



AGENDA

Expenditure Plan Advisory Committee

July 17, 2017

6:00 p.m. – 8:00 p.m.

Conference Room
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

900 Fifth Avenue
Suite 100
San Rafael
California 94901

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

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Tom McInerney

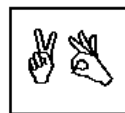
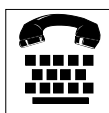
San Rafael
Gary Phillips

Sausalito
Ray Withy

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

1. Welcome and Introductions (10 minutes)
2. Previous Meeting Recap, Acceptance of the Minutes, Overview of Materials Requested, Response to Outstanding Questions (10 minutes)
3. Comparison of Sales Tax Measures in the Region (10 minutes)
4. Public Opinion Poll Presentation, Bryan Godbe, Godbe Research (25 minutes)
5. Marin Transit Presentation, Nancy Whelan, General Manager and Robert Betts, Director of Operations and Planning (40 minutes)
6. Senate Bill 1 and Regional Measure 3 Update on Activity (5 minutes)
7. Roundtable Discussion and Request for Additional Material / Information (15 Minutes)
8. Public Open Time
9. Adjourn



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



EXPENDITURE PLAN ADVISORY COMMITTEE MEETING

Draft Minutes - June 19, 2017

MEMBERS

PRESENT:

Sue Beittel
Lisel Blash
Monique Brown
Allan Bortel
Robert Burton
Bill Carney
V-Anne Chernock
John Horinek
Peter Pelham
Kate Powers
Paul Premo
Scott Tye
Coy Smith
Lynn Von Der Werth
Joanne Webster

MEMBERS

ABSENT:

Mary Jane Burke
Joy Dahlgren
Pamela Gach
Cynthia Murray
Vince O'Brien
Paul Royce

STAFF

PRESENT:

Dianne Steinhauser, Executive Director
Bonnie Nelson, Facilitator
Molly Graham, Public Outreach Coordinator
Joanne O'Hehir, Coordinator

1. Welcome

Executive Director Dianne Steinhauser called the meeting to order. She provided background information on the 2004 ½-cent sales tax measure and the role of the Expenditure Plan Advisory Committee (EPAC) in recommending elements for a future sales tax renewal and consideration of raising the existing sales tax. Ms. Steinhauser said she anticipated the meetings occurring over a five-month period on a monthly or twice-monthly basis to educate the members on transportation issues and consider their opinions, answer questions, and develop priorities for how to invest in the future.

2. Introductions

Each member provided a general introduction and overview of their interests and representative group. Ms. Steinhauser noted that additional participants would be

joining subsequent meetings. Some members invited were absent and two vacancies had yet to be filled.

3. Committee Overview and Protocol

Ms. Bonnie Nelson, facilitator for TAM, discussed the committee, which she noted will act in an advisory capacity to the TAM Board. She reviewed protocol regarding respect for all opinions and the desire for consensus, noting majority and minority opinions will be captured. She stated the Committee's primary responsibility is to develop two draft expenditure plans, should they see fit, for a renewal of the current ½-cent sales tax and/or potential augmentation of the current sales tax by ¼- or ⅛-cent.

It was noted that the group should try to avoid acronyms. TAM will provide an updated glossary to the group.

There was discussion about what would occur if the expenditure plan and ballot measure are not successful. Ms. Nelson explained that the plans will be drafted following input and discussion, including a public poll. Additional polling will take place once a further defined expenditure plan is developed, testing options. Ms. Steinhäuser explained the problems TAM faces with funding shortfalls, and the programs funded now that would need to be eliminated without the ongoing local sales tax.

A question was raised regarding pollster's ability to understand transportation needs. It was confirmed that this was important to address in the future expenditure plan, that the needs identified by the public be addressed.

It was requested that legal opinion is sought to confirm the meetings are not subject to the Brown Act requirements.

4. Transportation Sales Tax Introduction – Sales Tax 101

Ms. Nelson provided background information on successful sales tax measures, noting that all the measures had supported multiple modes of transport. She discussed the preference by voters that tax measures sunset in 20, 30 or 40 years, rather than existing in perpetuity.

Ms. Nelson discussed the reasons a measure is being considered for the 2018 ballot, since the current sales tax measure does not end until 2024, noting the difficulty of future planning if long-term funding is not in place. She discussed the importance of linking the sales tax measure to addressing the transportation problems that voters believe need solving, and the need to support multi-model transportation for all Marin County communities.

There was discussion of additional funding sources available for transportation programs and whether TAM would no longer need to fund some programs due to a new influx of funding. ED Steinhauser noted there would be an update at each meeting on the status of SB1, the Road Repair and Accountability Act, as well as progress on whether a Bay Area toll bridge hike would happen. It was noted that a Bay Area toll increase would need to be considered by voters, pending state legislation authorizing the measure, and a toll increase requires a 50% approval rate because it is considered a fee with direct benefit to the users paying the toll, rather than a tax.

It was noted that that some communities are approaching the 2% local sales tax limit and that the cap may need to be raised to accommodate any increase in the transportation sales tax. It was asked whether this would be necessary to receive support from some of Marin's local jurisdictions.

ED Steinhauser explained that there is a ¼-cent available in the local sales tax capacity for the City of San Rafael and the Town of Fairfax, with greater than ¼ cent in all other jurisdictions. Legislation could be pursued to provide an exemption to the sales tax cap for transportation needs, if those jurisdictions want to preserve that ¼ cent for other needs specific to those jurisdictions.

It was noted that any education efforts should include successful projects funded by Measure A and Measure B as well as demonstrate what would occur if funding were to end. Other key issues noted were the importance of consistent education of city/town staff, elected officials and voters to develop broad consensus.

The following actions were agreed to by the group:

Provide a list of counties that have sales tax exemptions at the next meeting.
Provide a list of Marin local jurisdiction tax rates.

5. TAM Measure A Transportation Sales Tax Overview ED Steinhauser provided overview information on the 2004 Measure A ½-cent transportation sales tax. She discussed TAM's role as the sales tax authority, as well as the congestion management agency and how the agency distributes local, regional, state and federal funds. She provided a list of top 20 companies/industries which contribute to the sales tax in Marin County. ED Steinhauser discussed the importance of sales tax in relation to acquiring other sources of funding, how a small amount of local funds can influence decision makers into contributing other non-local funds.

ED Steinhauser noted that Marin Transit will attend July's committee meeting for a presentation on the services they provide that are funded by the sales tax. She provided a brief overview of their services, which include local transit, rural transit,

special needs transit and the Muir Woods Shuttle. She noted that approximately 40% of the Marin Transit budget relies on the Measure A transportation sales tax. General discussion on the success of the Muir Woods Shuttle ensued, and there was comment on the need for better signage from Highway 101. Discussion also took place on the funding relationship between Marin Transit and TAM, that TAM relies on Marin Transit to plan service, prioritize service needs, and manage their funding accordingly.

ED Steinhauser discussed the previous expenditure plan, noting that specific multi-modal projects were called for in the plan, including carpool and bike lanes as part of the HWY 101 project through San Rafael. She noted that funds from Measure A supported a portion of the Highway 101 Gap Closure carpool lane project, with those local funds leveraging other non-local fund sources.

ED Steinhauser discussed the provision of sales tax for funding local road and major road infrastructure and the requirement of “complete streets”, which is the consideration of all roadway users including transit, bicyclists and pedestrians. In the 2004 sales tax approval by voters, a total of 15 major roadways were envisioned for improvement. She noted that available funds have determined the number of major roads projects that can be complete, which will be 7 or 8. The committee will consider whether funds should be allocated to the current remaining list of projects or if other new major road projects should be included in a future sales tax measure.

Ms. Steinhauser discussed the Safe Routes to Schools overall program- education and encouragement, and capital Safe Pathway projects, and the Crossing Guard Programs, noting that a presentation on Safe Routes to School will be made at the August EPAC meeting.

6. Elect Committee Chair and Review Future Meeting Schedule

The EPAC was encouraged to select a Chair. A motion was made by Member Pelham and seconded by Member Webster to elect by acclamation V-Anne Chernock as Chair.

TAM staff suggested that members might wish to nominate an alternate in the event they are unable to attend meetings.

7. Roundtable Discussion and Request for Additional Material and Information

It was requested that representatives from the Marin County Climate Plan and West Marin Sea Level Rise Plan are invited for a focused discussion including the Bay Wave report.

The following actions were agreed to by the group:

To Provide Climate Plan and Sea Level Rise reference materials at the next meeting.

Ms. Steinhauser mentioned that staff is available to come to community groups to give any of the above presentations.

8. Public Open Time

There was no one present from the public.

9. Adjournment

A motion was made, seconded and unanimously approved to adjourn the meeting at 8:10 p.m.

TRANSPORTATION SALES TAX COMPARISON TABLE

Category	Marin	Marin Subcategories	Alameda	Alameda Subcategories	Monterey	Monterey Subcategories	Santa Clara	Santa Clara Sbcategories
Transit	55%	37% Local Transit 3% Rural Transit 9% Seniors, Youth and Special Needs 6% Facilities	48.9%	35.6% - Bus, Ferry, Commuter Rail/BART 12.4% Affordable Transit for youth, seniors and special needs	9.2%	2.5% Seniors and Disabled 2.5% Hwy 1 Bus Rapid Transit Corridor 4.2% Commuter Bus, Transit Centers & Vanpools	47.7%	24% BART to Silicon Valley 5% Caltrain Corridor Capacity 11% Caltrain Grade Separation 8% Transit Operations
Highway	7.50%	Highway 101 High Occupancy Vehicle (HOV) Lane Gap Closure	8.7%	Highway Safety and Efficiency	23.3%	20% Highway Safety and Traffic Improvments 3.3% Imjin Multi Modal Corridor Traffic & Safety	17.4%	12% Higway Interchanges 5.5% SR 85 Corridor (includes transit)
Road Maintenance	26.50%	13.25% Local Road (directly to juristidictions) 13.25% Major Roads projects	30.2%	Local Roads and Street Maintenance Identified by Each City and the County	60%	Local Road and Street Maintenace, including Farm Roads, identified by each City and the County	31%	19% Local Streets and Roads to Cities and Towns 12% County Expressways
Safe Routes to School / Bicycle and Pedestrian	11%	3.3% Education and Encouragement 4.2% Crossing Guards 3.5% Safe Pathways Infrastructure	12.2%	8.4% Bicycle and Pedesrian Paths, Safety and Eduction 3.9% Community Development Access to Jobs and Schools	6.60%	3.3 % Fort Ord Regional Trail and Greenway 3.3% Safe Routes to School	4%	Bicycle/Pedestrain Program
Other			1%	Technology and Innovation	0.83%	Preservation and Advance Mitigation		

Category	Contra Costa	Contra Costa Subcategories	San Francisco	San Francisco Subcategories	San Mateo	San Mateo Subcategories	Napa	
Transit	32%	9.6% BART access, improvements and extension 12.9% Bus Service 2.3% Ferry Service 0.9% Capitol Corridor Improvements 6.2% Transit for Seniors and People with Disabilities	73.5%	24.5% Muni, BART, Caltrain, Ferries Capital 38.7% Transit Improvements/Maintenance 10.3% Paratransit Capital	30%	16% Caltrain Capital Projects and Operations 4% Special Mobility Needs 2% Ferry Service to S. SF and Redwood City 4% - Shuttles for Local Mobility and Transit Access 4% SamTrans local Match, Future Dumbardon Rail		
Highway	25.8%	11.1% Corridor Projects 8.4% Interchanges and Carpool Lanes 6.3% Caldecot Tunnel Fouth Bore	3.2%	Doyle Drive GGB Access	27.5%	17.3% Project is Congested Corridors 10.2% Supplemental Roadway Projects		
Road Maintenance	25.2%	4.1% Major Streets 0.8% Richmond Parkway 20.3% Local Streets	12.4%	Local Streets Maintenance, Operations and Upgrades (not including bike/ped)	37.5%	22.5% Local Streets/Transportation 15% Grade Separations	99%	Local Streets and Road to Cities and Towns
Safe Routes to School / Bicycle and Pedestrian	6.1%	1.6% Ped, Bike and Trail Facilities 4.6% Safe Transportation for Children (includes SRTS and bus pass programs)	9.7%	0.7% Ped/Bike Facility Maintenance 9% Ped/Bike Improvement (circulation, safety, access, street trees)	3%	Safe Pathways for Pedestrians and Bicyclists		
Other	11%	5.5% Transportation for Livable Communities Grants 4.6% Congestion Management and Transportation Planning 1% Commute Alternatives	1.2%	Strategic TDM/Parking Management and Land Use Coordination	1%	Alternative Congestion Relief: Traffic Management Projects & Creative Congestion Relief		



GODBE RESEARCH
Gain Insight



Transportation Authority of Marin: 2017 Transportation Revenue Measure Feasibility Survey

Expenditure Plan Advisory Committee
July 2017

Overview and Research Objectives

The Transportation Authority of Marin commissioned Godbe Research to conduct a survey of local voters with the following research objectives:

- Gauge the public's perceptions on overall quality of life in Marin County;
- Gauge satisfaction with the County's provision of transportation services and infrastructure;
- Assess potential voter support for a sales tax measure to address transportation needs with funding that cannot be taken by the State;
- Prioritize projects and programs to be funded with the proceeds;
- Test the influence of supporting and opposing arguments on potential voter support;
- Understand commute behavior;
- Identify the rate at which voters will support the measure; and
- Identify any differences in voter support due to demographic and/or voter behavioral characteristics.

- Data Collection
Landline, cell phone, online interviewing from email invitation, and online interviewing from text invitation
- Universe
146,780 likely November 2020 voters in Marin County, with a subsample of those likely to vote in the November 2018 election (97,056).
- Fielding Dates
May 10 through May 16, 2017
- Interview Length
25 minutes
- Sample Size
1,113 Likely November 2020 voters
736 Likely November 2018 voters
- Margin of Error
± 2.93% Likely November 2020 voters
± 3.60% Likely November 2018 voters



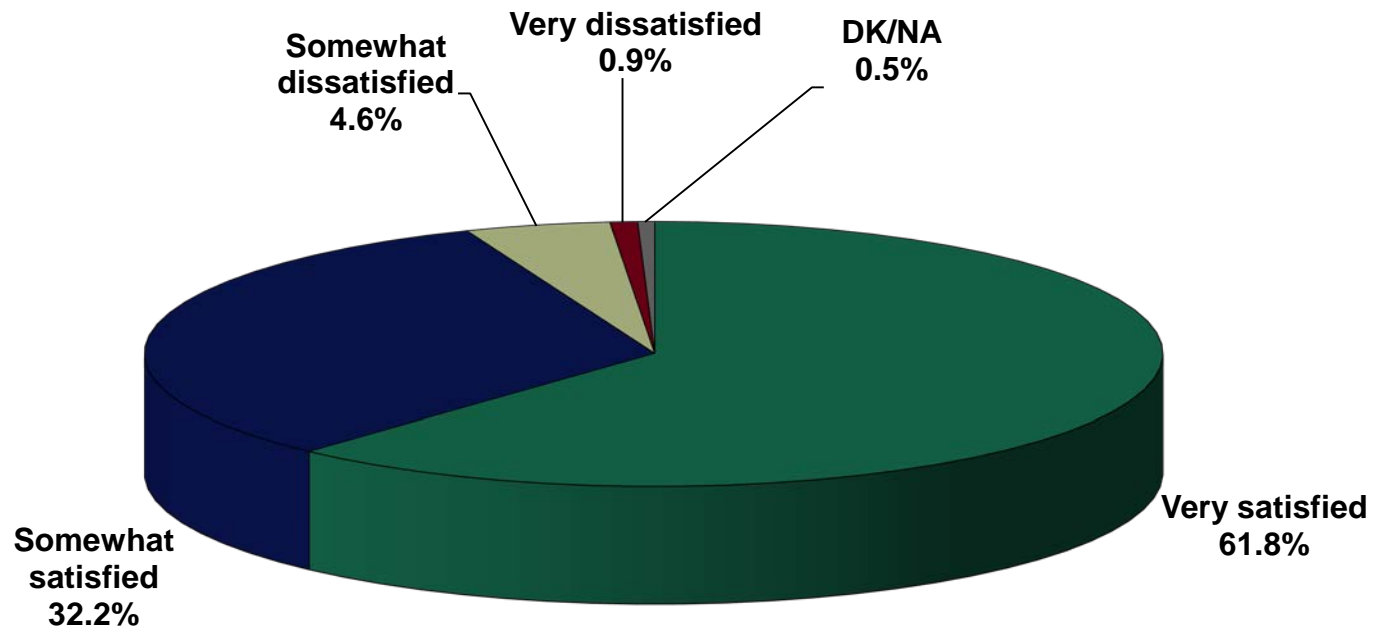
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Key Findings

