



FUNDING, PROGRAMS & LEGISLATION  
EXECUTIVE COMMITTEE MEETING

OCTOBER 14, 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

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

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

www.tam.ca.gov

**How to watch the live meeting using the Zoom link:**

<https://us02web.zoom.us/j/85390710355?pwd=czlnSzVINXE2cnhXUVZoU3kweIA0QT09>

Belvedere  
Nancy Kemnitzer

Webinar ID: 853 9071 0355  
Passcode: 571956

Corte Madera  
Eli Beckman

**Teleconference:** Members of the public wishing to participate via teleconference may do so by dialing in to the following number at 2:00 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 853 9071 0355; Password: 571956

Fairfax  
Chance Cutrano

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

Larkspur  
Gabe Paulson

**Before the meeting:** Please email your comment to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Sunday, October 13, 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.

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  
Teri Dowling

San Anselmo  
Brian Colbert

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.

San Rafael  
Kate Colin

Sausalito  
Melissa Blaustein

Tiburon  
Alice Fredericks

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



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

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

## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to 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 September 9, 2024 (Action) – **Attachment**
5. Overview of 2024 State Legislative Bills (Discussion) – **Attachment**
6. Regional Measure 3 North Bay Transit Access Improvement Projects Funding Recommendation (Action) – **Attachment**
7. Alternative Fuels Program Update (Discussion) – **Attachment**



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

SEPTEMBER 9, 2024  
2:00 PM

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

**MEETING MINUTES**

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

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
Dan Cherrier, Director of Project Delivery  
David Chan, Director of Programming and Legislation  
Derek McGill, Director of Planning  
Grace Zhuang, Accounting and Payroll Specialist  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O'Hehir, Administrative Assistant  
Melanie Purcell, Director of Finance and Administration  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Ray Rodriguez, Assistant Project Delivery Manager  
Scott McDonald, Principal Transportation Planner

*Chair Colbert called the meeting to order at 2:02 p.m.*

Chair Colbert welcomed everyone to the meeting and announced that the meeting was being conducted pursuant to California Government Code Section 54953, in that Commissioner Carmel was participating remotely from Mill Valley; and in accordance with the Ralph M. Brown Act, the teleconference location had been identified in the notice and agenda for the meeting. Chair Colbert also announced the remote participation by Commissioner Farac pursuant to the "Just cause" clause of Assembly Bill (AB) 2449.

Chair Colbert 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 introduced TAM's new Assistant Project Delivery Manager Ray Rodriguez; and reported on TAM's upcoming Clean Fleet Expo, scheduled for September 12; and the upcoming 101/580 Community Working Group and Scoping meetings scheduled for September 19 and October 1, respectively.

ED Richman also reported on the upcoming grand opening of the Canal Alliance's new headquarters on October 19; Sonoma-Marín Area Rail Transit's (SMART's) solicitation of public input for its strategic plan; Safe Streets and Roads for All (SS4A); Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail (SR2TBT) Program; Reconnecting Communities Pilot (RCP) Program; and TAM's submittal of a Traffic Signal Modernization Planning Grant through the Innovative Deployments to Enhance Arterials (IDEA) Program.

Lastly, ED Richman reported on the appointment of Jason Elliot to the California Transportation Commission (CTC) to fill the seat of long-serving former Commissioner Joseph Tavaglione who passed away in early August 2024.

Commissioner Sackett commented on the Marin County Electrification Career Fair, scheduled for Saturday, September 14, at the Marin County Civic Center in San Rafael.

In response to Commissioner Rice, ED Richman explained that coordination among agencies is often integral to successful grant applications; and that TAM, Marin Transit and other local agencies strive to achieve effective coordination when possible.

In response to Chair Colbert, Director of Planning Derek McGill explained that TAM communicates with the Marin Public Works Association (MPWA) on a monthly basis; and has also been in coordination with the County with respect to traffic signal planning.

In response to Commissioner Carmel, Mr. McGill confirmed that TAM has been in communication with the City of Mill Valley's public works department with respect to adaptive signal technology.

Chair Colbert asked if any members of the public wished to speak and hearing none closed this item.

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

Chair Colbert asked if any members of the public wished to speak and hearing none closed this item.

## **4. Approval of Meeting Minutes from May 13, 2024 (Action)**

Chair Colbert asked if any members of the public wished to speak and hearing none, closed public comment and asked for a motion.

Commissioner Sackett moved to approve the May 13, 2024 meeting minutes, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

## **5. Evaluation of TAM Crossing Guard Program (Action)**

Director of Project Delivery Dan Cherrier and consultant Julia Griswold of TY Lin presented this item, which recommends the Funding, Programs & Legislation (FP&L) Executive Committee reviews the FY2023-2024 Crossing Guard Program Evaluation Report and refers it to the Board for acceptance.

In response to Commissioner Farac, Ms. Griswold indicated that 20 survey responses were in Spanish, and that surveys were primarily distributed via weekly newsletters to parents/families in December 2023; and Mr. Cherrier explained that all crossing guards are required to complete a training program.

In response to Commissioner Carmel, Mr. Cherrier explained that questions that identify barriers to active transportation may be best suited in surveys that are distributed annually by the Safe Routes to Schools (SRTS) team; and subsequently during the SRTS program evaluation in 2026.

Commissioner Sackett commented that alternative surveys may be required to reach students who are not using active transportation to/from school; that the quarterly meetings of the Marin County School/Law Enforcement Partnership may provide an opportunity to solicit additional feedback; and that perhaps additional information may be obtained through the surveys, such as interest in carpooling.

Chair Colbert commented that the Town of San Anselmo is awaiting the results of a downtown circulation study focused on bike/pedestrian mobility during school commute hours.

Chair Colbert asked if any members of the public wished to speak and hearing none, closed public comment.

Commissioner Carmel moved to refer the FY2023-2024 Crossing Guard Program Evaluation Report to the Board for acceptance, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

## **6. Redwood Bike Share Pilot Program Update (Discussion)**

Principal Transportation Planner Scott McDonald and Drop Mobility Operations Manager Marc Azevedo presented this item for discussion.

In response to Commissioner Rice, Mr. Azevedo explained that generally, the “pay-as-you-go” pricing model is the most widely used, however, in this situation, with the SMART corridor anchoring the hub sites, the monthly pricing model may be more popular. Mr. Azevedo also explained that data collected during the first year of the program will be utilized to spur sponsorship and further funding efforts with the goal of building a sustainable system to run beyond the 2-year pilot.

In response to Commissioner Sackett, Mr. Azevedo explained that each hub will be serviced daily and will include a redistribution of vehicles.

In response to Commissioner Carmel, Mr. Azevedo and Mr. McDonald explained that a wide array of data will be collected and shared with the Counties; and that program performance metrics are still in development and will continue throughout the 2-year pilot. Mr. Azevedo also explained that, if feasible, the program could expand into other communities that are not necessarily located along the SMART corridor.

In response to Commissioner Farac, Mr. Azevedo explained that public outreach and engagement will include a variety of events both before and after the program launch, as well as a partnership with SMART to distribute program information to train riders. Commissioner Farac commented that local business communities may also serve as a conduit for outreach.

Commissioner Colbert commented on the importance of developing performance metrics.

Chair Colbert asked if any members of the public wished to speak.

WTB-TAM Director of Planning Matthew Hartzell expressed support for the bike share pilot program and commented that the system may need to be larger and more concentrated.

*The meeting was adjourned at 3:30 p.m.*

DRAFT



**DATE:** October 14, 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:** Overview of 2024 State Legislative Bills (Discussion), Agenda Item No. 5

**RECOMMENDATION**

This is a discussion item only.

**BACKGROUND**

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. Therefore, all 2024 bills that did not pass the Legislature or were vetoed by the Governor must be reintroduced for consideration.

The 2024 Legislative Session ended on August 31, 2024. The Governor had until September 30, 2024 to sign or veto bills. Unsigned bills by the deadline automatically become law without the Governor’s signature. All signed or unsigned bills that have not been vetoed by the Governor take effect January 1, 2025, unless specified.

**DISCUSSION/ANALYSIS**

The table below and Attachment A contain the 20 state bills that were monitored by staff and TAM’s legislative consultant, Gus Khouri. The table below is a summary of the bills listed in Attachment A that show TAM’s adopted position and the final result for the bills.

Of the 20 bills listed in the table, TAM supported seven bills. Five of the seven supported bills were signed into law by the Governor. TAM opposed one bill, Assemble Bill (AB) 2535, that failed in Legislative Session. TAM also adopted Watch positions on 12 bills, of which five bills were signed into law by the Governor.

Bill	Author	Subject	TAM Adopted Position	Final Result
AB 817	Pacheo	Teleconferencing – Brown Act	Support	Failed
AB 1774	Dixon	E-Bike – Sales Prohibition	Support	Signed into law
AB 1778	Connolly	E-Bike – Age Limit on Class 2 Bikes	Support	Signed into law
AB 1904	Ward	Transit Buses Yield Sign	Support	Signed into law
AB 2061	Wilson	Sales Tax – Ferries	Watch	Signed into law

Bill	Author	Subject	TAM Adopted Position	Final Result
AB 2259	Boerner	Bicycle Safety Handbook	Watch	Failed
AB 2290	Friedman	Active Transportation Program – Class III Path	Watch	Failed
AB 2535	Bonta	SB1 – Trade Corridor Enhancement Program	Oppose	Failed
AB 2669	Ting	Toll Bridges – Bicycle Pedestrian	Watch	Signed into law
AB 2744	McCarty	Bicycle Pedestrian Safety	Watch	Failed
AB 2796	Carillo	Zero-Emission Vehicles	Watch	Failed
AB 2815	Petrie-Norris	Electric Vehicle Charging	Support	Failed
SB 768	Caballero	CARB Study on VMT Impacts on CEQA	Watch	Signed into law
SB 904	Dodd	SMART – Voter Initiative	Support	Signed into law
SB 915	Cortese	Autonomous Vehicles	Watch	Failed
SB 960	Wiener	Bicycle Pedestrian Transit Priority in SHOPP	Watch	Signed into law
SB 1031	Wiener, Wahab	Regional Transportation Measure/Consolidation	Watch	Failed
SB 1216	Blakespear	Class III Bikeways ATP Prohibition	Watch	Signed into law
SB 1271	Min	E-Bike – Label Classifications	Support	Signed into law
SB 1510	Stern	Electric Vehicle Charging	Watch	Failed

Letters of support or opposition were developed and circulated for bills that TAM supported or opposed. TAM’s Legislative Consultant, Gus Khouri, also testified at Legislative hearings to convey TAM’s positions on specific legislation during the legislative session.

