



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

MARCH 11, 2024
1:00 P.M.

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

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Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
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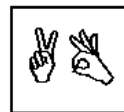
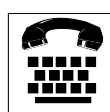
How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Sunday, March 10, 2024, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

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

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, and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to 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 January 8, 2024 (Action) – **Attachment**
5. Adopt Positions on 2024 State Legislative Bills (Action) – **Attachment**
6. Authorize Contracts for Equity Working Group Stipends (Action) – **Attachment**



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

JANUARY 8, 2024
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
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Joanne O’Hehir, Administrative Assistant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

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

Chair Colbert welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Funding, 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)

None.

2. Executive Director’s Report (Discussion)

Executive Director (ED) Anne Richman reported that the City of San Rafael will be holding a ribbon cutting ceremony on January 12, 2024 to celebrate the recently completed San Rafael Third Street Rehabilitation Project. The project closeout is expected to be finalized in early 2024 after completion of “punch list” items.

ED Richman also announced the launch of the Marin Commutes New Year Commute Challenge, a 6-week campaign running from January 15 to February 25. During this period, participants can earn additional rewards for logging green trips.

ED Richman reported that in December, TAM staff attended the Metropolitan Transportation Commission's (MTC's) Transit Priority Policy Workshop, an initial discussion on a regional policy that MTC is developing. The MTC Transit Priority Policy is expected to accelerate the implementation of transit priority treatments that increase transit speed and reliability. Staff will be participating in this effort and supporting coordination between local transit operators and local roadway owners. This policy is expected to be developed by mid-2024 and is expected to further support regional transit recovery efforts.

ED Richman also reported that MTC recently released a set of guides, templates, examples, and other resources for local jurisdiction plans and policies that support Vehicle Miles Traveled (VMT) reduction. Examples include the development of a Parking and Transportation Demand Management Policy, a VMT Fee, a Local Road Safety Plan (recently developed by TAM, Marin jurisdictions, and partner agencies), a Vision Zero Action Plan, and a Bicycle and Pedestrian Infrastructure Action Plan. TAM recently received a Notice to Proceed for the Caltrans planning grant that was awarded to develop a VMT Toolkit, which will include localized VMT data and available mitigations to reduce VMT in each area of the county.

Lastly, ED Richman reported that the next segment of the North-South Greenway on Old Redwood Highway in Larkspur is scheduled to begin construction this week. The project will extend the path south from the recently completed crossing over Corte Madera Creek to the Pedestrian Overcrossing at the on-ramp to Highway 101. The City of Larkspur is administering the project with support from TAM's design team; and construction is expected to take approximately five months to complete.

In response to Commissioner Carmel, Principal Project Delivery Manager Bill Whitney explained that the cost for the next segment of the North-South Greenway on Old Redwood Highway is approximately \$2.5 million.

In response to Commissioner Sackett, Mr. Whitney explained that the next segment of the North-South Greenway on Old Redwood Highway will be a 12-foot-wide Class I bicycle and pedestrian facility.

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, and hearing none closed this item.

4. Approval of Meeting Minutes from November 13, 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 Carmel moved to approve the November 13, 2023 meeting minutes. Commissioner Fredericks seconded the motion, which passed unanimously.

5. Adopt the 2024 Legislative Platform (Action)

Director of Programming and Legislation David Chan and Legislation Consultant Gus Khouri of Khouri Consulting presented this item, which recommends that the FP&L Executive Committee reviews the Proposed 2024 Legislative Platform and refers it to the TAM Board for approval.

In response to Commissioner Rice, Mr. Khouri explained that the Low Carbon Transit Operations Program (LCTOP) within the Cap and Trade Program was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Commissioner Rice inquired as to the overall effectiveness of the Cap and Trade Program to reduce GHG emissions. ED Richman explained that the Cap and Trade Program provides a funding source to the transportation sector; and that staff would research and obtain data from the California Air Resources Board (CARB). In response to Commissioner Rice's inquiry regarding zero-emission fleet vehicles, ED Richman explained that local bus operators have encountered difficulty procuring reliable electric buses and that purchase prices remain high.

