



Citizens' Oversight Committee

Transportation Authority of Marin

Thirteenth Annual Report Fiscal Year 2016–2017
July 1, 2016–June 30, 2017



Making the Most of Marin County
Transportation Dollars



about TAM & the Citizens' Oversight Committee

The **Transportation Authority of Marin (TAM)** is a joint powers authority comprised of Marin's 11 cities and towns and the County of Marin. The TAM Board of Commissioners includes the five members of the County Board of Supervisors and an elected official from each city and town. TAM administers the expenditure plans for both Measure A, the 20-year, ½-cent Transportation Sales Tax, and Measure B, the \$10 Vehicle Registration Fee. Both revenue sources are dedicated to transportation projects and programs in Marin and were approved by the Marin voters. TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation projects and programs in the County.

Current COC Members:

Members / Alternates

V-Anne Chernock (Chairperson)
Peter Pelham (Vice-Chairperson)
Robert Burton / Jayni Allsep
Joy Dahlgren / Jeffrey Olson
Allan Bortel / Rocky Birdsey

Kevin Hagerty / Kay Noguchi
Kate Powers / Nancy Okada
Vince O'Brien
Paul Premo
Paul Roye
Scott Tye
Vacant

Representing

Northern Marin Planning Area
Major Marin Employers
Southern Marin Planning Area
Central Marin Planning Area
Marin County Paratransit
Coordinating Council
League of Women Voters
Environmental Organizations
Bicyclists and Pedestrians Groups
Taxpayer Group
Ross Valley Planning Area
West Marin Planning Area
School Districts

The Citizens' Oversight Committee includes 12 member seats representing geographic areas and interest groups in Marin County. Committee members provide a wide variety of skills in finance, public policy, community outreach, and transportation management. Membership consists of both recent appointees who bring fresh ideas to the group and long-standing members who provide continuity.

message

From the COC Chairperson

It has been an exciting year for TAM. We on the Citizens' Oversight Committee (COC) are proud of our role, reviewing and recording TAM's management of funds from the Measure A transportation sales tax and the Measure B vehicle registration fee. We are pleased to report that, for the 13th year in a row, both measures have funded programs and projects in accordance with the expenditure plans approved by Marin County voters. This annual report provides an update and overview of the progress made on transportation projects and programs in Marin this year, and the financial stability of both programs.

In addition to our routine commitments, members of the COC participated in the 24-member Expenditure Plan Advisory Committee (EPAC), turning our focus toward a future renewal of our transportation sales tax. The EPAC received extensive information on current funding needs for the ever-growing transportation system in the county, including public transportation, highway and local road maintenance and

improvements, safe routes to schools, transportation innovation, and the projected impacts of sea level rise on our infrastructure. Acknowledging a myriad of competing transportation needs and limited funding sources, after much discussion and deliberation, the EPAC reached consensus on a draft expenditure plan for a sales tax renewal.

The EPAC's recommendation is an important step in a community input process to determine what the renewal could fund. We look forward to working with TAM, the County and the community as we seek to maintain this critical funding source. The COC will continue to be a key part of this effort and will continue to be available to our constituents and the community at large.

I want to personally thank the COC, the EPAC and the TAM Board and staff for their dedication and service this past year. I have been honored to chair these committees and am pleased to be part of a process focused on continued improvements to our community and Marin's transportation network.

Sincerely,
V-Anne Chernock



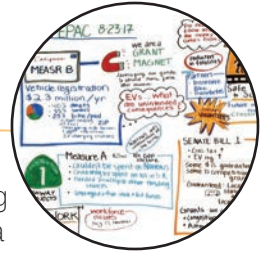


2017 Expenditure Plan Advisory Committee

In June 2017, the TAM Board unanimously approved the formation of an Expenditure Plan Advisory Committee to consider early renewal and potential expansion of the current transportation sales tax. Although the existing Measure A Transportation Sales Tax is not due to expire until FY2024–25, there are advantages to renewing early, creating an ongoing reliable stream of local revenue to continue much needed projects and programs. Local funding is key to leveraging other regional, state and federal funding and allows local prioritization of needed transportation improvements.

The 2017 Expenditure Plan Advisory Committee consisted of 24 residents, including Citizens' Oversight Committee members, representing a diverse array of interests in Marin County. The committee met consistently between June and December 2017 to gain an understanding of Measure A and to learn from a variety of agencies about current programs and unmet transportation needs. Educational presentations were provided by Marin Transit, Golden Gate Transit, Public Works directors regarding local 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.





The committee was charged with developing a draft Transportation Expenditure Plan for a renewal of the existing ½-cent sales tax and a potential ¼-cent expansion of the sales tax. A report on the draft expenditure committee process was presented to the Board of Commissioners in December 2017 and further stakeholder input will be sought in 2018 from the Cities, Towns and the County as well as from interested parties throughout Marin. This input will help determine the mix of transportation projects and programs that are included in the final expenditure plan and when the Transportation Sales Tax Measure will be placed on the ballot for consideration by Marin County voters.

