



# FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

MARCH 13, 2023  
2:00 P.M.

**TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA**

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

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Belvedere  
Nancy Kemnitzer

Corte Madera  
Pat Ravasio

Fairfax  
Chance Cutrano

Larkspur  
Kevin Carroll

Mill Valley  
Urban Carmel

Novato  
TBD

Ross  
P. Beach Kuhl

San Anselmo  
Brian Colbert

San Rafael  
Kate Colin

Sausalito  
Melissa Blaustein

Tiburon  
Alice Fredericks

County of Marin  
Mary Sackett  
Katie Rice  
Stephanie Moulton-Peters  
Dennis Rodoni  
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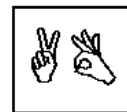
### How to provide public comment (limited to 3 minutes or less):

**Before the meeting:** Please email your comment to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Sunday, March 12, 2023, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

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

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Meeting-related comments may also be sent to [info@tam.ca.gov](mailto:info@tam.ca.gov), and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 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](mailto:jdoucette@tam.ca.gov) no later than 5 days before the meeting date.

## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from February 13, 2023 (Action) – **Attachment**
5. Adopt Positions on 2023 State Legislative Bills (Action) – **Attachment**



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
FUNDING, PROGRAMS & LEGISLATION  
EXECUTIVE COMMITTEE

FEBRUARY 13, 2023  
2:00 PM

Virtual Meeting

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Brian Colbert, San Anselmo Town Council, Committee Chair  
Katie Rice, County of Marin Board of Supervisors  
Mary Sackett, County of Marin Board of Supervisors  
Urban Carmel, Mill Valley City Council

Members Absent: None

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

*Chair Colbert called the meeting to order at 2:01 p.m.*

Chair Colbert 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 Funding, Programming and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

**1. Chair's Report (Discussion)**

None.

**2. Commissioner Comments (Discussion)**

None.

**3. Executive Director's Report (Discussion)**

Executive Director (ED) Anne Richman reported that a State Route (SR) 37 partnership agreement was signed to establish a set of commitments that will guide development and implementation of both the near-term and long-term SR 37 resiliency projects.

The partnership agreement was signed by the California State Transportation Agency, the California Natural Resources Agency, the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), the California Department of Fish and Wildlife, and the San Francisco Bay Conservation and Development Commission.

ED Richman also reported that TAM and its North Bay County Transportation Agency (CTA) partners are promoting a new video developed as part of the Commute37 Pilot Program. The video is posted on the TAM homepage and social media. The Commute37 pilot program is a partnership of TAM, the Solano Transportation Authority (STA), Napa Valley Transportation Authority (NVTA), and the Sonoma County Transportation Authority (SCTA), and is funded by the Bay Area Air Quality Management District.

ED Richman further reported that Marin Transit (MT) is proposing changes that will take effect in June to local bus routes and schedules to better align with ridership demands and improve service reliability. MT is asking for input from riders, which may be submitted on the MT website. The MT Board of Directors will also hold a public hearing on these changes at its Board meeting on March 6, 2023 at the Marin County Civic Center. The public may attend in person, via Zoom or via phone.

ED Richman also reported that the Golden Gate Bridge, Highway and Transportation District (GGBHTD) has scheduled a series of virtual public meetings to receive comments on its proposed five-year fare programs for both the bus and ferry services. The proposed fare programs will help GGBHTD keep up with inflation and the rising costs of providing bus and ferry services. Bus and ferry ridership remains down by approximately 55% compared to pre-pandemic levels. The meetings are scheduled for February 16, 21 and 23. Details may be found on the GGBHTD website.