In response to Commissioner Fredericks, ED Richman explained that the types of zero-emission fleet vehicles used by local jurisdictions differ from those used by transit operators.

Commissioner Sackett commented on the importance of school bus funding in order to meet congestion and climate goals.

In reference to a potential regional transportation measure, Commissioner Sackett expressed concern with the timing of the transportation measure and its effect on an upcoming regional housing measure; and Commissioner Carmel expressed concern that a regional transportation measure may not be of equal benefit to all counties.

ED Richman explained that the expenditure plan for the regional transportation measure is still very broad and Mr. Khouri explained that including the measure on the state legislative platform provides an opportunity for TAM to continue the discussion and track its progress.

Commissioner Carmel commented that substantial additional information would be required in order to develop a position on the measure.

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 Carmel made a motion to add language in support of zero-emission vehicle and yellow school bus funding to the Proposed 2024 Legislative Platform and refer it to the TAM Board for approval. Commissioner Fredericks seconded the motion, which passed unanimously.

The meeting was adjourned at 2:41 p.m.

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DATE: March 11, 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 Positions on 2024 State Legislative Bills (Action), Agenda Item No. 5

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews positions on 2024 State Legislative Bills, shown in Attachment B, and refers it to the TAM Board for adoption.

BACKGROUND

The State Legislature convened on January 3, 2024 to start the 2024 Legislative Session. February 16, 2024 was the deadline for legislators to introduce bills for the 2024 Legislative Session. The 2024 Legislative Session is the second year of a two-year session. Bills introduced in the first year of the session can be carried over to the second year of the session. Bills that are not passed in the second year of a two-year session are considered dead and must be reintroduced in a future session for consideration.

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

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

On January 25, 2024, 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), Self-Help Counties Coalition (SHCC), and others. Staff and Khouri Consulting, TAM’s Legislative Consultant, use TAM’s Legislative Platform to determine pertinent legislative bills to bring forth to the TAM Board for review during the 2024 Legislative Session and as guidance in recommending preliminary positions on the bills listed in Attachment B.

DISCUSSION/ANALYSIS

Attachment B contains the initial set of 24 state bills that are being monitored by staff and Mr. Khouri. Bills may be added to the matrix in the coming months as they become relevant to TAM or Marin or requested by TAM Commissioners for discussion or action.

Spot bills, such as Senate Bill (SB) 925 and SB 1510, in Attachment B, will be updated when pertinent amendments are introduced in the session. Positions of other agencies, such as MTC, League of California Cities, and California State Association of Counties (CSAC), may be added as reference to the matrix as they become available.

Proposed Monitored Bills

The below table is a summary of the 24 bills listed in Attachment B. Some of the bills are further discussed below because positions were recommended or the bill was particularly important to TAM.

Summary of Monitored Bills			
Bill	Author	Subject	Recommended Position
AB 817	Pacheo	Teleconferencing – Brown Act	Support
AB 1774	Dixon	E-Bike – Sales Prohibition	Watch
AB 1778	Connolly	E-Bike – Age Limit on Class 2 Bikes	Support
AB 1904	Ward	Transit Buses Yield Sign	Support
AB 2061	Wilson	Sales Tax – Ferries	Watch
AB 2234	Boerner	E-Bike – Age Limit on Operation	Watch
AB 2259	Boerner	Bicycle Safety Handbook	Watch
AB 2266	Petrie-Norris	Clean Air Vehicle Voucher Incentive	Watch
AB 2290	Friedman	Active Transportation Program – Class III Path	Watch
AB 2535	Bonta	SB1 – Trade Corridor Enhancement Program	Oppose
AB 2669	Ting	Toll Bridges – Bicycle Pedestrian	Watch
AB 2744	McCarty	Bicycle Pedestrian Safety	Watch
AB 2796	Carillo	Zero-Emission Vehicles	Watch
AB 2815	Petrie-Norris	Electric Vehicle Charging	Watch
AB 3005	Wallis	Fuel Tax – Adjustment Suspension	Oppose
SB 768	Caballero	CARB Study on VMT Impacts on CEQA	Watch
SB 904	Dodd	SMART – Voter Initiative	Watch
SB 915	Cortese	Autonomous Vehicles	Watch
SB 925	Wiener	MTC Regional Transportation Measure	Watch
SB 926	Wahab	Bay Area Transit Consolidation	Oppose
SB 947	Seyarto	Highway Project Additional Costs	Watch
SB 960	Wiener	Bicycle Pedestrian Transit Priority in SHOPP	Watch
SB 1271	Min	E-Bike – Label Classifications	Watch
SB 1510	Stern	Electric Vehicle Charging	Watch