Expenditure Plan Advisory Committee Membership

In addition to the COC members, the Expenditure Plan Advisory Committee membership includes:

Members / Alternates

Cynthia Murray
Coy Smith
Joanne Webster / John Eells
Ken Lippi / Mike Grant
Jon Horinek
Lisel Blash
Lynn Von der Werth
Sue Beittel
Monique Brown
Roberto Hernandez
Javier Flores
Bill Carney / Jerry Belletto
Debbie Alley

Representing

North Bay Leadership Council
Chamber of Commerce Novato
Chamber of Commerce San Rafael
Marin County Office of Education
College of Marin
Transit Rider
Marin Mobility Consortium/Seniors
Senior Living Resident/Pedestrian
Equity/Marin City
Equity/Canal Neighborhood
Labor Union/Building Trade Council
Bay Wave/Sea Level Rise/
Innovation/Resilience
Safe Routes to School



Strategy Highlights MEASURE A

Strategy 1: Local Bus Transit System

Marin Transit manages eight contracts to provide local fixed-route bus and community shuttle services, rural transit services including West Marin Stage, seasonal Muir Woods Shuttle, Novato Dial-A-Ride, supplemental school services, and transportation programs and services for Marin's senior and disabled residents.

Marin Transit expended \$12.3 million in Transportation Sales Tax revenue to support local transit operations and capital programs in FY2016–17 (July 1, 2016 to June 30, 2017).



Strategy Highlights



Highlights of 2016–17 Marin Transit Activities

More than 3.2 million trips were taken on Marin Transit services in FY2016–17. This was the first full year of Marin Transit's nearly 20 percent expansion of regular fixed-route service, implemented in June 2016. The expansion increased service frequency, added new express routes, and provided more direct connections for local transit riders. Additionally, in 2016–17 Marin Transit:

Adopted and continued the second year of the COM Card partnership that provides free local transit to all College of Marin students and supports operation of an all-day express route (Route 122) between San Rafael and College of Marin in Kentfield

Continued weekday seasonal service on the Muir Woods Shuttle for the second year

Added shopper shuttle services for the rural communities of Point Reyes Station, Tomales, and Dillon Beach

Worked with local school districts to expand and pilot new yellow bus school services

Purchased 2 new all electric, full-size buses and 10 new hybrid buses for use in local transit service

Finished construction of the new Downtown Novato Bus Facility located on Redwood Boulevard

Completed the Marin Access Strategic Analysis and Recommendations, providing a guiding framework for expansion of ADA and senior service



Strategy Highlights MEASURE A

Strategy 2: The Highway 101 Gap Closure Carpool Lane Project was successfully completed in December 2010.



Strategy 3: Local Transportation Infrastructure

Strategy 3 funds improvements to our local road system to accommodate vehicle, bicycle, and pedestrian traffic and safety needs.

Major Roads Category

Miller Avenue in Mill Valley:

In November 2017, Mill Valley celebrated the completion of its multi-year effort to bring major streetscape improvements to Miller Avenue. The project funding included nearly \$11 million from Marin's Transportation Sales Tax, combined with multiple other funding sources to complete the \$18 million improvement project. The Miller Avenue Streetscape Project included critical improvements on 1.8 miles of Miller Avenue from Almonte Boulevard to Sunnyside Avenue. Improvements covered elements both above and below ground – from sewers to streetlights. Bike and pedestrian enhancements included continuous buffered bike lanes, flashing pedestrian crossings at the Evergreen and Reed and Creek/Valley Circle intersections, wide sidewalks and curb extensions, a new boardwalk connecting Downtown and the Presidio Avenue neighborhood, and a new bridge connecting to the Multi-Use Pathway.



Congratulations to Mill Valley and Marin County on completion of this Major Roadway Project!

Environmental upgrades involved drainage improvements, landscaping and rain gardens. Infrastructure improvements included street realignment, ADA improvements, new curbs, gutters and sidewalks, new paving and restriping, sewer repair and utility upgrades. New design elements incorporated lighting, signage, benches, bike racks and trash cans.

Strategy Highlights MEASURE A

Sir Francis Drake Boulevard (Highway 101 to the Ross Town Limits):

Sir Francis Drake Boulevard is one of the busiest roads in Marin County carrying over 40,000 vehicles per day.

The Sir Francis Drake Rehabilitation Project is the top priority for the Ross Valley Planning Area to receive funding from Measure A. The objectives of this project are to repair the roadway and improve traffic flow, bus operations, and pedestrian and bicycle safety on the 2.5-mile section of Sir Francis Drake Boulevard between Highway 101 and the Ross town limits.