Lastly, ED Richman reported on the anticipated end of the COVID-19 State of Emergency, and the return to in-person meetings. On October 17, 2022, Governor Newsom announced that the COVID-19 State of Emergency will end on February 28, 2023, thereby nullifying the conditions of Assembly Bill (AB) 361, and allowing legislative bodies to conduct meetings in accordance with the rules of AB 2449. Therefore, effective March 1, 2023, TAM will conduct all public meetings subject to the Ralph M. Brown Act (Brown Act), in-person, under the rules of AB 2449. Executive Committee meetings will return to the TAM conference room, located at 900 Fifth Avenue, Suite 100, San Rafael, and the Board of Commissioners meetings will return to the Board of Supervisors Chambers located in Room 330 at the Marin County Civic Center. All public meetings will be held in-person with an option for members of the public to participate in-person or remotely.

In response to Commissioner Rice, ED Richman explained that origin-destination data for SR 37 is available through a study commissioned by NVTA, and that limited data may also be obtained through the Commute37 pilot program. Commissioner Rice commented on the importance of gathering carpool data to determine the viability of an incentive program.

In response to Commissioner Carmel, ED Richman confirmed that return to in-person public meetings will commence in March 2023.

Commissioner Sackett commented that the County is reassessing employee commute data through its Climate Action Plan effort and offered to include the new video for the Commute37 pilot program into the County's Ride Green update; and also inquired about the SR 37 vanpool program. ED Richman explained that there are currently no TAM-supported vanpools on SR 37, however the vanpool program is available to anyone who travels along SR 37.

#### **4. Open Time for Public Expression**

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, closed this item.

**5. Approval of Meeting Minutes from January 9, 2023 (Action)**

Commissioner Carmel moved to approve the Minutes of the January 9, 2023 meeting, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

**6. Programming Commitment for Cycle 5 Local Partnership Program Formula Funds (Action)**

Director of Programming and Legislation David Chan presented this item, which recommends the FP&L Executive Committee reviews and recommends programming of estimated \$1.1 million in Cycle 5 Local Partnership Program (LPP) Formula funds to the Town of Corte Madera for the Tamalpais Drive Overcrossing Project.

Mr. Chan provided background information on the LPP and Senate Bill (SB) 1; and reported on prior LPP programming actions, details for the upcoming Cycle 5 LPP Formula funds, and the Cycle 5 programming proposal.

Mr. Chan also reported on the Tamalpais Drive Overcrossing Project, including elements of Design Option 4B, project status, project funding plan, proposed funding conditions, and next steps.

In response to Commissioner Carmel, R.J. Suokko, Director of Public Works for the Town of Corte Madera, explained that Caltrans anticipates advertising the project in July 2024 with construction beginning in 2025, with anticipated completion in 2027. Mr. Suokko also explained that the current scope of the project does not yet entail a continuous path connecting Casa Buena to the Redwood Highway Multi-use Path. ED Richman explained that the intention of programming the \$1.1 million in LPP formula funds is to help close the current funding shortfall.

In response to Commissioner Rice, Mr. Suokko provided more details and schematics for Design Option 4B, which includes a fifteen-foot-wide multi-use path and safety improvements to the traffic intersections. Mr. Suokko also explained that the \$3 million from the Town of Corte Madera is a combination of general funds and funds from local sales tax Measure F. Mr. Suokko further explained that traffic data was obtained through various sources including private development, the Town of Corte Madera housing element study, and traffic engineering throughout the course of the development of the Tamalpais Drive Overcrossing Project, including the collection of bicycle and pedestrian data. Lastly, Mr. Suokko explained that with regard to sea level rise, the east side of the project has a greater elevation compared to lower-lying areas such as Lucky Drive to the north.

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell expressed strong support for the programming of \$1.1 million in Cycle 5 LPP Formula funds to the Town of Corte Madera for the Tamalpais Drive Overcrossing Project and Design Option 4B.

Member of the public Clayton Smith commented on the importance of performance guarantees throughout construction to mitigate traffic congestion during the project; and suggested that an aerial view of the proposed project would be beneficial for the public.

Corte Madera City Council Member and TAM Commissioner Pat Ravasio provided background information on the pro bono work provided by engineering/architecture firm Skidmore, Owings & Merrill (SOM) on the preliminary design of the project and commented that perhaps partnerships could be forged between public and private entities with respect to the development of future projects.

