVENUE														
FY2021 Accrual Balance	652,914	839,942	1,692,213	448,117	595,965	-	(2,181,625)	(851,311)	506,479	257,808	5,870,910	597,724	538,288	146,542
FY2022 Revenue	49,901	783,333	551,934	110,387	441,547	225,000	122,986	163,982	245,973	40,995	1,978,733	269,827	89,942	44,971
EXPENSES														
ADMINISTRATION														
Salaries & Benefits		27,890		58,020	376,793	233,538								
Office Lease					130,282									
Agencywide IT and Computer Equipment Upgrade					4,920									
Equipment Purchase/Lease					1,398									
Telephone/Internet/ Web Hosting Services					12,416									
Office Supplies & Small Misc. Items					11,190									
Update and Technical Support for TAM Website					1,363									
Insurance					13,716									
Financial Audit					20,000									
Legal Services					783	422								
Document/Video/Marketing Material Production						9,000								
Memberships					8,536									
Travel/Meetings/Conferences					3,378									
Professional Development					3,970									
Human Resources/Board Support					606									
Information Technology Support					14,220									
Annual Support & Upgrade of Financial System														
Misc. Expenses														
PROFESSIONAL SERVICES														
Bellam Blvd 101 Off-ramp Improvements - Design & R/W		10,540												
Project Management Oversight					-	47								
Financial Advisor/Sales Tax Audit Services					3,685									
Measure A/AA Sales Tax Compliance Audit					15,500									
Consulting Pool					8,185									
MEASURE AA SALES TAX PROGRAMS/PROJECTS														
Major Roads/Major Road Set-Aside		613,633												
Category 1 - Reduce Congestion							72,787	152,696	399,799					
Category 2 - Local Transportation Infrastructure														
Category 3 - Safer Access to Schools						1,099								
Category 4 - Transit														
INTERAGENCY AGREEMENTS														
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital														
Caltrans - MSN B7 Construction Capital & Support														
Various Agency - Bike/Ped Path Maintenance														
Total Expenses	-	652,063	-	58,020	630,942	244,105	72,787	152,696	399,799	-	-	-	-	-
BALANCE	702,815	971,212	2,244,147	500,484	406,570	(19,105)	(2,131,426)	(840,025)	352,653	298,803	7,849,643	867,551	618,230	191,514

Attachment 4: FY2021-22 Revenue and Expenditure Report as of 12/31/21 – Measure AA

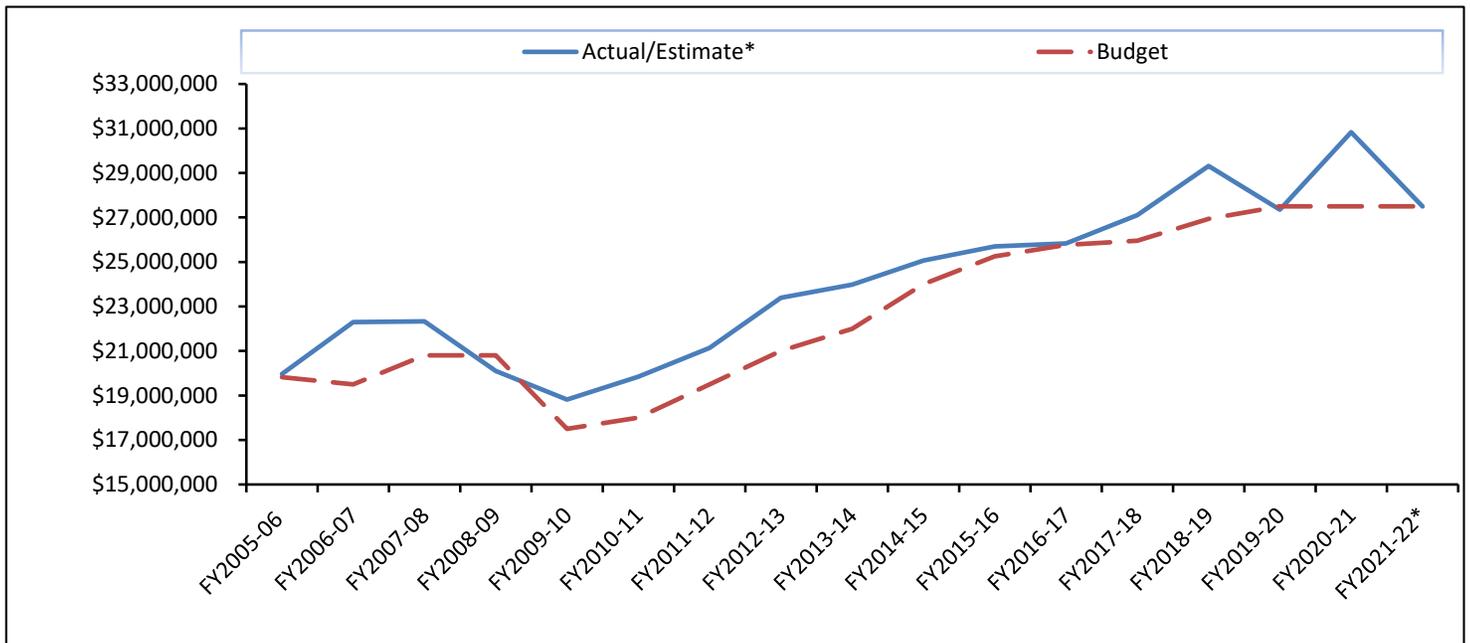
Budget Line	Cat 3.1 SR2S	Cat 3.2 Crossing Guards	Cat 3.3 Small SP Projects	Cat 4.1 Local Transit	Cat 4.2 Rural Transit	Cat 4.3 Special Needs	Cat 4.4 School Transit	Cat 4.5 Transit Facilities	Cat 4.6 Transit Access	Total
REVENUE										
FY2021 Accrual Balance	1,473,092	1,640,808	168,191	4,127,706	88,732	1,521,033	969,591	238,477	95,385	19,436,983
FY2022 Revenue	294,939	589,878	84,268	2,999,986	272,726	863,632	454,543	363,635	45,454	11,088,574
EXPENSES										
ADMINISTRATION										
Salaries & Benefits										696,241
Office Lease										130,282
Agencywide IT and Computer Equipment Upgrade										4,920
Equipment Purchase/Lease										1,398
Telephone/Internet/ Web Hosting Services										12,416
Office Supplies & Small Misc. Items										11,190
Update and Technical Support for TAM Website										1,363
Insurance										13,716
Financial Audit										20,000
Legal Services										1,205
Document/Video/Marketing Material Production										9,000
Memberships										8,536
Travel/Meetings/Conferences										3,378
Professional Development										3,970
Human Resources/Board Support										606
Information Technology Support										14,220
Annual Support & Upgrade of Financial System										-
Misc. Expenses										-
PROFESSIONAL SERVICES										-
Bellam Blvd 101 Off-ramp Improvements - Design & R/W										10,540
Project Management Oversight										47
Financial Advisor/Sales Tax Audit Services										3,685
Measure A/AA Sales Tax Compliance Audit										15,500
Consulting Pool										8,185
MEASURE AA SALES TAX PROGRAMS/PROJECTS										-
Major Roads/Major Road Set-Aside										613,633
Category 1 - Reduce Congestion										625,282
Category 2 - Local Transportation Infrastructure										-
Category 3 - Safer Access to Schools	165,740	303,890								470,729
Category 4 - Transit				56,598	453,621	122,405	158,355	239,543		1,030,523
INTERAGENCY AGREEMENTS										-
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital										-
Caltrans - MSN B7 Construction Capital & Support										-
Various Agency - Bike/Ped Path Maintenance										-
Total Expenses	165,740	303,890	-	56,598	453,621	122,405	158,355	239,543	-	3,710,566
BALANCE	1,602,291	1,926,796	252,459	7,071,094	(92,163)	2,262,260	1,265,779	362,569	140,839	16,814,991

Attachment 5.1: FY2021 and FY2022 Monthly Measure A/AA Sales Tax Disbursement Comparison

(Cash Disbursement from July to June)

		FY2021	FY2022	\$ Difference	% Difference
Actuals	July	2,768,554	3,060,294	291,740	10.54%
	August	1,908,678	3,136,938	1,228,260	64.35%
	September	2,556,883	2,593,609	36,726	1.44%
	October	2,905,271	3,003,354	98,084	3.38%
	November	2,232,327	2,885,919	653,592	29.28%
	December	2,412,080	2,580,827	168,747	7.00%
Actual / Budget	January			(2,564,715)	-100.00%
	February			(2,640,825)	-100.00%
	March			(2,104,612)	-100.00%
	April			(2,356,262)	-100.00%
	May			(2,470,055)	-100.00%
	June			(2,392,259)	-100.00%
	July - December	<u>14,783,793</u>	<u>17,260,941</u>	<u>2,477,148</u>	<u>16.76%</u>
	Annual Disbursement	<u>29,312,520</u>			
	FY2022 Annual Budget		<u>27,500,000</u>		

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



Attachment 6: FY2021 and FY2022 Monthly Measure B VRF Disbursement Comparison

(Cash Disbursement from July to June)

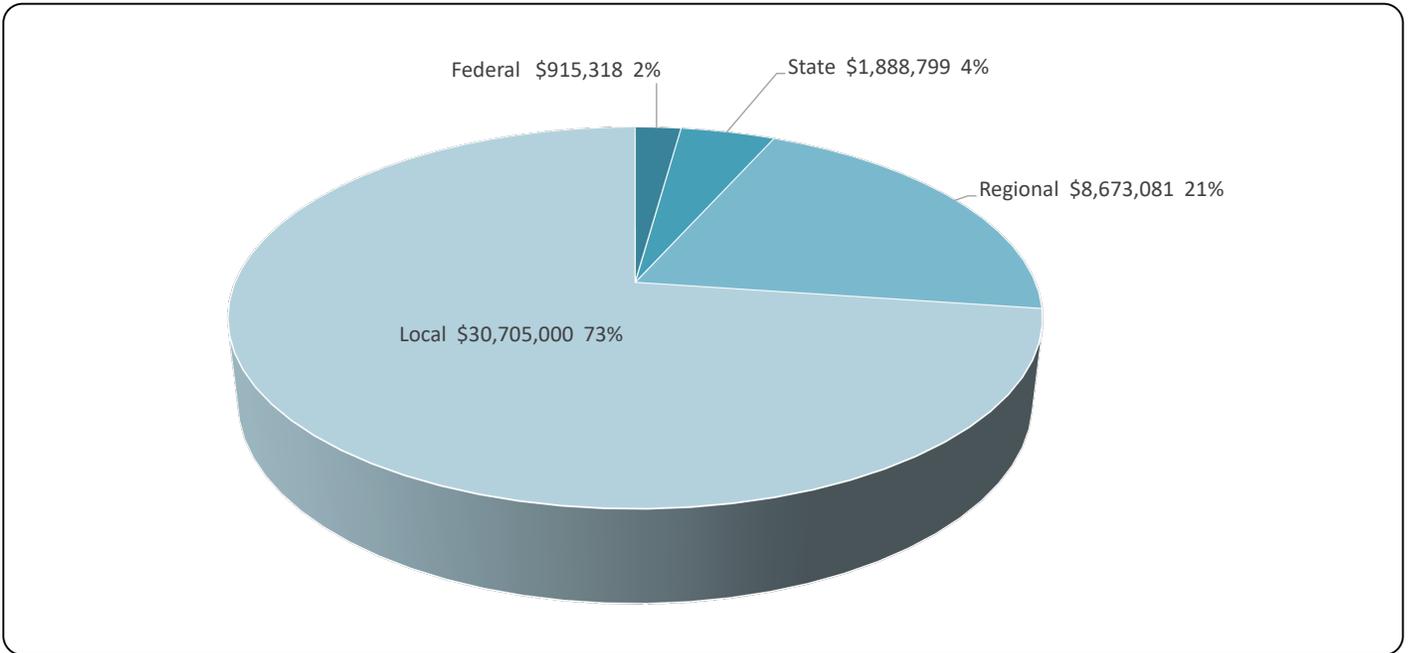
		FY2021	FY2022	\$ Difference	% Difference
Actual	July	184,044	191,151	7,106	3.86%
	August	218,859	209,086	(9,773)	-4.47%
	September	219,067	189,937	(29,130)	-13.30%
	October	209,707	202,293	(7,414)	-3.54%
	November	200,462	197,478	(2,985)	-1.49%
	December	201,890	174,814	(27,076)	-13.41%
Actual / Budget	January	180,768		(180,768)	-100.00%
	February	202,794		(202,794)	-100.00%
	March	185,749		(185,749)	-100.00%
	April	192,523		(192,523)	-100.00%
	May	216,599		(216,599)	-100.00%
	June	194,523		(194,523)	-100.00%
	July - December	<u>1,234,029</u>	<u>1,164,759</u>	<u>(69,271)</u>	<u>-5.61%</u>
	Annual Disbursement	<u>2,406,985</u>			
	FY2022 Annual Budget		<u>2,300,000</u>		

Attachment 7: CalTRUST Investment Monthly Interest Income by Fund
(July - Dec)

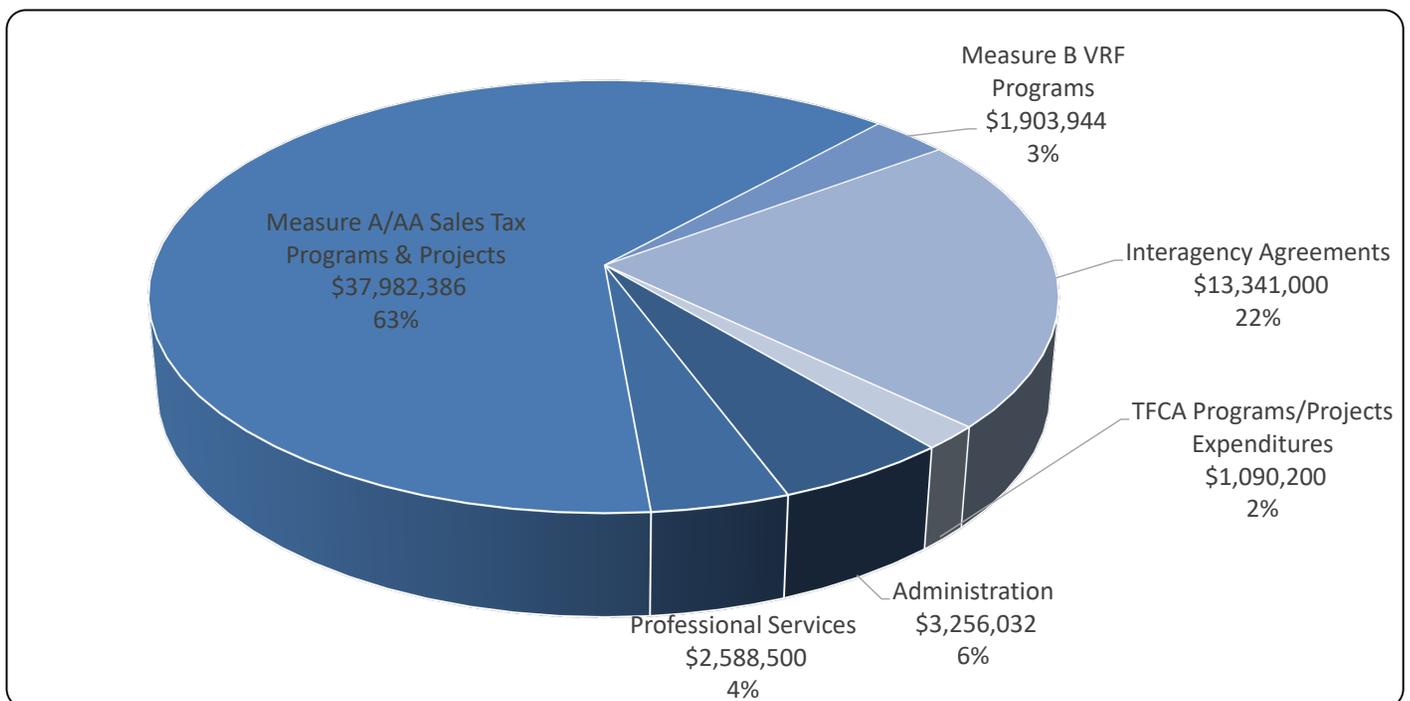
	Short Term	Medium Term	Liquidity*	Total
Initial Principal Investment	\$ 1,808,530	\$ 44,297,339	\$ -	\$ 46,105,869
Prior Reinvested Interest Revenue	\$ 88,490	\$ 1,142,659	\$ 15,270	\$ 1,246,419
FY2021-22 Monthly Interest Income				
<i>July-21</i>			\$ 12,304	\$ 12,304
<i>August-21</i>			\$ 11,522	\$ 11,522
<i>September-21</i>			\$ 10,922	\$ 10,922
<i>October-21</i>			\$ 11,631	\$ 11,631
<i>November-21</i>			\$ 13,441	\$ 13,441
<i>December-21</i>			\$ 15,011	\$ 15,011
<i>January-22</i>				\$ -
<i>February-22</i>				\$ -
<i>March-22</i>				\$ -
<i>April-22</i>				\$ -
<i>May-22</i>				\$ -
<i>June-22</i>				\$ -
Total for the 2nd Quarter	\$ -	\$ -	\$ 74,830	\$ 74,830
Reinvestment of Interest to Liquidity	\$ -	\$ -	\$ -	
Redemption	\$ (932,752)	\$ (1,961,275)	\$ (61,649)	\$ (2,955,676)
Unrealized Gain/(Loss) - 12/31/21	\$ (8,428)	\$ (335,099)	\$ -	\$ (343,527)
Market Value - 12/31/21	\$ 955,839	\$ 43,143,624	\$ 28,452	\$ 44,127,915

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

Attachment 8.1: FY2021-22 Budget Revenue Overview by Funding Source



Attachment 8.2: FY2021-22 Budget Expenditure Overview by Category



Note: Administration category includes all TAM's staff costs at \$2.6 million, majority of which are for direct project and program management.

