



**DATE:** December 11, 2017

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Dianne Steinhauser, Executive Director

**SUBJECT:** EPAC Presentation and Authorization for Next Steps (Action) - Agenda Item No. 8

---

## **RECOMMENDATION**

The TAM Board will receive a report about the Transportation Sales Tax Expenditure Plan Advisory Committee (EPAC) process and the EPAC recommendation to pursue a renewal of the ½-cent transportation sales tax measure in November 2018. Staff recommends that the Board accept the report, and authorize the Next Steps in the process, for staff to reach out to stakeholder groups, and cities and towns, briefing councils on the plan and authorize conducting a public opinion poll on the expenditure plan, to be conducted in the first quarter of 2018, and not to exceed \$35,000.

## **BACKGROUND**

In January 2017, the Transportation Authority of Marin began introducing the idea of renewing our transportation sales tax. Initial efforts to consider a sales tax cap increase were reset to provide briefings on what the sales tax for transportation currently funds. The TAM chair, Marin Transit staff and TAM staff conducted this series of briefings to our local city and town councils and the Marin County Board of Supervisors between February and May. In April 2017, a public opinion poll was conducted to gauge the public interest and to determine their priority transportation needs and willingness to consider a sales tax revenue measure, either an increase in sales tax or merely a renewal.

In June 2017, the TAM Board unanimously approved formation of an Expenditure Plan Advisory Committee to develop draft expenditure plans for both renewing the current ½-cent transportation sales tax and increasing it by ¼ cent. Although the current 20-year transportation sales tax, passed by voters in 2004, is not due to expire until 2024/25, there are advantages to renewing early:

- to reset what the ½-cent sales tax is being spent on, after 15 years of the current sales tax plan
- to continue a reliable stream of local revenue into the future
- to continue successful projects and programs, including the Safe Routes to Schools programs, local road maintenance and local transit
- to prevent cuts in the current Crossing Guard program
- to expand school-related transit and yellow bus programs
- to provide a local funding source to ensure the completion of key congestion relief projects including the Marin-Sonoma Narrows and the direct connection between northbound Highway 101 and eastbound I-580
- to leverage other regional, state and federal funding for needed transportation improvements.

## DISCUSSION

The 2017 Expenditure Plan Advisory Committee consists of 24 residents, including Citizens' Oversight Committee members, representing a diverse array of interests in Marin County. After TAM Board authorization June 1<sup>st</sup>, the committee met between June and December 2017 to receive education about the current ½-cent transportation sales tax, 2004's Measure A, and to learn from a variety of agencies about current programs and unmet transportation needs. Educational presentations were provided from Marin Transit, Golden Gate Transit, Public Works Directors regarding local road and major roads, TAM staff regarding highway and interchange projects, Safe Routes to Schools program managers and County of Marin staff representing Bay Wave and C-Smart Vulnerability Assessments. The committee reviewed poll results, revenue projections and key principles including the three E's, Economy, Environment and Equity. Note, TAM contracted with Rob Eyler and the Marin Economic Forum to provide revenue projections. The committee also received consistent updates on funding sources including new funding from Senate Bill 1, approved in April 2017, and potential funding from Regional Measure 3, likely to be on the ballot in June 2018. See attached for a Summary of Needs and Funding Sources, as presented to the committee. Note all meetings were open to the public and there was public comment throughout the process.

The committee worked closely together in both small groups and as a large group to develop and refine draft expenditure plans. The final meeting in November culminated with consensus on a Draft Expenditure Plan for renewing the ½-cent transportation sales tax and a separate plan to increase the sales tax by ¼-cent. The committee recommends pursuing renewal of the ½-cent transportation sales tax measure in November 2018.

The committee membership reflected a variety of community interests, noted below in the membership list. Although there were diverse interests, the committee reached consensus and demonstrated a strong commitment to building from the current successful measure and keeping the core structure. They recognized the changes in our transportation environment and the need to adjust how funds are being spent. They also acknowledged the rapidly changing landscape of transportation and mobility choices and so recommend having milestone review opportunities every 10 years to adjust plan elements to address future conditions.

