



FUNDING, PROGRAMS & LEGISLATION  
EXECUTIVE COMMITTEE MEETING

JANUARY 8, 2024  
2:00 P.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

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

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**Belvedere**  
Nancy Kemnitzer

Webinar ID: 853 9071 0355  
Passcode: 571956

**Corte Madera**  
Eli Beckman

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**Fairfax**  
Chance Cutrano

**How to provide public comment (limited to 2 minutes or less):**

**Larkspur**  
Kevin Carroll

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**Mill Valley**  
Urban Carmel

**Novato**  
Rachel Farac

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

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Brian Colbert

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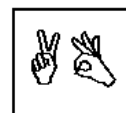
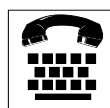
**San Rafael**  
Kate Colin

**Sausalito**  
Melissa Blaustein

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**Tiburon**  
Alice Fredericks

**County of Marin**  
Mary Sackett  
Katie Rice  
Stephanie Moulton-Peters  
Dennis Rodoni  
Eric Lucan



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## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from November 13, 2023 (Action) – **Attachment**
5. Adopt the 2024 Legislative Platform (Action) – **Attachment**



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

NOVEMBER 13, 2023  
2:00 PM

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

**MEETING MINUTES**

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

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Dan Cherrier, Director of Project Delivery  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning  
Grace Zhuang, Accounting and Payroll Specialist  
Joanne O'Hehir, Administrative Assistant  
Li Zhang, Deputy Executive Director/Chief Financial Officer  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Principal Transportation Planner

*Chair Colbert called the meeting to order at 2:00 p.m.*

Chair Colbert welcomed everyone to the meeting and asked Accounting and Payroll Specialist Grace Zhuang to conduct a roll call to ensure a quorum. A quorum of the Funding, Programs and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

**1. Chair's Report & Commissioner Comments (Discussion)**

Chair Colbert reported on the Focus on the Future conference, which was held in San Francisco in October.

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

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

Executive Director (ED) Anne Richman reported that on November 9th, the City of Petaluma and Sonoma-Marin Area Rail Transit (SMART) hosted a groundbreaking ceremony for the new North Petaluma Station with participation of Federal, State and Local elected officials and transportation partners, including the California Secretary of Transportation, and representatives from the Metropolitan Transportation Commission (MTC), California Transportation Commission (CTC), TAM, Marin Transit, Golden Gate Transit and the Sonoma County Transportation Authority (SCTA).

ED Richman also reported that on November 14th, TAM will host the inaugural Transportation Electrification at Schools Webinar, where TAM and industry experts will discuss transportation electrification projects at schools. Topics will include electric vehicle (EV) charging infrastructure and school bus fleet conversion and participants include school district administrators, facility managers, and staff.

ED Richman further reported on MTC's Active Transportation Technical Assistance Program, which solicited Calls for Interest from local agencies to request technical assistance (TA) to advance an active transportation project to delivery and/or compete for state Active Transportation Program (ATP) Cycle 7 funding anticipated in 2024. Project sponsors seeking ATP Cycle 7 funds were encouraged to respond and TAM staff provided outreach to local agencies to encourage applications. Of the four Marin jurisdictions that applied for six projects, Mill Valley was selected for the Safe Routes to Schools (SR2S) Pedestrian Gap Closure project.

ED Richman reported that the California Department of Transportation (Caltrans) is in the environmental phase of the State Route 131 (SR-131) Capital Preventive Maintenance Project in the town of Tiburon; and SCTA has launched the Sonoma County Active Transportation Plan Survey and is seeking input from those that reside in or visit Sonoma County.

ED Richman also reported on the Focus on the Future conference, in which she presented at the "CEO Roundtable", and TAM displayed posters for the North-South Greenway Gap Closure Project, and the Alternative Fuels and Electric Vehicles Program.

Lastly, ED Richman highlighted the Caltrans traffic advisory, which includes various road closures in Marin County and the surrounding areas.