Attachment 9: Transportation Acronyms

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

Attachment 9: Transportation Acronyms

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



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Accept the Priority Development Area Investment and Growth Strategy (Action), Agenda Item No. 8c

RECOMMENDATION

The TAM Board accept the required Priority Development Area (PDA) Investment and Growth Strategy (IGS) for submittal to the Metropolitan Transportation Commission (MTC). This item was reviewed and recommended by the Funding, Programs & Legislation (FP&L) Executive Committee for acceptance at its January 10, 2022 meeting.

BACKGROUND

MTC and the Association of Bay Area Governments (ABAG) adopted the One Bay Area Grant (OBAG) program as MTC Resolution 4035 on May 17, 2012, and the subsequent One Bay Area Grant Cycle 2 Program (OBAG 2) as MTC Resolution 4202 on July 27, 2016. OBAG is designed to support the implementation of Plan Bay Area (PBA), the region's Sustainable Communities Strategy (SCS) required under Senate Bill (SB) 375 (Steinberg, 2008), which integrates land use and transportation planning activities to reduce automobile travel and greenhouse gas (GHG) emissions. OBAG funds are generally federal funds coming to MTC, who has authority to direct the use of the funds.

Both OBAG and OBAG 2 include specific policy objectives and implementation requirements that County Transportation Agencies (CTAs) must meet as a condition of the receipt of OBAG funds. Included in these requirements is the development of a PDA-IGS. Every four years, MTC requires CTAs to submit a PDA-IGS to report on investments and planning issues related to the implementation of locally adopted PDAs, an important aspect of Plan Bay Area.

TAM previously prepared a PDA-IGS, presented as an OBAG Transportation and Investment Strategy, in 2014 and 2017. While the guidance and intent of each PDA-IGS has differed for each cycle, the purpose of the overall MTC strategy on PDA-IGSs is to encourage CTAs to engage with regional and local agencies in their county, support jurisdictions in meeting their adopted housing goals, and prioritize investments in transportation that improve connections between housing and jobs, particularly in areas planned for future growth in the PDAs.

DISCUSSION

In September 2021, staff received guidance from MTC (Attachment A), requesting PDA-IGS updates to be prepared and submitted to MTC in advance of the upcoming OBAG 3 programming cycle. MTC requested PDA-IGSs to be submitted by December 15, 2021, however, MTC staff have extended this deadline to allow for required board review and approval.

As mentioned, the guidance has changed for each cycle of the PDA-IGS, and the current guidance requests TAM to identify:

- Potential transportation projects in PDAs for consideration during the upcoming OBAG 3 programming cycle.
- Affordable housing projects in PDAs that may compete for state housing and transportation linkage funds, namely Affordable Housing Sustainable Community funds.
- Non-transportation infrastructure projects that have been identified as necessary to implement PDA plans (e.g., sewer or water projects that may address limited capacity).

During the last PDA nomination process, Marin County's PDAs increased from the Unincorporated Highway 101 Corridor and Downtown San Rafael PDAs, to also include the Northgate PDA and Southeast San Rafael and Canal Neighborhood PDA. All four PDAs are now eligible for additional MTC planning funds to address transportation, sea level rise and housing among other planning issues. Additionally, they are included in the calculation of 50% of OBAG funding reserved for projects in PDAs.

Based on the guidance provided, TAM worked with jurisdictions with PDAs, namely San Rafael and the County of Marin Community Development and Public Works Departments, as well as Golden Gate Transit, Marin Transit and Sonoma Marin Area Rail Transit (SMART), to develop the requested information. The Draft PDA-IGS is included as Attachment B.

The PDA-IGS identifies candidate projects and potential future PDA planning topics to support growth of the PDAs. As OBAG 3 programming activities and housing element updates occur, staff will work with local jurisdictions to understand and prioritize planning and project needs. PDAs in Marin County are facing differing challenges, however, residential and commercial growth in these areas can support regional goals. Overarching planning needs remain in the areas of transit priority and sea level rise/adaptation planning, with careful consideration of integrating equity into these planning issues in Marin's low income and minority communities. The PDAs will require a range of funding sources to support implementation of the RTP/SCS and OBAG represents one source of funding. TAM and the City of San Rafael are also working on development of a community-based transportation plan for the Canal Neighborhood of San Rafael, anticipated to be completed in 2022.

FISCAL IMPACTS

There are no immediate fiscal impacts with the acceptance of the PDA-IGS.

NEXT STEPS

Upon TAM Board's approval, staff will submit the PDA-IGS to MTC. Staff will continue to engage with MTC staff on the OBAG 3 development process and will return to the Board with additional information and start the OBAG 3 call for projects in the Spring or Summer of 2022.

ATTACHMENT

Attachment A – MTC PDA-IGS Guidance
Attachment B – Marin County PDA-IGS Update 2022



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

July 29, 2021

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Sam Liccardo
San Jose Mayor's Appointee

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Priority Development Area (PDA) Investment and Growth Strategies – CTA Guidance for 2021 Updates

Dear CTA Executive Directors:

The One Bay Area Grant (OBAG 2) policy and project selection framework, MTC Resolution No. 4202, requires CTAs to develop a PDA Investment & Growth Strategy for their county every four years, with interim status reports provided two years after each update. The Strategies are intended to facilitate coordination between CTAs and local jurisdictions with Priority Development Areas (PDAs), strengthening the alignment of transportation investments and local planning in each county. The current PDA Investment and Growth Strategies were adopted in May 2017. In 2019, the Commission waived the requirement for CTAs to develop an interim progress report, as MTC staff would satisfy the requirement through the PDA and OBAG Assessment project.

A new PDA Investment and Growth Strategy is required to be adopted in 2021, in advance of the adoption of the OBAG 3 program framework. Each Strategy will help shape OBAG 3 by identifying the challenges, opportunities, and needs unique to the County's PDAs. The purpose of this memo is to provide guidance to assist CTAs in the development of a PDA Investment and Growth Strategy for each county.

To fulfill the OBAG 2 requirements to develop a 2021 PDA Investment and Growth Strategy, CTAs will address the following:

1. Recent Housing and Mobility Trends

MTC/ABAG staff will provide housing production and vehicle miles traveled data for each PDA by county, relying on data compiled through the PDA & One Bay Area Grant (OBAG) Assessment project. CTA staff will review the housing production and mobility trends of PDAs within their county. CTA staff may wish to include this data in their PDA Investment and Growth Strategy to provide context for the information gathered in items 2 and 3, below. If desired, CTA staff may also update or supplement the data that is provided or add anecdotal examples to reflect trends in development activity and mobility shifts within PDAs.

2. Planned Transportation Projects

CTA staff will consult with each local jurisdiction with an adopted PDA, as well as transit agencies providing service in the county, to produce a list of planned transportation investments in PDAs. Consultation can take the form of a survey, one-on-one conversations, or a workshop. MTC/ABAG staff will provide a template to CTA staff to collect this information and can also provide points of contact at individual jurisdictions. Project lists by PDA should include:

- Multimodal transportation projects that have been identified in an adopted Specific, Community Plan, Capital Improvement Program (CIP), County Transportation Plan (CTP), or transit agency plan. This list should exclude improvements that add lane capacity or are otherwise associated with increased vehicle miles traveled (VMT).
- Planned travel demand management (TDM), parking management, or transit ridership promotion programs.
- If possible, each project should include the total estimated cost, committed funding, and the remaining funding gap.

CTAs are also encouraged to request and report information about non-transportation infrastructure projects that have been identified as necessary to implement PDA plans.

3. Affordable Housing Pipeline

MTC/ABAG staff will provide each CTA with a list of potential and permitted affordable housing projects in its jurisdictions. CTAs will identify which projects identified in #2 above will serve these potential developments. CTAs will also develop a list of additional major transportation investments (included in the Countywide Transportation Plan or CIP) that will serve potential affordable housing sites located outside of PDAs.

MTC/ABAG will convene a workshop with CTA staff, affordable housing developers, Community Development Finance Institutions (CDFIs), and transit agencies. Following a presentation on the role of transportation investments in advancing affordable housing production, CTAs and transit agencies will be paired in facilitated breakout groups with affordable housing developers and CDFIs active in their county to discuss the affordable housing pipeline within the county, the planned or future transportation investments capable of serving those sites, and the existing challenges and future opportunities for CTAs, transit agencies, and local jurisdictions to support affordable housing projects through coordination, prioritization, and other potential measures.

In summary, CTAs are asked to submit a PDA Investment and Growth Strategy document to MTC/ABAG staff by December 15, 2021, that addresses each of the three items described above.

Sincerely,



Theresa Romell
Funding Policy and Programs

MARIN COUNTY
PRIORITY DEVELOPMENT AREA INVESTMENT AND GROWTH STRATEGY

January 2022

One Bay Area Grant (OBAG) Program

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted the One Bay Area Grant (OBAG) program as Resolution 4035 on May 17, 2012, and the subsequent One Bay Area Grant Cycle 2 Program (OBAG 2) as Resolution 4202 on July 27, 2016. OBAG is designed to support the implementation of Plan Bay Area (PBA), the region’s Sustainable Communities Strategy (SCS) required under Senate Bill (SB) 375, Steinberg, 2008, which integrates land use and transportation planning activities in order to reduce automobile travel and greenhouse gas (GHG) emissions. The Bay Area’s County Transportation Agencies (CTAs), the Transportation Authority of Marin (TAM) in Marin County, are responsible for assisting MTC with the distribution of these Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds to local jurisdictions and other eligible project sponsors. OBAG 3 is currently in development and covers the four-year period from FY22/23-FY26/27.

OBAG includes specific policy objectives and implementation requirements that CTAs and local jurisdictions must meet as a condition of the receipt of OBAG funds. Included in these requirements is TAM’s development of the Marin County Priority Development Area (PDA) Investment and Growth Strategy (IGS), previously completed in 2014 and 2017.

The purpose of the PDA-IGS is to assess local jurisdictions’ success in approving sufficient housing at all income levels and assess local jurisdiction policies where appropriate for PDAs in Marin County. Identifying barriers to affordable housing in each PDA will assist the regional entities in understanding local needs. TAM recognizes that the diversity of PDAs will require a range of different strategies.

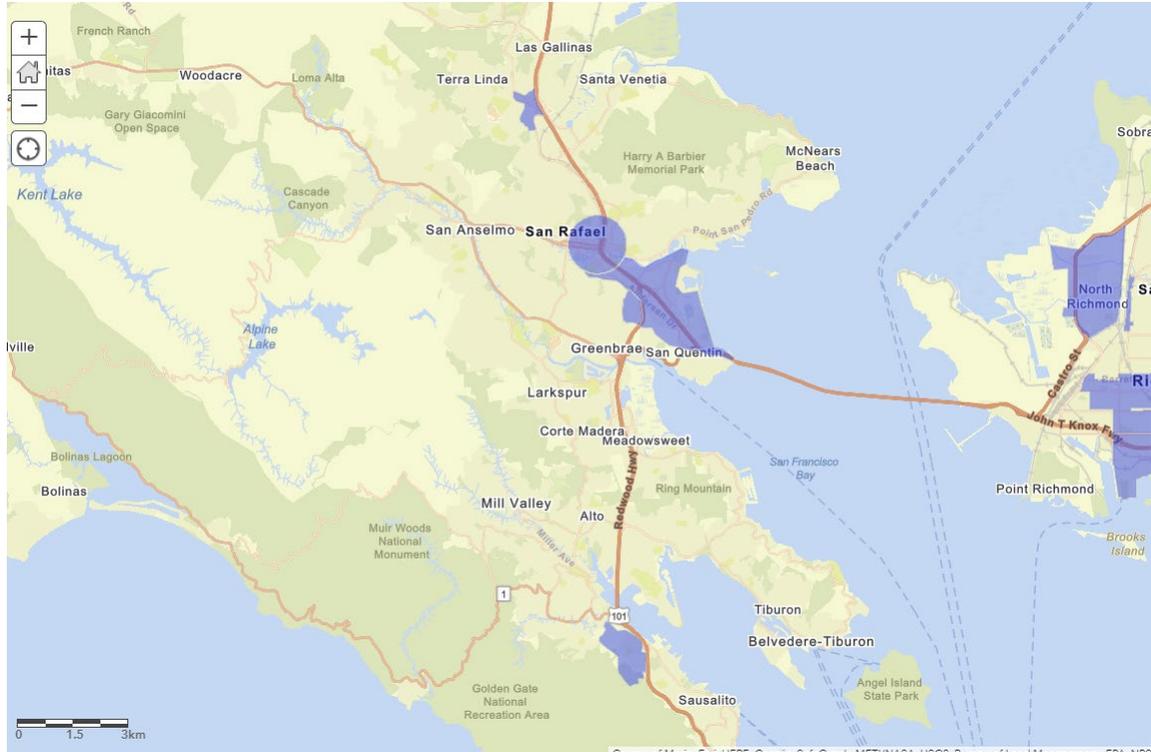
Marin County PDAs and PCAs

Since 2013, the Unincorporated US 101 and the Downtown San Rafael PDA have been designated as PDAs. In 2020, the City of San Rafael nominated two new PDAs: Northgate and Southeast San Rafael/Canal, increasing the number of PDAs to four in Marin County.

Marin County PDAs	
PDA Name	PDA Type
Downtown San Rafael	Transit Rich
Southeast San Rafael/Canal	Connected Community
Unincorporated US 101	Connected Community
Northgate	Connected Community

MTC's PDA definitions include two types of PDAs primarily based on the level of transit service existing and proposed: Transit Rich and Connected Community. Transit Rich PDAs have high-quality transportation infrastructure already in place to support additional growth in their communities. Connected Community PDAs offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel.

Map of Marin County PDA's



PDAs serve as the key geographies for the SCS, along with Priority Conservation Areas (PCAs) designated for the protection of natural habitats and the preservation of open space for future generations. This includes farming, ranching, recreational and resource lands. Marin County has 22 designated PCAs supporting the regional SCS through open space preservation and environmental protection.

Permitting Data

PDAs in Marin County consist of a wide range of land uses, from regional retail uses to residential uses. The PDA-IGS uses planning permit data provided by MTC and reviewed by local jurisdictions' community development departments. Planning permits provide a snapshot of housing development applications approved, but do not include information as to what was actually built. Additionally, it excludes large commercial developments such as the BioMarin campus in downtown San Rafael, accessible by SMART and regional and local bus services. The permit data shows growth in very low-income housing permits approved, and above moderate-income unit growth. This trend has been observed in various jurisdictions in Marin County and statewide, known as the 'missing middle'.

Jurisdiction	PDA Name	Housing Permits Issued by Income Level: 2014-2019				
		Very Low	Low	Moderate	Above Moderate	Total
San Rafael*	Downtown	75	8	1	170	252
San Rafael*	Northgate	50	19	18	126	213
San Rafael*	Southeast San Rafael Canal	76	0	1	0	33
Unincorporated Marin	Unincorporated US 101	0	0	0	6	6
Countywide (includes areas within and outside PDAs)*		162	259	160	889	1470

*As Reported on HCD's Annual Permit Report (APR) Dashboard. Please note that San Rafael permit data reported to HCD only includes Building permit data, not the more expansive entitled permit data reported in the table above.

VMT Data

SB 150 requires that regional planning organizations work with the California Air Resource Board (CARB) to prepare an assessment on progress meeting Vehicle Miles Traveled (VMT) reduction goals set by SB 375. The most recent SB 150 progress report was released in November 2018, noting that VMT is increasing statewide due to a wide number of factors influencing travel decisions. The SB 150 progress report also notes that a consistent statewide framework is not in place to allow CARB to adequately determine regional planning organizations' progress towards SB 375 goals across the state. This lack of statewide implementation framework challenges regional planning organizations' ability to measure local progress towards SB 375 goals, as well. Since the measurement of the state's and regions' progress towards meeting VMT reduction goals is critical to reducing GHG emissions, TAM is supportive of working with MTC to measure progress towards reaching SB 375 VMT reduction targets and all PBA goals.

Affordable Housing Projects

Marin County's PDAs are reporting 447 units of affordable housing currently in various stages of review and entitlement. This number includes a portion of permitted units as reported above for 2014-2019 and expands that set to include units permitted in 2020-2021 and those in the review process. This number does not include developments such as the Golden Gate Village Redevelopment, which is currently undergoing master planning for redevelopment. Affordable units are defined as moderate income units and below.

PDA Name	Affordable Housing Projects	Approximate # of Units	Approximate # of Affordable Units
Downtown San Rafael	4	297	91
Southeast San Rafael/Canal	2	76	76
Unincorporated US 101	9	82	75
Northgate	2	205	205
Totals	17	660	447

Upcoming Housing/Planning Needs

During the development of the PDA-IGS, TAM, local jurisdictions and transit operators discussed related development and transportation needs to support local land use and transportation integration. These items include the following:

- Specific Plans –
 - Northgate PDA – With over 1,300 residential units proposed at this location, this site represents a large opportunity for Marin County development. However, water and sewer infrastructure needs have not been developed. A master planning effort would be needed to address these infrastructure needs in the context of re-development of this site. Additionally, how transit will be integrated into the development will need to be considered as part of a community planning process. Existing transit facilities adjacent to this location include regional and local bus stops and the Sonoma Marin Area Rail Transit (SMART) Civic Center Station. How transit will be integrated into this development is an area of future study to improve accessibility and support VMT reduction.
 - Southeast San Rafael Canal PDA – Sea level rise is an acute issue along Marin county’s shoreline. PBA 2050 highlighted this PDA as one of the most vulnerable in the Bay Area due to its status as both a PDA and an Equity Priority Community (EPC – formerly referred to as Community of Concern). A specific plan will be needed to identify potential concepts to protect the community among other needs. As one of the highest transit ridership areas in the County, transit access to the community is another area of study, including potential improvements to transit services through bus priority treatments.
 - Unincorporated US 101 – Marin County’s Countywide Plan contains a Housing Overlay Designation (HOD) that supports development in areas of the County including Marin City and has met MTC’s requirement for a specific plan in previous cycles. Additionally, the County has been underway with a Master Plan for the Golden Gate Village Redevelopment, the largest public housing site in the County. The County has also agreed to develop VMT reduction policies through the development of a bike/ped investment plan by 2025. These unique community needs are further challenged by a Voluntary Compliance Agreement with the US Department of Housing and Urban Development (HUD) to encourage multi-unit family housing outside areas of racial or ethnic concentration. As one of MTC’s PDA planning programs, Marin City may be served well through the development of a community plan to address these issues as well as sea level rise, secondary access and transit service in the community.
- Transit Integration Study – Support for transit integration is a common component of the PDAs and identifying areas where transit can better serve the community and bus priority can be established is an area of future study and planning. TAM has recently completed a Highway 101 Part-Time Transit Lane Feasibility study and identifying additional areas where bus priority can be advanced in the county would improve transit competitiveness and support PBA 2050 goals.