<b><u>Expenditure Plan Advisory Committee Meeting Membership List</u></b>			
	<b>Organization</b>	<b>Member</b>	<b>Alternate</b>
1	COC-Northern Planning	V-Anne Chernock	
2	COC-Central Planning	Joy Dahlgren	Jeffrey Olson
3	COC-Ross Valley Planning	Paul Roye	
4	COC-Southern Planning	Robert Burton	Jayni Allsep
5	COC-West Marin Planning Area	Scott Tye	
6	COC-Major Marin Employers	Peter Pelham	
7	COC-Environmental Organizations - Marin Conservation League	Kate Powers	Nancy Okada
8	COC-Bicycle and Pedestrian Group	Vince O'Brien	
9	COC-Marin County Paratransit Coordinating Council	Allan Bortel	Rocky Birdsey
10	COC-League of Women Voters	Kevin Hagerty	Kay Noguchi
11	COC-Taxpayer Group	Paul Premo	
12	North Bay Leadership Council	Cynthia Murray	
13	Chamber of Commerce Novato	Coy Smith	

14	Chamber of Commerce San Rafael	Joanne Webster	John Eells
15	Marin County Office of Education	Ken Lippi	Mike Grant
16	Student- College of Marin	Jon Horinek	
17	Transit Rider	Lisel Blash	
18	Marin Mobility Consortium - Seniors	Lynn Von der Werth	
19	Senior Living Resident/Pedestrian	Sue Beittel	
20	Equity/Marin City	Monique Brown	
21	Equity/Canal Neighborhood	Roberto Hernandez	
22	Labor Union/Building Trade Council	Javier Flores	
23	Bay Wave/Sea Level Rise/Innovation/Resilience	Bill Carney	Jerry Belletto
24	Safe Routes to School Representative	Debbie Alley	

A chart detailing the committee recommendations for the ½-cent and ¼-cent plans is attached. Primary goals of the ½-cent plan are to keep the core structure of the existing expenditure plan and expand much needed congestion relief programs. The current expenditure plan is successful and supported by the community. There was consensus to build from that success, maintain the categories and the top-line funding percentages.

- 7.5% Highway and Interchanges Improvements
- 26.5 % to Local Streets and Roads
- 11% to Safe Routes to Schools, Education, Infrastructure and Crossing Guards
- 55% to Local, Rural, Student and Special Needs Transit

The EPAC Proposal recommends a 30-year extension of the ½-cent sales tax to be placed on the ballot in November of 2018. All categories of funding address congestion relief. An extension does not propose any new taxes and generates a future funding stream for major highway investments that are not currently funded, including complementary funds for the Marin-Sonoma Narrows and the NB US-101 to EB I-580 direct connector. Future local funds can be advanced immediately to attract regional, state and federal funding. The proposal increases funding for local road improvements, senior mobility, school-related transit and yellow bus programs. The extension proposal would also provide more funding for Safe Routes to Schools education, Safe Pathways programs and crossing guards, avoiding the need to cut 26 crossing guards in the Fall of 2018. The proposal is forward thinking and provides seed funding for projects related to sea-level rise, innovative technologies and to support future mobility concepts for first/last mile solutions and peak hour demand management. The committee recognized the need to continue local funding for programs and projects not eligible for funds under either SB1 or the pending toll increase consideration by voters, RM3.

In addition to recognizing the importance of continuing this local funding source, the committee also recognized the current tax-sensitive climate. To protect and maintain the existing sales tax and associated programs, the committee did not think it was prudent to try to increase the tax. The committee developed a plan for a potential ¼-cent increase and acknowledges the need for additional transportation resources but did not recommend pursuing a ¾-cent measure at this time.