Larkspur Town Council Member and TAM Commissioner Kevin Carroll expressed support for the project and inquired about the timing of the funding award.

Commissioner Carmel expressed strong support for the Tamalpais Drive Overcrossing Project and commented on the positive impacts it will have on the area, including safety improvements for bicyclists and pedestrians.

Chair Colbert expressed support for the Tamalpais Drive Overcrossing Project and commented that it serves as a good example of TAM's ability to leverage funds to move projects forward and enhance bicycle and pedestrian safety.

Commissioner Carmel moved to recommend programming of \$1.1 million in Cycle 5 LPP Formula funds to the Town of Corte Madera for the Tamalpais Overcrossing Project to the TAM Board for approval, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

*The meeting was adjourned at 2:49 p.m.*

DRAFT



**DATE:** March 13, 2023

**TO:** Transportation Authority of Marin  
Funding, Programs & Legislation Executive Committee

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

**SUBJECT:** Adopt Positions on 2023 State Legislative Bills (Action), Agenda Item No. 5

**RECOMMENDATION**

The Funding, Programs & Legislation (FP&L) Executive Committee reviews positions on 2023 State Legislative Bills, shown in Attachment B, and refers it to the TAM Board for adoption.

**BACKGROUND**

The State Legislature convened on January 4, 2023 to start the 2023 Legislative Session. February 17, 2023 was the deadline for Legislators to introduce bills for the 2023 Legislative Session. The 2023 Legislative Session is the first 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.

Notable remaining dates for the 2023 Legislative Session are shown in the table below.

Deadline to propose changes to State Budget, referred to as “May Revise”	May 14, 2023
Deadline for Legislature to pass State Budget	June 15, 2023
Last day for the Legislature to pass bills	September 14, 2023
Last day for the Governor to sign or veto bills	October 14, 2023
Statutes take effect, except emergency items that take effect upon signing	January 1, 2024

In January 2023, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM’s goals to the Legislature and other agencies such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC). Staff and Khouri Consulting, TAM’s Legislative Consultant, use the platform to determine pertinent legislative bills to bring forth to the TAM Board for review during the 2023 Legislative Session.

**DISCUSSION/ANALYSIS**

Attachment B contains the initial set of 23 state bills that are being monitored by staff and Mr. Khouri. Bills will be added to the matrix in the coming months as they become relevant to TAM or Marin. Staff also adds bills that have been requested by TAM Commissioners for discussion or action. Positions of other agencies, such MTC, League of California Cities, and California State Association of Counties (CSAC), will be added to the matrix as they become available.

Staff referred to TAM's Legislative Platform as guidance to recommend preliminary positions on the 23 bills listed in Attachment B. Some of these bills are further discussed below.

<b>Summary of Monitored Bills</b>		
<b>Recommended Position</b>	<b># of Bills</b>	<b>Bills</b>
Support	4	AB 69, AB 557, AB 761, SB 617
Support if Amended	1	AB 610
Watch	13	AB 6, AB 7, AB 9, AB 99, AB 295, AB 744, AB 817, AB 1348, AB 1385, AB 1464, SB 411, SB 537, SB 614
Oppose	5	AB 53, ABx1-2, SB 32, SB 670, SBx1-1
	23	Total

