



TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JANUARY 23, 2025
6:00 P.M.

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

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

Phone: 415-226-0815
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www.tam.ca.gov

Belvedere
Peter Mark

Corte Madera
James Andrews

Fairfax
Lisel Blash

Larkspur
Gabe Paulson

Mill Valley
Urban Carmel

Novato
Mark Milberg

Ross
Teri Dowling

San Anselmo
Steve Burdo

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

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Webinar ID: 881 5544 9529

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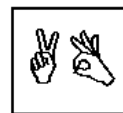
Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 6:00 p.m. on the day of the meeting: +1 669 900 6833; Access Code: 881 5544 9529; Password: 389590

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

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

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

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



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

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

AGENDA

1. Annual Selection of TAM Chair and Vice-Chair (Action) – **Attachment**
2. Chair's Report (Discussion)
3. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports, and Commissioner Matters Not on the Agenda (Discussion)
4. Executive Director's Report (Discussion)
5. 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 Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda and generally, may only listen.)
6. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes for December 9, 2024
 - b. Appointment to the TAM Community Oversight Committee
 - c. Authorization of Transportation Demand Management & Public Outreach Contract Extension with Convey, Inc.
 - d. Approval of Employment Contract with Executive Director
 - e. Accept Update of the Measure A/AA Compliance Audit
 - f. Appoint TAM Board Member Mark Milberg to the Sonoma-Marín Area Rail Transit District (SMART) Board of Directors
7. Adopt the 2025 Legislative Platform (Action) – **Attachment**
8. Youth E-Bike Safety Update (Discussion) – **Attachment**



DATE: January 23, 2025
TO: Transportation Authority of Marin Board of Commissioners
FROM: Anne Richman, Executive Director *Anne Richman*
SUBJECT: Annual Selection of TAM Chair and Vice-Chair (Action), Agenda Item No. 1

RECOMMENDATION

The TAM Board nominates and elects a Chair and Vice-Chair following the Executive Director’s issuance of Oaths of Office to new Board members and any other preceding action items on the agenda.

BACKGROUND

Selection of a Chair and Vice-Chair

Pursuant to Section 104.1(a) of the TAM Administrative Code, the TAM Board is required to elect a Chair and Vice-Chair in January of each year. Also as stated in the Administrative Code, at no time should two Commissioners from the Board of Supervisors or two Commissioners from City or Town Councils hold both the Chair and Vice Chair positions.

DISCUSSION

None.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Not applicable.

FISCAL IMPACTS

None.

NEXT STEPS

None.

ATTACHMENTS

None.

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS

DECEMBER 9, 2024
6:00 PM

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

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council, TAM Chair
Dennis Rodoni, Marin County Board of Supervisors
Eli Beckman, Corte Madera Town Council
Eric Lucan, Marin County Board of Supervisors, TAM Vice-Chair
Kate Colin, San Rafael City Council
Katie Rice, Marin County Board of Supervisors
Lisel Blash, Fairfax Town Council
Mary Sackett, Marin County Board of Supervisors
Rachel Farac, Novato City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors
Teri Dowling, Ross Town Council
Urban Carmel, Mill Valley City Council

Members Absent: Gabe Paulson, Larkspur City Council
Melissa Blaustein, Sausalito City Council
Nancy Kemnitzer, Belvedere City Council

Staff Members Present: Anne Richman, Executive Director
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
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, Senior Transportation Planner

Chair Colbert called the meeting to order at 6:01 p.m.

Chair Colbert welcomed everyone to the meeting and announced that Commissioner Carmel was participating remotely pursuant to the "Just cause" clause of Assembly Bill (AB) 2449.

Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Board and provided detailed information about how the public may participate.

1. Public Comment Regarding Closed Session Item

Chair Colbert asked if any members of the public wished to speak and hearing none, adjourned to the Closed Session.

2. Adjourn to Closed Session

3. Reconvene to Open Session

4. Chair's Report

- a. Outgoing Commissioner Recognition (Discussion)

Chair Colbert read and presented a commendation to outgoing Commissioner Rice; and thanked her for her dedication and service on the TAM Board.

- b. Appointment to the TAM Executive Committee (Action)

Chair Colbert recommended appointing Commissioner Melissa Blaustein, representing the City of Sausalito, to the Funding, Programs, & Legislation (FP&L) Executive Committee.

Commissioner Moulton-Peters moved to approve the appointment to the TAM Executive Committee, which was seconded by Commissioner Farac. A roll call vote was conducted and the motion passed unanimously.

5. Metropolitan Transportation Commission, Marin Transit and Sonoma-Marín Area Rail Transit Reports & Commissioner Matters Not on the Agenda (Discussion)

MTC Report – Commissioner Moulton-Peters

Commissioner Moulton-Peters reported that the Metropolitan Transportation Commission (MTC) will conduct public polling in regard to options for a future Regional Transportation Measure (RTM).

Marin Transit Report – Commissioner Sackett

Commissioner Sackett reported on Marin Transit's 60th Anniversary celebration; and the Annual School Transportation Services report.

SMART Report – Commissioner Lucan

Commissioner Lucan reported that there will be a full system closure of Sonoma-Marín Area Rail Transit (SMART) on December 14 and 15 to prepare for the opening of the Petaluma North station.

Commissioner Matters Not on the Agenda

Commissioner Sackett provided an update on the Special Committee on Youth E-bike Safety.

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

6. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman provided highlights from the Executive Director's Report (EDR), which was distributed to the TAM Board and posted on the TAM website as supplemental information.

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

7. Open Time for Public Expression

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

8. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of October 24, 2024
- b. Review of the FY2023-24 TAM Annual Comprehensive Financial Report
- c. Review of the 2024 Measure A/AA Compliance Audit
- d. Amend the Administrative Code to Reflect Working Groups
- e. Allocate Measure AA Funds to Novato for Segment 1 of the Novato Boulevard Rehabilitation Project

Chair Colbert opened the item to public comment and hearing none, asked for a motion.

Commissioner Fredericks made the motion to approve the Consent Calendar, which was seconded by Commissioner Beckman. A roll call vote was conducted and the motion passed unanimously.

9. Adopt the Countywide Transportation Plan (Action)

Director of Planning Derek McGill and Bob Grandy and Taylor McAdam of Fehr and Peers presented this item, which recommends the TAM Board reviews and adopts the Final Countywide Transportation Plan (CTP).

In response to Commissioner Moulton-Peters, Mr. McGill explained that the CTP provides a framework for both near- and long term implementation, including but not limited to, the formation of new advisory and working groups, and the development of a strategic plan for data collection.

In response to Chair Colbert, ED Richman explained that the upcoming Measure AA Expenditure Plan Review will provide an opportunity to assess priorities and investments in alignment with the CTP, where appropriate; and called attention to Table 2: CTP 2050 Next Steps for Implementation, located in Chapter 6 of the CTP.

Chair Colbert asked if any members of the public wished to speak and hearing none, asked if there were additional Commissioner comments.

Commissioner Sackett commented on the importance of coordination with both local jurisdictions and utility providers throughout the county with respect to implementation; and requested that future staff reports include a section to describe an agenda item's relationship to the CTP.

Commissioner Colin commended the efforts of all involved and moved to adopt the Final Countywide Transportation Plan (CTP), which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion passed unanimously.

10. Marin Sonoma Narrows (MSN) Project Update & High Occupancy Vehicle (HOV) Lane Hours of Operation (Discussion)

Director of Planning Derek McGill and Connie Fremier of Fremier Consulting presented this item for discussion.

In response to Commissioner Colin, Ms. Fremier explained that enforcement of the HOV lanes will be a component of the analyses and ongoing discussions with project partners; and Mr. McGill explained that enforcement throughout the corridor is operated by the California Highway Patrol (CHP), which is a partner agency to the project.

In response to Commissioner Moulton-Peters, Ms. Fremier and Mr. McGill explained that the congestion analyses will include the corridor as a whole, as well as localized areas in both Marin and Sonoma Counties.

In response to Commissioner Sackett, Ms. Fremier confirmed that the carpool requirement will continue to be 2 or more people; and Mr. McGill explained that the newly coordinated HOV hours will provide a benefit to transit providers operating in the HOV lanes and is anticipated to have a net-neutral effect on future Part-Time Transit Lanes (PTTL), also known as Bus on Shoulder.

In response to Vice-Chair Lucan, Ms. Fremier explained that the traffic analysis completed in mid-May 2024 used data collected on midweek days, Tuesday through Thursday; and Mr. McGill explained that the analysis also incorporates both the beginning and end points of specific congestion areas/periods. Vice-Chair Lucan commented on the importance of future congestion analysis on local roads such as Novato Blvd. and Roland Blvd. as tributaries to US 101. In response to Vice-Chair Lucan's inquiry regarding the condition of the bike path located underneath the Franklin Avenue overcrossing, Ms. Fremier explained that the bike path will be restored to its previous condition prior to its use as a staging area for Caltrans.

In response to Commissioner Beckman, Mr. McGill explained that both Marin and Sonoma Counties have bi-directional congestion therefore consistency throughout the corridor will be required with the opening of the new HOV lanes.

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

11. Alternative Fuels Program Update (Discussion)

Director of Planning Derek McGill and Associate Transportation Planner Mikaela Hiatt presented this item for discussion.

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

The meeting was adjourned at 8:34 p.m.



DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Jennifer Doucette, Executive Assistant/Clerk of the Board

SUBJECT: Appointment to the TAM Community Oversight Committee (Action), Agenda Item No. 6b

RECOMMENDATION

The TAM Board accepts the nomination and appoints Dave Rhoads to the Community Oversight Committee (COC) as the Member representing Bicycle and Pedestrian Groups.

BACKGROUND

The COC oversees the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee revenue and expenditure activities as required by the voter approved Expenditure Plans for the respective measures. As an independently functioning group, the COC assures that the voter approved Measure A/AA Sales Tax and Measure B VRF Expenditure Plans are carried out according to the requirements specified in the plans. The COC is composed of 12 members and 12 alternates who are private citizens residing in Marin County and collectively represent diverse interests of Marin County. All COC members should have no economic interest in TAM's projects. Over the years, due in part to the dedication and strong support of the members/alternates, the COC has become an indispensable part of TAM. Each organization and planning area represented on the COC (as shown in the *TAM Community Oversight Committee Membership – January 2025* table below) shall nominate its representative, with final appointment by the TAM Board.

Dave Rhoads holds a Bachelor of Arts degree in architecture with a minor in city planning from the University of California, Berkeley. His expertise lies in various facets of real estate and sustainability, including the creation of sustainability strategies for California Forever, as well as an appointment as vice-chair of the CoreNet Northern California and Urban Land Institute San Francisco Sustainability Committees.

In addition to his career achievements, Mr. Rhoads has been an active volunteer with the Marin County Bicycle Coalition (MCBC), advocating for safer bicycle infrastructure and for the use of bicycles as a means of transportation. Through MCBC, Dave serves as co-chair of Walk/Bike San Rafael, an advocacy group focused on safety for bicyclists and pedestrians.

Mr. Rhoads was nominated for the Member position by the Marin County Bicycle Coalition.