## NEXT STEPS

The expenditure plan is an important first step to provide education about the current measure and to receive community and stakeholder input about transportation needs and priorities. The EPAC developed a thoughtful draft expenditure plan that is a starting point to gather additional input from the TAM Board,

our Cities and Towns, the County, the public and interested stakeholders. TAM staff would plan to conduct educational briefings to local jurisdictions, stakeholder groups, the public, and receive their input. Additionally, a scientifically based public opinion poll would augment the baseline poll conducted in May 2017 and will help inform future decision making about placing an expenditure plan on the ballot, and what is included in that plan.

### **FISCAL IMPACTS**

The public opinion poll is anticipated to cost \$35,000. Funds are available from city/county dues paid to TAM as the county Congestion Management Agency, or CMA.

### **RECOMMENDATION**

Recommend that the TAM Board accept the report from the Transportation Sales Tax Expenditure Plan Advisory Committee (EPAC), approve moving forward with educational briefings to local jurisdictions and approve conducting a scientifically based public opinion poll.

### **ATTACHMENTS**

Attachment A: DRAFT EPAC Transportation Expenditure Plan for 1/2-cent and 1/4-cent options

Attachment B: DRAFT EPAC Expenditure Plan Summary Sheets

Attachment C: DRAFT List of Transportation Needs and Funding Sources

Attachment D: Schedule of Likely Next Steps

## 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
<b>Strategy 1 – Reduce congestion on Highway 101 and adjacent roadways by leveraging non-local funds to accelerate completion of key multimodal projects.</b>	<b>7.50%</b>		<b>7.5%</b>				<b>15%</b>		
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				
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				
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
4. Implement demand management strategies to increase vehicle occupancy and reduce peak hour congestion throughout the County.			1%	\$ 270,000					
<b>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.</b>	<b>26.50%</b>		<b>26.5%</b>				<b>40%</b>		
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	
2. Provide safe pathways for safe walking and biking access to schools			3%	\$ 810,000			5%	\$ 675,000	
3. Develop projects and programs to address sea level rise and resiliency			1%	\$ 270,000			8%	\$ 1,080,000	
4. Support capacity enhancements of local streets and roads through innovative technology			0.5%	\$ 135,000			4%	\$ 540,000	

## Expenditure Plan Advisory Committee Proposed Plan - Page 2

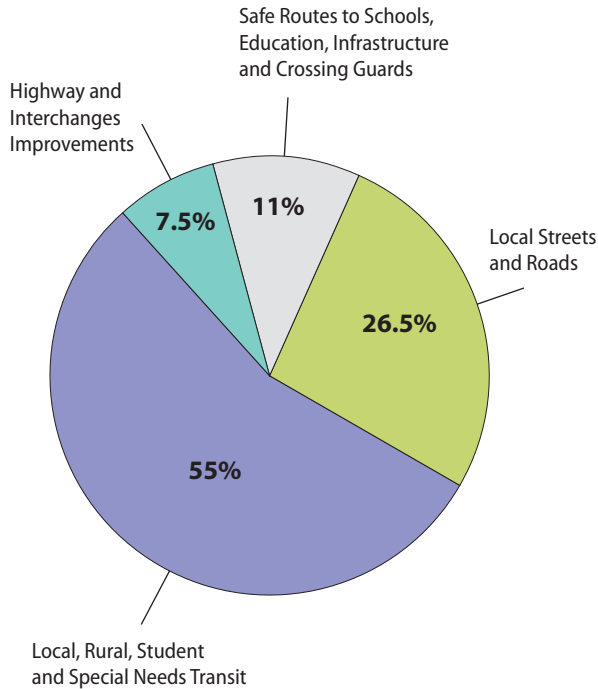
**Goal:** Reduce congestion, maintain and improve local transportation infrastructure and provide high quality transportation options for people of all ages who live, work and travel in Marin County