At the October 14th FP&L Executive Committee meeting, Mr. Khouri will provide an overview of the 2024 Legislative Session and discuss what to expect for the 2025 Legislative Session that may influence TAM’s 2025 Legislative Platform. Attachment B is Mr. Khouri’s State Legislative report that will be discussed on October 14.

**FISCAL CONSIDERATION**

There are no immediate fiscal impacts with the discussion of the 2024 State Legislation Session.

**NEXT STEPS**

Staff will explore ideas to be used in the development of the 2025 Legislative Platform and present the proposed 2025 Legislation Platform for adoption in January 2025.

**ATTACHMENTS**

- Attachment A – Bill Matrix – October 2024
- Attachment B – Khouri Consulting’s State Legislative Update



## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	7/5/24 Senate Local Government Failed Passage	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.	<b>Support</b>
<b>AB 1774 (Dixon)</b> <b>Vehicles: electric bicycles</b>	7/2/24 Signed by the Governor, Chapter 55, Statutes of 2024	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.	<b>Support</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 1778 (Connolly)</b> <b>Vehicles: electric bicycles</b>	9/30/24 Signed by the Governor, Chapter 1005, Statutes of 2024	As amended on May 30, this bill, until January 1, 2029, would authorize a local jurisdiction within the County of Marin to adopt an ordinance or resolution that 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. The bill would require an ordinance or resolution that is adopted to make a violation an infraction punishable by either a fine of \$25 or completion of an electric bicycle safety and training course. Only warning tickets can be issued for the first 60 days after a resolution is adopted. After 60 days, a fine of \$25 may be imposed. The bill would prohibit a record of the action from being transmitted to the court and a fee from being imposed if the person who violates the ordinance or resolution delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed specified requirements.	<b>Support</b>
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	8/27/24 Signed by the Governor, Chapter 555, Statutes of 2024	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	<b>Support</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2061 (Wilson)</b> <b>Sales and Use Tax: exemptions: zero-emission public transportation ferries</b>	9/3/2024 Signed by Governor, take effect immediately, tax levy	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.	<b>Watch</b>
<b>AB 2259 (Boerner)</b> <b>Transportation: bicycle safety handbook</b>	8/15/24 Senate Appropriations Failed Passage	This bill would, upon appropriation by the Legislature, require the California State Transportation Agency 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.	<b>Watch</b>
<b>AB 2290 (Friedman)</b> <b>Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program</b>	8/15/24 Senate Appropriations Failed Passage	As amended on June 13, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 25 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. This bill is like SB 1216.	<b>Watch</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2535 (Bonta)</b> <b>Trade Corridor Enhancement Program</b>	5/16/24 Assembly Appropriations Failed Passage	<p>As amended April 24, this bill proposes to alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%.</p> <p>Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10 percent of CalEnviroScreen communities.</p> <p>Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.</p>	<b>Oppose</b>
<b>AB 2669 (Ting)</b> <b>Toll bridges</b>	9/27/24 Signed by the Governor, Chapter 731, Statutes of 2024	<p>Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, owned by Caltrans, and private entities that have entered into a franchise agreement with the state. As amended on April 2, 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, unless the bridge was under construction on or after January 1, 2025, and the tolls are used for costs of constructing the bridge.</p>	<b>Watch</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2744 (McCarty)</b> <b>Vehicles: pedestrian, bicycle, and vehicle safety</b>	4/22/24 Assembly Transportation Failed passage	As amended on April 15, this bill would, beginning on January 1, 2025, prohibit the construction of slip lanes. A slip lane is defined as a channelized right-turn lane that channelizes the right-turn lane between an island and the curb that allows a vehicle to turn onto a cross street without entering an intersection.	<b>Watch</b>
<b>AB 2796 (Carrillo)</b> <b>Equitable Access to Zero-Emissions Vehicles Fund</b>	4/23/24 Assembly Transportation Failed passage	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 the State Air Resources Board, 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.	<b>Watch</b>
<b>AB 2815 (Petrie-Norris)</b> <b>Clean Transportation Program: electric vehicle charging infrastructure</b>	8/15/24 Senate Appropriations Failed Passage	As amended on July 2, this bill would require the State Energy Resources Conservation and Development Commission, on or before January 1, 2026, to provide funding through a new or existing a program under the Clean Transportation Program to provide grants for repairs or replacement of nonoperational electric vehicle charging infrastructure that has been in operation for at least 5 years, that were installed prior to January 1, 2024, 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.	<b>Support</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 768 (Caballero)</b> <b>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</b>	9/27/24 Signed by the Governor, Chapter 773, Statutes of 2024	As amended on August 22 2024, this bill would require the California Air Resources Board (CARB) by January 1, 2028, subject to an appropriation by the legislature, in consultation with local agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	<b>Watch</b>
<b>SB 904 (Dodd)</b> <b>SMART</b>	9/28/24 Signed by the Governor, Chapter 866, Statutes of 2024	<p>Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. 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>As amended on March 21, 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. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. This bill also increases the procurement threshold, from \$40,000 to \$75,000, for supplies, materials, and equipment, and removes obsolete references to the North Coast Rail Authority.</p>	<b>Support</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 915 (Cortese)</b> <b>Local government:</b> <b>autonomous vehicles</b>	6/17/24 Assembly Transportation Failed Passage	As amended on May 16, this bill would authorize a city with a population of less than 250,000 that shares a border or is contiguous to a city that has enacted an autonomous vehicle services ordinance to enact an ordinance substantially consistent with that autonomous vehicle services ordinance. This bill would also require an autonomous vehicle service to include an interoperability or override system in each of its vehicles, as specified, and provide training for first responders on how to interact with the vehicles and the use of the override system.	<b>Watch</b>
<b>SB 960 (Wiener)</b> <b>Transportation:</b> <b>planning: complete</b> <b>streets: transit</b> <b>priority projects</b>	9/27/24 Signed by the Governor, Chapter 630, Statutes of 2024	As amended August 22, this bill would require Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would require inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan (TAMP), the State Highway System Management Plan (SHSMP), and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would also require any project in the SHOPP to include bicycle, pedestrian, and transit priority facilities. The bill would require Caltrans to designate an encroachment permit manager in each district, require that entrances and exits interacting with local roads are addressed, and specifies that the bill pertains to facilities that are accessible to bicyclists and pedestrians. Targeted outreach to disadvantaged communities is required and Caltrans must publish on its website the status of projects and document cases when a complete streets project is not feasible.	<b>Watch</b>

## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 1031</b> <b>San Francisco Bay area: local revenue measure: transportation improvements</b>	7/3/24 Assembly Transportation Failed Passage	<p>As amended on May 20, this bill would authorize the Metropolitan Transportation Commission (MTC) to raise and allocate new revenue and incur and issue bonds and other indebtedness by imposing a retail transaction and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge through a regional measure in all or a subset of the nine counties of the San Francisco Bay area.</p> <p>The bill would also require the California State Transportation Agency to select the University of California Institute of Transportation Studies or the Mineta Transportation Institute at San José State University to conduct an assessment, by January 1, 2026, of the associated advantages and disadvantages of consolidating transit agencies that are in the 9-county San Francisco Bay area.</p> <p>The legislation also prescribes a return to source distribution of funding of no less than 70 percent of revenues generated in each county, projects and programs that benefit that county, including transit operations funding for transit agencies that serves riders of that county for prescribed expenditures, over each five-year period that the tax is operative. MTC would recalculate allocations every two years. Language was inserted to prohibit a measure from being considered in Marin and Sonoma for 2026 to avoid conflict with a Measure Q extension attempt for SMART. MTC's regional transportation plan, Plan Bay Area, would also be amended to include SMART's extension to Cloverdale.</p>	<b>Watch</b>



## Attachment A

## TAM Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 1216 (Blakespear)</b> <b>Transportation projects: Class III bikeways: prohibition</b>	9/27/24 Signed by the Governor, Chapter 788, Statutes of 2024	As amended on July 3, this bill prohibits an agency from installing a sharrow on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 miles per hour (mph) and prohibits the Active Transportation Program from funding projects that create a Class III bikeway on a highway with a design speed greater than 25 mph. This bill is like AB 2290.	<b>Watch</b>
<b>SB 1271 (Min)</b> <b>Electric bicycles, powered mobility devices, and storage batteries</b>	9/27/24 Signed by the Governor, Chapter 791, Statutes of 2024	As amended on August 22, this bill requires, beginning January 1, 2026, an electric bicycle (e-bikes), powered mobility device, or storage battery manufacturers or distributors to test e-bikes by an accredited testing laboratory for compliance with safety standards. Additionally, this bill requires, by January 1, 2026, similar testing for those who rent these devices, and revises the definitions of class 1 and class 3 e-bikes, as specified.	<b>Support</b>
<b>SB 1510 (Stern)</b> <b>Permitting: electric vehicle charging</b>	2/16/24 Not referred to a committee - failed passage	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 regarding safety and reliability, as specified.	<b>Watch</b>

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October 2, 2024

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

**RE: STATE LEGISLATIVE UPDATE – OCTOBER 2024**

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### **General Outlook**

The 2023-24 Regular Session adjourned on August 31, 2024. The current class of legislators, which includes 35 termed-out members, is in office until November 30, 2024. The new class of legislators will be sworn in on December 2, 2024.