In response to Commissioner Carmel, Public Outreach Coordinator Molly Graham explained that the Tamalpais Unified School District has submitted a rebate request for the EV infrastructure improvements at Tamalpais High School.

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

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

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

Member of the Public Clayton Smith commented on the recent fire underneath Interstate 10 in Los Angeles; and expressed concern regarding the safety of lithium-ion batteries in EVs.

### **4. Approval of Meeting Minutes from September 11, 2023 (Action)**

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

Commissioner Sackett moved to approve the September 11, 2023 meeting minutes. Commissioner Fredericks seconded the motion, which passed unanimously.

## 5. Update of Recommended Crossing Guard Locations (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends the FP&L Executive Committee considers the updated ranked list of crossing guard locations and the recommendation to guard all sites down to Rank 106 for the duration of the school year and reduce to Rank 103 at the end of the school year based on the updated ranking and refers the list to the TAM Board for approval.

Mr. Cherrier provided an overview of the 2023 Crossing Guard Program evaluation process and revised location list, including list methodology; number of guards/locations; summary of 2023 activities; evaluations due to changed or new conditions; and summary of funding sources and cash flow analyses. Mr. Cherrier also reported that the current contract with All City Management Services (ACMS) allows for hourly rate renegotiation due to the new fast food minimum wage, which may require further site reductions beginning with the 2024/2025 school year.

In response to Commissioner Sackett, Mr. Cherrier explained that the three new sites identified as a result of change in condition requests from the City of San Rafael Department of Public Works (DPW) will be guarded as soon as ACMS hires the necessary staff. ED Richman also explained that the staff recommendation to reduce the list to Rank 103 at the end of the 2023/2024 school year would result in the loss of guards at site rankings 104, 105, and 106.

In response to Commissioner Carmel, ED Richman explained that TAM currently has carryover/reserve funds in the Crossing Guard Program to pay for additional guards in the short-term; however, in order for the program to sustain itself in the long-term, the base number of guards should reset to 96 at each recertification cycle.

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

Commissioner Sackett commented that two of the new sites identified in San Rafael were a result of reduced school bus service in the Miller Creek School District; and that the San Rafael DPW is in the process of installing various safety improvements at multiple intersections serving this area. Commissioner Sackett further commented that perhaps there needs to be a more holistic approach to analyzing and identifying new sites that take into account factors such as changes in bus routes, traffic patterns and/or infrastructure. In response to Commissioner Sackett, ED Richman explained that staff will explore this suggested approach further; and that safety infrastructure improvements can result in a location no longer requiring a crossing guard.

Commissioner Carmel expressed concern regarding the financial viability of the program without resetting to a base of 96 (97 due to tie ranking) guards for the 2024/2025 school year.

Commissioner Rice commented on the importance of the Crossing Guard Program to encourage active transportation to and from school and reduce traffic congestion; referenced the upcoming Measure A/AA Expenditure Plan review as an opportunity to reassess the Crossing Guard Program funding needs; and inquired about the relationship between a site score and its ranking. In response, Mr. Cherrier explained that a location's rank is determined by the score.

Mr. Cherrier also explained that staff will come back to the FP&L Executive Committee and the Board in the spring of 2024 if there are significant impacts to the program costs due to the implementation of the new fast food minimum wage.

In response to Commissioner Carmel, Mr. Cherrier explained that notifications and outreach to jurisdictions, school districts and administrators of changes to crossing guard location(s) begins approximately one and half months before the end of the school year.

In response to Commissioner Rice, ED Richman explained that as a result of currently unknown variables such as the impact of the new fast food minimum wage and labor pool, the Board could decide to not fund additional sites due to changed conditions for the remainder of the current recertification cycle.

In response to Commissioner Fredericks, Mr. Cherrier explained that if the base amount of guards is reset to 96 every 4 years, the carryover funds will last to 2045 based on current revenue and expenditure assumptions.

ED Richman explained that any changes to the share of Measure AA funds for the Crossing Guard Program must be made through amendment of the Expenditure Plan; and that the carryover funds being used are specific to the Crossing Guard Program.