TAM Community Oversight Committee Membership – January 2025

Representing Area/Organization	Member/Candidate	Term Expiration
Northern Marin Planning Area	Member – Charley Vogt	May 31, 2025
	Alternate – Vacant	
Central Marin Planning Area	Member – Jeffery Olson	May 31, 2025
	Alternate – Vacant	
Ross Valley Planning Area	Member – Paul Roye	May 31, 2027
	Alternate – Susannah Saunders	
Southern Marin Planning Area	Member – Debbie Alley	May 31, 2027
	Alternate – Vacant	
West Marin Planning Area	Member – Scott Tye	May 31, 2027
	Alternate – Vacant	
Marin County Paratransit Coordinating Council	Member – Allan Bortel	May 31, 2027
	Alternate – Jane Gould	
Bicyclist and Pedestrian Groups	Member – Dave Rhoads	May 31, 2027
	Alternate – Vacant	
Environmental Organizations	Member – Kate Powers	May 31, 2025
	Alternate – Nancy Okada	
School Districts	Member – Zack Macdonald	May 31, 2025
	Alternate – Heather McPhail Sridharan	
Major Marin Employers	Member – Peter Pelham	May 31, 2025
	Alternate – Vacant	
Taxpayer Group	Member – Kingston Cole	May 31, 2025
	Alternate – Vacant	
League of Women Voters	Member – Kevin Hagerty	May 31, 2027
	Alternate – Kay Noguchi	

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Supports and fosters Community Engagement and partnerships.

FISCAL CONSIDERATION

Not applicable.

NEXT STEPS

Staff will continue to solicit nominations and applications to fill the remaining vacant positions.

ATTACHMENTS

None.



DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

SUBJECT: Authorization of Transportation Demand Management & Public Outreach Contract Extension with Convey, Inc. (Action), Agenda Item No. 6c

RECOMMENDATION

The TAM Board authorizes the Executive Director to exercise the first one-year option under the contract with Convey, Inc. for Transportation Demand Management & Public Outreach Services (“Marin Commutes”).

BACKGROUND

In 2019, TAM launched a new transportation demand management (TDM) program branded as “Marin Commutes,” a comprehensive effort to encourage alternatives to single occupancy driving while increasing awareness of commute options, incentives, and tools available to commuters. The program has since brought together several individual TDM activities and programs including the following:

- Promotion of commute alternatives to driving alone
- Information about the Redwood Bikeshare Program
- Vanpool Incentive Program
- Marin Emergency Ride Home Program
- Active Transportation Promotion
- Information on Electric Vehicles (EVs)
- Employer resources including remote work guides
- Trip planning, logging, and mode shift software (Ride Amigos “My Marin Commute” platform)
- Marin Commutes Rewards Program

In February 2022, following a request for proposals (RFP) process, the TAM Board approved a contract with Convey, Inc. for an initial three-year period with two additional one-year extension options. Marin Commutes has become an ongoing program with ongoing contract support needs. The current contract expires on February 28, 2025.

The contract work includes outreach to build participation in mode shift campaigns, ongoing incentives management (currently using the Ride Amigos software platform), employer outreach, updates to the MarinCommutes.org website, along with a focus on equity, performance metrics, and incentives management.

The program also includes meeting with TAM’s TDM Working Group and Commute Alternatives & Reduction of Trips (CART) Ad Hoc Committee as needed to discuss program developments and explore future outreach opportunities.

DISCUSSION/ANALYSIS

Over the past year, based on new metrics identified under the Measure B Expenditure Plan Amendment Process in 2023, the following are statistics developed from Fiscal Year 2023-24 regarding TDM programs and related activities:

Performance Measure	Metric	Fiscal Year 23-24 7/1/23 - 6/30/24
Awareness of commute alternatives	Website traffic	7,324 new visitors
		9,423 unique visitors
		299 ERH page visits
	Meetings/presentations/events	27 touchpoints
Participation in commute alternatives	Registered users	1,566 registered users
	Newsletter/mailling list subscribers	1,760 subscribers
	Partner & employer contacts registered	575 subscribers
	Vanpool utilization	10 active vanpools
Impact of commute alternatives	SOV trips reduced	5,070 trips reduced
	SOV miles avoided	90,029 miles avoided
	CO2 emissions savings	24.52 tons saved
Funding and partnerships	Partners offering additional incentives	2
	Value of partner incentives	\$18,570

Over the next year, the contract team plans to build on these results while researching new methods of engagement and targeted approaches for outreach to grow participation with equity populations and advance the influence of the program. This will also include a review of Marin Commutes in relation to the Metropolitan Transportation Commission’s (MTC’s) defined Equity Priority Communities, origin and destination data, congestion maps from TAM’s transportation system monitoring, and TAM’s Countywide Transportation Plan (CTP) to advance the outcomes for Marin Commutes.

Since Convey was brought on to update TAM’s Marin Commutes Program, its contract team has rolled out the year-round rewards platform ‘Marin Commutes Rewards’ to offer commuters incentives throughout the year. These incentives have encouraged more engagement with the platform, and therefore more opportunities for ride sharing, mode shifts, and to establish more direct data metrics.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The Transportation Demand Management & Public Outreach Services provided through this contract support several concepts from the recently adopted CTP. Core principles of safe, equitable, and sustainable transportation from the CTP are promoted through encouragement of alternative modes of transportation, which can result in reductions in greenhouse gas emissions, reduced reliance on single-occupant commute trips, and increased utilization of active transportation.

FISCAL CONSIDERATION

The Convey contract is supported with \$297,000 annually, and funding is available in TAM's Annual Budget under the Measure B Vehicle Registration Fee (VRF), Element 3.2 and Measure AA Category 1.4 – Transportation Demand Management.

Funding for this contract is within TAM's approved annual budget and therefore there is no additional budget impact at this time.

NEXT STEPS

With the Board's approval, the Executive Director will execute an amendment to exercise the one-year option associated with this contract for TDM Program Management & Public Outreach with Convey, Inc. Staff will continue to work with the contract team on Marin Commutes program management and outreach and bring updates to the TAM Board in the future.

ATTACHMENTS

None.

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DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Melanie Purcell, Director of Finance and Administration

SUBJECT: Approval of Employment Contract with Executive Director (Action), Agenda Item 6d

RECOMMENDATION

Staff recommends the TAM Board approve the employment contract with Anne Richman as Executive Director. This contract memorializes the working relationship between Ms. Richman and the TAM Board.

BACKGROUND

Ms. Richman was appointed as TAM's Executive Director and began service on October 1, 2019 under a signed offer letter. The TAM Board has modified the compensation after annual evaluations.

DISCUSSION/ANALYSIS

It is customary for executive leadership in public agencies to operate with a formal contract identifying salary, key benefits, and terms of employment. This contract follows the annual performance review of the Executive Director conducted by the Board at a Closed Session in December 2024. The contract reflects a 2.5% salary increase and one-time bonus of \$6,000 as discussed during the performance review.

The contract incorporates the terms of the original offer letter as modified by the Board with a few changes. These changes include clarification of the severance provision to cover six (6) full months of salary and insurance benefits regardless of subsequent employment and recognition of TAM's support of professional development. Additionally, the contract term is for five years. Other terms are fairly standard across the industry, and other benefits not specified in the offer letter are consistent with those provided to all TAM employees.

FISCAL CONSIDERATION

No additional costs are anticipated.

NEXT STEPS

Upon approval by the TAM Board, the contract will be implemented effective immediately.

ATTACHMENTS

Attachment A – Draft Employment Contract between TAM and Executive Director

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EMPLOYMENT AGREEMENT

THIS AGREEMENT is made and entered into this 23rd day of January 2025 by and between the **Transportation Authority of Marin** (hereafter referenced to as "TAM") and **Anne Richman** (hereafter referred to as "Employee").

WITNESSETH:

WHEREAS, TAM desires to memorialize the employment of the services of Anne Richman as Executive Director of the Transportation Authority of Marin which commenced on October 1, 2019 and was subject to the offer letter dated September 27, 2019 (Exhibit A), and

WHEREAS, it is the desire of the Governing Board, hereinafter called "Board", to provide certain benefits, establish certain conditions of employment and to set working conditions of the Employee; and

Now, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

SECTION 1. DUTIES

TAM agrees to employ Anne Richman as Executive Director of the Transportation Authority of Marin to perform the functions and duties the Board shall assign. The overall responsibilities and duties of the Executive Director are set forth in the TAM Administrative Code.

Responsibilities of the Executive Director

The TAM Executive Director serves as the Executive Director for the Authority. The Executive Director reports to the TAM Board of Directors and has powers and duties outlined in the Administrative Code. These include:

- 1) To have full charge of the administration of the day-to-day business affairs of the Authority.
- 2) Subject to any limitation and to the terms and conditions set forth in Article V of the TAM Administrative Code, to act as the purchasing agent for the Authority with powers to be exercised in the manner governing the exercise of the powers of the purchasing agent of the Authority;
- 3) To keep the Board advised to the need and the status of the operations of the Authority;
- 4) To see that all rules, regulations, ordinances, policies, procedures and resolutions of the Authority are enforced;
- 5) To execute and deliver contracts and agreements on behalf of the Authority following such approvals as may be required hereunder and to administer Authority contracts in accordance with and subject to the limitations set forth in Article V of the TAM Administrative Code;
- 6) To authorize, approve, and make expenditures in accordance with and subject to the limitations set forth in Article VI of the TAM Administrative Code;
- 7) To cause to be prepared and distributed the agenda for all Board meetings;
- 8) To undertake such other duties, powers, and responsibilities as may from time to time be assigned to her by the Board;
- 9) To accept and consent to deeds or grants conveying any interest in or easement upon real estate to the Authority pursuant to Government Code Section 27281 and to prepare and execute certificates of acceptances therefore from time to time as the Executive Director determines to be in furtherance of the purposes of the Authority. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Board; and
- 10) To serve as the Clerk/Secretary or designate a member of staff the Clerk/ Secretary.
- 11) TAM makes use of a range of funding sources specific to transportation. The position is responsible for grants management and compliance including reporting and monitoring programs.

SECTION 2. TERM

The term of this Agreement shall begin January 23, 2025, and extend for five (5) years until January 31, 2030, and may be terminated by either party as provided herein. It is recognized that the services rendered by Anne Richman as Executive Director commenced on October 1, 2019, and have continued without interruption since that time.

SECTION 3. TERMINATION AND SEVERANCE PAY

A. TAM may terminate the employment of employee at any time, provided, however, that, if such employment is terminated for reasons other than willful misconduct in office or conviction of an illegal act, then TAM shall pay Employee six (6) months' salary, as severance pay in addition to any balances remaining of sick, vacation, and administrative leave. The employee shall continue to be eligible for medical related insurance coverage and participation in CalPERS as if employed for six (6) months.

B. In the event that Employee resigns her position with TAM, the Employee shall give TAM thirty (30) days' notice in advance.

SECTION 4. SALARY

TAM agrees to pay Employee for her services rendered a salary equal to \$303,695.30 paid on a twice-monthly schedule. This salary shall be paid retroactive to October 1, 2024 and continue until such time as is modified through action of the Board. As of October 1, 2024, the salary is determined to be \$303,695.30, processed as \$146.0074 per hour. A one-time bonus of \$6,000 was also approved for the 2024-2025 year. Additional bonuses may be paid upon determination of the Board.