On August 31, Governor Newsom called for a Special Session to address gasoline price spikes in November 2022. Assemblymember Gregg Hart authored [ABx2 1](#), which requires the California Energy Commission (CEC) to develop requirements for oil refiners to maintain resupply plans to cover production loss during maintenance events and maintain minimum inventories. This bill does not, however, impact the gas tax and transportation revenue. The Assembly approved the bill on the Assembly Floor on October 1. It is awaiting action in the Senate.

### **Gas Tax Successor Source Efforts**

Transportation is heavily dependent on the gas tax. With gas-powered vehicles becoming more fuel efficient, the rise in telework, and rapid conversion to zero-emission vehicles, gas tax resources have declined, hampering the ability to fund infrastructure. The gas tax is regressive and is losing purchasing power despite inflationary adjustments included in SB 1 in 2017 for the gas tax, currently at 59.6 cents, and a flat, tiered vehicle registration fee. Governor Newsom's Executive Order N-79-20, which phases out gas-powered vehicle sales by 2035, makes it inevitable to convert to a new funding mechanism. This will impact funding for local streets and roads, highway safety and maintenance, and local apportionments for regional infrastructure needs.

In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source for the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance.

While the enactment of SB 1 has delayed possible implementation, the issue may rise to the forefront soon due to the prevalence of alternative fuel and electric vehicles, which do not pay at the pump. This conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.

Additionally, per SB 1121 of 2022, the California Transportation Commission (CTC) has been hosting meetings on a statewide needs assessment and potential successor source to the gas tax in hopes of formulating policy recommendations to the legislature. The next Road User Charge Task Force meeting is scheduled for November 8, 2024. Khouri Consulting has been working with the CTC on possible options, hoping to work with a broad coalition to introduce legislation in 2025.

### **Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0**

The California State Transportation Agency (CalSTA) has been conducting workshops on implementing a revised version of the Climate Action Plan for Transportation Infrastructure (CAPTI), designed to prioritize investments into multimodal options and only fund highway projects as a last resort. The most recent version of the plan places a heavier emphasis on the reduction of vehicle miles traveled to be eligible for state grant funding and encourages the establishment of managed lanes, including a congestion pricing mechanism, with excess proceeds directed towards active and public transportation projects on the highway.

We have been monitoring the process to ensure that access to state funding is not compromised so that TAM can continue to leverage Measure AA dollars to address safety and mobility.

### **Bills of Interest**

The following is a list of bills that TAM took positions on with the final action by the Governor.

**AB 1774 (Dixon)** prohibits the sale of 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 and clarifies that a person can modify an electric bicycle as long as it continues to conform to the definition of an electric bicycle. **Status: Signed by the Governor. Chapter 55, Statutes of 2024.**

**AB 1778 (Connolly)** authorizes the County of Marin, or any city within the County of Marin, to prohibit individuals under the age of 16 from riding a class 2 electric bicycle (e-bike) and to require all individuals to wear a helmet when riding a class 2 e-bike. **Status: Signed by the Governor. Chapter 1005, Statutes of 2024.**

**AB 1904 (Ward)** authorizes but does not require all transit buses to be equipped with a yield-right-of-way sign on the left rear of the bus. **Status: Signed by the Governor. Chapter 555, Statutes of 2024.**

**SB 904 (Dodd)**, as amended on March 21, would authorize special taxes (sales tax) that may be pursued by the Sonoma-Marín Area Rail Transit District (SMART) board to submit to the voters within SMART's district also 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 SMART's board of directors or a qualified voter initiative in their respective counties, as specified. The bill would delete a provision that limits locating commuter stations only within incorporated areas in Sonoma County, allowing for a station to be built in Geyserville. This bill also increases the procurement threshold, from \$40,000 to \$75,000, for supplies, materials, and equipment and removes obsolete references to the North Coast Rail Authority. **Status: Signed by the Governor. Chapter 866, Statutes of 2024.**

**SB 1271 (Min)** prohibits a person from selling, leasing, renting, or offering for sale, leasing, or renting an electric bicycle (e-bike) unless an accredited testing laboratory has tested the battery for compliance with specific standards and modifies the definition of an e-bike. **Status: Signed by the Governor. Chapter 791, Statutes of 2024.**



**DATE:** October 14, 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:** Regional Measure 3 North Bay Transit Access Improvement Projects Funding Recommendation (Action), Agenda Item No. 6

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## RECOMMENDATION

The Funding, Programs, and Legislation (FP&L) Executive Committee approves funding recommendations, shown in Table 2 below, for Regional Measure 3 (RM3) North Bay Transit Access Improvement funds and refers them to the TAM Board for approval.

## BACKGROUND

In June 2018, Bay Area voters approved RM3 to raise tolls on the region's state-owned toll bridges. Toll revenues, estimated at \$4.45 billion total, are administered by the Metropolitan Transportation Commission (MTC) to fund highway and transit improvements in the toll bridge corridors and their approach routes to address the Bay Area's traffic congestion.

Four specific projects in Marin were included in the RM3 Expenditure Plan:

- U.S. 101 Marin-Sonoma Narrows (MSN) – \$120 million (Marin and Sonoma counties)
- Richmond-San Rafael Bridge Access (I-580) Improvements – \$210 million total, of which \$135 million is for improvements in Marin County
- State Route 37 Improvements – \$100 million (Marin, Sonoma, Napa, and Solano counties)
- San Rafael Transit Center – \$30 million

In addition, projects in Marin are also potentially eligible for funds under other programmatic categories such as the RM3 Bay Trail/Safe Routes to Transit Program and the North Bay Transit Access Improvement Program. Below is the discussion on the RM3 North Bay Transit Access Improvement Program.

## DISCUSSION

### RM3 North Bay Transit Access Improvement Program

The RM3 North Bay Transit Access Improvement Program provides \$100 million for five North Bay counties, including Marin. Below is the actual legislative description of the North Bay Transit Access Improvement Program:

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars (\$100,000,000).

MTC has since determined that that the \$100 million under the North Bay Transit Access Improvement Program will be evenly distributed to the five eligible County Transportation Agencies (CTAs) with \$20 million per agency. TAM is administering the \$20 million for projects in Marin County.

### **Call for Projects**

On April 25, 2024, the TAM Board approved a process to distribute the RM3 North Bay Transit Access Improvement funds through a competitive process by soliciting applications through a Call for Projects with the three eligible transit operators in Marin: the Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail Transit (SMART).

On May 23, 2024, TAM staff released a Call for Projects with RM3 North Bay Transit Access Improvement funds with an application deadline of July 19, 2024. Eligible capital project types include:

- vehicle projects
- transit facilities
- access to transit facilities
- other transit capital improvements

Factors for evaluating applications include:

- fully funded with the award of RM3 funds
- ready for construction or procurement
- serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes
- amount of other funds leveraged
- countywide and regional significance
- RM3 funds do not supplant existing funds
- safety enhancement
- benefitting disadvantaged communities
- broad and strong public support

### **Available Funding Amount**

The Call for Projects indicated that approximately \$10 million of the \$20 million will be available in the first round of the Call for Projects with the reservation to program more than \$10 million if the call results in meritorious projects that are clearly better served with the additional RM3 funds programmed in one round rather than through multiple programming rounds. The remaining \$10 million or whatever remains from the first Call for Projects will be made available through a second Call for Projects. The issuance of the second Call for Projects will be determined at a later date.

**Applications Received**

By the deadline of July 19, 2024, six applications were received from three applicants, totaling over \$32.4 million in requests as shown in Table 1.

<b>Table 1 Applications Received</b>			
<b>Applicant</b>	<b>Project</b>	<b>Description</b>	<b>Requested Amount</b>
GGBHTD	San Rafael Transit Center Replacement Project	The SRTC Replacement Project replaces the existing transit center located in downtown San Rafael to a new location immediately north of the existing location.	\$16,000,000
Marin Transit	Marin County Priority Bus Stop Improvements Project	GGBHTD will be transferring responsibilities of 188 bus stops to Marin Transit. RM3 funds will be used to address deferred maintenance and start to replace shelters that are beyond their useful life.	\$2,500,000
Marin Transit	Fixed Route Electric Vehicle Charging & Maintenance Facility	Marin Transit is acquiring land to build an electric bus facility to serve a 79-vehicle fleet that provides local transit service to primarily low-income and minority riders.	\$6,000,000
Marin Transit	Transit Bus Replacements	Project will provide local match funds for 18 vehicles to be purchased in FY2025 and FY2026 to replace aging vehicles.	\$1,500,000
SMART	SMART Pathway in Novato: Hanna Ranch Rd. to Rowland Blvd./Vintage Way	Construct 0.4 miles of Class 1 non-motorized paved pathway within and along the publicly owned railroad right-of-way. This segment of Pathway will close a gap between two existing pathway segments.	\$4,713,180
SMART	SMART Civic Center Station Kiss-and-Ride & Micromobility Connector	Create a new drop-off/"kiss-and-ride" facility with handicap parking and a Class 1 bicycle pathway connection at SMART's Civic Center Station in SMART-owned Right-of-Way (ROW) along Civic Center Drive, where there is currently no designated loading zone for people accessing the station by vehicle.	\$1,719,000
<b>Total Requested:</b>			<b>\$32,432,180</b>

**Evaluation**

Staff reviewed the applications in accordance with the criteria noted above and determined that all applications were aligned with the intent and goals of the RM3 North Bay Transit Access Improvement Program. While some more than others, all applications were considered countywide significant while containing elements that either directly or indirectly contributed to the countywide network in meaningful ways.