Q1. Satisfaction with Quality of Life in Marin County

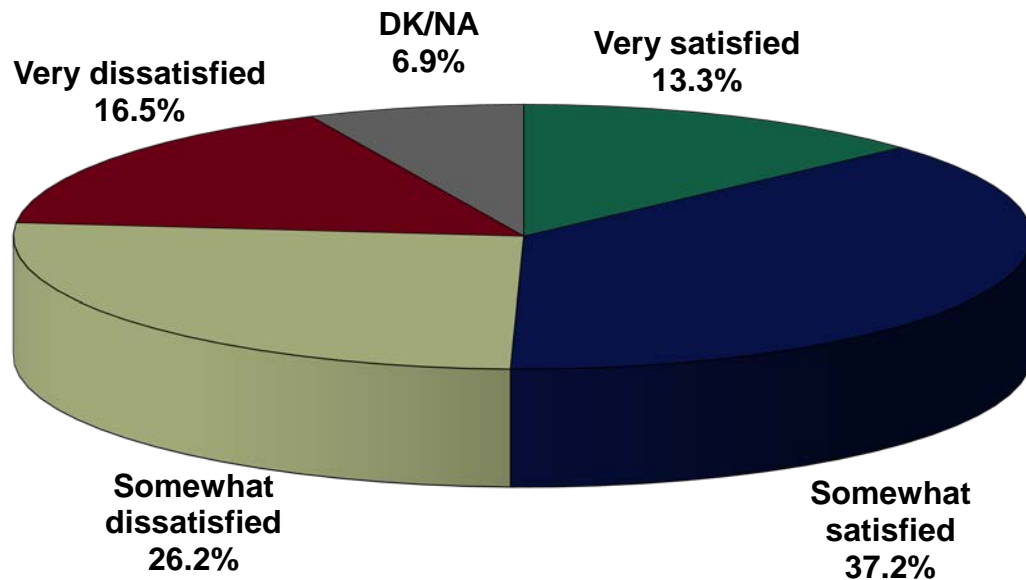
November 2020 (n=1,113)



Satisfied 94.0%
Dissatisfied 5.5%
Ratio Sat to Dissat: 17.1

Q2. Satisfaction with Transportation in Marin County

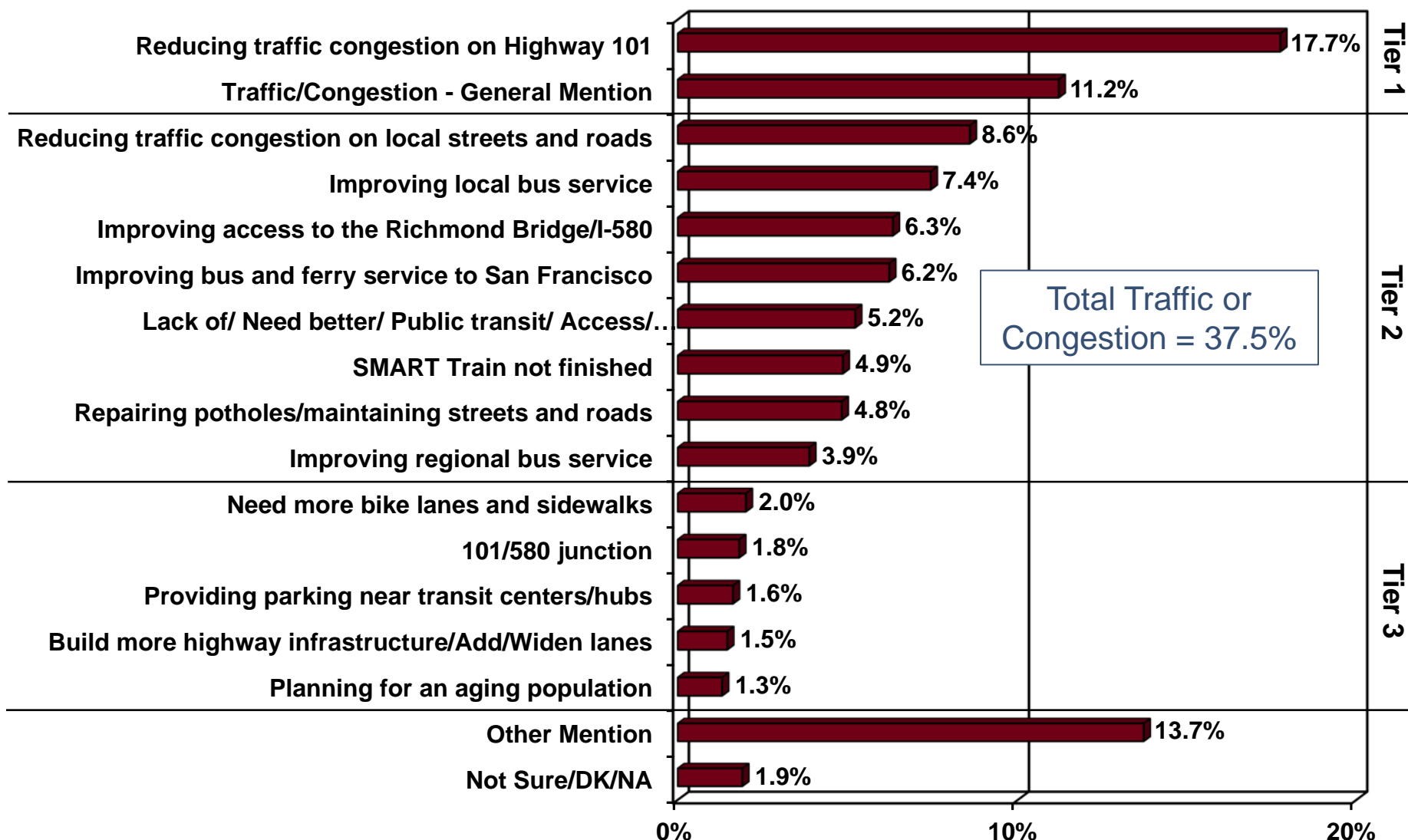
November 2020 (n=1,113)



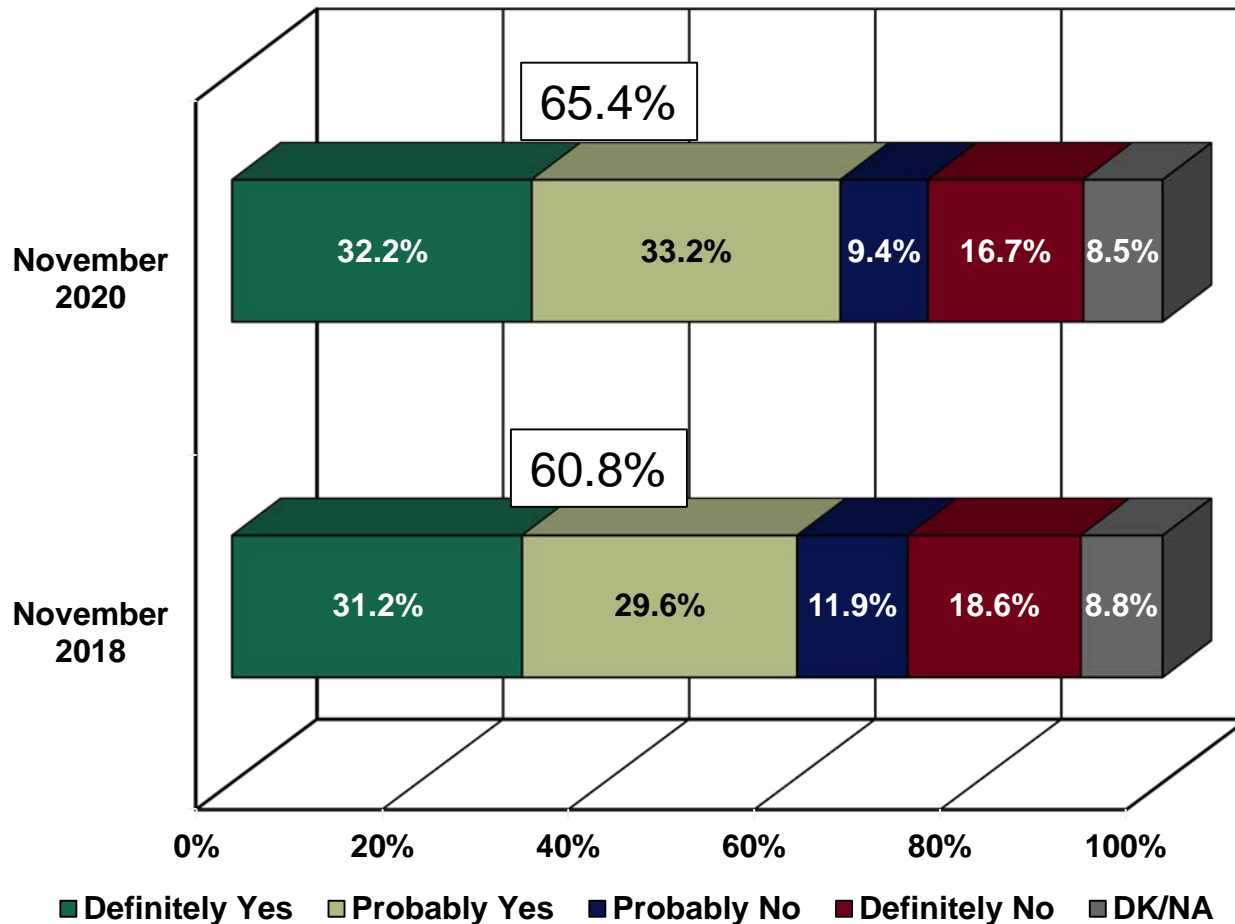
Satisfied 50.5%
Dissatisfied 42.7%
Ratio Sat to Dissat: 1.2

Q3. Most Important Transportation Issues

November 2020 (n=1,113)



Q4. Uninformed Support



2014 Data	<u>Nov 16</u>	<u>Nov 14</u>
Total Yes	67.6%	67.0%
Total No	27.4%	28.5%

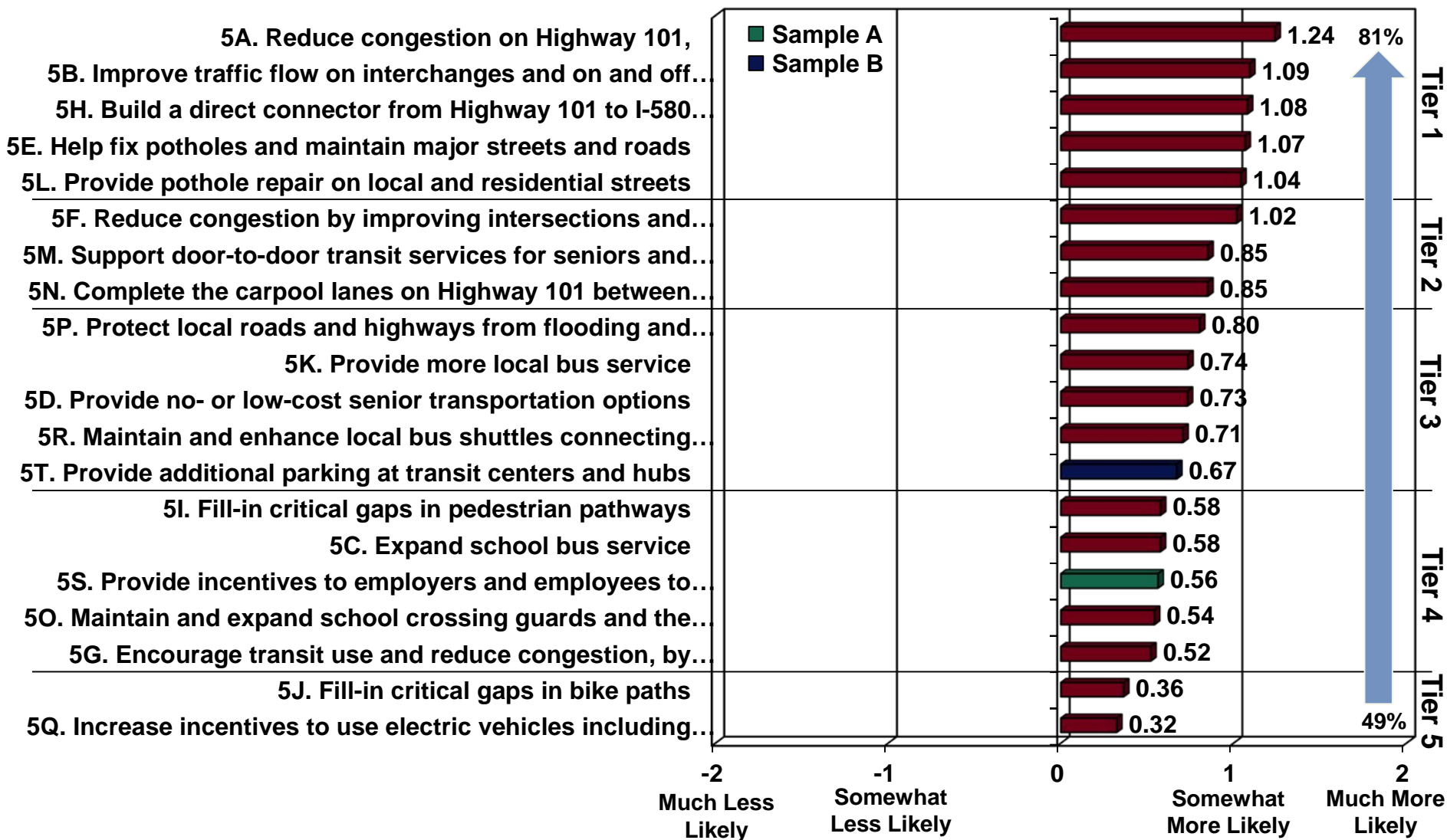
In order to:

- reduce traffic congestion on Highway 101 and local roads;
- provide seniors and persons with disabilities mobility options;
- fix potholes and maintain local roads;
- improve intersections and signal timing;
- enhance school bus service; and
- improve pedestrian and bike travel;

shall Marin County extend and augment the existing voter approved sales tax at a rate of three-quarters of a cent, providing \$34 million dollars annually for 30 years, with citizens' oversight, that the State cannot take away?

Q5. Features of the Measure

November 2020 (n=1,113)

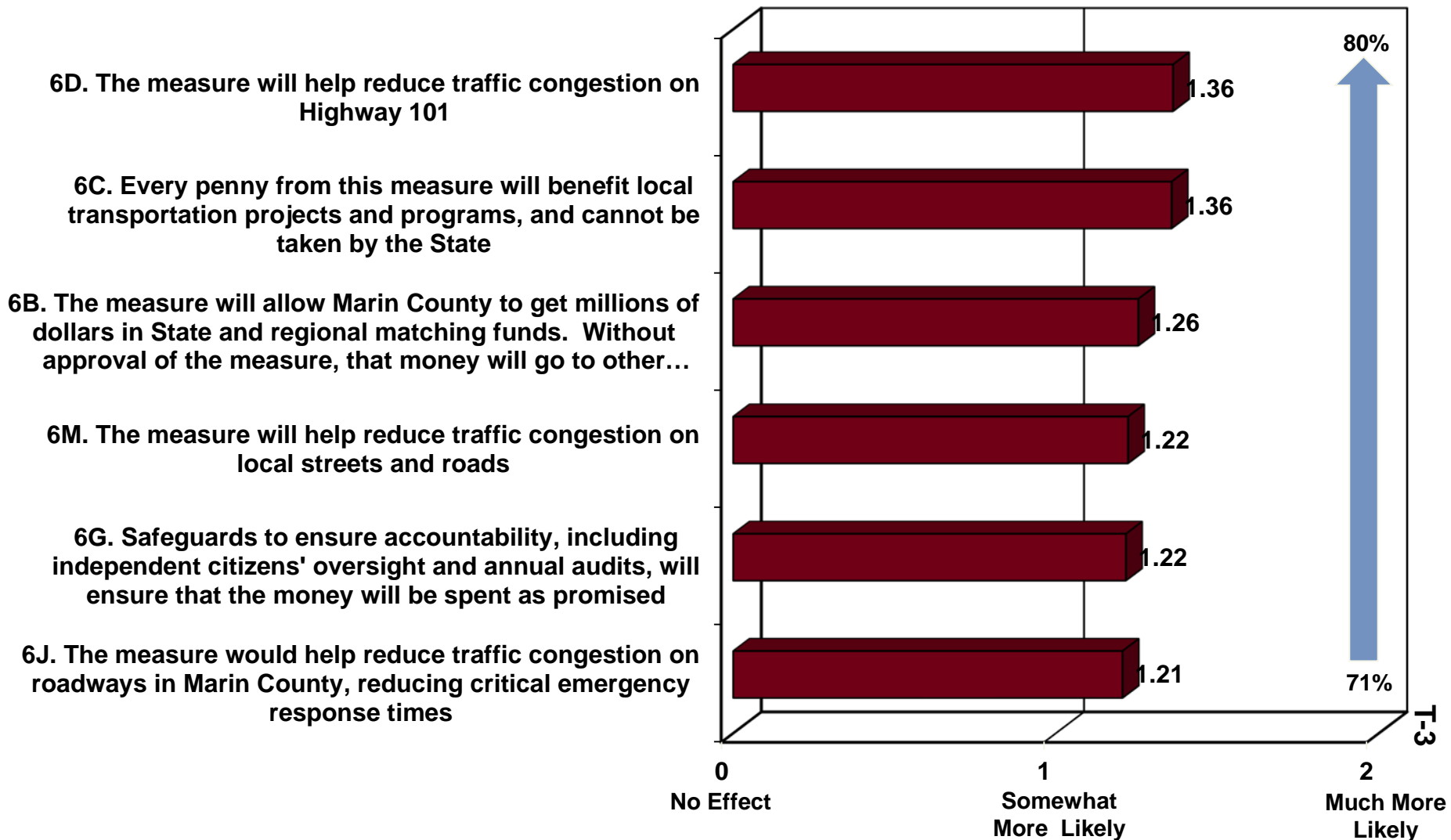


Q6. Influence of Informational Statements

Tier 1

November 2020 (n=1,113)