Commissioner Carmel expressed concern regarding the use of carryover funds and its impacts to the budget and the long-term sustainability of the program.

In response to Commissioner Sackett, Mr. Cherrier explained that a site could be eliminated if a changed condition evaluation request was submitted by a public works department after the completion of a safety infrastructure project. ED Richman further explained that the completion of such a project does not automatically trigger a reevaluation, however, the improvements would be factored into the scoring criteria during the next certification cycle.

Commissioner Rice made a motion to approve the updated ranked list of crossing guard locations, guard all sites down to Rank 106 for the duration of the current school year, and consider reducing the number of guarded sites for the following school year and/or future years, based on staff's further analysis of the program funding and cost factors in spring 2024, which was seconded by Commissioner Fredericks.

Commissioner Carmel made a substitute motion to approve the updated ranked list of crossing guard locations, guard all sites down to Rank 106 for the duration of the current school year, and reduce the number of guarded sites to 97 for the following school year. Motion was not seconded; motion failed.

Commissioner Sackett commented that the Crossing Guard Program is a cost-effective tool to address traffic congestion and would support the motion made by Commissioner Rice.

Chair Colbert asked for a vote on Commissioner Rice's motion. Commissioners Colbert, Fredericks, Rice, and Sackett voted aye; and Commissioner Carmel voted nay. The motion passed by a 4 to 1 vote.

## **6. MTC Potential Regional Transportation Measure (Discussion)**

Director of Programming and Legislation David Chan presented this item for discussion.

Commissioner Carmel expressed concern that communities may experience tax fatigue in the coming years and commented on the importance of clearly demonstrating the benefits to voters of any new transportation tax.

In response to Commissioner Rice, ED Richman explained that many components of the proposal are yet to be determined; and that some transit funding shortfalls were anticipated in Plan Bay Area (PBA) 2050 since the Covid-19 pandemic was underway before the completion of the plan. ED Richman also explained that MTC has tried to standardize funding calculations across multiple transit operators in order to analyze factors such as inflation consistently.

In response to Commissioner Sackett, ED Richman explained that several general managers of transit agencies submitted public comments to MTC in regard to the potential regional transportation measure.

In response to Commissioner Fredericks, ED Richman explained that MTC would be seeking authority from the California State Legislature to place a regional measure on the ballot.

ED Richman explained that if a regional transportation measure is introduced in the State Legislature, it will be included for review in TAM's 2024 Legislative Platform.

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

WTB-TAM Director of Planning Matthew Hartzell expressed concern that back-to-back measures will create voter fatigue; and commented on the importance of timing for SMART's renewal of Measure Q. Mr. Hartzell also expressed concern regarding local jurisdictions that have already reached the 2% local sales tax limit.

*The meeting was adjourned at 3:51 p.m.*

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**DATE:** January 8, 2024

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

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

**SUBJECT:** Adopt the 2024 Legislative Platform (Action), Agenda Item No. 5

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## RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the Proposed 2024 Legislative Platform as shown in Attachment A and refers it to the TAM Board for approval.

## BACKGROUND

At the beginning of each year, staff and Khouri Consulting, TAM's Legislation Consultant, develop a Legislative Platform to guide policy decisions and communicate TAM's goals and the County's transportation priorities to the Legislature and other agencies, such as the Metropolitan Transportation Commission (MTC) and the Self-Help Counties Coalition (SHCC). The platform is used to guide communications on critical legislation and policies that impact how TAM achieves its goals and funding needs during the year.

TAM has historically worked in concert with other agencies and associations in developing a unified message to advance Marin's transportation interests. TAM's past legislative advocacy and successes have usually been accomplished by working collaboratively with local jurisdictions and transit agencies, North Bay Counties, Bay Area County Transportation Agencies (BACTA), SHCC, statewide Regional Transportation Planning Agencies (RTPAs), and MTC. TAM will continue this practice to seek partners with common interests in supporting or opposing pertinent legislation and policies in 2024.