**Staff Recommendations**

Staff has developed funding recommendations for Board consideration shown in Table 2 below. The recommendations were developed with the intent to fully or partially fund the applications that would allow applicants to deliver the projects in their entirety or a phase of the project that allows the project to be construction ready with the exception of GGBHTD's San Rafael Transit Center Replacement Project, which is requesting \$16 million. This amount exceeds the targeted \$10 million in the first cycle of funding.

Even if the entire amount of \$20 million was made available, programming \$16 million or 80% of the available funds to one project is not a desired outcome that would leave other projects either entirely unfunded or severely underfunded with little or no path to delivery without contribution from other sources.

Staff recommendations are intended to fund the most projects possible to ensure delivery or construction ready projects to attract other sources. For outside grants, construction ready or also known as “shovel-ready” projects that have already completed all pre-construction phases (i.e., preliminary engineering, environmental, and final design) are generally considered more favorable than projects in need of funds for pre-construction phases.

<b>Table 2 Staff Recommendations</b>			
<b>Applicant</b>	<b>Project</b>	<b>Requested</b>	<b>Recommended (nearest \$1000)</b>
GGBHTD	San Rafael Transit Center Replacement Project	\$16,000,000	\$2,000,000
Marin Transit	Transit Bus Replacements	\$1,500,000	\$1,500,000
Marin Transit	Fixed Route Electric Vehicle Charging & Maintenance Facility	\$6,000,000	\$923,000
Marin Transit	Marin County Priority Bus Stop Improvements Project	\$2,500,000	\$2,500,000
SMART	SMART Pathway in Novato: Hanna Ranch Rd. to Rowland Blvd./Vintage Way	\$4,713,180	\$4,713,000
SMART	SMART Civic Center Station Kiss-and-Ride & Micromobility Connector	\$1,719,000	\$224,000
	<b>Total:</b>	<b>\$32,432,180</b>	<b>\$11,860,000</b>
	<b>Remaining Available for 2<sup>nd</sup> Cycle Call for Projects:</b>		<b>\$8,140,000</b>

Staff recommendations fund the following projects to ensure project completion:

- Marin Transit’s Transit Bus Replacements
- Marin Transit’s Bus Stop Improvements Project
- SMART’s Pathway in Novato

In addition, staff recommendations fund the following projects to complete final design (PS&E) to advance the projects to construction-ready status:

- Marin Transit’s Electric Vehicle Charging & Maintenance Facility
- SMART’s Civic Center Station Kiss-and-Ride & Micromobility Connector

Staff recognizes the countywide and regional importance of the San Rafael Transit Center Replacement Project to Marin’s transit network that will be used by all Marin transit operators, including circulation improvements to enhance safety for all users. The San Rafael Transit Center was also provided \$30 million separately within the RM3 Expenditure Plan as a high priority project which now has a significant funding need. Considerable efforts, partnership, and funding have been invested to advance the project to this stage.

Staff recommends \$2 million for the San Rafael Transit Center Replacement Project at this time so that a second Call for Projects can be issued at a later date. GGBHTD’s San Rafael Transit Center Replacement Project is fully funded to complete all pre-construction phases but construction is not scheduled to commence until 2027 at the earliest.



This recommendation will also allow TAM to issue a second Call for Projects to ascertain other viable candidates at a later time, particularly with potential projects that may be revealed at the conclusion of the Countywide Transportation Plan (CTP) and the Mobility Hub Planning process. Providing partial funding of \$2 million for the PS&E phase now will help defray some of the construction shortfall later. This decision will not impact the delivery schedule of the San Rafael Transit Center Replacement Project and will ensure that priority projects from the CTP and Mobility Hub Planning process will have a path for funding.

Another consideration is that the San Rafael Transit Center Replacement Project is widely recognized as consistent with many goals of regional, state, and federal funding sources, and should be highly competitive with other funding sources with the potential to cover the \$14 million shortfall.

A second Call for Projects would be released with the remaining \$8.14 million at a later date. Funding the San Rafael Transit Center Replacement Project will still be an available option when the second Call for Projects is issued and other funding needs are better determined.

### **FISCAL CONSIDERATION**

There are no immediate fiscal impacts to TAM or TAM's annual budget by programming RM3 North Bay Transit Access Improvement funds. Recipients will receive RM3 funds directly from MTC through funding agreements between the recipients and MTC. While staff will provide guidance and assistance, recipients will be submitting reimbursement requests and reporting requirements directly to MTC.

### **NEXT STEPS**

Refer the recommendation to the TAM Board for approval. Upon approval from the TAM Board, staff will communicate the approved recommendation to MTC and work with MTC to program and allocate the funds to recipients.

### **ATTACHMENTS**

Attachment A – Expanded Project Descriptions  
Attachment B – Project Maps and Images  
Attachment C – PowerPoint Presentation

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## Attachment A

RM3 North Bay Transit Access Improvements - Expanded Project Descriptions						
Applicant	Project Name	Description	Project Cost	RM3 Request Amount	Local Priority	Start CON
GGBHTD	San Rafael Transit Center (SRTC) Replacement Project	The SRTC Replacement Project replaces the existing transit center located in downtown San Rafael immediately north of the existing location. The SRTC is located in downtown San Rafael. The SRTC is the 2nd busiest regional transit hub in the Bay Area, providing access to the regional transportation network for area residents and a key transfer point in San Rafael and the greater North Bay region. The SRTC Replacement Project will include 17 bus bays to better accommodate transit, airport shuttles, and Greyhound services. Five platforms with a minimum width of 9 feet will be provided adjacent to the bus bays, and curbside bays will be located on both sides of Tamalpais Avenue between 3rd and 4th Streets. Platforms will incorporate passenger amenities like seating and shelters or canopies. The transit center will also include provisions for paratransit, pick up/drop off, maintenance vehicles, and shuttle curbside space, as well as bicycle parking with racks and lockers. Other features of the transit center will include public art, security, and wayfinding signage.	\$67,245,000	\$16,000,000	1	6/2027
Marin Transit	Transit Bus Replacements	Project will provide local match funds for 18 vehicles to be purchased in FY2025 and FY2026 to replace aging vehicles. This project fully funds 6-40ft buses and 4-30ft hybrid buses to be ordered in FY2025 and 7- 40ft and 1-30ft hybrid buses to be ordered in FY2026.	\$19,163,985	\$1,500,000	1	3/2025
Marin Transit	Fixed Route Electric Vehicle Charging and Maintenance Facility	Marin Transit has acquired land to build an electric bus facility to serve a 79-vehicle fleet that provides local transit service to primarily low-income and minority riders. Site ownership will allow investment in electrical infrastructure needed to continue converting to a zero-emission fleet. The project also includes development and implementation of a workforce development program that includes unionized and employee-owned purchased transportation providers. The purchase of a facility will consolidate existing leased facilities and save transit operation costs.	\$44,463,000	\$6,000,000	2	4/2027

## Attachment A

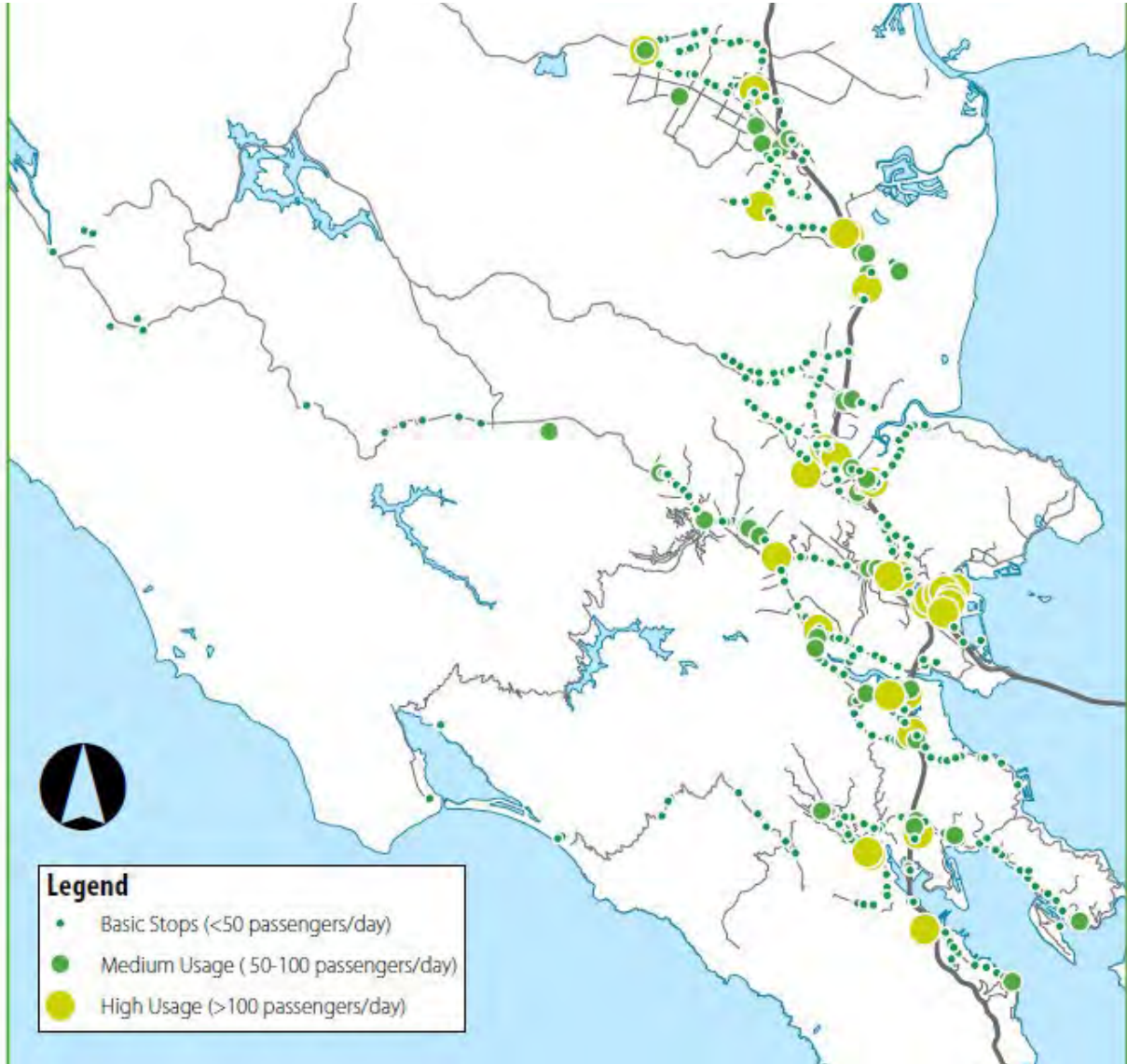
Marin Transit	Marin County Priority Bus Stop Improvements Project	GGBHTD will be transferring responsibilities of 188 bus stops to Marin Transit. Marin Transit is requesting RM3 funds to address deferred maintenance and start to replace shelters that are beyond their useful life. The funds will also be used to implement amenities and ADA improvements at various stops.	\$2,500,000	\$2,500,000	3	1/2026
SMART	SMART Pathway-Great Redwood Trail: Novato (Hanna Ranch Rd. to Rowland Blvd./Vintage Way South)	Construct 0.4 miles of Class 1 non-motorized paved pathway within and along the publicly owned railroad right-of-way in Novato between Hanna Ranch Rd. to Rowland Blvd./Vintage Way South. This segment of Pathway will close a gap between two existing pathway segments. Elements of the pathway include a bridge and retaining walls over challenging wetlands.	\$7,095,000	\$4,713,180	1	7/2025
SMART	SMART Civic Center Station Kiss-and-Ride and Micromobility Connector	Create a new drop off/"kiss-and-ride" facility with handicap parking and a Class 1 bicycle pathway connection at SMART's Civic Center Station in SMART-owned Right-of-Way (ROW) along Civic Center Drive, where there is currently no designated loading zone for people accessing the station by vehicle. Additionally, the loading/"kiss-and-ride" zone will make it possible for SMART's planned micro-transit shuttle to serve the station area. The area around the station is home to several larger employers including Marin County, as well as many services and programmed events at the Civic Center and Fairgrounds. The project also includes a one-direction, separated bike path and new sidewalk. There is no current sidewalk on the southwest side of Civic Center Drive.	\$1,719,000	\$1,719,000	2	1/2026
		<b>Total</b>	<b>\$142,185,985</b>	<b>\$32,432,180</b>		