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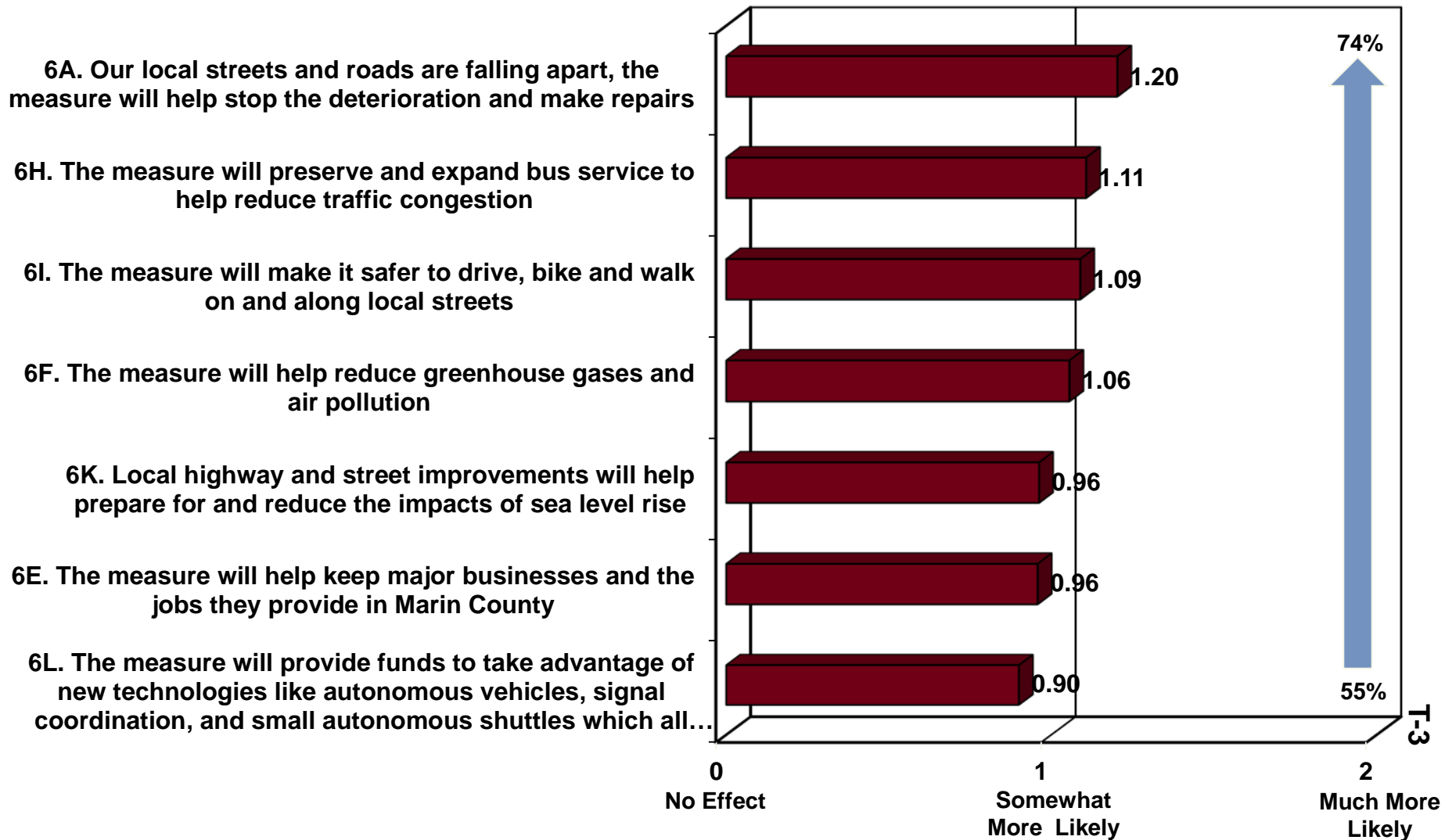


Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Much More Likely" = +2, "Somewhat More Likely" = +1, and "No Effect" = 0.

Q6. Influence of Informational Statements

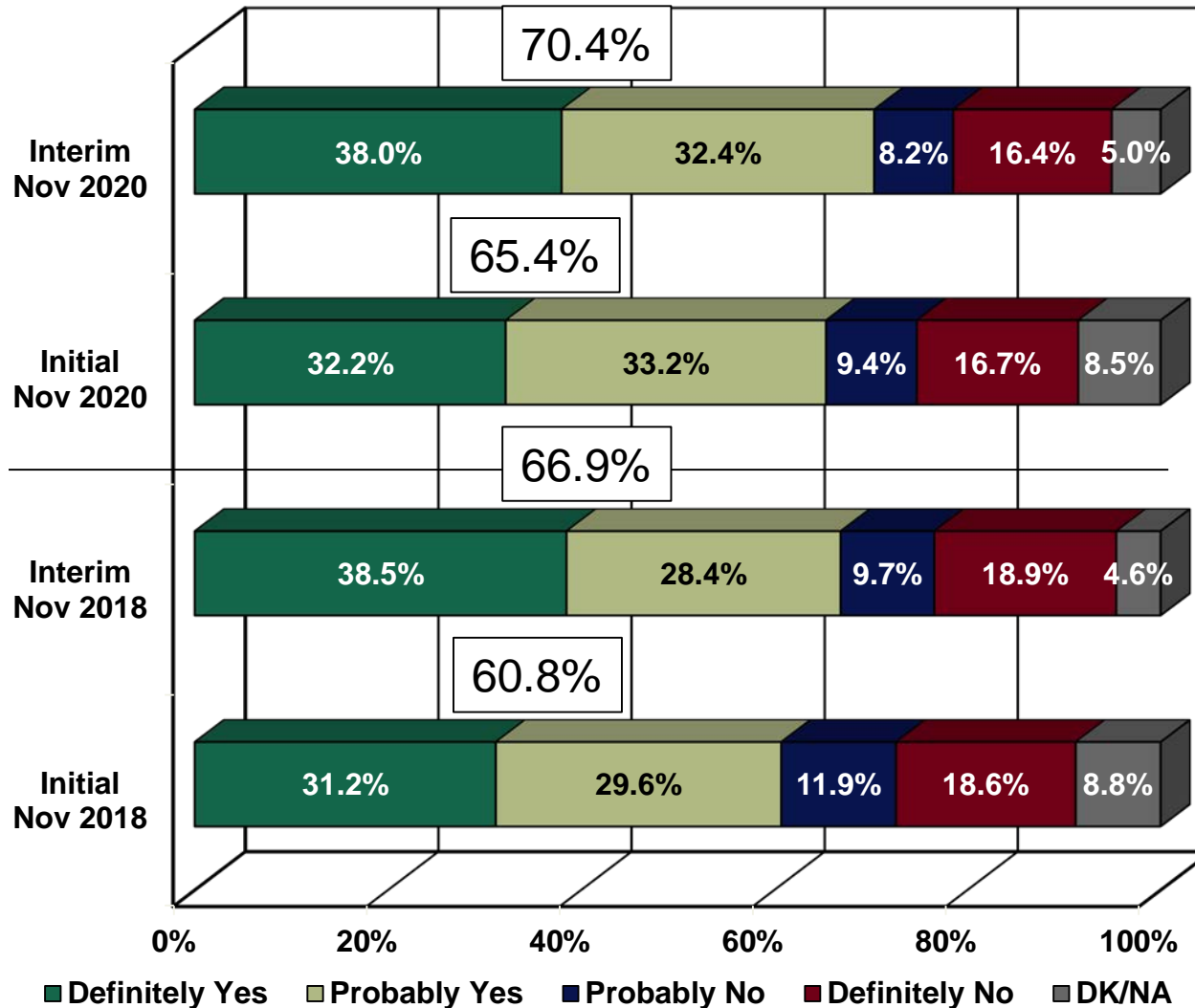
Tier 2

November 2020 (n=1,113)



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Much More Likely" = +2, "Somewhat More Likely" = +1, and "No Effect" = 0.

Q7. Interim Support



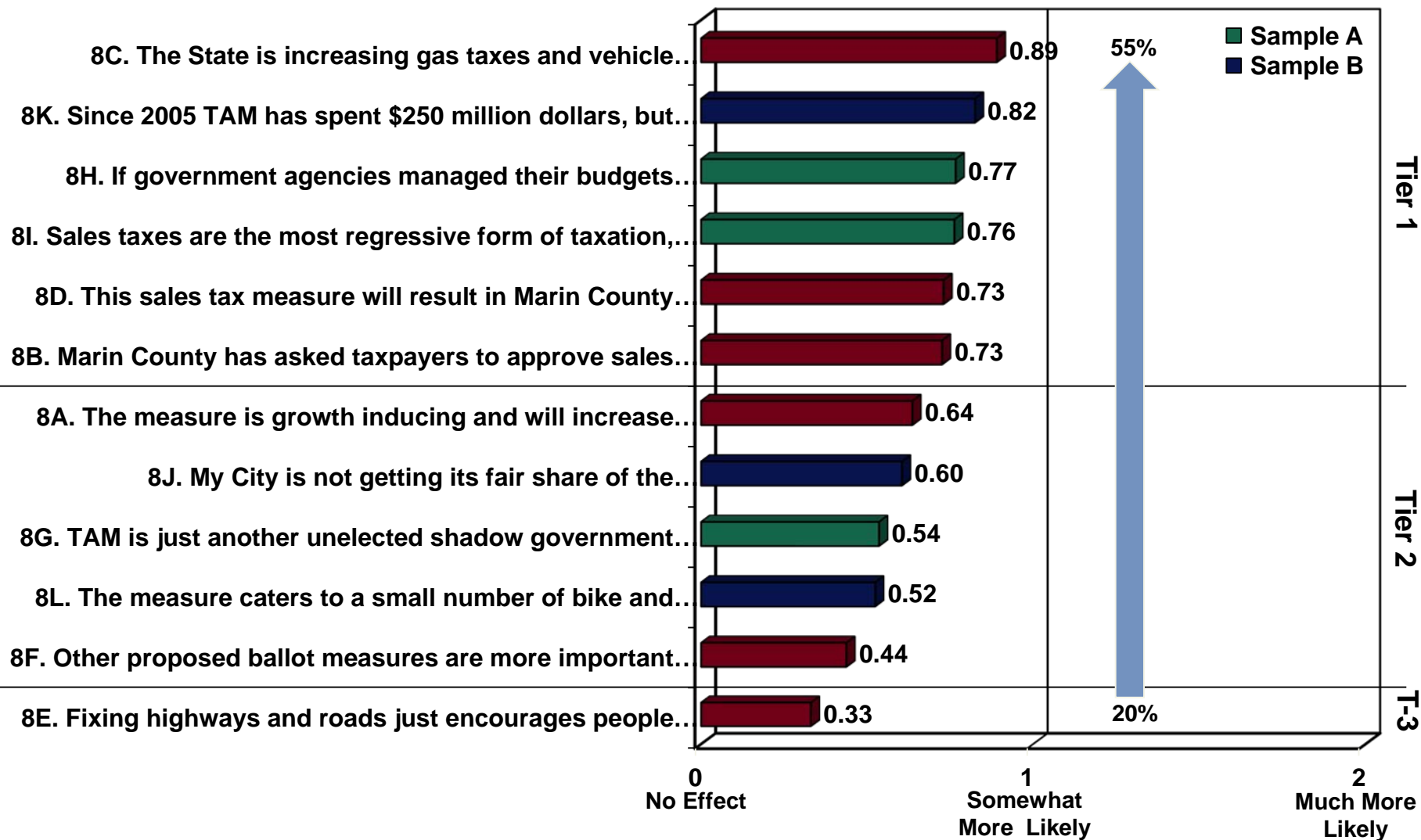
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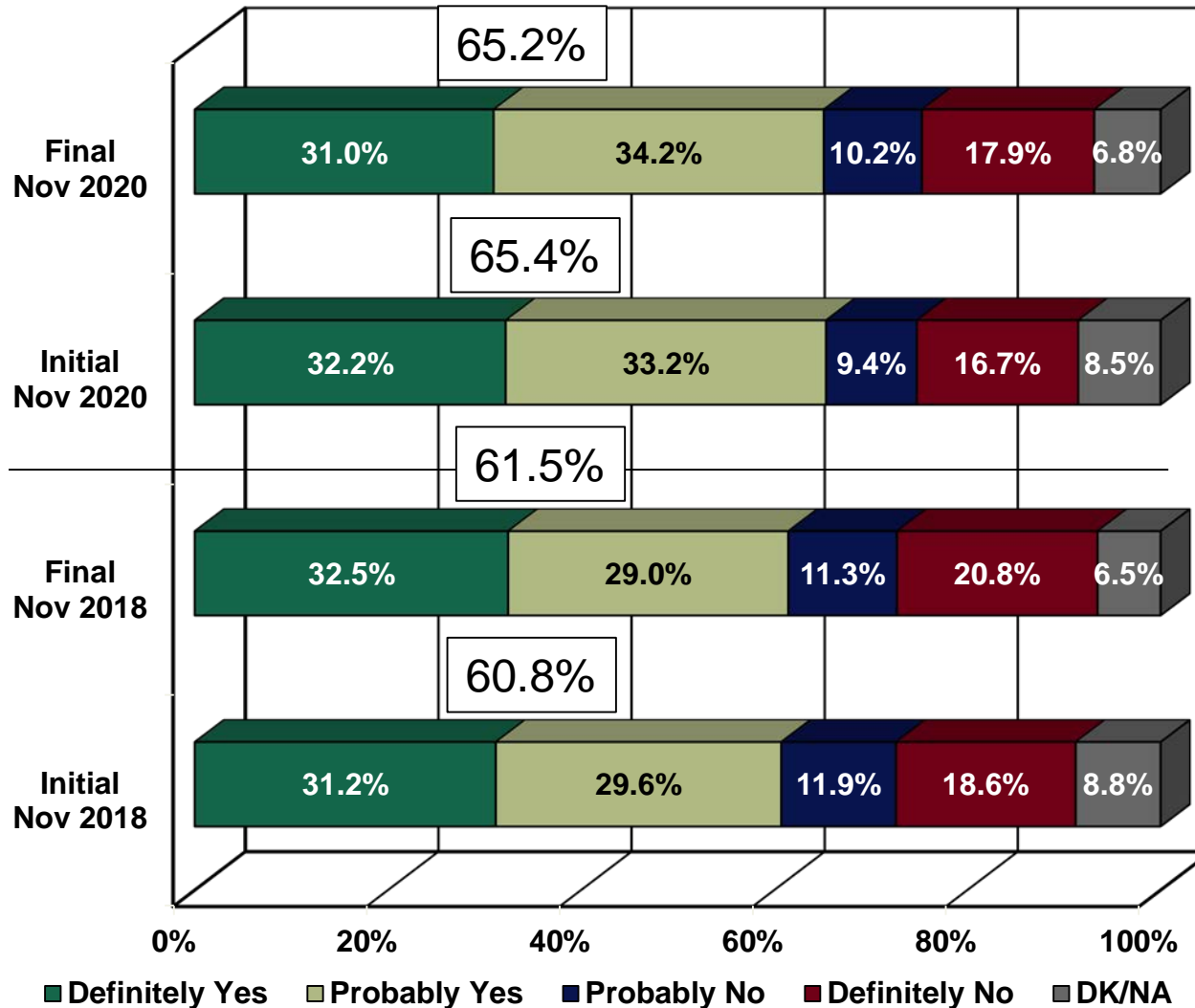
Q8. Potential Opposition Statements

November 2020 (n=1,113)



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Much More Likely" = +2, "Somewhat More Likely" = +1, and "No Effect" = 0.