## DISCUSSION/ANALYSIS

During the height of the pandemic, State Legislators were dissuaded from introducing too many bills because hearings and public participation were limited. With the COVID State of Emergency lifted in 2023, a normal course of business is expected to resume for the State Legislature in 2024 and the number of bills introduced in 2024 may approach those seen prior to the COVID pandemic. As usual, staff and Khouri Consulting will be monitoring the introduction of all bills and policies relevant to TAM for 2024.

## Proposed 2024 Legislative Platform

Staff has developed the annual Legislative Platform to address ongoing and emerging transportation issues anticipated for 2024. The Proposed 2024 Legislative Platform is included as Attachment A. A redlined version of the Proposed 2024 Legislative Platform is included as Attachment B to show changes from the Adopted 2023 Legislative Platform ([download](#)).

The Proposed 2024 Legislative Platform captures relevant ongoing policy elements that TAM adopted in prior years' platforms and adds potential new issues that staff anticipates being relevant in 2024. Staff and Khouri Consulting also reviewed MTC's and the County of Marin's Proposed 2024 Legislation Programs to avoid unwarranted contradictory proposals. While Marin Transit does not adopt an annual legislation program, staff regularly consults with Marin Transit staff on proposed bills involving transit to ascertain impacts on local transit operations and have included Marin Transit's interests in TAM's Legislative Platform.

The Proposed 2024 Legislative Platform recognizes the importance of state and federal funding and suggests diligent efforts to enhance funding opportunities for Marin's transportation projects/programs. TAM will monitor all proposals on the distribution of Senate Bill 1 (SB 1) and Infrastructure Investment and Jobs Act (IIJA) funds to maximize funding opportunities for projects/programs in Marin. TAM will inform local agencies of these funding opportunities as they arise and provide assistance where applicable.

While transportation funding policies continue to remain a focal point, the Proposed 2024 Legislative Platform addresses other key areas of interest to TAM, including, but not limited to, the following:

- support legislation and regional efforts to encourage the state to provide resources to transit agencies in dealing with the impacts from the pandemic;
- support legislation that mitigates climate change and promotes resilience;
- support legislation that encourages multi-modal transportation options that emphasize active transportation, zero emission vehicles, and public transit;
- support legislation that provides resources and incentives for electric vehicle usage and infrastructure; including support for transit operators transitioning bus, ferry, and rail fleets to zero emission vehicles;
- support legislation that allows transit buses to use highway shoulders where feasible; and
- support legislation that maintains or increases funding to established state funding programs.

One of the issues that will be a major focus for the Bay Area is MTC's proposal for a Regional Transportation Measure (RTM) to generate new transportation funding. MTC has been exploring options to put an RTM on the ballot before Bay Area voters in 2026 or later. Prior to placing an RTM on the ballot, MTC would need to sponsor authorizing state legislation to enable the proposed ballot measure.

MTC staff is planning to seek authorization from the Commission on January 24, 2024 to initiate the legislative process in 2024. MTC will be coordinating with County Transportation Agencies (CTAs), including TAM, and transit agencies on the development of a proposed Expenditure Plan. TAM will participate in the RTM Working Group meetings to advocate for policies that ensure equitable funding to Marin and avoid guidelines that may be impediments for small agencies to compete for funds. Staff will monitor all developments on the RTM and provide relevant updates to the TAM Board.

### **2024 State Legislative Session**

The 2024 Legislative Session is the second year of a two-year session. Any bill introduced in the second year that does not pass will need to be re-introduced.

The deadline to introduce legislative bills for the 2024 State Legislative Session is February 16, 2024. Staff and Khouri Consulting anticipate returning to the Board in March and subsequent months to highlight relevant bills for monitoring and taking positions consistent with the Adopted 2024 Legislative Platform.

Notable dates for the 2024 Legislative Session are shown in the table below.