- AB 817 (Pacheo) allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). Staff is recommending a support position for greater flexibility with remote meeting requirements consistent with Section V, Strategy 2, of TAM's Adopted Legislative Platform.
- AB 1778 (Connolly) prohibits any person under 16 years of age from operating a Class 2 electric bicycle. A Class 2 electric bicycle is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of aiding when the bicycle reaches the speed of 20 miles per hour. Staff is recommending a support position to effectuate safety improvements with operations of electric bicycles and consistent with Section 4, Strategy 4, of TAM's Adopted Legislative Platform.

- AB 1904 (Ward) allows transit agencies statewide to equip their buses with yield right-of-way signs on the left rear of the vehicles. Staff is recommending a support position to allow transit agencies the discretion to install such devices to improve safety for transit users.
- AB 2535 (Bonta) requires the California Transportation Commission (CTC) to ensure that at least 50% of the funds allocated under the Trade Corridor Enhancement Program to investments in zero-emission freight infrastructure. The bill would also prohibit funding any capacity projects or general purpose lanes on the state highway system. Staff is recommending an oppose position because the 50% zero-emission freight infrastructure requirement may limit many other worthy projects from reasonably competing for the funds. The proposed state highway restriction may also prevent TAM from applying for the 101/580 Multi-modal Improvement and Local Access Project. An oppose position is consistent with Section 1, Strategy 1, of TAM's Adopted Legislative Platform.
- AB 3005 (Wallis) suspends the annual inflationary adjustment of gas tax revenues, including SB 1, which would create a deficit of funding for the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and local streets and roads. 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 3005 is contradictory to Section 1, Strategy 1, of TAM's Adopted Legislative Platform to supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs.
- SB 925 (Wiener) states the intent of the Legislature to enact subsequent legislation to authorize MTC to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. SB 925 is a spot bill used as the vehicle for authorizing MTC's Regional Transportation Measure (RTM). SB 925 currently contains only introductory information with no specific details and will likely be amended in the coming weeks or months to introduce greater specificities to the RTM. Section 3, Strategy 1, of TAM's Adopted Legislative Platform directs staff to advocate for policies that ensure equitable return to source funding in the proposed expenditure plan. Staff is recommending a watch position until amendments are introduced. Staff and Khouri Consulting will be monitoring SB 925 and reporting to the TAM Board on any developments.
- SB 926 (Wahab) requires the California State Transportation Agency (CalSTA) to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of MTC. Staff is recommending an oppose position because any transit consolidation should be locally driven and not compelled by a state agency,

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

FISCAL CONSIDERATION

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

NEXT STEPS

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

ATTACHMENTS

Attachment A – TAM Adopted 2024 Legislative Platform

Attachment B – TAM Bill Matrix – March 2024

Attachment C – Khouri Consulting – State Legislative Update February 2024

Attachment A

TAM 2024 Legislative Platform

(Adopted January 25, 2024)

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM's Priority Projects</p> <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. 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>	<ol style="list-style-type: none"> 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. 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. 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>II. Addressing Mobility and Meeting State Climate Change Mandates</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</p>	<p>A. Monitor activities regarding greenhouse gas emission reduction, local land use development patterns and the impact on vehicle miles traveled.</p>	<ol style="list-style-type: none"> 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. 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,

Issue and Background Information	Goals	Strategies
<p>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>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>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 revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to</p>

Issue and Background Information	Goals	Strategies
		<p>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>III. Leveraging Regional Partnerships</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>IV. Enhancing Multi-Modal Options</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>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</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>2. TAM will monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations.</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,</p>

