



TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS MEETING

MARCH 23, 2023  
6:00 P.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

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

www.tam.ca.gov

**Belvedere**  
Nancy Kemnitzer

**Corte Madera**  
Pat Ravasio

**Fairfax**  
Chance Cutrano

**Larkspur**  
Kevin Carroll

**Mill Valley**  
Urban Carmel

**Novato**  
Rachel Farac

**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  
Eric Lucan

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

**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 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 881 5544 9529; Password: 389590

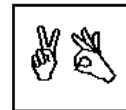
**How to provide public comment (limited to 3 minutes or less):**

**Before the meeting:** Please email your comments to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Wednesday, March 22, 2023, to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

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

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

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 Board and will become part of the public record.



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

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

## AGENDA

1. Chair's Report (Discussion)
2. Metropolitan Transportation Commission, Marin Transit and SMART Reports, and Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. 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 Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. CONSENT CALENDAR (Action) – **Attachments**
  - a. Approve TAM Board Meeting Minutes February 23, 2023
  - b. Adopt Positions on 2023 State Legislative Bills
  - c. Appoint TAM Board Member Rachel Farac to the Sonoma-Marín Area Rail Transit District (SMART) Board of Directors
6. Review and Approval of the Measure A/AA and Measure B Revenue Projections and the FY2023-24 Annual Budget Development Schedule (Action) – **Attachment**
7. Presentation of the San Anselmo Hub Study (Discussion) – **Attachment**



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BOARD OF COMMISSIONERS

FEBRUARY 23, 2023  
6:00 PM

**Virtual Meeting**

**MEETING MINUTES**

Members Present: Alice Fredericks, Tiburon Town Council  
Beach Kuhl, Ross Town Council  
Chance Cutrano, Fairfax Town Council  
Dennis Rodoni, Marin County Board of Supervisors  
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair  
Kate Colin, San Rafael City Council  
Kevin Carroll, Larkspur City Council  
Melissa Blaustein, Sausalito City Council  
Nancy Kemnitzer, Belvedere City Council  
Pat Eklund, Novato City Council  
Pat Ravasio, Corte Madera Town Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors  
Urban Carmel, Mill Valley City Council

Members Absent: Brian Colbert, San Anselmo Town Council, TAM Chair  
Katie Rice, Marin County Board of Supervisors  
Mary Sackett, Marin County Board of Supervisors

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  
Emily Tong, Senior Accountant  
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

*Vice-Chair Lucan called the meeting to order at 6:01 p.m.*

Vice-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**

None.

**2. Commissioner Matters Not on the Agenda (Discussion)**

None.

**3. Commissioner Reports (Discussion)**

a. MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that the Metropolitan Transportation Commission (MTC) appointed Andrew Fremier as the new Executive Director; re-elected Napa County Supervisor Alfredo Pedroza and San Francisco Bay Area Planning and Urban Research Association (SPUR) Chief Policy Officer Nick Josefowitz to a second two-year term as Chair and Vice-Chair, respectively; and received a report about the dismissal of the litigation related to Regional Measure (RM) 3.

b. Marin Transit Report – Commissioner Rice

The Marin Transit (MT) Report was provided by MT General Manager Nancy Whelan during Agenda Item #7.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that Sonoma–Marin Area Rail Transit (SMART) is anticipating the receipt of RM 3 funding for the Windsor and Healdsburg extensions; and that SMART was awarded a Transit Intercity Rail Capital Project (TIRCP) grant in the amount of \$43 million to continue the northbound extension.

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

Executive Director (ED) Anne Richman reported on the following: MTC approved a \$1.25 million grant for the US-101 Part-Time Transit Lane (PTTL) Project; TAM's grant application for the Bellam Boulevard Off-Ramp project; Request for Proposals (RFP) for the Sea Level Rise (SLR) Program; and transit service and fare updates.

ED Richman also provided an update on the State Route (SR) 37 corridor projects; the Commute37 Pilot Program; federal government actions for electric vehicle (EV) promotion; and upcoming State and Regional funding opportunities.

Lastly, ED Richman highlighted recent and upcoming TAM public outreach meetings; and called attention to this month's California Department of Transportation (Caltrans) report, including an update on current repaving and storm damage repair being conducted by Caltrans' maintenance division.

In response to Commissioner Colin, ED Richman explained that based on prior studies, TAM has a good understanding of the areas vulnerable to SLR and that the SLR RFP will focus on the effects those vulnerabilities have on the transportation network and identifying potential solutions.

In response to Commissioner Carmel, ED Richman explained that the National Electric Vehicle Infrastructure (NEVI) Program includes both formula-based and competitive-based funding components and that it is too early to determine the timing or amount of funds that may be received by the State or the County; however, TAM has had preliminary discussions with local jurisdictions that have indicated an interest in applying for those funds.

In response to Commissioner Blaustein, ED Richman explained that TAM staff is currently assessing the funding opportunities to determine which programs and projects may be eligible and that TAM staff is available to provide more details about specific funding opportunities.



## 5. Open Time for Public Expression

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

Member of the public Clayton Smith expressed concern about midday traffic delays due to SMART railroad crossings along Anderson Drive in San Rafael and inquired about revenue and ridership data. Mr. Smith also expressed concern about the midday use of large double buses in Mill Valley and suggested that smaller vehicles would be more appropriate for narrow roadways. Lastly, Mr. Smith commented on the data used to measure the rate of SLR.

Member of the public Eva commented that operating smaller buses more frequently would be beneficial to riders that depend on public transit and commented on the importance of public outreach when determining fare structures. Eva also expressed concern about the materials used in batteries for electric bicycles (e-bikes) and EVs.

## 6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes January 26, 2023
- b. Adopt TAM Resolution No. 2023-04 in Compliance with AB 361
- c. Review of the Semi-Annual Project Status Report
- d. Adoption of Amended Measure B Expenditure Plan
- e. Programming Commitment for Cycle 5 Local Partnership Program Formula Funds
- f. Contract Amendment with BKF Engineers to Complete Design and Support on the Richmond-San Rafael Bridge Approach Improvements
- g. Allocate Measure AA Funds to Novato for the Novato Boulevard Segment 1 Rehabilitation Project

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

## 7. Accept Marin Transit's 2023-2028 Short Range Transit Plan (Action)

Director of Programming and Legislation David Chan introduced MT General Manager Nancy Whelan to present MT's 2023-2028 Short Range Transit Plan (SRTP), which TAM staff recommends that the Board accepts and directs staff to incorporate into the Measure A/AA Strategic Plan.

Ms. Whelan provided an update on ridership and revenue, and presented the SRTP, including background, financial and service planning scenarios, comparisons to other Bay Area transit operators, and a summary of opportunities and challenges. Ms. Whelan also outlined proposed service changes for 2023, including outreach and education and a timeline for implementation.

Ms. Whelan further reported on planning and project development; goals and needs of an electric bus maintenance facility and yard; and fare policy updates and activities.

In response to Commissioner Fredericks, Ms. Whelan explained that although MT has experienced a robust ridership recovery across many fixed-route services, Route 219 in Tiburon has not experienced the same level of ridership recovery; and that a shortage of drivers is currently the largest factor contributing to service reductions. Commissioner Fredericks also commented that TAM's 2023 Legislative Platform includes language that supports funding for an operation and maintenance facility for MT.

In response to Commissioner Carroll, Ms. Whelan explained that MT contracts with four service providers for service provision, including Golden Gate Transit (GGT), and that the contractors recruit and employ the drivers; that incentives, including wage increases and bonuses, have been offered in an effort to

attract more drivers; and that the shortage of drivers is occurring nationwide. Ms. Whelan also explained that MT has released an RFP to contract out the Muir Woods Shuttle service in an effort to reassign those drivers to other routes; and that MT recently received a public comment in support of running the new Route 29 in Larkspur on weekends.

In response to Commissioner Ravasio, Ms. Whelan explained that some factors for determining proposed service route changes include the existence of alternate routes and the availability of drivers; and that service changes from the Canal neighborhood to the College of Marin may include transfers at the San Rafael Transit Center. Ms. Whelan also explained that the MT Board is supportive of driver wage increases and that the current wages are competitive.

In response to Commissioner Moulton-Peters, Ms. Whelan explained that the MT adult cash fare is \$2 and that students, adults over 65, and people with a disability all ride for \$1. Ms. Whelan also explained that MT has other discount fare programs, including free youth passes for students who qualify for free and reduced lunch programs and a 50% fare discount for low-income adults through the Clipper Start program. Lastly, Ms. Whelan commented that MT has not raised base fare rates in twenty years.

In response to Commissioner Carmel, Ms. Whelan explained that 10% of MT revenue comes from fares, which is common for smaller suburban operators that serve lower-income riders. Ms. Whelan further explained that in comparison, commute-oriented transit operators such as Bay Area Rapid Transit (BART) and GGT rely on fares for approximately 50-60% of revenue.

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

Mr. Smith commented that due to rising costs of batteries, some industries are moving away from EVs and shifting their focus to hydrogen fuel cell technology.

Eva expressed concern about possible reductions and/or changes in routes servicing the Canal neighborhood in San Rafael; and commented that although MT fares appear low, some users may still not be able to afford to ride transit and suggested making MT fare-free.

Commissioner Moulton-Peters moved to accept Marin Transit's 2023-2028 SRTP, and direct staff to incorporate it into the Measure A/AA Strategic Plan, which was seconded by Commissioner Rodoni. A roll call vote was conducted, and the motion passed unanimously.

#### **8. Review and Approve the FY2021-22 COC/2022 TAM Annual Report (Action)**

ED Richman introduced Peter Pelham, Chairperson of the Citizens' Oversight Committee (COC) to present this item, which recommends that the Board review and approve the combined FY2021-22 COC/2022 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public in March 2023.

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

Eva expressed concern about representation on the COC and the challenges faced by low-income and underserved populations throughout the County.

Mr. Pelham commented that Bank of Marin is a community bank headquartered in Marin County and includes a diverse pool of employees.

Member of the public Damian expressed concern about the banking industry's relationship with low-income and underserved communities.

Commissioner Rodoni asked TAM staff to return to the Board when applications are sought for COC membership in an effort to expand public outreach.

Commissioner Fredericks moved to approve the combined FY2021-22 COC/2022 TAM Annual Report and direct staff to finalize the report based on input from both the COC and the Board and make it available to the public in March 2023, which was seconded by Commissioner Rodoni. A roll call vote was conducted, and the motion passed unanimously.

#### **9. Return to In-Person Meetings in Compliance with AB 2449 (Action)**

ED Richman presented this item, which requests that the Board approves staff's recommendation to return to in-person meetings for the TAM Executive Committees, and the Board of Commissioners starting in March 2023 in accordance with the provisions of Assembly Bill (AB) 2449, with options for remote public participation.

ED Richman provided background and outlined the requirements for teleconferencing and virtual participation under the Ralph M. Brown Act (Brown Act) and AB 2449.

Vice-Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, asked for a motion.

Commissioner Carmel moved to approve staff's recommendation to return to in-person meetings for the TAM Executive Committees, and the Board of Commissioners starting in March 2023 in accordance with the provisions of AB 2449, with options for remote public participation, which was seconded by Commissioner Blaustein. A roll call vote was conducted, and the motion passed unanimously.

#### **10. Presentation on the Project Development Process (Discussion)**

ED Richman introduced Principal Project Delivery Manager Bill Whitney to provide a high-level overview of the typical process to develop a capital improvement project in the public sector and share examples of projects that TAM has sponsored and/or acted as the lead agency for the project.

Mr. Whitney provided information on different types of public works projects and major phases for capital improvement projects, including planning and feasibility studies, project approvals and environmental documents, right-of-way, final design, and construction.

In response to Commissioner Ravasio, Mr. Whitney explained that public agencies would welcome assistance from private design firms to advance public works projects.

In response to Commissioner Blaustein, Director of Project Delivery Dan Cherrier explained that Caltrans' Project Development Procedures Manual outlines the various segments and milestones of project development and that the timeframes vary based on a variety of factors such as the complexity of the project, the number of agencies involved and right-of-way acquisitions.

In response to Commissioner Carroll, Mr. Cherrier explained that public notification and outreach is mandated through the environmental process of project development per the California Environmental Quality Act (CEQA), and in some cases, for larger projects, public outreach is proactively started before the environmental phase of the project. Commissioner Carroll expressed concern that project notifications to landlords may not reach tenants.

Commissioner Moulton-Peters thanked staff for the presentation; commented on the importance of public outreach; and referred everyone to the Semi-Annual Project Status Report (Agenda Item 6c) for more details on current projects.

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

Eva commented on the importance of public notification, especially when there is shared public access during the construction phase.

Mr. Smith commented on the importance of public outreach and obtaining feedback from drivers with regard to the Bellam Boulevard Off-Ramp Project; and also expressed concern that too many bicycle and pedestrian improvements will have a negative impact on traffic circulation. Mr. Smith also commented on the importance of performance bonds throughout the construction of the Tamalpais Drive Overcrossing Project.

Vice-Chair Lucan commented that often times local jurisdictions have their own public notification requirements for capital projects.

*The meeting was adjourned at 8:11 p.m.*

DRAFT



**DATE:** March 23, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

**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. 5b

**RECOMMENDATION**

The Board adopts positions on 2023 State Legislative bills as shown in Attachment B.

On March 13, 2023, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff’s recommendations and voted unanimously to support and refer the positions shown in Attachment B to the Board for approval. The FP&L Executive Committee further directed staff to place this item on the Consent Calendar for the March 2023 Board agenda.