Legislature reconvenes	January 3, 2024
Deadline for Governor to submit proposed FY2024-25 State Budget	January 10, 2024
Last day for bills to be introduced	February 16, 2024
Deadline to propose changes to State Budget, referred to as "May Revise"	May 14, 2024
Deadline for Legislature to pass State Budget	June 15, 2024
Last day for the Legislature to pass bills	August 31, 2024
Last day for the Governor to sign or veto bills	September 30, 2024
Statutes take effect, except emergency items that take effect upon signing	January 1, 2025

As noted in the above milestones, the Governor is required to submit a budget proposal for FY2024-25 to the Legislature on January 10, 2024. Mr. Khouri will provide more details on the proposed State Budget at the January 2024 TAM Board meeting.

### **FISCAL CONSIDERATION**

There are no immediate fiscal impacts with the adoption of the Proposed 2024 Legislative Platform.

### **NEXT STEPS**

Upon Board approval, staff will communicate TAM's 2024 Legislative Platform to our partners, review proposed 2024 legislative bills, and present relevant legislative bills to the Board for action.

### **ATTACHMENTS**

- Attachment A – Proposed 2024 Legislative Platform
- Attachment B – Proposed 2024 Legislative Platform (redlined version)

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Attachment A

**Proposed TAM 2024 Legislative Platform**

<b>Issue and Background Information</b>	<b>Goals</b>	<b>Strategies</b>
<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. TAM has funded the Marin-Sonoma Narrows and several active transportation projects through SB 1. Opportunities to acquire funding will be made available through Cycle 4 managed by the California Transportation Commission (CTC).</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. A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax.</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<p>1. TAM will remain diligent in competing for additional state funds to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility, securing funds for State Route 37 and the 580/101 connector, as well as rehabilitating local roads and bridges. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees.</p> <p>2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers.</p> <p>3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements (i.e. Bus on Shoulder Project), enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks from programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).</p>
<p><b>II. Addressing Mobility and Meeting State Climate Change Mandates</b></p> <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</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, local land use development patterns and the</p>	<p>1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion. An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p> <p>2. TAM will work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other</p>

Issue and Background Information	Goals	Strategies
<p>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, emphasizing reducing greenhouse gases and vehicle 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 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>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</p>	<p>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>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.</p> <p>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.</p> <p>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. 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.</p> <p>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.</p> <p>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, reducing freight emissions, and promoting opportunities to generate</p>

Issue and Background Information	Goals	Strategies
		<p>revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>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.</p>
<p><b>III. Leveraging Regional Partnerships</b></p> <p>Even with the availability of state resources, regional coordination, and funding are needed to expedite project delivery to improve air quality and 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>1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan</p> <p>2. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</p> <p>3. MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), SMART, and partners to seek funding for State Route 37 for congestion relief and sea level rise/flood prevention projects on the route. TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor.</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. Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation</p>	<p>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.</p> <p>2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations.</p>

Issue and Background Information	Goals	Strategies
<p>The recent Active Transportation Program (ATP) Cycle 6 provided one-time funding of \$1.3 billion and several local projects received funding. However the program is likely to be significantly smaller going forward. 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>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>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 One Bay Area Grant (OBAG).</p> <p>4. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes.</p>
<p><b>V. Seek Efficiencies</b></p> <p>AB 2449 (Rubio), Chapter 285, statutes of 2022, 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.</p> <p>AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</p> <p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio). TAM will advocate for language that allows board members to participate remotely more frequently if needed, without a declared state of emergency.</p> <p>3. TAM will support 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.</p>



Issue and Background Information	Goals	Strategies
<p><b>VI. Pursuing Federal Opportunities</b></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 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. IIJA program funding is being released over time through calls for projects.</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>	<ol style="list-style-type: none"> <li>1. TAM will work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. TAM will seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area's mobility challenges.</li> <li>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keep up with inflation.</li> <li>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities: <ol style="list-style-type: none"> <li>a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit's (SMART's) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for bus and rail operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including interchange improvements.</li> <li>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</li> <li>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</li> <li>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.</li> </ol> </li> </ol>