SECTION 5. ANNUAL PERFORMANCE REVIEW

TAM shall conduct an annual performance review of the Employee to allow the ED to gain clear direction, feedback, and evaluation. TAM shall consider increases of said salary, bonus, and/or other benefits to such an extent as the Board may determine that it is desirable to do based on the annual performance review of Employee.

SECTION 6. FRINGE BENEFITS

- A. TAM agrees to provide coverage under the California Public Employees Retirement System, Class Miscellaneous plan.
- B. TAM agrees to provide medical and dental insurance, disability insurance, and worker compensation coverages consistent with the coverages provide to all full-time permanent TAM employees. All other benefits are consistent with those provided to other TAM employees except as noted in this agreement.
- C. Employee shall be awarded 15 days of Administrative Leave annually.
- D. TAM shall contribute \$5,000 toward the employee's Health Retirement Account (HRA) each year.

SECTION 10. PROFESSIONAL DEVELOPMENT

TAM supports the Employee's pursuit of ongoing professional development and networking and recognize the benefit to the organization of such activities. It is the intent of the Board to fund at least a portion of such activities to the degree possible within the budgeted funds.

SECTION 11. GENERAL EXPENSES

TAM recognizes that certain expenses of a non-personal and generally job-affiliated nature are incurred by the Employee and hereby agrees to reimburse or pay said general expenses.

SECTION 12. INDEMNIFICATION

TAM shall defend, save harmless and indemnify Employee against any professional liability claim or demand or legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's duties as Executive Director. TAM will compromise and settle any such claim or suit or pay the amount of any settlement or judgement rendered thereon, subject to the laws of the State of California in that regard.

SECTION 13. BONDING

TAM shall bear the full cost of any fidelity or other bonds required of the Employee under any law or ordinance.

SECTION 14. OTHER TERMS AND CONDITIONS OF EMPLOYMENT

The Board in consultation with the Employee, shall fix any such other terms and conditions of employments, as it may determine from time to time, relating to the performance of Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement of any other law.

SECTION 15. NO REDUCTION OF BENEFITS

TAM shall not at any time during the term of this Agreement reduce the salary, compensation, or financial benefits of Employee, except to the degree of such a reduction across the board for all employees of TAM.

SECTION 16. GENERAL PROVISIONS

- A. The text herein shall constitute the entire agreement between the parties.
- B. This Agreement shall be binding upon and inures to the benefit of the heirs at law and executors of the Employee.
- C. This Agreement shall become effective commencing on January 23, 2025.
- D. If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid, or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable and shall not be affected and shall remain in full force and effect.

IN WITNESS WHEREOF, the Transportation Authority of Marin has caused this Agreement to be signed and executed on its behalf by its Chair and duly attested by its Clerk, and Employee has signed and executed this Agreement, the day and the year first written above.

EMPLOYEE

TRANSPORTATION OF MARIN

Anne Richman

Chair

Attest:

Clerk of the Board



DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Melanie Purcell, Director of Finance & Administration
Emily Tong, Senior Accountant

SUBJECT: Accept Update of the Measure A/AA Compliance Audit (Action), Agenda Item No. 6e

RECOMMENDATION

The TAM Board reviews and accepts the 2024 Measure A/AA compliance audit update.

BACKGROUND

TAM has a fiduciary responsibility to the voters of Marin County to ensure that the Measure A/AA ½-Cent Transportation Sales Tax funds are spent appropriately and has diligently carried out this responsibility since the inception of Measure A in 2004. Both the Measure A and Measure AA Expenditure Plans provided TAM with the authority to audit all Measure A/AA fund recipients for their use of the sales tax proceeds.

The TAM Community Oversight Committee (COC) received the Measure A/AA Compliance Audit results on November 18, 2024 and the TAM Board at its December 9, 2024 meeting. There was one finding in Measure AA Category 3.2, in the Crossing Guard Program managed by All City Management Services (ACMS). At that time, staff committed to returning to the COC to provide an update on this finding when available. The COC is scheduled to review the 2024 Measure A/AA compliance audit update at its January 21, 2025 meeting.

DISCUSSION/ANALYSIS

Measure A/AA Compliance Audit Results:

The main purpose of the compliance audit is to verify that all Measure A/AA funds were spent according to the requirements of the Measure A/AA Expenditure Plans and the funding agreements/contracts. Results from the audits can also help TAM staff to continue improving the fund programming, allocation, and monitoring process. The audit procedures identified one instance of noncompliance with the Measure AA Expenditure Plan and the funding agreement between All City Management Services and TAM. This finding determined one instance of inadequate documentation related to the background check of an employee.

Follow-up Meeting and/or Action:

ACMS followed up by researching the documentation and determined an additional instance of inadequate documentation. Subsequent background checks were conducted on both identified employees and confirmed to TAM. This completes the follow-up for this item and the FY2023-24 Measure AA Compliance Audit process.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

While the FY2023-24 audit was largely completed prior to the CTP adoption, conducting an annual audit and following up on any outstanding items generally confirms that the expenditure of local funds is meeting expectations of the Expenditure Plans, which in turn implement the agency's and the local voters' priorities. Strong financial management is key to supporting the vision of safe, equitable, and sustainable transportation as envisioned in the CTP.

FISCAL IMPACTS

None.

NEXT STEPS

None.

ATTACHMENTS

None.



DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*

SUBJECT: Appoint TAM Board Member Mark Milberg to the Sonoma-Marina Area Rail Transit District (SMART) Board of Directors, (Action), Item No. 6f

RECOMMENDATION

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

BACKGROUND

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

At its meeting of January 14, 2025, the Novato City Council appointed Mark Milberg as the Commissioner representing that jurisdiction on the TAM Board. As the Novato representative on the TAM Board, and in accordance with SMART legislation, Commissioner Milberg is therefore recommended for appointment to the SMART Board of Directors.

DISCUSSION/ANALYSIS

Not applicable.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Not applicable.

FISCAL CONSIDERATION

None.

NEXT STEPS

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

ATTACHMENTS

None.

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DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt the 2025 Legislative Platform (Action), Agenda Item No. 7

RECOMMENDATION

The TAM Board adopts the proposed 2025 Legislative Platform as shown in Attachment A.

BACKGROUND

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

TAM has traditionally worked with other organizations in developing a unified message to advance Marin's transportation interests. TAM's past legislative advocacy and successes have usually been accomplished by working collaboratively with local jurisdictions and transit agencies, North Bay Counties, Bay Area County Transportation Agencies (BACTA), SHCC, statewide Regional Transportation Planning Agencies (RTPAs), and MTC. TAM will continue this practice to seek partners with common interests in supporting or opposing pertinent legislation and policies in 2025. While collaborating with organizations is always prudent practice, TAM is also willing to lead efforts on issues uniquely important to Marin when warranted.

DISCUSSION/ANALYSIS

Staff has developed the annual Legislative Platform to address ongoing and emerging transportation issues anticipated for 2025. The proposed 2025 Legislative Platform is included as Attachment A. A redlined version of the proposed 2024 Legislative Platform is included as Attachment B to show changes from the Adopted 2024 Legislative Platform ([download](#)).

The proposed 2025 Legislative Platform captures relevant ongoing policy elements that TAM adopted in prior years' platforms and adds potential new issues that staff anticipates being relevant in 2025. Staff and Khouri Consulting also reviewed MTC's and the County of Marin's proposed 2025 Legislation Programs in developing TAM's proposed Legislation Platform.

The proposed 2025 Legislative Platform continues to recognize the importance of state and federal funding by advocating the continuation of key funding sources that may be underfunded or in jeopardy of being eliminated. TAM will monitor all proposals on the distribution of Senate Bill 1 (SB 1) funds and the potential extension of Cap & Trade funds at the state level, and the Infrastructure Investment and Jobs Act (IIJA) at the federal level, to maximize funding opportunities for projects/programs in Marin. TAM will participate in a California State Transportation Agency (CalSTA)/Caltrans working group to preserve the remaining years of IIJA and reauthorize the legislation beyond the current cycle. TAM will also continue to inform local agencies of all funding opportunities as they arise and provide assistance where applicable.

Another theme with transportation funding is the concept of flexibility. In 2025, MTC will be advocating to allow Metropolitan Planning Organizations (MPOs) the flexibility to use normally restricted state transit funds on both capital and operating needs to address massive transit operating deficits. TAM staff supports flexibility for transit funds and further expands the flexibility concept on State safety programs, such as the Highway Safety Improvement Program (HSIP), to be allowed for Safe Routes to Schools and Crossing Guard Programs.

While transportation funding policies continue to remain a focal point, the proposed 2025 Legislative Platform addresses other key areas of interest to TAM, including climate change issues, multi-modal transportation options that reduces greenhouse gas (GHG) emissions, and local issues important to Marin, such as allowing transit buses on highway shoulders.

MTC's continued proposal for a Regional Transportation Measure (RTM) to generate new transportation funding, particularly for transit operations, is a major regional focus. MTC has been exploring options to put an RTM on the ballot before Bay Area voters in 2026 or later. Prior to placing an RTM on the ballot, MTC would need to sponsor authorizing state legislation to enable the proposed ballot measure. TAM has been and will continue to participate in discussions with our regional and North Bay partners on RTM developments and their impacts on Marin. Relevant updates on the RTM efforts will be provided to the TAM Board when appropriate.

Funding, Programs & Legislation (FP&L) Executive Committee

On January 13, 2025, the FP&L Executive Committee reviewed, offered comments, and voted unanimously to refer the proposed 2025 Legislative Platform to the Board for review and adoption. Comments provided by the FP&L Executive Committee and how the Platform addresses the comments, including suggested changes to strengthen areas of concern expressed by the FP&L Executive Committee, are shown in Attachment C.

2025 State Legislative Session

The 2025 Legislative Session is the first year of a two-year session. Any bill that is introduced in the first year that does not pass is eligible to continue through the legislative process in the second year without needing to be re-introduced.

The deadline to introduce legislative bills for the 2025 State Legislative Session is February 21, 2025. Staff and Khouri Consulting anticipate returning to the TAM Board in March and subsequent months to highlight relevant bills for monitoring and taking positions consistent with the adopted 2025 Legislative Platform.

Notable dates for the 2025 Legislative Session are shown in the table below.

Legislature reconvenes	January 6, 2025
Deadline for Governor to submit proposed FY2025-26 State Budget	January 10, 2025
Last day for bills to be introduced	February 21, 2025
Deadline to propose changes to State Budget, referred to as "May Revise"	May 14, 2025
Deadline for Legislature to pass State Budget	June 15, 2025
Last day for the Legislature to pass bills	September 12, 2025
Last day for the Governor to sign or veto bills	October 12, 2025
Statutes take effect, except emergency items that take effect upon signing	January 1, 2026

Proposed FY2025-26 State Budget, Update on Transportation

On January 10, 2025, Governor Newsom revealed a \$322.3 billion balanced budget proposal for FY2025-26 that includes \$228.9 billion in general fund spending and nearly \$17 billion in combined reserves. The budget proposal is projected to have a General Fund surplus of \$4.5 billion, which is welcomed news considering the Legislative Analyst's Office (LAO) predicted a \$2 billion deficit in November 2024 for FY2025-26 and far removed from the \$55 billion deficit in the FY2024-25 State Budget.

