



AGENDA

Expenditure Plan Advisory Committee
Tuesday, October 10, 2017
6:00 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

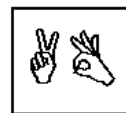
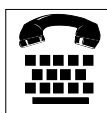
San Rafael
Gary Phillips

Sausalito
Ray Withy

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

1. Welcome and Introductions (5 minutes)
2. Recap of previous meeting, acceptance of the minutes, overview of materials requested and provided, response to outstanding questions (5 minutes)
3. Update on Senate Bill 1 and Regional Measure 3, Dianne Steinhauser, TAM Executive Director (10 minutes)
4. Turning Transportation Needs into an Expenditure Plan - Dianne Steinhauser, TAM Executive Director and Bonnie Nelson, Facilitator (20 minutes)
5. Breakout Groups – Development of Expenditure Plans, for both Renewal and Increase of the Current ½ cent Transportation Sales Tax (45 minutes)
6. Roundtable discussion and request for additional material / upcoming EPAC activity (20 Minutes)
7. Public Open Time
8. 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 – September 18, 2017

MEMBERS

PRESENT: Sue Beittel
Lisel Blash
Allan Bortel
Bill Carney
V-Anne Chernock
Joy Dahlgren
Javier Flores
Kevin Hagerty
Roberto Hernandez
Cynthia Murray
Vince O'Brien
Jeff Olson (Alternate)
Nancy Okada (Alternate)
Peter Pelham
Kate Powers
Paul Royce
Coy Smith
Scott Tye
Lynn Von Der Werth
Joanne Webster

MEMBERS

ABSENT: Debbie Alley
Monique Brown
Robert Burton
Jon Horinek
Ken Lippi
Paul Premo

* Friendly reminder for members to brief alternates and alternates to brief members as needed.

STAFF Bill Whitney, Deputy Executive Director
PRESENT: Molly Graham, Public Outreach Coordinator
David Chan, Manager of Programming and Legislation
Joanne O'Hehir, Coordinator

STAFF Dianne Steinhauser, Executive Director
ABSENT: Bonnie Nelson, Facilitator

1. Welcome and Introductions

Chair Chernock opened the meeting at 6 p.m. and welcomed the committee members. Each committee member introduced themselves and their representative group, and introductions were made by public works officials present for a later presentation and members of the public.

2. Recap of previous meeting minutes, acceptance of the minutes, overview of materials requested, response to outstanding questions

A motion was made, seconded and passed with 6 abstentions to approve the minutes of August 23, 2017.

A motion was made, seconded and passed with 1 abstention to approve the minutes of September 6, 2017.

Chair Chernock asked the committee members to complete a sign-in sheet, and she confirmed there would be several presentations and no break-out sessions during this meeting. Break-out sessions would continue in subsequent meetings.

1. Update on activity for Senate Bill 1 and Regional Measure 3, Dianne Steinhauser, TAM Executive Director

Deputy Executive Director Bill Whitney, provided updated information on Regional Measure 3 (RM3), noting that it was passed by the Senate last week and is expected to be on the ballot next year. He confirmed the measure, which is a fee, must be passed with 50% plus 1 to be successful, and that the likely toll would be incremental with a total of \$3 over time. Mr. Whitney reported TAM is sending a letter of support to Governor Jerry Brown, urging him to sign the legislation.

Mr. Whitney also provided an update on Senate Bill 1 (SB1). Guidance is currently being reviewed by the California Transportation Commission (CTC). He noted that the programs have not been finalized and that staff should be able to provide an update at one of the October meetings.

In response to a committee member, Mr. Whitney said that a group hoping to have SB1 overturned is not gaining much support.

Mr. Whitney noted that the list of projects included in RM3 is included in the packets. He confirmed the original list of projects continues to be included in the legislation although the amounts of funding were revised. He reviewed the amount of funding noted in the legislation: Marin Sonoma Narrows (MSN): \$120 million; State Route 37: \$100 million (which should cover environmental and design phases); San Rafael transit center: \$30 million; Richmond-San Rafael Bridge connector: \$210 million, increased from \$135 million, with \$75 million to go towards improvements on the Contra Costa County side of the Richmond-San Rafael Bridge including the toll plaza.

In response to a committee member, Mr. Whitney said that staff would provide more details on the toll plaza improvements.

In response to Chair Chernock, Public Outreach Coordinator Molly Graham said individuals and agencies can send letters of support for RM3 urging the Governors approval. Chair Chernock and committee members, including Cynthia Murray and Joanne Webster, confirmed they had already sent a letter of support on behalf of their organizations.

4. Follow-up presentation from Marin Transit including Local Transit, Senior Transportation and School Transportation - Nancy Whelan, General Manager and Robert Betts, Director of Operations and Planning

General Manager Nancy Whelan provided an overview of the presentation they gave at the meeting on July 17th, including the services they provide, and said they have returned to provide more information on their future funding needs.

Director of Operations and Planning Robert Betts discussed planning documents, including the Short-Range Transit Plan, a School Transportation Study and Marin Access Strategic Analysis which he said provide details of the projects and expenditure plans he will be discussing tonight.