**Attachment B**  
**Project Maps and Images**

San Rafael Transit Center Replacement Project Location Map










## Marin Transit's Bus Stop Improvements



2024 Fleet Summary

Marin Transit Bus Replacements

114 Vehicles Total; 68 fixed route, 46 Demand Response

No. of Vehicles	Vehicle Type	Vehicle	Fuel Type	Contractor	Service	Vehicle Length	Seating Capacity
30 4 4	40ft Hybrid Vehicle 35ft Hybrid Vehicle 30ft Hybrid Vehicle		Diesel	Marin Airporter, Golden Gate Transit	Fixed Route Local	40ft 35.5ft 30ft	34 - 38 29 - 31 26
4 2	40ft Battery Electric 35ft Battery Electric		Electricity	Marin Airporter, Golden Gate Transit	Fixed Route Local	40ft 35ft	38 32
4 7	35ft XHF 29ft XHF		Diesel	Marin Airporter	West Marin Stagecoach	35ft 29ft	41 29
13	Shuttle Cutaway		Gasoline	Marin Airporter	Local Shuttle	24ft	20
15	Paratransit Cutaway		Gasoline	Transdev	Paratransit	22ft 24ft	8 12
14	Ford Transit Vans		Gasoline	Transdev	Paratransit	22ft	6
17	Paratransit Cutaway Owned by GGBHTD		Gasoline	Transdev	Paratransit	22ft	8



# SMART Pathway Gap Closure Project Between Hanna Ranch Road and Rowland Way South/Vintage Way

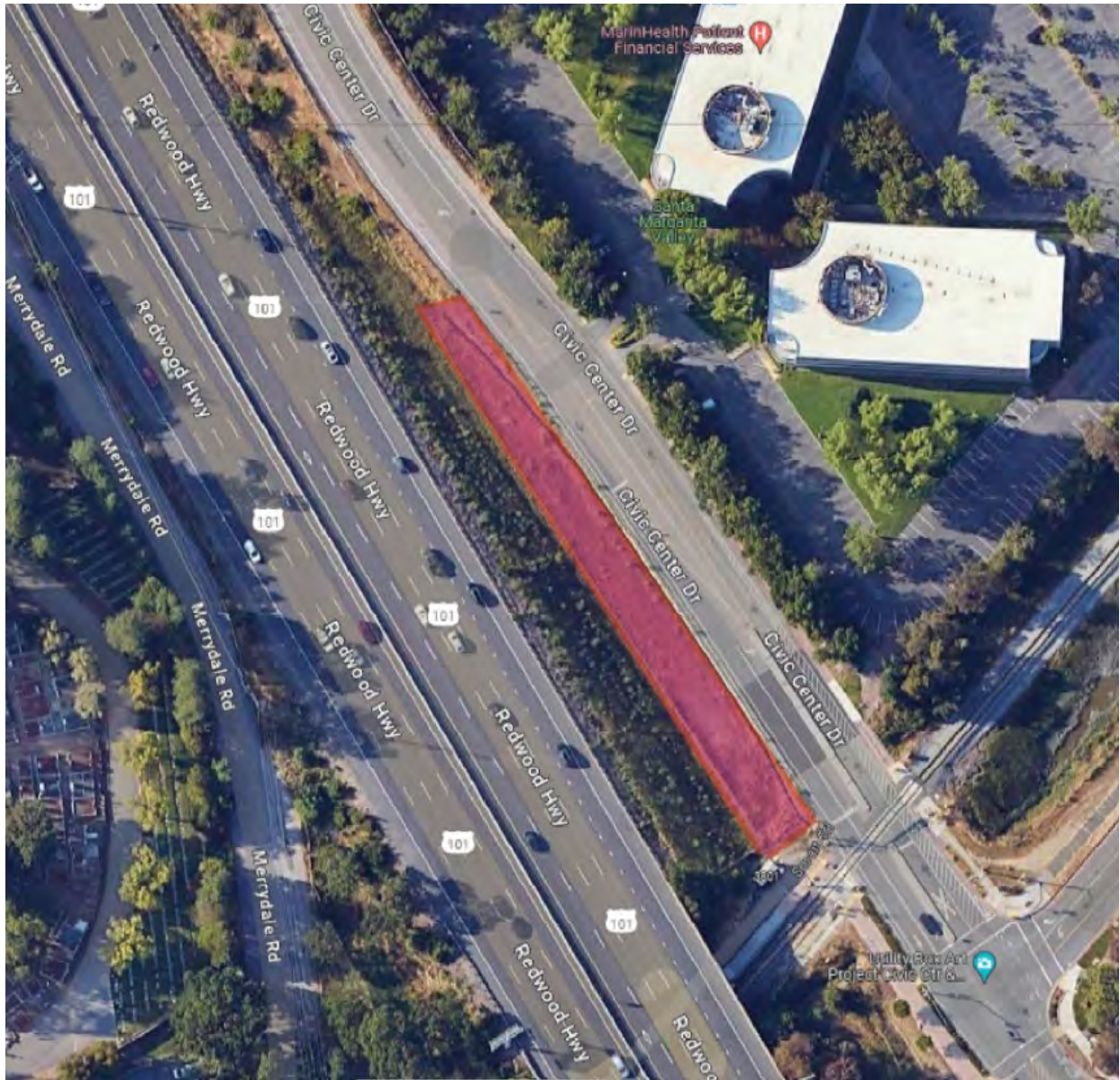
SMART System Overview Map and Project Detail



### Legend

- |                 |               |                         |            |                |                    |          |           |
|-----------------|---------------|-------------------------|------------|----------------|--------------------|----------|-----------|
| ● SMART Station | — SMART Track | <b>Pathway Segments</b> | ■ Complete | ■ Construction | ■ Proposed Project | ■ Funded | ■ Planned |
|-----------------|---------------|-------------------------|------------|----------------|--------------------|----------|-----------|

### SMART Kiss and Ride Location





# Regional Measure 3 (RM3) North Bay Transit Access Improvements

Transportation Authority of Marin  
Funding, Programs & Legislation Executive Committee

October 14, 2024

# What are RM3 Funds?

- In June 2018, Bay Area voters approved RM3 to raise tolls on the region's state-owned toll bridges
- MTC administers fund for highway and transit improvements in the toll bridge corridors and the approach routes to address congestion problems

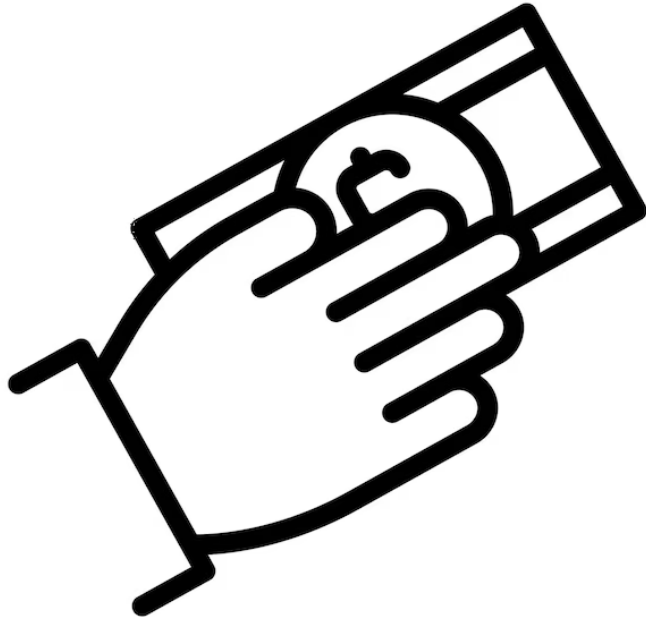


# North Bay Transit Access Improvement Program



- Provides \$100 million for five North Bay Counties: Marin, Sonoma, Napa, Solano, and Contra Costa
- Per MTC, \$100 million to be evenly distributed to the five eligible County Transportation Agencies (CTAs) with \$20 million per agency
- TAM to administer the \$20 million for projects in Marin County