Issue and Background Information	Goals	Strategies
<p>more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>Transit agencies, including Marin Transit, which have assumed responsibility for providing transportation for students are faced with challenges in maintaining traditional fixed route service and reliable transportation options for school children. School districts that provide school bus service have also struggled with costs and driver availability.</p> <p>In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. The ICT applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double decker, and cutaway buses. Given the lack of manufacturers that produce approved alternative fuel buses and high cost of new rolling stock, flexibility is needed to comply with this mandate.</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>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>5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation.</p> <p>6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses.</p>
<p>V. Seek Efficiencies</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>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</p>

Issue and Background Information	Goals	Strategies
<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>agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p>
<p>VI. Pursuing Federal Opportunities</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"> 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. 2. TAM also supports examining revenue solutions for the Highway Trust Fund that keep up with inflation. 3. TAM will continue to advocate that federal transportation programs fund and advance the following priorities: <ol style="list-style-type: none"> 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. b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools. 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.

Issue and Background Information	Goals	Strategies
		<p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.</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>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.</p>

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 817 (Pacheco) Open meetings: teleconferencing: subsidiary body	1/25/24 Senate Rules	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making, or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	Support
AB 1774 (Dixon) Vehicles: electric bicycles	1/16/24 Assembly Transportation	This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.	Watch
AB 1778 (Connolly) Vehicles: electric bicycles	1/16/24 Assembly Transportation	This bill would prohibit any person under 16 years of age from operating a Class 2 electric bicycle. A class 2 electric bicycle is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of aiding when the bicycle reaches the speed of 20 miles per hour.	Support
AB 1904 (Ward) Transit buses: yield right-of-way sign	2/5/24 Assembly Transportation	This bill would allow transit agencies statewide to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it.	Support

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 2061 (Wilson) Sales and Use Tax: exemptions: zero-emission public transportation ferries	2/12/2024 Revenue & Taxation Committee	Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.	Watch
AB 2234 (Boerner) Vehicles: electric bikes	2/8/24 Introduced	This bill would prohibit people under the age of 12 from operating an electric bicycle of any class. This bill would require the California Highway Patrol (CHP), on or before June 30, 2025, to issue a skills waiver containing the name of person who completed the training, their guardian, and date of completion, in an electronic format, to each person who completes the electric bicycle safety and training programs.	Watch
AB 2259 (Boerner) Transportation: bicycle safety handbook	2/8/24 Introduced	This bill would, upon appropriation by the Legislature, require the Department of Motor Vehicles (DMV) to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes.	Watch

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 2266 (Petrie-Norris) Hybrid & Zero-Emission Truck & Bus Voucher Incentive	2/8/24 Introduced	This bill would require the California Air Resources Board (CARB) to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	Watch
AB 2290 (Friedman) Class III bikeways: Bikeway Quick-Build Project Pilot Program	2/12/24 Introduced	This bill would prohibit the allocation of Active Transportation Program (ATP) funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.	Watch
AB 2535 (Bonta) Trade Corridor Enhancement Program	2/13/24 Introduced	This bill would require the California Transportation Commission (CTC) to ensure that at least 50% of the funds allocated under the program in any fiscal year are allocated to investments in zero-emission freight infrastructure. The bill would also prohibit funding any capacity projects or general purpose lanes on the state highway system.	Oppose
AB 2669 (Ting) Toll bridges	2/15/24 Introduced	Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District (GGBHTD), and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges.	Watch

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 2744 (McCarty) Vehicles: pedestrian, bicycle, and vehicle safety	2/15/24 Introduced	This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025.	Watch
AB 2796 (Carillo) Equitable Access to Zero-Emissions Vehicles Fund	2/15/24 Introduced	This bill would establish the Equitable Access to Zero-Emission Vehicles Fund and would make moneys in the fund available, upon appropriation by the Legislature, for a new vehicle rebate program and for other specified purposes. The bill would require CARB, by July 1, 2025, to establish a program to offer rebates for the purchase of zero-emission vehicles and other specified vehicles from moneys made available from the fund.	Watch
AB 2815 (Petrie-Norris) Clean Transportation Program: electric vehicle charging infrastructure	2/15/24 Introduced	This bill would require the State Energy Resources Conservation and Development Commission to establish, on or before January 1, 2026, a program under the Clean Transportation Program to provide grants for repairs to electric vehicle charging infrastructure that has been in operation for at least 5 years and that is in a publicly available parking space, as provided. The bill would authorize grant funding to be used for, among other things, the cost to repair, upgrade, or replace an electric vehicle charging port or supporting infrastructure and the cost of operations, maintenance, and warranties for repaired, upgraded, or replaced electric vehicle charging ports and supporting infrastructure. The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities.	Watch