Q9. Informed Support

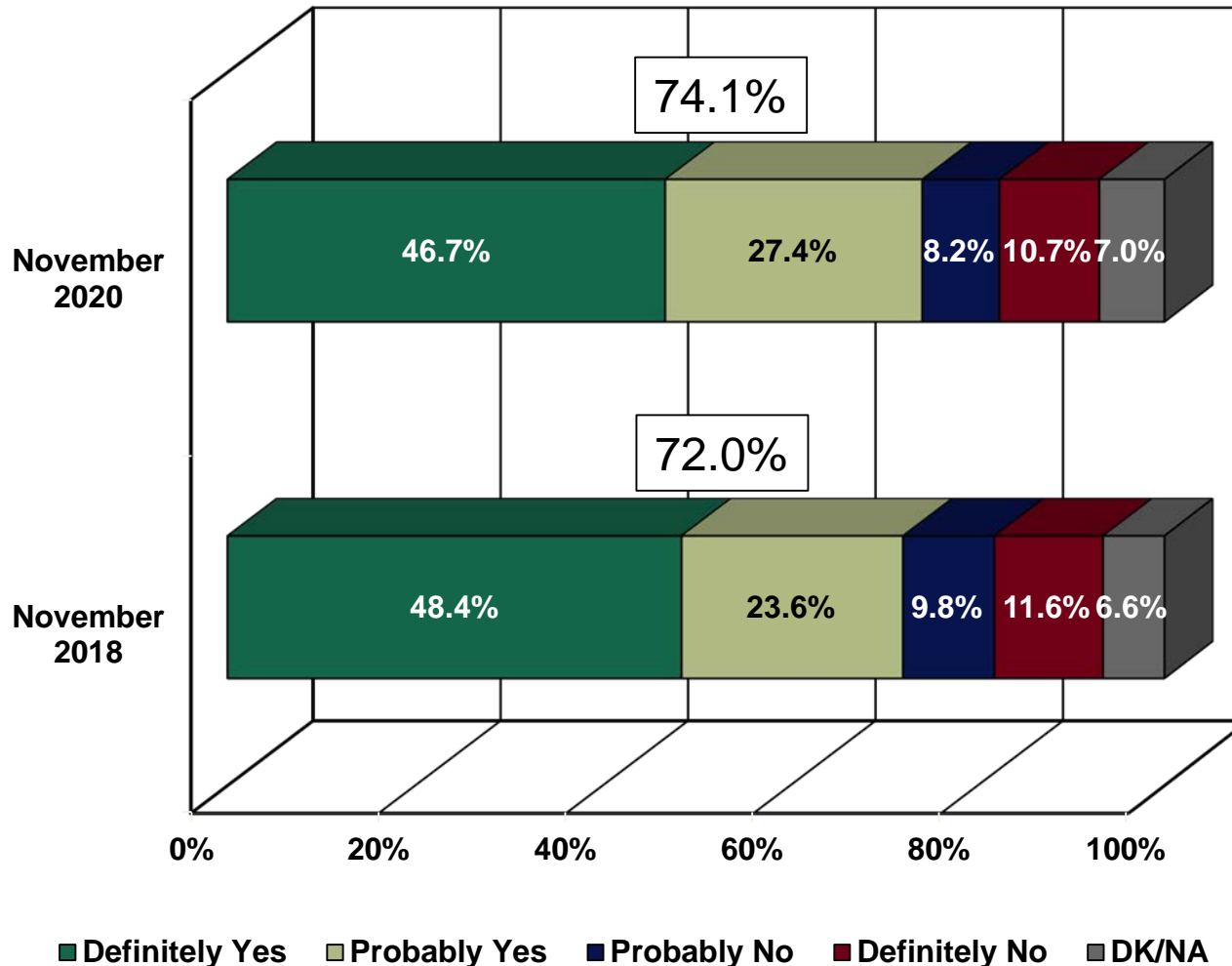


In order to:

- reduce traffic congestion on Highway 101 and local roads;
- provide seniors and persons with disabilities mobility options;
- fix potholes and maintain local roads;
- improve intersections and signal timing;
- enhance school bus service; and
- improve pedestrian and bike travel;

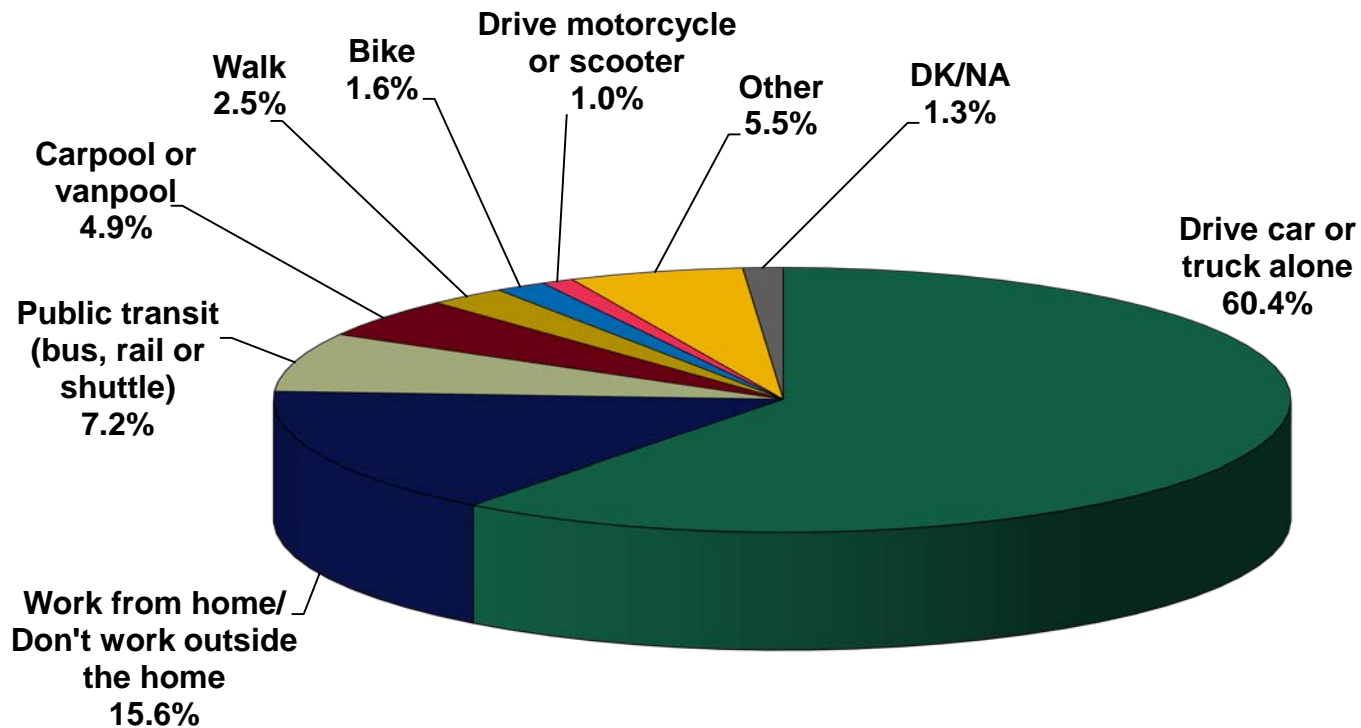
shall Marin County extend and augment the existing voter approved sales tax at a rate of three-quarters of a cent, providing \$34 million dollars annually for 30 years, with citizens' oversight, that the State cannot take away?

Q10. Support for Alternative ½¢ Sales Tax Extension Without Increase Measure

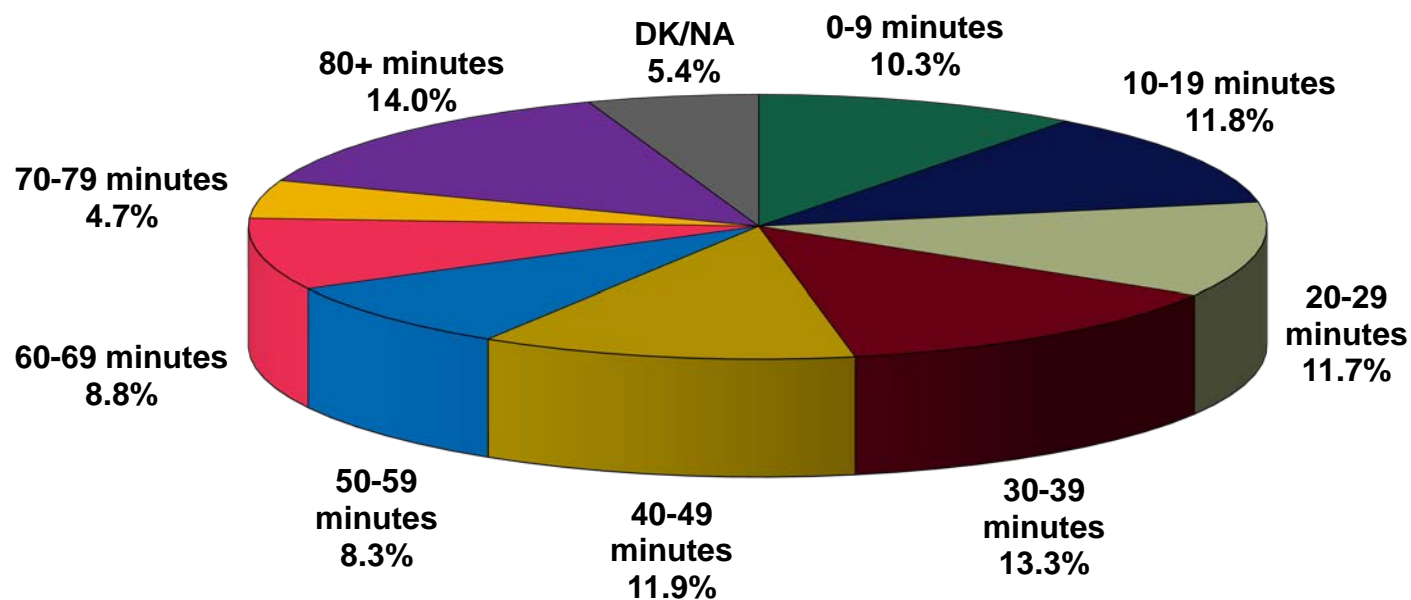


Instead of a three-quarter cent sales tax, what if the traffic congestion relief measure was just extended at the current one-half cent rate **WITHOUT INCREASING TAXES?**

Q11. Typical Commute Transportation Used November 2020 (n=1,113)



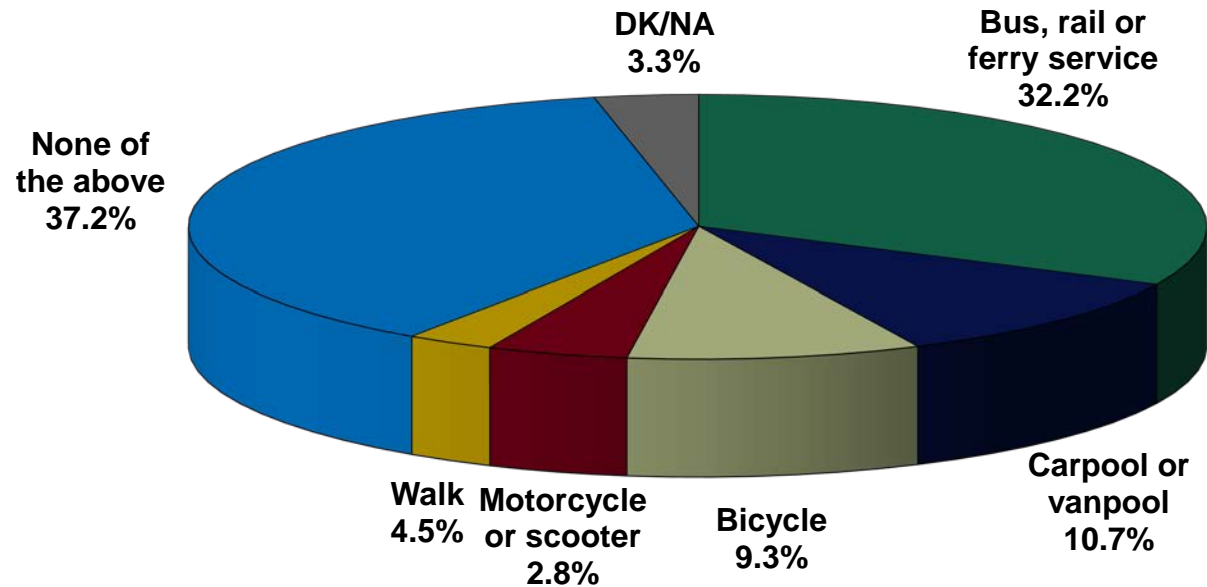
Q12. Minutes Spent Commuting Each Day November 2020 (n=925)



0 to 29 min = 33.8%
30 to 59 min = 33.5%
60+ min = 27.5%

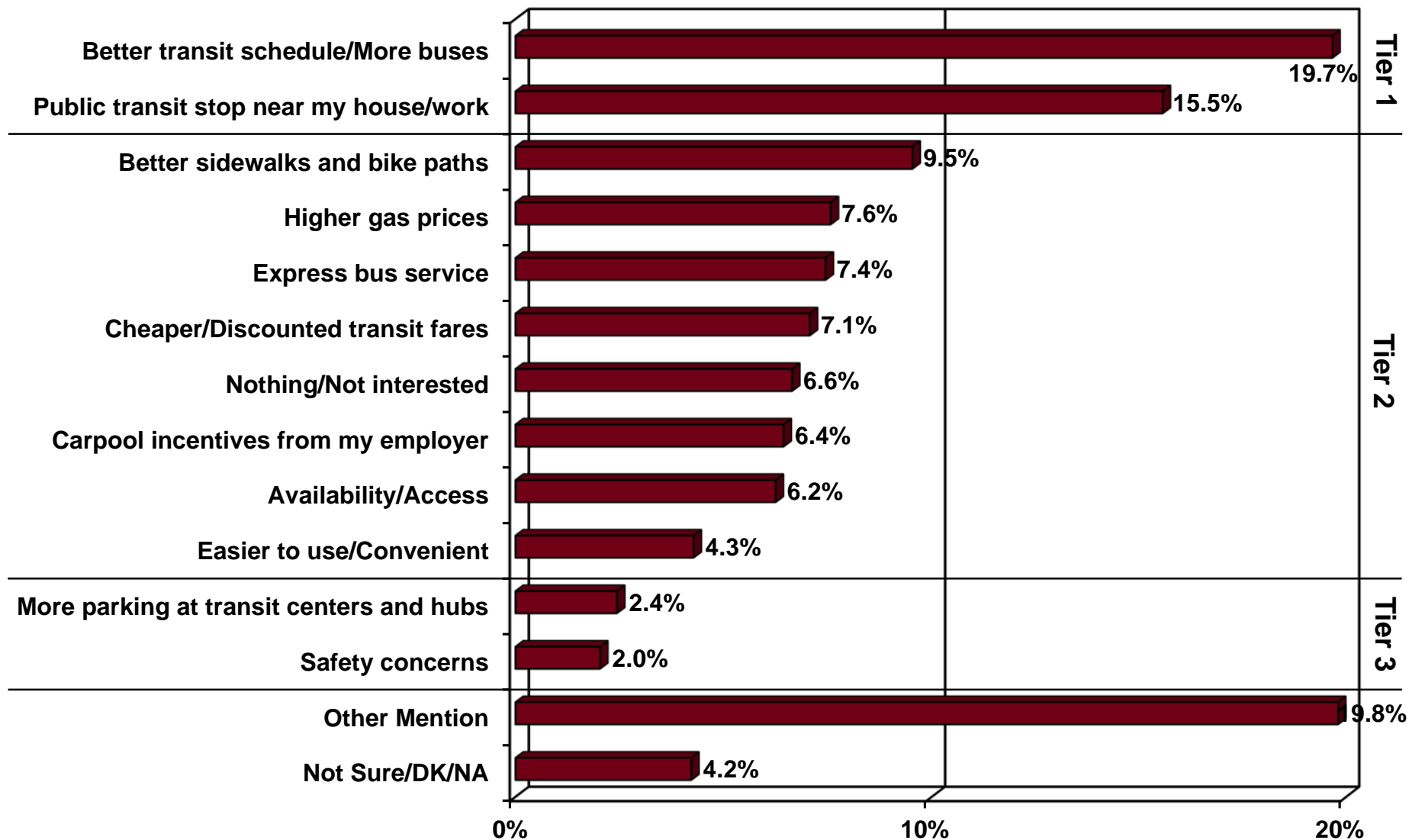
Q13. Preferred Alternative Transportation Modes

November 2020 (n=672)



Q14. Factors Encouraging Alternative Transit

November 2020 (n=1,113)



Summary & Recommendations

- The survey revealed a solid base of voter support for a sales tax measure.
 - Support for the measure in the November 2018 election was 60.8% on the uninformed test, 66.9% on the interim test and 61.5% on the informed test for November 2018.
 - Similarly, support for the measure in the November 2020 election was 65.4% on the uninformed test, 70.4% on the interim test and 65.2% on the informed test. It is important to note that the higher turnout election, while not statistically different, is numerically higher.
 - A renewal without increasing the current rate, 2018 (Yes = 72%) and 2020 (Yes = 74.1%), the stands the best chance of success.
- While the order of top tier features of the measure is slightly different for 2020 and 2018 (sorted by 2020 below), they are statistically the same:
 - Reduce congestion on Highway 101 (1.24 / 1.21)
 - Improve traffic flow on interchanges and on and off ramps to Highway 101 (1.09 / 1.05)
 - Build a direct connector from Highway 101 to I-580 and the San Rafael-Richmond Bridge (1.08 / 1.01)
 - Help fix potholes and maintain major streets and roads (1.07 / 1.05)
 - Provide pothole repair on local and residential streets (1.04 / 1.04)

This data suggests that some of the items in the ballot question could be revised to focus on voter priorities.