The County has created a design team that includes County staff and a consultant team consisting of several related disciplines and specialties, along with a Technical Advisory Committee (TAC) comprised of various agency staff and a Community Advisory Committee (CAC) including interested and affected stakeholders. Four public workshops, several smaller community and in-field meetings, and multiple CAC and TAC meetings have provided information to the public about the project, provided forums for ongoing public discussion, and resulted in an evolution of ideas and concepts into multiple design components to address the priorities of the community and objectives of the project.

Based on community input in development of the design proposals, the County is currently in the midst of the environmental review process which includes an Environmental Impact Report (EIR). The Draft EIR was released for public review and comment in October. Final design will begin after the final EIR is certified, expected in March 2018. To reduce traffic impacts, construction is expected to occur in two phases during spring/summer in 2019 and 2020.





Strategy Highlights MEASURE A

Major Road – West Sir Francis Drake Boulevard (Lagunitas Road to Wild Iris Drive):

The County's paving project along West Sir Francis Drake Boulevard between Lagunitas Road and Nicasio Valley Road was completed in fall 2017. The segment is 2.25 miles long and was finished for a total of \$2.1 million (of which \$802,000 from Measure A paid for the section between Lagunitas Road and Wild Iris Drive). Work included pavement resurfacing, repairing base failures, roadway widening where possible, minor drainage improvements, guardrail upgrades, and new pedestrian facilities. Completion of this project represents the final segment along Sir Francis Drake Boulevard to be improved from White Hill Bridge through Samuel P. Taylor State Park.

The next phase of the project on White Hill Bridge to the Town of Fairfax is funded by the State Highway Safety Improvement Program (HSIP). The work on this phase is scheduled to take place during the summer of 2019.



Strategy Highlights



Local Roads Category

To date, the Measure A ½-cent Transportation Sales Tax Program has provided more than \$29 million in funds to all the local jurisdictions in Marin County for local street and road projects, local transit projects, and bicycle and pedestrian improvements.

	FY2016-17 Allocation	Total To Date
Belvedere	\$31,323	\$293,368
Corte Madera	\$112,179	\$993,089
Fairfax	\$87,640	\$819,594
Larkspur	\$125,246	\$1,221,056
Mill Valley	\$181,654	\$1,676,547
Novato	\$580,019	\$5,244,518
Ross	\$32,507	\$309,599
San Anselmo	\$141,499	\$1,318,772
San Rafael	\$625,592	\$5,773,726
Sausalito	\$84,453	\$802,937
Tiburon	\$110,267	\$997,019
County	\$1,074,628	\$10,000,318
Total	\$3,187,007	\$29,450,543





Strategy Highlights MEASURE A

Strategy 4: Reduce School Related Congestion and Provide Safer Access to Schools

Established in 2000, Marin County's Safe Routes to Schools (SR2S) is an award-winning program designed to reduce congestion around schools, while instilling healthy habits in children and creating a safer and cleaner environment for all. It does this through classroom education, special events, infrastructure improvements, a crossing guard program, and other strategies that aim to increase the number of non-motorized (walk and bicycle) and higher vehicle occupancy (carpool and transit) trips to and from schools. Marin's SR2S Program has been in operation for 16 years and has expanded from 5 to 58 schools and includes over 26,500 students. With its long history and continued community participation, SR2S has enjoyed long-term success. Last year a comprehensive evaluation of the program was undertaken. Here are highlights from the study:

- The county has maintained an average 50 percent green trip rate to and from schools, even while the enrollment of schools in the program continues to increase.



Strategy Highlights



Reduce School Related Congestion and Provide Safer Access to Schools

- The county has experienced an average 2 percent annual increase in active green trips.
- Although the countywide average green trips have remained relatively consistent, individual school districts have achieved recent success in increasing green trips. Since 2011, the Mill Valley, Larkspur-Corte Madera, and Ross Valley school districts have increased the number of active green trips by 3, 9 and 12 percent, respectively.
- Twenty-five schools have exceeded the countywide average since joining SR2S. Old Mill and Tam Valley elementary schools in Mill Valley and Bacich elementary school in Kentfield, for example, have increased the number of green trips to/from their schools by over 20 percent.
- Safe Routes to Schools has extended its reach into every middle school and five of seven public high schools.
- Over 150 infrastructure projects aimed at increasing safety and encouraging children to walk or bicycle to school have been planned or built since 2000, at a cost of over \$30,000,000.





Strategy Highlights MEASURE A

Safe Routes to Schools

Typically, maps illustrating suggested routes to school are created in collaboration with public works staff, school administration, and parent volunteers who are familiar with the conditions of the various routes to school. However, teachers and students can get involved in the process as well. Mike Schulist, a science teacher at Miller Creek Elementary School, created a classroom lesson out of the route mapping process.

Students plotted on a map where they live and how they travel to school. The information was used to create a map identifying biking and walking routes and the best locations for students to meet on their way to school. With help from SR2S staff and a parent volunteer, a final suggested route map was created and provided to parents, along with a pledge to walk or cycle more days during the week.