<b>Issue and Background Information</b>	<b>Goals</b>	<b>Strategies</b>
		<ol style="list-style-type: none"><li data-bbox="1157 215 2026 365">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.</li><li data-bbox="1157 365 2026 618">5. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</li></ol>

## Attachment B

Proposed TAM 202~~4~~<sup>3</sup> Legislative Platform

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. <u>TAM has funded the Marin-Sonoma Narrows and several active transportation projects through SB 1. Opportunities to acquire funding will be made available through Cycle 4 managed by the California Transportation Commission (CTC).</u> <del>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).</del></p> <p><del>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 \$40 billion over the next five years. Discussion continues regarding the distribution of funding.</del></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</p>	<p>A. Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources.</p> <p>B. Ensure predictability and stability of transportation revenue should the state move away from diesel or gasoline powered vehicles and the gas tax.</p>	<p>1. TAM will remain diligent in competing for additional state funds <del>, including California's share of federal funds,</del> to support countywide priorities, with an emphasis on addressing safety, congestion, and mobility, <u>securing funds for</u> <del>on</del> State Route 37 and the 580/101 connector, as well as rehabilitating <u>local</u> roads and bridges, <del>such as the Richmond-San Rafael Bridge and Bellam Boulevard Off-Ramp Project.</del> This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs <u>or restore truck weight fees.</u></p> <p>2. TAM supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those <del>that</del><u>who</u> must drive further to job centers.</p> <p>3. In partnership with local jurisdictions and transit operators, TAM will monitor and support appropriate efforts to encourage and provide resources for transportation to maintain a state of good repair, implement operational improvements <u>(i.e. Bus on Shoulder Project)</u>, enhance connections to transit, advance equitable mobility, and enhance the safety and extent of the bicycle and pedestrian networks <u>from programs such as the Active Transportation Program (ATP), Cap and Trade Program, and Transit and Intercity Rail Capital Program (TIRCP).</u></p> <p><u>4. TAM will support efforts by Marin Transit, Golden Gate Bridge, Highway and Transportation District, and SMART to acquire funds from the Active Transportation Program, Cap and Trade and Transit and Intercity Rail Capital Program for operations and capital needs for bus, rail, bicycle, pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center, Marin Transit facilities, and Bus on Shoulder Project.</u></p>

Issue and Background Information	Goals	Strategies
<p>promotes zero-emission vehicles for future mobility needs. <del>Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will eventually be needed</del><u>A successor funding mechanism will eventually be needed since transportation is predominantly funded through the gas tax.</u></p>		<p><del>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.</del></p>
<p><b>II. Addressing Mobility and Meeting State Climate Change Mandates</b></p> <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 <del>with an emphasis on,</del> <u>emphasizing</u> reducing greenhouse gases and vehicle 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 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</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, 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>1. TAM will support efforts to secure resources to expand infrastructure and incentives, such as rebates and tax credits particularly for low-income individuals and families, for electric vehicle conversion <del>by minimizing concerns over range, cost, and infrastructure.</del> An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p> <p>2. TAM will work with the Self-Help Counties Coalition, 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.</p> <p>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.</p> <p>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, <del>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</del></p>

Issue and Background Information	Goals	Strategies
<p>made to improve the availability of charging station infrastructure and availability of converting from gas-powered to electric passenger vehicles, where feasible.</p> <p><u>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</u></p>		<p><del>identified in AB 211 (2022), part of the multiyear climate commitment in the FY2022-23 budget.</del> 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.</p> <p>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.</p> <p>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, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>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.</p>
<p><b>III. Leveraging Regional Partnerships</b></p> <p>Even with the availability of state resources, regional <del>coordination</del><u>coordination</u>, and funding <del>is needed to expedite project delivery to improve air quality, are</del> <u>needed to expedite project delivery to improve air quality</u></p>	<p>A. Coordinate with MTC and Bay Area County Transportation Agencies to protect and</p>	<p><u>1. TAM will coordinate with MTC on legislation authorizing a regional transportation measure to be considered by regional voters and advocate for policies that ensure equitable return to source funding in the proposed expenditure plan.</u></p>

