



AGENDA

Expenditure Plan Advisory Committee
Wednesday, November 15, 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
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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

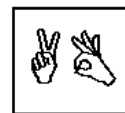
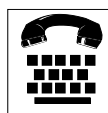
San Rafael
Gary Phillips

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 (5 minutes)
4. Summary of EPAC Draft Expenditure Plan Development for Expansion Concepts, Dianne Steinhauser, TAM Executive Director and Bonnie Nelson, Facilitator (15 minutes)
5. Large Group Discussion on Draft Expenditure Plans (45 minutes)
6. Large Group Discussion of Policy Considerations with Presentation, Dianne Steinhauser, TAM Executive Director and Bonnie Nelson, Facilitator (30 minutes)
7. Public Open Time
8. Appreciation Celebration - Group Photo, Cake and Coffee
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.

DRAFT SB1 Preliminary Staff Review of Potential Project Candidates

No.	Projects Considered for funding programs	SB1 Programs Targeted	Funding Amounts Requested	Project Submittal Deadline	Notes and Considerations
1	Marin Sonoma Narrows (TAM Sponsored)	Local Partnership Program (LPP)Formulaic \$800,000 – \$1.2 million (2 years) 1st Priority for LPP Formulaic	\$500,000 (Design)	12/15/17	LPP Formulaic Required 1:1 Match for design or capital, for costs incurred after Jan 31, 2018. The \$500,000 match in non-state funds has been allocated by TAM (OBAG 2).
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2a	Intercity & Commuter Rail	Formula	\$38M	TBD	TBD	TBD	TBD	\$19M Estimated for State-Supported Intercity Rail (the state's three intercity rail corridors will receive a minimum of 25 percent of these funds, and \$19M Estimated for Commuter Rail (the state's five commuter rail corridors shall receive 20 percent of these funds through FY 2019–20). SMART will receive approx. \$2.5 million in FY 18, and approx. \$4 million in both FYs 19 and 20.
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3b	State Transit Assistance (Population Based)	Formula	\$305M	TBD (see notes)	MTC policy December/January 2017.	TBD	CMA's/ Transit Operators	MTC is considering a policy for FY18/19 to divide the program between a regional program (Managed by MTC) and for CMAs (Managed by TAM) to determine how best to invest the remaining funds in either paratransit, transit operating, and Lifeline program needs.
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11	Trade Corridors	Competitive Grants	\$300M	TBD	Adopted	30-Jan-18	MTC	MTC Goods Movement Plan strong basis for candidates in this region. While I-580 and Hwy 101 in Marin and Sonoma included, heavy port and truck needs in East Bay and Solano likely to get early priorities. CTC approves selected applications May 16, 2018
12	Dept. of Parks & Recreation	State DPR managed	\$54M	TBD	TBD	TBD	TBD	
13	Freeway Service Patrol	CHP managed	\$25M	TBD	TBD	TBD	TBD	
14	Dept. of Food & Agriculture	State DFA managed	\$17M	TBD	TBD	TBD	TBD	
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Expenditure Plan Advisory Committee Proposed Plan