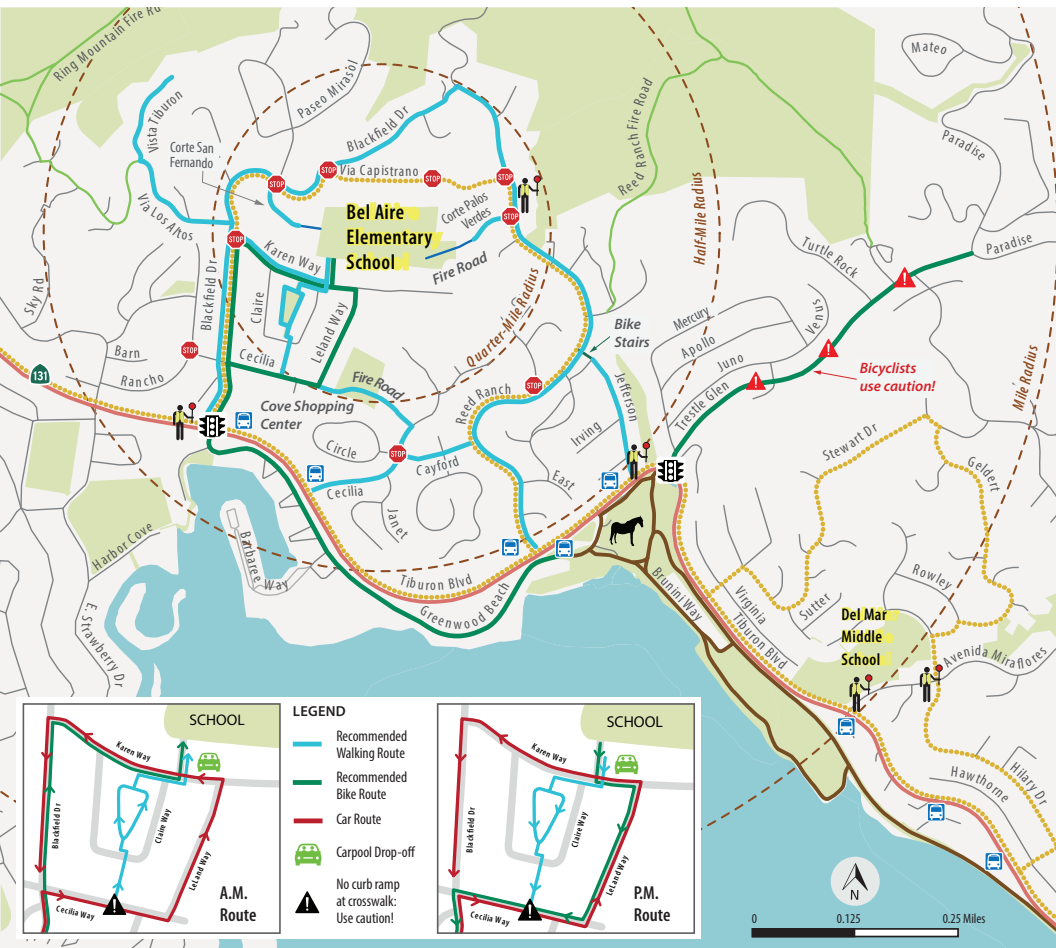
The route map and pledge are now part of the school's "50% Challenge," which has the goal that every day 50% or more of Miller Creek's students will walk or bike to school.



Strategy Highlights



Suggested Routes to School BEL AIRE ELEMENTARY SCHOOL Reed Union School District



Legend:

- Recommended Walking Routes
- Recommended Bike Route
- Multi-use Trail
- Fire Roads/Trails
- All-way Stop
- Traffic Signals
- Crossing Guard
- Marin Transit Route 219
- Golden Gate Transit Route 8
- Bus Stop
- Blackie's Pasture drop-off zone. 15 min. bike ride to school.



Strategy Highlights MEASURE A

Crossing Guard Program

The TAM Crossing Guard Program, one of the most comprehensive in the Bay Area, deployed trained school crossing guards at 90 locations throughout Marin County in the 2016–17 School Year. Seventy-one of these locations were funded by the Measure A ½-cent Transportation Sales Tax Program, while 11 were paid for by the Vehicle Registration Fee. An additional 8 locations were paid for directly by the school districts.

An assessment of the Crossing Guard Program was prepared during the year consisting of 2,139 returned surveys. A majority (98% of the parents and 83% of the students) of those surveyed determined that the program was a good use of Measure A funds. Almost 600 of the participants also submitted comments in addition to completing the response questions. A significant majority of the comments included praise for the program.