The positive outlook for the FY2025-26 State Budget can be attributed to the difficult steps taken last year to address the massive deficit in FY2024-25 that included \$11 billion in spending cuts and \$15 billion in deferrals and funding shifts that included funding programs in transportation. The deficit was also ameliorated by higher-than-expected tax receipt collection.

The result is that the FY2025-26 State Budget will have no significant impacts (or cuts) on transportation funding, which is again welcomed news. The transportation community was hoping that the Governor would backfill the cuts to transportation in the FY2024-25 State Budget but that was not included in the FY2025-26 State Budget proposal.

Nevertheless, the FY 2025-26 State Budget proposal includes \$7.7 billion for high-priority transit and rail infrastructure projects, \$4.2 billion in Prop 1A funding for High-Speed Rail, \$1.2 billion for projects that improve goods movement on rail and roadways at port terminals, \$1.1 billion for Active Transportation Program projects, \$1.1 billion for the Zero Emission Transit Capital Program, and \$150 million for grade separation projects. It also includes a one-time \$25 million general fund allocation to the Clean California program.

Note that the budget proposal was largely produced prior to the recent Los Angeles area fires, which could impact state revenues and expenditures. More will be known over time and changes could come with the May budget revision.

Khouri Consulting will discuss the proposed FY 2025-2026 State Budget at the January TAM Board meeting.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

The proposed 2025 Legislative Platform supports concepts from the recently adopted CTP. Core principles of safe, equitable, and sustainable transportation from the CTP are prominently referenced throughout the proposed 2025 Legislation Platform, particularly in the "Strategies" sections where actionable suggestions are recommended to effectuate TAM's CTP principles.

FISCAL CONSIDERATION

There are no immediate fiscal impacts with the adoption of the proposed 2025 Legislative Platform.

NEXT STEPS

Upon Board approval, staff will communicate TAM's 2025 Legislative Platform to our partners, review proposed 2025 legislative bills, and present relevant legislative bill positions to the Board for action in upcoming Board meetings.

ATTACHMENTS

Attachment A – Proposed 2025 Legislative Platform

Attachment B – Proposed 2025 Legislative Platform (redlined version)

Attachment C – Comments Expressed by the FP&L Executive Committee (January 13, 2025)

Attachment D – PowerPoint Presentation

Attachment A

Proposed TAM 2025 Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM's Priority Projects</p> <p>The Road Repair and Accountability Act of 2017 (commonly known as SB 1) 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. Opportunities to acquire SB 1 funding have been made available by the California Transportation Commission (CTC). TAM received SB1 funding for the Marin-Sonoma Narrows and several active transportation projects.</p> <p>In September 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 that has been diminishing in revenue collection due to decreasing fuel consumption that will not be likely to reverse in the long term.</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>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.</p>	<ol style="list-style-type: none"> 1. Remain diligent in competing for additional state funds to support countywide transportation priorities, with an emphasis on addressing mobility through safety, equity, and sustainability, securing funds for projects and programs in county measures and CTP, as well as rehabilitating local roads and bridges and Safe Routes to School Program. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees. 2. Support 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, protect assets from climate impacts, 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). 4. Continue to seek to modify the definition of disadvantaged communities that account for local characteristics and considerations so that state and regional resources can be used in underprivileged communities within the County but also provide a regional benefit. 5. Support efforts to extend the Cap-and-Trade program beyond 2030 and retain, at a minimum, the existing continuous appropriation for transit and local transportation needs.

Issue and Background Information	Goals	Strategies
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate VMT and reduce GHG.</p> <p>In September 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency (CalSTA) to leverage \$5 billion in state funding to encourage mode shift, emphasizing reducing GHG and VMT. 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 GHG and VMT.</p> <p>Given the unique geography of Marin County, local land use development patterns, and regional travel patterns, opportunities for reducing VMT can be challenging. The prospects for reducing GHG 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>Marin County has endured several climate events that compromise the integrity of vital routes. In November of 2024, California voters approved Proposition 4, a \$10 billion bond, which includes \$1.2 billion to protect against sea-level rise.</p>	<p>A. Monitor requirements regarding GHG emission reduction, local land use development patterns and the impact on VMT.</p> <p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<ol style="list-style-type: none"> 1. 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, including the cost of increased electricity usage. 2. Support effort to 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. 3. Work with local jurisdictions to support climate action plan goals and mobility goals. 4. Work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, 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 is duplicative with CEQA VMT changes, and places too great an emphasis on long-term modeling. TAM will seek changes to provide greater alignment, rather than competition between local, regional, and state GHG reduction strategies. <p>For SB 375 to be implemented, TAM supports streamlining state defined transportation geographies relevant to local housing and transportation integration such as major transit stops, high quality transit areas, or other similar transportation definitions that influence housing and land use development to help foster practical transit-oriented development solutions.</p> <ol style="list-style-type: none"> 5. Monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for funding for transportation improvements to support local housing element implementation, Marin PDAs, and major transit stops to integrate housing and transportation to reduce VMT and provide complete streets improvements.

Issue and Background Information	Goals	Strategies
		<ol style="list-style-type: none"> 6. Continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures. 7. Support efforts to adapt to climate-related impacts, including wildfire risk, wildfire evacuation planning and implementation, 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. 8. <u>Support</u> efforts to access state funding to address flooding on state highways including areas identified in TAM’s sea level rise study such as State Route 37; Highway 101 in southern and central Marin; Highway 1 adjacent to Bolinas Lagoon; and future projected flooding due to sea level rise.
<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, mobility and maintain system integrity. TAM will educate our delegation and state funding partners, such as the CalSTA, CTC, Caltrans, and the Governor’s Office, 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>	<ol style="list-style-type: none"> 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 2. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities. 3. MTC is 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

Issue and Background Information	Goals	Strategies
		Marin County. TAM will also support related projects such as ecological/restoration in the corridor.
<p>IV. Enhancing Multi-Modal Options</p> <p>While transit ridership in the North Bay has largely rebounded after the pandemic, additional investments are needed to maintain and expand service, and to meet state climate and mobility goals. Legislation will be needed to extend relief for Bay Area transit operators to maintain and expand existing services.</p> <p>In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>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, 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. 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>A. Seek funding to maintain transit operations.</p> <p>B. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p> <p>C. Monitor potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</p>	<ol style="list-style-type: none"> 1. Support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations. 2. Monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations. 3. 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, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications. 4. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes. 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses. 7. Advocate flexibility with regional and state funds, such as Highway Safety Improvement Program (HSIP) and other safety programs, to permit the funding of Safe Route to School and Crossing Guard Programs.
<p>V. Seek Efficiencies</p> <p>Better coordination is needed between various state agencies to ensure that the scope of a project as certified in an environmental document and approved by</p>	<p>A. Support efforts to streamline and expedite project delivery.</p>	<ol style="list-style-type: none"> 1. Support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner. 2. Monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to

Issue and Background Information	Goals	Strategies
<p>state funding agencies can acquire all necessary permits and be delivered on-time and on-budget.</p> <p>The Ralph M. Brown Act (Brown Act) includes increased flexibility in relation to remote participation for local agency meetings with and without a declared State of Emergency. Currently, virtual participation is limited to 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. Legislation may be pursued by the California State Association of Counties or League California Cities, among others, to provide an exemption to allow for committees under the purview of a board to meet without the same restrictions.</p> <p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>	<p>B. Support flexibility for advisory committees of local agencies to conduct virtual public meetings.</p>	<p>modifying the Brown Act. TAM will advocate for language that allows committee and advisory group members to participate remotely more frequently if needed, without a declared state of emergency.</p> <p>3. Support a streamlined application process for state funds so that the process does not disadvantage smaller agencies with scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>The Infrastructure Investment and Jobs Act (IIJA) of 2021 provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. IIJA program funding is being released over time through calls for projects. It is expected that during 2025, there may be shifts in how the programs are administered, and discussions will begin on a successor bill after the IIJA expires.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p> <p>C. Support the development of a successor surface transportation bill that provides stable, ongoing funding for policies and projects important</p>	<p>1. Advocate for the continuation and reauthorization of IIJA with the new administration, including participating in the State’s IIJA Working Group.</p> <p>2. 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 mobility challenges.</p> <p>3. Support examining revenue solutions for the Highway Trust Fund that keep up with inflation.</p> <p>4. Continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. 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 US 101/I-580 Multimodal and Local</p>

Issue and Background Information	Goals	Strategies
	<p>to TAM such as safety, equity, and resilience.</p>	<p>Access Improvement Project, interchange improvements, and Part Time Transit Lanes. 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.</p> <p>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Novato Creek Bridge and the remainder of Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.</p> <p>5. Advocate for mitigating climate change and support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p> <p>6. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p>

Attachment B

Proposed TAM 2025 Legislative Platform

Issue and Background Information	Goals	Strategies
<p>I. Acquiring State Funding for TAM's Priority Projects</p> <p>In 2017, the legislature enacted The Road Repair and Accountability Act of 2017 (commonly known as 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 SB 1 funding have will been made available through Cycle 4 managed by the California Transportation Commission (CTC). TAM received SB1 funding for the Marin-Sonoma Narrows and several active transportation projects.</p> <p><u>In 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 that has been diminishing in revenue collection due to decreasing fuel consumption that will not be likely to reverse in the long term.</u></p> <p><u>The Cap and Trade Program is set to expire in 2030 without further legislative action. Programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP) could be at risk, with no capacity beyond 2026 to program more TIRCP projects.</u></p>	<p>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. Remain diligent in competing for additional state funds to support countywide <u>transportation</u> priorities, with an emphasis on addressing <u>mobility through safety, congestion, and mobility, equity, and sustainability</u>, securing funds for <u>State Route 37 and the 580/101 connector projects and programs in county measures and CTP</u>, as well as rehabilitating local roads and bridges <u>and Safe Routes to School Program</u>. This includes supporting efforts to increase the appropriation authority/programming capacity for the SB 1 competitive programs or restore truck weight fees. 2. Support 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, <u>protect assets from climate impacts</u>, 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). 4. <u>Continue to seek to modify the definition of disadvantaged communities that account for local characteristics and considerations so that state and regional resources can be used in underprivileged communities within the County but also provide a regional benefit.</u> 5. <u>Support efforts to extend the Cap-and-Trade program beyond 2030 and retain, at a minimum, the existing continuous appropriation for transit and local transportation needs.</u>