Summary & Recommendations

- Similarly, the most important information items are (2020 / 2018):
 - The measure will help reduce traffic congestion on Highway 101 (1.36 / 1.32)
 - Every penny from this measure will benefit local transportation projects and programs, and cannot be taken by the State (1.36 / 1.31)
 - The measure will allow Marin County to get millions of dollars in State and regional matching funds. Without approval of the measure, that money will go to other counties. (1.26 / 1.22)
 - Our local streets and roads are falling apart, the measure will help stop the deterioration and make repairs (1.20 / 1.19)
 - The measure will help reduce traffic congestion on local streets and roads (1.22 / 1.18)
 - The measure would help reduce traffic congestion on roadways in Marin County, reducing critical emergency response times (1.21 / 1.18)
 - Safeguards to ensure accountability, including independent citizens' oversight and annual audits, will ensure that the money will be spent as promised (1.22 / 1.16)
- Given the survey findings, the two-thirds majority required for approval, Godbe Research recommends that the Transportation Authority of Marin consider beginning the process to prepare for a November 2018 sales tax measure by developing an expenditure plan and conducting a comprehensive public outreach effort to explain the transportation needs and solutions. Then the measure should be retested in late Spring 2018 to determine if the measure should be a “renew and increase” or a “renewal without increasing the tax rate”.



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www.godberesearch.com

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Reno, NV 89521

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601 108th Avenue NE, Suite 1900
Bellevue, WA 98004



Overview of Marin Transit & Marin Access

Expenditure Plan Advisory Committee

July 17, 2017

all connected by



marin transit

Legal Name: Marin County Transit District

Established: 1964

Responsible for local fixed route and paratransit service in Marin County. Marin Transit also manages the contract for regional paratransit service on behalf of Golden Gate Transit. Service is provided under contract with Golden Gate Transit, Marin Airporter, MV Transportation, and Whistlestop Wheels.



Services Overview



Local Bus Service

Operated by:



We Provide Freedom™



Supplemental School

Operated by:



We Provide Freedom™



Muir Woods Shuttle

Operated by:

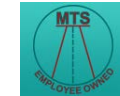


We Provide Freedom™



Yellow School Bus

Operated by:



Community Shuttles

Operated by:



Local Paratransit

Operated by:

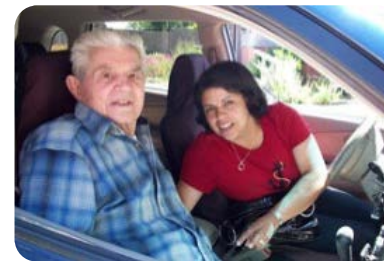


Rural Stagecoach

Operated by:



We Provide Freedom™



Mobility Management

In partnership with:



We Provide Freedom™



Paratransit

Door-to-door, shared ride service for ADA-eligible riders



Travel Navigators

One-stop resource for program information & eligibility



Volunteer Driver

Mileage reimbursement for seniors & people with disabilities



Travel Training

Group presentations on public transit & other mobility options



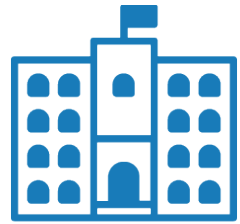
Catch-A-Ride

Discounted taxi rides for seniors & people with disabilities

School Transportation



annual participation



schools served

supplemental transit

3,900

semester passes distributed

1,500

average daily riders

14

yellow bus

2,700

annual passes distributed

1,900

average daily riders

8

college of marin
(COM Card)

4,000

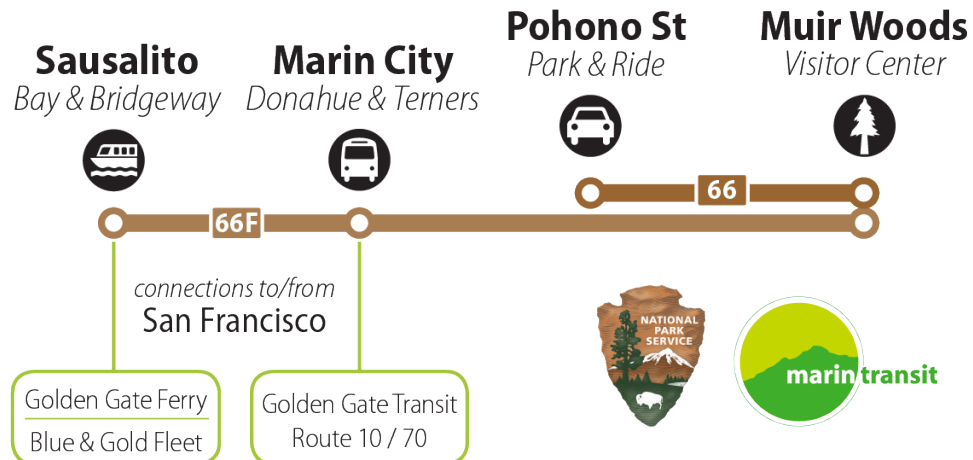
semester passes distributed

500

average daily riders

2

Muir Woods Shuttle



By the Numbers...



ridership



annual: 3.4 million passenger trips

daily: 12,500 passenger trips (bus)
500 passenger trips (marin access)

By the Numbers...



vehicles

Vehicles Operated in
Maximum Service

80 vehicles



Total Active Fleet

110 vehicles



**17 Hybrid Electric Vehicles in
Service**



2 All-Electric Vehicles
coming in Winter 2017

Who Uses Our Services...



Who Uses Our Services...



primary markets



**local
workers**

seniors

students

Who Uses Our Services...



gender

fixed route



56%
male



44%
female

paratransit



34%
male



66%
female

Source: 2017 Onboard Survey (fixed route), 2016 Marin Access Mail Survey

Who Uses Our Services...



age

38
average

fixed route

36
median

71
average

paratransit

73
median

Source: 2017 Onboard Survey (fixed route), 2016 Marin Access Mail Survey

Who Uses Our Services...



annual income

fixed route



< \$25K

35%



\$25K-\$50K

24%



\$50K-\$75K

12%



\$75K+

29%

paratransit



< \$25K

63%



\$25K-\$50K

24%



\$50K-\$75K

8%



\$75K+

5%

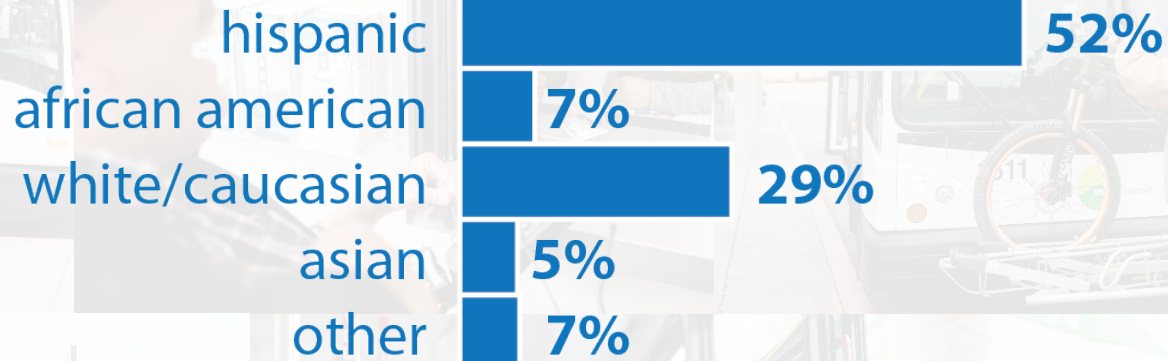
Source: 2017 Onboard Survey (fixed route), 2016 Marin Access Mail Survey

Who Uses Our Services...

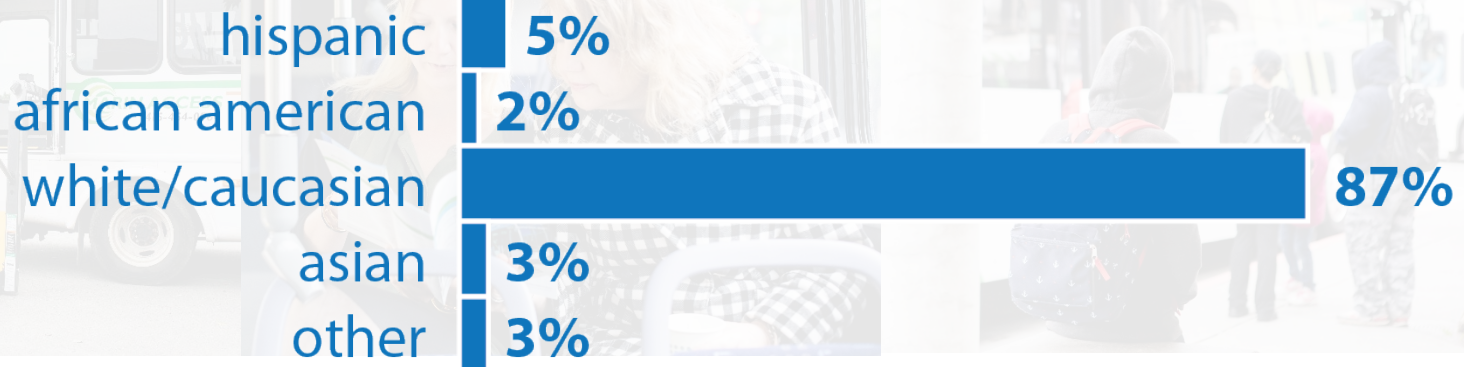


race/ethnicity

fixed route



paratransit



Source: 2017 Onboard Survey (fixed route), 2016 Marin Access Mail Survey

Who Uses Our Services...