Transportation Projects

A wide range of transportation projects are being planned or considered for Marin County's PDAs. While this list is not exhaustive, it is illustrative of the type of improvements identified in the communities. San Rafael is currently conducting a Community Based Transportation Plan (CBTP) update for the Canal Neighborhood, and more projects are expected to be identified through that planning effort. Additional active transportation projects are identified in local bike and pedestrian plans.

PDA	Number of Projects	Project/Concept Titles
Downtown San Rafael Transit	7	Third Street Rehabilitation Third Street Safety Bettini Transit Center Relocation North-South Greenway Gap Closure Grand Avenue Two-Way Cycle Track Fifth Avenue Signal Upgrades 4 th St/2 nd St/Miracle Mile Intersection Improvements
Southeast San Rafael Canal	6	I-580/US 101/Bellam Interchange Bellam Blvd Bike Lanes Canal Swing Bridge Canal Bus Corridor Improvements Bus Maintenance Facility Expansion Canal Bus Stop Improvements
Unincorporated US 101	4	Marin City Flood Control Improvements Marin City Curb Ramps Increased Bus Service in Marin City Southern US 101 Sea Level Rise Improvements
Northgate	3	Merrydale Promenade Freitas Interchange Northgate Bus Plaza
<i>Total</i>	<i>20</i>	

Conclusion

Marin County PDAs face unique challenges, and recently designated communities are increasing the potential for transportation and land use integration within the County. As housing elements are updated to accommodate Regional Housing Needs Allocation (RHNA) forecasts, additional land use and transportation integration is expected to occur to support PDA and countywide housing needs.

During this period of housing activity, the OBAG 3 programming cycle will occur. As required by MTC, TAM will conduct a call for projects and work with local public agencies to determine priority projects for the county. OBAG requires 50% of its funding to be spent in PDAs and support the regional growth strategy. Guidance on the call for projects is expected to be released by MTC in April 2022, and TAM's programming activities will occur in alignment with MTC's schedule of events, expected to finalize in December 2022, along with local housing element updates.

Detailed project information and required MTC forms are included in the following tables.

PDA - IGS Marin County Transportation Projects

County	Jurisdiction	Priority Development Area	Project Name (if any)	Mode(s)	Description	Project Status/Stage	Included in CIP?	Approximate Cost	Approximate Funding Gap	Approximate Location
Marin	San Rafael	Downtown	Third Street Rehabilitation	Multi-modal	Traffic signal and curb ramp improvements, street resurfacing, addition of two-way cycle track/multi-use path	Construction Summer 2022	Yes	\$13.5 M		Third St, Miracle Mile to Lindaro
Marin	San Rafael	Downtown	Third Street Safety	Vehicle, ped	Traffic signal and curb ramp improvements, street resurfacing	Construction Summer 2022	Yes	\$3.4 M		Third St, Lindaro to Union
Marin	San Rafael	Downtown	Transit Center Relocation	Bus, bike, ped	Relocate Bettini Transit Center to accommodate future transit growth and for better circulation around the train tracks			\$35 M		Third/Hetherton
Marin	San Rafael	Downtown	North-South Greenway Gap Closure	Bike, ped	Improvements to connect bicyclists north-south from the newly completed MUP at Second/Francisco West to the Puerto Suello Path at Mission/Heatherton. Likely on Tamalpais West.	Planning				Tamalpais West, from Mission to Second
Marin	San Rafael	Downtown	Grand Avenue Two-Way Cycle Track	Bike, ped	A protected two-way bicycle facility from Fourth St to Second St on the east side of Grand Avenue	Construction Summer 2022	Yes	\$1 M		Grand Avenue, from Fourth to Second
Marin	San Rafael	South East San Rafael Canal	I-580/US 101/Bellam Interchange	Multi-modal	Improving the connection between northbound 101 and eastbound I-580 so vehicles don't have to cross Bellam. Interchange improvements mean better bicycle facilities on Bellam	Planning	Caltrans	\$200 M		101/580 Interchange at Bellam
Marin	San Rafael	South East San Rafael Canal	Bellam Blvd Bike Lanes	Bike	This project would be coordinated with the Interchange project, but the improvements would extend east and west on Bellam beyond Caltrans' limits to provide safer access for those on bicycles or on foot	Study		\$100,000		Bellam Blvd, from Andersen to Windward Way
Marin	San Rafael	South East San Rafael Canal	Canal Swing Bridge	Bike, ped	Adding a swing bridge between Canal/Harbor and Third Street would greatly reduce the distance and time it takes to walk or bike between the Canal neighborhood and services on Third Street, from Montecito shopping plaza to San Rafael High School	Planning				Canal/Harbor
Marin	San Rafael	Northgate	Merrydale Promenade	Bike, ped	This project would connect Northgate with the Civic Center SMART station by providing a space for bikes and pedestrians to access the train station from the west	Conceptual Design	Yes			Merrydale Rd, east of Mt Olivet Cemetery
Marin	San Rafael	Northgate	Freitas Interchange	Multi-modal	Converting the intersection of Civic Center/Redwood/Freitas to a roundabout will minimize driver confusion through the area. There will also be bus stop improvements as well as improvements to the walking and biking routes to the bus stop	Construction Summer 2023?	Caltrans			Freitas Parkway/Civic Center-Redwood Highway
Marin	San Rafael	Downtown	Fifth Avenue Signal Upgrades	Multi-modal	New cabinets, controllers, and video detection to better monitor bikes, peds, and vehicles through the intersections of C, B, A, and Court	Construction Spring 2022				Fifth Ave from Court to C St
Marin	San Rafael	Downtown	Fourth St/Second St/Miracle Mile Intersection Improvements	Multi-modal	Reconfigure the skewed intersection and tee it up to shorten the crossings for bicyclists and pedestrians	Planning	Yes			Second St/Fourth St/Miracle Mile
Marin	San Rafael	South East San Rafael Canal	Canal Bus Corridor Improvements	Bus	Roadway Improvements to reduce bus travel time between Canal Area of San Rafael and Downtown San Rafael. Includes signal priority, queue jump lanes, and roadway redesign.	Planning		\$20,000,000	\$20,000,000	Bellam, Kerner, Sonoma, Medway

PDA - IGS Marin County Transportation Projects

County	Jurisdiction	Priority Development Area	Project Name (if any)	Mode(s)	Description	Project Status/Stage	Included in CIP?	Approximate Cost	Approximate Funding Gap	Approximate Location
Marin	San Rafael	Northgate	Northgate Bus Plaza	Bus	New multimodal facility to Integrate with new development and affordable housing. Facility should be attractive, well lit, and include wayfinding.	Planning		\$10,000,000	\$10,000,000	Northgate Drive
Marin	San Rafael	South East San Rafael Canal	Bus Maintenance Facility Expansion	Bus	Facility expansion at 3000 Kerner to allow co-location of parking and maintenance. Project will bring good jobs into the community.	Planning		\$8,000,000	\$8,000,000	3000 Kerner Blvd
Marin	San Rafael	South East San Rafael Canal	Canal Bus Stop Improvements	Bus	Create new bus stop (Medway/Francisco) and upgrade other high ridership locations	Design		\$2,000,000	\$2,000,000	Canal
Marin	MCFC&WD	Unincorporated 101 Corridor	Marin City Flood Control Improvements	Auto, Transit, Bicycle, Pedestrian	Address nuisance flooding issues that cut the community off from entering/exiting the Marin City community during storms and high tides	Planning and development		\$5,000,000	\$3,000,000	Donohue Street and Highway 101
Marin	Marin County DPW	Unincorporated 101 Corridor	Curb Ramps	Pedestrian	20 curb ramps	Planning/completed and/or in construction		\$340,000	\$0	
Marin	Marin County	Unincorporated 101 Corridor	PDA Transit Frequency Increase	Transit	Transit Service Frequency increase to meet PDA requirements	Planning				
Marin	Marin County	Unincorporated 101 Corridor	Bike Ped Plan Update	Active Transportation	Plan to meet PDA Policy requirements as approved by CDA	Planning				

PDA-IGS Marin County Affordable Housing Project List

County	Jurisdiction	Priority Development Area	Project Status/Stage	Approximate # total units	Approximate # of deed-restricted units	Street Address or Approximate Location	Developer (leave blank if unknown or not)	Project Type (Preservation or New Construction)	Additional Information & Notes
Marin	Unincorporated	Cal Park	In Review	1		33 Albion Street		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Cal Park	Approved	1		232 Tiburon Boulevard		New Construction	Above-Moderate AMI ADU
Marin	San Rafael	Downtown	Entitled	54	9	703 Third Street			45 unit market rate with 5 units @ 60% AMI, 4 units @ 80%
Marin	San Rafael	Downtown	Entitled	129	9	703 Third Street			120 unit market rate with 9 BMR (30%-60%)
Marin	San Rafael	Downtown	Entitled	47	6	819 B Street			41 unit market rate with 6 BMR (30%-60%)
Marin	San Rafael	Downtown	Entitled	67	67	999 Third Street	Eden Housing		Senior 30-60% AMI, 20% PSH
Marin	Unincorporated	Marin City	Approved	1		21 Buckelew Street		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Marin City	In Review	1		623 Drake Avenue		New Construction	Moderate AMI ADU
Marin	Unincorporated	Marin City	Approved	1		15 Dutton Court		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Marin City	Approved	1		20 Pacheco Street		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Marin City	Approved	1		26 Eureka Street		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Marin City	Approved	1		611 Drake Avenue		New Construction	Above-Moderate AMI ADU
Marin	Unincorporated	Marin City	Approved	74	74	825 Drake Avenue	AMG & Associates LLC	New Construction	15 units at 60% AMI; 59 unit at 80% AMI
Marin	San Rafael	Northgate	Entitled	58	58	1005-1010 Northgate Drive			30 units at 60% AMI (Senior), 14 units at 80% AMI, 14 units
Marin	San Rafael	Northgate		147	147	5800 Northgate Drive			96 unit senior building (30%-50%) 25 units 80% AMI, 26
Marin	San Rafael	Southeast San Rafael	Entitled	32	32	190 Mills Street	Eden Housing		Permanent Supportive Housing 30% to 50% AMI w/ Emergency
Marin	San Rafael	Southeast San Rafael		44	44	3301 Kerner Boulevard	Eden Housing		Permanent Supportive Housing 30%-50% AMI, w/ Emergency

PDA-IGS Marin County Non Transportation Infrastructure List

County	Jurisdiction	Priority Development Area	Type of Infrastructure	Description	Project Status/Stage	Approximate Cost	If available, link to relevant document (e.g. PDA Plan, CIP)	Additional Information & Notes (need for project, etc.)
Marin	San Rafael	Northgate	Sewer	Sewer infrastructure needs to support redevelopment of the Northgate property need to be identified as master planning progresses.	Planning	TBD		
Marin	San Rafael	Northgate	Water	Water infrastructure needs to support redevelopment of the Northgate property need to be identified as master planning progresses.	Planning	TBD		
Marin	San Rafael	South East San Rafael Canal	SLR Protection	Plan Bay Area 2050 identifies the canal neighborhood as vulnerable to Sea Level Rise. Protections to the neighborhood may be levees or other nature based or hardscape infrastructure.	Planning	\$250+ M	PBA 2050	Costs estimated in PBA 2050
Marin	Unincorporated	Unincorporated	SLR Protection	Marin City CBTP and PBA 2050 identify flooding and SLR concerns including Donahue street highway ramps as areas of SLR protection to maintain community access.	Planning	\$250+ M	PBA 2050	Costs estimated in PBA 2050
Marin	San Rafael	Northgate	Specific Plan	A specific plan to support the redevelopment of the Northgate mall property and identify infrastructure needs (water, sewer, transportation), access and connectivity.	Planning	\$500k-\$1M		
Marin	San Rafael	South East San Rafael Canal	Specific Plan	A specific plan to protect the community from the impacts of SLR, including development of potential SLR infrastructure, access and connectivity.	Planning	\$500k-\$1M		

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the 2022 Legislative Platform (Action), Agenda Item No. 9

RECOMMENDATION

Staff recommends that the TAM Board adopts the proposed 2022 Legislative Platform as shown in Attachment A.

At its January 10, 2022 meeting, the Funding, Programs & Legislation (FPL) Executive Committee reviewed the item and unanimously voted to refer staff's recommendation to the TAM Board for approval.

BACKGROUND

At the beginning of each year, with the support of Khouri Consulting, TAM's Legislation Consultant, staff develops, and the TAM Board adopts, a Legislative Platform to guide policy decisions and communicate TAM's goals and the County's transportation needs to the Legislature and other agencies, such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC).

Staff and Khouri Consulting use the platform to guide communications on critical legislation that impacts how TAM achieves its goals and funding needs during the year. Staff and Khouri Consulting will bring recommendations on pending legislation to the TAM Board for review during the Legislative Session.

To further Marin's transportation interests, TAM has historically worked in concert with other agencies and associations, and in support of its member jurisdictions, in supporting legislation, and will continue this practice in 2022. It should be noted that TAM's past legislative advocacy and successes have usually been accomplished by working with the North Bay Counties, Bay Area County Transportation Agencies (BACTA), SHCC, Regional Transportation Planning Agencies (RTPAs), and MTC.

DISCUSSION

For the 2020 and 2021 Legislative Sessions, State Legislators were dissuaded from introducing too many bills because of the COVID-19 pandemic and the ongoing health mandates that impeded hearings and public participation. The COVID-19 pandemic will be entering its third year in 2022. Depending on health-related mandates, State Legislators may be given similar instructions for 2022 but this remains uncertain until the Legislature reconvenes in 2022. Staff and Khouri Consulting will be monitoring the Legislature's inclination for 2022.

Proposed 2022 Legislative Platform

Even with uncertainty about the Legislature's intent for 2022, TAM has developed its annual Legislative Platform to address ongoing and emerging transportation issues. The proposed 2022 Legislative Platform (Attachment A) continues with the format first adopted with the 2021 Legislative Platform (Attachment C). A redlined version of the proposed 2022 Legislative Platform is included in Attachment B.

The proposed 2022 Legislative Platform continues to capture ongoing policy elements that TAM has adopted from prior years' platforms and potential new issues that staff anticipates being relevant in 2022. Staff and Khouri Consulting also reviewed MTC and the County of Marin's 2022 Legislation Programs to avoid unwarranted contradictory proposals.

While TAM has been successful in competing for state funds, such as securing \$40 million in Solutions for Congested Corridors Program (SCCP) funds for the Marin Sonoma Narrows (MSN) Project, TAM needs to remain vigilant of all state funding opportunities for other transportation projects/programs in Marin.

The proposed 2022 Legislative Platform recognizes the importance of state funding and suggests strategies that enhance funding opportunities for Marin's projects/programs. One particular strategy is to collaborate with Bay Area jurisdictions to advocate for equitable shares of the surplus funds in the State Budget that will be available for transportation.

In addition to state funding, new funding opportunities will arise from the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Some funds from IIJA will be distributed to states and to Metropolitan Planning Organizations (MPOs), whereas other IIJA funds will be distributed via nationwide competitive programs, including some new programs. TAM will be monitoring all proposals on the distribution of IIJA funds to maximize funding opportunities for projects/programs in Marin. A summary of IIJA is included in Attachment D.

While transportation funding policies continue to remain a focal point, the proposed 2022 Legislative Platform addresses other key areas of interest to TAM, including, but not limited to, the following:

- support legislation that ensures equitable distribution of transportation funds;
- support legislation that mitigates climate change and promotes resilience;
- support legislation that encourages multi-modal transportation options that emphasize active transportation, zero emission vehicles, and public transit;
- support legislation that provides resources and incentives for electric vehicle usage and infrastructure;
- support legislation that allows transit buses to use highway shoulders where feasible; and
- support legislation that amends existing statutes to allow virtual public meetings through the duration of a declared state of emergency.

2022 Legislative Session

The 2022 Legislative Session is the second year of a two-year session. Any bill that is introduced in the first year that does not pass is eligible to continue through the legislative process in the second year without needing to be re-introduced. All bills that do not progress through the legislative process in the second year of a two-year session are considered dead and must be re-introduced in a future legislative session.

The deadline to introduce legislative bills for the 2022 State Legislative Session is February 18, 2022. Staff and Khouri Consulting anticipate returning to the Board in March to highlight relevant bills for monitoring and taking positions consistent with the adopted 2022 Legislative Platform.

Notable dates for the 2022 Legislative Session include:

- January 3, 2022 Legislature reconvenes
- January 10, 2022 Deadline for Governor to submit proposed FY 22/23 State Budget
- February 18, 2022 Last day for bills to be introduced
- June 15, 2022 Deadline for Legislature to pass State Budget bill
- August 31, 2022 Last day for the Legislature to pass bills
- September 30, 2022 Last day for the Governor to sign or veto bills
- January 1, 2023 Statutes take effect, except emergency items that take effect upon signing

As noted in the above milestones, the Governor is required to submit a budget proposal to the Legislature by January 10 of each year. On January 10, 2022, the Governor submitted his proposed FY 22/23 State Budget. Khouri Consulting's State Legislative Update (Attachment E) provides a summary of the proposed FY 22/23 State Budget, particularly with issues involving transportation.

FISCAL IMPACTS

There are no immediate fiscal impacts with the adoption of the 2022 Legislative Platform.