Mr. Betts discussed the number of transit trips in relation to congestion relief, which include 4,000 daily student trips. Through Measure A, Mr. Betts noted that they have seen a 121% increase in their fixed route and Marin Access Programs, and that they have been able to provide a frequent rural stage coach program in addition to other programs, including a partnership with the State Park service for the Muir Woods shuttle. To their knowledge, Marin Transit is the only public transit agency in the country that manages and funds Yellow Bus School services.

Mr. Betts went on to discuss the increase in use of the Marin Access Program for seniors and those with disabilities, and the implementation of subsidized taxi programs and a volunteer driver program. Capital improvements include “greening” their fleet and improving bus stops and facilities, including ADA and sidewalk improvements. Mr. Betts noted that Measure A funds have enabled them to maintain the same base fares that were charged 15 years ago, in addition to providing programs for those in financial need, including the Homewood Bound partnership and a low-income student program.

Mr. Betts discussed the evaluation of their programs, which is directed by Measure A, and he discussed their future needs that are included in the short-range transit plan. He said their goals are to make transit convenient, and that they would like to invest more in the congested corridors and provide first and last mile services in relation to SMART.

Mr. Betts noted that their costs rise faster than revenue streams. He said their aim is to stabilize costs by investing in a new Operations and Maintenance facility to control operating costs, and the use of competitively bidding their services.

Mr. Betts discussed their future funding needs for their three main programs – fixed routes, student bus transportation, and senior and ADA services, and he discussed ways in which technology will affect future transportation options in Marin, including in the reduction of auto ownership, and the ways we can help relieve congestion with fixed route transit, rail and ferry services.

Mr. Betts discussed future transit with continued financial support, including the development of an integrated system of local connector services and expanding the school bus service. Overall, Mr. Betts said they believe there could be double the number of bus users in the future, which he noted would help relieve congestion.

Mr. Betts summarized Marin Transit's need for the continuation of Measure A funds, which include the fixed route and paratransit services they currently provide, increasing the school bus service, enhancing the first and last mile services, and improving their services to seniors and those with disabilities.

In response to a committee member who asked which of the services they would expect to change in the future, Mr. Betts said that finding a partner for a first and last mile service to replace the community shuttle programs and provide a more on-demand service would enable them to invest resources in other areas.

In response to a committee member, Ms. Whelan explained that a new Operations and Maintenance facility would improve efficiency and costs because it would be owned and maintained by Marin Transit. Currently, she said they do not have their own maintenance facility and they need to contract with a provider and find a facility every 5 years. Ms. Whelan noted that they have 8 storage yards, many of which are not updated or suitable. They would like to build their own facility to store and maintain their own fleet, to reduce costs and to provide certainty. She said that they have received a federal grant to buy land.

In response to a committee member, Ms. Whelan said they anticipate needing two sites, one for maintenance and another for storage, given that they have 98 buses and there is limited land in Marin.

In response to a committee member who suggested combining the Yellow School Bus service and the Student program where students use regular buses, Mr. Betts explained that high school students are more independent than students in K – 8, and are therefore able to use a regular service. Mr. Betts noted that Marin Transit does not own the yellow school buses, and he discussed the collection of fares under yellow school bus and fixed route programs.

In response to a committee member who said she has heard complaints about coordinating buses for the beginning of classes when siblings attend K-8 and high schools, Mr. Betts said they understand the issue and would like to provide more coordination with the school districts. He noted that they have worked with the school districts in Ross Valley and Mill Valley about adjusting their bell times to allow buses to be used more efficiently and reduce traffic congestion.

In response to a committee member, Mr. Betts said they use double buses for school routes in the Canal between 7:30 am – 8:30 am.

A committee member noted that the areas that are most congested are those that are subject most to the effects of climate change, and he commented on reduced frequency of pick up services in some areas that include those that need it most, such as the Redwoods, which he thought should be addressed.

In response to a committee member, Mr. Betts discussed the provision of real time information through 511.org and noted there will be additional marketing and outreach.

In response to a committee member, Mr. Betts said they are reassessing their service areas on the fixed routes and hope to increase the service to paratransit commuters beyond the current 3/4 mile requirement.

In response to a committee member, Mr. Betts acknowledged the need for better transit options for workers in the service sector who need late night and weekend transportation. He said they are exploring the possibility of using rideshare services like Lyft and Uber to potentially fill the void.

In response to another committee member, Mr. Betts said they would study the use of autonomous vehicles when the technology has arrived. He noted that drivers offer support to riders beyond driving the bus.

A committee member stated that it might not be possible to continue funding the transit district to the extent necessary, and that there is a need to consider funding beyond what the tax measure can provide.

In response to a member of the public, Mr. Betts said that there is an ongoing monitoring process for bus ridership and that it is common for buses in certain areas to have few rider, especially when the route is at the end of the line. He confirmed there is diversity in the style of buses to fit the routes and ridership.

2. Overview of Local Streets and Roads funding and needs – Craig Tackabery, Chief Assistant Director of Public Works, Ernest Klock, Principal Civil Engineer and Margot Yapp, Nichols Consulting Engineers, on behalf of Marin's County, Cities, and Towns Public Works Departments

Craig Tackabery, Chief Assistant Director of Public Works, introduced the public works staff present. He said that Margo Yapp would provide a presentation with a focus on the needs and evaluation methodology of the county and local facilities, and Ernest Klock would provide information on complete streets and how projects are delivered.