Issue and Background Information	Goals	Strategies
<p>II. Addressing Mobility and Meeting State Climate Change Mandates</p> <p>The CTC, California Air Resources Board (CARB), and California Department of Housing and Community Development (HCD) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate VMT and reduce GHG vehicle miles traveled to reduce greenhouse gas emissions.</p> <p>In September 2019, Governor Newsom issued Executive Order N-19-19, directing the California State Transportation Agency (CalSTA) to leverage \$5 billion in state funding to encourage mode shift, emphasizing reducing GHGS and VMT 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 GHG and VMT 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 VMT vehicle miles traveled can be challenging. The prospects for reducing GHG 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>A. Monitor activities requirements regarding GHG greenhouse gas emission reduction, local land use development patterns and the impact on VMT vehicle miles traveled.</p> <p>B. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce GHG greenhouse gas emissions.</p> <p>C. Support climate resilience policies and funding opportunities.</p>	<p>1. 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, including the cost of increased electricity usage. An evaluation of the cost of increased usage of electricity, as well as availability should be considered.</p> <p>2. Support effort to 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>3. Work with local jurisdictions to support climate action plan goals and mobility goals.</p> <p>4. Work with the Self-Help Counties Coalition, the California Association of Councils of Governments, and other partners, to develop additional revenue sources at the state, regional and local level to support the planning required by SB 375, and making transit-oriented development more viable, where feasible. This includes supporting MTC's efforts to advocate for SB 375 reform to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which is duplicative with CEQA VMT changes, and places too great an emphasis on long-term modeling, and TAM will seek changes to provide greater alignment, rather than competition between local, regional, and state GHG reduction strategies.</p> <p>For SB 375 to be implemented, TAM supports streamlining state defined transportation geographies relevant to local housing and transportation integration such as major transit stops, high quality transit areas, or other similar transportation definitions that influence housing and land use development to help foster practical transit-oriented development solutions.</p>

Issue and Background Information	Goals	Strategies
<p><u>Marin County has endured several climate events that compromise the integrity of vital routes. In November of 2024, California voters approved Proposition 4, a \$10 billion bond, which includes \$1.2 billion to protect against sea-level rise.</u></p>		<p>53. Monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for <u>Marin funding for transportation improvements to support local housing element implementation, Marin PDAs,</u> and major transit stops to integrate housing and transportation to reduce VMT <u>and provide complete streets improvements.</u></p> <p>4. 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. 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. Continue to work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to help comply with the statewide mandate to reduce GHG emissions. This includes supporting operational improvements such as telecommuting, vanpools, reducing freight emissions, and promoting opportunities to generate revenue for providing multi-modal options, including bus and ferry service. TAM will also work with these groups to understand the impact of any new requirements on local, voter-approved transportation measures.</p> <p>7. Support efforts to extend the Cap and Trade program beyond 2030 and</p> <p><u>7.</u> Support efforts to <u>mitigate climate change and support adaptation-adapt</u> to climate-related impacts, including wildfire risk, <u>wildfire evacuation planning and implementation,</u> -and infrastructure that would assist in adaptation to sea-level rise,</p>

Issue and Background Information	Goals	Strategies
		<p>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><u>8. Support efforts to access state funding to address flooding on state highways including areas identified in TAM’s sea level rise study such as State Route 37; Highway 101 exits at Marin City; State Highway 1 at the Manzanita junction with Highway 101; Lucky Drive and Highway 101 in southern and central Marin; Highway 1 adjacent to Bolinas Lagoon between Stinson Beach and Bolinas; and future projected flooding due to sea level rise.</u></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 CalSTA, CTC, Caltrans, and the <u>Newsom Administration Governor’s Office</u>, 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>	<ol style="list-style-type: none"> 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 2. TAM will coordinate with MTC to position Marin projects for competitive state and federal grant funding opportunities. 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>IV. Enhancing Multi-Modal Options</p> <p><u>While transit ridership in the North Bay has largely rebounded after the pandemic, additional investments are needed to maintain and expand service, and to meet state climate and mobility goals. transit ridership challenges.</u> Legislation will be needed to extend relief for <u>Bay Area</u> transit operators to maintain and expand existing services.</p>	<p>A. Support <u>Monitor potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</u></p>	<ol style="list-style-type: none"> 1. Support legislation that creates flexibility for public transportation funding programs to maintain service. This includes supporting an on-going funding augmentation for transit operations. 2. Monitor the work of the CalSTA Transit Transformation Task Force and assess recommendations. 3. Continue to advocate for a permanent augmentation to the Active Transportation Program, and any other funding made

Issue and Background Information	Goals	Strategies
<p>The recent Active Transportation Program (ATP) Cycle 6 provided one-time funding of \$1.3 billion and several local projects received funding. However the program is likely to be significantly smaller going forward. In addressing climate changes, broad based support for more funding for active transportation and safety improvements on existing roadways (i.e., “complete streets”) have been advocated by various organizations.</p> <p>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, 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. 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.A. Seek funding to maintain transit operations.</p> <p>B. Pursue opportunities to expand active transportation network and improve bicycle and pedestrian safety.</p> <p>C. <u>Monitor potential changes to the Transportation Development Act to assist local public transportation with funding eligibility.</u></p>	<p>available to enhance bicycle and pedestrian safety and infrastructure to encourage mode shift, which includes use of e-bikes, as well as support to implement Vision Zero to eliminate fatalities. TAM will actively pursue funds for non-motorized transportation applications that were not funded by ATP or One Bay Area Grant (OBAG).</p> <ol style="list-style-type: none"> 4. Monitor and support efforts related to improving bicycle and pedestrian safety, including e-bikes. 5. Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation. 6. Work with local transit operators and CARB to provide pragmatic solutions for fleet conversion to emerging alternative fuel powered buses. 7. <u>Advocate flexibility with regional and state funds, such as Highway Safety Improvement Program (HSIP) and other safety programs, to permit the funding of Safe Route to School and Crossing Guard Programs.</u>
<p>V. Seek Efficiencies</p> <p><u>Better coordination is needed between various state agencies to ensure that the scope of a project as certified in an environmental document and approved by state funding agencies can acquire all necessary permits and be delivered on-time and on-budget.</u></p> <p>The Ralph M. Brown Act (Brown Act) includes to incorporate some of the increased flexibility in relation to remote participation in for local agency meetings with <u>and</u> without a declared State of Emergency. AB 2449 <u>Currently, limits virtual participation is limited to for</u></p>	<ol style="list-style-type: none"> A. Support efforts to streamline and expedite project delivery. B. Support flexibility for <u>advisory committees of</u> local agencies to conduct virtual public meetings. 	<ol style="list-style-type: none"> 1. Support efforts to streamline the permitting process, delivery methods or additional administrative steps necessary to deliver projects in a timely and cost-effective manner. 2. Monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to modifying AB 2449 (Rubio), the Brown Act. TAM will advocate for language that allows board committee and advisory group members to participate remotely more frequently if needed, without a declared state of emergency. 3. Support a streamlined application process for state funds so that the process does not disadvantage smaller agencies with

Issue and Background Information	Goals	Strategies
<p>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. Legislation may be pursued by the California State Association of Counties or League California Cities, among others, to provide an exemption to allow for committees under the purview of a board to meet without the same restrictions.</p> <p>AB 557 (Hart), Chapter 534, Statutes of 2023, removes the January 1, 2024 sunset date on virtual meetings necessitated by a state of emergency declaration.</p> <p>The California Transportation Commission conducts several competitive programs that require individual applications.</p>		<p>scarce resources to limit or avoid entirely the need to retain costly consultants in preparing applications.</p> <p>4. monitor and engage in conversations that streamline state defined transportation geographies relevant to local housing and transportation integration such as major transit stops, high quality transit areas, or other similar transportation definitions that influence housing and land use development.</p>
<p>VI. Pursuing Federal Opportunities</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) of 2021 (H.R. 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. It is expected that during 2025, there may be shifts in how the programs are administered, and discussions will begin on a successor bill after the IIJA expires.</p>	<p>A. Seek federal funding to support priority projects/programs at TAM and for our partner agencies.</p> <p>B. Support climate resilience policies.</p> <p>B-C. Support the development of a successor surface transportation bill that provides stable, ongoing funding for policies and projects important to TAM such as safety, equity, and resilience.</p>	<p>1. Advocate for the continuation and reauthorization of IIJA with the new administration, including participating in the State’s IIJA Working Group.</p> <p>2. 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.</p> <p>3. Support examining revenue solutions for the Highway Trust Fund that keep up with inflation.</p> <p>4. Continue to advocate that federal transportation programs fund and advance the following priorities:</p> <p>a. Highway 101 Multi-Modal Corridor Projects. TAM will support the Sonoma Marin Area Rail Transit’s (SMART’s) efforts to seek or maintain funding for its project, including extension north to Cloverdale, completion of the multi-use pathway, and potential extension east to the Capital Corridor near Interstate 80. Support efforts to construct a new Bettini San Rafael Transit Center to ensure safe and efficient multimodal operations for, bus and rail operations,</p>

Issue and Background Information	Goals	Strategies
		<p>pedestrians, and motor vehicles. Support other emerging multi-modal improvements along the corridor including US 101/I-580 Multimodal and Local Access Improvement Project, interchange improvements, and Part Time Transit Lanes. 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.</p> <p>b. Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p> <p>c. State Highway 37. Support funding for sea level rise adaptation/resilience projects for the State Route 37 Project including Novato Creek Bridge and the remainder of Segment A in Marin County.</p> <p>d. Transit Funding. Support maintaining or increasing funding for transit operations and capital programs.</p> <p>54. 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>65. While the United States District Court granted a Stay Order to allow transit funds to continue to flow to California and prevents the Department of Labor from using PEPRA to slow or stop the execution of FTA grants to transit agencies, TAM supports a permanent resolution that does not compel rescission of grant funds to ensure predictability for transit agencies.</p>

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Attachment C

**Funding, Programs & Legislation (FP&L) Executive Committee
Comments on the Proposed 2025 State Legislative Platform
(January 13, 2025)**

Comments	Related Strategies in Platform
<p>1. Advocate state support for local planning efforts to integrate transportation and housing</p>	<p>Section II, Strategy 5 - Monitor upcoming funding opportunities for land use and transportation planning integration to support and advocate for funding for transportation improvements to support local housing element implementation, Marin PDAs, and major transit stops to integrate housing and transportation to reduce VMT and provide complete streets improvements. <i>[Wording modified following Committee discussion.]</i></p>
<p>2. Support funding for school bus transportation</p>	<p>Section IV, Strategy 5 - Monitor efforts to better coordinate and optimize public and school bus transportation services and support appropriate funding for school transportation.</p>
<p>3. Monitor MTC's Regional Transportation Measure (RTM) efforts</p>	<p>Section III, Strategy 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>4. Support wildfire mitigation and evacuation efforts</p>	<p>Section II, Strategy 7 - Support efforts to mitigate climate change and 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>Section VI, Strategy 5 - Advocate for mitigating climate change and support adaptation to protect transportation infrastructure from climate-related impacts, including wildfire risk and sea-level rise.</p>
<p>5. Support mitigating vehicular congestion around schools with actionable strategies</p>	<p>Section I, Strategy 1 - Securing funds for projects and programs in county measures and CTP, as well as rehabilitating local roads and bridges and Safe Routes to Schools Program.</p> <p>Section IV, Strategy 7 - Advocate flexibility with regional and state funds, such as Highway Safety Improvement Program (HSIP) and other safety programs, to permit the funding of Safe Routes to Schools and Crossing Guard Programs.</p> <p>Section VI, Strategy 4b - Nonmotorized Transportation/ATP. Seek funds dedicated to nonmotorized transportation projects and programs, including Safe Routes to Schools.</p>