	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
<b>Strategy 3 – Reduce school related congestion and provide safer access to schools</b>	<b>11%</b>		<b>11%</b>				<b>9%</b>		
1. Maintain and expand the Safe Routes to Schools Education and Encouragement program.	3.30%		3.5%	\$945,000			2%	\$ 270,000	
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	
3. Capital funding for Safe Pathways projects	3.50%		0%	\$0				\$ -	
4. Capital funding for small safety related projects			1%	\$270,000			1%	\$ 135,000	
<b>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.</b>	<b>55%</b>		<b>55%</b>				<b>36%</b>		
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%	<b>37%</b>		<b>33%</b>	<b>\$8,910,000</b>			<b>9%</b>	<b>\$ 1,215,000</b>	
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	
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	
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.	0%		5%	\$1,350,000			15%	\$ 2,025,000	
ii. Expand transit routes to schools where efficient and effective.									
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	6%		4%	\$1,080,000			2%	\$ 270,000	
iii. Support the development of a local bus maintenance facility									
iv. Improve passenger amenities at bus stops, including real-time transit information.									
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.	0%		0.5%	\$135,000			2%	\$ 270,000	
iii. Expand first and last mile access to regional transit services for access to jobs in Marin County.									
<b>Totals</b>	<b>100.00%</b>		<b>100.00%</b>	<b>\$ 27,000,000</b>	<b>\$ 827,000,000</b>		<b>100%</b>	<b>\$ 13,500,000</b>	<b>\$ 413,500,000</b>



# DRAFT EPAC PROPOSAL

## OVERVIEW SUMMARY



The Expenditure Plan Advisory Committee (EPAC) recommends a 30-year extension of the ½-cent sales tax to be placed on the ballot in November of 2018. The proposal builds on the success of the current transportation sales tax and maintains the core elements.

An extension does not propose any new taxes and generates a future funding stream for major highway investments that are not currently funded, including Marin-Sonoma Narrows and the NB US-101 to EB I-580 direct connection. Future local funds can be advanced immediately to attract regional, state and federal funding.

The proposal increases funding for local road improvements, senior mobility, school-related transit and yellow bus programs. The extension proposal would provide more funding for Safe Routes to Schools education, safe pathways programs and crossing guards, avoiding the need to cut 26 crossing guards in the fall of 2018.

The proposal is forward thinking and provides seed funding for projects related to sea-level rise, innovative technologies and supports future mobility concepts for first/last mile solutions and peak hour demand management.

Our goal is to 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.



# DRAFT EPAC PROPOSAL



## 1 STRATEGY ONE: HIGHWAY IMPROVEMENTS

Reduce congestion on Highway 101 and adjacent roadways by leveraging non-local funds to assure completion of key multimodal projects that provide congestion relief.

<b>7.5%</b> Current	<b>7.5%</b> Proposal ½ cent Renewal
---------------------	--

*The current expenditure was dedicated to the Highway 101 Carpool Lane Gap Closure Project that was successfully completed in 2010.*

**The sales tax must be renewed to create a future funding stream for these new major projects. Funds can be advanced immediately.**

**Contribute matching funds to complete the Marin-Sonoma Narrows**

<b>1.5%</b> Proposal ½ cent Renewal	<b>\$12.4m</b> One time amount based on \$827m
--	--

**Contribute matching funds to build a direct connector from NB101 to EB580**

<b>2.0%</b> Proposal ½ cent Renewal	<b>\$16.6m</b> One time amount based on \$827m
--	--

**Improve Six Local Interchanges: Tiburon/East Blithedale to Lucas Valley**

<b>3.0%</b> Proposal ½ cent Renewal	<b>\$24.8m</b> One time amount based on \$827m
--	--

**Reduce Peak Hour Congestion with Demand Management Programs**

<b>1.0%</b> Proposal ½ cent Renewal	<b>\$270,000</b> Annual amount based on \$27m
--	---



Our goal is to 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.



