

Expenditure Plan Advisory Committee

Transportation Authority of Marin
December 11, 2017

Questions addressed by the EPAC

- ▶ Develop a $\frac{1}{2}$ cent and $\frac{3}{4}$ cent sales tax expenditure plan.
- ▶ Consider whether to put a sales tax renewal on the 2018 ballot or wait for a later ballot. If a 2018 election is recommended, should the measure be an extension or an extension plus augmentation?
- ▶ Provide additional guidance for the development of a full expenditure plan.

EPAC Process

- ▶ The group met 8 times from July through November.
- ▶ 24 members representing a wide range of constituencies.
- ▶ High levels of participation in both small group and large group settings.
- ▶ All recommendations were consensus recommendations. There was full consensus on the half cent extension plan.
- ▶ Began with education on transportation needs and funding options. All current and potential recipients of sales tax funds had an opportunity to present to the group.
- ▶ Group was educated each meeting on what was included in SB1 and RM3– the potential Bay Area toll increase

EPAC Recommendations

- ▶ Place a 30-year extension of the ½ cent sales tax on the ballot in 2018.
 - Waiting will delay funds for major projects and will be subject to changes in the economy.
 - A “no tax increase” measure has a higher chance of passing and will not likely conflict with other measures.
 - New plan to take effect on passage, replacing Measure A expenditure plan but allowing completion of major road projects already underway.

- ▶ Consider a ¼ cent augmentation as a stand alone measure in the future.
 - While the group agreed on a plan for the augmentation, they recommend reconvening an EPAC to review and update before putting the augmentation on the ballot.

- ▶ TAM should begin education campaign toward this end immediately.

Why Now? Why 30 years?

- ▶ A renewed sales tax is the only way to generate the matching funds needed for major highway investments largely funded by SB1 and potentially RM3. Without match funds, Marin is unlikely to be at the “front of the line” for State funding.
- ▶ The proposed expenditure plan maintains the structure of the current tax, but opens up funding for key initiatives and responds to voter priorities and changes in available funding streams.
- ▶ A 30 year extension provides enough capital for the needed highway projects while still maintaining the high level of programmatic funds needed to keep programs healthy. Voters will likely prefer a tax with a sunset and history suggests 30 years is viable.

With NO TAX INCREASE, Marin Moves Forward

- ▶ Every strategy clearly addresses congestion relief and infrastructure maintenance – the two top priorities for voters.
- ▶ Provides local match funds necessary to move Marin to the front of the funding line for the “big 2” – Marin/Sonoma Narrows and 101/580 interchange.
- ▶ Provides funding to create “shovel ready” interchange projects that can attract competitive funds.
- ▶ Addresses flooding, sea level rise, innovation and resilience.
- ▶ Preserves the crossing guard program, saving at least 26 guards which will otherwise be eliminated, and provides for program expansion.
- ▶ Provides set-aside funds for school bus and school transit services, a first for Marin County.
- ▶ Creates a funding stream for innovative connections to regional transit.
- ▶ Increases funding for targeted senior and paratransit services.

A Note About Consensus

- ▶ 100% consensus on the $\frac{1}{2}$ cent plan.
- ▶ Only 1 dissenting vote on the $\frac{1}{4}$ cent augmentation and resulting $\frac{3}{4}$ cent plan – one member wanted more funding for transit service.
- ▶ Only 2 dissenting votes on recommendations for the 2018 $\frac{1}{2}$ cent tax extension – one member wanted to put the full $\frac{3}{4}$ on the ballot now and one wanted to delay out of concern that the voters may not be ready to vote for an extension before it is absolutely needed.

Highlights of Plan – Highways

- ▶ Provides needed matching funds for Marin–Sonoma Narrows and 101–580 Connector. Failing to extend the tax now will delay those important projects.
- ▶ Provides funds in a new program for interchanges – multimodal solutions for the major roads that connect to the highways and their connections over and onto the freeway. Failing to extend the tax will make it difficult to attract funds for these key projects.
 - Initial planning (varying levels) has been conducted for six key interchanges– Tiburon/East Blithedale, Paradise/ Tamalpais, San Rafael, North San Pedro/ Merrydale, Freitas, and Smith Ranch Rd./ Lucas Valley.
- ▶ Provides new dedicated funding for demand management programs that reduce peak hour highway demand.

Highlights of Plan – Local Streets

- ▶ Combines current major road and local road categories to give significantly more to local DPW directors for their local priorities. Every City and Town will receive significantly more dollars for their priorities.
- ▶ Allows completion of major road projects currently underway.
 - Sir Francis Drake Boulevard, Highway 101 to Ross Town limit.
 - 3rd Street San Rafael
 - Novato Boulevard
 - East Blithedale (some residual funds from Southern Planning Area after Miller Avenue)
- ▶ Moves Safe Pathways program to local streets in road strategy in recognition that these projects are implemented by local DPW departments and to encourage coordination with other streets and roads improvements.
- ▶ Two new programs provide funding to address sea level rise and infrastructure resiliency and innovative ideas to reduce congestion.

Highlights of Plan – Safe Routes to Schools

- ▶ Maintains robust commitment to education program
- ▶ Restores crossing guards slated for cut in the fall of 2018, and provides up to 90 guards countywide. Failing to pass the extension will result in at least 26 guards being eliminated in 2018.
- ▶ Creates new program for “quick fix safety related projects”

Highlights of Plan – Transit

- ▶ Identifies separate funding for school related services, both yellow bus and school serving transit routes. No such dedicated funding currently exists.
- ▶ New program setting aside funding for connections to regional transit – could be used for ferry shuttles, cross the bay services, etc.
- ▶ Maintain commitment to rural and recreational services.
- ▶ Additional funding for senior/paratransit program.
- ▶ Some reduction in capital funding, responding to North Bay Transit funding opportunities in bridge toll.

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 campaign 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

On-Going Role for EPAC

- ▶ Already performing “in-reach” to constituents.
- ▶ Will coordinate with TAM for outreach meeting opportunities.
- ▶ Will attend meetings in their Cities and Towns in support of measure.
- ▶ All agreed to receive regular updates and will be available throughout the process.

Questions ?