Attachment C

<p>6. Support TAM in retaining a federal legislative consultant</p>	<p>Section VI - A federal legislative consultant would update TAM on discussion with continuation and reauthorization of IIJA, inform TAM of federal funding opportunities, and help position Marin applications for federal funds with applicable administrations and legislators.</p>
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2025 Proposed State Legislative Platform

Transportation Authority of Marin

Board of Commissioners

January 23, 2025

State Legislative Platform

At the beginning of each year, staff and our consultant, Gus Khouri, develop a proposed Legislative Platform:

- guide policy decisions
- communicate TAM's goals and transportation priorities

To Whom:

- State Legislature
- Metropolitan Transportation Commission (MTC)
- California Transportation Commission (CTC)
- Bay Area Air Quality Management District (BAAQMD)
- Self-Help Counties Coalition (SHCC)
- Others



Collaboration

TAM has traditionally worked with other organizations in developing a unified message to advance Marin's transportation interests

Our partners have included:

- Local jurisdictions and transit agencies
- Local state legislators
- North Bay Counties
- Bay Area County Transportation Agencies (BACTA)
- SHCC
- Regional Transportation Planning Agencies (RTPAs)
- MTC



2025

- Continue with the model of working collaboratively with others
- TAM may also lead on issues important to Marin when warranted



2025 Proposed Platform Overview

- Reviewed MTC's and the County's proposed 2025 Legislative Programs
 - Incorporated important issues consistent with TAM's goals
 - Avoid contradictory proposals
- Captured ongoing policy elements from previous TAM platforms that are still germane in 2025
- Added new issues anticipated as being relevant
- **Supports the core principles of safe, equitable, and sustainable transportation from the Countywide Transportation Plan (CTP) with actionable suggestions to effectuate TAM's CTP principles**

Notable Issues

Advocate for:

- The **continuation of key State and Federal funding** sources that may be underfunded (i.e., ATP) or in jeopardy of being eliminated
 - Cap & Trade authorized to 2030
 - IIJA authorized to 2026
- **Flexibility to use normally restricted State transit funds** on both capital and operating needs
- **Flexibility on State safety programs**, such as HSIP, to be allowed for Safe Routes to Schools and Crossing Guard Programs
- **Modifying the definition of disadvantaged communities** that account for local characteristics and considerations

Notable Issues (cont.)

Continue to support:

- Climate change issues
- Multi-modal transportation options that reduce GHG emissions
- Local issues:
 - Transit Buses on Highway Shoulders
 - Highway 101 Multi-Modal Corridor Projects
 - Transit efforts to seek or maintain funding
 - State funding to address flooding on Highways 37 and 101
 - Member's Requests ("Earmarks")



MTC seeking state legislation for Regional Transportation Measure; staff will continue to track and provide updates to the TAM Board

Federal Issues

Infrastructure Investment and Jobs Act (IIJA)

- \$1.2 trillion for transportation and infrastructure spending from FY22 to FY26
- \$550 billion newly authorized spending on top of what was planned regularly
- As of November 2024, three years into the five-year federal law:
 - \$568 billion, or 47%, of funds have been programmed

New Administration may alter approach to funding:

- May reverse or change the spending intent with unprogrammed funds
- When IIJA expires, reauthorization may be significantly different

Advocate for continuation and reauthorization of IIJA

Participate in the State's IIJA Working Group

Consider Federal lobbyist for TAM

FP&L Executive Committee

- On January 13, 2025, the Funding, Programs & Legislation (FP&L) Executive Committee Executive Committee supported and voted unanimously to refer the proposed Platform to the Board for review and adoption
- Comments provided by the FP&L Executive Committee include suggested changes to strengthen strategy to advocate for planning and funding opportunities for adequate transportation infrastructure to support new housing



Next Steps



- Upon approval from the TAM Board, staff will communicate TAM's 2025 Legislative Platform to our partners
- Staff and Legislative Consultant will review proposed 2025 legislative bills and present relevant bills with proposed positions for TAM Board consideration during the legislation session

Questions & Feedback

Thank you!

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DATE: January 23, 2025

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Scott McDonald, Principal Transportation Planner

SUBJECT: Youth E-Bike Safety Update (Discussion), Agenda Item No. 8

RECOMMENDATION

Discussion item only. The TAM Board will receive an informational update from TAM staff and County of Marin staff regarding youth e-bike safety initiatives provided through the recently formed Special Committee on Youth E-bike Safety.

BACKGROUND

TAM and Marin jurisdictions and organizations have long promoted walking and biking as transportation options, whether through the nationally recognized Safe Routes to Schools program, or support for active transportation projects. In recent years, electric bicycles (e-bikes) have grown in popularity in Marin County, including among youth riders to get to school, activities and for recreation. In 2020, TAM conducted an e-bike technical study indicating that e-bikes could transform bicycling in Marin County, where steep gradients and narrow roads traditionally inhibit bicycling, and help extend the range and accessibility of transit.

Despite the utility which e-bikes may provide, they have also been shown to produce some safety risks particularly among youth riders. A census done by Safe Routes to Schools in April 2024 showed that e-devices represented, on average, 30% of all middle school bicycles and 50% at high schools in Marin. With this shift in use, from 2019 to 2022, Marin County experienced a rise in 911 calls associated with bike accidents in which accidents for youth 10 to 19 years old more than doubled, while rates for other age groups had much smaller increases. As the injuries persisted, in October 2023, Marin ambulance crews began documenting 911 responses to indicate whether it involved an e-bike or a conventional bicycle. As of January 2025, data on the County of Marin Health and Human Services Bicycle Safety Dashboard showed that youth aged 10-15 were 5x more likely to suffer a serious e-bike injury than any adult age group. If we look at conventional bicycle accidents from the same time period, we see that accident rates among youth 10-15 are higher than other groups, but only 1.5-2 times higher.

In 2024, the Marin Civil Grand Jury released the report [‘With Power Comes Responsibility - Youths Under Age 16 Operating Class 2 E-Bikes: A Safety Risk’](#) further highlighting concerns about use of Class 2 e-bikes in particular among youth riders and noting that some can also be modified to exceed their allowable 20 mph limit even if they are advertised as Class 2 e-bikes required to be limited to throttle-assisted power at a maximum speed of 20 mph.

E-bikes under the California Vehicle Code are legally required to have fully operable pedals and an electric motor that produces less than 750 watts of power and are defined into three classes:

- Class 1 e-bikes – provide pedal-assisted power up to 20 mph.
- Class 2 e-bikes – include a throttle that goes up to 20 mph.
- Class 3 e-bikes – provide pedal-assisted power up to 28 mph (restricted to riders 16 and older)

In addition to these legal classifications, as discussed within the Marin Grand Jury Report, there are also throttle-powered vehicles capable of providing power beyond 20 mph and are not, therefore, e-bikes and illegal for use on streets and pathways.

Also over recent months, efforts have grown to educate the public regarding e-bike safety, including TAM's [Safe Routes to Schools Program](#) (SRTS) e-bike safety information to parents and school-aged children, which has been promoted through schools. During the 2024 Fall semester, the Safe Routes to Schools Program worked closely with many middle and high school administrators to help implement an e-bike parking policy on school campuses. The permit policy helped to remove illegally used devices such as e-motorcycles and e-scooters that are not legal for under 16 year olds. Through this permitting process, parents/students were further educated on e-devices that are legal/age-appropriate for students to ride to/from school. SRTS followed-up with a Principal survey to track how the permitting process was going at middle schools; with a [newsletter](#) summarizing those results.

In response to concerns, some school districts this year, including Tamalpais Union High School District and Larkspur-Corte Madera School District, began requiring all students to have an e-bike Permit ID Tag if they ride an e-bike between home and school. These programs are set up to ensure students who ride e-bikes to school register their bikes if they want to park on campuses, and that the e-bikes meet all legal requirements. Other coordinated communications have been provided through the County of Marin Public Health Division, Marin Superintendent of Schools, and Marin County Police Chiefs Association (see Attachment A) regarding legal and safety issues pertaining to youth on e-bikes, in coordination with Safe Routes to Schools. Recently, the Safe Routes to Schools Program has also been actively working with the County of Marin on a [Special Committee on Youth E-bike Safety](#) regarding youth e-bike usage.

DISCUSSION/ANALYSIS

The Marin County Special Committee on Youth E-bike Safety began convening in September 2024. The committee's aim is effective education, outreach, and consistent local policies and enforcement across Marin and includes representatives and advisors from Marin County Police Chiefs Association, Marin Sheriffs' Office, Marin Health and Human Services, Marin County Safe Routes to Schools, bicycle retailers, local cities, the Marin Board of Supervisors, Transportation Authority of Marin and the California Highway Patrol among others.

The committee is focused on two main initiatives. One of these initiatives involves developing a model ordinance to implement Assemblymember Connolly's Assembly Bill 1778, approved in the 2024 legislative session, which enables Marin County jurisdictions to pilot restricting class 2 e-bikes to riders aged 16 and older. Related discussions with local law enforcement and cities and towns focus on considering AB 1778 ordinances, while countywide cross-jurisdictional alignment and coordination is critical to implementing any new ordinances in response to Assembly Bill 1778.

Additionally, through the Special Committee efforts, the County of Marin released a [Request for Proposals](#) on December 19th for a coordinated and comprehensive Youth e-Bike Safety Public Education Campaign, which will procure the support of a contractor to implement the campaign, with proposals due Friday, January 31, 2025. The audience of the campaign will be 1) school-aged youth and 2) parents of school-aged youth. The campaign will aim to educate the public on the disproportionate safety risks e-bikes pose to young riders, and will specifically promote:

- Pedal-assist e-bikes for young riders (Class 1)
- Using local retailers for purchasing legal, age-appropriate e-bikes, and for regular maintenance to keep e-bikes in safe, working order
- Safe riding, including helmet usage, no tandem riding unless bike is built for passengers, and adherence to traffic laws

The Youth e-Bike Safety Public Education Campaign will include a mix of digital and physical outreach materials in English and Spanish and is expected to be implemented in coordination with other outreach efforts, such as TAM's Safe Routes to Schools Program.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

These initiatives support the core strategy of the CTP 'Easy and Safe School Travel', which includes the implementation of TAM's Safe Routes to Schools Program and calls for coordination among key partners such as the Marin County Office of Education, School Districts, cities/towns, and County of Marin to increase communication and implementation of safe school related transportation.

FISCAL CONSIDERATION

The involvement of TAM's Safe Routes to Schools Program within these initiatives fits within elements of the overall Safe Routes to Schools contract between TAM and Parametrix, which was executed in July 2023 and has been budgeted for within TAM's annual budget. Additionally, TAM may support future investments associated with the comprehensive Youth e-Bike Safety Public Education Campaign being established through the Special Committee on Youth E-bike Safety, however specific additional expenditures have not been determined at this time.

NEXT STEPS

TAM staff will continue participating in the Special Committee on Youth E-bike Safety efforts, including support for the County of Marin in procurement of a contractor to provide a countywide and comprehensive Youth e-Bike Safety Public Education Campaign and assisting with coordinating efforts to implement Assemblymember Connolly's Assembly Bill 1778, which enables Marin County jurisdictions to pilot restricting class 2 e-bikes to riders aged 16 and older and requires helmets. TAM staff and County of Marin will continue to keep the TAM Board informed of any major developments.