# Call for Projects



- April 25, 2024 – TAM Board approved a Call for Projects to distribute funds
- Eligible applicants include:
  - GGBHTD
  - Marin Transit
  - Sonoma-Marín Area Rail Transit
- May 23, 2024 – TAM staff released a Call for Projects with an application deadline of July 19, 2024

# Call for Projects (cont.)

- Eligible capital project types include:
  - vehicle projects
  - transit facilities
  - access to transit facilities
  - other transit capital improvements
- Approximately \$10 million of the \$20 million was made available in the first round of the Call for Projects
- Remaining funds for second Call for Projects could address needs from the Countywide Transportation Plan (CTP) and the Mobility Hub Planning process



# Applications Received

Applicant	Project	Description	Requested Amount
GGBHTD	San Rafael Transit Center Replacement Project	The SRTC Replacement Project replaces the existing transit center located in downtown San Rafael to a new location immediately north of the existing location.	\$16,000,000
Marin Transit	Marin County Priority Bus Stop Improvements Project	GGBHTD will be transferring responsibilities of 188 bus stops to Marin Transit. RM3 funds will be used to address deferred maintenance and start to replace shelters that are beyond their useful life.	\$2,500,000
Marin Transit	Fixed Route Electric Vehicle Charging & Maintenance Facility	Marin Transit is acquiring land to build an electric bus facility to serve a 79-vehicle fleet that provides local transit service to primarily low-income and minority riders.	\$6,000,000
Marin Transit	Transit Bus Replacements	Project will provide local match funds for 18 vehicles to be purchased in FY2025 and FY2026 to replace aging vehicles.	\$1,500,000
SMART	SMART Pathway in Novato: Hanna Ranch Rd. to Rowland Blvd./Vintage Way	Construct 0.4 miles of Class 1 non-motorized paved pathway within and along the publicly owned railroad right-of-way. This segment of Pathway will close a gap between two existing pathway segments.	\$4,713,180
SMART	SMART Civic Center Station Kiss-and-Ride & Micromobility Connector	Create a new drop-off/"kiss-and-ride" facility with handicap parking and a Class 1 bicycle pathway connection at SMART's Civic Center Station in SMART-owned Right-of-Way (ROW) along Civic Center Drive, where there is currently no designated loading zone for people accessing the station by vehicle.	\$1,719,000
		<b>Total Requested:</b>	<b>\$32,432,180</b>



# Evaluation

- Staff reviewed the applications using RM3 criteria
- All applications were determined to align with the intent and goals of the RM3 North Bay Transit Access Improvement Program
- All applications were considered countywide significant while containing elements that either directly or indirectly contributed to the countywide network in meaningful ways
- MTC was consulted and concurred with staff's assessment

# Staff Recommendations

Applicant	Project	Requested	Recommended	Phase Funded
GGBHTD	San Rafael Transit Center Replacement Project	\$16,000,000	\$2,000,000	Design
Marin Transit	Transit Bus Replacements	\$1,500,000	\$1,500,000	Procure
Marin Transit	Fixed Route Electric Vehicle Charging & Maintenance Facility	\$6,000,000	\$923,000	Design
Marin Transit	Marin County Priority Bus Stop Improvements Project	\$2,500,000	\$2,500,000	CON
SMART	SMART Pathway in Novato: Hanna Ranch Rd. to Rowland Blvd./Vintage Way	\$4,713,180	\$4,713,000	CON
SMART	SMART Civic Center Station Kiss-and-Ride & Micromobility Connector	\$1,719,000	\$224,000	Design
	<b>Total:</b>	<b>\$32,432,180</b>	<b>\$11,860,000</b>	
	<b>Remaining Available for 2<sup>nd</sup> Cycle Call for Projects</b>		<b>\$8,140,000</b>	

# Staff Recommendations (cont.)

- Recommendations fund projects to completion or final design phase to get projects “shovel-ready”
- Recommendations allow TAM to issue a second Call for Projects at a later date
- San Rafael Transit Center:
  - greater shortfall than funds available
  - funding \$2 million for final design phase now will help defray some of the construction shortfall
  - construction is not scheduled to commence until 2027 at the earliest
  - project remains eligible when 2<sup>nd</sup> Call for Projects is issued
  - recognized for its countywide and regional significance and should be highly competitive for other grant programs
- Many of these factors also apply to Marin Transit Facility and SMART Civic Center Station projects

# Next Steps

- Upon approval from the TAM Board, staff will communicate the approved recommendations to MTC
- Work with MTC to program and allocate the funds to recipients
- Recipients will receive RM3 funds directly from MTC
- Issue a second Call for Projects sometime after the conclusion of the CTP and the Mobility Hub Planning process

# Questions & Feedback

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Thank you!

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**DATE:** October 14, 2024

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

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

**SUBJECT:** Alternative Fuels Program Update (Discussion), Agenda Item No. 7

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## RECOMMENDATION

Staff will provide an update on the Measure B Element 3 Alternative Fuels Program.

## BACKGROUND

With the passage of Measure B, the \$10 Vehicle Registration Fee (VRF) in 2010, TAM developed an Alternative Fuels Program as designated in Element 3, Reduce Congestion and Pollution. The Alternative Fuels Program provides funding for three main areas:

- Public Property EV Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

Since the September 2023 Alternative Fuels Program update, TAM staff has continued to deliver rebates, outreach and technical assistance initiatives, including the following:

- Finalized the Countywide EV Acceleration Strategy with Marin Climate and Energy Partnership (MCEP) to support local climate action plan implementation (this effort was funded by TAM in the amount of \$54,000)
- Conducted the second annual Clean Fleet Expo in September of 2024
- Supported the Charging and Fueling Infrastructure Grant resubmission by the County of Marin and submission by the Southern Marin Fire District
- Coordinated closely with the Metropolitan Transportation Commission (MTC) on the development of the Transportation Electrification Program
- Continue to work with local jurisdictions in development of projects submitted through the 2022 Letter of Interest process
- Conducted and supported a School Electrification webinar
- Completed short-term, local jurisdiction led outreach efforts
- Ongoing delivery of the EV Fleet and EV Charging Stations rebates
- Monitor regional, state, and federal funding opportunities for Alternative Fuels and EVs

EV adoption has continued to rise with record sales recorded in Marin and statewide. To date in 2024, over 40% of new vehicle sales in Marin County were EVs according to the California Energy Commission (CEC).

## DISCUSSION/ANALYSIS

### TAM's Alternative Fuels Program

**Rebates:** TAM's Alternative Fuels Program continues to address and advance public agency charging installations and fleet needs. To date, TAM has provided rebates for 354 charge heads installed, with an additional 120 rebates planned for the current fiscal year. TAM's EV Fleet rebate program includes 51 total fleet rebates with 9 in the past fiscal year. Staff will continue to monitor regional, state, and federal rebate programs and make necessary adjustments to TAM's rebate program accordingly.

**Outreach:** TAM continues to support local outreach efforts to advance TAM's rebate program. This includes a coordinated email and video outreach campaign to encourage local partners to explore electrification funding opportunities, including TAM's rebate program. One recent highlight of TAM's outreach was the TAM-hosted Clean Fleet Expo held on September 12 at the Marin County Fairgrounds for local jurisdictions and regional partners on ways to electrify local fleets. Nearly 130 people attended. Attendees participated in an electric school bus ride along, interacted with exhibitors, and engaged in workshops discussing fleet transitioning and charging infrastructure.

**Technical Assistance:** As a part of TAM's technical assistance, TAM staff has worked closely with the Metropolitan Transportation Commission (MTC) on the ongoing development of its Transportation Electrification Program. This includes the development of the Local Fleet Electrification Plan program which will help local jurisdictions take inventory of their fleet needs and map out a path towards electrification compliance with the California Air Resources Board (CARB) mandates. All local jurisdictions who applied (Corte Madera, Fairfax, Mill Valley, Novato, San Anselmo, San Rafael, Sausalito, Tiburon, and County of Marin) received awards for Local Fleet Electrification Plans through this process.

TAM staff has also closely coordinated with the Bay Area Air Quality Management District (BAAQMD) and MTC-led EV Coordinating Council to help develop a Funding Navigator Tool to help filter through the available grant opportunities. The tool helps navigate eligibility, reporting requirements, and more here: [EV Funding Navigator Tool](#).

**Looking Ahead:** TAM's Alternative Fuels Program's work plan identifies the following actions to advance transitions to alternative fuels in Marin County:

- Continue to work with local jurisdictions to explore whether a coordinated grant or a single contractor can be retained to design, seek funding, build, operate and maintain EV charging stations in Marin County.
- Continue to coordinate with the local jurisdictions on the implementation of the Local Fleet Transition Plans funded through MTC.
- Coordinate on local jurisdiction implementation of the MCEP Countywide EV Acceleration Strategy.
- Conduct outreach efforts including a live online webinar for CARB compliance and electrification, in person equity focused events, Earth Day electrification event, and online webinars targeted at low income communities.
- Encourage utilization of TAM's rebate programs and continue to coordinate with local jurisdictions to find ways of streamlining the program.
- Continue to monitor outside funding opportunities and develop/support grant applications.