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

	Current	Final Proposal (1/2 cent renewal)	Annual \$ based on \$27M	One time \$ based on \$827 M	Proposal ¼ cent Addition	Annual \$ based on \$13.5M	One-time \$ based on \$413.5 M	% of combined total (1/2 cent renewal + 1/4	Annual based on \$40.5M	One time \$ based on \$1240.5 M
Strategy 1 – Reduce congestion on Highway 101 and adjacent roadways by leveraging non-local funds to accelerate completion of key multimodal projects.	7.50%	7.5%			15%			10.0%		
0. Sub strategy XX				\$ -			\$ -		\$ -	\$ -
1. Provide local matching funds to accelerate the completion of the Marin Sonoma Narrows, to reduce impacts and enhance the facility for all users.		1.5%		\$ 12,405,000				1%	\$ -	\$ 12,405,000
2. Provide local matching funds to accelerate the completion of the 101-580 interchange direct connector, including the development of local enhancements to reduce impacts and enhance the facility for all users.		2%		\$ 16,540,000				1.3%	\$ -	\$ 16,540,000
3. Enhance local interchanges and freeway access routes to reduce congestion, improve local traffic flow, improve access for all modes, and address flooding impacts throughout the County.		3%		\$ 24,810,000	15%		\$ 62,025,000	7%	\$ -	\$ 86,835,000
4. Implement demand management strategies to increase vehicle occupancy and reduce peak hour congestion throughout the County.		1%						0.7%	\$ -	\$ -
Strategy 2 - 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.	26.50%	26.5%			40%			31.0%		
0. Sub strategy XX			\$ -			\$ -			\$ -	\$ -
1. Maintain and manage local roads to provide safe and well-maintained streets for all users. Projects may include paving and repairs, crosswalk and curb cut enhancements, bike lane and pathway construction including closing gaps in the network to enhance connectivity, bus bulbs, safe pathways to transit and major generators, intersection improvements, pavement and drainage improvements, sidewalk repair as well as system enhancements to accommodate new technologies including autonomous vehicles and other innovations such as signal coordination, real time information and other tools to maximize the efficiency, effectiveness and resiliency of our transportation system.*	(13.25% to Local Roads by Formula, and 13.25% to Major Roads)	22%	\$ 5,940,000		23%	\$ 3,105,000		22%	\$ 9,045,000.00	\$ -
2. Provide safe pathways for safe walking and biking access to schools. (DELETE transit stops and local generators).		3%	\$ 810,000		5%	\$ 675,000		3.7%	\$ 1,485,000.00	\$ -
3. Develop projects and programs to address sea level rise and resiliency		1%	\$ 270,000		8%	\$ 1,080,000		3.3%	\$ 1,350,000.00	\$ -
4. Support capacity enhancements of local streets and roads through innovative technology		0.5%	\$ 135,000		4%	\$ 540,000		2%	\$ 675,000.00	\$ -

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Strategy 3 – Reduce school related congestion and provide safer access to schools	11%	11%			9%			10.3%		
0. Sub strategy XX			\$0			\$ -			\$ -	\$ -
1. Maintain and expand the Safe Routes to Schools Education and Encouragement program.	3.30%	3.5%	\$945,000		2%	\$ 270,000		3%	\$ 1,215,000.00	\$ -
2. Expand the crossing guard program, providing funding for up to 90 crossing guards throughout Marin County	4.20%	6.5%	\$1,755,000		6%	\$ 810,000		6.3%	\$ 2,565,000.00	\$ -
3. Capital funding for Safe Pathways projects	3.50%	0%	\$0			\$ -		0%	\$ -	\$ -
4. Capital funding for small safety related projects		1%	\$270,000		1%	\$ 135,000		1%	\$ 405,000.00	\$ -
Strategy 4 - Maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs. This initiative includes funding for a variety of local transit services for mobility and congestion relief, specialized services for seniors and persons with disabilities, school bus services to relieve local congestion, and connections to regional transit to reduce peak vehicle demand.	55%	55%			36%			49%		
0. Sub strategy XX			\$0			\$ -			\$ -	\$ -
1. Maintain and improve existing levels of bus transit service in areas that can support productive fixed route service throughout Marin County i. Maintain a network of high productivity of bus service in high volume corridors ii. Expand first-and-last-mile transit services for residents and workers iii. Provide innovative services in communities that may not support traditional fixed route service iv. Enhance public safety through Marin Transit’s role in providing emergency mobility in the face of natural disaster.	37%	33%	\$8,910,000		9%	\$ 1,215,000		25.0%	\$ 10,125,000.00	\$ -
2. Maintain and expand the rural and recreational bus services including the West Marin Stagecoach and Muir Woods shuttle system.	3%	3%	\$810,000		1%	\$ 135,000		2.3%	\$ 945,000.00	\$ -
3. Maintain and expand transit services and programs for those with special needs – seniors, persons with disabilities and low-income residents.	9%	9.5%	\$2,565,000		7%	\$ 945,000		8.7%	\$ 3,510,000.00	\$ -
4. Expand transit services to schools in Marin County to reduce local congestion. i. Expand yellow bus services in partnership with local schools and parent organizations. ii. Expand transit routes to schools where efficient and effective.	0%	5%	\$1,350,000		15%	\$ 2,025,000		8.3%	\$ 3,375,000.00	\$ -
5. Invest in bus transit facilities for a clean and efficient transit system. i. Provide matching funds for the purchase of the green transit fleet. ii. Support the development of a renewed/relocated Bettini Bus Hub iii. Support the development of a local bus maintenance facility iv. Improve passenger amenities at bus stops, including real-time transit information.	6%	4%	\$1,080,000		2%	\$ 270,000		3.3%	\$ 1,350,000.00	\$ -
6. Expand access to ferries and regional transit. i. Expand and maintain connecting ferry shuttle services to address first and last mile connections. ii. Expand and maintain remote parking locations and other strategies to expand regional transit access for Marin’s residents and commuters. iii. Expand first and last mile access to regional transit services for access to jobs in Marin County.	0%	0.5%	\$135,000		2%	\$ 270,000		1.0%	\$ 405,000.00	\$ -
Totals	100.00%	100.00%	\$ 27,000,000	\$ 827,000,000	100%	\$ 13,500,000	\$ 413,500,000	100.0%	\$ 36,450,000	\$ 1,240,500,000