**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.

Staff is requesting positions on bills and spot bills listed in the matrix at this point in the legislative session because they represent TAM's initial positions on bills that merit our attention and can form the basis for discussions or review with legislators, staff, and partner agencies. Adopted positions may be recommended for change when bills are amended.

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.

The FP&L Executive Committee concurred with the recommended positions and further expressed interest in staff monitoring bills involving motorized bicycle (such as e-bike) safety, vehicles miles traveled (VMT) issues, and transit funding opportunities. Staff will scrutinize proposed bills and add bills consistent with the FP&L Executive Committee's suggestions to the matrix for future discussions.

## **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

THIS PAGE LEFT BLANK INTENTIONALLY



## 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
<p><b>AB 6 (Friedman)</b>  <b>Transportation Planning: local sales tax measures</b></p>	<p>12/5/2022                      Introduced</p>	<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>	<p><b>Watch</b></p>
<p><b>AB 7 (Friedman)</b>  <b>Transportation: funding: capacity projects</b></p>	<p>12/5/22                      Introduced</p>	<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>	<p><b>Watch</b></p>
<p><b>AB 9 (Murasutchi)</b>  <b>California Global Warming Solutions Act of 2006: emissions limit</b></p>	<p>1/26/23                      Assembly Natural Resources</p>	<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>	<p><b>Watch</b></p>

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
<p><b>AB 744 (Carillo)</b>  <b>California Transportation Commission: data, modeling, and analytic software tools procurement</b></p>	<p>2/13/23                      Introduced</p>	<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>	<p><b>Watch</b></p>

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> Open meetings: local agencies: teleconferences	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> Transportation Development Act	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> Public contracts: regional transportation agencies: design-build procurement	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> Vehicles miles traveled	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>

THIS PAGE LEFT BLANK INTENTIONALLY





**DATE:** March 23, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*

**SUBJECT:** Appoint TAM Board Member Rachel Farac to the Sonoma-Marín Area Rail Transit District (SMART) Board of Directors, (Action), Item No. 5c

---

**RECOMMENDATION**

The TAM Board appoints Commissioner Farac to the Board of Directors of the Sonoma-Marín Area Rail Transit (SMART) for a four-year term expiring in January 2027.

**BACKGROUND**

SMART was created by Assembly Bill (AB) 2224 in 2002. Chapter 3, Article 1 of the bill describes a 12-member Board of Directors that includes, “The member of the City Council of the City of Novato who also serves on the Marin County Congestion Management Agency, appointed by the Marin County Congestion Management Agency or its successor.”

At its meeting of March 14, 2023, the Novato City Council appointed Rachel Farac as the Commissioner representing that jurisdiction on the TAM Board. As Commissioner Farac is the Novato representative on the TAM Board, Commissioner Farac, therefore, in accordance with SMART legislation, is recommended for appointment to the SMART Board of Directors.

**DISCUSSION/ANALYSIS**

Not applicable.

**FISCAL CONSIDERATION**

None.

**NEXT STEPS**

TAM staff will communicate the appointment of Commissioner Farac to SMART staff once approved.

**ATTACHMENTS**

None.

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** March 23, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Review and Approval of the Measure A/AA and Measure B Revenue Projections and the FY2023-24 Annual Budget Development Schedule (Action), Agenda Item No. 6

---

## RECOMMENDATION

The TAM Board reviews and approves the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee (VRF) revenue projection recommended for the FY2023-24 TAM Annual Budget development, along with the Budget Development Schedule.

The Administration, Projects and Planning (AP&P) Executive Committee reviewed the revenue projections recommended for the FY2023-24 TAM Annual Budget development, along with the Budget Development Schedule, and voted unanimously to refer the item to the TAM Board for approval.

The Citizens' Oversight Committee (COC) is scheduled to review this item at its March 20 meeting and any input/comments from the COC will be shared at the March 23 Board meeting.

## BACKGROUND

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, no later than its June meeting of each year, the TAM Board shall adopt the annual budget for the following fiscal year. For the annual budget development of TAM and its member agencies, staff develops, and the TAM Board approves the Measure A/AA and the Measure B revenue levels in March of every year. The approval of the expected upcoming fiscal year's revenue levels in March allows fund recipients time to build these local funds from TAM into their own FY2023-24 budget processes, which are taking place now. These revenue estimates will also be used to update the revenue and expenditure elements in the Measure A/AA and Measure B Strategic Plans, which will guide the FY2023-24 programming and allocation process, and the establishment of contract levels for projects and programs under both Measures.

## DISCUSSION/ANALYSIS

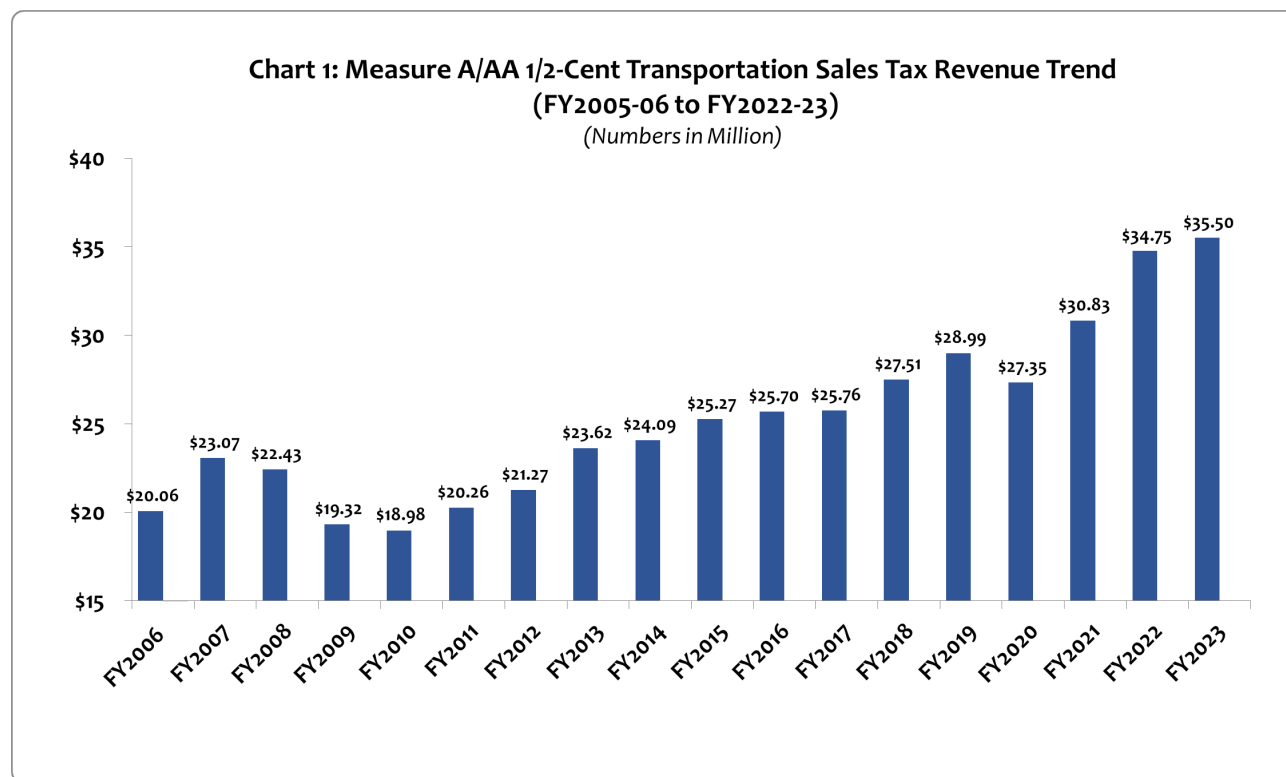
The COVID-19 pandemic has brought unprecedented public health and economic disruptions to the U.S. and globally. The uncertainties caused by the pandemic added extra challenges to TAM's budget processes during the last three fiscal years, from FY2020-21 to FY2022-23. However, due to the demographic and economic nature of the County, TAM's most critical funding source, the ½-Cent Transportation Sales Tax, which suffered some loss at the beginning of the initial Shelter In Place order, has been benefiting from Marin residents working from home, the strong housing market, and the redirected spending from out of the region/state/country travel to local and online spending in the last three years.

However, globally and nationally there are still many uncertainties. The ongoing conflict between Russia and Ukraine is affecting the global economy via the broad impacts of financial sanctions, rising commodity prices, and worsening of some supply-chain disruptions. In the U.S., inflation continues to be a serious economic concern. While still with uncertainties, more economists are seeing an increased chance that the U.S. economy will sink into a recession this year as a result of interest rate hikes, high inflation, end of fiscal stimulus, weak export markets abroad, and global political instability.

Against this backdrop, staff will monitor the local economic condition and the sales tax trend closely and report to the COC and the Board timely if major negative impacts on TAM's financial health are becoming visible.

**Measure A/AA Revenue Estimates/Projection:**

*Chart 1: Measure A/AA 1/2-Cent Sales Tax Revenue Trend* below illustrates the actual annual sales tax collection between FY2005-06 and FY2022-23, with the estimated FY2022-23 revenue at \$35.5 million as recommended by staff as shown in Table 1 (vs. the \$34.85 million as adopted in the FY2022-23 Annual Budget) based on the cash disbursements received for the first 8 months of the year, from July 2022 to February 2023, and the slowdown of sales tax growth projected by various sources.



**Recommended FY2023-24 Revenue Level & Projection for the Update of the Strategic Plan:**

*Table 1: FY2022-23 Measure A/AA Revenue Collection Update and 5-Year Projection Scenarios* illustrates the projection scenarios staff reviewed and recommendations for the upcoming fiscal year and the following 5-year period.

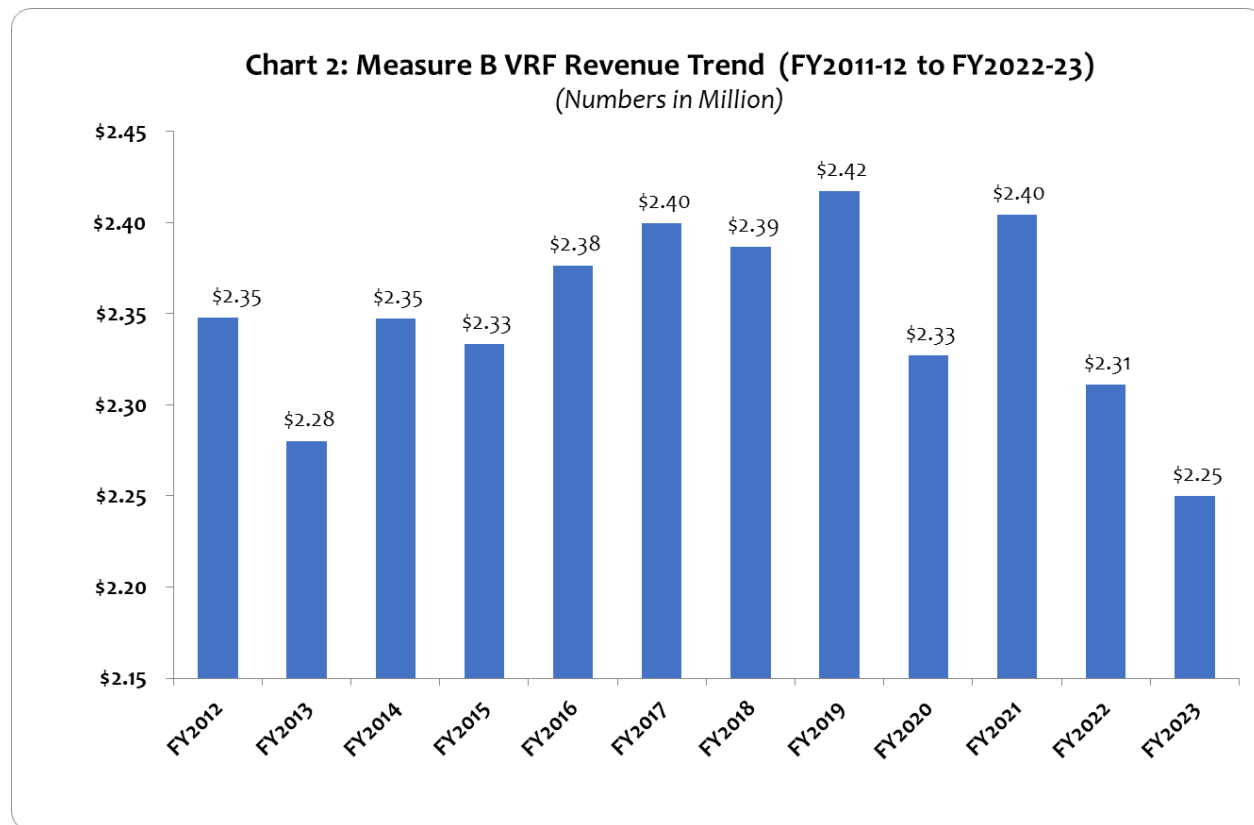
**Table 1: FY2022-23 Measure A/AA Revenue Collection Update and Projection Scenarios**

Year	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29
<b><i>Avenu Insights &amp; Analytics February 2023 Projection</i></b>							
<b>Annual Revenue</b>	36.03	36.39	37.53	38.71	39.78	40.73	41.56
<b>% Growth</b>	3.7%	1.0%	3.1%	3.2%	2.8%	2.4%	2.0%
<b><i>California Department of Tax and Fee Administration January 2023 Projection</i></b>							
<b>Annual Revenue</b>	35.44	35.62					
<b>% Growth</b>	2.0%	0.5%					
<b><i>Staff Recommendation</i></b>							
<b>Annual Revenue</b>	35.50	<b>35.68</b>	36.39	37.12	37.86	38.62	39.39
<b>% Growth</b>	2.2%	<b>0.5%</b>	2.0%	2.0%	2.0%	2.0%	2.0%

The Avenu Insights & Analytics February 2023 Projection (Attachment 1) is a more optimistic scenario, whereas the statewide quarterly taxable sale rates released by the California Department of Tax and Fee Administration (CDTFA) in January 2023, which covers up to FY2023-24, indicated minor negative growth from January to September 2023 (Attachment 2). While it is encouraging to see the continuing positive revenue growth over the next 5-year period provided by Avenu, with all the major uncertainties mentioned above, to continue TAM’s prudent and conservative approach and better prepare the agency for a possible recession, staff recommends setting the FY2023-24 Measure A/AA budget level at \$35.68 million, and the long-term growth rate at 2% annually thereafter for the update of the Measure A/AA Strategic Plan.