Ms. Yapp noted that there are 1,000 miles of roads owned by the cities and the County in Marin, with less than 10% owned by Caltrans (Hwy 101), and she said that the cost of replacing all roads would be approximately \$1.2bn. She discussed the maintenance of roads using a scale to provide examples of good and bad roads. Ms. Yapp said that the condition of Marin's roads when Measure A was passed in 2004 was at a Pavement Condition Index (PCI) of 60, whereas they are presently at a PCI of 66, which is considered fair. She discussed examples of the stages of deterioration, and noted that ¼ of the roads in Marin are in poor condition, which needs to be addressed.

Ms. Yapp discussed the financial needs of road repair, noting that \$19 million is needed per year to fix sidewalks, storm drains and medians, signs, etc., while \$8.6 million is spent on maintaining roads. She discussed a study that indicates the PCI will drop to 62 within the next 10 years if \$27 million continues to be spent annually on roads.

Ms. Yapp discussed the results of deferred maintenance, which continues to grow if roads are not maintained. She noted that an estimated \$47 million annually is needed to maintain roads in their current condition and that, in order to improve roads by 5 points, an estimated \$55 million annually would be needed, although preventative maintenance would be cheaper. Ms. Yapp said that to fix all roads and achieve a PCI of 81 would require \$71 million annually. She noted that MTC has a desired goal for the region to reach a PCI of 70, and stated that a quarter of all roads will fail by 2026 with the present level of investment.

Ernest Klock discussed the amounts spent on a road project. He said that for every \$1, 60% is spent on the roads and the remainder on other project elements, such as drainage and underground utility improvements. He said there is interest in improving roads to achieve a PCI of 71. However, with additional SB 1 funds, the total available for roads would be \$35 million, which is \$20 million short to attain a PCI of 71. Mr. Klock discussed the importance of fixing deferred maintenance and said that losing Measure A funds would have a severe impact.

Mr. Tackabery discussed two Local Streets and Roads programs that are funded by Measure A: Local infrastructure program providing money directly to cities and counties, and Major Roads Projects that take a long time to be developed and constructed, Miller Avenue in Mill Valley. Mr. Tackabery noted that the committee members might want to discuss the continuation of these programs and the 50/50% split between Major Roads and Local Roads programs. He confirmed his belief they are important programs with different functions, albeit the amount collected is insufficient.

Ms. Yapp said she agreed with a committee member who said that autonomous vehicles will not operate well on roads that are not in good condition.

In response to a committee member, Ms. Yapp confirmed that if all of Marin's roads were brought up to a PCI of 71, then less would be spent on road maintenance.

Ms. Yapp and a committee member discussed the use of recycled road materials, which she noted provide a cost saving, and green materials that absorb carbon, for example. Ms. Yapp noted that the technology is available to lay roads that could last 100 years but that the costs are typically much higher than a road that typically lasts between 20 – 40 years.

3. Overview of Major Roads funding and needs – David Chan, TAM Manager of Legislation and Programming (15 minutes)

TAM Manager of Programming and Legislation, David Chan, discussed funding through Measure A of the Major and Local Roads categories, noting that 26.5% of funds are allotted equally between these two categories. Mr. Chan said the Major Roads funds could be used for infrastructure and items such as bike and pedestrian paths, and that \$3 million - \$3.5 million is raised annually. He described the funding process for projects covered by these funds, which he noted are not significant, but have the advantage that TAM does not need to provide a bond.

Mr. Chan discussed the five planning areas in Marin that receive Measure A Major Roads funding. The funding is distributed based on a formula 50% based on population and 50% based on lane miles. Mr. Chan discussed how these sales tax funds attract matching state funds.

Mr. Chan discussed the 15 corridors that were listed for potential improvements in the five planning areas. He said the Technical Advisory Committee and Marin Public Works Association ranked the projects to prioritize funding. He noted that Measure A was not expected to fund all 15 projects and therefore the ranking helped choose most important projects in each the planning areas. In northern Marin, Novato Boulevard project is underway, and that the remaining 4 projects identified in northern Marin are unlikely to be completed through the current Measure A funding.

In the Central Marin planning area, Mr. Chan said that the Fourth Street project is completed and that preliminary engineering work is underway on Third Street.

In Ross Valley, Mr. Chan said that the two County projects on Sir Francis Drake, from highway 101 to Ross both ranked No. 1, are in progress.

Mr. Chan noted that, in Southern Marin, the Miller Avenue project is in progress and that some funding should remain that can be allocated to an East Blithedale Avenue project.

Mr. Chan addressed two successful projects in the West Planning area. He noted that the County completed a project at Samuel P. Taylor Park in 2010 and that the second prioritized project from Samuel P. Taylor Park to the Fairfax town limit is in progress with funding from Measure A and a \$4 million injection by the County.

Mr. Chan summarized the Measure A funds of \$66 million, noting that TAM has allocated \$27 million and that the remaining \$39 million is already allocated to the projects underway, including \$11.4 million for Novato Boulevard and the remaining \$12.4 million allocated for the Third Street project. All of the Third Street funds will likely be needed due to challenges of the project including the future transit station and difficult traffic circulation conditions.

Mr. Chan noted that funds remaining from the Miller Avenue project in Southern Marin might be sufficient for the preliminary engineering and environmental plans for Blithedale, but that the funds will not cover any construction costs.