## **Upcoming Opportunities**

There are several funding programs anticipated or in process:

- MTC \$60 million grant program for Climate Program Implementation and Transit Oriented Communities: MTC has released additional funding opportunities for transportation electrification, in addition to the Local Fleet Electrification Planning support already received by a number of Marin Jurisdictions.
- MCE Charged by Public Power Local Electrification Outreach Plan: Engagement within the City of San Rafael and other disadvantaged communities in MCE's service area. This effort develops a collaborative process with community members to plan for electrification within the community.

For upcoming outreach and technical assistance, TAM is planning to host a CARB compliance and funding informational webinar later this fiscal year. There are also various in person events in the fall of 2024 and Earth Day.

This item was taken to the Alternative Fuels and Electric Vehicle Ad Hoc Committee on September 9, 2024. They provided the following comments:

- Recommended continued coordination with the local jurisdictions on rebate programs and a potential joint grant application for coordinated EV charging installation
- Discussed the need for ongoing data related to managing EV charging stations and rebate programs
- Discussed the potential for grant writing and technical support to the local jurisdictions
- Recommended continued coordination with MCE, MTC, BAAQMD and other regional partners to help deliver funding and programs for transportation electrification across Marin County

## **FISCAL IMPACTS**

Revenues for this program have been assigned from Measure B Element 3.3 funding and the current budget of \$300,000 included in the FY2024-25 TAM Annual Budget is anticipated to be sufficient to conduct all the work items for the fiscal year.

## **NEXT STEPS**

Staff will continue to implement the Alternative Fuels program as described above, seek and support new funding opportunities, and return to the Board for an update and significant policy or funding changes.

## **ATTACHMENTS**

Attachment A – Staff Presentation

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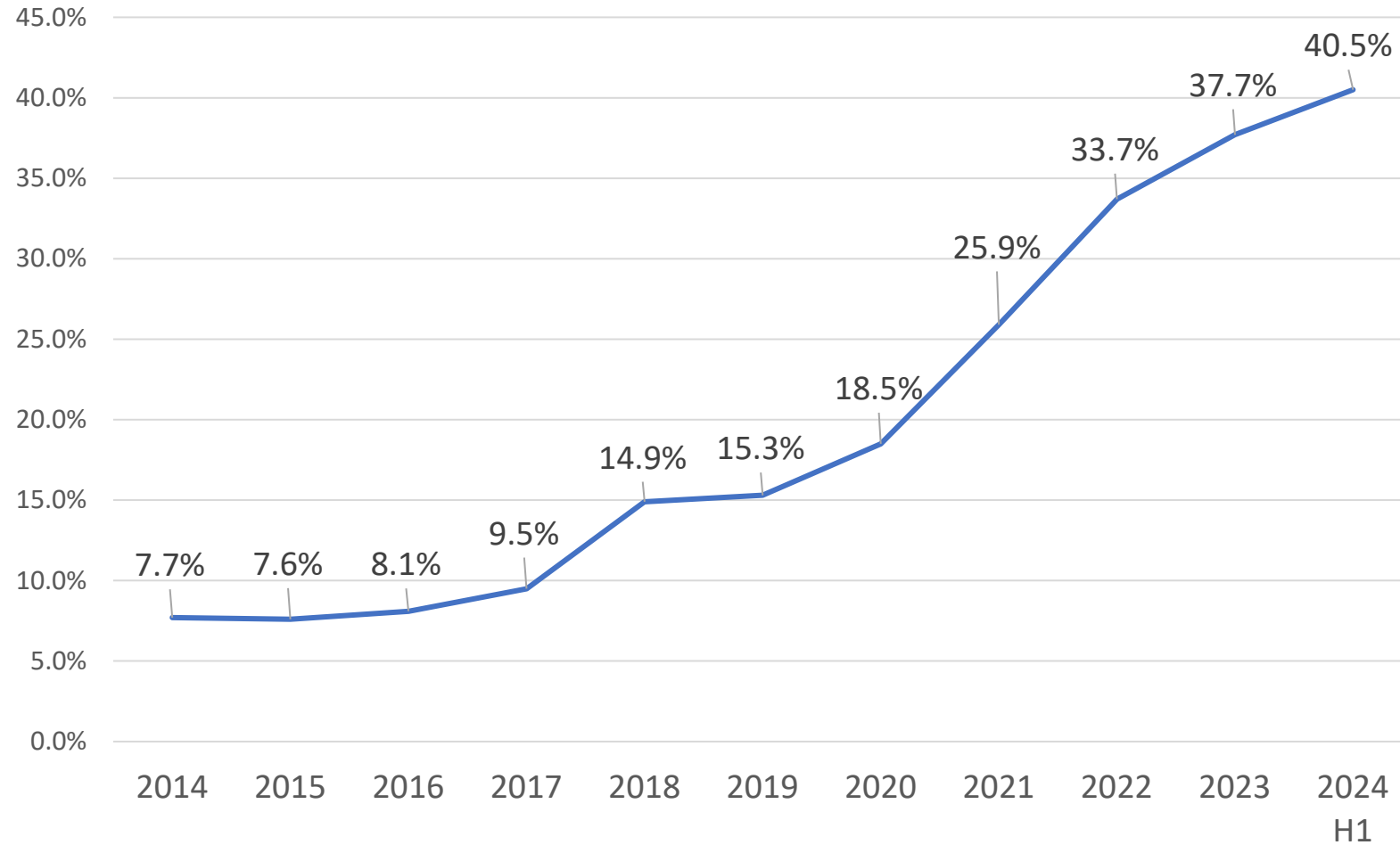
# Alternative Fuels & Electric Vehicle Program Update

Transportation Authority of Marin  
Funding, Programs & Legislation Executive Committee

October 14, 2024

# Market Trend in Marin County

Percentage of New Car Sales that are ZEV's  
Source: California Energy Commission



# Summary of Existing Program

- Measure B Element 3.3 – Works alongside Measure AA and Measure B investments to reduce GHG emissions
- EV Charger Rebate
  - Up to \$6,500 per head available from TAM/MCE
- EV Fleet Rebate
  - Expanded to include e-bikes, utility carts, etc.
- Pilot Provision
- Outreach/Technical Assistance
  - Technical assistance to public agencies
  - Support for outreach & events
  - Regional coordination



# FY2023/24 Budget & Expenditures

## Measure B Element 3 – FY23/24 Budget \$334,000

Estimated expenditures ~\$150,000

### Outreach: \$106,406.31

- Reach Strategies Outreach Contract
- Cool the Earth Events
- Local Jurisdiction outreach funding
- LIME Foundation NextGen Trades Academy
- Completion of EV Acceleration Strategy

### Rebates: \$44,152.84

- Tiburon, San Rafael, Fairfax, Novato, Belvedere, Corte Madera rebate requests
- Project close outs extended from FY23/24 and are included in FY24/25 budget

# Rebate Progress to Date

## Rebate Amounts

### EV Chargers

- 474 EV charger rebates total
- 8 installed last FY

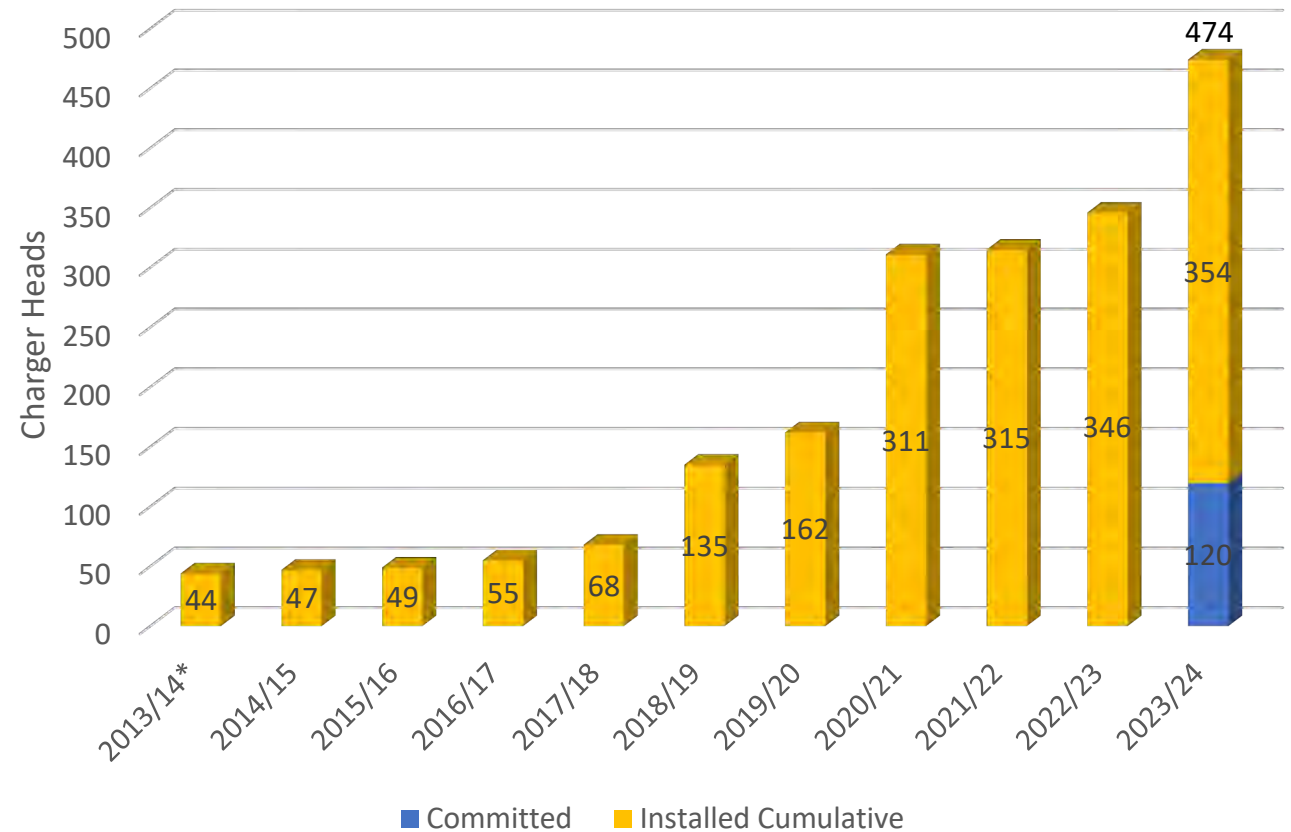
### EV Fleets

- 55 EV fleet rebates
- 9 added last FY

### EV Outreach & Technical Studies

- Clean Fleet Expo
- Email Campaign for Rebates

TAM EV Charger Cumulative Totals



# Pending Projects

## TAM Union School District – Charger Installations

- Redwood High School (26)
- Archie Williams (8)
- TAM High (8)
- Plus, solar panel installation project