**Measure B Revenue Estimates/Projection:**

Measure B, the \$10 VRF dedicated to transportation projects and programs, was passed by Marin voters in November 2010. Collection of this local revenue source started in April 2011. Chart 2 illustrates the actual revenue collections of Measure B from FY2011-12 to FY2021-22 and the budgeted level for FY2022-23. As noted in Chart 2: Measure B VRF Revenue Trend, there is a significant revenue drop from FY2018-19 to FY2019-20, from \$2.42 million to \$2.33 million. The revenue collection in FY2020-21 recovered to \$2.40 million but dropped to \$2.31 million again in FY2021-22. Cash disbursement for the first half of FY2022-23 is just above \$1.15 million. The most recent data from the Forecasting Unit of the Department of Motor Vehicles (DMV) shows that the estimated number of vehicles registered in Marin County in 2022 suffered another 2.59% loss from 2021 after the 3.09% drop from 2020 to 2021. Historical registered vehicle data and annual revenue collections are shown in Table 2: Estimated Annual Marin County Vehicles Registered and Measure B Revenue.



**Table 2: Estimated County Marin Fee Paid Vehicle Registration and Measure B Revenue**

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Annual Revenue <sup>1,2</sup>	Annual Revenue % Change
2012	235,535	-356	-0.15%	2,242,958	N/A
2013	240,921	5,386	2.29%	2,323,342	3.58%
2014	243,069	2,148	0.89%	2,335,980	0.54%
2015	245,849	2,780	1.14%	2,358,335	0.96%
2016	249,314	3,465	1.41%	2,402,295	1.86%
2017	247,424	-1,890	-0.76%	2,387,773	-0.60%
2018	247,820	396	0.16%	2,391,857	0.17%
2019	249,524	1,704	0.69%	2,412,072	0.85%
2020	243,986	-3,834	-1.54%	2,359,873	-2.16%
2021	241,977	-7,547	-3.09%	2,343,931	-0.68%
2022*	237,711	-6,275	-2.59%	2,307,377	-1.56%

*Data Source: Department of Motor Vehicles*

1. Annual Revenue is calculated using the monthly disbursement from DMV for the calendar year.

2. DMV takes 0.05% of the collection off the top for its administrative support.

\*. 2022 Registered Vehicle # is draft and under review for final publication.

**Recommended FY2023-24 Budget Level & Projection for the Update of the Strategic Plan:**

Since the revenue collection for the first 6 months of FY2022-23 is only slightly above \$1.15 million and based on the most up to date registered vehicle data for the County, the continuing negative impact on vehicle purchases due to inventory shortage, and the revenue collection trend, staff recommends that the Measure B revenue budget level be set at \$2.25 million for FY2023-24 as well as for all future years for the development of the Measure B Strategic Plan.

**FY2023-24 Annual Budget Development Schedule:**

Below is the development schedule for the FY2023-24 Annual Budget:

March 23, 2023	TAM Board Review and Approval of the FY2023-24 Measure A/AA & Measure B Revenue Projections & the Budget Development Schedule
March-May 2023	Development of Draft FY2023-24 Annual Budget and Work Plans and Partner Agency Review and Coordination
May 8, 2023	AP&P Executive Committee Review and Release of Draft FY2023-24 Annual Budget for Required 30-day Public Inspection
May 15, 2023	COC Review and Provide Input on the Draft FY2023-24 Annual Budget
May 25, 2023	TAM Board Review and Release of the Draft FY2023-24 Annual Budget for Public Comment
June 22, 2023	TAM Board Review and Adoption of the FY2023-24 Annual Budget

**FISCAL CONSIDERATION**

The recommended revenue projections will be used to determine the FY2023-24 programming/allocation and expenditure levels for various projects and programs under both the Measure A/AA and Measure B Expenditure Plans and to update the revenue/programming elements in the respective Strategic Plans.

**NEXT STEPS**

After the Board's approval of the FY2023-24 Measure A/AA and Measure B revenue projections, staff will develop the draft FY2023-24 Annual Budget, present it to the AP&P Executive Committee, the COC, the Marin Managers' Association, and staff of various local jurisdictions for review and input in April and May 2023. The final draft budget will be made available for the 30-day public inspection after the review of the AP&P Executive Committee and be released for a formal public comment period at the May 25, 2023 TAM Board meeting and adopted at the June 22, 2023 TAM Board meeting.

**ATTACHMENTS**

- Attachment 1 – Avenu Insights & Analytics February 2023 Projection
- Attachment 2 – CDTFA January 2023 Projection
- Attachment 3 – Staff PowerPoint Presentation

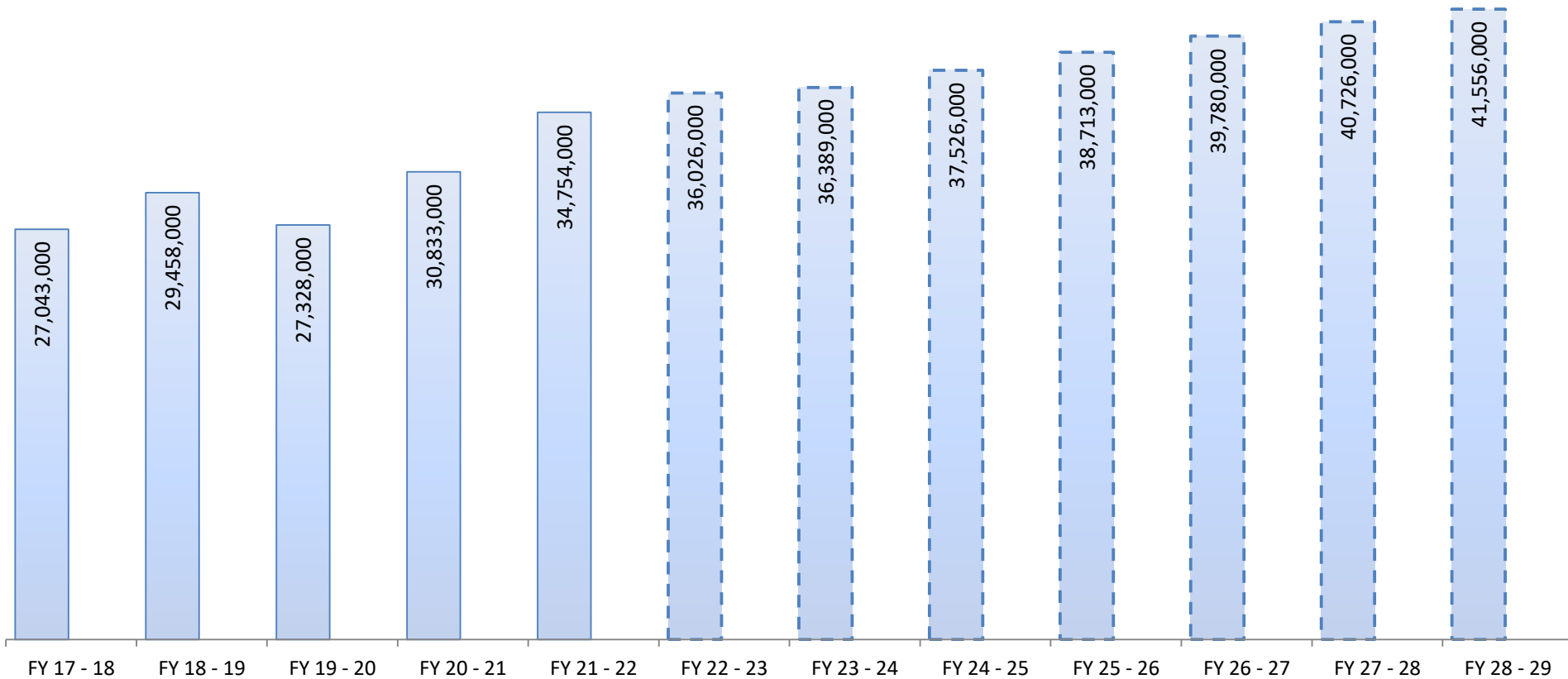
THIS PAGE LEFT BLANK INTENTIONALLY



### Marin Co Transport Auth 1/2% Sales & Use Tax Forecast Summary

Accrual through August Clean-up

Voter Approved	FY 21 - 22	FY 22 - 23	FY 23 - 24	FY 24 - 25	FY 25 - 26	FY 26 - 27	FY 27 - 28	FY 28 - 29
Cash Projection	34,754,000	36,026,000	36,389,000	37,526,000	38,713,000	39,780,000	40,726,000	41,556,000
Percent Change	12.7%	3.7%	1.0%	3.1%	3.2%	2.8%	2.4%	2.0%



THIS PAGE LEFT BLANK INTENTIONALLY

**Item 6 - Attachment 2 - CDTFA January 2023 Projection**



STATE OF CALIFORNIA

CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION

450 N STREET, SACRAMENTO, CA  
 PO BOX 942879, SACRAMENTO, CA 94279-0067  
 916-445-0840  
[www.cdtfa.ca.gov](http://www.cdtfa.ca.gov)

GAVIN NEWSOM  
 Governor

AMY TONG  
 Secretary, Government Operations Agency

NICOLAS MADUROS  
 Director

January 25, 2023

**TO: CITY AND COUNTY FINANCE OFFICIALS**

Below are the statewide taxable sales growth rates for the January 2022 – June 2024 period.

The table shows actual, preliminary, and estimated statewide changes in taxable sales by calendar quarter. CDTFA’s Research and Statistics team calculated the actual and preliminary rates. The California Department of Finance calculated the estimated rates in conjunction with its preparation of the *2023-24 Governor’s Budget*.

Sales Period	Year to Year Change In Taxable Sales	Allocations Received By Local Jurisdictions
Jan. – Mar. 2022	18.3% (actual)	Mar. – May 2022
Apr. – Jun. 2022	11.3% (actual)	Jun. – Aug. 2022
Jul. – Sep. 2022	6.9% (preliminary)	Sep. – Nov. 2022
Oct. – Dec. 2022	2.4% (estimated)	Dec. 2022 – Feb. 2023
Jan. – Mar. 2023	-0.9% (estimated)	Mar. – May 2023
Apr. – Jun. 2023	-0.5% (estimated)	Jun. – Aug. 2023
Jul. – Sep. 2023	-0.5% (estimated)	Sep. – Nov. 2023
Oct. – Dec. 2023	0.7% (estimated)	Dec. 2023 – Feb. 2024
Jan. – Mar. 2024	1.0% (estimated)	Mar. – May 2024
Apr. – Jun. 2024	0.9% (estimated)	Jun. – Aug. 2024

For taxable sales, monthly local allocations, and many other current and historical data, please visit our new data visualization tool: <https://www.cdtfa.ca.gov/dataportal/visual.htm>.

If you would like this letter to be sent to you electronically, please provide your email address to us at: [research@cdtfa.ca.gov](mailto:research@cdtfa.ca.gov).