Expenditure Plan Extension

Transportation Authority of Marin

November 15, 2017

Where we left off....

- ▶ Consensus plan for $\frac{1}{2}$ cent sales tax extension
- ▶ Preliminary discussion of expansion of $\frac{1}{4}$ cent which can be undertaken as a single $\frac{3}{4}$ cent tax measure or on two separate ballots....first extend then augment.
- ▶ General agreement on areas needing more funding if the tax is expanded.

Where you would augment the tax...

Strategy	Red	Yellow	Blue	Green
Interchanges	\$\$	\$	\$\$	\$\$
Road Maintenance	\$\$		\$\$	\$\$
Safe Pathways	\$	\$	\$	\$
Sea Level Rise on local roads	\$	\$	\$	\$
Local Road innovation				\$
Crossing Guards	\$	\$\$	\$	\$
Local Transit		\$\$		\$
Seniors and Paratransit	\$	\$\$	\$\$	\$\$
School Transit	\$	\$\$	\$\$	\$\$
Connection to Regional Transit	\$		\$	

Highlights of ¼ Augmentation Proposal

- ▶ **Highway** – significant investment in interchanges (15%) with no additional commitment to “big 2”
- ▶ **Local Roads** – largest single investment in local pass through \$\$ (22%), 75% increase in safe pathways \$\$, more than double the funding for flooding/sea level rise and innovation.
- ▶ **Safe Routes** – Get to 100 crossing guards, also increase for education program and 66% increase in small safety related projects around schools.
- ▶ **Transit** – Major investment (13%) in school related service. Restore cuts in basic operating subsidy, restore cuts in capital funding. Also increases in senior/paratransit services.
- ▶ **Allocations in the proposal add up to only 90% of funding available....**

A Word About the Tables...

- ▶ % can be misleading....
 - % may go down in the $\frac{3}{4}$ cent totals, while funding increases substantially. See strategy 4.1
- ▶ Allocation of first half cent from results of Nov 1 meeting.
- ▶ Allocated only 90% of the $\frac{1}{4}$ cent augmentation.

Review Expenditure Plan Tables

Group Discussion #1

- ▶ Does the proposal for the $\frac{1}{4}$ cent augmentation work for the group?
- ▶ How should the final 10% be allocated – should we augment existing categories or add a new one for the augmentation?

Basic Policies

- ▶ Does the EPAC recommend that TAM place any measure on the 2018 ballot?
- ▶ Should the 2018 ballot include an extension or an extension plus augmentation? (1 / 2 cent or $\frac{3}{4}$ cent)
- ▶ Should the length of the tax be fixed at 30 years with automatic review after 10 years?

Additional Policies

- ▶ Should there be any additional restrictions/considerations with funding?
- ▶ Where should savings (if any) be applied in highway projects?
- ▶ Should the measure be implemented immediately, with the exception of Major Roads where projects already committed would continue to be funded until no later than 2024/25?
- ▶ Are there any specific exclusions (Route 37?)