# DRAFT EPAC PROPOSAL

## 2 STRATEGY TWO: LOCAL STREET & ROAD IMPROVEMENTS



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.

<b>26.5%</b> Current	<b>26.5%</b> Final Proposal ½ cent Renewal
----------------------	--

**All existing Major Roads Projects will receive their currently programmed level of funding.**

**Maintain and manage local roads to provide safe and well-maintained streets for all users**

<b>13.25%</b> Local	Current	<b>22%</b> Local Proposal ½ cent Renewal	<b>\$5.9m</b> Annual amount based on \$27m
<b>13.25%</b> Major			

**Provide safe pathways for safe walking and biking access to schools**

<b>3.0%</b>	Proposal ½ cent Renewal	<b>\$810,000</b>	Annual amount based on \$27m
-------------	-------------------------------	------------------	------------------------------

**Develop projects and programs to address sea level rise and resiliency**

<b>1.0%</b>	Proposal ½ cent Renewal	<b>\$270,000</b>	Annual amount based on \$27m
-------------	-------------------------------	------------------	------------------------------

**Support capacity enhancements of local streets and roads through innovative technology**

<b>0.5%</b>	Proposal ½ cent Renewal	<b>\$135,000</b>	Annual amount based on \$27m
-------------	-------------------------------	------------------	------------------------------



Our goal is to 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.

# DRAFT EPAC PROPOSAL

## 3 STRATEGY THREE: SAFE ROUTES TO SCHOOL

Reduce school-related congestion and provide safer access to schools.

<b>11%</b> Current	<b>11%</b> Proposal ½ cent Renewal
--------------------	---------------------------------------

Safe Routes education, Safe Pathways projects and Crossing Guards will receive more funding. Specifically, TAM will be able to avoid cutting 26 crossing guards in the fall of 2018.



**Maintain and expand the Safe Routes to Schools Education and Encouragement program**

<b>3.3%</b> Current	<b>3.5%</b> Proposal ½ cent Renewal	<b>\$945,000</b> Annual amount based on \$27m
---------------------	--	---

**Expand the crossing guard program, provide funding for up to 90 crossing guards throughout Marin County**

<b>4.2%</b> Current	<b>6.5%</b> Proposal ½ cent Renewal	<b>\$1.75m</b> Annual amount based on \$27m
---------------------	--	---

**Provide capital funding for Safe Pathways projects**

<b>3.5%</b> Current	<b>0%</b> Proposal Moved ½ cent Renewal	Moved to Strategy 2 Local Streets and Roads
---------------------	---	--

**Capital funding for small safety-related projects near schools**

<b>1%</b> Proposal ½ cent Renewal	<b>\$270,000</b> Annual amount based on \$27m
--------------------------------------	---



Our goal is to 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.

# DRAFT EPAC PROPOSAL

## 4 STRATEGY FOUR: LOCAL AND SPECIAL NEEDS TRANSIT

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.

<b>55%</b> Current	<b>55%</b> Proposal ½ cent Renewal
--------------------	---------------------------------------

**Transit will receive the same level of funds it receives now. Redirection within the 55% will allow fund to be dedicated to school bus service.**



**Maintain and improve existing levels of bus transit service in areas that can support productive fixed route service throughout Marin County**

<b>37%</b> Current	<b>33%</b> Proposal ½ cent Renewal	<b>\$8.9m</b> Annual amount based on \$27m
--------------------	---------------------------------------	--

**Maintain and expand the rural and recreational bus services including the West Marin Stagecoach and Muir Woods shuttle system**

<b>3%</b> Current	<b>3%</b> Proposal ½ cent Renewal	<b>\$810,000</b> Annual amount based on \$27m
-------------------	--------------------------------------	---

**Maintain and expand transit services for those with special needs – seniors, persons with disabilities and low-income residents**

<b>9%</b> Current	<b>9.5%</b> Proposal ½ cent Renewal	<b>\$2.6m</b> Annual amount based on \$27m
-------------------	--	--



Our goal is to 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.