Mr. Chan said that the committee must decide if the program should continue, since not all roads have received funds or been improved. Mr. Chan said that there might be other projects that are considered more important if reauthorization is successful.

In response from a committee member, Mr. Chan confirmed the 15 corridor projects under the Major Roads category were identified in 2004, which Mr. Tackabery discussed. He noted that no one expected all the road projects listed to be completed after Measure A passed, so a TAM Technical Advisory Committee and Marin Public Works Association identified the projects considered the most important.

In response to committee member, Mr. Chan confirmed that some of the Major Road projects could not be undertaken because there were no other sources of funding available.

In response to a committee member, Mr. Chan noted that most local streets and roads projects need to be funded locally and state funds that are released after a state of emergency is declared rarely reach local streets and road projects. They discussed leveraging of funds for local streets.

In response to a committee member, Mr. Chan said that it would cost approximately \$300 million to complete all the projects on the list. Mr. Whitney said that the committee must decide if a larger portion should be allocated to Major Roads.

4. Overview of Highway 101 Interchanges and needs – Bill Whitney, TAM Principal Project Delivery Manager (20 minutes)

TAM's Bill Whitney discussed interchanges that have been the subject of various studies that are included in the Regional Transportation Plan. He noted that many of the Southern Marin interchanges were constructed in the 1950s without standard features, and lack pedestrian and bike facilities.

Mr. Whitney discussed a Caltrans 2004 project study report on the Tiburon-East Blithedale interchange, noting that some improvements have been completed, such as the southbound off-ramp improvements. He said that TAM has recently completed a study of the interchange identifying short, medium and long-term improvements for bicycles and pedestrian improvements as well as traffic improvements through the interchange.

Mr. Whitney reported that Caltrans has built improvements in this area including widening the northbound on-ramp, and TAM is working with the County and Mill Valley to determine more traffic improvements that Caltrans is considering in addition to their ramp metering program. He noted that average daily traffic counts are 120,000 – 166,000 cars, with 80,000 cars approaching the interchange from both local roads.

Mr. Whitney discussed a 2007 TAM study relating to the Tamalpais/Paradise Drive interchange, which studied the removal of the loop ramps and the addition of east and west side intersections with an auxiliary lane on the northbound on-ramp up to Sir Francis Drake Boulevard.

Mr. Whitney reported that there is potential for on/off ramp improvements on Second Street in central San Rafael and the addition of a second lane.

Mr. Whitney noted that the Merrydale/North San Pedro interchange is congested, which TAM has been asked to study as part of RTP planning exercise. He said that Manuel T Freitas has a confusing traffic pattern, and that a 2003 planning study on Lucas Valley and Smith Ranch Road concluded that the loop ramps should be removed and the interchange converted to a diamond interchange.

Mr. Whitney noted that state highway improvements are very expensive, and that all the interchanges have deficiencies. He said staff recommends a portion of any new or renewed Measure A is set aside for initial studies on interchange improvements.

Mr. Whitney responded to a committee member and noted there is a need to replace loop ramps for better merging and traffic safety. He said the off- ramps north of Lucas Valley are not included on the list because they are newer.

In response to a committee member, Mr. Whitney said that Caltrans is responsible for interchanges and is interested in improving them. He noted that Caltrans hope to make accessibility improvements to the Tamalpais interchange and that they are involved in every project relating to the highway.

In response to a committee member, Mr. Whitney stated that interchange improvements improve traffic flow in both directions, particularly in conjunction with ramp metering.

A committee member stated that the process would benefit from a collaboration of agencies working for the good of the county and mobility, which they would recommend.

5. Roundtable discussion and request for additional material / upcoming EPAC activity

No requests

5. Public Open Time

No one from the public commented.

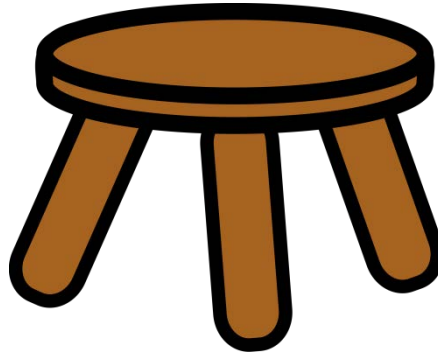
6. Adjourn

Chair Chernock adjourned the meeting at 8:00 p.m.



Developing an Expenditure Plan Draft

1. Remember the "three-legged stool"



Solve a Real Problem

Give Voters what they Want

Avoid Organized Opposition

2. Remember how this gets to the ballot

Needs Approval of TAM Board

Needs Approval of Board of Supervisors

**Needs approval of councils of at least 50% of Cities and Towns
Representing at least 50% of the population in the County. (Prefer full
consensus but you can't lose a large city)**

What the Voters Want (from poll)

(Numbers are the order from the poll, all items ranked above 67%)

Poll Result	
1. Reduce Congestion on Highway 101 2. Improve traffic flow on interchanges 3. Build a direct connector from Highway 101-580 8. Complete Novato Narrows	HIGHWAY CONGESTION REDUCTION
4. Fix potholes and maintain major streets and roads 5. Provide pothole repair on local and residential streets	ROAD REPAIR/MAINTENANCE
6. Reduce congestion by improving intersections and operations of major roads	ARTERIAL CONGESTION REDUCTION
7. Support door to door transit services for seniors and persons with disabilities 10. Provide more local bus service 11. Provide low-cost senior transportation options 12. Maintain and enhance local bus shuttle connecting communities in Marin County 13. Provide additional parking at transit centers and hubs	TRANSIT
9. Protect local roads and highways from flooding and sea level rise	INFRASTRUCTURE RESILIENCE