service dependence

fixed route



LIVE ALONE

17%



NO AUTO ACCESS

39%

paratransit



LIVE ALONE

65%

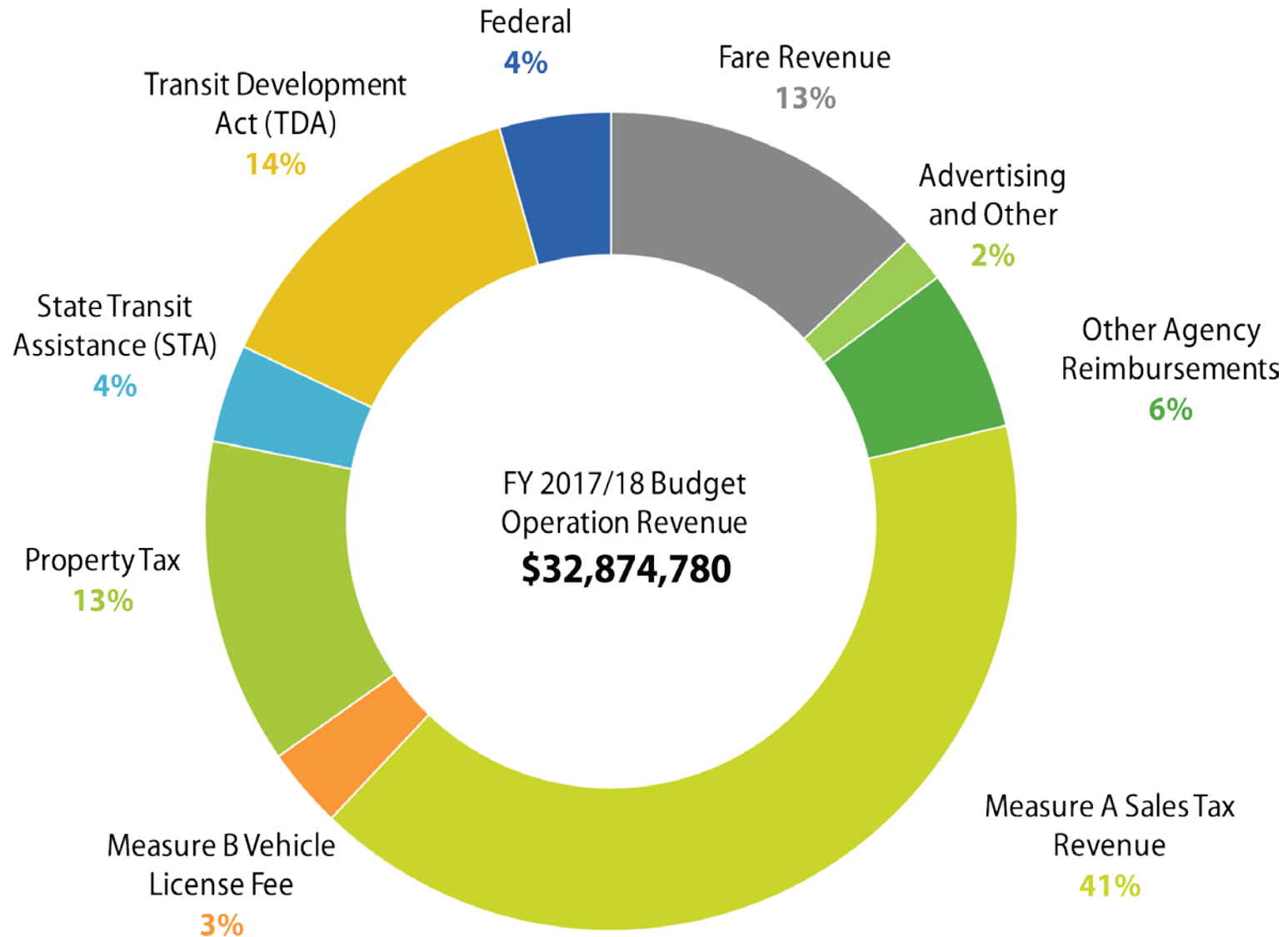


NO AUTO ACCESS

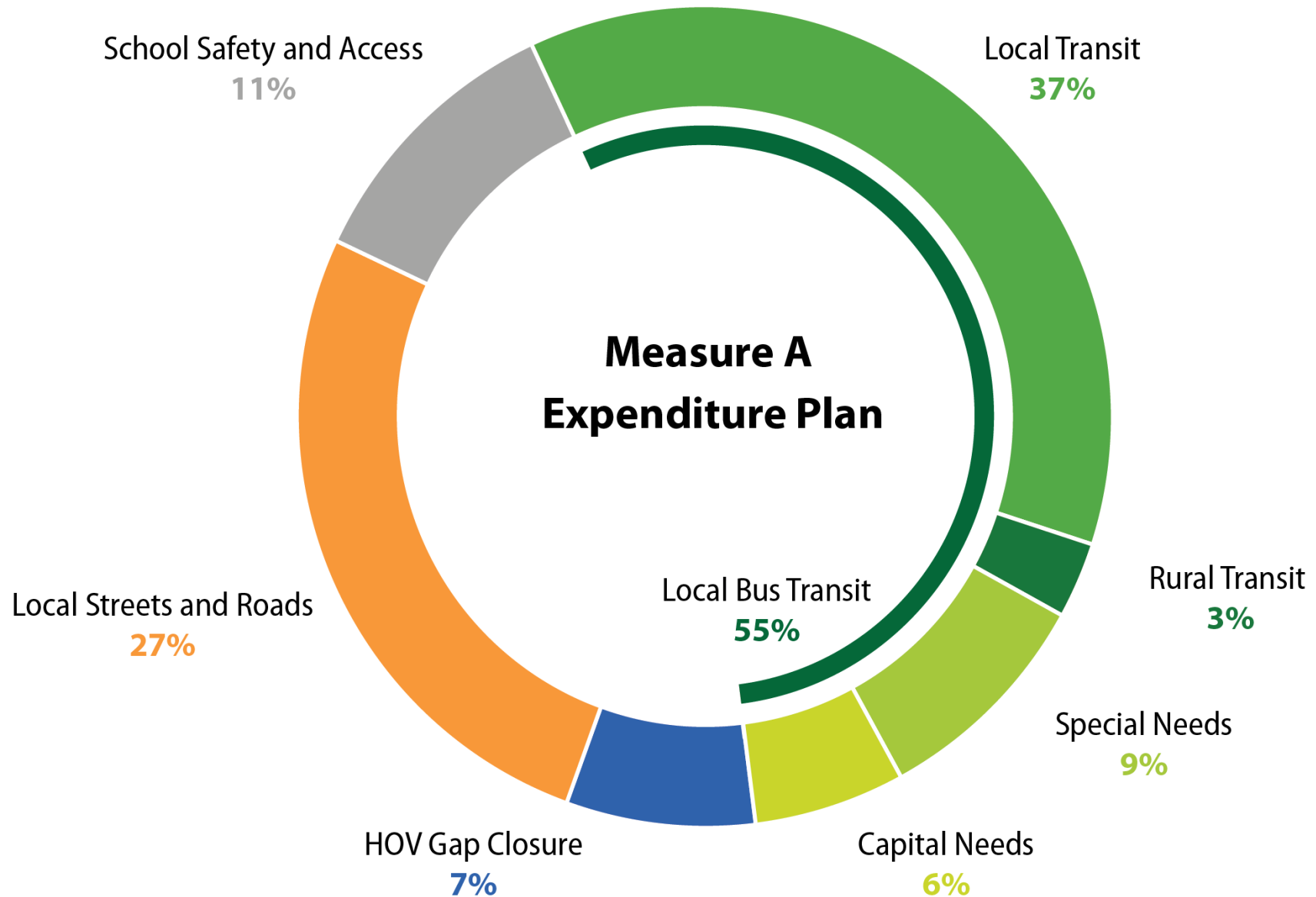
68%

Source: 2017 Onboard Survey (fixed route), 2016 Marin Access Mail Survey

FY 2016/17 Operating Budget Revenue



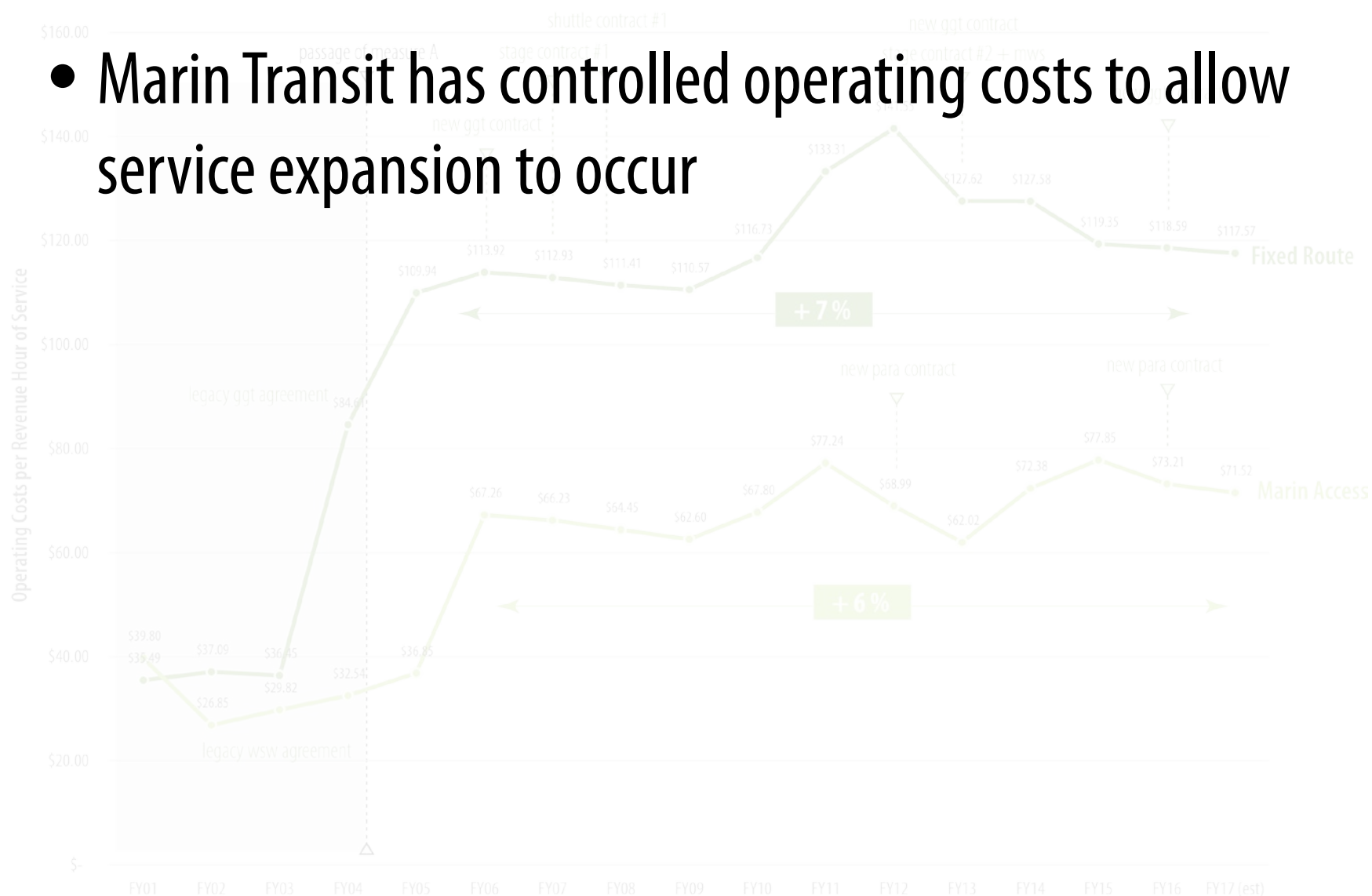
Measure A Expenditure Plan



Contract Oversight & Cost Management

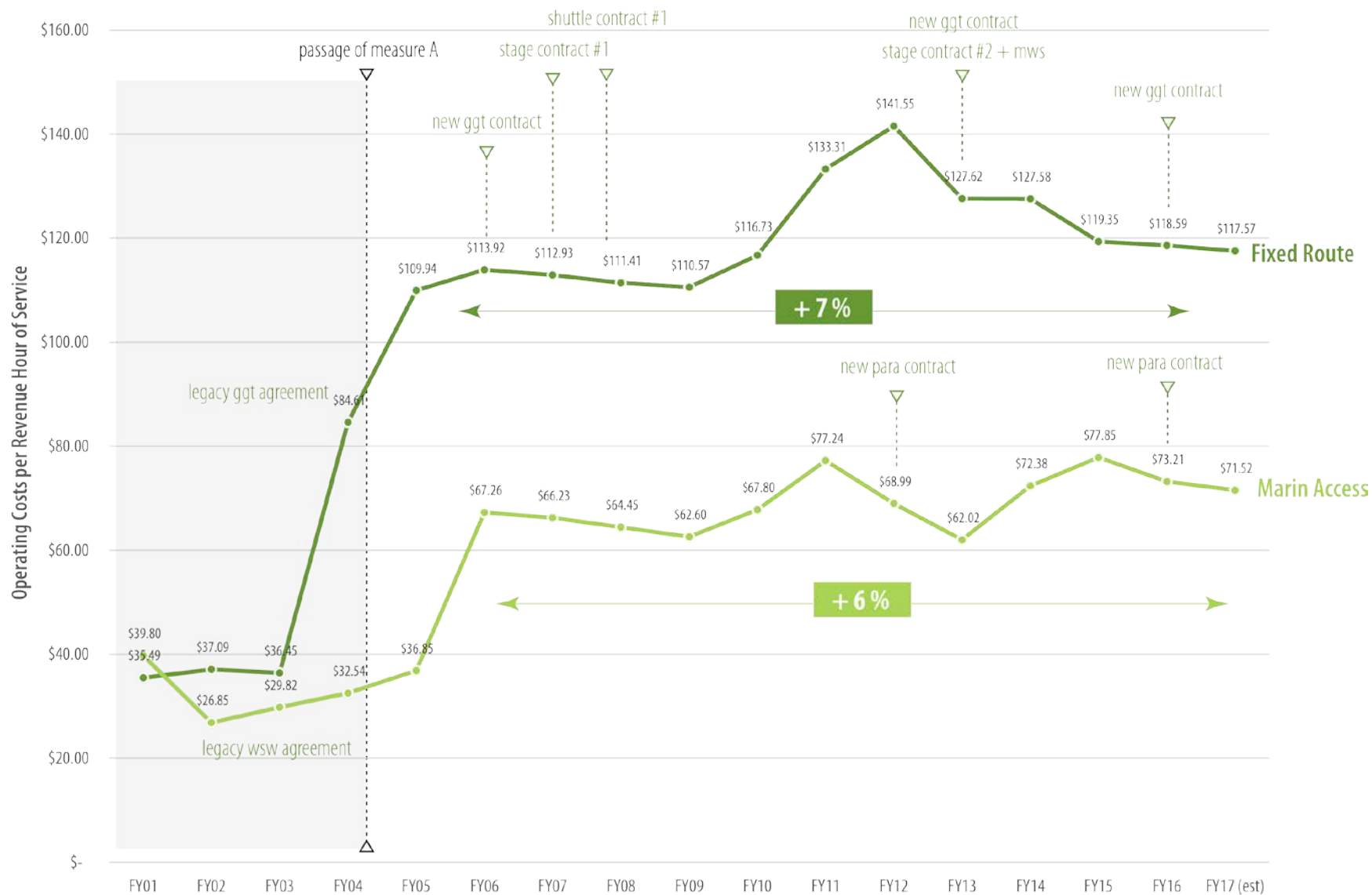
annual operating costs

- Marin Transit has controlled operating costs to allow service expansion to occur