What Happens Next

December 11

- Present EPAC findings to TAM board
- Permission to circulate plan to stakeholders for comment

December– March

- Draft Expenditure Plan text
- Meet with all stakeholders
- Begin public education
- Conduct polling

April

- TAM vote on Expenditure plan with adjustments from outreach incorporated

May–July

- Votes of all 11 cities and BOS
- Education continues

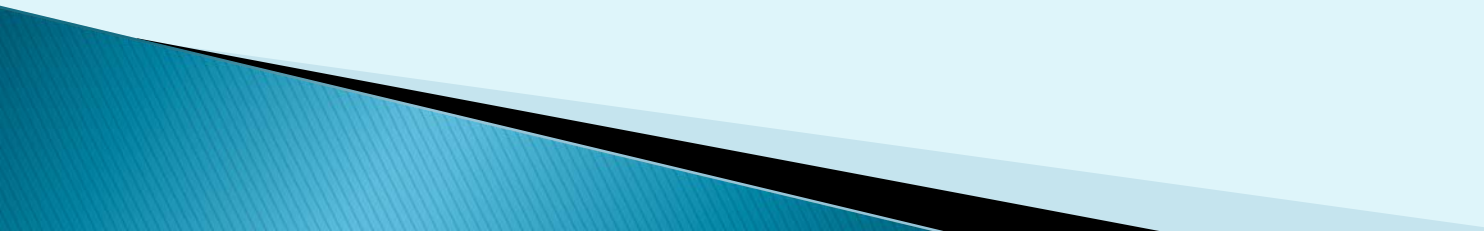
End of July

- Final approval for ballot

August 10

- Expenditure plan and ballot argument (75 words) deadline for submission to registrar for November 18 ballot

THANKS FOR YOUR (ON GOING) SERVICE

- ▶ Please plan to attend December 11 meeting and meeting when formal adoption takes place
 - ▶ Please invite TAM to your meetings and gatherings for education presentations
 - ▶ Please attend council meetings in your City or Town.
- 

Let's Celebrate



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 14%; 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

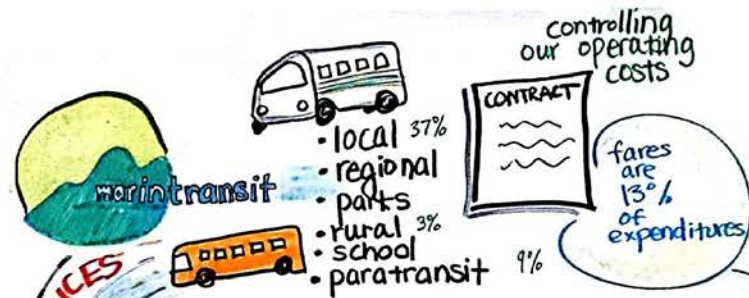
60-65% yes

- Priorities ***
- Congestion
 - Senior Services

*76% support

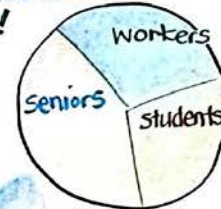
67-70% after informed → 60-62%

Local Accountable



MEASURE A FUNDS:

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



WHO?

- income ↓
- Latino
- live alone
- age - fixed at mid 30's - para-transit 70's

compared to Solano, Sonoma & Napa:

- Higher service
- Higher usage

OPPOSITION

- gas tax ↑ 55%
- govt inefficient
- aren't spending existing \$ well
- sales tax regressive

RENEW vs. increase 72-74%

SENATE BILL 1

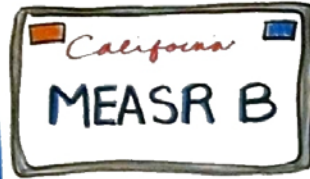
Road Repair & Accountability Act

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

STAY TUNED FOR MORE INFO!

recall effort?

Regional Measure 3 stay tuned!



Vehicle registration
\$2.3 million / yr



- 40% streets
- 35% seniors
- 25% bike/ped
- School safety
- alt fuel
- emergency ride home
- Lyft
- rideshare
- EV charging stations



We are a
**GRANT
MAGNET**

leveraging our funds
to attract more from
other sources

EVs... what
are unintended
consequences?