- AB 6 (Friedman) – AB 6 requires transportation agencies to prioritize transportation projects funded with transportation sales tax measures to be consistent with regional sustainable communities strategy and state climate goals. While the intent of AB 6 may appear meritorious, staff is opposed to a state mandate that obstructs agencies from complying with local voter-approved measures. AB 6 is currently a spot bill. Staff is recommending a Watch position to see how AB 6 progresses before recommending a different position.
- AB 7 (Friedman) – AB 7 summarily eliminates all single occupancy vehicle freeway capacity projects and allows capacity projects only for certain transit and active transportation. State funding would be strictly subjected to the Climate Action Plan for Transportation Infrastructure (CAPTI). TAM's 101/580 Multi-modal and Local Access Improvement Project may be impacted by AB 7. AB 7 is currently a spot bill. Staff is recommending a Watch position to see how AB 7 progresses before recommending a different position.
- AB 53 (Fong) – AB 53 suspends tax on motor vehicle fuels for one year. Savings from suspension would be returned to end consumers. Staff is recommending an Oppose position because the suspension would reduce state revenue to fund critical infrastructure maintenance and improvements and other vital statewide programs. The suspended funds would not be accrued for later use but lost entirely from the state budget.
- AB 99 (Connolly) – AB 99 adopts a statewide policy to discontinue roadside spraying of herbicides and synthetic pesticides in counties where the Boards of Supervisors have adopted resolutions opposing such spraying. Exceptions are provided for wildfire abatement. Marin County is currently monitoring AB 99 and may seek amendments at a later date. Therefore, staff recommends a Watch position at this time.
- AB 557 (Hart) – AB 557 removes the January 1, 2024 sunset date on the Brown Act exemption that allows boards to meet virtually during a declared state of emergency. Staff is recommending a Support position to preserve the option for local agencies to conduct virtual meetings. This is one of several bills that staff is monitoring which are intended to adjust the current statutes about virtual participation in public meetings subject to the Brown Act.
- AB 610 (Holden) – AB 610 creates a Youth Transit Pass Pilot Program, administered by the California Department of Transportation (Caltrans), to award grants to transit agencies for implementation of free youth transit passes for riders under the age of 18 attending certain educational institutions. Staff is recommending a Support if Amended position because implementation is based on grants awarded and not unfunded mandate, and staff proposes that the Youth Transit Pass Pilot Program allows similar existing local programs to be eligible for funding.
- AB 1464 (Connolly) – This is a spot bill but AB 1464 may discuss proposed changes on the Richmond-San Rafael Bridge pertaining to the bicycle and pedestrian path on the upper deck and the third lane on the lower deck. No detail is available yet.
- ABX1-2 (Fong) – ABX1-2 is nearly identical to AB 53 noted above. Staff is recommending an Oppose position for the same reasons.



- SB 32 (Jones) – SB 32 is similar to AB 53 and ABX1-2. Staff is recommending an Oppose position for the same reasons.
- SBX1-1 (Jones) – SBX1-1 is similar to AB 53, ABX1-2, and SB 32. Staff is recommending an Oppose position for the same reasons.

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

### **FISCAL CONSIDERATION**

There are no immediate fiscal impacts to TAM by taking positions on these bills.

### **NEXT STEPS**

Continue to review proposed bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

### **ATTACHMENTS**

Attachment A – TAM Adopted 2023 Legislative Platform  
Attachment B – TAM Bill Matrix – March 2023

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## TAM 2023 Legislative Platform

(Adopted January 26, 2023)

Issue and Background Information	Goals	Strategies
<p><b>I. Acquiring State Funding for TAM's Priority Projects</b></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. Applications were due to the California Transportation Commission(CTC) in December of 2022 for the SB 1 Cycle 3 competitive programs. Program adoption is scheduled for June 2023. The CTC adopted \$1.35 billion in funding for Cycle 6 of the Active Transportation Program in December. Of that amount, \$1.049 billion was one-time money approved in the FY2022-23 State Budget (AB 180).</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.I. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of \$40 billion over the next five years. Discussion continues regarding the distribution of funding.</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 and 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><b>1. TAM will remain diligent in competing for additional state funds, including California's share of federal funds, to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility on State Route 37 and the 580/101 connector, as well as rehabilitating roads and bridges, such as the Richmond-San Rafael Bridge and Bellam Boulevard Off-Ramp Project. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.</b></p> <p><b>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.</b></p> <p><b>3. In partnership with local transit operators and jurisdictions, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements, enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks.</b></p> <p><b>4. 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 costly consultants in preparing applications.</b></p>
<p><b>II. Addressing Mobility and Meeting State Climate Change Mandates</b></p>	<p>A. Monitor activities regarding greenhouse gas emission reduction,</p>	<p><b>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</b></p>