Contract Oversight & Cost Management

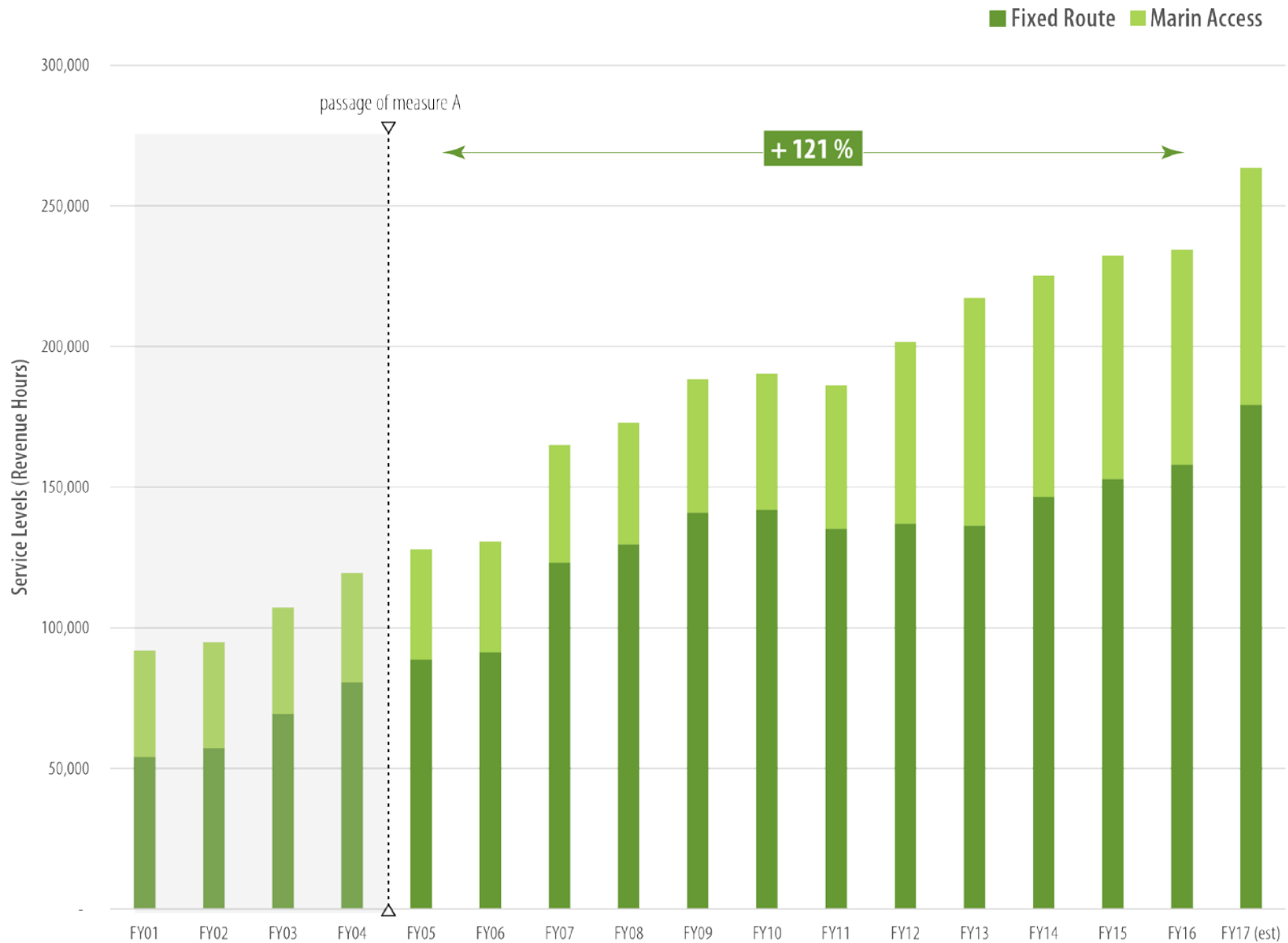
annual operating costs



Measure A Support



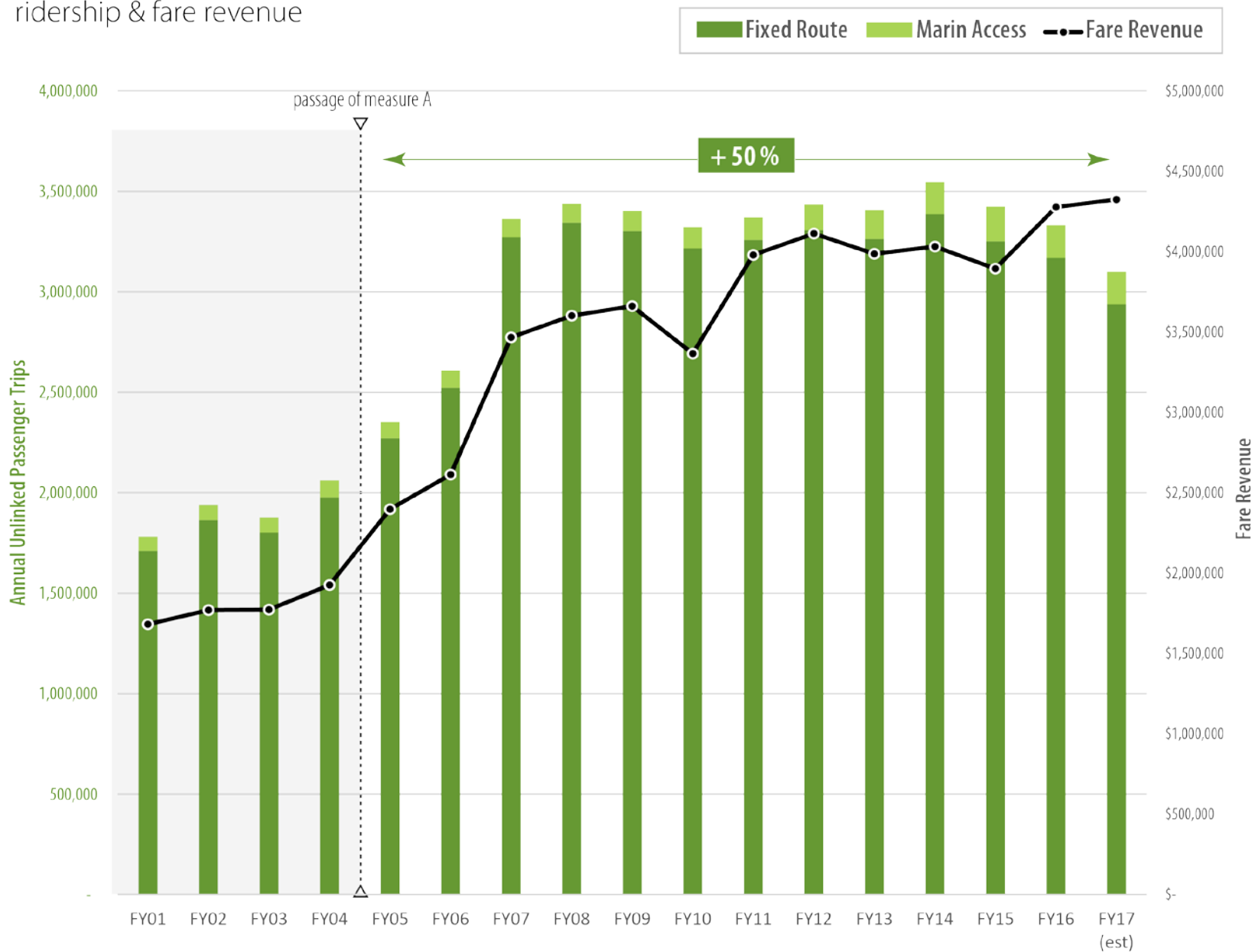
service levels



Measure A Support



ridership & fare revenue



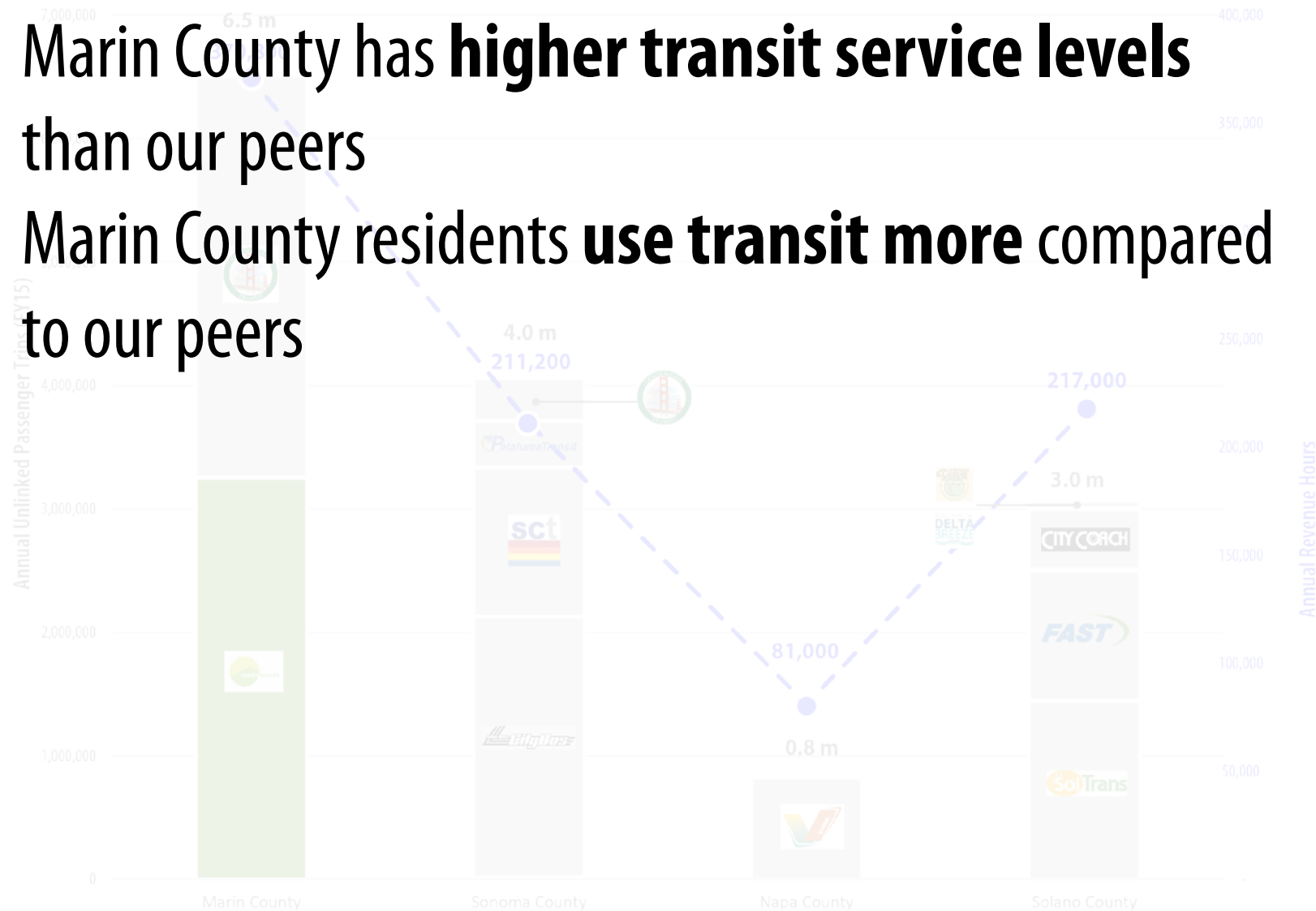
Financial Outlook



Peer Comparisons

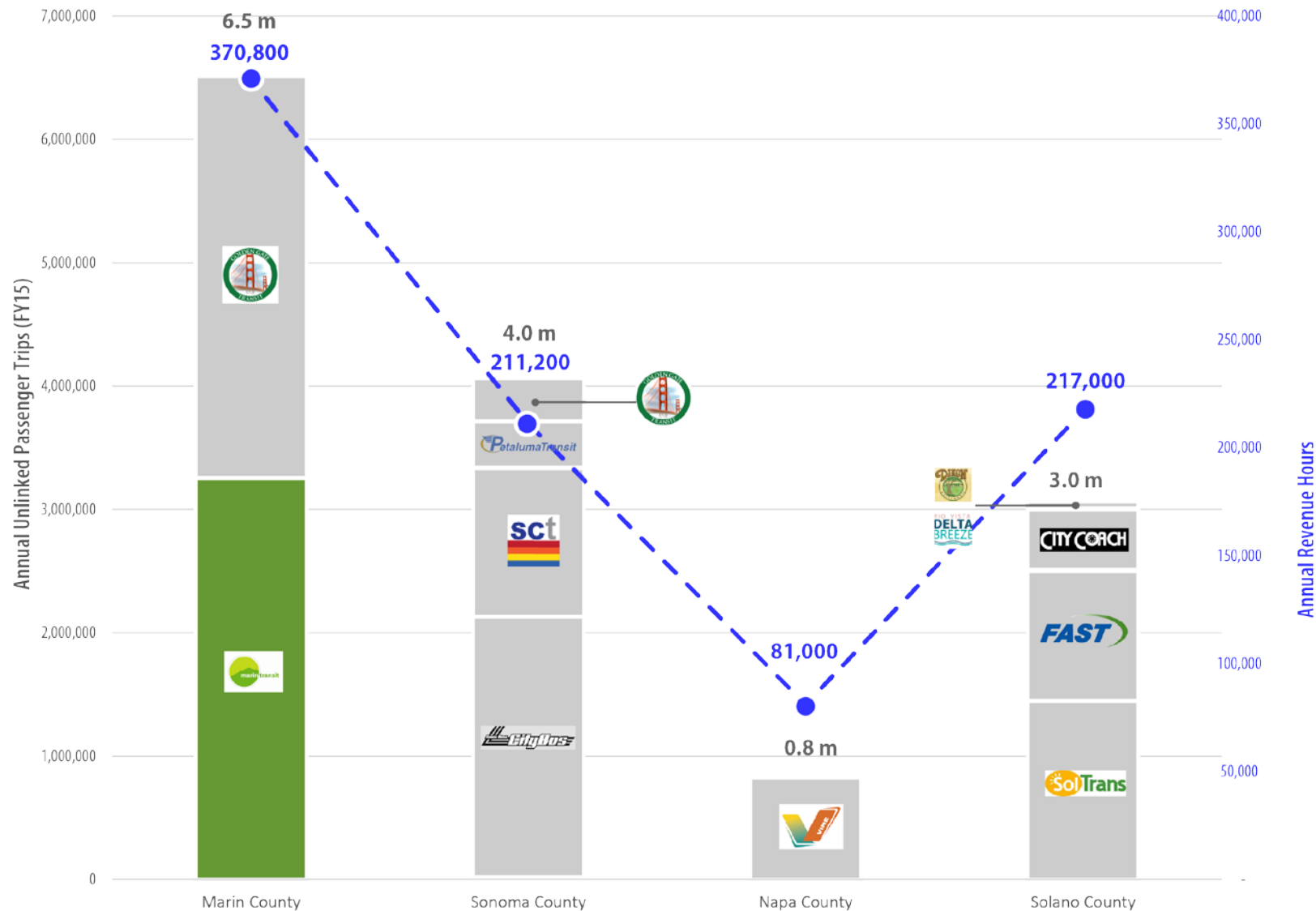
countywide bus ridership and service levels

- Marin County has **higher transit service levels** than our peers
- Marin County residents **use transit more** compared to our peers



Peer Comparisons

countywide bus ridership and service levels



Peer Comparisons



transit ridership

bus and ferry

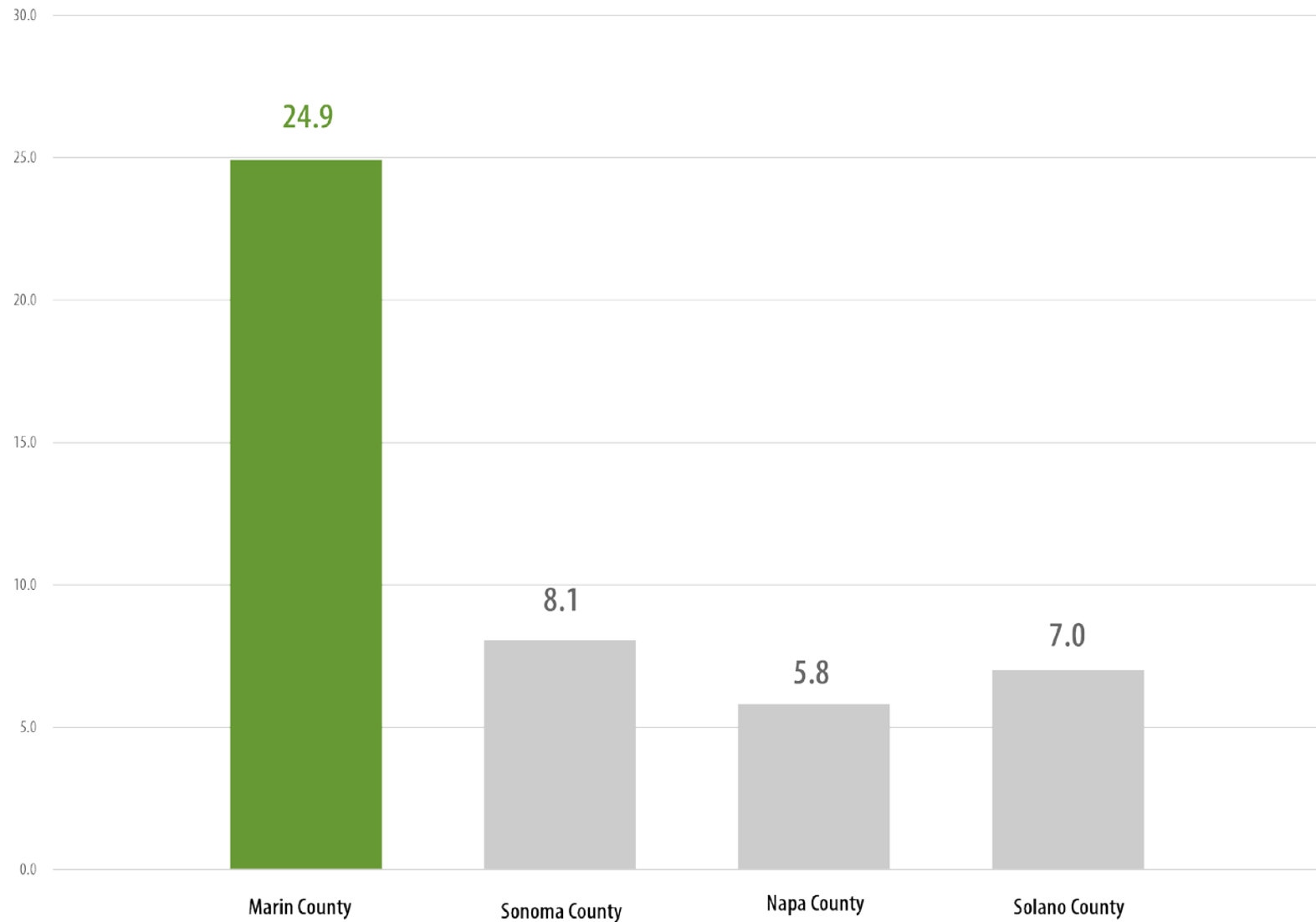


SOURCE: MTC statistical summary (FY 2015)

Peer Comparisons



bus ridership per capita
annual bus passenger trips per resident



Congestion Relief

12,500 daily transit trips

-5,000
cars

- Transit supports congestion relief

4,000 daily student trips

-1,700
peak hour trips

3,000 weekend riders to Muir Woods

-25%
total traffic



x1 =



Congestion Relief

12,500 daily transit trips

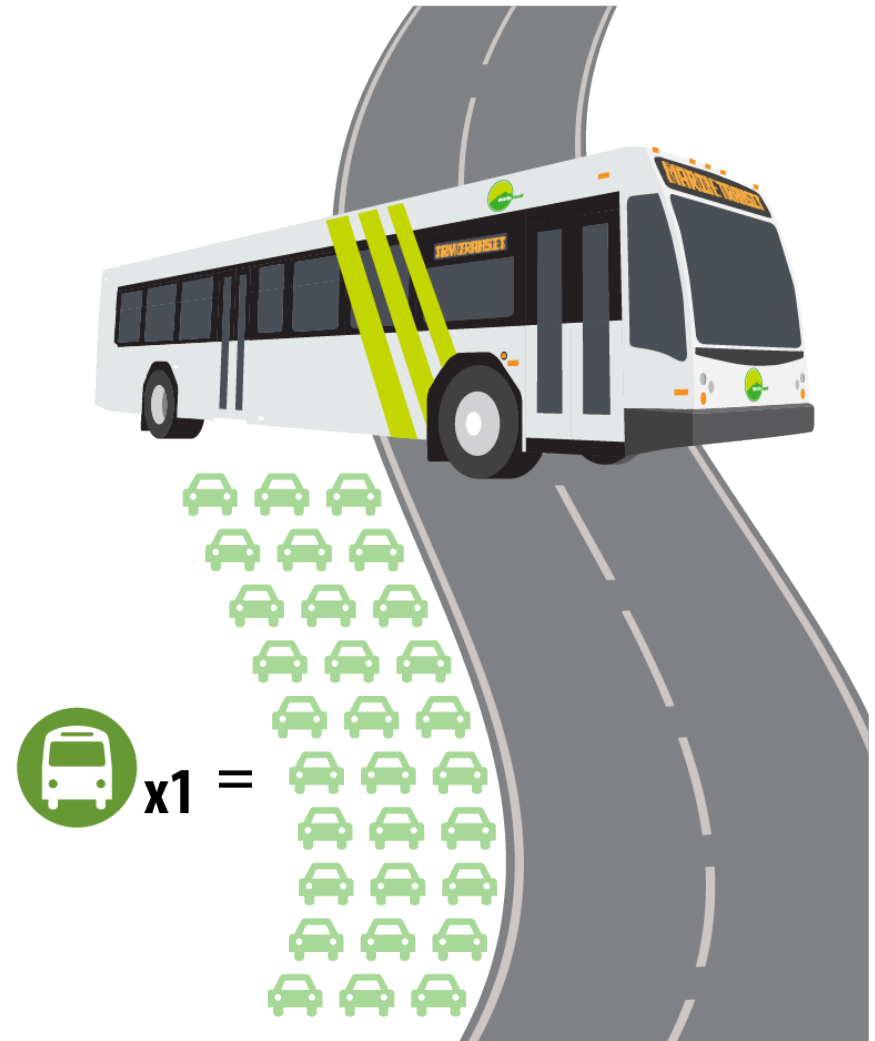
-5,000
cars

4,000 daily student trips

-1,700
peak hour trips

3,000 weekend trips to Muir Woods

-25%
total traffic



Questions ?