Narrows was
controversial at
the time



HIGHWAY
Projects

- Measure A \$25mil 101 Gap closure
- Couldn't be spent on Narrows
 - Could only be spent on 101 in S.R.
 - Needed multiple other funding sources
 - Leveraged other state & fed funds

HOMEWORK
Read all
your
documents!

workforce
issues
Hwy 37, Narrows

DO PEOPLE
KNOW where
the money
comes from?

reduction
in fatalities

Possible
Partners
• Insurance
• Bike
• manufactures



SENATE BILL 1

- Gas tax ↑
- EV reg. ↑

Some \$ is guaranteed
Some is competitive grants

Guaranteed: Local streets
State transit assistance
Local partnership 50/50

- Grants we could likely get
- Congestion - Narrows, SMART
 - Active transportation



Education & Encouragement

Decreases
Driving!

Active Trips
human power

Green Trips
bus carpool

Future Habits

Engineering - construct safe pathways

Safe Routes
to School

Future: more classes, expand in HS, expand bilingual,
route maps
Crossing guards

Consistent
Funding =
ongoing
results!



Congestion relief!!

People
need to
know
this!

Regional Measure 3

- SR Transit Gr
- 101-580 connector
- Hwy 37
- Narrows

on
the
list!
But could end
up being distributed
to other counties

Highway Projects
aren't just
Paving highways!

our message:

- Measure A funds help us get other funds!
- Alternate transportation (bikes, buses, carpool) REDUCE congestion! (not just widening roads)



UPDATES

Lyft DRIVE ELECTRIC

37

RM3 possible vote Friday!

- Narrows
- 580 connector
- Hwy 37
- San Rafael

Leverage

Partnerships

self help county

- MULTI COUNTY**
- Bridge, bus, boat
- 20% of commute use transit
- COMFY ride!
- electronic toll
- reduce cost, congestion
- frictionless customer service
- moveable barrier
- suicide barrier
- No Measure A \$!!**

- renewable diesel
- hybrid buses
- plan to redo ramps

- Free Ferry SHUTTLE**
Subsidized by TAM
- Please consider funding new Ferry Boat! (high speed) \$15mil**

Bay wave
Sea Level Rise
vulnerability assessment
transportation effects:

- shoreline } more flooding
- 101
580
37
- SR transit center
Marinas
bike paths
SMART tracks
- Emergency Services**

NEED to INTEGRATE
into every other plan!

CSMART

Stinson Beach
Belinas - wharf road
Tomaes Drinking water under roadway

ALTERNATE ROUTES DON'T EXIST!

"Flooding Triggers"
We know why, where, when, who... but
HOW are we going to adapt?

As we create a plan, ask....

- Are you solving a real problem?
- 2/3 vote?
- Avoid organized opposition?

BREAK OUTS

- Sea level rise**
- School buses** why don't schools fund?
- High volume corridor - transit**
- Grow SR25** + connectivity apply to other groups
- High priority hwy segment** - add 37? West Marin to list
- HOUSING** - can't solve transit prob w/o address employment + housing
- Ride sharing**
- SMART** - yes? no?
- Transit Center
- Senior transit
- Crossing guards
- School congestion
- Ferry**
- Complete streets**
- Info technology**
- Autonomous vehicles**
- remote employment**

Specificity

flexibility

"buses not the vehicle of the future"

Creativity

Safety

Congestion

Leveraging

= new from last measure

EPAC
9-18-17

UPDATES

approved -
RM 3 to Gov.

SB 1 - possible
opposition?

Projects - some reduced,
some increased

Send support letters!



Parking

How will
tech change
transit?

Muir
Wood
Shuttle

12,000 transit =
5,000 cars

Fixed routes
↑ 122%!

Future Goals

- convenient
- attractive
- ↓ congestion
- ↑ connectors to other systems
- Improve service - competitive bids
- Control costs - new facility

How do
we address
congestion?

Younger
Generation
doesn't drive?!

Transit needs to be competitive re: TIME

only public
transit that
does

school buses!
cheaper than
transit

How do we
support
aging population?

diverse
options

1st & Last
mile

late night/
weekend
service

LOCAL
STREET'S & ROADS

1000
miles owned
LOCAL!

Current
funding

deferred
maintenance

\$71 mil
"Cadillac"
version

\$55 mil
to improve/
do preventive
maintenance

\$27 mil
needed

COMPLETE
Street

40% goes to things
beside road service

- Ramps
- Sidewalks
- drainage

needs
\$55 mil
\$19 mil
shortfall

Measure A
was split 50/50
local roads &
major roads
- TAM

cities

Leverage
Federal
emergency
funding

Who decides
where SB 1
\$ goes?