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
AB 3005 (Wallis) Motor Vehicle Fuel Tax Law: adjustment suspension	2/16/24 Introduced	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and local streets and roads.	Oppose
SB 768 (Caballero) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	1/29/24 Assembly Rules	As amended on January 11, 2024, this bill would require the CARB by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	Watch
SB 904 (Dodd) SMART	2/21/24 Transportation Committee	<p>Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marina Area Rail Transit (SMART) District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transaction and use tax ordinance.</p> <p>This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties, as specified.</p>	Watch

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
SB 915 (Cortese) Local government: autonomous vehicles	2/21/24 Local Govt. & Transportation Committee	This bill would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by DMV, PUC, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.	Watch
SB 925 (Wiener) Regional Transportation Measure	2/14/24 Senate Rules	This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission (MTC) to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.	Watch
SB 926 (Wahab) San Francisco Bay area: public transportation	2/14/24 Senate Transportation	This bill would require the California State Transportation Agency (CalSTA) to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of MTC.	Oppose

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
SB 947 (Seyarto) Department of Transportation: state highway projects: agreements with public entities: project design changes.	1/18/24 Introduced	This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. The bill would also make this provision applicable to agreements in effect as of January 1, 2025.	Watch
SB 960 (Wiener) Transportation: planning: transit priority projects: multimodal	1/23/24 Introduced	This bill would require the Caltrans asset management plan for the SHOPP to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the CTC to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system... The bill would require the department, in consultation with the CTC, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.	Watch

TAM Bill Matrix – March 2024

Measure	Status	Bill Summary	Recommended Position
SB 1271 (Min) Electric bicycles, powered mobility devices, and storage batteries	2/15/24 Senate Rules	This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would, if an electric bicycle can operate in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. Commencing January 1, 2026, this bill would prohibit a person from distributing, selling, leasing, or offering for sale or lease, an electric bicycle, powered mobility device, or storage battery, as defined, unless the battery for the electric bicycle or powered mobility device has been tested, as specified, or the storage battery meets specified tests.	Watch
SB 1510 (Stern) Permitting: electric vehicle charging	2/16/24 Introduced	Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. Current law requires an electric vehicle charging station to comply with, among other things, all applicable rules of the Public Utilities Commission (PUC) regarding safety and reliability, as specified. This bill would express the intent of the Legislature to enact subsequent legislation that would reduce state and local permitting barriers for electric vehicle charging.	Watch



February 29, 2024

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

RE: STATE LEGISLATIVE UPDATE – FEBRUARY

General Outlook

The 2024 State Legislative Calendar indicates that August 31, 2024 will be the final day of the two-year 2023-24 Legislative Session. The Legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget. Items will remain open without action until the May Revise is released on or by May 14, 2024. The State Budget must be enacted by the Legislature on June 15, 2024 and signed by the Governor by June 30, 2024. Governor Newsom will have until September 30, 2024 to sign or veto legislation.

New Senate President pro Tempore

On February 5, Senator Mike McGuire (D-Marin) was sworn in as the 52nd President pro Tempore of the California State Senate. He succeeds Toni Atkins (D-San Diego), who served as pro Temp since 2018 but will be termed out of office this year. She intends to run for Governor in 2026 when Governor Newsom is termed out. Senator McGuire will be termed out in 2026.

New California Transportation Commissioner

On February 1, Assembly Speaker Rivas appointed Robert Tiffany, former San Benito County Supervisor, to the California Transportation Commission (CTC). Mr. Tiffany succeeds Joseph Lyou, Executive Director for the Coalition for Clean Air, previously appointed by former Speaker Anthony Rendon. It is the first time a member from the California coast has been selected. The CTC consists of 11 members, including nine gubernatorial appointees, and one each by the Senate President pro Tempore (Clarissa Falcon of San Diego) and the Assembly Speaker. Mr. Tiffany will attend his first Commission meeting in San Jose on March 21-22.