Sincerely,

Genti Droboniku, Manager  
 Research and Statistics Section

THIS PAGE LEFT BLANK INTENTIONALLY

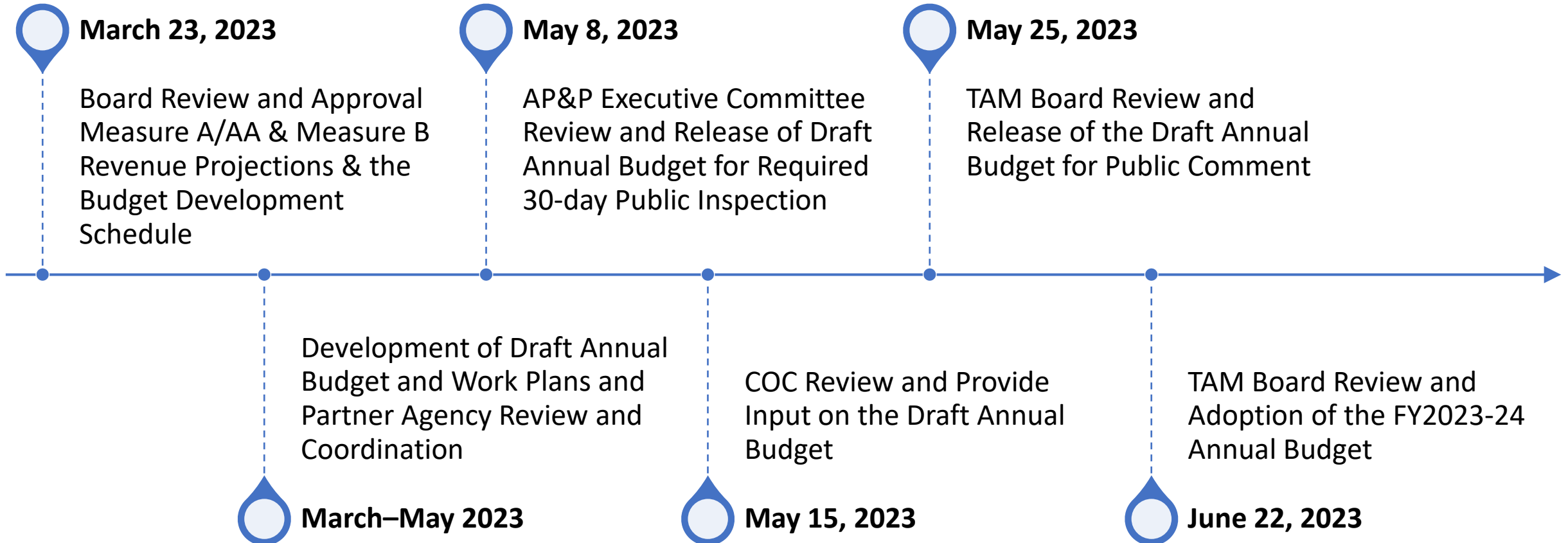


# Economic Update and Measure A/AA and Measure B Revenue Projections

TAM Board of Commissioners

March 23, 2023

# FY2023-24 Budget Development Timeline



# Current Economic Conditions

*The Big Question:*

*Are we heading into a recession?*

**50% vs 50%**



**More to come.....**



# What Does the Data Show?

## Economic Condition Data

**GDP** - Q4 2022 +2.9% **Grade: Good**

**ISM Manufacturing Index** - Dec 2022 48.4 **Grade: bad**

**CPI** - Dec 2022 +6.5% **Grade: bad**

**Retail Sales** - Dec 2022 -1.1% **Grade: bad**

**Industrial Production** - Dec 2022 102.9 **Grade: Neutral**

**Conference Board Leading Economic Index** - Dec 2022 110.5 **Grade: bad**

## Job Market Data

**Unemployment Rate** - Jan 2023 3.4% **Grade: Good**

**Initial jobless Claims** – Jan 19, 2023 183K **Grade: Good**

**Job Openings and Labor Turnover Data** – Dec 2022 11 million **Grade: Good**

Data Source: Forbes Feb 3, 2023 “Are We In A Recession Yet?”; <https://www.conference-board.org/us/>;  
<https://fred.stlouisfed.org/series/INDPRO>



# What Does the Data Show? (cont.)

## Housing and Financial Market Data

**Housing Starts** - Dec 2022 1.33 million **Grade: bad**

**National Association of Home Builders (NAHB) Index** - Feb 2023 42 **Grade: bad**

**S&P 500 YTD Performance** - +6.1% as of Feb 1, 2023 **Grade: Neutral**

**Treasury Yield Curve – 10-year/2-year Spread**: -0.66% as of Jan 24, 2023 **Grade: bad**

## Confidence Data

**University of Michigan Consumer Confidence Survey** - Jan 2023 64.6 **Grade: Good**

**NFIB Small Business Optimism Index** – Dec 2022 89.8 **Grade: Bad**

Data Source: Forbes Feb 3, 2023 “Are We In A Recession Yet?”; <https://www.conference-board.org/us/>;  
<https://fred.stlouisfed.org/series/INDPRO>

# What Does the Data Show? (cont.)

- Out of the 15 data points tracked by Forbes, more troubled signs:
  - **Good: 5**
  - **Neutral: 2**
  - **Bad: 8**
- Labor market is the strongest part of the current economy: historical low unemployment and large number of unfilled jobs, but pressure from labor cost/wage increase
- Consumers seem to be enduring high inflation better than they did in 2022, and hopefully prices will continue to moderate in the months to come but cost-of-living crisis still weighs heavily on the outlook
- Housing market is suffering from higher borrowing costs and the downward trend is expected to continue in 2023

## *In addition:*

- Ongoing geopolitical conflicts add additional pressure to the US and global economy
- Will the recent banking industry events cause wider/long-term impact??

# UCLA Anderson School's View

## *CA likely will suffer less if there is a recession*

- CA's strong sectors such as high tech, defense and aerospace are doing well
- CA may be losing people but is having more jobs, especially high productivity jobs
- The return of the Chinese tourist will hopefully benefit the Leisure and Hospitality Sector, especially in LA and SF regions
- New ADU and multi-family housing laws, industrial space needs, and infrastructure spending could potentially keep construction sector going
- Consumers are still spending, most recent retail sales data is encouraging
- Even though the State Budget is projecting a deficit in FY2023-24, there is a big rainy-day fund

*Data Source: UCLA Anderson School March 2023 Economic Update*

# SF Bay Area's Economic Challenges

- San Francisco (SF) Metro Area still down 21,600 jobs, 1% lower than its pre-pandemic employment:
  - Most decrease due to service sector
  - Knowledge workers (tech, R&D, etc.) grew during the pandemic but will this stay true for long with the current tech layoffs?
- SF and San Jose (SJ) Metro Areas together lost 147,000 people during the pandemic
  - Will this trend continue, if so, what's the long-term impact on retail, housing, office space markets?
- SF office vacancy rate is 28% as of Q4 2022, vs. 4% Q4 2019
  - Continuation of remote work
  - Reduction and/or consolidation of office spaces
- Retail sales in counties like San Francisco, are still way below pre-pandemic level
  - Big conventions are slowly coming back
  - International travel is still in recovery and will take time
  - Workers have not come back

*Data Source: Bay Area Council Weekly News March 3, 2023*

# Marin's Economic and Retail Sales Trend

- Marin's relatively simple economic and taxable sales bases helped the County weather the last three years well
- Due to the County's demographics and income level, majority of County residents are not suffering significant financial difficulties; though wide disparities exist
- Remote work options for many Marin residents helps the strong increase of taxable sales
- Savings from out of region/country travels were spent on home improvement and other home base items
- *Moving forward, will the slow-down eventually lead to negative growth in Marin?*



*Neighborhood Delivery Pic  
Shared in April 2020*

# Marin's Vehicle Registration Trend

- Annual number of registered vehicles in the County continues to drop since 2020
- Possible reasons:
  - Population loss
  - Shortage of cars
  - With remote work options, many decide not to replace a retired car or get an extra car
- Moving forward, will the negative growth change in the next year or two?

Calendar Year	Registered Vehicle	Annual # Change	Annual % Change	Annual Revenue <sup>1,2</sup>	Revenue % Change
2012	235,535	-356	-0.15%	2,242,958	N/A
2013	240,921	5,386	2.29%	2,323,342	3.58%
2014	243,069	2,148	0.89%	2,335,980	0.54%
2015	245,849	2,780	1.14%	2,358,335	0.96%
2016	249,314	3,465	1.41%	2,402,295	1.86%
2017	247,424	-1,890	-0.76%	2,387,773	-0.60%
2018	247,820	396	0.16%	2,391,857	0.17%
2019	249,524	1,704	0.69%	2,412,072	0.85%
2020	243,986	-3,834	-1.54%	2,359,873	-2.16%
2021	241,977	-7,547	-3.09%	2,343,931	-0.68%
2022*	237,711	-6,275	-2.59%	2,307,377	-1.56%

*Data Source: Department of Motor Vehicles*

1. Annual Revenue is calculated using the monthly disbursement from DMV for the calendar year.

2. DMV takes 0.05% of the collection off the top for its administrative support.

\*. 2022 Registered Vehicle # is draft and under review for final publication.



# Recommended Measure A/AA & B Budget Levels & Projections

- Adopted FY2022-23 Measure A/AA Budget Level: \$34.85 Million vs. **Current FY2022-23 Estimate: \$35.5 Million**
- Recommended **FY2023-24 Budget Level: \$35.68 Million, and assume 2% annual growth** for all future years for the revenue update of the Measure A/AA Strategic Plan
- Maintain the adopted **FY2022-23 Measure B Budget Level: \$2.3 Million**
- Recommended **FY2023-24 Budget Level: \$2.25 Million, and assume flat at \$2.25 Million** for all future years for the revenue update of the Measure B Strategic Plan



# Questions?

**Thank You!**







**DATE:** March 23, 2023

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Bill Whitney, Principal Project Delivery Manager

**SUBJECT:** Presentation of the San Anselmo Hub Study (Discussion), Agenda Item No. 7

---

## **RECOMMENDATION**

For information and discussion only.

## **BACKGROUND**

During a past Call for Projects, the Board approved funding for a Study of the Hub Intersection in the Town of San Anselmo. The Hub, connecting Sir Francis Drake Boulevard with Red Hill Avenue and Center Boulevard, is one of the most congested intersections in the County. It connects the communities of West Marin, Fairfax, Ross and San Anselmo to San Rafael and Highway 101. The Hub processes over 65,000 vehicles each day. The intent of the planning study is to consider potential operational and safety improvements to the intersection and approaching roadways for all modes of travel.

The Town was awarded \$309,000 from One Bay Area Grant 2 Program (OBAG2) federal funds for this effort.

## **DISCUSSION/ANALYSIS**

The Town retained consulting services from Parisi Transportation to prepare the study. Town staff will lead the discussion at the TAM Board meeting, with the assistance of the consultant who will make the presentation and review the findings from the study. The study presents short, medium and long-term solutions and their impacts on traffic, safety, and right-of-way.

## **FISCAL IMPACTS**

There are no fiscal impacts from receiving this presentation.

## **NEXT STEPS**

Not applicable.

## **ATTACHMENTS**

Attachment A – PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY



# The Hub Transportation Study

## TAM Board of Commissioners Meeting

March 23, 2023

# Agenda

1. Introduction
2. Existing Conditions
3. Potential Multimodal Enhancements
4. Recommendations & Next Steps



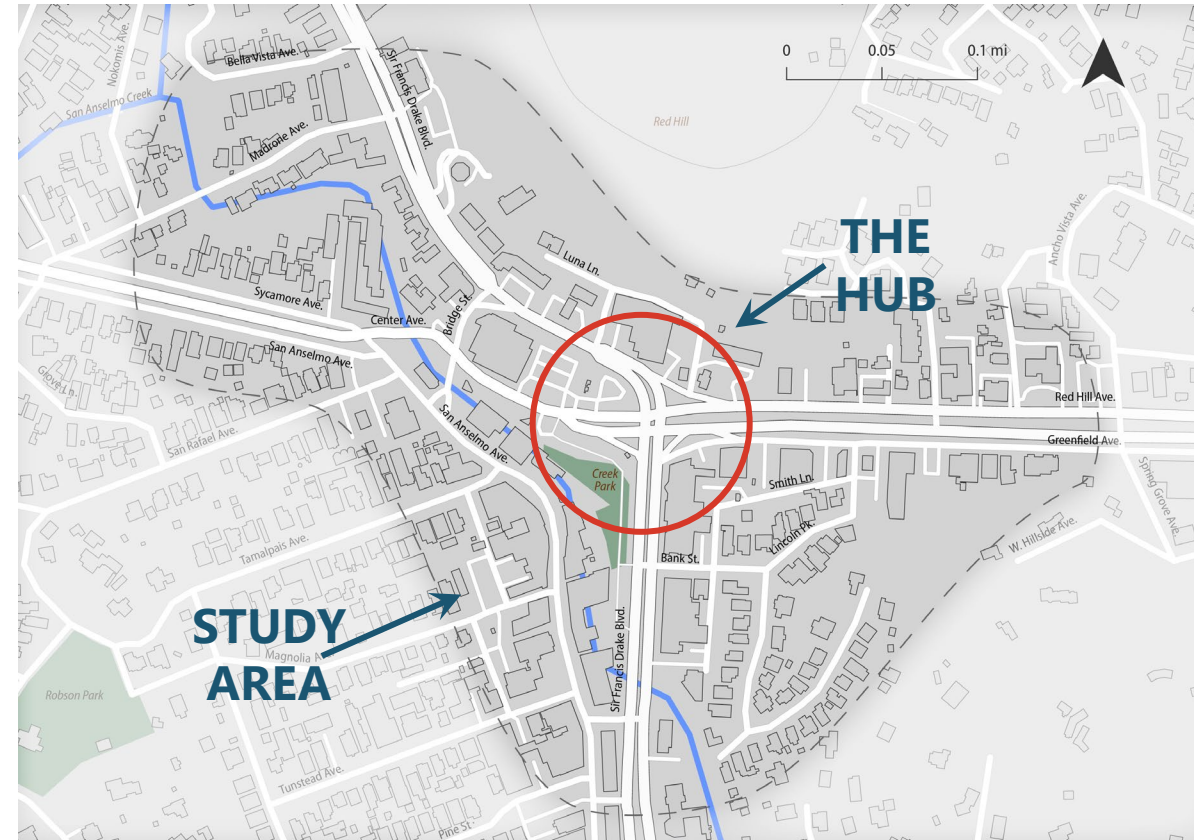
# Introduction





# Study Purpose

- A \$309,000 grant was awarded by the Transportation Authority of Marin (TAM) with a local match of \$41,000 for the Town to undertake a planning study to provide an alternatives analysis of potential congestion relief and multimodal solutions
- The study looked at short, medium, and long-term solutions and considered traffic, safety, and right-of-way