Issue and Background Information	Goals	Strategies
<p>The CTC, 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. 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, local land use development patterns, and the regional travel patterns, opportunities for reducing vehicle miles traveled can be challenging. The prospects for reducing greenhouse gas emissions can also be realized through investments made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible.</p>	<p>local land use development patterns and the impact on vehicle miles traveled.</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><b>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.</b></p> <p><b>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. This includes supporting MTC’s efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies.</b></p> <p><b>3. TAM will monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for Marin PDAs and major transit stops to integrate housing and transportation to reduce VMT.</b></p> <p><b>4. 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, including MTC’s effort to seek up to \$1.25 billion for zero-emission vehicle investments in the FY2023-24 budget, consistent with the level identified in AB 211 (2022), part of the multiyear climate commitment in the FY2022-23 budget. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds, including supporting funds to help transit operators transition bus, ferry, and rail fleets to zero emission vehicles.</b></p> <p><b>5. TAM will continue to 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.</b></p>

Issue and Background Information	Goals	Strategies
		<p><b>6. TAM will continue to 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 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.</b></p> <p><b>7. TAM will support efforts to extend the Cap-and-Trade program beyond 2030 and 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.</b></p>
<p><b>III. Leveraging Regional Partnerships</b></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, CTC, Caltrans, and the Newsom Administration, about the Bay Area’s transportation network and mobility needs.</p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and acquire resources to address transportation infrastructure and mobility needs.</p>	<p><b>1. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</b></p> <p><b>2. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to seek approval for 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.</b></p> <p><b>3. 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.</b></p> <p><b>4. TAM will advocate for the expansion of cost-savings provisions for MTC and the Bay Area Toll Authority (BATA) that were incorporated into the FY2020-21 State Budget with respect to local</b></p>

Issue and Background Information	Goals	Strategies
		<p>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><b>IV. Enhancing Multi-Modal Options</b></p> <p>The COVID-19 pandemic and the shift to working from home has exacerbated transit ridership challenges. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates. Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</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. Cycle 6 provided one-time funding of \$1.3 billion. 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><b>1. TAM will support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations.</b></p> <p><b>2. TAM will support efforts by Marin Transit, Golden Gate Bridge, Highway and Transportation District, and SMART 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, Marin Transit facilities, and Bus on Shoulder Project.</b></p> <p><b>3. TAM will also continue to advocate for a permanent augmentation to the Active Transportation Program, 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 actively pursue funds for non-motorized transportation applications that were not funded by ATP or OBAG 3.</b></p> <p><b>4. TAM supports recommendations made by the Blue-Ribbon Transit Recovery Task Force and will assist local transit agencies in seeking funding opportunities to implement those recommendations applicable to Marin.</b></p> <p><b>5. TAM will participate in a regional effort to pursue a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators’ fiscal impacts from the pandemic, as well as other improvements needed to attract riders back to transit.</b></p>

Issue and Background Information	Goals	Strategies
<p><b>V. Seeking Efficiencies</b></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><b>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.</b></p> <p><b>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio), which updates the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility in relation to remote participation in meetings without a declared State of Emergency. AB 2449 limits virtual participation for no more than 20% of a local agency’s board meetings and requires a quorum to meet in a singular physical location within the jurisdiction of a board. TAM will advocate for language that allows board members to participate remotely more frequently, as long as the public is afforded the same opportunity.</b></p>
<p><b>VI. Pursuing Federal Opportunities</b></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>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of funding over the next five years as</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p>	<p><b>1. TAM will work with our regional and national partners to implement the IIJA to achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will monitor funds from IIJA that are distributed to the Bay Area in an equitable manner to CTAs and transit agencies. TAM will also seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</b></p> <p><b>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keeps up with inflation.</b></p> <p><b>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</b></p> <p><b>a. Highway 101 Multi-Modal Corridor Projects.</b> 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, completion of the multi-use pathway, 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. <u>Support</u> other emerging multi-modal</p>