NEXT STEPS

Upon TAM Board's approval, staff will communicate TAM's 2022 Legislative Platform to our partners, review proposed 2022 legislative bills for relevance to TAM, and present relevant legislative bills to the TAM Board for action.

ATTACHMENT

- Attachment A – Proposed 2022 Legislative Platform
- Attachment B – Proposed 2022 Legislative Platform redlined version
- Attachment C – Adopted 2021 Legislative Platform
- Attachment D – California State Transportation Agency (CalSTA) Summary of IJJA
- Attachment E – Khouri Consulting's State Legislative Update

THIS PAGE LEFT BLANK INTENTIONALLY

ATTACHMENT A

Proposed TAM 2022 Legislative Platform

Issue and Background Information	Goals	Strategies
<p data-bbox="107 310 814 337">I. Acquiring State Funding for TAM’s Priority Projects</p> <p data-bbox="107 375 814 605">In 2017, the legislature enacted SB 1 (Beall), Chapter 5, Statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs.</p> <p data-bbox="107 643 856 906">In 2020, TAM was successful in acquiring \$40 million for the completion of the Marin-Sonoma Narrows. The California Transportation Commission (CTC) will adopt guidelines in the Summer of 2022, with applications being due in the Winter of 2022 for the SB 1 Cycle 3 competitive programs. Additionally, the State General Fund is projected to have a \$31.2 billion surplus for FY 22-23. There is also a \$4.5 billion carryover of resources from FY 21-22.</p> <p data-bbox="107 943 856 1141">On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will eventually be needed.</p>	<p data-bbox="869 310 1167 467">A. Aggressively pursue funds through the State Budget, CTC allocation process or any other state sources.</p> <p data-bbox="869 505 1167 768">B. Ensure predictability and stability of transportation revenue should the State move away from diesel or gasoline powered vehicles and gas tax as the primary source.</p>	<p data-bbox="1182 310 2039 573">1. TAM will remain diligent in competing for additional state funds, including California’s share of federal funds, for countywide priorities, with an emphasis on addressing safety, congestion, and mobility, improvements on State Route 37 and the 101/580 connector, as well as rehabilitating roads and bridges, such as the Richmond-San Rafael Bridge. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.</p> <p data-bbox="1182 610 2022 703">2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers.</p> <p data-bbox="1182 740 2028 865">3. TAM will monitor and support appropriate efforts to encourage and provide resources for “seamless” transportation that enhances connections to transit, advances equitable mobility, and enhances the safety and extent of the bicycle and pedestrian networks.</p> <p data-bbox="1182 902 2039 1336">4. TAM will participate in a unified Bay Area strategy to advocate for equitable shares of the surplus funds for Northern California and protect the interests of smaller counties and smaller transit agencies. Advocate that the majority of the surplus funds be used to augment existing funding sources, such as State Transit Assistance (STA), Active Transportation Program (ATP), State Transportation Improvement Program (STIP), and other sources with established distribution formula or statewide competitive structure. Oppose using the STIP as the mechanism for distributing public transit funding, particularly when STA distribution mechanism is readily available. Moreover, funds distributed through STIP would require additional steps through the CTC that is avoided by STA.</p> <p data-bbox="1182 1373 2022 1498">5. TAM supports a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain consultants in preparing applications.</p>

Issue and Background Information	Goals	Strategies
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate VMT to reduce GHG emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency (CalSTA) to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing GHG and VMT. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce GHG emissions and VMT.</p> <p>Given the unique geography of Marin County, local land use development patterns, and the regional travel patterns, opportunities for reducing vehicle miles traveled can be challenging. The prospects for reducing GHG emissions can be realized through investments made to improve the availability of charging station infrastructure and the conversion from gas-powered to electric vehicles, where feasible.</p>	<p>A. Monitor activities regarding GHG emission reduction, local land use development patterns and the impact on VMT.</p> <p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<p>1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p> <p>2. TAM will work with the Self-Help Counties Coalition (SHCC), the California Association of Councils of Governments (CALCOG), and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible for Marin Priority Development Areas (PDAs) and major transit stops.</p> <p>3. TAM will monitor upcoming funding opportunities and programs for zero emission vehicles, including charging infrastructure. This includes working with local jurisdictions to support climate action plan goals and mobility goals.</p> <p>4. TAM will seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the county but also provide a regional benefit.</p> <p>5. TAM will work with organizations such as the California League of Cities (CLC), California State Association of Counties (CSAC), and SHCC, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, shipping more freight via rail, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p>

Issue and Background Information	Goals	Strategies
		<p>6. TAM will support efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly major arterials, or evacuation routes.</p>
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination and funding is needed to expedite project delivery to improve air quality, mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the CalSTA, CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>A. Coordinate with the Metropolitan Transportation Commission (MTC) and other Bay Area County Transportation Agencies (BACTA) to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<p>1. TAM will coordinate with MTC to position Marin projects/programs for funding from the new Infrastructure Investment and Jobs Act (IIJA) and other potential new bills.</p> <p>2. TAM will monitor conversations and legislation regarding the potential development of a regional ballot measure to address congestion and mobility options in the Bay Area (similar to prior “FASTER” effort). TAM will collaborate with stakeholders to ensure that county priorities are reflected in a prospective expenditure plan should a proposal move forward. If the regional transportation measure is connected to a regional housing measure, TAM will advocate for a “return to source” formula for the transportation funds. Without a county guarantee based on an acceptable formula, larger counties tend to dominate in housing discussions with density, development, transit linkage, and other criteria that smaller countries cannot compete with.</p> <p>3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to seek legislation to authorize tolls on State Route 37 to help fund congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders to ensure that the potential legislation supports Marin’s priorities of addressing segments within the county. TAM supports using the Bay Area Infrastructure Financing Authority (BAIFA) as the tolling authority, but the BAIFA commissioner membership would need to expand beyond counties with express lanes.</p> <p>4. TAM will support the California Transit Association’s (CTA’s) effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101.</p>

Issue and Background Information	Goals	Strategies
		<p>5. TAM will advocate for the expansion of cost-savings provisions for MTC and the Bay Area Toll Authority (BATA) that were incorporated into the FY 2020-21 State Budget with respect to local agencies to reduce BATA administrative costs and free up funding for key bridge maintenance and increased capacity to support counties with bridge toll revenues.</p>
<p>IV. Enhancing Multi-Modal Options</p> <p>The Transportation Development Act (TDA) dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That ¼-cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.7 billion annually, primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. The COVID-19 pandemic and the shift to remote work have exacerbated ridership challenges. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving STA, Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through FY 22-23. It suspends TDA and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation. However, transit agencies are facing ongoing funding challenges, particularly with funding for operations and maintenance.</p> <p>The recent cycles of the State’s ATP have left many viable applications unfunded due to the lack of funds. In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p>	<p>A. Support potential changes to TDA to assist local public transportation with funding eligibility.</p> <p>B. Seek funding to maintain transit operations.</p> <p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>1. TAM will support legislation that creates flexibility within TDA to allow public transportation systems access to locally generated revenues to maintain existing service.</p> <p>2. TAM will support efforts by Marin Transit, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and SMART to acquire funds from Cap-and-Trade and Transit and Intercity Rail Capital Program (TIRCP) for operations and capital needs for bus, rail and bicycle and pedestrian programs, ferries, and transit hubs, such as the new San Rafael Transit Center.</p> <p>3. In partnership with the region’s transit operators and the CTA, support efforts to seek state and federal assistance to provide emergency transit operating funding to prevent mass layoffs and major reductions in transit service.</p> <p>4. TAM will continue to pursue revenue made available through ATP, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. TAM will advocate the priority to fund the backlog of high-scoring applications from the previous cycle with additional funding while balancing the need to fund high-priority new applications.</p> <p>5. TAM will monitor legislation emerging from recommendations made by MTC’s Blue-Ribbon Transit Recovery Task Force and assist local transit agencies in seeking funding opportunities to implement those recommendations applicable to Marin.</p>

Issue and Background Information	Goals	Strategies
<p>V. Seeking Efficiencies</p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 361 (Rivas), which updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in public meetings. The intent of further amending the statute is to allow for flexibility to continue meeting remotely through the duration of a declared state of emergency, rather than renewing the ability to meet virtually every 30 days, as is currently required.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>The Fixing America’s Surface Transportation (FAST) Act was enacted in 2015 and authorized federal surface transportation programs for highways, highway safety and transit. It expired September 30, 2020; however, a one-year extension was approved to provide certainty to states and local governments under the strain of the COVID-19 pandemic.</p> <p>On November 15, 2021, President Biden signed IIJA, which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, and highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. Legislation may need to be introduced to distribute the IIJA funding.</p>	<p>A. Support federal efforts to approve stimulus funding for multi-modal priority projects, and annual appropriations for the authorized federal transportation programs.</p> <p>B. Support climate resilience policies.</p>	<p>1. TAM will work with our regional and national partners to implement IIJA. TAM will monitor and ensure funds from IIJA to the Bay Area are distributed equitably to CTAs and transit agencies. As competitive programs develop, TAM will evaluate and apply for funds as appropriate.</p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keep up with inflation.</p> <p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its system, including extension north to Cloverdale, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new San Rafael Transit Center to ensure safe and efficient multimodal operations for SMART, bus operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor.</p> <p>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p>

Issue and Background Information	Goals	Strategies
		<p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs, including immediate pandemic-related relief funding.</p> <p>4. TAM will advocate for mitigating climate change and will support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea level rise at the federal level.</p> <p>5. TAM will support an extension of federal tax credits for zero emission vehicles. Federal law provides a credit for qualified plug-in electric drive motor vehicles including passenger vehicles and light trucks. Congress is currently considering a \$12,500 zero-emission vehicle tax credit.</p> <p>6. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p>

ATTACHMENT B

Proposed TAM 2021 Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM's Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, Statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs.</p> <p>In 2020, TAM was successful in acquiring \$40 million for the completion of the Marin-Sonoma Narrows. The California Transportation Commission <u>(CTC)</u> will <u>adopt guidelines in the Summer of 2022, with applications being due in the Winter of 2022</u> commence workshops in 2021 for the SB 1 Cycle 3 competitive programs.</p> <p>On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will eventually be needed.</p>	<p>A. Aggressively pursue funds through the State Budget, CTC allocation process or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<p>1. TAM will remain diligent in competing for additional state funds, including <u>California's share of federal funds, any COVID-stimulus relief, for countywide priorities, with an emphasis on addressing safety, congestion, and mobility, and improvements</u> on State Route 37 and the 101/580 connector, as well as rehabilitating roads and bridges, such as the Richmond-San Rafael Bridge. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.</p> <p>2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers.</p> <p>3. In partnership with local transit operators and jurisdictions, TAM will monitor and support appropriate efforts to encourage and provide resources for "seamless" transportation that enhances connections to transit, advances equitable mobility, and enhances the safety and extent of the bicycle and pedestrian networks.</p> <p><u>4. TAM will participate in a unified Bay Area strategy to advocate for equitable shares of the surplus funds for Northern California and protect the interests of smaller counties and smaller transit agencies. Advocate that the majority of the surplus funds be used to augment existing funding sources, such as State Transit Assistance (STA), Active Transportation Program (ATP), State Transportation Improvement Program (STIP), and other sources with established distribution formula or statewide competitive structure. Oppose using the STIP as the mechanism for distributing public transit funding, particularly when STA distribution mechanism is readily available. Moreover, funds distributed through STIP would require additional steps through the CTC that is avoided by STA.</u></p> <p><u>5. TAM supports a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain consultants in preparing applications.</u></p>

Issue and Background Information	Goals	Strategies
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing GHG and VMT. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce GHG emissions and VMT.</p> <p>Given the unique geography of Marin County, <u>local land use development patterns</u>, and the <u>regional travel patterns, opportunities for associated with the jobs-housing nexus, and lack of passenger rail connectivity</u>, reducing VMT can be challenging. The prospects for reducing GHG emissions, however, could be realized through investments made to improve the availability of charging station infrastructure <u>(including grid availability and pricing) and providing incentives for converting and the conversion</u> from gas-powered to electric passenger vehicles, where feasible.</p>	<p>A. Monitor activities regarding GHG emission reduction, <u>local land use development patterns</u>, the jobs-housing imbalance and the impact on VMT.</p> <p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<p>1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p> <p>2. TAM will work with the Self-Help Counties Coalition (<u>SHCC</u>), the California Association of Councils of Governments (<u>CalCOG</u>), and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible <u>for Marin Priority Development Areas (PDAs) and major transit stops</u>.</p> <p><u>3. TAM will monitor upcoming funding opportunities and programs for zero emission vehicles, including charging infrastructure. This includes working with local jurisdictions to support climate action plan goals and mobility goals.</u></p> <p><u>34. TAM will also seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the county but also provide a regional benefit.</u></p> <p><u>45. TAM will also work with organizations such as the California League of Cities (Cal Cities), California State Association of Counties (CSAC), and SHCC, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, shipping more freight via rail, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</u></p> <p><u>56. TAM will support efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly</u></p>

Issue and Background Information	Goals	Strategies
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination and funding is needed to expedite project delivery to improve air quality, mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>A. Coordinate with the Metropolitan Transportation Commission (MTC) and Bay Area Congestion Management Agencies (BACTA) to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<p>major arterials or evacuation routes.</p> <ol style="list-style-type: none"> 1. TAM will coordinate with MTC to position Marin projects/<u>programs</u> for funding from <u>the new Infrastructure Investment and Jobs Act (IIJA) and other potential new bills, infrastructure or stimulus bill that may be proposed.</u> 2. TAM will monitor conversations and legislation regarding the development of a regional ballot measure to address congestion and mobility options in the Bay Area (similar to prior “FASTER” effort). TAM will collaborate with stakeholders to ensure that county priorities are reflected in a prospective expenditure plan should a proposal move forward. <u>If the regional transportation measure is connected to a regional housing measure, TAM will advocate for a “return to source” formula for the transportation funds. Without a county guarantee based on an acceptable formula, larger counties tend to dominate in housing discussions with density, development, transit linkage, and other criteria that smaller countries cannot compete with.</u> 3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to seek legislation to authorize tolls on State Route 37 to help fund congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders to ensure that the potential legislation supports Marin’s priorities of addressing segments within the county. <u>TAM supports using the Bay Area Infrastructure Financing Authority (BAIFA) as the tolling authority, but the BAIFA commissioner membership would need to expand beyond counties with express lanes.</u> 4. TAM will support the California Transit Association’s (CTA’s) effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101. 5. TAM will also support legislation sponsored by the Self-Help Counties Coalition to extend the sunset for the cap on indirect cost rates assessed by Caltrans for capital outlay support. 65. TAM will advocate for the expansion of cost-savings provisions for

Issue and Background Information	Goals	Strategies
		<p>MTC and the Bay Area Toll Authority (BATA) that were incorporated into the FY 2020-21 State Budget with respect to local agencies in order to reduce BATA administrative costs and free up funding for key bridge maintenance and increased capacity to support counties with bridge toll revenues.</p>
<p>IV. Enhancing Multi-Modal Options</p> <p>The Transportation Development Act (TDA) dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That ¼-cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.7 billion annually, primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) that are necessary in order to qualify to use funds for operational purposes. <u>The COVID-19 pandemic and the shift to remote work have exacerbated ridership challenges. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving STA, Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through FY 22-23. It suspends TDA and STA penalties for this duration. This bill also adds a list of new exemptions from the farebox recovery calculation. However, transit agencies are facing ongoing funding challenges, particularly with funding for operations and maintenance. AB 90, Chapter 17, Statutes of 2020, provides farebox recovery relief through FY 21-22, resulting in continued access to various transit funding programs.</u></p> <p>The recent cycles of the State’s Active Transportation Program (ATP) have left many viable applications unfunded</p>	<p>A. Support potential changes to TDA to assist local public transportation with funding eligibility.</p> <p>B. Seek funding to maintain transit operations.</p> <p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>1. TAM will support legislation that creates flexibility within TDA to allow public transportation systems access to locally generated revenues to maintain existing service.</p> <p>2. TAM will support efforts by Marin Transit and Golden Gate Bridge, Highway and Transportation District (GGBHTD), <u>and SMART</u> to acquire funds from Cap-and-Trade and Transit and Intercity Rail Capital Program (TIRCP) for operations and capital needs for bus, rail and bicycle and pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center.</p> <p>3. In partnership with the region’s transit operators and the CTA, support efforts to seek state and federal assistance to provide emergency transit operating funding to prevent mass layoffs and major reductions in transit service.</p> <p>4. TAM will also continue to pursue revenue made available through ATP <u>the Active Transportation Programs</u>, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. <u>TAM will advocate the priority to fund the backlog of high-scoring applications from the previous cycle with additional funding while balancing the need to fund high-priority new applications.</u></p> <p>5. TAM will monitor recommendations <u>emerging from</u> made by the <u>MTC’s Blue-Ribbon Transit Recovery Task Force</u> and assist local transit</p>

Issue and Background Information	Goals	Strategies
<p>due to the lack of funds. In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p>		<p>agencies in seeking funding opportunities to implement those recommendations applicable to Marin.</p>
<p>V. Seeking Efficiencies</p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to <u>modifying AB 361 (Rivas), which updates</u> the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility provided for during COVID-19 into the long-term provisions of the Brown Act, particularly in relation to remote participation in meetings. <u>The intent of further amending the statute is to allow for flexibility to continue meeting remotely through the duration of a declared state of emergency, rather than renewing the ability to meet virtually every 30 days, as is currently required.</u></p>
<p>VI. Pursuing Federal Opportunities</p> <p>The Fixing America’s Surface Transportation (FAST) Act was enacted in 2015 and authorized federal surface transportation programs for highways, highway safety and transit. It expired September 30, 2020; however, a one-year extension was approved to provide certainty to states and local governments under the strain of the COVID-19 pandemic.</p> <p>In 2019, the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. The Trump Administration threatened to revoke California’s Clean Air Act waiver, devising its own emissions standards.</p>	<p>A. Support federal efforts to approve stimulus funding for multi-modal priority projects, and continuation/ <u>reauthorization annual appropriations of traditional for the authorized</u> federal transportation programs.</p> <p>B. Support climate resilience policies.</p>	<p>1. TAM will work with our regional and national partners to <u>implement IIJA. TAM will monitor and ensure funds from IIJA to the Bay Area are distributed equitably to CTAs and transit agencies. As competitive programs develop, TAM will evaluate and apply for funds as appropriate. support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality. Ensure that the next authorization bill retains discretion for MTC to invest funds in ways that further our region’s goals to improve equity, respond to a changing climate, and advance multi-modal options. TAM also seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</u></p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keeps up with inflation.</p> <p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p>