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SB 1: Road Repair and Accountability Act of 2017

July 2017

SB 1 Highlights

- First significant on-going increase in state transportation funding in more than two decades
- Focuses roadway maintenance with some funds for transit and non-motorized transportation
- SB 1 will generate an estimate of \$5.24 billion annually
- The California Transportation Commission (CTC) will administer most the programs in SB 1
 - Caltrans
 - California State Transportation Agency (CalSTA)



How to Generate \$5.24 Billion Annually:

- A 12-cent-a-gallon increase on gas excise tax
- A 20-cent-a-gallon increase in diesel excise tax
- An additional 4 percent increase in sales and use tax on diesel
- An increase in the Vehicle Registration Fee, ranging from \$25 to \$175 depending on the value of the vehicle
- A new annual \$100 fee on electric vehicles starting in 2020



Show Me the Money:

Funding Source	Estimated Annual Revenue	Indexed to the CPI
12-cent per gallon gas tax	\$2.44 billion	yes
Vehicle registration surcharge	\$1.63 billion	yes
20-cent-per-gallon diesel excise tax	\$0.73 billion	yes
4% increase in diesel sales tax	\$0.35 billion	
\$100-per-year zero emission vehicle fee	\$0.02 billion	yes
General fund loan repayments (one time)	\$0.07 billion	
Estimated Annual Total	\$5.24 billion	



When Will the Increases Take Place:

- Fuel excise tax increases take effect on November 1, 2017
- Transportation improvement fee (VRF) takes effect on January 1, 2018
- Zero-emission vehicle registration fee takes effect on July 1, 2020



Funding by Programs:

State Highway Operation and Protection Program (SHOPP)

- Projects that preserve and protect the state highway system
- SB 1 provides a supplemental \$1.9 billion to the SHOPP that was previously getting approximately \$2.5 billion annually
- All SHOPP funds go to Caltrans for projects selection and implementation
- Guidelines was adopted end of June 2017



Funding by Programs (cont.):

Local Partnership Program (LPP)

- For local or regional transportation agency that has voter approved taxes or that have imposed fees, including uniform developer fee, that are dedicated solely to transportation
- SB 1 will provides \$200 million annually to LPP
- For road maintenance and rehabilitation, and other transportation improvement projects
- 50% Formula/50% Competitive (may be revisited in 2 years)
 - Marin/ Sonoma Narrows strong candidate for competitive
- Guidelines to be adopted January 2018

Funding by Programs (cont.):

Active Transportation Program (ATP)

- Competitive non-motorized transportation projects
- \$100 million annually from SB 1
- Fund Distribution
 - 50% for Statewide Competition
 - 10% for Small Urban and Rural
 - 40% for MPO



Funding by Programs (cont.):

Active Transportation Program (ATP) (cont.)

- Funds will be available starting in 2017, which will be used to fund projects that were already submitted under the last cycle (Cycle 3), so new applications for funds available in 2017
- Cycle 4 is the start of the next full cycle with existing ATP funds and supplemental SB 1 funds, Cycle 4 Call for Projects will start tentatively in February/March 2018
- Applications due August 1, 2017
- CTC adopts project selection on December 7, 2017

Funding by Programs (cont.):

2017 Active Transportation Program (ATP) (cont.)

- Marin ATP Applications submitted for Cycle 3

Sponsor	Project	Requested	Pts
San Rafael	Francisco Blvd East/Grand Ave Bridge Ped/Bike Connectivity	\$4,025,000	81
Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$2,626,000	78
GGNRA	SF Bay Trail, Vista Point Segment, Fort Baker	\$1,534,000	55
SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	\$2,050,000	44



Funding by Programs (cont.):

Local Streets and Roads (LSR) Program

- SB 1 will provide approximately \$1.5 billion annually and distributed by formula to cities and counties
- Eligible projects include road maintenance and rehabilitation, safety projects, railroad grade separations, complete streets components, and traffic control devices
- However, LSR funds from SB 1 must be spent on maintenance and rehabilitation unless the jurisdiction has an average PCI of 80 or higher
- Guidelines – Draft July 2017, Adoption August 2017

Funding by Programs (cont.):

	FY16/17 Baseline Gas Tax Funds	FY18/19 Estimated SB 1 Increase	Combined Total (in 1000's)
Belvedere	46.8	44.0	90.8
Corte Madera	191.2	174.6	365.8
Fairfax	155.1	140.2	295.3
Larkspur	247.8	231.4	479.2
Mill Valley	288.5	275.4	563.9
Novato	1,054.5	999.0	2,053.5
Ross	54.1	50.6	104.7
San Anselmo	254.1	239.0	493.1
San Rafael	1,164.2	1,104.3	2,268.5
Sausalito	148.6	136.2	284.8
Tiburon	185.6	177.4	363.0
County	4,689.5	4,265.1	8,954.6
Total	8,479.9	7,837.3	16,317.2

Source: MTC



Funding by Programs (cont.):

Congested Corridors Program

- SB 1 will provide \$250 million beginning in FY 17/18 for competitive projects
- Programs of Projects will be adopted every two years
- Eligible Applicants includes:
 - Regional Transportation Planning Agency (MTC)
 - County Transportation Authority (TAM)
 - Caltrans

Funding by Programs (cont.):

Congested Corridors Program (cont.)

- Five sample projects cited in SB 1, including:
 - Multimodal approaches for the US 101 and SMART rail corridor in Marin and Sonoma Counties
- Eligible projects include
 - State highway
 - Local streets and roads
 - Public transit
 - Bike/ped facilities
 - Restoration and preservation work

Funding by Programs (cont.):

Congested Corridors Program (cont.)

- Viable Marin projects
 - MSN
 - US101/I580 Connector
 - SR37
- Guidelines
 - Draft Guidelines October 2017
 - Adoption in December 2017
 - Applications Due February 2018
 - Program of Projects Adoption May 2018

Funding by Programs (cont.):

Trade Corridor Enhancement Program

- For corridor-based freight projects nominated by local agencies and the State
- Approximately \$300 million annually
- Guidelines – Adoption in January 2018, Application due March 2018, Program Adoption May 2018
- Marin viable projects includes
 - SR37
 - MSN
 - I580

Funding by Programs (cont.):

Transit Programs

SB 1 Funding Programs	2017-18	2018-19	10-Year
Transit and Intercity Rail Capital Program <i>[SB 1 Transportation Improvement Fee]</i>	\$245	\$248	\$2,714
Transit and Intercity Rail Capital Program <i>[SB 1 Loan Repayment; over 3 years]</i>	\$78	\$78	\$236
TOTAL Transit and Intercity Rail Program	\$323	\$326	\$2,950
State Transit Assistance (operations & capital) <i>[SB 1 sales tax on diesel]</i>	\$175	\$274	\$3,091
State Transit Assistance (state of good repair) <i>[SB 1 Transportation Improvement Fee]</i>	\$105	\$106	\$1,163
TOTAL State Transit Assistance	\$280	\$380	\$4,254
Commuter Rail and Intercity Rail funding <i>[SB 1 sales tax on diesel]</i>	\$25	\$39	\$442
GRAND TOTAL	\$628	\$745	\$7,646

Funding by Programs (cont.):

Transit Programs (cont.)

- Administered by CalSTA
- Approximate State Transit Assistance (STA) Funds (Revenue Base) Annual Increase
 - Marin Transit - \$600,000 (starting in FY 18/19)
 - GGBHTD - \$3,212,000 (starting in FY 18/19)
- STA Funds (Population Base) Annual Increase
- Approximate STA Funds Annual Increase for Transit Capital (FY 17/18)
 - Marin Transit - \$251,000
 - GGBHTD - \$1,349,000



Funding by Programs (cont.):

State Transportation Improvement Program (STIP)

- STIP funds are made available every two years, if funds are available
- SB 1 stabilizes funding for the STIP to remove uncertainty on availability
- Next round of funding will be available in 2018



Funding by Programs (cont.):

Other Miscellaneous SB 1 Programs

- Transportation Planning Grants - \$25 million annually to encourage local and regional planning that further state goals
- Advance Mitigation - \$30 million annually to protect natural resources and accelerate project delivery
- Job Training/Contracting Provisions - \$5 million annually to promote pre-apprenticeship training programs
- Freeway Service Patrol Program - \$25 million annually

Questions



RM3 - REVISED DRAFT EXPENDITURE PLAN - JULY 12, 2017 (all amounts \$ millions)

OPERATING PROGRAM		\$3 Toll Increase		Benefit-Cost /Cost Effectiveness*
All- Corridor Operating Program	Annual RM3 Amount	% of Toll Revenue	Corridor Revenue Generated	
All Corridors	60	16%		
Transbay Terminal	5			
Ferries	35			
Regional Express Bus	20			

CAPITAL PROJECTS		\$3 Toll Increase		Benefit-Cost /Cost Effectiveness*
Regional Programs	RM3 Amount	RM3 Capital Funds %	Corridor Revenue Generated	
Bridge Rehabilitation (SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward & Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)	Top priority of indexing			17
BART Expansion Cars (all BART-reliant counties)	500			3
Corridor Express Lanes (Eligible: Alameda/Contra Costa I-80, Alameda I-880, Alameda-Contra Costa I-680, San Francisco 101, San Mateo 101, SR 84, SR 92, Solano I-80 Express Lanes (Red Top Road to I-505)	300			2-5
Goods Movement and Mitigation (I-580 and I-880 in Alameda County, Port of Oakland, Freight Rail Improvements)	125			N/A
Bay Trail / Safe Routes to Transit (all bridges corridors eligible)	150			2
Ferries (New vessels to add frequency to existing routes and service expansions in the counties of Alameda, Contra Costa, San Mateo, San Francisco, Solano; Antioch terminal)	325			2-6
BART to Silicon Valley, Phase 2	400			8
SMART	40			
Capitol Corridor Connection	90			
Regional Programs Subtotal/ % of Capital Projects	1,930	46%	N/A	
		\$3 Toll Increase		Benefit-Cost /Cost Effectiveness*
Corridor-Specific Capital Projects	RM3 Amount	RM3 Capital Funds %		
Central (SFOBB)				
Caltrain Downtown Extension (Transbay Terminal, Phase 2)	350			3
Muni Expansion Vehicles	140			1
Core Capacity Transit Improvements serving the Bay Bridge corridor	140			2-6
AC Transit - Rapid Bus Improvements	50			2-4
New Transbay BART Tube & Approaches	50			N/A
Central Subtotal / % of Corridor-Specific Projects	730	32%	32%	
South (San Mateo-Hayward, Dumbarton)				
Tri-Valley Transit Access Improvements	100			N/A
Eastridge to BART Regional Connector	130			6
San Jose Diridon Station	120			8
Dumbarton Rail/ACE/BART/Shinn Station	130			N/A
101/92 Interchange	50			
South Subtotal / % of Corridor-Specific Projects	530	23%	22%	
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)				
Contra Costa 680/4 Interchange Improvements & Transit Enhancements	150			2
Marin-Sonoma Narrows	125			2
Solano I-80/680/SR 12 Interchange Improvements	175			1
Solano West-Bound I-80 Truck Scales	125			
Highway 37 Corridor Access Improvements from Highway 101 to I-80 and Sea Level Rise Adap	150			N/A
San Rafael Transit Center / SMART	30			N/A
Marin 101/580 Interchange	135			N/A
North Bay Transit Improvements (Contra Costa, Marin, Napa, Solano Sonoma)	100			N/A
SR 29 (South Napa County)	20			
North Subtotal / % of Corridor-Specific Projects	1,010	44%	46%	
Corridor-Specific Capital Projects Subtotal /% of Capital Projects	2,270	54%		
Capital Projects Reserve		0%		
All Capital Projects Total	4,200			

Notes re: Benefit/Cost

Scores are based on MTC analysis of projects for Plan Bay Area 2040 (draft) or Plan Bay Area (adopted in 2013). A score of 1 or higher means a project's benefits equal or exceed its costs. "N/A" is used where project is defined as a group of potential projects, each of which would need to be analyzed separately or where project is not sufficiently defined to do a B/C analysis.

**Expenditure Plan Advisory Committee
Meeting Topics List**

July 17th, 2017

Every Meeting

- Answer outstanding questions, Minutes, Recap to date
- Review material/handouts
- Status of SB1 & RM3 activity
- Public Comment

Meeting 1 – June 19, 2017

- Overview of purpose of group and Protocol
- Sales taxes – Intro
- Marin’s current ½-cent transportation sales tax
- Elect Chair (V-Anne Chernock, League of Women Voters, TAM COC Northern Marin Rep)

Meeting 2 – July 17, 2017

- Comparison of sales taxes in the Bay Area
- Review of TAM baseline poll of May 2017- Brian Godbe, Godbe Research Associates
- Marin Transit report of current services and future needs- Nancy Whelan, General Manager, Marin Transit

Meeting 3 – August 21, 2017

- \$10 Vehicle Registration Fee – review of current program- TAM staff
- Overview of current Golden Gate transportation services- Denis Mulligan, General manager, GGBHTD
- Public Works current funding and future needs- Marin County Public Works, representing Marin-wide needs
- Safe Routes to Schools, current program and future needs- TAM’s Safe Routes to Schools team

Meeting 4 – September 2017 (early) TBD - Wednesday, September 6 or Thursday September 7, 2017

- Interchange needs - TAM staff / TAM’s on-call consultant team
- Major Roads progress and remaining needs –
- State Highway projects and needs- TAM staff
- County of Marin resiliency programs (i.e. Bay WAVE and C-Smart)

Meeting 5 – September 2017 (later)- Monday September 25, 2017

- Remaining education
- Bike/ped needs

Meeting 6 – October (early)

- Formation of Draft Expenditure Plan or Plans

Meeting 7 – October (later)

- Formation of Draft Expenditure Plan or Plans

Meeting 8 – November (early)

- Formation of Draft Expenditure Plan or Plans

TAM

EPAC 7-17-17

Sales Tax

"Give 'em what they want!"

Marin has highest amount for public transit! Only one large hwy project 25% to road maintenance

Alameda 1%; Monterey 3/8%
All the rest 1/2% (including us)

BRYAN GODBE: SURVEY RESULTS

- Quality of life ↑
- Transportation
- Problems - Traffic congestion
- BUS, Ferry, Train
- Bridge to Richmond

SUPPORT for TAX

60-65% yes

- Priorities *
- Congestion
 - Senior Services

*166% support

67-70% after informed → 60-62%

BUS RIDERSHIP REDUCES CONGESTION!!

MEASURE A FUNDS:

- **Marin Access: Seniors & disabled**
paratransit, taxi vouchers, volunteer drivers
- **School** yellow, college
- **Muir Woods shuttle**
- **We own our fleet now!**
Hybrids & EVs too!
- **Service ↑ > 100%!**

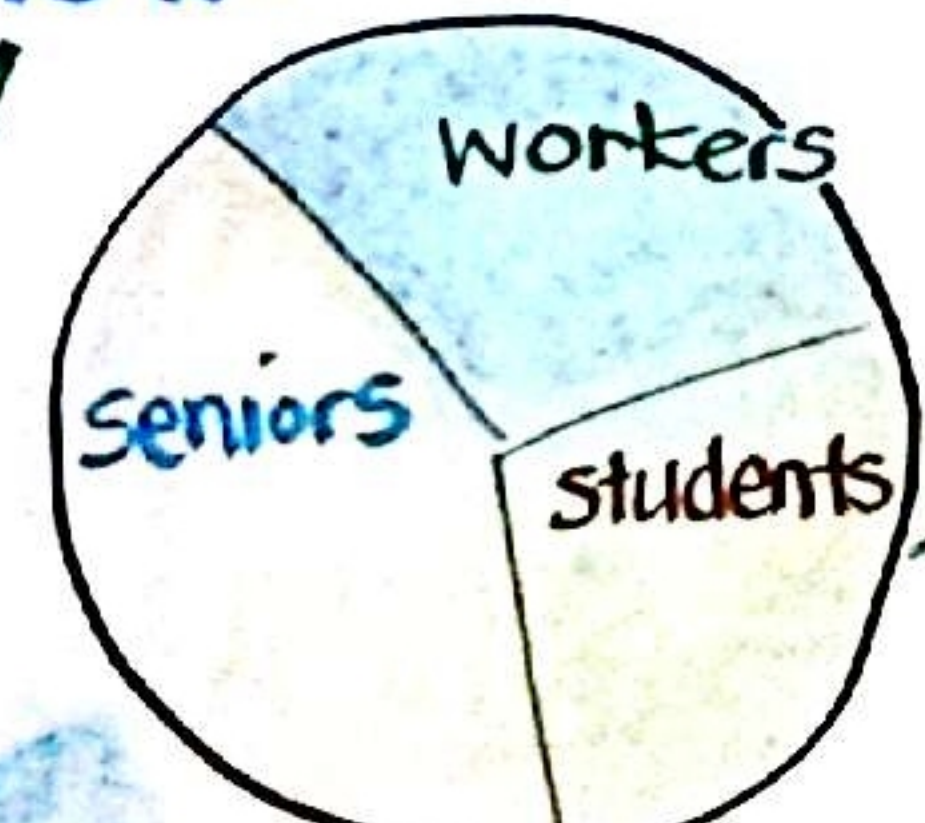


- local 37%
- regional
- parts
- rural 3%
- school
- paratransit 9%



controlling our operating costs

fares are 13% of expenditures



WHO?

- income ↓
- Latino
- live alone
- age - fixed rt mid 30's - paratransit 70's

compared to Solano, Sonoma & Napa:

- Higher service
- Higher usage

SENATE BILL 1

Road Repair & Accountability Act

Doubles ~~sales~~ gas tax funding to local jurisdictions

STAY TUNED FOR MORE INFO!

recall effort?

Regional Measure 3

stay tuned!