ATTACHMENTS

Attachment A – Community Message Regarding Youth e-Bike Safety
Attachment B – Safe Routes FAQs for e-Bike Purchasing
Attachment C – PPT Presentation

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Community Message Regarding Youth E-Bike Safety

From Marin County Public Health, Marin County Police Chiefs Association,
and the Marin County Office of Education

August 7, 2024

After ten months, the data is in. It is striking and requires we take action in our community. In Marin County, young people aged 10-15 are over 5 times more likely than any other age group to be involved in a serious e-bike accident resulting in a 911 call. Some of these accidents have resulted in head trauma and prolonged hospitalizations.

As school, law enforcement and public health leaders we are writing to inform you about actions being taken to address this deeply concerning trend, and invite you to be part of the solution.

As we prepare for a return to school, parents can expect new measures regarding e bike safety in the school community. Following a successful program piloted last year in the Novato Unified School District, the Tamalpais Union High School District and many Marin County middle and high schools will begin requiring bicycles parked at school be registered and have on-site permits. These permitting programs will help ensure that riders and parents are educated about core safety measures, and that vehicles in use are legal and safe for young people.

Over the course of last school year, consensus emerged among our law enforcement community that some of the vehicles our youth are riding may not be legal for anyone under age 16, because they exceed established speed limitations for e-bikes. An important goal for this fall is ensuring that the e-powered vehicles our students are riding are in fact legal and follow established safety regulations. Bicyclists, even youth, are required to follow the California Vehicle Code.

The school-based strategies are one element of a larger, inter-agency effort countywide to protect our youth from preventable injuries related to e-bikes. Here is a list of actions being taken across Marin to reverse the trend.

- In the Fall of 2023, Marin County Supervisor, Mary Sackett convened a meeting of health and safety leaders to address growing concerns around e-bike safety, particularly among youth.
- On October 7, 2023, Marin County Public Health launched the [Marin County Bicycle Accident Dashboard](#) , which describes all bicycle accidents resulting in 911 responses in Marin County. by age group. . As the data has come in, the situation and call to action for focusing on youth safety has become increasingly clear.
- The April 26, 2024, Marin County Civil Grand Jury Report, **“With Power Comes Responsibility”** reinforces our concerns and our call to action, concluding that children under the age of 16 who operate class 2 e-bikes in Marin pose a danger to themselves and others.

- Marin Safe Routes to School has provided training workshops at schools and focused on e-bike safety and conducted a count of all e-devices (legal e-bikes, and out of class vehicles) parked at school campuses throughout the county. This information was shared at the May School / Law Enforcement meeting, bringing focus to the challenges we face as a community.
- The Marin County Bicycle Coalition has a [buyer's guide](#) listing the type of legal e-bikes and those that fall out of this category, and has an [E-Bike Smart Marin](#) program, which includes a [Teen Program](#).
- Assemblymember Damon Connolly has introduced AB 1778, which if passed would have Marin County pilot a program prohibiting individuals under 16 from operating Class 2 (throttle assist) e-bikes.
- Assemblymember Connolly, Supervisor Sackett, and Dr. Willis testified to the federal Consumer Product Safety Commission on the need to prioritize e-bike safety in their 2024 regulatory agenda, based in the Marin County experience as an early adopter of e-bikes.

Marin County continues to rank as one of the healthiest places to live in California, and we want to continue to encourage young people to walk and bike to school. We also want to do everything we can to promote safety, and we need your help.

Please talk to your students, work with your school, seek out resources at [Marin Safe Routes to School](#), take the [CHP e-bike safety class](#). Reach out to your local law enforcement jurisdiction if you have a question about the [classification of your e-bike](#) (or e-motorcycle).

We are confident that if we can come together as a community, parents, students, schools, law enforcement agencies, health care providers, public health, and our bicycling advocacy organizations, we can navigate this challenge and keep our young people safe, and our community vibrant and healthy. Thank you!



John A. Carroll
Marin County
Superintendent of Schools

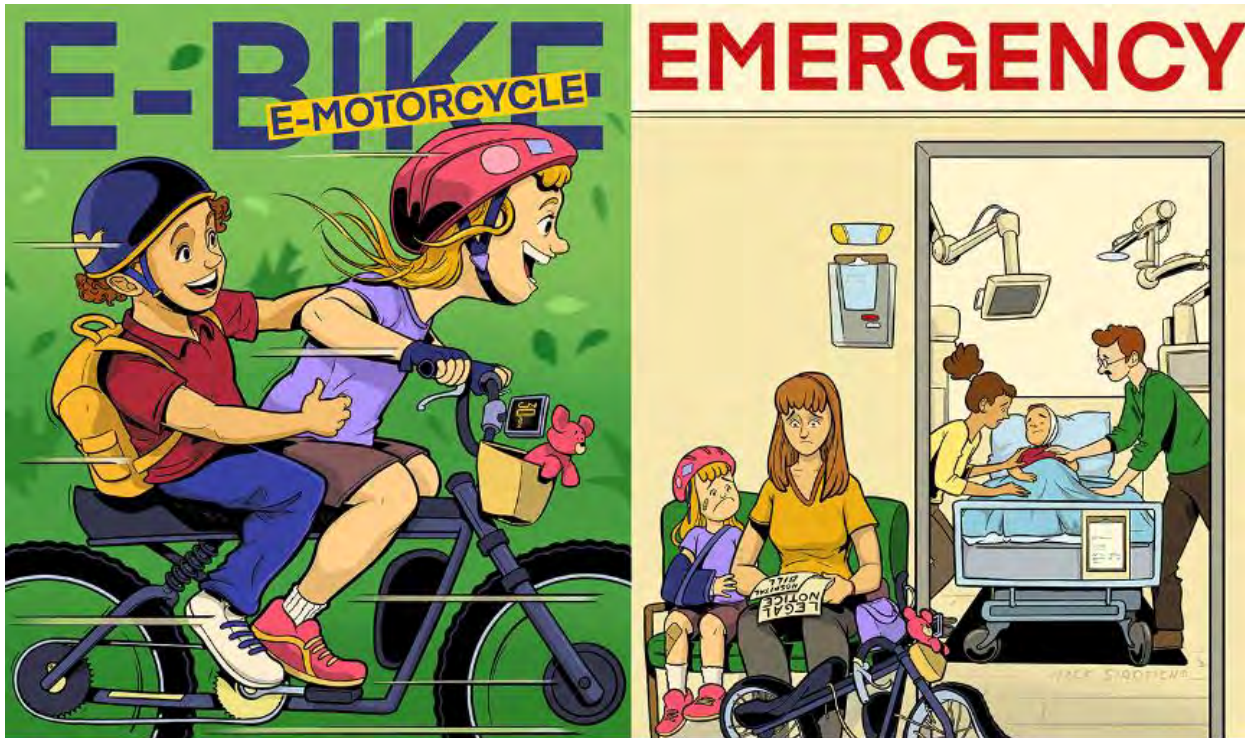


Dr. Matt Willis
Public Health Officer
County of Marin



Rick Navarro, Chief of Police
Mill Valley Police Department
Marin County Police Chiefs Association

E-Bike or E-Motorcycle? Get the FAQs



Planning to purchase an e-bike for your student for the holidays? Here are some FAQs to help you make a smart decision for your student and the community's safety.

What kind of e-bike do you recommend that I buy for my student?

Does your student truly need an e-bike because of long distances or hills to climb? All e-bikes are harder to maneuver and take longer to stop because of the extra speed and weight, so parents should first evaluate their student's needs and abilities before purchasing one.

Class 1 is recommended if your student already can ride a conventional bike. A Class 1 e-bike can provide assistance from its electric motor up to a speed of 20 mph, but only when the rider is pedaling. A Class 1 e-bike is still fast; it can travel twice the typical speed of a 14 year old on a regular bike (10 mph).

What's all the hubbub about labeled "Class 2" throttle e-bikes?

A great number of the throttle e-wheels sold in California are illegal for anyone of any age to drive because their motors are larger than 750 watts and capable of going above 20 mph without pedaling – the legal limit for a throttle e-bike. Even if they have a Class 2 e-bike label, if it is over 750 watts, has a throttle, and is capable of providing speed above 20 mph, they are e-motorcycles, and like gas motorcycles, the vehicle must be equipped with motorcycle lights and rearview mirrors. A Driver's license and DMV registration are also required. These unequipped and unregistered e-motorcycles are not allowed to be driven by any person on public roads, streets, sidewalks or pathways.

Are people overreacting about all this?

No. Data as of October 2024 on the Marin's Health and Human Services [Bicycle Safety Dashboard](#) reveals 85% of all 911 bicycle crashes for ages 10 to 15 were "e-bike" related; the e-bike crash rate for 10 to 15-year-olds is 5 times higher than any other age group. These severe injuries are similar to those involving motorcycle crashes, such as concussions (even when wearing a helmet) and broken pelvic bones with long-term or permanent consequences. Note: the dashboard does not distinguish between legal e-bikes and illegal devices so the incidents reported likely included illegal vehicles.

If a throttle e-wheel has a Class 2 label, it's legal, right?

No, unfortunately, many manufacturers of throttle e-wheels use a Class 2 label even though the bicycles they sell are able to exceed the legal limit of 750 watts of power and can engage the throttle when traveling over 20 mph. Software for these illegal e-wheels can be downloaded to anyone's cellphone and used to switch the device to exceed 20 mph on motor power alone.

Why aren't the manufacturers and sellers held accountable?

Similar to vaping, this new technology came out rapidly, leaving consumers responsible for understanding the laws and self-regulating their purchases. Marin schools and law enforcement are now attempting to enforce the laws. Lawsuits may be inevitable by consumers or injured victims to hold manufacturers and retailers accountable. California Assembly [AB 1774](#) was signed into law. As of January 1, 2025 the state prohibits the sale of products or devices that can modify the speed of an e-bike, meaning devices with "out of class" capability are not allowed to be sold in our state.

How is it that a labeled Class 2 e-bike can go faster than 20 mph?

For e-bikes sold by certain manufacturers, the rider may use the handlebar display or an app paired with the bicycle to shift into "unlimited" mode and exceed 20 mph without pedaling. Students can use their own iPhone or a friend's iPhone to download the app. Using the fastest "mode" for one of the most popular brands in Marin, riders can go from zero to over 30 mph (50% faster than the legal limit for Class 2 e-bikes) in 11 seconds.

My student is super responsible and obeys traffic laws. Why can't they own one of the illegal e-wheels if they promise they will not go faster than 20 mph?

The device is illegal on public streets, roads, and pathways. In case of a crash, parents could face legal and financial liability for allowing their student to operate an illegal vehicle.

Where should I go to purchase a Class 1 e-bike or legal Class 2 e-bike for my student?

We recommend buying from a local dealer vs. purchasing online. Local retailers can provide service on the e-bikes they sell. Please note: brakes on e-bikes wear out faster than brakes on conventional bikes, so being able to service the e-bike regularly is essential.