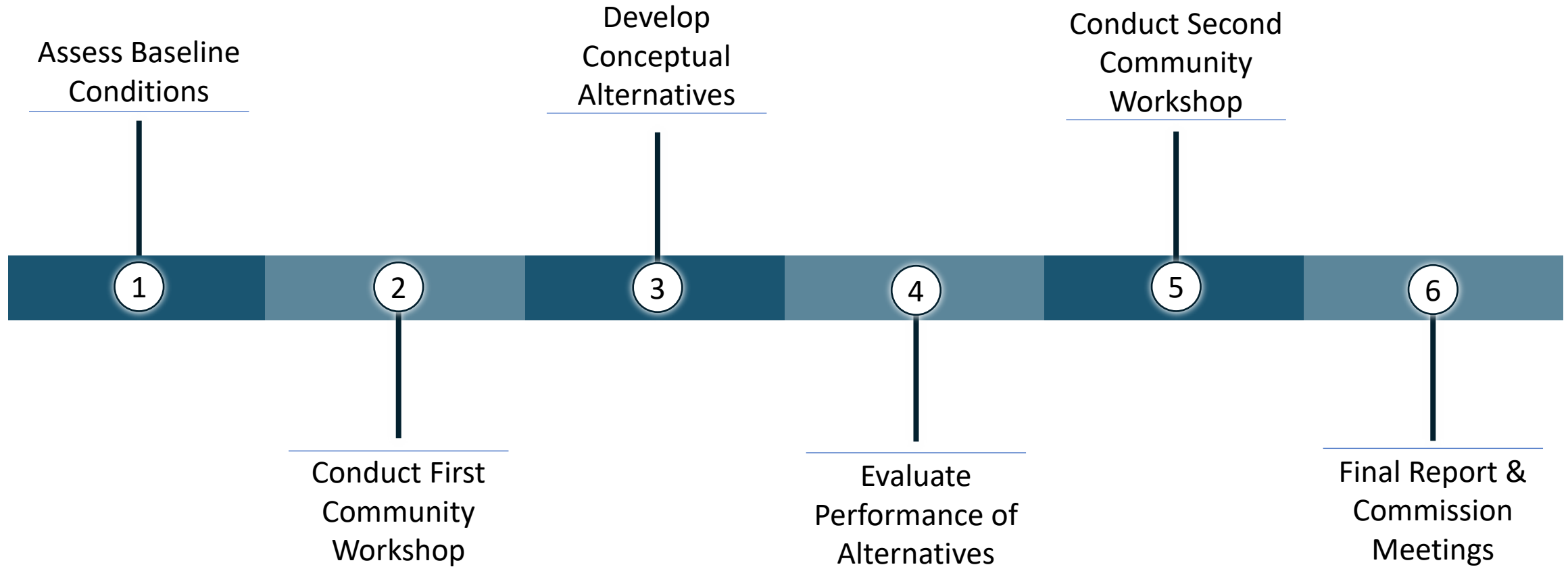


# Multimodal Solution Goals

- Relieve traffic congestion
- Improve pedestrian and bicycle connectivity and safety
- Enhance transit service
- Develop solutions that are implementable

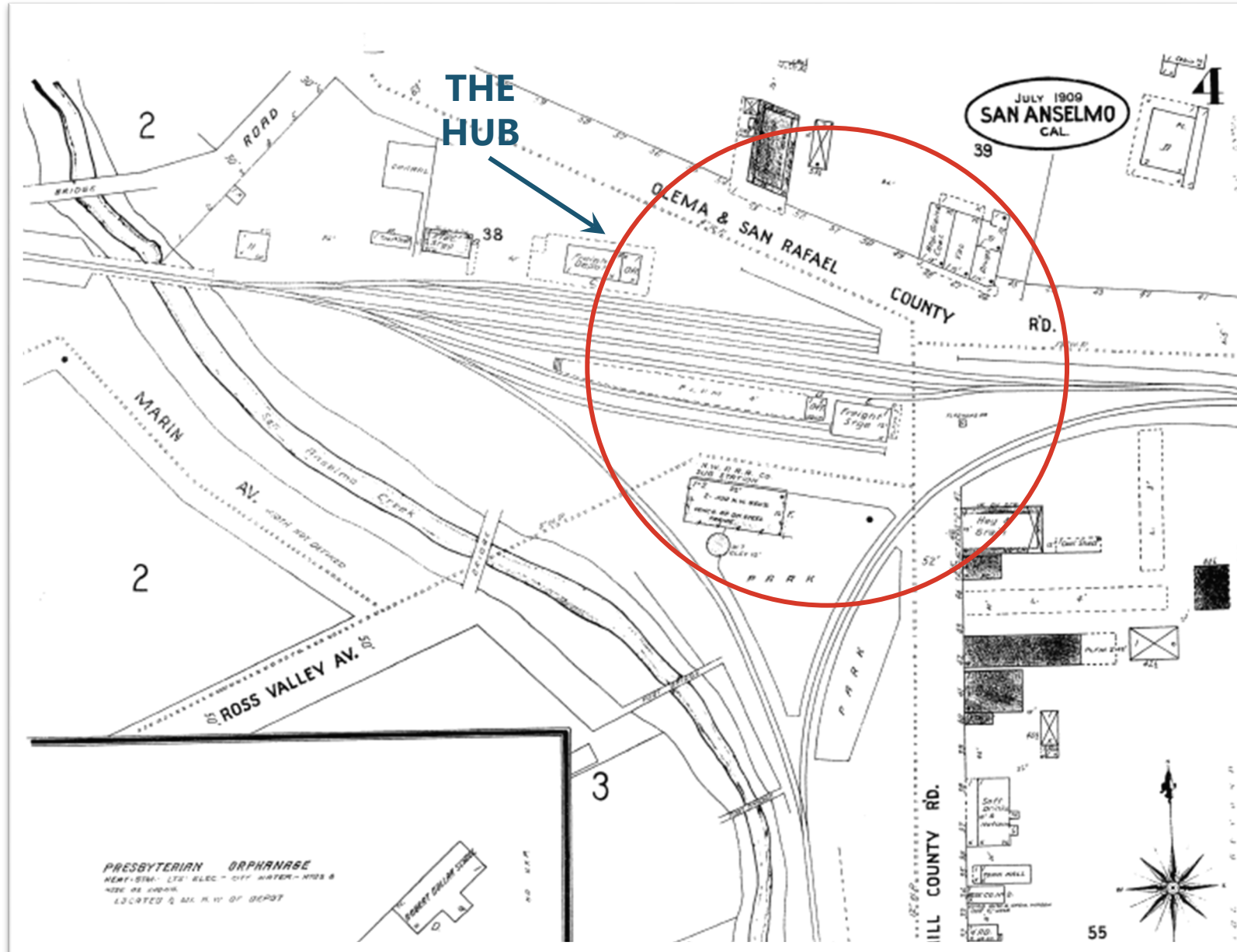


# Study Process





# Hub Background



# Hub Background

1800s



2000s



1900s











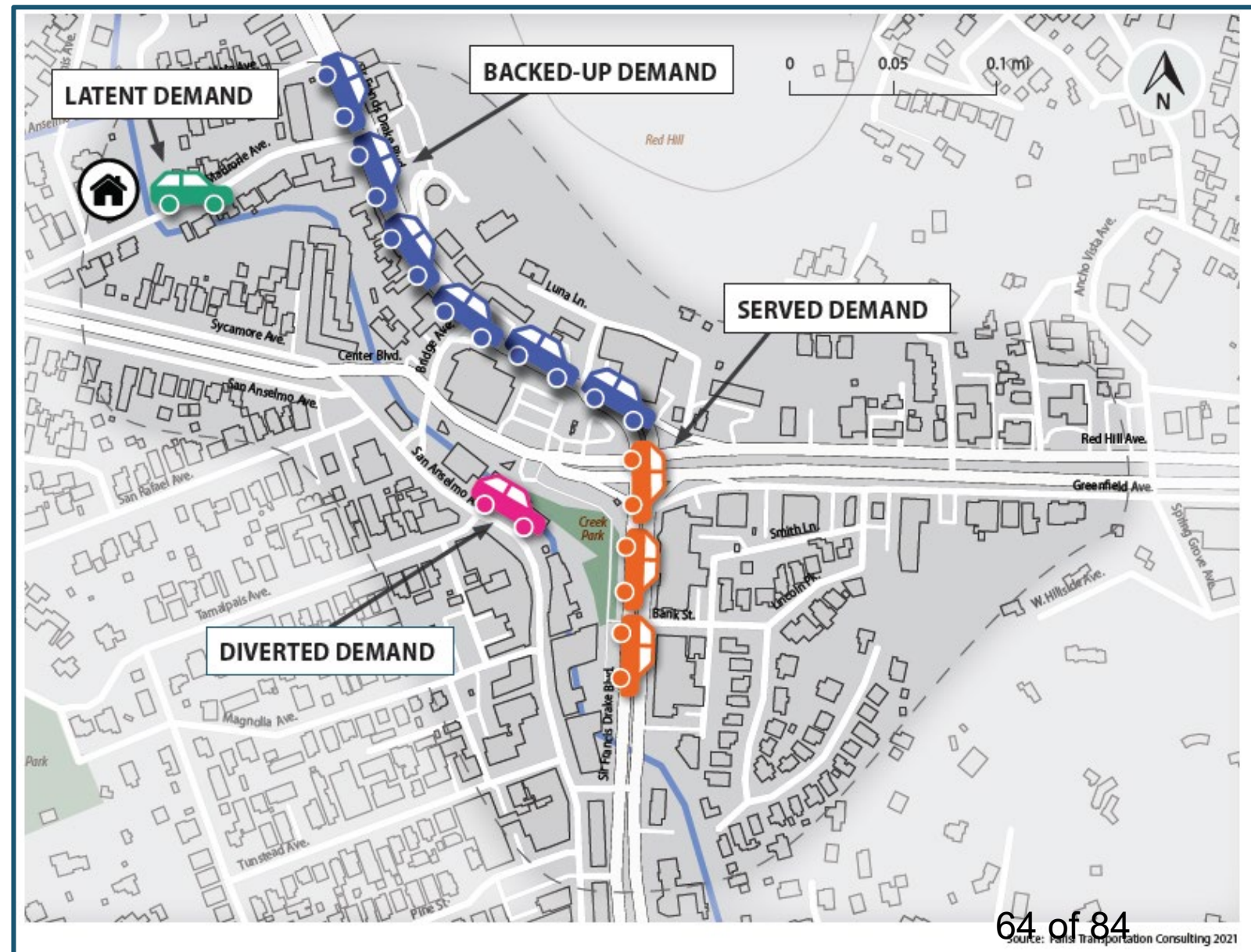
# Existing Conditions





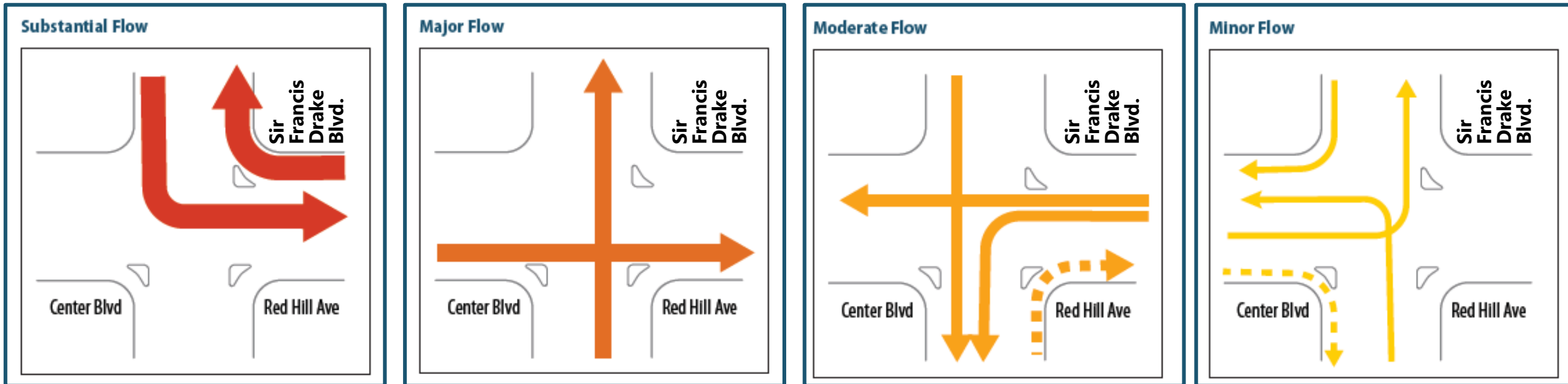
# Weekday Peak Vehicle Demand at the Hub