Issue and Background Information	Goals	Strategies
<p><u>On November 15, 2021, President Biden signed IIJA, which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, and highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. Legislation may need to be introduced to distribute the IIJA funding</u></p>		<p>a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its system project, including extension north to Cloverdale, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for SMART, bus operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor.</p> <p>b. Nonmotorized Transportation/Active Transportation Program. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs, including immediate pandemic-related relief funding.</p> <p>4. TAM will advocate for mitigating climate change and will support adaptation in order to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea level rise <u>at the federal level</u>.</p> <p>5. TAM will monitor litigation and any potential actions pertaining to SAFE rule enactment and compliance.</p> <p><u>6. TAM will support an extension of federal tax credits for zero emission vehicles. Federal law provides a credit for qualified plug-in electric drive motor vehicles including passenger vehicles and light trucks. Congress is currently considering a \$12,500 zero-emission vehicle tax credit.</u></p> <p><u>6. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not</u></p>

Issue and Background Information	Goals	Strategies
		<u>compel recission of grant funds to ensure predictability for transit agencies.</u>

THIS PAGE LEFT BLANK INTENTIONALLY

ATTACHMENT C

Adopted TAM 2021 Legislative Platform

(Last Revised January 11, 2021)

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM’s Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, Statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. In 2020, TAM was successful in acquiring \$40 million for the completion of the Marin-Sonoma Narrows. The California Transportation Commission will commence workshops in 2021 for the SB 1 Cycle 3 competitive programs.</p> <p>On September 23, 2020, Governor Newsom issued Executive Order N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will eventually be needed.</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<p>1. TAM will remain diligent in competing for additional state funds, including any COVID-stimulus relief, for countywide priorities, with an emphasis on addressing safety, congestion, and mobility on State Route 37 and the 101/580 connector, as well as rehabilitating roads and bridges, such as the Richmond-San Rafael Bridge. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.</p> <p>2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers.</p> <p>3. In partnership with local transit operators and jurisdictions, TAM will monitor and support appropriate efforts to encourage and provide resources for “seamless” transportation that enhances connections to transit, advances equitable mobility, and enhances the safety and extent of the bicycle and pedestrian networks.</p>
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The California Transportation Commission, California Air Resources Board, and California Department of Housing and Community Development are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions.</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, the jobs-housing imbalance and the impact on vehicle miles traveled.</p>	<p>1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p>

Issue and Background Information	Goals	Strategies
<p>Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled.</p> <p>Given the unique geography of Marin County and the travel patterns associated with the jobs-housing nexus, and lack of passenger rail connectivity, reducing vehicle miles traveled can be challenging. The prospects for reducing greenhouse gas emissions, however, could be realized through investments made to improve the availability of charging station infrastructure (including grid availability and pricing) and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible.</p>	<p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<p>2. TAM will work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible.</p> <p>3. TAM will also seek to modify the definition of disadvantaged communities so that resources can be used in underprivileged communities within the county but also provide a regional benefit.</p> <p>4. TAM will also work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce greenhouse gas emissions. This includes supporting operational improvements such as telecommuting, vanpools, shipping more freight via rail, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>5. TAM will support efforts to mitigate climate change and support adaptation to climate-related impacts, including wildfire risk and infrastructure that would assist in adaptation to sea level rise, such as wetlands restoration, levee construction or other resilience measures to mitigate against threats to the local transportation network, particularly major arterials or evacuation routes.</p>

Issue and Background Information	Goals	Strategies
<p>III. Leveraging Regional Partnerships</p> <p>Even with the availability of state resources, regional coordination and funding is needed to expedite project delivery to improve air quality, mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the California State Transportation Agency, California Transportation Commission, Caltrans, and the Newsom Administration, about the Bay Area's transportation network and mobility needs.</p>	<p>A. Coordinate with MTC and Bay Area Congestion Management Agencies to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<ol style="list-style-type: none"> 1. TAM will coordinate with MTC to position Marin projects for funding from potential new infrastructure or stimulus bill that may be proposed. 2. TAM will monitor conversations and legislation regarding the development of a regional ballot measure to address congestion and mobility options in the Bay Area (similar to prior "FASTER" effort). TAM will collaborate with stakeholders to ensure that county priorities are reflected in a prospective expenditure plan should a proposal move forward. 3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to seek legislation to authorize tolls on State Route 37 to help fund congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders to ensure that the potential legislation supports Marin's priorities of addressing segments within the county. 4. TAM will support the California Transit Association's (CTA's) effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101. 5. TAM will also support legislation sponsored by the Self-Help Counties Coalition to extend the sunset for the cap on indirect cost rates assessed by Caltrans for capital outlay support. 6. TAM will advocate for the expansion of cost-savings provisions for MTC and the Bay Area Toll Authority (BATA) that were incorporated into the FY 2020-21 State Budget with respect to local agencies in order to reduce BATA administrative costs and free up funding for key bridge maintenance and increased capacity to support counties with bridge toll revenues.

Issue and Background Information	Goals	Strategies
<p>IV. Enhancing Multi-Modal Options</p> <p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund, generates over \$1.7 billion annually, primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) that are necessary in order to qualify to use funds for operational purposes. AB 90, Chapter 17, Statutes of 2020, provides farebox recovery relief through FY 21-22, resulting in continued access to various transit funding programs.</p> <p>The recent cycles of the State’s Active Transportation Program (ATP) have left many viable applications unfunded due to the lack of funds. In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p> <p>B. Seek funding to maintain transit operations.</p> <p>C. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p>	<p>1. TAM will support legislation that creates flexibility within the Transportation Development Act to allow public transportation systems access to locally generated revenues to maintain existing service.</p> <p>2. TAM will support efforts by Marin Transit and Golden Gate Bridge, Highway and Transportation District to acquire funds from Cap-and-Trade and Transit and Intercity Rail Capital Program for operations and capital needs for bus, rail and bicycle and pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center.</p> <p>3. In partnership with the region’s transit operators and the CTA, support efforts to seek state and federal assistance to provide emergency transit operating funding to prevent mass layoffs and major reductions in transit service.</p> <p>4. TAM will also continue to pursue revenue made available through the Active Transportation Programs, and any other funding made available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities.</p> <p>5. TAM will monitor recommendations emerging from the Blue-Ribbon Transit Recovery Task Force and assist local transit agencies in seeking funding opportunities to implement those recommendations applicable to Marin.</p>

Issue and Background Information	Goals	Strategies
<p>V. Seeking Efficiencies</p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to updating the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility provided for during COVID-19 into the long-term provisions of the Brown Act, particularly in relation to remote participation in meetings.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>The Fixing America’s Surface Transportation (FAST) Act was enacted in 2015 and authorized federal surface transportation programs for highways, highway safety and transit. It expired September 30, 2020; however, a one-year extension was approved to provide certainty to states and local governments under the strain of the COVID-19 pandemic.</p> <p>In 2019, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. The Trump Administration threatened to revoke California’s Clean Air Act waiver, devising its own emissions standards.</p>	<p>A. Support federal efforts to approve stimulus funding for multi-modal priority projects, and continuation/ reauthorization of traditional federal transportation programs.</p> <p>B. Support climate resilience policies.</p>	<p>1. TAM will work with our regional and national partners to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality. Ensure that the next authorization bill retains discretion for MTC to invest funds in ways that further our region’s goals to improve equity, respond to a changing climate, and advance multi-modal options. TAM also seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keeps up with inflation.</p> <p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. TAM will <u>support</u> the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, and potential extension east to the Capital Corridor near Interstate 80. <u>Support</u> efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for SMART, bus operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor.</p>

Issue and Background Information	Goals	Strategies
		<p>b. Nonmotorized Transportation/Active Transportation Program. <u>Seek</u> funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p>c. State Highway 37. <u>Support</u> funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</p> <p>d. Transit Funding. <u>Support</u> maintaining or increasing funding for transit operations and capital programs, including immediate pandemic-related relief funding.</p> <p>4. TAM will advocate for mitigating climate change and will support adaptation in order to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea level rise.</p> <p>5. TAM will monitor litigation and any potential actions pertaining to SAFE rule enactment and compliance.</p> <p>6. TAM will support an extension of federal tax credits for zero emission vehicles. Federal law provides a credit for qualified plug-in electric drive motor vehicles including passenger vehicles and light trucks.</p>

Attachment D



Gavin Newsom
Governor

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

David S. Kim
Secretary

The *Infrastructure Investment and Jobs Act of 2021* (IIJA, P.L. 117-58) is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On Monday November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects. This memo focuses on major IIJA transportation formula (apportionment) and discretionary (competitive) funding programs, particularly in areas where California actively sought to shape the bill through engagement with Congress (climate action, equity, freight/goods movement, rail/transit, etc.). Under IIJA, California is estimated to receive the following guaranteed formula transportation funding:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

It should be noted that in the past, California - through the California Department of Transportation (Caltrans) - traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026 including:

November 19, 2021

Page 2

- Existing: Local and Regional Project Assistance (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding);
- Existing: INFRA funded at \$8 billion over five years (\$14 billion total including authorized funding);
- Existing: Federal Railroad Administration's (FRA) CRISI program funded at \$5 billion over five years;
- Existing: Federal-State Partnership for Intercity Passenger Rail funded at \$36 billion over five years;
- Existing: Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion over five years;
- New: Bridge Investment Program (in addition to bridge formula program) funded at \$12.5 billion over five years;
- New: National Infrastructure Project Assistance (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding);
- New: Safe Streets and Roads for All funded at \$5 billion over five years (\$6 billion total including authorized funding);
- New: Railroad Crossing Elimination Program at \$3 billion over five years;
- New: Culvert removal, replacement, and restoration funded at \$1 billion over five years; and
- New: Strengthening Mobility and Revolutionizing Transportation Grant Program funded at \$500 million over five years.
- New: Reconnecting Communities Pilot Program at \$1 billion over five years.
- New: Charging and Fueling Infrastructure Discretionary Grants at \$2.5 billion over five years.

IIJA also provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and conduct corridor development activities. More detail is below.

Finally, IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

I. Federal Highway Administration (FHWA) Core Apportionment Programs and Bridge Funding

● National Highway Performance Program (NHPP, Section 11105)

IIJA provides \$148 billion nationally for the NHPP between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$12.8 billion during that period. Under IIJA, California's NHPP funding will increase by almost \$400 million annually between FFY 2021 and FFY 2022 and by approximately \$600 million annually by FFY 2026.

California IIJA NHPP Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
2,065	2,459	2,509	2,559	2,610	2,662

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward performance targets established in a State's asset management plan for the NHS. IIJA augments the purpose of the NHPP to include a focus on measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, and other natural disasters. It expands eligibility to use NHPP funds for resiliency, cybersecurity, and undergrounding utility infrastructure. It also allows a state to use up to 15 percent of its NHPP funding for protective features on a federal-aid highway or bridge that is off the NHS if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

- **Surface Transportation Block Grant Program (STBG, Section 11109)**

IIJA also provides \$72 billion nationally for the STBG program between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$6.3 billion during that period. Under IIJA, California's STBG funding will increase by approximately \$150 million annually between FFY 2021 and FFY 2022 and by approximately \$250 million annually by FFY 2026.

California IIJA STBG Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
1,041	1,196	1,220	1,245	1,269	1,295

The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

IIJA increases the amount of funding set-aside within the STBG Program for the Transportation Alternatives Program (TAP), increases the minimum percentage of TAP funding that is sub-allocated on the basis of population to 59 percent, and provides a process by which states may opt to increase that percentage to as high as 100 percent. It also allows a state to elect to use up to 5 percent of TAP funds on technical and application assistance and administration, and adds eligibilities for smaller communities to apply for TAP funding.

IIJA also adds new eligibilities to STBG including construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies,

November 19, 2021
Page 4

resilience features, cybersecurity protections, and rural barge landings, docks, and waterfront infrastructure projects, and the construction of certain privately-owned ferry boats and terminals.

Additionally, IIJA increases the off-system bridge set-aside and allows low water crossing replacement projects to be eligible for use under this set-aside, and creates a new set-aside for projects in rural areas.

● **Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program (Division J – Appropriations Title VIII)**

IIJA creates a new \$27 billion needs-based apportionment / formula *Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program*.

California is estimated to receive approximately \$4.2 billion between FFY 2022 and FFY 2026 in guaranteed bridge funding from this new apportionment formula program.

Additionally, IIJA allows 15 percent of these funds to be used for bridges off the NHS (“off-system bridges”).

● **Bridge Investment Program (Section 11118)**

IIJA also creates a new competitive Bridge Investment Program funded at \$12.5 billion over five years to assist state, local, federal and tribal entities in rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridges. Under this program, at least 50 percent of program funds, in the aggregate from FFY 2022 through FFY 2026, must be used for large projects, and a total of \$100 million over five years would be set-aside for tribal bridge projects.

II. Freight/Goods Movement

● **National Highway Freight Program (NHFP, Section 11114)**

IIJA provides \$7.15 billion nationally for the *National Highway Freight Program (NHFP, Section 11114)* guaranteed apportionment between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$662 million.

California IIJA NHFP Apportionment (in \$ millions; 30 percent multimodal in parenthesis)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
137	127.2 (38)	129.8 (39)	132.4 (40)	135.1 (41)	137.8 (41)

NHFP exists to support projects that will improve efficient movement of freight on the National Highway Freight Network (NHFN). IIJA increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles, and as critical urban freight corridors from 75 to 150 miles.

It also increases the percent of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap, and adds lock, dam, and marine highway projects as eligible if the projects are functionally connected to the NHFN and are likely to reduce on-road mobile source emissions.

- **Nationally Significant Freight and Highway Projects (INFRA, Section 11110)**

IIJA provides \$8 billion over five years (averaging \$1.6 billion a year) for the INFRA competitive grant program for freight projects (\$14 billion total including authorized funding). IIJA makes some noteworthy amendments to the INFRA program, including raising the cap on eligible multimodal projects to 30 percent of the amounts made available annually for grants. It also sets aside \$150 million annually for a pilot program that prioritizes applications offering the greatest non-federal share of project costs.

This section also adds the enhancement of freight resilience to natural hazards or disasters such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades as an additional consideration by the U.S. DOT when making NSFHP grants. The section adds wildlife crossings, surface transportation improvements functionally connected to an international border crossing, and marine highway projects functionally connected to the NHFN as eligible projects. In addition, 10 percent of the funds for the NSFHP are set aside annually for multistate corridor organizations.

- **National Infrastructure Project Assistance Program (Section 21201)**

IIJA creates a new *National Infrastructure Project Assistance Program* (for megaprojects) competitive grant program. This new program provides \$5 billion for single- or multi-year grants to projects generating national or regional economic, mobility, or safety benefits (\$15 billion total including authorized funding). Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.

Fifty percent of funding in this program is set aside for projects with a cost between \$100 million and \$500 million.

- **Local and Regional Project Assistance (Section 21202)**

IIJA authorizes the *Rebuilding American Infrastructure with Sustainability and Equity* program (RAISE – formerly known as “TIGER” and “BUILD” grants) as a new Local and Regional Project Assistance program that emphasizes safety, sustainability and equity criteria funded at \$7.5 billion (\$1.5 billion annually) between FFY 2022 – FFY 2026 (\$15 billion total including authorized funding). IIJA effectively doubles current funding levels for the RAISE program. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects. IIJA limits

November 19, 2021
Page 6

the size of each grant to \$25 million and provides an equal split between rural and urban areas.

- **Port Infrastructure Development Program (Division J – Appropriations Title VIII)**

IIJA includes \$2.25 billion over five years, or \$450 million annually, for the Port Infrastructure Development Program (PIDP). The program provides grants to improve facilities, operations, and intermodal connections near or within seaports, inland ports, and Great Lakes ports. The PIDP program has been subject to the annual appropriations process and most recently received \$230 million in the FFY 2021 appropriations act. The program remains separate from surface transportation authorizations within IIJA, funded through multi-year direct appropriations from the General Fund at significantly increased levels to enhance maritime and intermodal transportation infrastructure.

Note: Section 110013 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$600 million (available through FFY 2026) for port infrastructure and supply chain resilience grants through MARAD.

- **Reduction of Truck Emissions at Port Facilities (Section 11402)**

IIJA establishes a \$400 million program to reduce idling and emissions at port facilities. IIJA requires the U.S. DOT to study how ports would benefit from electrification and to study emerging technologies that reduce emissions from idling trucks. It also requires the U.S. DOT to coordinate and fund projects through competitive grants that reduce port-related emissions from idling trucks.

- **Office of Multimodal Freight and Infrastructure Policy (Section 21101)**

IIJA creates a new Office of Multimodal Freight and Infrastructure Policy at the U.S. DOT. The creation of this new office will elevate and focus national attention on supply chain and goods movement issues that are critical to California's and the nation's economy.

- **Freight planning and research**

As guided by the new Freight Office, IIJA calls for changes to State Freight Advisory Committees, Multi-State Freight Corridor Planning, the National Multimodal Freight Network, and the National Freight Strategic Plan to align overarching priorities, improve public and private industry collaboration, and consider emerging opportunities and challenges. IIJA also reinstates the National Cooperative Freight Transportation Research Program to study issues related to freight efficiency and resiliency, future freight trends, and workforce considerations.

III. Rail

● **National Network Grants to Amtrak (Section 22101)**

IIJA provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and facilities, and conduct corridor development activities.