North	20%
Central	25%
Ross Vly	21%
South	20%
West	13%

got \$16 mil

15 corridors
ranked &
FUNDED
Nov Blvd
3rd & 4th St
SFD
Miller Ave

Should we
continue this
program?

MAJOR
ROADS

of county-wide significance
\$3 mil/yr "Pay as you go"

interchanges

- BUILT IN THE 1950's
- NON-STANDARD
- Tiburon/E. Blythedale → Caltrans
- Tamalpais Drive
- Central San Rafael 2nd St
- Merrydale/N. San Pedro
- Freitas Parkway
- Lucas Vly / Smith Ranch

Consider funding initial
studies / seed money

Front
Load
maintenance =
cheaper
in the long
run

Serves
Emergency
services
was closed
during flood!

10-23-2017

^{June? Ballot?} **SB1 & RM3** ^{not before voters yet}

Fed & State want to fund BUILDING THINGS, NOT operating them!

RM3 will fund Narrows, 101-580, SR Transit Center, SMART expansion, 37, Bay Trail

SB1 - Local streets & partner ships
- STIP



if it's working, keep it going!

mobility

SRS & disabled

capital
all projects consider sea level rise

congestion relief

Doesn't have to mean buses - can go to new tech

TRANSIT-

- Tie it to mobility & congestion relief
- New \$ for schools
- Won't pass if too transit-heavy OR too many cuts
- SB1 will give \$
- TAM & Transit boards have overlap

HIGHWAYS

- Narrows, interchanges, ~~Flooding~~
- Reduce congestion
- Roll money over to other projects
- Include landscaping, noise abatement, etc

LOCAL STREETS

- Maintain or increase
- Need this to get it on the ballot
- SB1 will ↑ \$
- Major/minor distinction not useful
- Maximum flexibility to cities

SR2S

- SR2S education
- Crossing guards
- safe paths

few other sources of funding



no funding to ferry?



attract to voters 2/3

no organized opposition

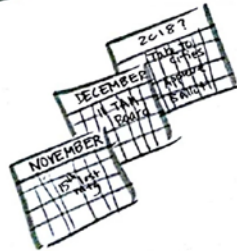
solves real problem

- SBI repeal efforts by RNC
- Discretionary \$ being distributed quickly
- RM3 on ballot in June
- How much? High support for \$1, less for \$2 or \$3

Can we ask for regular check in/re-allocation?

Built in priority for addressing sea level rise

If it works, keep doing!



Flexibility

Proven Performance

Can we expand transit to underserved areas?



Slight change in allocation for crossing guards (↑.5%)

re-order strategies



↑ school
↓ transit capital (Ferry)
add language re-disaster service

Consensus!

SB1: 16 Projects

- **QUICK** turnaround on grants
- Repeal issue - if it happens, how might we shift our priorities?

RM3: Education starts SOON

Responses to draft plan

Language changes

Well, who would you take away from?

that's not enough for ME!

Ummm...

- Shift safe pathways to emphasize schools
- Interchanges - add "all modes"

1/4¢ Proposal

enable connectivity

- More interchanges
- More local roads
- More safe pathways
- Sea level rise
- innovation
- More crossing guards
- Senior transit
- School buses
- Safe routes education
- transit



more? what is parent cost? vs. transit that serves everyone

add bike/ped component? matching funds gap closure

add innovation category to highways? Local streets & roads?

voters don't like bikes

where is admin?

Flexibility

what will voters support?

Transit polls higher than school bus

buses to bring workers from other counties

- state - SB1 repeal
- regional - PM3
- local

does best!

RECOMMENDATION

- 2018? **YES** - accelerate narrow + interchanges
- 1/2¢ or 3/4¢?
- 30 yrs (+ 10 yr review)? **YES**
 - required accountability
 - public involvement in review

PROPOSAL

Strategy	2.1.	- add	1%	Amend
	2.3	- add	2%	
	2.4	- add	2%	
	4.1	- add	3%	2%
	4.4	- add	2%	
	4.6	- add		1%
				10%

Passed!