Other needs identified through multiple sources

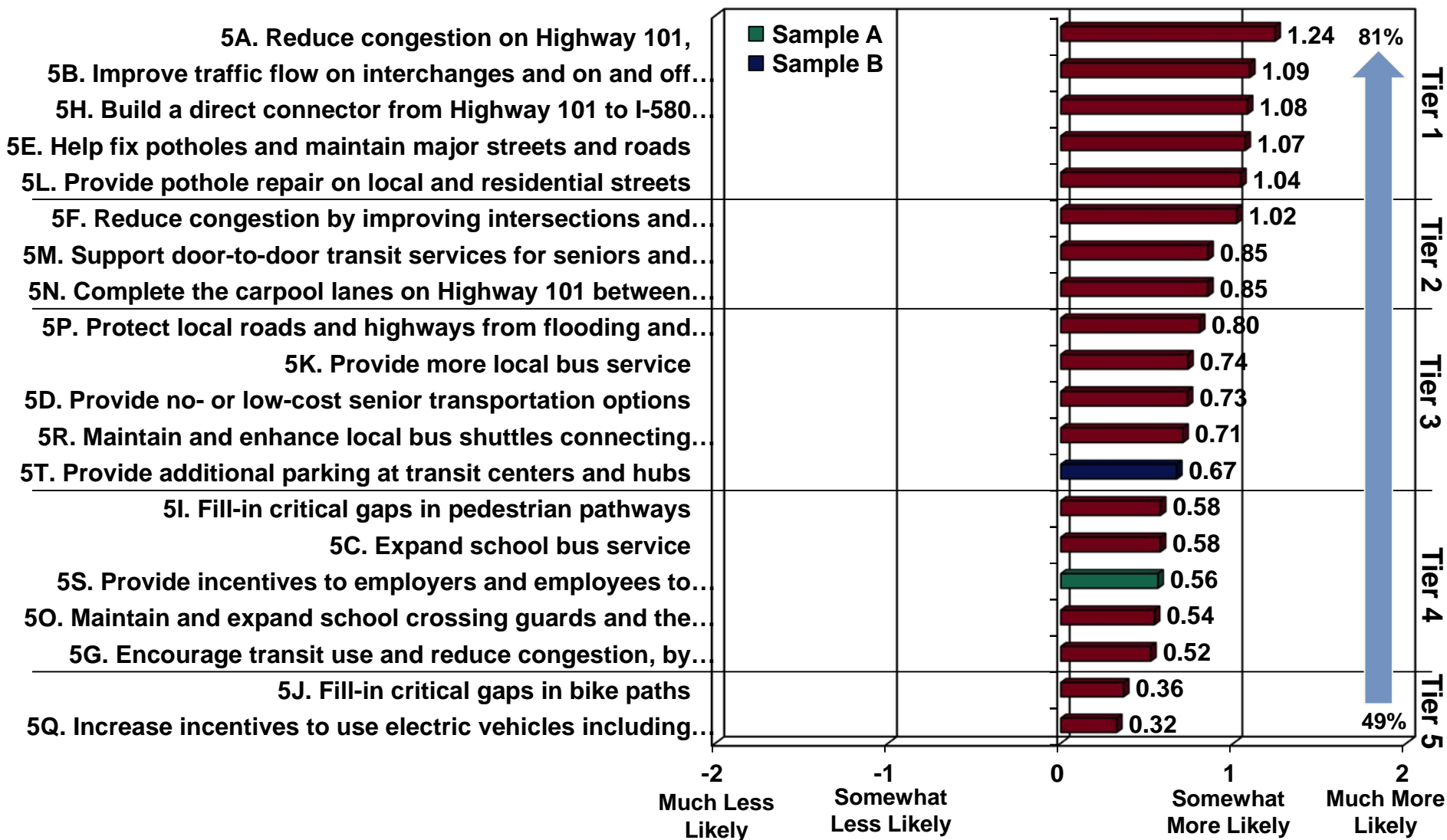
Expand school crossing guard program

Maintain/expand safe routes to schools

Encourage use of non-auto modes to reduce congestion

Q5. Features of the Measure

November 2020 (n=1,113)



Creating an Expenditure Plan

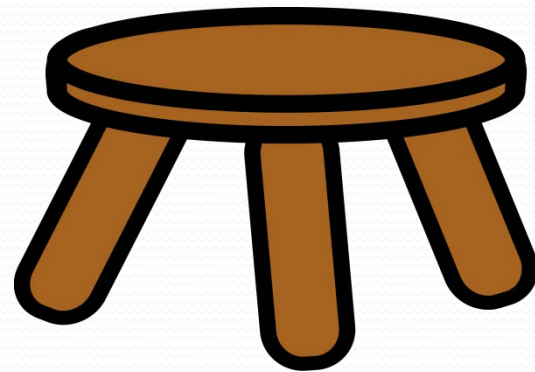
Tools for Committee Use

What's in an Expenditure Plan

- Introduction – Discussion of Needs
- Summary table summarizing plan expenditures – often expressed in simple percentages
- Planning principals that provide more detailed information about how the money will be allocated and spent. Defines who makes decisions and any restrictions or requirements.
- Technical information about how the agency will operate, how the plan can be modified, citizen's oversight.