Amtrak has conducted a thorough evaluation of stations that could be eligible for such ADA upgrades, and they span the state. A small portion of the equipment used in California is Amtrak owned and old enough to be replaced. Nearly all of the long-distance route equipment used in California is on Amtrak's near-term replacement list. While Amtrak owns relatively few facilities in California, investments may be seen in Oakland and Los Angeles. Finally, Amtrak has a strong desire to conduct corridor development, starting with the Los Angeles-Phoenix-Tucson route. It has recently begun to support efforts by Caltrans, Riverside County Transportation Commission and the LOSSAN Rail Corridor Agency to advance service extension into the Coachella Valley as a supporting project to the broader goal of increasing rail service between California and Arizona.

● **Federal-State Partnership for Intercity Passenger Rail grants (Section 22307)**

IIJA provides \$36 billion over five years (\$7.2 billion annually) for the Federal-State Partnership for Intercity Passenger Rail competitive grants.

IIJA would reform the Federal-State Partnership grant program by broadening project eligibility beyond Amtrak- and state-owned assets and to allow expansion of or construction on new intercity passenger rail routes, in addition to capital projects that address state-of-good repair. The program requires:

- At least 45 percent of the funds (\$16.2 billion of total) to go to projects located on the Northeast Corridor, and
- At least 45 percent of the funds (\$16.2 billion of total) to be for projects not located on the Northeast Corridor, of which not less than 20 percent (\$3.24 billion of total) shall be for projects that benefit (in whole or in part) an Amtrak National Network long-distance route.

Note: Section 110006 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$10 billion (available through FFY 2026) for Passenger Rail Improvement, Modernization, and Emissions (PRIME) reduction grants for high-speed rail projects (160 miles per hour or faster on a shared use right-of-way; or 186 miles per hour or faster on a dedicated right-of-way).

● **Consolidated Rail Infrastructure and Safety Improvement Program (CRISI, Section 22303)**

IIJA provides \$5 billion to the Federal Railroad Administration's (FRA) CRISI competitive grant program for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. IIJA would expand CRISI's eligibility to tribes and short line associations and clarifies eligibility for projects that prevent trespassing, fund innovative rail technologies, and improve hazardous material response plans.

● **Railway-Highway Crossings (Section 11108) and Railroad Crossing Elimination Program (Section 22305)**

IIJA provides \$1.2 billion nationally for the FHWA Railway-Highway Crossings program (a.k.a., Section 130 program) over five years (FFY 2022 – FFY 2026); California is estimated to receive \$83.6 million over five years. IIJA amends the Section 130 program to increase the federal share for projects funded under the program from 90 percent to 100 percent.

California IIJA Railway-Highway Crossings Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
16.7	16.6	16.6	16.6	16.6	16.6

IIJA also creates a new \$3 billion five year (\$600 million annually) competitive *Railroad Crossing Elimination* competitive grant program whereby U.S. DOT will award grants for projects that make improvements to highway and pathway rail crossings, such as eliminating highway-rail at-grade crossings that are frequently blocked by trains, adding gates or signals, relocating track, or installing a bridge. The program would improve the safety of communities and the mobility of people and goods. At least 20 percent of grant funds are reserved for projects located in rural areas or on tribal lands.

IV. Safety

● **Highway Safety Improvement Program (HSIP, Section 11111)**

IIJA provides \$15.6 billion nationally between FFY 2022 and FFY 2026, of which California is estimated to receive approximately \$1.37 billion during that period. Under IIJA, California's HSIP funding will increase by approximately \$50 million annually between FFY 2021 and FFY 2022 and by approximately \$75 million annually by FFY 2026.

California IIJA HSIP Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
209.2	262.3	267.9	273.6	279.4	285.3

Additionally, IIJA restores flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and

enforcement activities, and allows a state to spend up to 10 percent of its HSIP funding on such projects.

The IIJA HSIP authorization includes leading pedestrian intervals, construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, and a pedestrian security feature designed to slow or stop a motor vehicle as an eligible highway safety improvement project.

Amendments to the IIJA HSIP program define a “safe system approach” and “vulnerable road user” and requires that when total annual fatalities of vulnerable road users in a state represents not less than 15 percent of the total annual crash fatalities in the state, that state shall be required to obligate not less than 15 percent of its HSIP funds for the following fiscal year for projects to address the safety of vulnerable road users. IIJA also directs the U.S. DOT to update the study on high-risk rural roads.

- **Safe Streets and Roads for All Grant Program (Section 24112)**

IIJA creates a new *Safe Streets for All* program funded at \$5 billion between FFY 2022 and FFY 2026 (\$1 billion annual average; \$6 billion total including authorized funding). This program will provide competitive grants for metropolitan planning organizations (MPOs), local governments, and tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives.

Note: It does not appear that state departments of transportations are eligible to apply for these competitive grants, but Caltrans may need to coordinate with local governments or provide technical assistance to tribal governments.

NHTSA Funding Authorization and Changes to NHTSA Grant Programs

IIJA authorizes continued funding of NHTSA highway safety grant programs and makes various changes to specific grant programs, including eligibility criteria and allowable uses, many of which will take effect with the FFY 2024 Highway Safety Plan. These changes include:

- **Section 402 - State and Community Highway Safety Grant Program (Section 24102)**

IIJA will allow Section 402 funds to be used for programs to address driver misuse of new technology, pediatric vehicular hyperthermia education, prevent move over crashes, address unsecured vehicle loads, and increase recall awareness. States with legalized marijuana are also directed to take into consideration implementing programs to address marijuana-impaired driving.

November 19, 2021
Page 10

The annual Highway Safety Plan (HSP) will be changed to a triennial HSP, beginning for FFY 2024. Triennial HSPs will be due July 1 every three years. In addition, states must produce an Annual Grant Application that includes any updates of analysis in the triennial plan, identification of projects and subrecipients to be funded, and application for any additional grants. States must continue to submit an Annual Report 120 days after the end of each Federal Fiscal Year that has a performance report.

- **Section 405 - National Priority Safety Program Grants (Sections 24105 and 4106)**

IIJA adjusts Section 405 allocations between national priority safety programs (occupant protection, traffic records, impaired driving, distracted driving, motorcyclist safety, nonmotorized safety, preventing roadside deaths (new), and driver and officer traffic stop safety education (new)). It also eliminates funding for graduated driver licensing programs.

- **Section 1906 - Racial Profiling Prohibition Grants (Section 25024)**

IIJA amends allowable uses of 1906 grant program funds to include implementing programs, public outreach, and training to reduce the impact of racial profiling in traffic enforcement. Annual funding is increased from \$7.5 million to \$11.5 million per year.

- **New USDOT Grant Program for Crash Data (Section 24108)**

IIJA directs NHTSA to revise federal crash reporting databases to distinguish "personal conveyance devices", to add data elements on vulnerable road users, coordinate with the CDC on pedestrian injury health data linkage, and coordinate with states on related Model Minimum Uniform Crash Criteria (MMUCC) updates. A new competitive grant program will be available for states for data system modernization and electronic data transfer capability to NHTSA. States are eligible if they submit an e-data transfer plan; funds may be used for database updates, electronic crash reporting, and MMUCC updates.

- **Section 403 (Section 24103)**

Among other changes in this section, IIJA directs NHTSA to evaluate the effectiveness of innovative behavioral traffic safety countermeasures, other than enforcement, that are considered promising or likely to be effective in order to further enrich the "Countermeasures That Work" publication.

- **Vehicle Safety (Subtitle B)**

IIJA directs various actions by NHTSA, the Government Accountability Office (GAO), or Original Equipment Manufacturers (OEMs) related to vehicle safety, recall campaigns, and research, including:

- Advanced Impaired-Driving Technology (Section 24220): Requires the development of a new Federal Motor Vehicle Safety Standards (FMVSS) to require all new passenger motor vehicles be equipped with advanced drunk and impaired driving prevention technology that can passively monitor and accurately detect that a driver is impaired.
- Child Safety (Section 24222): Directs development of a final rule to require passenger vehicle be equipped with rear passenger awareness technologies to alert the operator to check rear-designated seating positions after the vehicle engine or motor is deactivated by the operator.

V. Climate Action and Resilience

● Carbon Pollution Reduction Program (Section 11403)

IIJA creates a new *Carbon Pollution Reduction Program* that provides a five-year \$6.42 billion national apportionment to the states to fund projects that reduce transportation emissions. California is estimated to receive approximately \$555.3 million from this program (about \$110 million annually).

California IIJA Carbon Reduction Program Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
N/A	106.7	108.8	111.0	113.2	115.5

Projects eligible for *Carbon Pollution Reduction* program funding include projects to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems, a public transportation project that is eligible for assistance under Section 142 (Public Transportation), the construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists, a project for advanced transportation and congestion management technologies, a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, a project to replace street lighting and traffic control devices with energy-efficient alternatives, the development of a carbon reduction strategy, and retrofitting of DSRC technology under certain conditions.

● Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT, Section 11405)

IIJA creates a new *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation* (PROTECT) competitive and formula grant program that provides a five-year \$7.3 billion national apportionment to help states improve the resiliency of transportation infrastructure. California is estimated to receive approximately \$631 million from this program over five years.

IIJA also includes a PROTECT competitive grant program that provides \$1.4 billion over five years.

California IIJA PROTECT Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
N/A	121.3	123.8	126.2	128.8	131.3

● **Congestion Mitigation and Air Quality Improvement (CMAQ, Section 11115)**

IIJA provides a five-year \$13.2 billion national apportionment for CMAQ; California is estimated to receive \$2.63 billion over five years. Under IIJA, California's CMAQ funding will increase by approximately \$10 million annually between FFY 2021 and FFY 2022 and by approximately \$50 million annually by FFY 2026.

California IIJA CMAQ Apportionment (in \$ millions)

FFY 21 (actual)	FFY 22 (Est)	FFY 23 (Est)	FFY 24 (Est)	FFY 25 (Est)	FFY 26 (Est)
494.5	505.7	515.8	526.1	536.6	547.3

The CMAQ program supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. IIJA adds flexibility to the CMAQ program by allowing states to spend up to 10 percent of CMAQ funds on certain lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects if such projects are functionally connected to the federal-aid highway system and are likely to contribute to the attainment or maintenance of a national ambient air quality standard. This section also clarifies when eligible transit operating costs are not subject to a time limitation or phase-out requirement. It also adds eligibility for shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero-emission vehicles and related charging equipment.

● **Congestion Relief Program (Section 11404)**

IIJA establishes a \$250 million congestion relief program to provide competitive grants (\$50 million annually) to states, local governments, and MPOs, for projects in large urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas.

The goals of the congestion relief program are to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways. To achieve these goals, the program allows states and MPOs to compete for grants for eligible projects within urbanized areas containing populations of more than 1 million people. Grant awards shall be not less than \$10 million.

Eligible projects consist of planning, design, implementation, and construction activities to achieve program goals, including the deployment and operation of mobility

services, integrated congestion management systems, and systems that implement or enforce high-occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing. Incentive programs that encourage travelers to carpool or use non-highway travel modes are also included. When selecting grants, the U.S. DOT shall give priority to eligible projects located in urbanized areas that are experiencing high degrees of recurrent congestion. The federal cost-share shall not exceed 80 percent of the total cost of a project.

In addition, the congestion relief program permits the U.S. DOT to allow the use of tolls on the Interstate System as part of a project carried out with a program grant, subject to certain requirements. The U.S. DOT may not approve the use of tolls on the Interstate System under the program in more than 10 urbanized areas.

Subsection (b) of Section 11404 amends Section 129(a) of Title 23 to require toll facilities on the Interstate System constructed or converted after the date of enactment to allow high-occupancy vehicles, transit, and paratransit vehicles to use the facility at a discounted rate or without charge unless the public authority determines that the number of such discounted vehicles would reduce the travel time reliability of the facility.

- **National Culvert Removal, Replacement, and Restoration Grant Program (Section 21203)**

IIJA provides \$1 billion over five years (\$200 million annually) for a National Culvert Removal, Replacement, and Restoration Program to provide grants to states, local governments, and tribes to address anadromous fish passage as well as provide funding for certain freshwater impacts to marine fish and shellfish species.

- **Strengthening Mobility and Revolutionizing Transportation Grant Program (Section 25005)**

IIJA establishes a new \$500 million five-year (\$100 million annually) competitive grant program for city or community demonstration projects that incorporate innovative transportation technologies or uses of data, including coordinated automation, connected vehicles, and intelligent sensor-based infrastructure. The Secretary is directed to consider geographic diversity and select projects across rural, midsized, and large communities.

Note: Section 110002 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$4 billion (available through FFY 2026) for Community Climate Incentive Grants.

VI. Zero-Emission Vehicle (ZEV) Charging Infrastructure

- **National Electric Vehicle Formula Program (Division J – Appropriations Title VIII)**

IIJA creates a new “National Electric Vehicle Formula Program” that provides a \$5 billion apportionment for FFY 2022 through FFY2026 to states for strategic deployment of electric vehicle charging infrastructure; California is estimated to receive \$383.7 million in guaranteed apportionment funding from this program over five years. Key features of this new program:

- Eligible activities include strategically deploying electric vehicle charging infrastructure and establishing an interconnected network to facilitate data collection, access, and reliability.
 - Can be used for contractor, which can cover 20 percent non-federal share.
 - Federal share at 80 percent.
 - Only for publicly accessible charging stations.
 - Must be used on a designated alternative fuel corridor; if fuel corridor is built out, can be used on any public road or publicly-accessible parking facilities.
 - State department of transportation plans required on use of funding for each FFY 2022 to FFY 2026. If actions are not taken, funds could be reallocated to localities and other states.
 - \$300 million for establishment of Joint Office of Energy and Transportation at U.S. DOT and U.S. Department of Energy.
 - 10 percent set-aside for “additional assistance” on deployment.
- **Grants for Charging and Fueling Infrastructure (Section 11401)**

IIJA directs the U.S. Secretary of Transportation to establish a \$2.5 billion five-year competitive grant program (FFY 2022 - \$300 million, FFY 2023 - \$400 million, FFY 2024 - \$500 million, FFY 2025 - \$600 million, FFY 2026 - \$700 million) for alternative fuel corridors, as well as a set-aside grant program for community grants. These programs are designed to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. Eligible entities include a state or political subdivision of a state, a MPO, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, tribe, and a territory of the United States.

VII. Road Charge

California has conducted the nation's largest VMT road charge pilot to date, which included 5,000 participating vehicles traveling more than 37 million miles. CalSTA/Caltrans and the California Transportation Commission (CTC) urged Congress to continue providing funding to states willing to research or pilot innovative transportation user-based revenue mechanisms.

- **Strategic Innovation for Revenue Collection (Section 13001)**

IIJA reauthorizes and renames the *Surface Transportation System Funding Alternatives Program* at \$15 million annually between FFY 2022 and FFY 2026, to continue the program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the state, local, and regional level.

The section expands eligible applicants from state departments of transportation to include a local government or a group of local governments, an MPO, and a group of MPOs. The section also increases the federal-share for the program to 80 percent of the total cost of a project carried out by an eligible entity that has not otherwise received a grant under this section, and 70 percent of the total cost of a project carried out by an eligible entity that has received at least one grant previously.

- **National Motor Vehicle Per-Mile User Fee Pilot (Section 13002)**

IIJA directs the U.S. Secretary of Transportation, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 states, the District of Columbia, and Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, the amount for which may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.

IIJA also establishes a Federal System Funding Alternative Advisory Board to assist with providing the Secretary with recommendations related to the structure, scope, and methodology for developing and implementing the pilot program, carrying out the public awareness campaign, and developing a report.

VIII. Project Delivery – NEPA Assignment (Sections 11313 and 11314)

Caltrans has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California funded by the FHWA. Through "NEPA Assignment," Caltrans has been able to cut the regulatory burden on thousands of road projects, achieving time savings of months and years in reviewing and approving environmental documents.

IJA (Sections 11313 and 11314) include provisions that extend the statutory term of years for NEPA Assignment agreements, including for categorical exclusions. This provision will help California deliver transportation projects more efficiently.

IX. Equity / Reconnecting Communities (Section 11509)

IJA establishes a community connectivity pilot program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating existing transportation facilities that create barriers to mobility, access, or economic development, and for construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, replace it with a new facility. An eligible facility includes a limited access highway, viaduct, or any other principal arterial facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. The program is funded at \$1 billion over five years (FFY 2022 – \$195 million, FFY 2023 - \$198 million, FFY 2024 - \$200 million, FFY 2025 - \$202 million, FFY 2026 - \$ 205 million).

Under IJA, the U.S. DOT will award planning grants and provide technical assistance to eligible entities. Planning grant awards may not exceed \$2 million, and the federal cost-share for a project may not exceed 80 percent. IJA also allows the Secretary to award capital construction grants to owners of eligible facilities for eligible projects for which all necessary feasibility studies (and other planning activities) have been completed. Eligible projects include the removal and replacement of eligible facilities. Capital construction grants must be at least \$5 million. The federal cost-share for a project may not exceed 50 percent, and the maximum federal involvement shall not exceed 80 percent.

Note: Section 110003 of the Build Back Better Act (H.R. 5376) federal budget reconciliation now pending in Congress includes \$4 billion (available through FFY 26) for Neighborhood Access and Equity Grants.

X. Transit

IJA provides an overall \$91.1 billion funding level for Federal Transit Administration (FTA) discretionary and apportionment programs between FFY 2022 and FFY 2026. Under IJA, California would receive approximately \$9.45 billion in FTA-apportioned federal funding over five years.

● **Low-No Emission Vehicle Program (Section 30018; 49 U.S.C § 5339(c))**

IJA provides \$5.6 billion nationally between FFY 2022 and FFY 2026 (approximately \$1.125 billion annually) for the FTA's Low-No Emission Bus Grants Program competitive grants. In FFY 2022, this program will be funded at \$1.12 billion, a 523 percent increase above the FFY 2021 \$180 million funding level.