-  Served Demand
-  Diverted Demand
-  Backed-Up Demand
-  Latent Demand

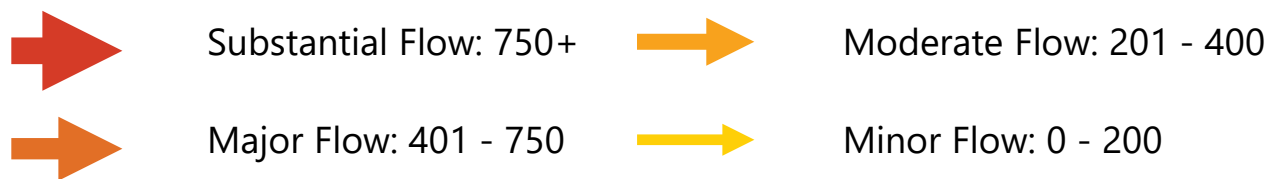


# Vehicular Traffic Flows

## Typical Average of AM/PM Weekday Peak Hour Backed-Up Demand



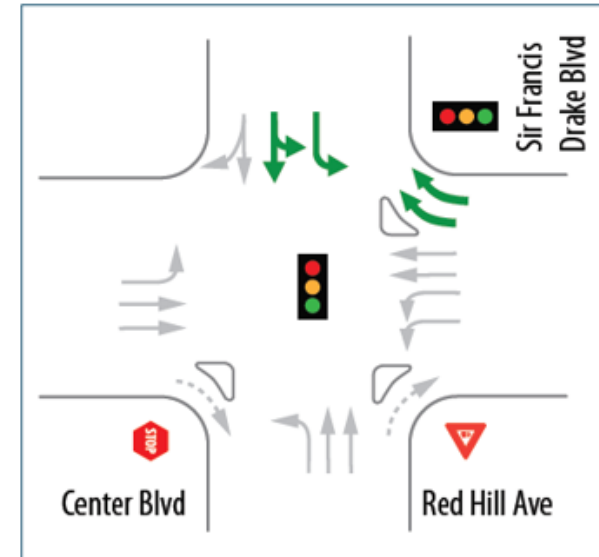
### Average Weekday Peak Hour Backed-Up Volume



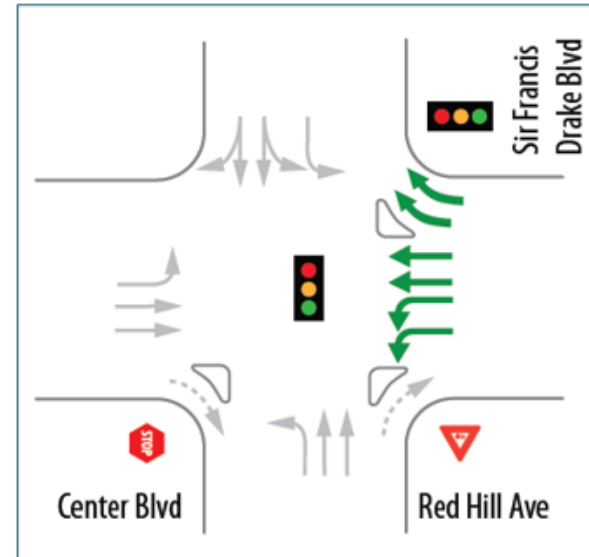
# Hub Signal Phasing

It takes over 3 MINUTES to complete the Hub's 4-phase cycle.

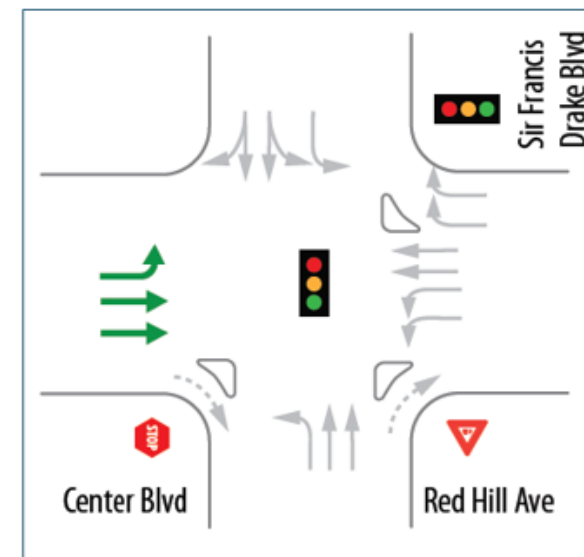
FIRST PHASE



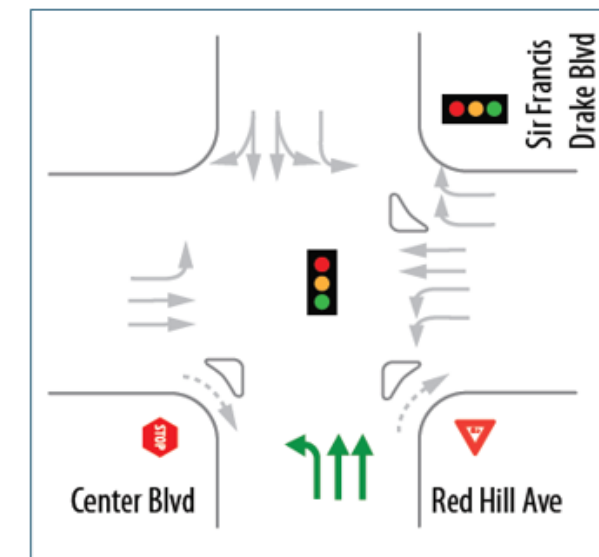
SECOND PHASE



THIRD PHASE



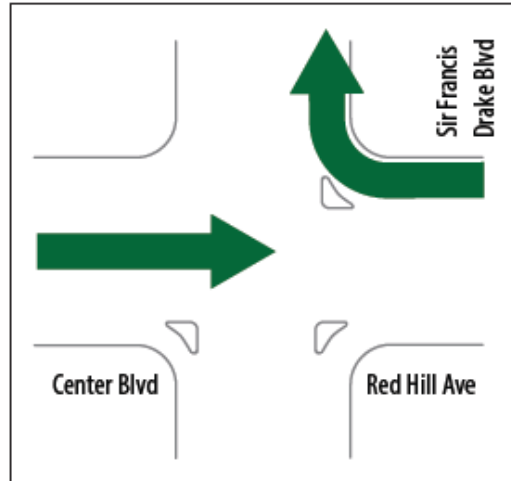
FOURTH PHASE



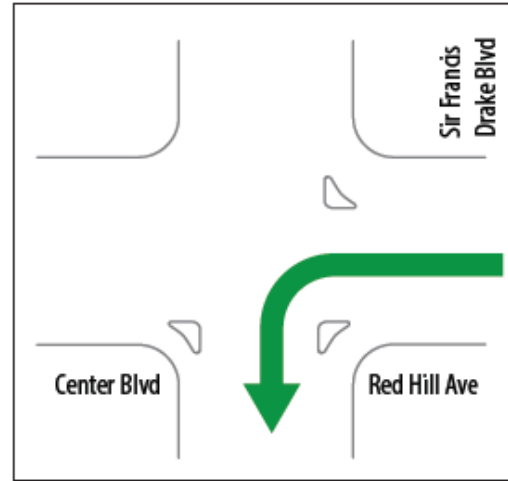
# Transit Conditions

## Transit Ridership through the Hub

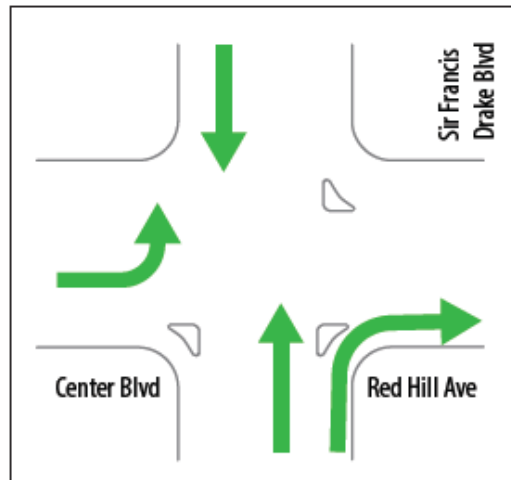
Substantial Ridership



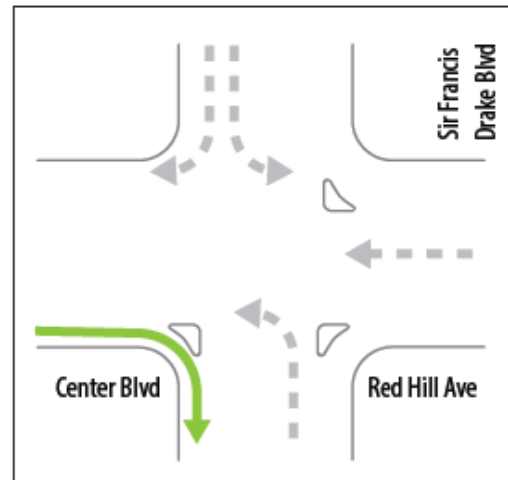
Major Ridership








Moderate Ridership



Minor Ridership



### Weekday Daily Riders (Passengers)

-  Substantial Ridership: 301–400
-  Major Ridership: 201–300
-  Moderate Ridership: 101–200
-  Minor Ridership: 1–100
-  0





# Pedestrian & Bike Conditions





# Potential Multimodal Enhancements





# Traffic & Transit Improvement Concepts

## Adaptive Signal Upgrade

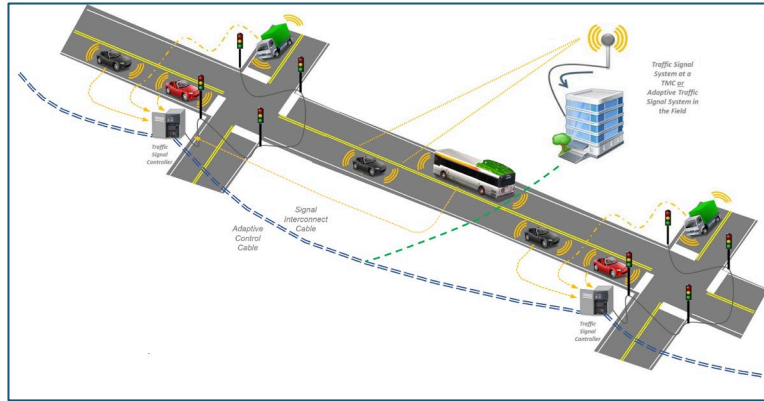


Image Source: Paris Transportation Consulting 2022

## Add Third Southbound Lane



Image Source: Paris Transportation Consulting 2022

## SB SFDB Split & Rerouted Minor Movements



Image Source: Paris Transportation Consulting 2022

## T Intersection with Displaced Left Turn



Image Source: Paris Transportation Consulting 2022

## Modern Roundabout



Image Source: Paris Transportation Consulting 2022

## Flyover



Image Source: Paris Transportation Consulting 2022



# Active Transportation Improvement Concepts

## Pedestrian Connectivity & Safety



Image Source: Parisi Transportation Consulting 2022

## Remove Slip Lanes



Image Source: Parisi Transportation Consulting 2022

## Bicycle Bypass Route



Image Source: Parisi Transportation Consulting 2022

## Pedestrian & Bicycle Flyover



Image Source: Parisi Transportation Consulting 2022

## Circular Flyover



Image Source: Parisi Transportation Consulting 2022

# Evaluation – Traffic & Transit Concepts

<p><b>Relief from Local Traffic Congestion</b></p> <p><b>50%</b></p>	<p><b>Promotion of Convenient &amp; Timely Transit Service</b></p> <p><b>25%</b></p>	<p><b>Implementability</b></p> <p><b>25%</b></p>	
<p>Average person-second of delay 50%</p>	<p>Average person-second of delay 60%</p>	<p>Funding criteria 25%</p>	<p>Ease of regulatory approval 25%</p>
<p>Volume-to-capacity ratio of downstream intersections 50%</p>	<p>Improved connectivity for transit 40%</p>	<p>Ease of public support 25%</p>	<p>Cost to benefit ratio 25%</p>

# Evaluation – Active Transportation Concepts

Promotion of Active Transportation		Implementability	
75%		25%	
Change in level of stress from existing conditions 60%	Route directness through the Hub 20%	Funding criteria 25%	Ease of regulatory approval 25%
	Average delay from encountered obstacles 20%	Ease of public support 25%	Cost to benefit ratio 25%

# Evaluation

## TRAFFIC & TRANSIT CONCEPTS EVALUATION SUMMARY

	Relief from Local Traffic Congestion	Promotion of Convenient and Timely Transit Service	Implementability	Total Score (Out of 5)
<i>Percent of Total Score</i>	50%	25%	25%	100%
1 Updated Traffic Signal System with Adaptive Signal Upgrade				
2 Remove Slip Lanes				
3 Widen Southbound, Sir Francis Drake Boulevard				
4 Southbound, Sir Francis Drake Boulevard Triple Left Turn				
5 Southbound, Sir Francis Drake Boulevard Split & Rerouted Minor Movements				
6 T Intersection with Displaced Left Turn				
7 Modern Roundabout				
8 Flyover				



## ACTIVE TRANSPORTATION CONCEPTS EVALUATION SUMMARY

	Promotes Active Transportation	Implementability	Total Score (Out of 5)
<i>Percent of Total Score</i>	75%	25%	100%
1 Pedestrian Connectivity & Safety Upgrade			
2 Remove Slip Lanes			
3 Bicycle Bypass Route			
4 Pedestrian & Bike Flyover			
5 Circular Flyover			