Remember the Three Keys

- Solve a real problem
- Garner 2/3 vote
- Avoid organized opposition



You have the tools you need

- Direction from the TAM Board to follow the TAM goals and poll results.
- Poll results and other non-statistical polls and plans
- Presentations on needs and needs summary
- Your knowledge of your constituents and Marin voters

The 3 E's

- **Economy:** Reduce congestion and improve roadway connections to
 - Allow workers to travel to / from jobs
 - Allow residents access to schools, jobs, services and recreation
 - Facilitate movement of goods and services
- **Environment:** Reduce greenhouse gas emissions and support healthier communities by providing and promoting alternatives to driving alone
- **Equity:** Ensure all communities have access to transportation including non-drivers, seniors and the disabled

This is Not a Purely Technical Exercise

Voters will have far less information than you have
right now.

How Can we Meet All Needs in this Plan?

You can't meet all needs with one funding source.

The sales tax can make meaningful contributions to solving real problems.

Starting is Always Hard

- Start with the synthesis from September small groups
- Can you agree with that plan?
- Are there things that should only be considered in an expanded tax?
- Is there something important that is missing?
- There are still several opportunities to adjust.

Start with a Replacement Only Measure

- Allocate in percentages. Your facilitator can translate it into \$\$.
- You may find you need to further simplify the plan to stay within your budget.
- Remember we are looking for something your whole group can support.
- Be mindful of the impact changes from current plan will have (positive and negative)

What Does Consensus Mean

- Consensus does not require 100% wild enthusiasm about every point in the plan.
- At a minimum, you have to like most things in the plan and agree to move forward

☐ I love everything about it and would work hard to pass it

☒ I like most things about it and would work to pass it

☑ I like most things about it and can live with everything in the plan.

Your Small Group Assignment

- Begin by reviewing the synthesis of the September small groups...
 - Can you support this plan, assuming funding is allocated “correctly”?
 - Are there things missing for an extension only plan?
 - Are there things that should be considered only for an expansion plan?
 - Are there additional planning principles needed to clarify spending priorities?

Move to funding after 20 minutes

- Begin with an extension only plan
- Think about percentages in each category. Your facilitator can help you translate between % and \$.
- Use your needs sheet to refine your idea about what the \$ can buy.
- Make changes in the plan framework as needed to match the framework with the \$\$.
- If you finish the extension only plan, move to the expansion plan
- Select a reporter to report your results....



Forecasts by Year Using FY 2016-17 as the Baseline

Figure A: Projected Sales Tax Revenues – Nominal Dollar
(2%, 3% and 4% growth rate)