- **Capital Investment Grants (Section 30005; 49 U.S.C § 5309)**

IIJA guarantees \$8 billion (\$1.6 billion annually) and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

XI. Additional IIJA Non-Surface Transportation Infrastructure Funding

- A minimum of \$100 million to help provide broadband coverage across the state;
- \$84 million over five years to protect against wildfires and \$40 million to protect against cyberattacks;
- \$3.5 billion over five years to improve water infrastructure across the state and ensure clean, safe drinking water for California communities; and
- \$1.5 billion for infrastructure development for airports over five years.

THIS PAGE LEFT BLANK INTENTIONALLY

Attachment E



January 10, 2022

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

RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2022-23 STATE BUDGET

On January 10, Governor Newsom released his proposed FY2022-23 State Budget. The FY2022-23 Budget, which contains \$213.1 billion in General Fund spending (\$286.4 billion with special funds) is projected to have a healthy one-time surplus of \$45.7 billion (\$28.7 billion higher than projected from FY2020-21 through FY2022-23). Of this amount, \$16.1 billion is required to go to education per Proposition 98 for K-14, \$5.1 billion must go towards reserves, and \$3.9 billion for pension obligations (\$12.7 billion over four years). There is \$34.6 billion in reserves which includes: \$20.9 billion from the Proposition 2 Rainy Day Fund; \$900 million from the Safety Net reserve; \$9.7 billion from the Public School System Stabilization Account; an \$3.1 billion from the state’s operating reserve. The Rainy-Day Fund is now at its constitutional maximum (10 percent of General Fund revenues) requiring \$2.4 billion to be dedicated for infrastructure investments in FY2022-23.

The Budget projects the State Appropriations Limit, or "Gann Limit" will likely be exceeded in FY2020-21 and FY2021-22 by \$2.6 billion. Any funds above this limit are constitutionally required to be allocated evenly between schools and a tax refund. An updated calculation of this limit, and proposals to address it, will be included in the May Revision. The economic forecast, finalized last November, does not consider the surge of the Omicron variant, making the ongoing COVID-19 Pandemic a risk to the forecast. Strong stock market performance has generated a significant increase of volatile capital gains revenue (\$25 billion) that is approaching its prior peak levels (as a share of the state's economy) in 2000 and 2007. Personal income tax is up \$2.5 billion, sales tax is up \$6.1 billion, and corporation tax is up \$23.2 billion as well.

A stock market reversal could lead to a substantial decrease in revenues. Given the state's history of boom-and-bust cycles, additional deposits into the state's reserves would further prepare the state for future economic slowdowns. Deposits into the reserves, however, count towards the State Appropriations Limit. Therefore, any additional deposits would have to be carefully balanced against other spending priorities.

Impact on Transportation

With the Congressional passage of the Infrastructure Investment and Jobs Act (IIJA) last November, California will receive more than \$40 billion of new formula-based transportation funding over the next five years and billions of dollars in additional funding from new competitive grants. This measure could also provide billions in additional funds for clean drinking water, clean energy, toxic cleanup, broadband, and other infrastructure investments.

The Budget includes an additional \$9.1 billion (\$4.9 billion General Fund and \$4.2 billion Proposition 1A bond funds), for a total of \$14.9 billion, to support the continued development of a high-speed rail system in California, regional transit and rail projects, bicycle and pedestrian projects, and climate adaptation projects, with a particular focus on aligning the state's transportation system with its climate goals.

The Budget includes an increase to base Federal Highway Administration transportation funding levels for California of \$1.8 billion in FY2021-22 and \$1.9 billion FY2022-23. In addition, Federal Transit Administration base transit funding will increase by \$385 million in FY2021-22 and \$423 million in FY2022-23. This funding will flow directly to local transit authorities and does not require any state budget changes. California is also anticipating a \$14.2 million annual increase to the National Highway Traffic Safety Administration grant program, administered by the Office of Traffic Safety. The additional funds will help address traffic fatalities and serious injuries on California roads. Here is breakdown of the proposed expenditures:

- **High-Speed Rail**—\$4.2 billion to complete electrified high-speed rail construction in the Central Valley, perform advance work for service between Merced and Bakersfield, and complete advance planning and project design for the entire project. This is in addition to the funds available for this program in Cap and Trade.
- **Statewide Transit and Rail Projects**—\$2 billion to invest in high-priority transit and rail infrastructure projects. These projects will improve rail and transit connectivity between state and local/regional services, including projects on shared corridor routes.
- **Southern California Transit and Rail Projects**—\$1.25 billion to deliver local and regional projects focusing on mobility and greenhouse gas reduction.
- **Port Infrastructure and Goods Movement**—\$1.2 billion for port-related high-priority projects that increase goods movement capacity on rail and roadways serving ports and at port terminals, including railyard expansions, new bridges, and zero-emission modernization projects.
- **Zero-Emission Equipment and Infrastructure**—\$875 million for zero-emission port equipment, short-haul (drayage) trucks, and infrastructure. See the Climate Change Chapter for additional details.
- **Active Transportation and Projects to Connect Communities**—\$750 million to transform the state's active transportation networks, improve equity, and support carbon-free transportation options, including:
 - \$500 million for Active Transportation Program projects, which encourage increased use of active modes of transportation such as walking and biking and increase the safety and mobility of non-motorized users.
 - \$150 million to establish the Reconnecting Communities: Highways to Boulevards Pilot Program, which will improve equity and remove transportation barriers by investing in the conversion of key underutilized highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features in disadvantaged communities.

- **High Priority Grade Separation Projects**—\$500 million to support critical safety improvements throughout the state.
- **Climate Adaptation Projects**—\$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.
- **Zero-Emission Vehicles**—\$3.9 billion (\$2.9 billion General Fund) over three years (\$10 billion over six years) for investments in zero-emission vehicles and infrastructure to accelerate the state's progress toward meeting its climate and transportation goals established in Executive Order N-79-20 and advance California's Zero-Emission Vehicle Market Development Strategy.

Clean California Initiative

Launched in FY2020-21, the Clean California initiative invests \$1.1 billion over three fiscal years for state and local governments to clean up trash and debris statewide, beautify community gateways and public areas along highways, streets and roads while providing jobs to thousands of Californians. The Budget proposes \$100 million General Fund to continue the Clean California Local Grant Program into FY2023-24, which provides grants to cities, counties, transit agencies, tribal governments, and other government agencies to beautify their communities and remove trash and debris.

Broadband

The FY2020-21 State Budget provided \$6 billion over three years as part of a statewide plan to expand broadband infrastructure, increase affordability, and enhance access to broadband for all Californians. Broadband investments have been an integral strategy to promote remote work and reducing vehicles miles traveled.

The 2021 Budget Act included \$3.25 billion State Fiscal Recovery Fund to the California Department of Technology (CDT) for the purpose of building an open-access middle-mile network in unserved and underserved areas of California. Estimates produced by CDT, the Department of Transportation (Caltrans), and the California Public Utilities Commission (CPUC) indicate a need for approximately 8,100 miles of middle-mile broadband infrastructure for unserved and underserved communities.

- In November 2021, CDT announced the selection of 18 initial projects identified by the CPUC to begin building the open-access middle-mile network. The initial list of locations was developed by CPUC and the third-party administrator (TPA) and included public comment.
- In December 2021, CPUC provided updated mapping information to CDT, including updated data for unserved communities and public comment received by CPUC.
- CDT will continue to build and develop the statewide open-access middle-mile broadband network in collaboration with the TPA and Caltrans as CPUC recommends additional locations for middle-mile buildout.

To complement the middle-mile network, the FY2020-21 Budget provided \$2 billion over three years for CPUC to build last-mile infrastructure to provide Californians with access to high-speed broadband service, and \$750 million for a Loan Loss Reserve Fund to support costs related to the financing of local broadband infrastructure development. CPUC anticipates making new last-mile project grants available in 2022 utilizing both state funding from the California Advanced Services Fund and federal funds. CPUC also anticipates releasing a staff proposal related to the Loan Loss Reserve Fund in the first quarter of 2022.

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: January 27, 2022

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Senate Bill (SB) 1 Competitive Programs Consideration (Discussion), Agenda Item No. 10

RECOMMENDATION

Discussion item only. Staff is seeking feedback on proposed actions.

BACKGROUND

Senate Bill (SB) 1, also known as the Road Repair and Accountability Act, was signed into law in April 2017 to levy a 12¢ per gallon tax on gasoline and a 20¢ per gallon tax on diesel fuel, and to raise vehicle registration fees. The revenue raised from SB 1 is used primarily to repair existing roads, bridges, add bicycle lanes and increase funding for transit projects. SB 1 provided the first significant, stable, and on-going increase in state transportation funding in more than two decades.

SB 1 created new funding programs such as the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP), and augmented funding on existing programs such as the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP) and Local Streets and Roads Program (LSRP).

For the purpose of this discussion, SCCP, TCEP, LPP, ATP, and TIRCP will be discussed for the upcoming 2022 cycle of statewide competitive SB 1 funding.

DISCUSSION

Below are descriptions of the abovementioned programs and a discussion on proposed actions for each program for the upcoming competitive SB 1 cycle.

The California Transportation Commission (CTC) will be adopting program guidelines for SCCP, TCEP, and LPP in the summer of 2022 with applications due near the end of 2022. TIRCP's program guidelines were adopted in November 2021 with applications due in March 2022. ATP's program guidelines are scheduled for adoption in March 2022 with applications due in June 2022.

Solutions for Congested Corridors Program (SCCP)

Program Description – SCCP is a statewide competitive program with \$250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan. It is anticipated that two years of funding will be available for this upcoming cycle. The Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) are eligible to apply for program funds in partnership with local agencies in the Bay Area. Eligible project elements within the comprehensive corridor plans may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

Proposed Action – Strategies for SCCP are discussed below under the TCEP section because applications for SCCP and TCEP funds will be submitted jointly for the State Route (SR) 37 Project. Projects eligible for one funding source are commonly also eligible for the other funding sources. Furthermore, the two funding sources share similar funding criteria and application processes.

Trade Corridor Enhancement Program (TCEP)

Program Description – TCEP provides an ongoing source of state funding dedicated to freight-related projects with approximately \$300 million annually for projects which enhance the movement of goods along corridors that have a high freight volume. The previous cycle of TCEP included three years of funding but it is anticipated that two years of funding will be available for the upcoming cycle. MTC is responsible for compiling project nominations from respective agencies in the Bay Area. Applicants are expected to collaborate with Caltrans for all projects on the state highway system.

Proposed Action – As noted above, applications for both funding sources (SCCP and TCEP) will be submitted for the SR 37 Sears Point to Mare Island Interim Project (formerly referred to as the Segment B Interim Project). Applications for SCCP and TCEP funds require collaboration from MTC and Caltrans on the state highway system. TAM, along with partners (Napa, Solano, and Sonoma) on the SR 37 Project is working with MTC and Caltrans to nominate the project for SCCP and TCEP funding in the upcoming SB 1 cycle.

On January 12, 2021, Caltrans District 4 Director Dina El-Tawansy distributed the attached email (Attachment A) informing the region of projects that Caltrans District 4 will submit to Caltrans Headquarters to consider as statewide priorities for SCCP and TCEP submittals. Staff is pleased to inform the Board that Segment B of SR 37 Project was included on the District's lists for SCCP and TCEP nominations. The next step is for Caltrans Headquarters to determine priorities based on all the Districts' submittals, then to prepare applications to CTC for those priority projects. Staff will be coordinating with our partners, MTC, and Caltrans throughout the process.

MTC this month is releasing the Draft Environmental Document for the Sears Point to Mare Island project. The nomination will include funding requests for the design and construction phases to implement operational improvements on Segment B. The total requested amount has not been determined but can exceed \$50 million. The SR 37 Public Meeting Announcement (Attachment B) provides further information on the project scope.

Local Partnership Program (LPP)

Program Description – LPP provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, multimodal facilities, and other transportation improvement projects. LPP includes formulaic and statewide competitive programs. This upcoming cycle of LPP will be the 3rd Cycle of funding. The 3rd Cycle LPP will include two years of funding (FY 23/24 and FY 24/25) with approximately \$400 million for programming.

The statewide competitive program receives 40% of the funds, which amounts to approximately \$160 million depending on the final adopted guidelines. TAM receives approximately \$570,000 annually from the formulaic program. Staff will return to the TAM Board for programming consideration for the formulaic funds when the funds come available. The statewide competitive program is the focus of the strategies below.

Proposed Action – TAM is the only eligible applicant in Marin for LPP statewide competitive funds. Prior LPP Guidelines required a one-to-one match of other funds for project eligibility. This requirement was considered difficult to meet and prevented some applications from being submitted, particularly from smaller agencies with constrained resources. TAM and many agencies statewide have urged the CTC to lower the match requirement to a more reasonable threshold in line with other state funds. CTC staff is considering the proposal in developing the LPP Program Guidelines for the upcoming cycle.

Staff is considering submitting an application for LPP statewide competitive funds for the Bellam Blvd Off-Ramp Project (Attachment C). Design for the project has been completed and is awaiting Caltrans' final approval. The requested amount will be for the construction phase of the project, and will be determined based on the match requirement and other possible changes in the final adopted guidelines.

If an application for the Bellam Blvd Off-Ramp Project is not feasible due to the local match or other factors, staff may solicit interest from local agencies for LPP applications. It may be counterproductive to submit too many applications from one county, so staff recommends supporting no more than two to four viable projects from local agencies. Local agencies would be expected to prepare their applications for TAM to submit.

Active Transportation Program (ATP)

Program Description – The Legislature created the ATP in 2013 to encourage increased use of active modes of transportation, such as biking and walking. SB 1 directs \$100 million annually to ATP, significantly augmenting the previous funding for this program. This upcoming funding cycle will be the sixth cycle of ATP funding. The sixth cycle will include four years of funding (FY 23/24 to FY 26/27) amounting to approximately \$450 million. This amount may be increased with surplus funds from the State Budget. TAM and many others have advocated the Governor and Legislature to apportion some of the surplus funds to fund a backlog of high scoring unfunded ATP applications.

Proposed Action – In the previous ATP funding cycle, applications from four Marin agencies were submitted. They included applications from San Rafael, Corte Madera, Novato, and Belvedere. The applications from San Rafael (Canal Crossing) and Corte Madera (Central Marin Pathway Gap Closure Project) were among the highest scoring projects that were not funded, while applications from Novato (San Marin High School Area Multimodal Access Project) and Belvedere (Trestle Glen Boulevard Class II Bikeway) were scored in the lower tier. Applications for San Rafael, Corte Madera, and Novato were developed by TAM's consultant, Parisi Transportation Consulting, with expenses covered by TAM. Additionally, MTC (with support from San Rafael) submitted an application for improvements to Francisco Boulevard East in San Rafael, which was the highest scoring project in the region and was awarded approximately \$5 million.

Given that applications for San Rafael and Corte Madera scored high in the previous cycle, staff is proposing to offer the use of Parisi Transportation Consulting (PTC) again for the upcoming ATP cycle to update applications for San Rafael and Corte Madera and develop new applications for about two other projects. ATP applications are considered complicated and time-consuming. Any more applications beyond the recommended amount may exceed TAM's available funding and PTC's ability to create quality work products in the short timeframe. Unlike LPP, local agencies may apply for ATP on their own without TAM's assistance, which is what Belvedere did last cycle. Staff will solicit interests from local agencies requesting TAM's assistance in developing applications on their behalf.

Transit and Intercity Rail Capital Program (TIRCP)

Program Description – SB1 augmented funding to TIRCP that was created to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund capital improvements that will modernize California’s intercity rail, commuter rail, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Proposed Action – Staff has been coordinating with Golden Gate Bridge, Highway and Transportation District (GGBHTD) and Marin Transit to develop a single application for transit projects in the County. TAM plans to apply for the Marin County US 101 Part-Time Transit Lane Project (PTTL) (Attachment D), for submittal by the March 3, 2022 deadline. TAM’s portion of the application will include approximately \$8 million for environmental clearance, design, and construction of the transit lanes. GGBHTD is requesting an approximate amount of \$2.3 million for zero emission bus procurement, and Marin transit is requesting \$16 million for zero emission bus procurement and an operations and maintenance facility.

Summary

Below is a table summarizing the pertinent information discussed above.

Competitive Program	Approximate Amount Available	Guidelines Adoption/Call for Projects Date	Application Due Date	CTC Award Date	Potential Application(s)
SCCP	\$500 million	Summer 2022	Nov/Dec 2022	Spring 2023	SR 37 Sears Point to Mare Island
TCEP	\$600 million	Summer 2022	Nov/Dec 2022	Spring 2023	SR 37 Sears Point to Mare Island
LPP	\$400 million	Summer 2022	Nov/Dec 2022	Spring 2023	Bellam Offramp Project
ATP	\$450 million	March 16, 2022	June 15, 2022	Dec 7, 2022	San Rafael Canal Crossing Corte Madera Gap Closure Others TBD
TIRCP	\$600 million	Nov 19, 2021	March 3, 2022	June 2022 *	PTTL

* TIRCP funds are being awarded by CalSTA

FISCAL IMPACTS

There are no immediate fiscal impacts with considering applications for submittal to SB1 programs. If a TAM sponsored project is awarded funding, staff will return to the TAM Board for authorizing the requisite local match funds and include the awarded funds in TAM’s budget. In regard to providing consultant assistance to selected agencies in preparing ATP applications, the necessary expenses were anticipated in the development of the current budget out of the existing On-Call Consultant contract.

NEXT STEPS

Continue work with the SR37 Project Team to advance the application for the Sears Point to Mare Island project, work with the transit operators to advance the application for the Part-Time Transit Lanes project and consider whether applying for the Bellam offramp project is feasible given the pending LPP program guidelines and project needs. Additionally, provide local jurisdictions and transit agencies with pertinent information on SB 1 Calls for Projects and inform the TAM Board on the status of applications from Marin.