Issue and Background Information	Goals	Strategies
<p>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.</p>		<p>improvements along the corridor.</p> <p><b>b. Nonmotorized Transportation/ATP.</b> <u>Seek</u> funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p><b>c. State Highway 37.</b> <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><b>d. Transit Funding.</b> <u>Support</u> maintaining or increasing funding for transit operations and capital programs, including immediate pandemic-related relief funding and transit facilities for Marin Transit.</p> <p><b>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.</b></p> <p><b>5. TAM will monitor litigation and any potential actions pertaining to SAFE rule enactment and compliance.</b></p> <p><b>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.</b></p> <p><b>7. 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 PEPRA 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.</b></p>



## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: local sales tax measures</b>	12/5/2022 Introduced	<p>This bill would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals. This is a spot bill.</p> <p>AB 6 is similar to AB 2237 (Friedman) of 2022, which attempted to influence the delivery of projects in locally approved sales tax measure expenditure plans. AB 2237 failed in the Senate Transportation Committee.</p>	<b>Watch</b>
<b>AB 7 (Friedman)</b> <b>Transportation: funding: capacity projects</b>	12/5/22 Introduced	<p>This bill would eliminate single occupancy vehicle freeway capacity projects and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs. This is a spot bill.</p> <p>AB 7 resembles AB 2438 (Friedman) of 2022, which attempted to make all state funding programs subject to the Governor’s Climate Action Plan for Transportation Infrastructure (CAPTI) as adopted in July of 2021. Governor Newsom vetoed AB 2438, citing the need to work more closely with transportation planning agencies to craft solutions unique to each region to help accelerate the state’s climate goals.</p>	<b>Watch</b>
<b>AB 9 (Murasutchi)</b> <b>California Global Warming Solutions Act of 2006: emissions limit</b>	1/26/23 Assembly Natural Resources	<p>This bill would require the California Air Resources Board (CARB) to ensure that statewide greenhouse gas emissions are reduced to at least 55%, rather than 40%, below the 1990 level by no later than December 31, 2030.</p>	<b>Watch</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 53 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	12/5/222 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	<b>Oppose</b>
<b>AB 69 (Waldron)</b> <b>Transportation: traffic signal synchronization: roadway improvement projects</b>	2/23/2023 Assembly Transportation	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	<b>Support</b>
<b>AB 99 (Connolly)</b> <b>State highways: vegetation management: herbicides and pesticides</b>	2/2/23 Assembly Transportation	This bill would require Caltrans to develop and adopt a statewide policy to discontinue roadside spraying of herbicides and synthetic pesticides in each county where the county board of supervisors has adopted a resolution that opposes the spraying of herbicides and synthetic pesticides in the county, except where no alternative vegetation management practice is feasible or during a state of emergency relating to wildfire if the spraying is solely for purposes of preventing, combating, or mitigating the risk of wildfire.	<b>Watch</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 295 (Fong)</b> <b>Caltrans: maintenance projects</b>	2/9/23 Assembly Transportation	This bill would authorize Caltrans to enter into agreements with local governmental entities (includes councils of governments, transportation authorities, regional transportation planning agencies), fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by Caltrans on roadways managed by Caltrans including activities related to roadside maintenance and the removal and clearing of material, as provided.	<b>Watch</b>
<b>AB 557 (Hart)</b> <b>Open Meetings: local agencies: teleconferences</b>	2/8/23 Introduced	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	<b>Support</b>