Counts will be taking place during the 2017–18 school year to determine ranking on a new location list to be in place for the 2018–19 school year. The number of locations to be evaluated has increased to 150. Unfortunately, costs for the program continue to rise and the program is expected to be unable to fund the current level of guards starting in August 2018. In spring 2018, TAM staff will be announcing locations that may be affected.



Strategy Highlights



Crossing Guard of the Year Thomas Holmes

Thomas Holmes was honored with the Crossing Guard of the Year Award for his dedication to the safety of children making their way to Reed Elementary School in Tiburon. Mr. Holmes makes it his top priority to keep kids safe while crossing the street and he is also known for his warm greetings to the students and their families as they walk and bike to school. Mr. Holmes notes that, "It has always been important to me to be part of my community and this is the perfect job to get to know the kids and their parents. I know their names, get to greet them and give high-fives as they are on their way to and from school." He adds, "Plus, kids at this age are really funny."

Mr. Holmes has been the crossing guard at Reed Elementary for seven years, wearing the yellow vest and holding the red stop sign at the busy intersection of Lyford Drive and Tiburon Boulevard. His close relationship with the school has launched him into other fun, community-oriented roles like bake sale judge and reading to preschoolers at book fairs. He also gives safety presentations to young students to teach traffic awareness and the importance of walking and biking safely.



Alice Fredericks, Tiburon Councilmember and long-standing member of the TAM Board of Commissioners, commended Mr. Holmes, "Tom plays a critical role for the safety of our children and for the peace-of-mind of our parents, helping them feel comfortable letting their children walk and bike to school. The Crossing Guard Program and early safety education are key components of the Safe Routes to Schools Program. These efforts, combined with Tiburon's recent Yellow Bus Program, are essential to helping reduce school-related traffic in our community."



Strategy Highlights MEASURE A

Safe Pathways to School Projects

Large and Small Projects have a Positive Community Impact

Safe Pathways projects continue to be built throughout Marin with funding initially allocated in 2015, including \$367,500 for "small" projects (up to \$25,000) and \$3,830,000 for "large" projects (up to \$350,000). The "small" Safe Pathway funding program is a community favorite and has been dedicated to projects that can be completed quickly to provide immediate benefits to users.

Recent projects:

- Fairfax installed two pedestrian-activated rectangular rapid flashing beacons, one in each direction, at the intersection of Sir Francis Drake Boulevard and Taylor Road. The intersection is part of Fairfax's commercial business district and is one of the more heavily used crosswalks in the Town with a long history of driver speeding and failure to yield.



Strategy Highlights



- San Rafael replaced existing static school crossing signs with solar powered high visibility LED signs and solar powered rectangular rapid flashing beacons. The signs were installed at the uncontrolled school crosswalk located on the western leg of the intersection of Fifth Avenue and Cottage Avenue, serving Marin Academy's campus.



- San Anselmo installed new rectangular rapid flashing beacons on Sir Francis Drake at un-signalized mid-block crosswalks. The project replaced two damaged, non-operational in-pavement flashers at Madrone Avenue and Saunders Avenue.
- Tiburon installed rectangular rapid flashing beacons and new signs at the un-signalized intersection of Tiburon Boulevard and Ned's Way. This intersection provides access to key locations on each side of Tiburon Boulevard including the Tiburon Police station, bus stops and the Tiburon bike path/linear park.



Element Highlights MEASURE B

In 2010, Marin voters approved Measure B, a \$10 Vehicle Registration Fee for local transportation initiatives. This confirmed that transportation continues to be a top priority in the County.

Element 1: Maintain Marin County's Local Streets and Pathways

This element has provided about \$700,000 annually for much-needed maintenance of local streets. Funds for local streets are distributed every 3 years to the 11 cities/towns and the County using the same distribution formula as for the Measure A Transportation Sales Tax program. The distribution formula is based 50 percent on local population and 50 percent on number of lane miles within each jurisdiction. More than \$100,000 annually is also reserved for the routine maintenance of various multi-use pathways in the County.



Element Highlights



Element 2: Improve Transit for Seniors and Persons with Disabilities

The annual dedication of 35 percent of Measure B revenue has enabled Marin Transit to expand transportation service options for Marin's seniors and persons with disabilities under the Marin Access umbrella.

In FY2016–17, Marin Transit rebranded and reintroduced the "Gap Grant" Program as the Marin Access Innovation Incubator. Through the incubator, Marin Transit funded and helped develop a "Tech Tips for Transportation" class that teaches older adults how to use technology to get around. During this period, Marin Transit awarded a new contract for the Travel Navigator Program to improve and enhance services. Among the changes, the contract transferred the CarePool Program to Whistlestop and consolidated the Marin Access volunteer driver reimbursement programs into one location. This change increases efficiencies in how services are provided and in program administration. Under the new contract, the Travel Navigator Program emphasizes outreach to those who will benefit from the program and better communication with current customers. Monthly satellite office hours are available in locations throughout Marin County.