ATTACHMENTS

- Attachment A – Email from Caltrans District 4 Director, dated January 12, 2022
- Attachment B – State Route 37 Public Meeting Announcement
- Attachment C – Fact Sheet on Bellam Boulevard Off-Ramp Project
- Attachment D – Fact Sheet on Part Time Transit Lane Project
- Attachment E – PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY

Attachment A

From: El-Tawansy, Dina@DOT <dina.el-tawansy@dot.ca.gov>
 Sent: Wednesday, January 12, 2022 3:19 PM
 Subject: SB 1 Nominations (SCCP and TCEP)

Greetings MTC and BACTA Directors:

Please see the list below of District 4's priority candidates for SB 1 Cycle 3 Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) funding that we will be nominating to Caltrans Headquarters. These projects will be evaluated along with nominations from the other Caltrans Districts and a final list of projects that Caltrans will submit to CTC as applicant/co-applicant will be shared this summer.

These projects were selected after discussions with you and/or your staff about your agency's project priorities and careful consideration of how the projects align with Caltrans goals and the Climate Action Plan for Transportation Infrastructure and CTC program goals and criteria. Other considerations included geographic and modal balance (including consideration of past SCCP and TCEP awards), project readiness, and the amount of SB 1 funds being requested. These projects are not listed in any priority order.

Solutions for Congested Corridors:

- E. 14th/Mission and Fremont Blvd./East Bay Greenway Multimodal Corridor project (ACTC)
- SFOBB Bay Skyway Active Transportation project & Treasure Island ZEV Ferry (SFCTA, MTC)
- SR 37 Sears Pt. to Mare Island Improvement project (MTC, SCTA, STA, TAM, NVTA)
- SM 101/SR 92 Area Improvements and Multimodal project (C/CAG, SMCTA)
- Caltrain Additional Electric Multiple Units (Caltrain)
- SCL 101 Express Lanes, Phase 5 (VTA)
- SMART extension to Windsor (SMART)

Trade Corridor Enhancements:

- Port-wide Electrification project (Port of Oakland)
- Rail Safety Enhancement Program (ACTC)
- SM 101/Woodside Road I/C and Port Access project (Redwood City, SMCTA)
- SR 37 Sears Pt. to Mare Island Improvement project (MTC, SCTA, STA, TAM, NVTA)
- WB I-80 Cordelia Commercial Vehicle Enforcement Facility project (STA, Caltrans)
- I-80/San Pablo Dam Rd I/C, Phase 2 (CCTA)

My staff will be contacting you soon to coordinate on preparing project nomination sheets for the projects on this list. Nominations are due February 1, 2022.

Thank you for your partnership as we strive to maximize the amount of SB 1 funding awarded to Bay Area agencies.

Dina A. El-Tawansy, District Director
 Caltrans D4- Bay Area

THIS PAGE LEFT BLANK INTENTIONALLY

JOIN US FOR AN ONLINE PUBLIC MEETING

State Route 37 Sears Point to Mare Island Improvement Project

The California Department of Transportation (Caltrans) has initiated a public review period and is conducting a virtual public meeting on the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the proposed State Route [SR] 37 Sears Point to Mare Island Improvement Project in Sonoma, Napa, and Solano counties. See box to the right for more information on how to join the online meeting. Caltrans — in cooperation with the Metropolitan Transportation Commission and the North Bay partner agencies of Sonoma County Transportation Authority, Solano Transportation Authority, and Napa Valley Transportation Authority — is proposing traffic operational improvements to SR 37 in Sonoma, Napa, and Solano Counties between Sears Point (Son-37-Post Miles 2.9/6.2) and Mare Island (Sol-37-Post Miles 0.0/R7.4) to provide congestion relief, reduce peak travel times, and increase vehicle occupancy.

The four build alternatives proposed consider a range of lane configurations as follows: One that converts existing shoulders to create a three-lane facility to provide part-time, peak hour congestion relief; one that provides a three-lane facility by installing a movable median barrier for peak hour directional congestion relief; a full-time, four-lane facility with 4-foot shoulders; and a full-time, four-lane facility with 8-foot shoulders.

Caltrans has prepared a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the proposed project. It is available online at <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>

The virtual public meeting will include a presentation providing an overview of the project and the environmental process, followed by a question and answer session where attendees can submit questions via online chat. However all formal comments on the EIR/EA must be submitted in writing.

Wednesday, February 2, 2022
5:30 pm to 7:00 pm



Virtual Meeting Link: <https://us02web.zoom.us/j/88596874445>



Dial-In Number (Voice):
1-669-900-6833
Webinar ID:
885 9687 4445

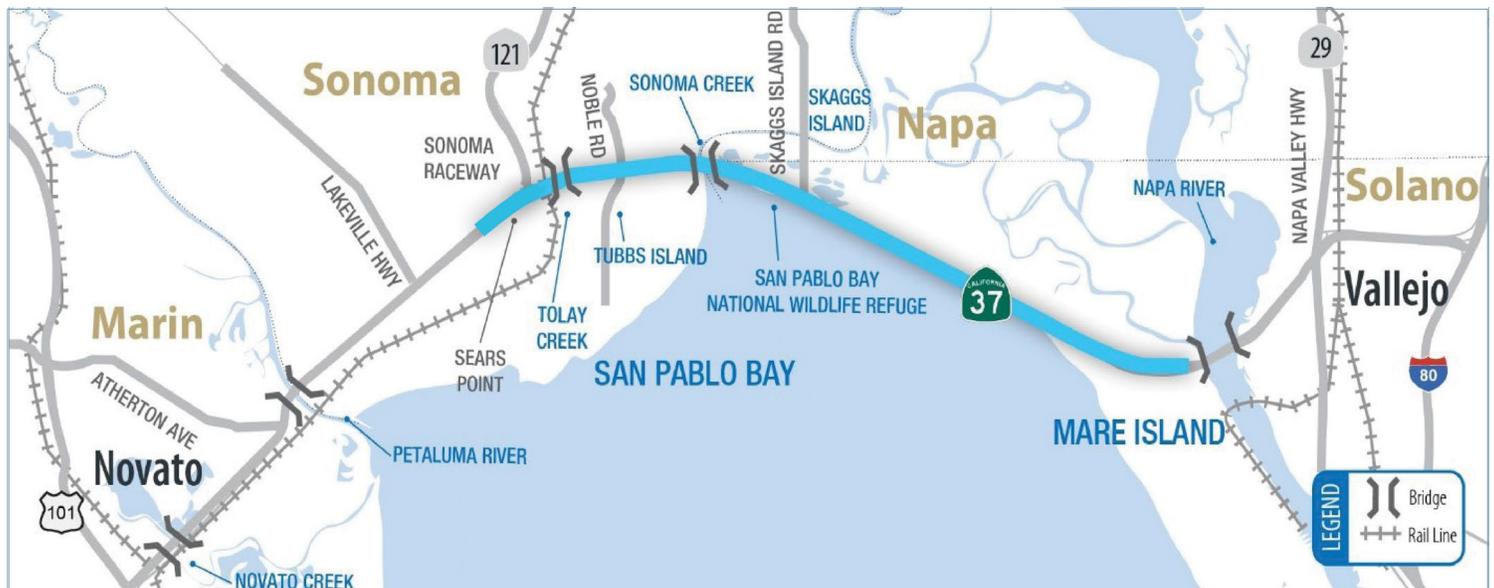
Please submit your written comments by
5:00PM on Monday, February 28, 2022:



Via email to:
stateroute37@dot.ca.gov



Via postal mail to:
California Department of Transportation,
District 4
ATTN: Yolanda Rivas
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660



Approximate Limits of Proposed Project

TTY users may request copies of the environmental document in alternate formats through the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

For language translation, use the contact information below. Para la traducción de idiomas, use la siguiente información de contacto. Jeff Weiss, Caltrans District 4, 510-715-8770 or stateroute37@dot.ca.gov



THIS PAGE LEFT BLANK INTENTIONALLY

Project Status Report - Active**Updated Jan 2022****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Partners** Caltrans, Transportation Authority of Marin, and City of San Rafael**Jurisdiction(s)** Caltrans and City of San Rafael**Scope**

Improve the Bellam Avenue off ramp from US 101 by widening the two lanes immediately past the gore point. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. An extra lane will be added near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

Status

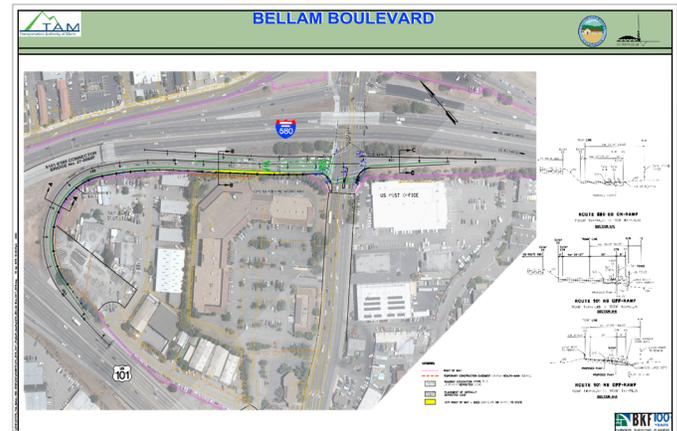
The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in Spring 2022. The Right of way agreement to be negotiated immediately following approval. The County of Marin has signed the co-operative agreement which will have to be renegotiated. The Project has required a redesign and is short funds to complete.

Issues/Area of Concern

The design changes along with the transfer of funds from this project to the Sir Francis Drake Flyover have left a funding shortfall of approximately \$3 million. The Right of Way agreement with Marin Square has expired and will require new negotiations. Tree removal must occur during August to January.

Updates from Previous Report

Redesign due to unanticipated Bay Mud soil conditions is nearing approval by Caltrans. This change along with a transfer of money to another project has led to a funding shortfall that has been partially met by the assignment of LPP-Formulaic money.

**Schedule**

Planning	Complete
Environmental Clearance	Complete
Design	Complete April 2022
Right of Way and Utilities	August 2022
Construction	Begin Sept 2022

Estimated Cost by Project Phase

Planning	\$30,000
Environmental Clearance	90,000
Design	1,250,000
Right of Way and Utilities	700,000
Construction	6,100,000
TOTAL	\$8,170,000

Funding By Source

Measure A and AA Sales Tax	\$3,450,000
Local Partnership Program	1,737,000
TOTAL	\$5,187,000

THIS PAGE LEFT BLANK INTENTIONALLY

Project Status Report – Planning Phase**January 2022**

Project:	Marin County US 101 Part-Time Transit Lane Study
Partners	Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit
Jurisdiction(s)	Marin County

Scope

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

Status

TAM has completed a feasibility study and concept design, cost estimates and operational plans for the project among other items in October 2021. TAM is seeking funding for future phases.

Issues/Area of Concern

Performance measurements would be required for any pilot project, these would include safety measures, CHP enforcement, and other concerns raised during the feasibility study. Potential legislation is also being sought to clarify vehicle code and enforcement concerns.

Updates from Previous Report

The Feasibility study has been completed.

**Schedule**

Planning	2021
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

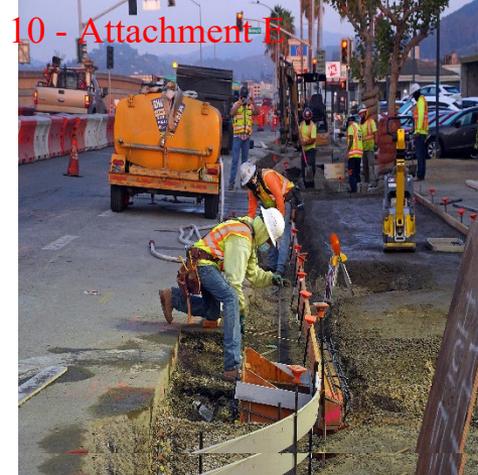
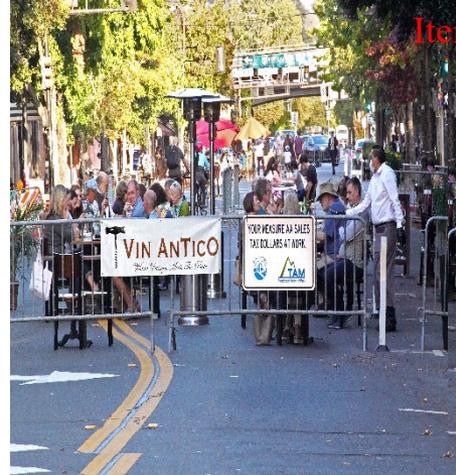
Estimated Cost by Project Phase

Planning	N/A
Environmental	\$800,000
Design	\$1,200,000
Right of Way and Utilities	TBD
Construction	\$5,000,000
TOTAL	\$7,000,000

Funding by Source

Caltrans Planning Grant	\$308,000
TOTAL	\$308,000

THIS PAGE LEFT BLANK INTENTIONALLY



Application Consideration for Senate Bill 1 Competitive Programs

Transportation Authority of Marin

Board of Commissioners

January 27, 2022

Background

- Senate Bill (SB) 1, also known as the Road Repair and Accountability Act, was signed into law in April 2017 to levy fuel taxes and raise vehicle registration fees for transportation projects and programs, generating over \$5 billion annually
- SB 1 provided the first significant, stable, and on-going increase in state transportation funding in more than two decades
- SB 1 created new funding programs and augmented funding on certain existing programs:
 - New
 - Solutions for Congested Corridors Program (SCCP)
 - Trade Corridor Enhancement Program (TCEP)
 - Local Partnership Program (LPP)
 - Existing
 - Active Transportation Program (ATP)
 - Transit and Intercity Rail Capital Program (TIRCP)
 - State Highway Operation and Protection Program (SHOPP)
 - State Transportation Improvement Program (STIP)
 - Local Streets and Roads Program (LSRP)

Purpose and Timeline

- Purpose of this item is to discuss the upcoming 2022 cycle of statewide competitive SB 1 funding for SCCP, TCEP, LPP, ATP, and TIRCP
- TIRCP's program guidelines were adopted and Call for Projects was issued in November 2021 with applications due March 3, 2022
- ATP's program guidelines adoption and Call for Projects are scheduled for March 2022 with applications due in June 2022
- SCCP, TCEP, and LPP's program guideline adoptions and Call for Projects are scheduled for the summer of 2022 with applications due at the end 2022

Solutions for Congested Corridors Program (SCCP)

- Program Description – Eligible projects include improvements to:
 - State highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space
 - Approximately \$500 million will be available for programming (two years of funding)
- Proposed Action – Applications for SCCP and TCEP funds will be submitted jointly for the State Route (SR) 37 Mare Island to Sears Point (Segment B) Interim Project

Trade Corridor Enhancement Program (TCEP)

- Program Description – Freight-related projects that enhance the movement of goods along corridors that have a high freight volume.
 - MTC is responsible for compiling project nominations from agencies in the Bay Area
 - Applicants are expected to collaborate with Caltrans for all projects on the state highway system
 - Approximately \$600 million expected to be available (two years of funding)
- Proposed Action – SR37 Mare Island to Sears Point Interim Project included on the preliminary lists recommended by Caltrans District 4 for both SCCP and TCEP.
- Work with SCTA, NVTA, STA, MTC, and Caltrans in preparing SCCP and TCEP applications for Sears Point to Mare Island SR 37 Project when the Calls for Projects are issued. Total requested amount to be determined.

Local Partnership Program (LPP)

- Program Description – Provides funds to local and regional transportation agencies that have passed qualifying measures or fees for road maintenance and rehabilitation, multimodal, and other transportation improvement projects.
 - Approximately \$400 million expected to be available (two years of funding)
 - Includes formulaic and statewide competitive programs, about \$160 million for the competitive program (40% of total)
 - Competitive program guidelines pending, typically a large local match is required
- Proposed Action – Potential application for the Bellam Blvd Off-Ramp Project. Feasibility and amount to be determined, based on forthcoming program guidelines.
- If Bellam application not feasible, solicit interest from local agencies.
- A separate item will be presented in the future for programming the formulaic funds when the funds become available.

Active Transportation Program (ATP)

- Program Description – Provides funds for projects that encourage the increased use of active modes of transportation, such as biking and walking.
 - Approximately \$450 million expected for upcoming cycle (four years of funding). This amount may be increased from surplus funds from the State Budget.
 - Local agencies eligible to apply directly.
- Proposed Action – Use Parisi Transportation Consulting (PTC) for the upcoming ATP cycle to update two higher scoring unfunded applications (San Rafael's Canal Crossing and Corte Madera's Central Marin Gap Closure) from the previous cycle and develop ~2 new applications.
- Staff will solicit interests from local agencies in developing applications on their behalf.

Transit and Intercity Rail Capital Program (TIRCP)

- Program Description – Provides funds from the Greenhouse Gas Reduction Fund (GGRF) and SB1 to fund capital improvements that will modernize California’s intercity rail, commuter rail, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.
 - MTC endorsement framework supports small project and selected large ones
 - Applications due March 3 to CalSTA
- Proposed Action – Coordinating with Golden Gate Bridge, Highway and Transportation District (GGBHTD) and Marin Transit to develop an application for the Marin County US 101 Part-Time Transit Lane Project.
 - TAM’s portion of the application will include approximately \$8 million to design and construct the transit lanes
 - GGBHTD is requesting an approximate amount of \$2.3 million for zero emission bus procurement
 - Marin Transit is requesting \$16 million for zero emission bus procurement and an operations and maintenance facility

Summary of Potential SB 1 Applications

Competitive Program	Approximate Amount Available	Guidelines Adoption/Call for Projects Date	Application Due Date	CTC Award Date	Potential Application(s)
SCCP	\$500 million	Summer 2022	Nov/Dec 2022	Spring 2023	SR 37 Sears Point to Mare Island
TCEP	\$600 million	Summer 2022	Nov/Dec 2022	Spring 2023	SR 37 Sears Point to Mare Island
LPP	\$400 million	Summer 2022	Nov/Dec 2022	Spring 2023	Bellam Offramp Project
ATP	\$450 million	March 16, 2022	June 15, 2022	Dec 7, 2022	San Rafael Canal Crossing Corte Madera Gap Closure Others TBD
TIRCP	\$600 million	Nov 19, 2021	March 3, 2022	June 2022 *	PTTL

* TIRCP funds are being awarded by CalSTA

Questions and Feedback

Thank you!