# DRAFT EPAC PROPOSAL

## 4 STRATEGY FOUR: [CONT.] LOCAL AND SPECIAL NEEDS TRANSIT

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.

<b>55%</b> Current	<b>55%</b> Proposal ½ cent Renewal
--------------------	---------------------------------------



**Expand transit services to schools to reduce local congestion including yellow bus**

<b>0%</b> Current	<b>5%</b> Proposal ½ cent Renewal	<b>\$1.4m</b> Annual amount based on \$27m
-------------------	--------------------------------------	--

**Invest in bus transit facilities, including greening the fleet, improving maintenance facilities and providing passenger amenities**

<b>6%</b> Current	<b>4%</b> Proposal ½ cent Renewal	<b>\$1.1m</b> Annual amount based on \$27m
-------------------	--------------------------------------	--

**Expand access to ferries and regional transit**

<b>0%</b> Current	<b>0.5%</b> Proposal ½ cent Renewal	<b>\$135,000</b> Annual amount based on \$27m
-------------------	--	---



Our goal is to 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.

Summary of Needs- EPAC review of June through October 2017								
Local and Regional Transit	Reference to Present	Responsible Agency	Annual Revenue Requested (\$millions)	One Time Revenue (\$millions)	Able to Fund under SB1 programs?	Able to fund under RM3 ?	Notes to SB1/ RM3	Performance
School Transportation	Sept. 18	Marin Transit	\$8.00		No, unlikely	No	Both Marin Transit, and Golden Gate Transit receive additional State Transit Assistance , STA, funds., that could be applied to School transportation. TAM may also receive share for Lifeline- unknown details as of this date. MT=\$600,000 annually, Golden Gate = \$	Removes vehicle trips in school corridors & provides congestion relief
Ferry Service Expansion to/from Marin	Sept. 6	Golden Gate		\$15.00	YES- Partial - Additional STA	???	Under RM3 ,WETA , the Water Emergency Transportation Authority receives \$300 million capital and \$35 mil annually for service expansion. Unclear whether routes managed by WETA can serve Marin	Removes driving trips , addresses increasing ferry demand- more frequent ferry service can draw ridership
Operations and Maintenance Facility	Sept. 18	Marin Transit		\$10.00	No unlikely	???	Marin Transit could use the increase in STA for their maintenance facility needs / "North Bay transit" entry in RM3 could be tapped for this need	Reduces and helps stabilize operating costs allowing for more transit service and reduced traffic congestion
Growing Senior population	Sept. 18	Marin Transit	\$2.00		No unlikely	No	Marin Transit could use the increase in STA for Adtl Senior Transportation / RM3 has no funds available	Provides mobility to people who no longer drive and cannot use regular transit service
Shuttles and First/Last Mile	Sept. 18	Marin Transit	\$2.00		No unlikely	No	Marin Transit could use the increase in STA for their increased shuttle needs / RM3 has no funds available	Provides cost effective connections to regional and corridor service and for short trips; attracts new riders
Green Transit Fleet	Sept. 18	Marin Transit	\$2.00		No unlikely	???	Marin Transit could use the increase in STA for their green fleet needs / "North Bay transit" entry in RM3 could be tapped for this need	Reduces greenhouse gases with the purchase of low and no emission (e.g., battery electric) buses and shuttles; expands the fleet to attract new riders
Enhance Existing Transit Service (frequency)	Sept. 18	Marin Transit	\$1.00		No unlikely	No	Marin Transit could use the increase in STA for increased transit frequency needs / RM3 has no funds available	More frequent and reliable transit service attracts riders
Expand Rural and Recreational Service	Sept. 18	Marin Transit	\$0.50		No unlikely	No	Marin Transit could use the increase in STA for their maintenance facility needs / RM3 has no funds available	Removes auto trips during congested weekend periods
<b>Highway Projects</b>								