Bills of Interest

AB 2535 (Bonta) would require 50% of all Trade Corridor Enhancement Program (TCEP) funds to be dedicated to zero-emission vehicle infrastructure. It also prohibits funding for capacity projects or general-purpose lanes. Per statute, the TCEP is currently intended to improve congestion and reduce goods movement congestion on the state highway system. It is a supplemental program to the Solutions for Congested Corridors Program (SCCP) and the competitive portion of the Local Partnership Program (LPP) for those purposes.

AB 3005 (Wallis) would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (STIP) (flexible funding for county priorities), State Highway Operations and Protection Program (SHOPP) (highway maintenance), and local streets and roads. In 2017, SB 1 was approved to provide an inflationary adjustment to the gas tax, which had not seen an increase since 1994. The lack of an adjustment will result in less purchasing power to keep up with the demand of addressing the state highway system and multi-modal capital needs.

SB 768 (Caballero) would require the California Air Resources Board (CARB) to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects. This bill could impact project planning, state competitive grant guidelines, and funding decisions based on understanding how vehicle miles traveled are applied. VMT has been used as a metric by CARB for approving sustainable communities strategies (SCS), which is necessary to qualify to receive funding.

SB925 (Weiner) would authorize the Metropolitan Transportation Commission (MTC) to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. The detailed language of the bill is being developed including the revenue source, expenditure plan, and timing.

SB 960 (Wiener) would require Caltrans to use SHOPP funds to address complete street assets and develop transit priority projects, which are defined as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.



DATE: March 11, 2024

TO: Transportation Authority of Marin
Funding, Programming, and Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Mikaela Hiatt, Associate Transportation Planner
Derek McGill, Director of Planning

SUBJECT: Authorize Contracts for Equity Working Group Stipends (Action), Agenda Item No. 6

RECOMMENDATION

Staff recommends the Funding, Programming, and Legislation (FPL) Executive Committee authorize the Executive Director (ED) to negotiate and execute professional services contracts with Community Based Organizations (CBOs) for the Countywide Transportation Plan (CTP) and Community Based Transportation Plan’s (CBTP) Equity Working Group (EWG) support and subsequent outreach activities in an amount not to exceed \$20,000 per CBO and \$200,000 for all contracts.

BACKGROUND

In October 2022, the TAM Board accepted the Draft TAM Equity Statement and Action Plan, containing a series of actions for staff to conduct across four areas:

- Assess Internal Operations
- Engage All Members of Our Communities
- Review Investments and Plan for Implementation
- Commit to Accountability

Staff is well underway with work on the development of Marin County’s CTP/CBTP and have used this broader planning effort to advance the Draft TAM Equity Statement and Action Plan. As part of this joint effort, an EWG has been developed to solicit input from community representatives on the Draft TAM Equity Statement and Action Plan and to support the development of the CTP/CBTP. The EWG membership consists of the following CBOs and key partners across multiple focus areas:

<u>Organization</u>	<u>Focus Area</u>
Multicultural Center of Marin	Equity
Marin Villages	Aging and Disabled
Marin Center for Independent Living	Aging and Disabled
Marin City Community Development Corporation	Marin City
Canal Alliance	Canal
West Marin Community Services	West Marin
North Marin Community Services	North Marin
West Marin Fund	West Marin
Novato Federation of Teachers	Teachers/Workers

<u>Organization</u>	<u>Focus Area</u>
Marin Youth Commission	Youth
Federated Indians of Graton Rancheria	Tribal
Vivalon	Aging and Disabled
Marin County Office of Equity	Equity
Marin County Transit District	Equity

Staff is currently working with the EWG to review actions identified in the Draft TAM Equity Statement and Action Plan and will bring an update to the Board at a later meeting in 2024.