For more e-bike information or questions, visit saferoutestoschools.org or contact saferoutes@marinbike.org





Special Committee on Youth E-Bike Safety

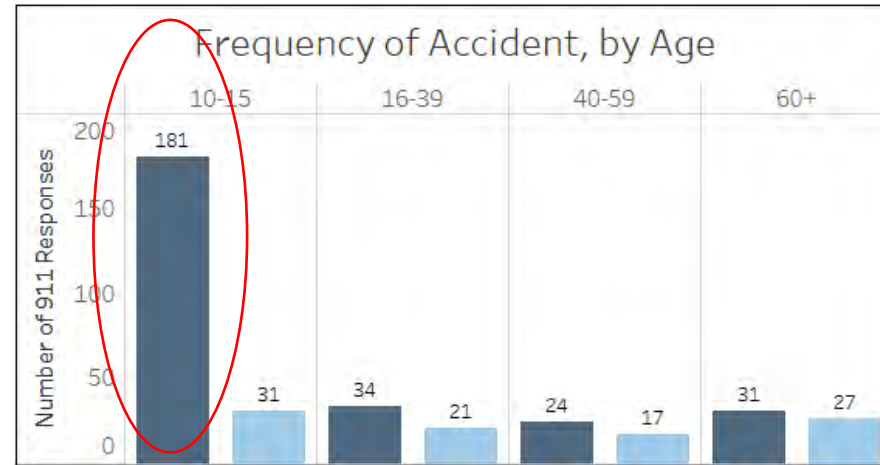
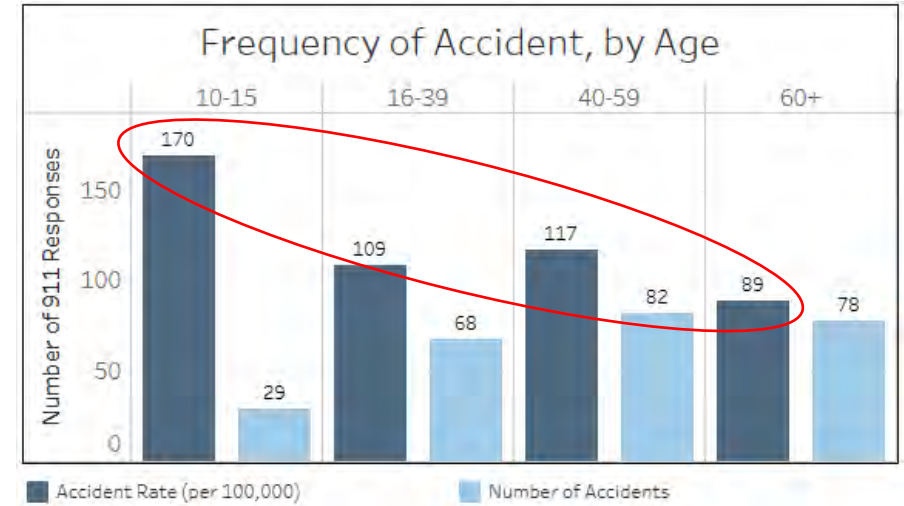
Transportation Authority of Marin
Board of Commissioners

January 23, 2025

Background – Youth E-Bike Safety

- Longstanding support for biking/walking transportation
- Safe Routes to Schools deep connection with youth safety education
- **Growing use of e-bikes among children:**
Public Health data shows e-bikes have 5x higher accident rate for school-aged children (than conventional bikes)
- Consumer product regulation = federal
- Recent state legislation:
 - SB 381 (Min, 2023): requires a study to inform efforts to e-bike safety, with a report to the Legislature by January 2026
 - SB 1271 (Min, 2024): new battery safety, throttle classification requirements
 - **AB 1778 (Connolly, 2024):** authorizes Marin jurisdictions to prohibit <16 from operating Class 2 e-bikes, requires helmets all ages
 - AB 2234 (Boerner, 2024): same as AB 1778 but for San Diego County, and prohibits <12 from riding any e-bike

Conventional bikes →
Similar accident rate across age groups






← E-bikes
Youth accident rate significantly higher

Oct 7, 2024-Jan 11, 2025

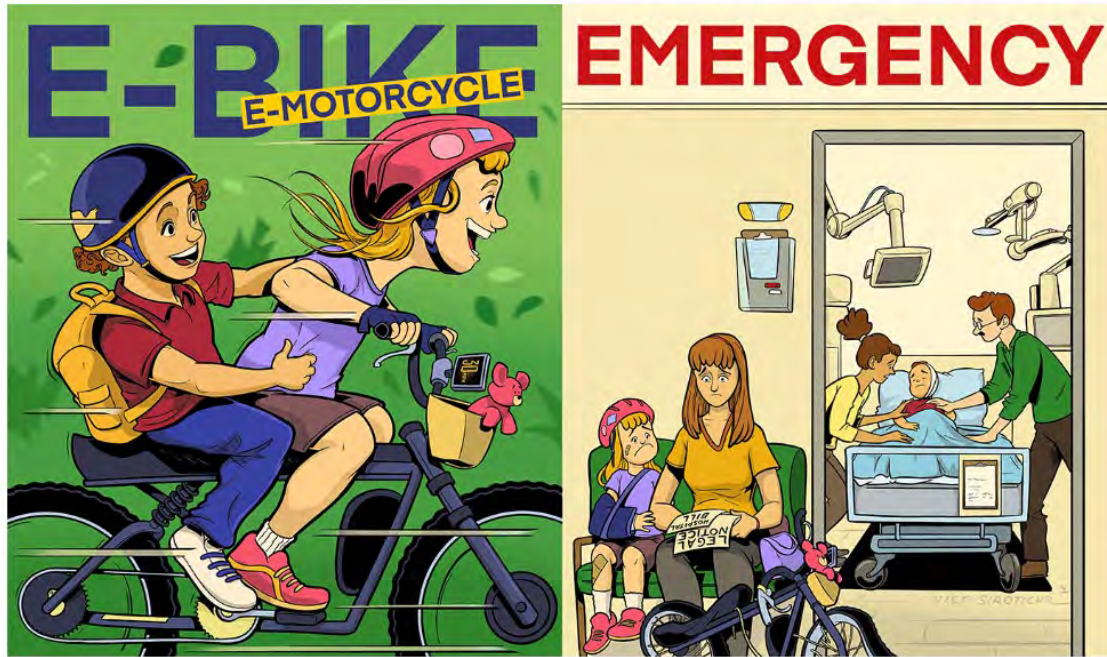
What are e-Bike Classifications?

Under California Vehicle Code, e-bikes are legally required to have **fully operable pedals** and an electric motor that produces **less than 750 watts of power** and are defined into three classes:

- Class 1 – provides pedal-assisted power up to 20 mph
- Class 2 – includes a throttle that goes up to 20 mph
- Class 3 – provides pedal-assisted power up to 28 mph (restricted to riders 16 and older)

	 CLASS 1	 CLASS 2	 CLASS 3
Pedal Assist	✓	✓	✓
Throttle		✓	
Max Speed	20 mph	20 mph	28 mph

Safe Routes to Schools Activities



- E-bike safety information to parents and school-aged children through schools
- Educated on e-devices that are legal/age-appropriate for students to ride to school
- Work with high school and middle school administrators to help implement e-bike parking policies and registrations
- Surveyed to track how permitting process is going at middle schools with newsletter to summarize the results

What is the Special Committee on Youth E-Bike Safety?

- Coordinate effective education, outreach, consistent local policies and enforcement across Marin
- Committee formation suggested by April 2024 Civil Grand Jury Report
- Led/staffed by County of Marin, includes representatives and advisors from TAM, Safe Routes to Schools, Public Health, Cities/Towns, Office of Education, Law Enforcement, Physicians, Retailers, others

Public Safety Campaign

TAM, County developed scope for **RFP** to provide coordinated public information campaign (jointly funded County/TAM) – **Responses due January 31st**

Target audiences:

- School-aged youth 10-18
- Parents of school-aged youth 10-18

Build on work already underway by Safe Routes to Schools:

- Physical & digital outreach materials in Spanish and English
- Engagement of youth groups in developing materials (e.g., student governments, other focus groups)
- Emphasis on education for safety

Core Messaging for Marin Safety Campaign

Pedal assist only:

- Promote low-speed (up to 20mph) e-bikes that are pedal-assist only, and do not have a throttle (esp. for youth)

Buy local:

- Some e-bikes sold online are not legal e-bikes in CA
 - do not meet requirements for fully operating pedals and/or 750 watts max
 - openly advertise that speeds can be altered to go above 20 mph
- E-bikes require significantly more maintenance than conventional bikes, including more frequent services and brake replacements

No tandem riding

Wear a helmet

AB 1778 Coordinated Implementation

Allows Marin jurisdictions to pass ordinances that:

- Prohibit <16 from operating Class 2 e-bike
- Require all riders to wear helmets
- Levy a \$25 fine for violations (warning notices for first 60 days of the ordinance); fine waived with completion of an e-bike safety and training course

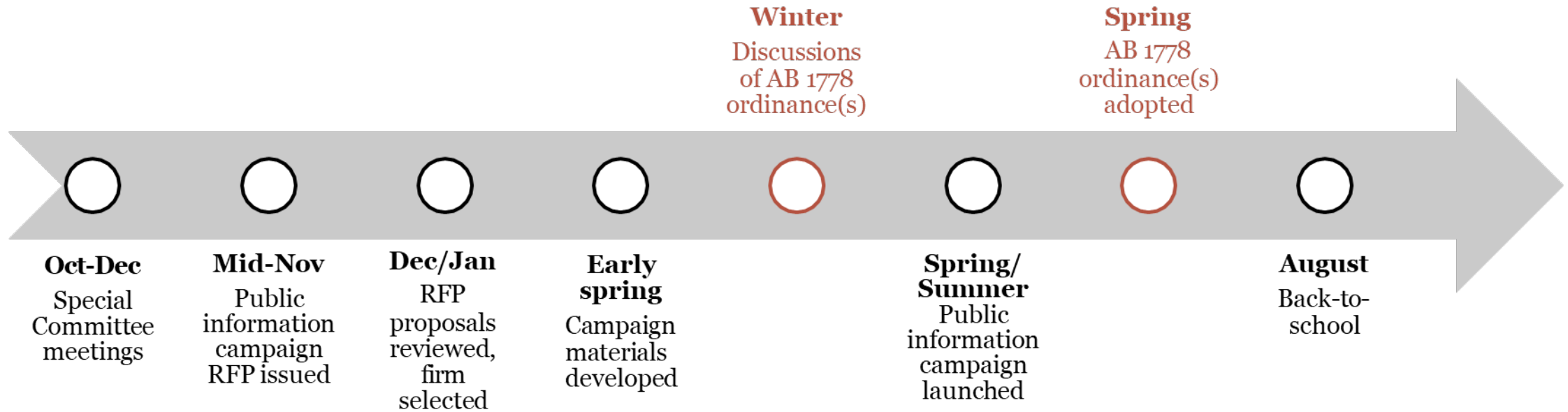
Data collection requirements:

- Traffic stop data, including whether a citation was issued
- Demographic data of youth stopped
- Crash data involving minors on e-bikes, before and after the ordinance

Requires 30-day public information campaign

TAM and County supported AB 1778

Timeline: Public Information Campaign + AB 1778 Implementation



Questions & Feedback

Thank you!