Marin-Sonoma Narrows	Aug. 23	TAM/ Caltrans		\$20.00	YES- partial.	YES- partial	While TAM can apply for SB1 funds, at 100%, very unlikely it will score well with no matching funds. RM3 not enough to all the work in both Marin and Sonoma.	The Local Funds will leverage SB1 grant funds from the California Transportation Commission SB1 programs, or accelerate funds that could be available over 30 yrs. from MTC's pending RM3 program
NB 101 – EB 580 Connector	Aug. 23	TAM/Caltrans		\$20.00	No- unlikely	YES- most	While RM3 funds a majority of the Connector cost, Marin can secure early funds and start work sooner with funds of our own as match.	The Local Funds will allow TAM and its local partners to start the project up to 2 years earlier or accelerate funds that could be available over 30 years from MTC's pending RM3 program
Interchange Improvements	Sept. 18	TAM/Local Jurisd.		\$30.00	No-unlikely	No	No funds identified in either Sb1 or RM3 for Interchange improvements. Future STIP may be available to marin ( 7 years out)	The Local funds will enable these projects to do necessary environmental and design work making them shovel ready for outside funds, and/or fully fund projects sequentially
<b>Local Roads/Major Roads</b>								
Continue Existing PCI of 66	Sept. 18	Local jurisdictions	\$12.20		Yes- partial	No	DPW's gain substantial addl funds under SB1, but that level is not enough to maintain all features and a PCI of 66. growth in other funds may help offset this need.	Roads serve all users- goods movement, workers, residents, transit, bike/ped . Ext investment with SB1 is \$35.3 mil. A total of \$47 mil needed annually to maintain roads at PCI of 66
Raising PCI to 71	Sept. 18	Local jurisdictions	\$19.80		No	No	No funds identified for increase in PCI	\$55 mil needed annually to improve roads by 5 points, to PCI of 71. PCI 70 is long- range regional goal in MTC's Plan Bay Area
Complete Unfinished Major Road Projects	Sept. 18	Local jurisdictions	Note		No	No	No funds identified for increase in PCI	Maintain existing commitments to Major Roads over the next 30 years to complete projects under the original expenditure plan
Future Technology Advancements		Local jurisdictions	\$0.300		No	No	No funds identified for innovative solutions to congestion or other roadway needs.	Funds to leverage private investment is key to attracting new technology to Marin
<b>Safe Routes to School</b>								
Prevent cuts in Crossing Guards	Aug. 23	TAM	\$0.375		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	Crossing Guards key element in parents supporting their kids walking/biking to school . In FY 18/19, annual guard cost =\$17,500, 22 guards restored = \$385,000
Add additional locations for Crossing Guards	Aug. 23	TAM	\$0.350		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	Annual guard cost = \$17,500 , 20 guards new = \$350,000
Expand School Education/ Encouragement	Aug. 23	TAM	\$0.150		No	No	No other funds identified- as costs are primarily operating, federal and state funds typically not eligible	To sustain & expand walking/ biking to school , Education/ Encouragement could be expanded into more schools, include. bi-lingual, high school level outreach including distracted driving,
Safe Pathways	Aug. 23	TAM/Local jurisdictions	NOTE		Yes- partial	No	Sb1 funds for Local Streets and Roads can be used to construct Safe Pathways to Aschools AND to transit	Investment in Safe Pathways shown to encourage walking/biking to school. Funds sustained at current level are adequate.
<b>Other</b>								
Marin County Resiliency Programs- Bay Wave and C-Smart	Sept. 6		\$0.300		No	No	No funds identified	Funds to leverage outside grants are critical to Sea-Level-Rise management w/r/t transportation
Expanded Employer/Employee Support Programs/TDM	TBD	TAM	\$0.100		No	No	No funds identified	Maintain and expand unique programs to support alternatives to driving for commuters