DISCUSSION/ANALYSIS

The EWG was developed in order to solicit community input, review the equity statement and action plan, and provide guidance on integrating equity into TAM's processes. The EWG serves to provide expertise on the needs of local communities and current best practices for advancing equity. As such, and in alignment with industry best practices, staff recommends reasonable compensation be provided to support the process. At this time, the following groups have requested stipend support:

- Canal Alliance
- Marin Center for Independent Living
- Marin City Community Development Corporation
- North Marin Community Services
- Vivalon
- West Marin Community Services

Staff proposes entering into contract with CBOs that have requested stipends, which would provide flexibility to both local CBOs and TAM in partnering on future outreach and engagement efforts.

The EWG will meet six (6) times over the course of the plan to review deliverables and provide input on the planning process from the perspective of their respective CBOs and the community. This work effort is expected to incur approximately \$600 of expenses for these groups. Additional capacity is included in the contracts to support continued community engagement with these community partners for future TAM planning or project needs.

A stipend structure for these future tasks would be based on the type of outreach and input being sought. Depending on the work identified through future tasks, stipend rates may vary. Administrative work (i.e., administering surveys or supporting program development) tasked to the CBOs would have a different rate from that of general community member work.

To provide flexibility for future outreach efforts, staff is seeking authorization for up to 10 contracts, not to exceed an amount of \$20,000 per contract. As work is already underway, TAM is seeking authorization for these contracts for meeting participation retroactive to qualified expenses incurred since November 2023.

FISCAL CONSIDERATION

Funding is included in the current year's budget and is expected to be sufficient for all expenses incurred during the current fiscal year from the City and County fees. Budget for future outreach activities or engagement with CBOs will be considered as part of the upcoming FY2024-25 budget process. The total not to exceed amount is \$200,000 for 10 total contracts over the next three years.

NEXT STEPS

Upon approval, staff will recommend the TAM Board authorize the Executive Director to negotiate and execute contracts with the CBOs that requested stipend contracts and commence work.

ATTACHMENTS

Attachment A – Draft TAM Equity Statement and Action Plan (Accepted October 2022)

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DRAFT TAM Equity Statement and Action Plan

October 2022

To help guide potential actions to advance equity in transportation, the following draft equity statement has been developed for consideration. Revisions to this statement are expected based on upcoming community engagement.

DRAFT Equity Statement

As the Congestion Management Agency and Marin County's Transportation Sales Tax Authority, the Transportation Authority of Marin (TAM) recognizes the diverse needs of our communities including but not limited to, communities of color, low income, and historically marginalized populations.

TAM's mission is to advance mobility and access for all in Marin County. TAM acknowledges the responsibility to serve historically underserved populations and enable communities to access equitable opportunities and achieve positive outcomes.

TAM is committed to advancing equity, civil rights, social and environmental justice in all of our practices including policies, programs, funding, projects, and operations.

DRAFT Action Plan

To guide implementation of the equity statement, the following actions have been identified:

- Assess Internal Operations:
 - Review internal operations including training, contracts, hiring and other human resource policies and operational practices.
 - Review TAM Advisory Committee representation (including the Bike and Pedestrian Advisory Committee and Citizens' Oversight Committee) to ensure committees fully reflect the local communities.

- Engage All Members of Our Communities:
 - Develop a community engagement plan that reflects input from a diverse set of residents, including populations identified above.
 - Conduct robust community engagement and capacity building through TAM projects and programs, with specific attention to regionally defined Equity Priority Communities and communities with similar demographics.

- Review Investments and Plan for Implementation:
 - Conduct a baseline investment equity review to establish historical investment levels and practices.
 - Explore options to update the Community Based Transportation Plan (CBTP) development process for future CBTPs.
 - Develop a Countywide Transportation Plan (CTP) that articulates the needs of our communities and prioritizes actions that address equity.
 - Explore development of an equity working group consisting of members of the community to refine the CTP workplan and identify areas of focus.
 - Create a data driven approach to addressing equity including developing criteria and metrics to assess programs and projects and measure progress in addressing equity.

- Commit to Accountability:
 - Hold ourselves accountable by reporting regularly to the Board and to the public on progress as staff works to fulfill the commitment made.
 - Commit to regular review and potential revisions to the Equity Statement, in conjunction with the Board and the communities we serve, to ensure that it remains relevant, viable, and forward-looking.

DRAFT