Measure B funds helped support Marin Transit's suite of "Mobility Management" programs:

Local Paratransit: ADA paratransit service within a ¾-mile radius of active Marin Transit bus routes

Volunteer Drivers: Mileage reimbursement to drivers who volunteer to transport seniors and ADA-eligible riders

Low-Income Scholarships: Fare subsidies for low-income ADA paratransit riders

Travel Navigators: Dedicated customer service staff provided to help riders select the appropriate transportation program and determine eligibility

Catch a Ride: Subsidies allow eligible riders to receive a discount on taxi rides



Element Highlights MEASURE B

Element 3: Reduce Congestion and Pollution

School Safety and Congestion Reduction:

In FY2016–17, Measure B revenue provided 11 crossing guards, bringing the total TAM funded crossing guards to 82. These additional guards have allowed the program to expand to serve Marin Primary, Park Elementary, Dixie Elementary and Edna Maguire Elementary, as well as providing additional guards at several other schools.

Local Marin County Commute Alternatives:

TAM continued the expansion of Transportation Demand Management (TDM) activities through the following:

— **Launched TAM's Lyft Pilot Program "GETSMART17"** which offers a \$5 coupon code eligible for Lyft's shared ride service, Lyft Line, to increase vehicle occupancy at SMART stations. The program also includes a partnership with Whistlestop to provide wheelchair accessible vehicles, and dispatch Lyft rides for non-smart phone users through its call-in center. This innovative program was launched in September 2017 to support access to SMART when train service began.

— **Launched a New Carshare Site** at the Downtown San Rafael SMART Station through a public-private partnership with Zipcar and Whistlestop. The carshare program is located on Whistlestop's property on 4th Street immediately adjacent to the SMART station and operated by ZipCar.

FREE LYFT CREDIT*

GET A RIDE TO AND FROM THE SMART TRAIN IN MINUTES.



USE CODE: **GETSMART17**

GOOD FOR UP TO \$5 OFF 40 LYFT LINE RIDES PER MONTH

*VALID FOR NEW AND EXISTING USERS. \$5 OFF 40 LYFT LINE RIDES PER MONTH. PASSENGERS MUST PAY FOR THE FIRST \$2 OF THEIR LYFT LINE RIDE, AND TAM WILL COVER THE NEXT \$3. PASSENGERS WILL SHARE THE REMAINDER OF THE COST OF THE LYFT LINE RIDES BEYOND \$5. RIDES MUST START OR END AT SAN MARIN, HAMILTON, CIVIC CENTER, AND CONVENTON AND RAFAEL RAIL STATIONS. SERVICE IS AVAILABLE WITH NO OTHER RIDE RESTRICTIONS OR DISCOUNTS. VISIT GETSMART17.COMTHIS SERVICE IS ACCESSIBLE TO PASSENGERS WITH DISABILITIES. PLEASE CONTACT WHISTLESTOP AT 415-464-0896 FOR SPECIAL ACCESS ACCOMMODATIONS.

Element Highlights



Local Marin County Commute Alternatives (continued):

- **Marin Emergency Ride Home Program**, which offers an emergency ride home for employees on days that they use transit and other green commute alternatives including carpooling, vanpooling, walking or biking to get to work but need to get home quickly in the event of an emergency. A key benefit of the program is to encourage more commuters to feel comfortable leaving their cars at home and choosing another mode of transportation to get to work.
- **Continued outreach to promote TAM's Vanpool Incentive Program**, which offers \$3,600 for new vanpools in Marin. TAM and MTC's 511 vanpool consultants actively promote vanpools which can significantly reduce greenhouse gas emissions, especially for long-haul commuters.
- **Promoted TAM's Tool Kit "Go Time Marin,"** a guide for employers and employees regarding transportation alternatives in Marin County, and initiated the development of a new Transportation Demand Management (TDM) Website slated to go live in early 2018. The new website will increase awareness regarding commute options and incentives.





Element Highlights MEASURE B

Local Marin County Commute Alternatives (continued):

— **Submitted a grant application** for MTC's Bike Share Capital Grant Program in partnership with the Sonoma County Transportation Authority (the second phase of an application process following the initial letter of interest) to bring a bike share program to Marin and Sonoma for connections to SMART stations in both counties.

— **Sponsored Marin Bike to Work Day** in May with a station near the Larkspur Ferry, in front of the Marin Ferry Connection Multi-Use Pathway, where staff promoted a full range of programs and activities including the Safe Routes to Schools Program and TAM's Emergency Ride Home Program.



Element Highlights



Alternative Fuels Infrastructure and Promotion:

– Electric Vehicle (EV) Public Charging Infrastructure:

TAM launched its EV Charging Station Grant Rebate Program in FY2015–16 and has reauthorized the program every year since then. To date, TAM has approved 23 EV charging heads under this program with nine charging heads already installed. Marin Clean Energy applied for 10 charging heads and will be installing these chargers at their downtown parking lot in San Rafael by early 2018.