THIS PAGE LEFT BLANK INTENTIONALLY



### SCHEDULE OF LIKELY STEPS- December 2017

Topic	Target Dates	Complete
	<b><u>2017</u></b>	
1. Introduction and Initial Feedback from Local Jurisdictions	Feb - Apr	✓
2. Baseline Polling - TAM Board approval of polling effort	Feb	✓
3. TAM Ad Hoc Committee guides poll - poll conducted	Mar - Apr	✓
4. TAM Board considers initial input from Local Jurisdictions and Polling and determines whether to proceed to next step of forming an Expenditure Plan Advisory Committee (Go/No Go)	Apr - May	✓
5. TAM Board establishes membership of Advisory Committee	Apr - May	✓
6. Kickoff of Expenditure Plan Advisory Committee Process	June	✓
7. Expenditure Plan Advisory Committee meets to develop options for renewing transportation sales tax, for increasing transportation sales tax, or both	June - Dec	✓
8. Expenditure Plan Advisory Committee engages in public outreach	June - Dec	✓
9. TAM Board reviews activity of Expenditure Plan Advisory Committee and determines whether to proceed to next step of briefing stakeholders and local councils on status and conducting a public opinion poll of draft Expenditure Plan Elements (Go/ No Go)	Dec 11	
	<b><u>2018</u></b>	
10. TAM briefs stakeholders and local jurisdiction councils on status of Expenditure Plan development – seeks and receives input	Jan - Mar	
11. TAM Ad Hoc Committee guides poll and the poll is conducted	Feb - Mar	
12. TAM Board considers input from stakeholders, local jurisdictions and polling results, and votes on Final Draft Sales Tax Expenditure Plan (Go/No Go)	April	
13. TAM Board directs staff to seek approval from all 12 local jurisdictions on Final Draft Sales Tax Expenditure Plan	May - July	
14. Final approval by TAM to request the Board of Supervisors to put the transportation sales tax renewal on the November 2018 ballot. Board of Supervisors approves.	July	
15. Expenditure plan and ballot argument (75 words) deadline for submission to registrar for November 2018 ballot.	August 10	

THIS PAGE LEFT BLANK INTENTIONALLY

David Finanne  
Bayside Martin Luther King, Jr. Academy  
200 Phillips Drive  
Marin City, CA, 94965

December 11, 2017

TAM Board of Commissioners  
900 Fifth Avenue, Suite 100  
San Rafael, CA 94901

Dear TAM Board of Commissioners:

I am writing to express my support for the transit revenue recommendations set forth by the Expenditure Plan Advisory Committee. Continuing to allocate 55 percent of Measure A revenue to Marin Transit is critical to maintaining the transit services Marin County residents, businesses, workers, and students depend on.

As a former principal of White Hill Middle School in Fairfax and a parent of four children, I understand the importance of Marin Transit for the families in our community. Marin Transit works with local partners to provide school transportation for the county's 40,000 students and supports Yellow School Bus service for nine of the county's schools, including White Hill Middle School.

Before switching to Yellow School Bus service, many White Hill Middle School students relied on regular transit routes. The switch to Yellow School Bus service made a tremendous difference in the student experience.

Yellow School Bus drivers are student-focused. They learn students' names and develop close ties with their riders. The bus becomes like a little family. I saw this most clearly on the first day of school the second year of Yellow Bus service. Students were jumping up and down with excitement to reconnect with their favorite bus drivers after a long summer.

Yellow Bus Service helps parents manage busy school and work schedules. The positive rider experience gives parents the confidence that their children are in good hands when they travel to and from school and limiting school drop-offs and pick-ups helps reduce commute traffic – in fact one Yellow School Bus can remove 36 cars from busy roads.

I thank the EPAC for recognizing the contribution of Marin Transit in their recommendations.

Sincerely,



David Finanne  
Principal, Bayside Martin Luther King Jr. Academy  
Former Principal, White Hill Middle School