## City of Sausalito – Integrative Charging Partnership

- Installations:
  - Dunphy parking lot (6)
  - Muni lot (4)
  - City Hall (4)
- Operation & maintenance agreement in place with City
- Revenue share

## County of Marin – Avenue of the Flags

- 24 chargers installed in parking lot project





# Outreach Updates

## FY23/24 Outreach

- Coordinated Email Engagement
- TAM Rebate Program Video
- LIME Foundation Partnership
- School Electrification Webinar
- San Anselmo/Fairfax EV & E-bike Event
- Clean Fleet Expo
- Cool the Earth – National Drive Electric Week and Earth Day EV Partnership

## FY24/25 Outreach

- Funding and CARB Webinar
- Clean Fleet Expo
- Cool the Earth – National Drive Electric Week and Earth Day EV Partnership
- Incentive Outreach



# LIME Foundation Partnership

- NextGen Trades Academy
  - TAM helped sponsor for \$5000
- Workforce development sponsorship in Marin County at no cost to students
- 16 students learned trade skills in electrification construction
- Partners like MCE, NV5, and others led sessions electrification & transportation
- Career counseling following completion of the program

## GREEN WORKFORCE

in the construction industry  
earning \$18-\$25/hour?



**NOW ACCEPTING APPLICATIONS**  
**IN MARIN COUNTY**  
November 18 – December 16, 2023  
(Week of Nov 20-No class)  
Application Deadline: Nov 10, 2023



- Starter Tools
- Job Referrals
- Earn 20+ Training Hours
- Career Support
- Safety Certifications
- Professional Development

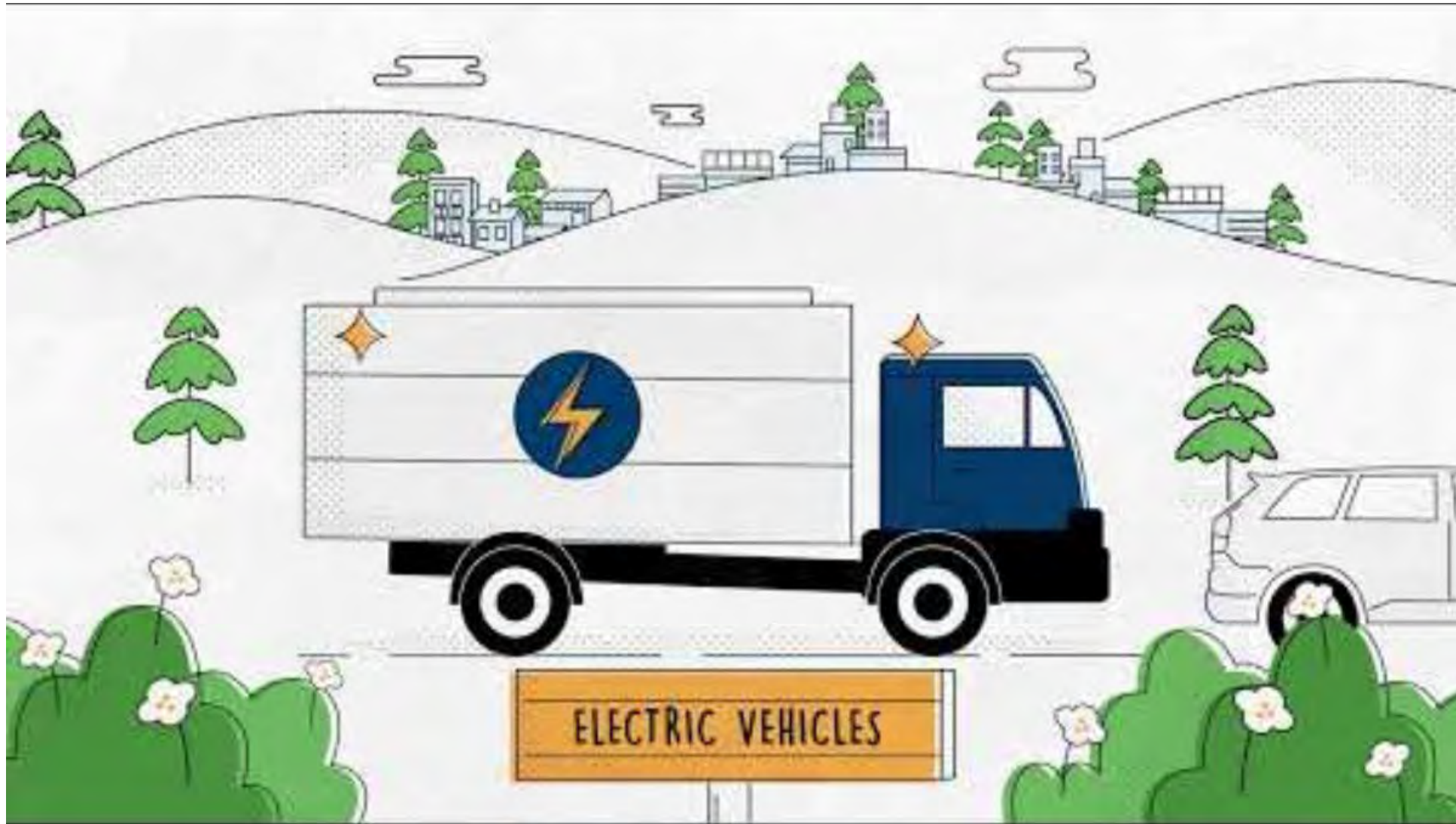


**NextGen**  
Trades Academy

In partnership with



# Video on TAM Alternative Fuels Program



# 2024 Clean Fleet Expo

- Over 120 attendees
- Speakers from U.S. Joint Office of Energy and Transportation, CARB, MTC & more
- Sessions discussing transitioning to electric, funding & policy
- Ride along electric school buses
- Great feedback & people engaging with ride and drives to go electric



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CLEAN  
FLEET  
EXPO

# Technical Assistance Updates

## Coordination

- MTC Transportation Electrification Program
  - Local Fleet Electrification Planning
- EV Funding Navigator Tool
- MCEP engagement and outreach facilitation
- Coordination with local jurisdictions on grants and installation questions
  - Charging & Fueling Infrastructure Grant Program

## MCE & Air District Funding Requirements

- Adding new companies to the list of eligible companies to receive rebate funding

## Public Fleet Electrification Planning Assistance Program

The Public Fleet Electrification Planning Assistance Program will help local public agencies plan their vehicle fleet transition to zero-emission vehicles.



Photo from MTC Transportation Electrification Website

# MCE Program Update



## MCE Transportation Electrification Programs Growing

- USDOE Charged by Public Power Grant

**Monitoring rebate levels to potentially make adjustments as needed**

**Evaluating utilization for the chargers MCE helped fund**

- MCE Program Administrator working on a tool to monitor reporting capabilities
- Charger data only collected with MCE or site host permission

# Regional & Federal Funding Updates

## MTC Transportation Electrification Program

- Local Fleet Electrification Plans
  - \$100,000 - \$400,000 awards to plan for fleet transition to meet CARB goals
  - Corte Madera, Fairfax, Mill Valley, Novato, San Anselmo, San Rafael, Sausalito, Tiburon, and County of Marin received awards
- MTC Funding Navigator Tool
- Coordinated Call for Projects: \$60 million

## Charging and Fueling Infrastructure Grant Program

- Round 1 very competitive – only Air District, Contra Costa County, and BART received awards in Bay Area
- Southern Marin Fire District Application
- County of Marin Resubmission

## Local Jurisdiction Challenges

- Minimum funding requirements
- Eligibility requirements are complicated
- Large focus on building decarbonization at the local level

# Needs Within the County

## **CARB Compliance – 100% Clean Vehicle purchasing by 2027**

- Capacity constraints and Vehicle availability constraints
- MTC Local Fleet Transportation Electrification Plans assisting transition to electric

## **Evolving Installation & Project Development Process**

- Collaborative installation, operations and maintenance approach
- Vendor down time and maintenance complications

## **Technical Assistance**

- Need help in going from planning to construction of the chargers
- Pulling in this information for grant applications

## **High EV Sales Rates & Relationship to Public Outreach**

## **School District needs**

- Long term planning challenges due to staffing, facility needs, short term focus of districts

## **Various States of Adoption Across First Responders**



# Moving Forward – TAM's FY24/25 Program

## TAM's Outreach Program Transitioning to More Technical Assistance

- Support for local jurisdictions in grants, fleet transition & project development
- Less need for public outreach & more focus on local assistance

## Rebate Program & Levels

- Pursue larger scale projects?
- Consider supporting a call for projects process for implementation

## Budget

- FY24/25 Budget \$300,000
- Approximately: Rebates \$175,000; Outreach/Technical Assistance \$125,000

# Questions & Discussion

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Thank you!

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