TAM also partnered with the Sonoma Marin Area Rail Transit District to help fund the installation of EV charging station infrastructure within the parking lots of the District's Marin County train stations. The stations are operational and the "make-ready" infrastructure was installed.

– Marin Clean Energy/Marin Transit/TAM Electric Bus Pilot Program:

Marin Transit will purchase and integrate two new electric buses into operation in 2018. TAM has committed \$75,000 of Measure B matching funds to support this exciting endeavor and will look forward to opportunities to support similar projects.





Element Highlights MEASURE B

Alternative Fuels Infrastructure and Promotion (continued):

– Electric Vehicle (EV) Outreach and Education:

Outreach events were hosted with partnering organizations, including the National Drive Electric Week and Charge Across Town's EV Week events. In September 2017, TAM co-sponsored a Ride and Drive event with the Golden Gate Electric Vehicle Association in Greenbrae. Some 500 people attended to test ride and drive EVs. TAM plans to partner with the City of San Rafael to conduct additional Ride and Drive events in the future.

TAM has also partnered with Cool the Earth (a non-profit organization based in Marin County dedicated to finding practical ways to reduce greenhouse gas emissions and promote EV adoption) to develop and support a social media campaign to educate and promote EVs in Marin.

– TAM's Public Agency EV Fleet Rebate Program:

TAM's EV Fleet Rebate Program currently offers up to \$5,000 to public agencies to replace internal combustion engine vehicles with electric and plug-in hybrid vehicles. Seven EVs/Plug-in EVs have been purchased under this program since inception, which means that 7 gas vehicles have been removed from Marin County roads reducing up to 35 metric tons of greenhouse gas emissions per year.



Financial Picture

FY2016–17 Audit Results and COC Review



TAM's primary goal is to ensure the best value for public funds entrusted to its management, including Measure A, the ½-cent Transportation Sales Tax fund, and Measure B, the \$10 Vehicle Registration Fee fund. A rigorous system of checks and balances is in place to ensure that both Measure A and Measure B funds are spent efficiently and as promised. Annual independent audits are performed to verify accountability and transparency as required by the expenditure plans.

The audit confirmed that TAM's FY2016–17 Financial Statements were presented fairly and accurately. The Citizens' Oversight Committee has reviewed the audited FY2016–17 Financial Statements and has verified that Measure A funds were properly administered in accordance with the terms of the Measure A Expenditure Plan and the Strategic Plan for the reporting period. The audit also confirmed that TAM continues to be in compliance with the 5 percent administration cap policy required by the Measure A Expenditure Plan.



TAM also completed its sixth round of Measure A compliance audits for specific transportation projects and programs that received allocations of Measure A funds in and prior to FY2016–17. These compliance audits included Marin Transit, the County of Marin, City of Belvedere, Town of Tiburon and All City Management Services, the crossing guard service company. The auditors confirmed that all Measure A funds were spent according to the requirements of the Measure A Expenditure Plan and the funding agreements. Results of the compliance audits, along with TAM's FY2016–17 Financial Statements, are available on TAM's website, www.tam.ca.gov.



Financial Picture



Measure A & B Allocation/ Programming

FY2016-17 Measure A Funding Allocation/Programming	
Strategy	FY2016-17
Interest Revenue Assigned to Multi-use Paths Maintenance	\$137,000
Strategy 1 - Local Bus Transit System	\$16,922,019
Strategy 3 - Local Transportation Infrastructure	
3.1 Major Roads	\$4,052,000
3.2 Local Roads	\$ 3,134,400
Strategy 4 - Reduce School Related Congestion and Provide Safer Access to Schools	
4.1 Safe Routes to Schools	\$810,000
4.2 Crossing Guards	\$946,000
4.3 Safe Pathway Projects	\$1,100,000
TOTAL	\$27,101,419