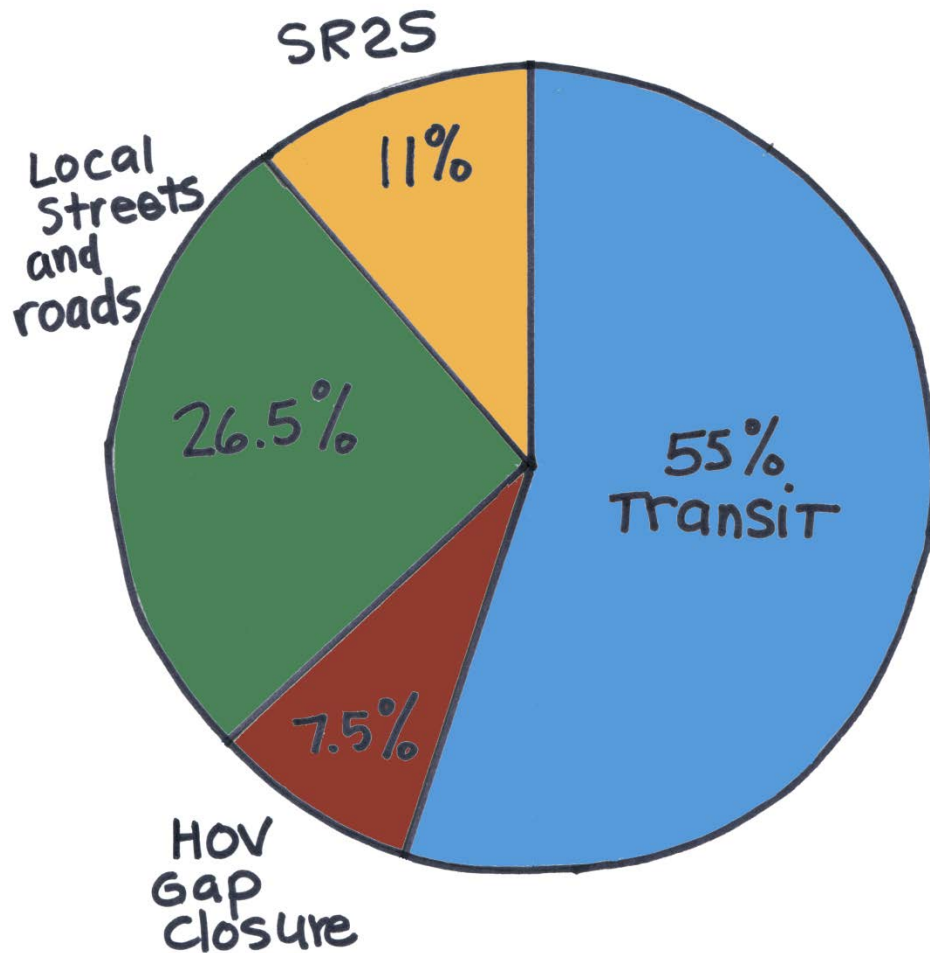
	Sales Tax Revenue Forecasts		
Fiscal Year	Scenario 1 (2%)	Scenario 2 (3%)	Scenario 3 (4%)
2016-17	\$25,755,760	\$25,755,760	\$25,755,760
2017-18	26,270,875	26,528,433	26,785,990
2018-19	26,796,293	27,324,286	27,857,430
2019-20	27,332,219	28,144,014	28,971,727
2020-21	27,878,863	28,988,335	30,130,596
2021-22	28,436,440	29,857,985	31,335,820
2022-23	29,005,169	30,753,724	32,589,253
2023-24	29,585,272	31,676,336	33,892,823
2024-25	30,176,978	32,626,626	35,248,536
2025-26	30,780,517	33,605,425	36,658,477
2026-27	31,396,128	34,613,588	38,124,817
2027-28	32,024,050	35,651,995	39,649,809
2028-29	32,664,531	36,721,555	41,235,802
2029-30	33,317,822	37,823,202	42,885,234
2030-31	33,984,178	38,957,898	44,600,643
2031-32	34,663,862	40,126,635	46,384,669
2032-33	35,357,139	41,330,434	48,240,055
2033-34	36,064,282	42,570,347	50,169,658
2034-35	36,785,568	43,847,457	52,176,444
2035-36	37,521,279	45,162,881	54,263,502
2036-37	38,271,705	46,517,767	56,434,042
2037-38	39,037,139	47,913,301	58,691,403
2038-39	39,817,881	49,350,700	61,039,060
2039-40	40,614,239	50,831,221	63,480,622
2040-41	41,426,524	52,356,157	66,019,847
2041-42	42,255,054	53,926,842	68,660,641
2042-43	43,100,155	55,544,647	71,407,066
2043-44	43,962,158	57,210,987	74,263,349
2044-45	44,841,402	58,927,316	77,233,883
2045-46	45,738,230	60,695,136	80,323,238
2046-47	46,652,994	62,515,990	83,536,168
2047-48	\$47,586,054	\$64,391,469	\$86,877,615
Total	\$ 1,139,100,760	\$ 1,352,248,449	\$ 1,614,923,979



Figure B: Sales Tax Revenue - Constant 2017 Dollars
(2%, 3% and 4% growth rate and 2.5% Inflation Assumed)

	Sales Tax Revenue Forecasts		
Fiscal Year	Scenario 1 (-0.5%)	Scenario 2 (0.5%)	Scenario 3 (1.5%)
2016-17	\$25,755,760	\$25,755,760	\$25,755,760
2017-18	25,389,415	25,638,330	25,887,246
2018-19	24,972,785	25,464,847	25,961,711
2019-20	24,612,832	25,343,859	26,089,219
2020-21	24,272,330	25,238,276	26,232,769
2021-22	24,083,440	25,287,377	26,538,988
2022-23	23,896,020	25,336,574	26,848,782
2023-24	23,710,059	25,385,867	27,162,192
2024-25	23,525,545	25,435,256	27,479,260
2025-26	23,342,467	25,484,741	27,800,030
2026-27	23,160,813	25,534,322	28,124,544
2027-28	22,980,574	25,584,000	28,452,846
2028-29	22,801,736	25,633,774	28,784,980
2029-30	22,624,291	25,683,646	29,120,991
2030-31	22,448,227	25,733,614	29,460,925
2031-32	22,273,532	25,783,679	29,804,827
2032-33	22,100,197	25,833,842	30,152,743
2033-34	21,928,211	25,884,102	30,504,721
2034-35	21,757,564	25,934,460	30,860,807
2035-36	21,588,244	25,984,917	31,221,050
2036-37	21,420,242	26,035,471	31,585,498
2037-38	21,253,548	26,086,124	31,954,200
2038-39	21,088,151	26,136,875	32,327,207
2039-40	20,924,040	26,187,725	32,704,567
2040-41	20,761,207	26,238,674	33,086,332
2041-42	20,599,642	26,289,722	33,472,554
2042-43	20,439,333	26,340,869	33,863,284
2043-44	20,280,272	26,392,116	34,258,576
2044-45	20,122,449	26,443,462	34,658,481
2045-46	19,965,854	26,494,909	35,063,055
2046-47	19,810,478	26,546,455	35,472,351
2047-48	\$19,656,311	\$26,598,102	\$35,886,425
Total	\$ 713,545,569	\$ 827,751,747	\$ 966,576,921