<b>AB 610 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes</b>	2/9/23 Introduced	Upon the appropriation of funds by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free. This bill is like AB 1919 (Holden) from 2022. Staff would like to see the bill make existing Youth Transit Pass programs eligible.	<b>Support if Amended</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 744 (Carillo)</b> <b>California Transportation Commission: data, modeling, and analytic software tools procurement</b>	2/13/23 Introduced	<p>Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission (CTC) to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the CTC to provide access to the data, modeling, and analytic software tools to state and local agencies.</p> <p>This bill would authorize the CTC to provide a direct allocation of funding to local agencies engaged in state-of-the-art technology operations for the above purposes and would require state and local agencies that receive the funds or access to data, modeling, and analytic software tools to submit reports to the CTC no later than February 1, 2026, regarding their use of the data, modeling, and analytic software tools. The bill would require the CTC based on those reports, to submit a report to the Legislature no later than December 1, 2026, regarding the use of the data, modeling, and analytic software tools by state and local agencies.</p> <p>This bill would authorize the CTC to establish best practices for use of data in transportation planning and to identify data elements that should be made available to state and local agencies for transportation planning.</p>	<b>Watch</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 761 (Friedman)</b> <b>Transit Transformation Task Force</b>	2/12/23 Introduced	This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the Secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.	<b>Support</b>
<b>AB 817 (Pacheco)</b> <b>Local government: open meetings</b>		AB 817 would provide a narrow exemption under the Ralph M. Brown Act for non-decision-making legislative bodies currently governed by Act, such as advisory bodies and committees, to participate in two-way virtual teleconferencing without posting physical location of members.  AB 817 would remove barriers to entry for appointed and elected office by allowing non-decision-making legislative bodies to conduct meetings virtually as long as they do not have the ability to take final action on legislation, regulations, contracts, licenses, permits, or other entitlements.	<b>Watch</b>
<b>AB 1348 (Grayson)</b> <b>Local government: open meetings</b>	2/16/23 Introduced	This is a spot bill for potential legislation on amending the Ralph M. Brown Act.	<b>Watch</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 1385 (Garcia)</b> <b>Local transportation funds: transit operators</b>	2/17/23 Introduced	This is a spot bill for potential legislation to amend transit farebox recovery ratio qualification requirements.	<b>Watch</b>
<b>AB 1464 (Connolly)</b> <b>Toll Bridges: Richmond-San Rafael Bridge</b>	2/17/23 Introduced	This is a spot bill to address the Richmond-San Rafael Bridge.	<b>Watch</b>
<b>ABX1-2 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	2/24/23 Assembly Transportation	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.	<b>Oppose</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>SB 32 (Jones)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	12/5/22 Introduced	<p>This bill would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board (CARB) to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p> <p>This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.</p>	<b>Oppose</b>
<b>SB 411 (Portantino)</b> <b>Open meetings: teleconferences: bodies with appointed membership</b>	2/9/23 Introduced	<p>This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.</p>	<b>Watch</b>

## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>SB 537 (Becker)</b> <b>Open meetings: local agencies: teleconferences</b>	2/14/23 Introduced	This is a spot bill for potential legislation on modifying the Ralph M. Brown Act.	<b>Watch</b>
<b>SB 614 (Blakespear)</b> <b>Transportation Development Act</b>	2/15/23 Introduced	This is a spot bill for potential legislation on modifying the Transportation Development Act.	<b>Watch</b>
<b>SB 617 (Newman)</b> <b>Public contracts: regional transportation agencies: design-build procurement</b>	2/15/23 Introduced	This bill provides an authorization to use design-build procurement, which also includes progressive design-build procurement. Progressive design-build procurement is defined as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project.	<b>Support</b>
<b>SB 670 (Allen)</b> <b>Vehicles miles traveled</b>	2/16/23 Introduced	This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding.	<b>Oppose</b>



## TAM Bill Matrix – March 2023

Measure	Status	Bill Summary	Recommended Position
<b>SBX1-1 (Jones)</b> <b>Motor vehicle fuel tax:</b> <b>greenhouse gas</b> <b>reduction programs:</b> <b>suspension</b>	12/5/22 Introduced	This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, which were adopted by CARB to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.	<b>Oppose</b>