# Recommendations & Next Steps

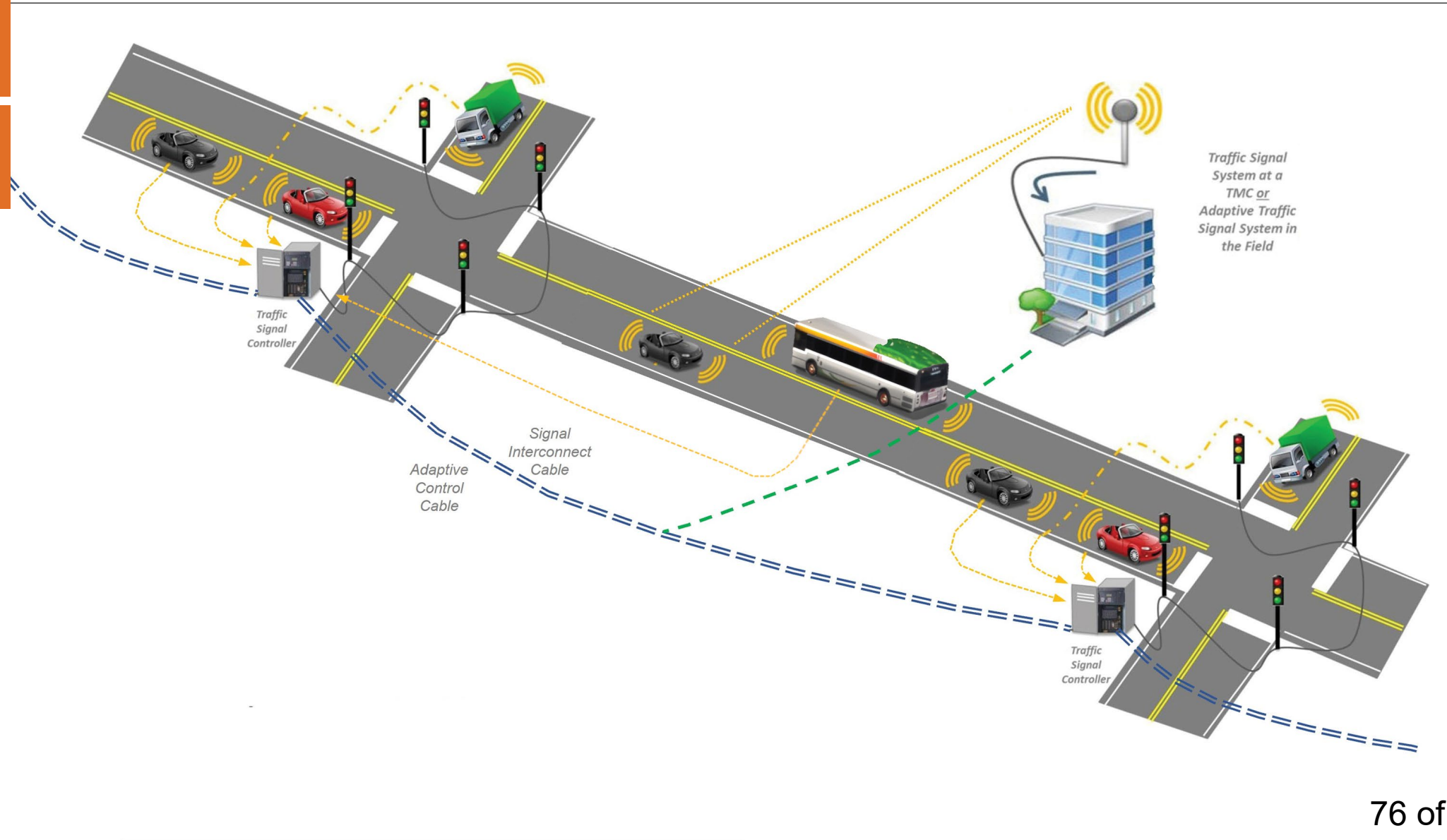




# Update Traffic Signal System with Adaptive Signal Upgrade

Traffic & Transit

Short-Term

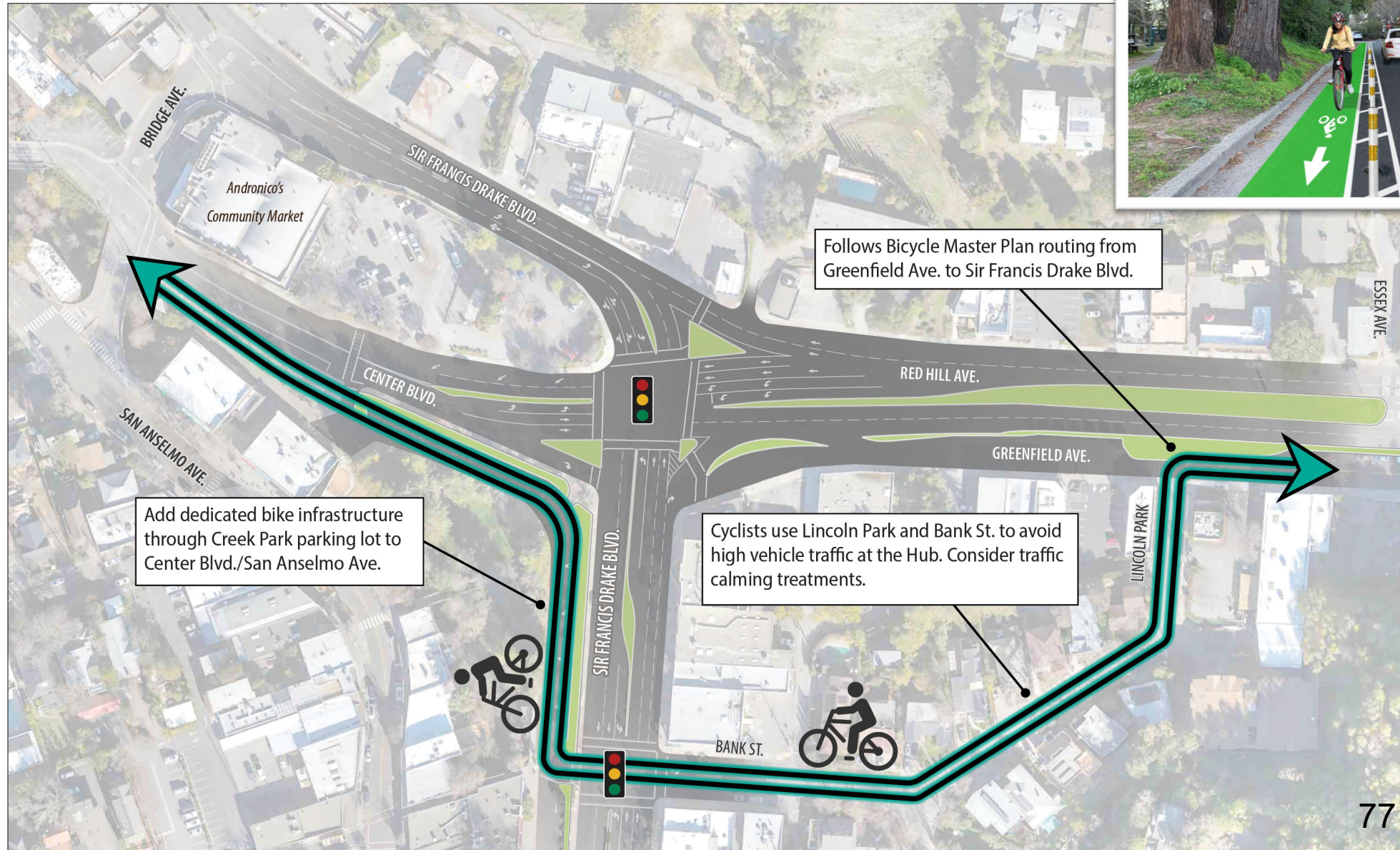




# Bicycle Bypass Route

Active  
Transportation

Short-Term



Follows Bicycle Master Plan routing from Greenfield Ave. to Sir Francis Drake Blvd.

Add dedicated bike infrastructure through Creek Park parking lot to Center Blvd./San Anselmo Ave.

Cyclists use Lincoln Park and Bank St. to avoid high vehicle traffic at the Hub. Consider traffic calming treatments.