CURRENT MEASURE A PROGRAMS



1. Develop a seamless **local bus transit system** that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services)
 - a. Maintain and improve existing levels of bus transit service throughout Marin County
 - b. Improve the frequency of buses in high volume corridors
 - c. Implement small bus and community –based shuttles in many neighborhoods
 - d. Implement school bus service enhancements
 - e. Maintain and expand the rural bus transit system
 - f. Improve bus services between Marin County and San Francisco
 - g. Maintain and expand transit services and programs for those with special needs – seniors, persons with disabilities, youth and low income residents
 - h. Invest in bus transit facilities for a clean and attractive transit system
 - i. Provide matching funds for bus transit improvements
2. Fully fund and ensure the accelerated completion of the **Highway 101 Carpool Lane Gap Closure Project** through San Rafael
3. Maintain, improve and manage Marin County’s local transportation infrastructure, including **roads, bikeways, sidewalks and pathways**
 - a. Maintain, improve and manage our major roadways, bikeways, sidewalks and pathways
 - b. Maintain, improve and manage our local roadways bikeways sidewalks and pathways.
4. Reduce **school related congestion** and provide safer access to schools
 - a. Maintain and expand the Safe Routes to Schools Program
 - b. Provide crossing guards at key intersections
 - c. Provide capital funding for Safe Pathways to Schools projects

Consolidated Expenditure Plan Worksheet 1

WHAT THIS IS

- This sample is a compilation of the four small group discussions from the meeting on 9/6.
- This represents a single point in time, and is subject to continued discussions and change.
- Because no funding has been included in this draft, it can be used for both a continuation and an expansion model. Once we begin adding funding to the discussion, we may eliminate some things from the funding categories, or make changes in eligibility.
- In compiling this draft, I included everything I could from all four groups, emphasizing the common themes. Anything eliminated from the compilation draft is documented with a reason given. The group may elect to put things back in or make other adjustments as we move toward a consensus draft.
- The chart includes both the language needed for the expenditure plan “table” that summarizes the plan and the planning principles that would guide expenditures. The language in the expenditure plan includes both the table, which is essentially the short hand for which projects are eligible for funding and the planning principles in text form which describe requirements for funding. Both the table and text are considered a legal document and can only be changed by a formal process which is outlined in the current plan.

WHAT THIS IS NOT

- This is not a final draft. It is just the next step in our discussions.

Consolidated Expenditure Plan Worksheet 1

Sample Proposal		
Goal: Reduce congestion, maintain and improve local transportation infrastructure and provide high quality transportation options for people of all ages who live, work and travel in Marin County		
Strategies	RENEW	EXPAND
<div>1. Maintain and expand local transit services in Marin County to meet community needs, including local transit services tied to local needs, connections to regional transit, school bus services and specialized services for seniors and persons with disabilities. a. Maintain and improve existing levels of bus transit service in areas that can support productive fixed route service throughout Marin County i. Improve the frequency of buses in high volume corridors ii. Maintain and expand the rural and recreational bus transit system iii. Provide connections to regional transit service including ferries, SMART and regional bus service. iv. Expand first-and-last-mile transit services for residents and workers b. Identify and implement alternatives to traditional fixed route service to service local needs. c. Maintain and expand transit services and programs for those with special needs – seniors, persons with disabilities, youth and low income residents i. Maintain and expand specialized services such as Whistlestop Wheels that provide mobility for seniors and persons with disabilities. ii. Provide transit services to address congestion at local schools including yellow school bus and school serving transit routes. iii. Expand options for innovative services that address the mobility needs of seniors, persons with disabilities, youth and low income residents. d. Leverage local funds for transit capital projects that enhance the transit riding experience including: i. San Rafael Transit Hub relocation ii. Bus stop modernization iii. Ferry capacity expansion iv. Maintenance and expansion of the green transit fleet v. Construct and operate a Marin Transit Maintenance and Ops facility</div>		

Consolidated Expenditure Plan Worksheet 1

Strategies	RENEW	EXPAND
<div>2. Reduce congestion on Highway 101 and adjacent roadways by leveraging local funding to accelerate completion of key multimodal projects.<div><div>a. Eligible Highway projects are Novato Narrows carpool lane, and 101-580 Direct Connector</div><div>b. Reduce congestion and improve safety and operations on interchanges with Highway 101, including the roadways adjacent to the freeway.</div><div>c. Reduce congestion through programs that take advantage of expanding new technologies.</div><div>d. Sustain and Expand Employer/Employee programs, Transportation Demand Management- TDM</div></div></div>		
<div>3. Maintain, improve and manage Marin County’s local transportation infrastructure, including roads, bikeways, sidewalks and pathways to create a well maintained and resilient transportation system.<div><div>a. Maintain, improve and manage our major roadways, bikeways, sidewalks and pathways.</div><div>b. Maintain, improve and manage our local roadways bikeways sidewalks and pathways.</div><div>c. Implement Safe Pathways/Safe Connections projects to reduce congestion and enhance access safe bike and pedestrian access to schools, transit stops and major local destinations in each jurisdiction.</div></div></div>		
<div>4. Reduce school related congestion and provide safer access to schools through education and crossing guards that encourage active transportation to schools<div><div>a. Maintain and expand the Safe Routes to Schools Education and Encouragement Program</div><div>b. Provide crossing guards at up to 100 intersections- return 22 guard sites due to be eliminated in Fall 2018 and add 20 additional sites</div><div>c. Implement Safe Pathways/ Safe Connections</div></div></div>		