Issue and Background Information	Goals	Strategies
<p><u>and</u> 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>acquire resources to address transportation infrastructure and mobility needs.</p>	<p><del>24.</del> TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities.</p> <p><del>32.</del> MTC intends on collaborating with Caltrans and the four North Bay Counties (Marin, Napa, Solano, Sonoma), <u>SMART, and partners</u> to seek <u>approval for tollsfunding for an</u> State Route 37 <u>to help fundfor</u> congestion relief and sea level rise/flood prevention projects on the route. <u>TAM will work with stakeholders and partners, with a focus on Marin County. TAM will also support related projects such as ecological/restoration in the corridor. TAM will work with stakeholders to ensure that the potential legislation supports Marin’s priorities of addressing segments within the County.</u></p> <p><del>3.</del> TAM will support the California Transit Association’s (CTA’s) effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101.</p> <p><del>4.</del> 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 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. <del>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</del></p>	<p>A. Support potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p>	<p>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.</p> <p><u>2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations.</u></p> <p><del>2.</del> 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</p>

Issue and Background Information	Goals	Strategies
<p><del>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.</del> Legislation will be needed to extend relief for transit operators to maintain and expand existing services.</p> <p>The recent <del>cycles of the State's</del> Active Transportation Program (ATP) <del>have left many viable applications unfunded due to the lack of funds.</del> Cycle 6 provided one-time funding of \$1.3 billion <u>and several local projects received funding. However the program is likely to be significantly smaller going forward.</u> 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>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><del>and pedestrian programs, ferries, and transit hubs, such as the San Rafael Transit Center, Marin Transit facilities, and Bus on Shoulder Project.</del></p> <p>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 One Bay Area Grant (OBAG).</p> <p><u>34. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes.</u></p> <p><del>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.</del></p> <p><del>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.</del></p>
<p><b>V. <u>Seeking Efficiencies</u></b><del>Seek Efficiencies</del></p> <p><u>AB 2449 (Rubio), Chapter 285, statutes of 2022, 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.</u></p>	<p>A. Support efforts to streamline and expedite project delivery.</p> <p>B. Support flexibility for local agencies to conduct virtual public meetings.</p>	<p>1. TAM will support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner.</p> <p>2. TAM will monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio), <del>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.</del> TAM will advocate for language that</p>

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<p><a href="#">AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</a></p> <p><a href="#">The California Transportation Commission conducts several competitive programs that require individual applications.</a></p>		<p>allows board members to participate remotely more frequently <del>if needed, without a declared state of emergency, as long as the public is afforded the same opportunity.</del></p> <p><a href="#">3. TAM will 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.</a></p>
<p><b>VI. Pursuing Federal Opportunities</b></p> <p><del>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.</del></p> <p><del>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.</del></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 funding over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging</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>1. TAM will work with our regional and national partners to implement the IIJA in achieving goals related to infrastructure condition, safety, mobility, and air quality. <del>TAM will monitor funds from IIJA that are distributed to the Bay Area in an equitable manner to CTAs and transit agencies.</del> 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.</p> <p>2. TAM also supports examining revenue solutions for the Highway Trust Fund that keeps up with inflation.</p> <p>3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. TAM will support 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. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for <del>SMART</del>, bus <a href="#">and rail</a> operations, pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor <a href="#">including interchange improvements</a>.</p> <p>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p>



Issue and Background Information	Goals	Strategies
<p>network. <a href="#">IJA program funding is being released over time through calls for projects.</a></p>		<p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs. <del><a href="#">for, including immediate pandemic-related relief funding and transit facilities for Marin Transit and SMART.</a></del></p> <p>4. TAM will advocate for mitigating climate change and will support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p> <p><del>5. TAM will monitor litigation and any potential actions pertaining to SAFE rule enactment and compliance.</del></p> <p><del>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.</del></p> <p><u>57.</u> While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p>