# Bicycle Bypass Route Detail

Active Transportation

Short-Term

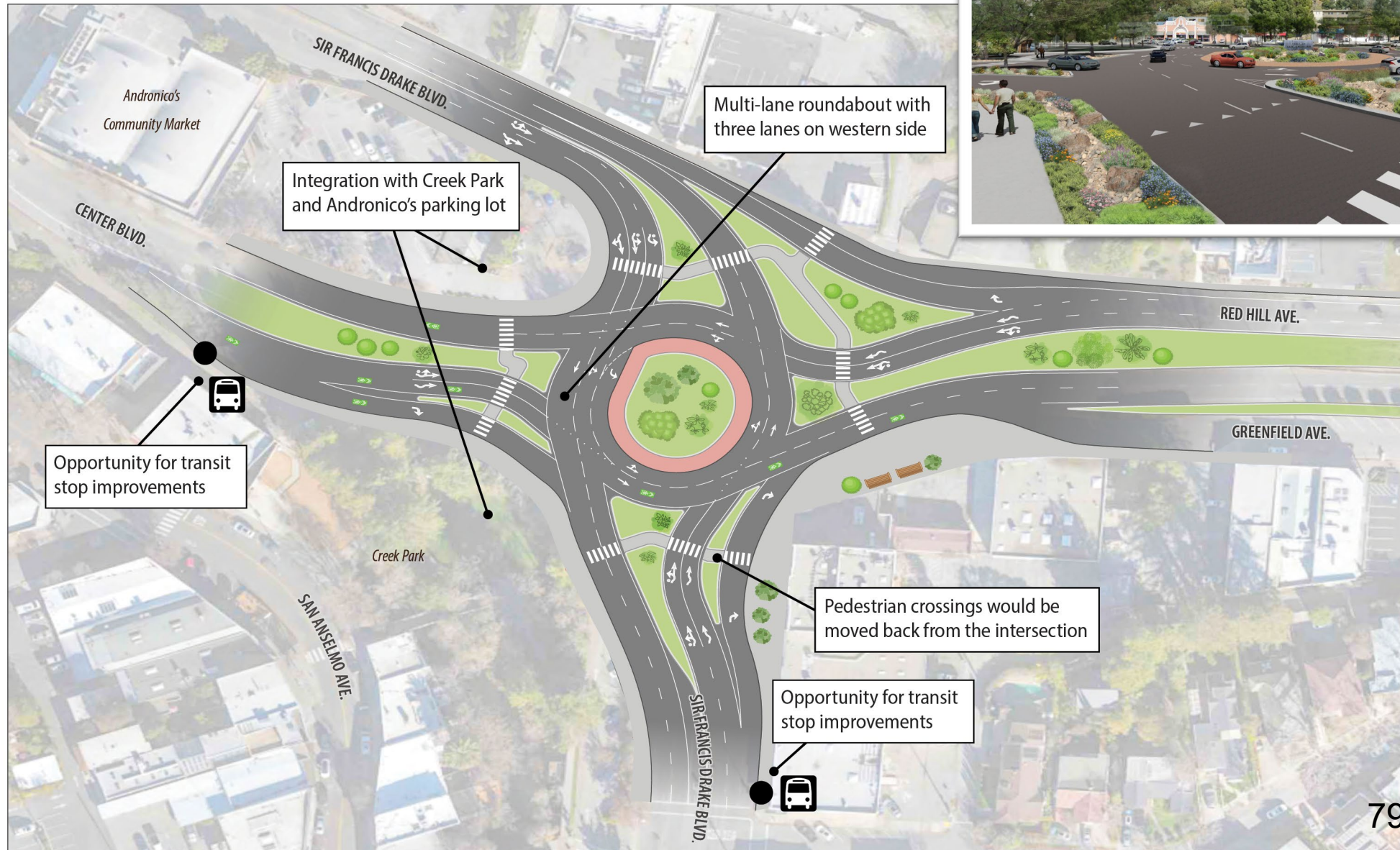




# Modern Roundabout

Traffic & Transit

Long-Term

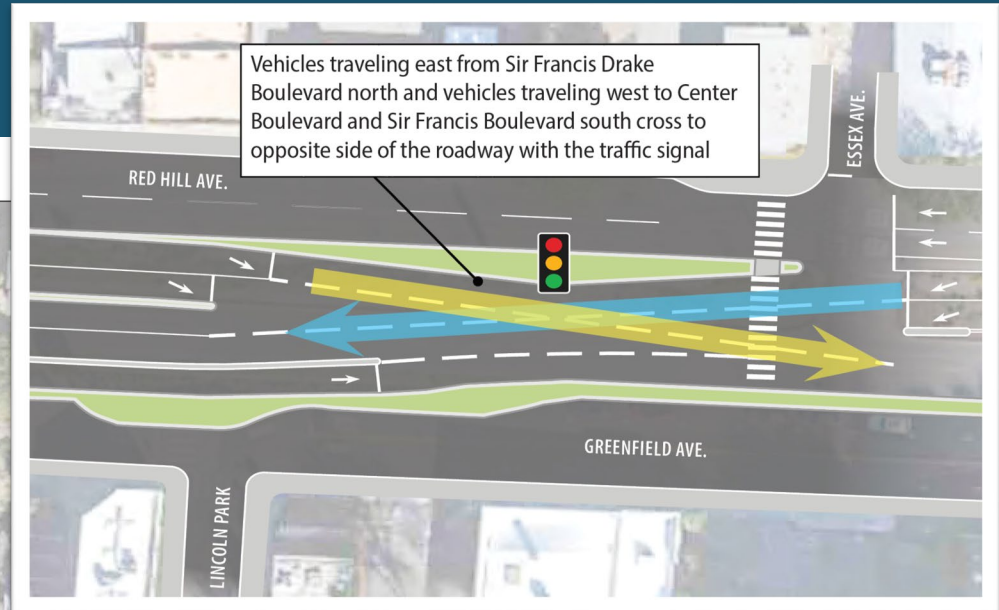
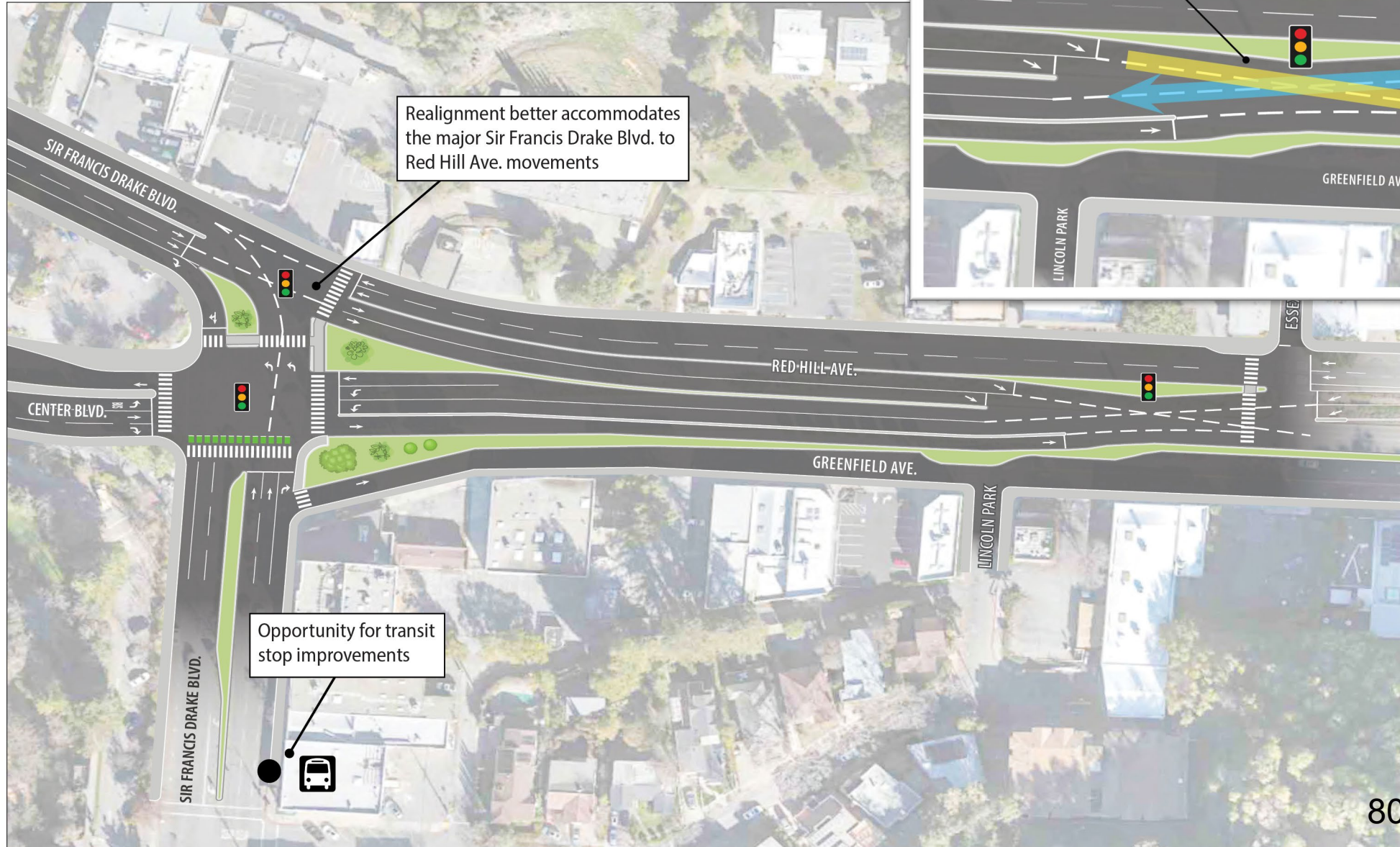




# T-Intersection with Displaced Left Turn

Traffic & Transit

Long-Term





# Pedestrian & Bicyclist Flyover

Active  
Transportation

Long-Term



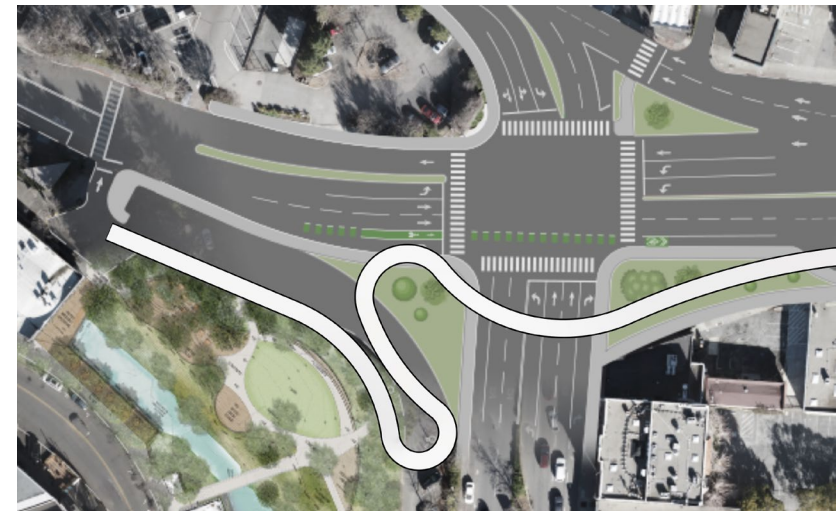
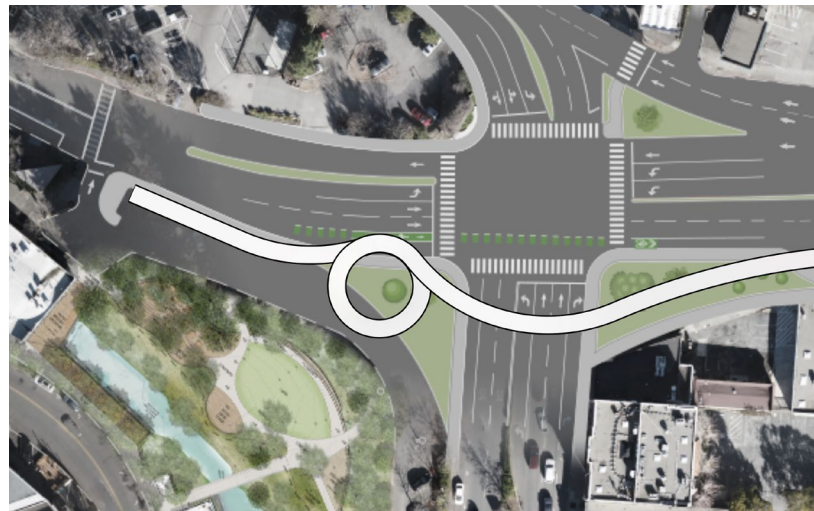
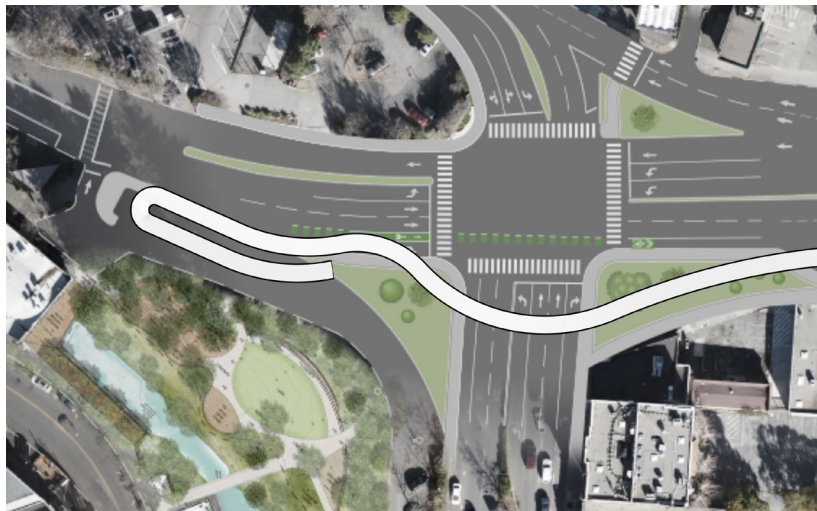
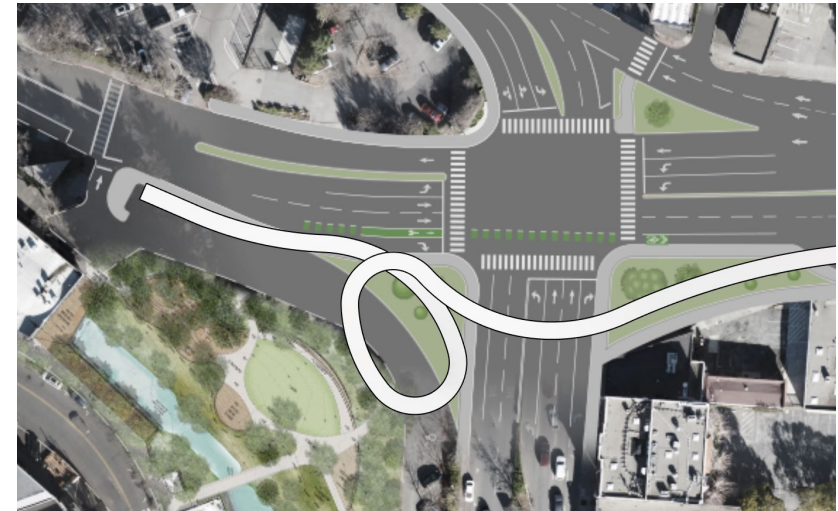
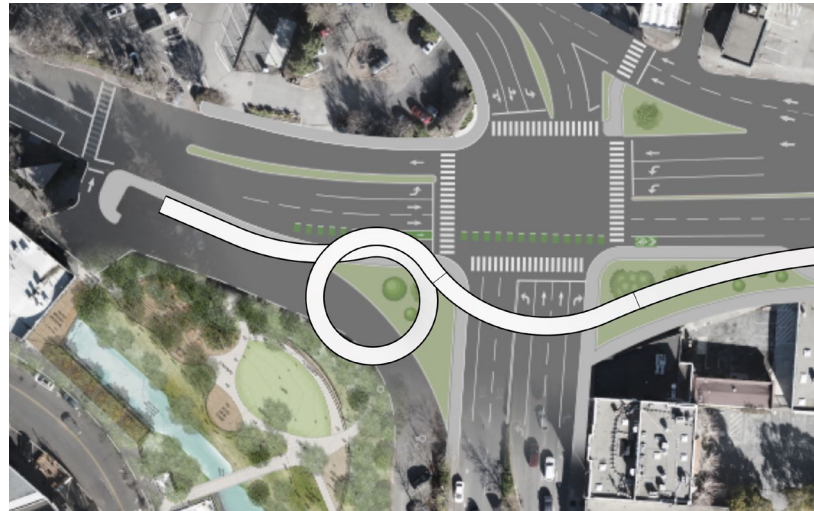
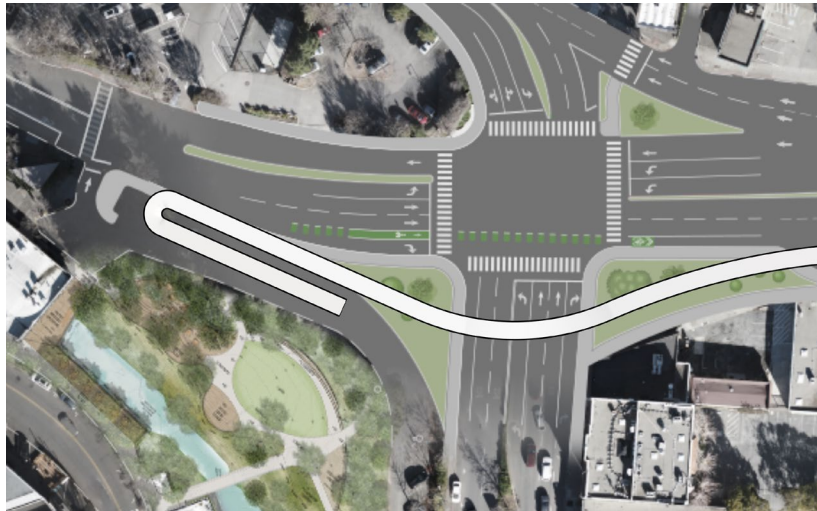
Serves the major east-west pedestrian and bicycle movements via a 1,200-foot long flyover 22 feet above the roadway

Removes vehicle connection from Red Hill Ave. to Greenfield Ave.

Requires removal of some parking on Greenfield Ave.



# Pedestrian & Bicyclist Flyover Examples



# Next Steps

- Seek funding for:
  - Implementation of short-term improvements
    - Update Traffic Signal System with Adaptive Signal Upgrade
    - Bicycle Bypass Route
  - Further assessment and refinement of long-term concepts
    - Modern Roundabout
    - T Intersection with Displaced Left Turn
    - Pedestrian & Bicyclist Flyover



# For More Information:

<https://www.townofsananselmo.org/1219/Hub-Transportation-Study>

# Contact:

Scott Schneider, Assistant Public Works Director  
[sschneider@townofsananselmo.org](mailto:sschneider@townofsananselmo.org)