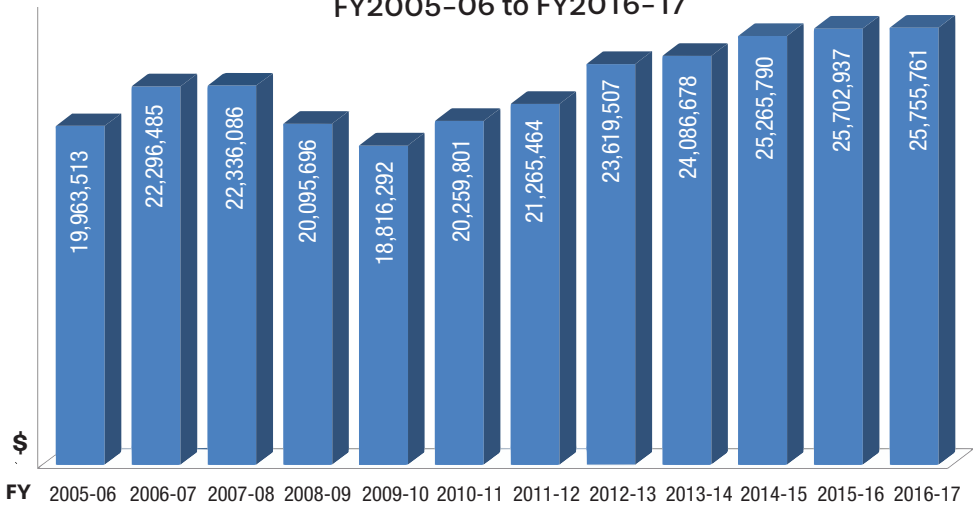
FY2016-17 Measure B Funding Allocation/Programming	
Element	FY2016-17
Element 1 - Maintain Local Streets and Pathways	
1.1 Local Streets	\$ 2,507,049
1.2 Pathways	\$ 110,848
Element 2 - Improve Transit for Seniors and Persons with Disabilities	\$937,386
Element 3 - Reduce Congestion and Pollution	
3.1 School Safety and Congestion Reduction	\$246,000
3.2 Local Marin County Commute Alternatives	\$130,000
3.3 Alternative Fuels Infrastructure and Promotion	\$240,000
TOTAL	\$4,171,283

Financial Picture

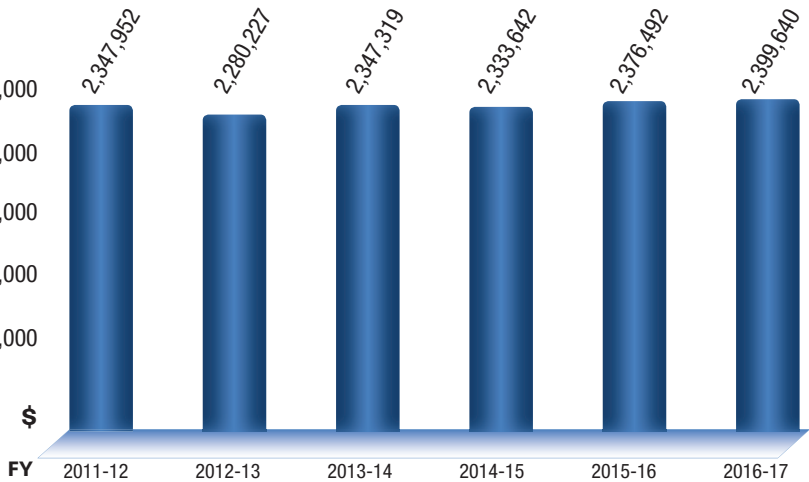
Measure A & B Revenue Trend



Measure A Transportation Sales Tax Revenue
FY2005-06 to FY2016-17



Measure B Vehicle Registration Fee Revenue
FY2011-12 to FY2016-17





MEET YOUR **TAM COC Representatives**

This Year's Featured Member – Peter Pelham

Peter Pelham is a long-time Marin County banker and resident. He has been with Bank of Marin for 23 years, beginning as a Branch Manager in Novato and working his way up the ranks to his current role as Executive Vice President in charge of the 23-branch network. A graduate of Manchester University in Manchester, England, he moved to the North Bay in 1977.

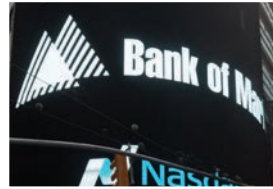
Earlier in his banking career, Peter experienced long commutes, including traveling on Golden Gate Transit from Petaluma to the Chartered Bank of London in San Francisco, and later driving nine of his coworkers in a bank-owned vanpool from Petaluma to the Bank of Marin in San Rafael. Currently, Peter appreciates his 10-minute commute from his home in Novato to the bank headquarters in Novato and understands how lengthy commutes impact employees – both in the wallet and in time on the road away from family.

Peter considers commute flexibility and support for employees as two of the more important reasons that Bank of Marin has been honored as one of the North Bay Business Journal's Best Places to Work for 10 consecutive years.

Beyond his day job, Peter is also the Chairperson for the Novato Economic Development Commission, Past President of the Novato Chamber of Commerce, and Past President of the Rotary Club of Ignacio. His son



Dennis and daughter Gillian were both born and raised in Petaluma and now live in Reno, Nevada and Ramsbottom, England respectively. Peter is an avid Manchester United fan, weekend road cyclist and he supports his daughter's former university as a season ticket holder at Cal football games.



How long have you been serving on the COC?

In 2010, after meeting TAM CFO, Li Zhang, at a community event, I was asked to join the COC, representing Marin Major Employers. In 2016, I started to serve as the Vice-Chairperson for the committee.

What brought you to the COC and what made you stay?

After my harrowing experiences of commuting in the 80s, I have always had an interest in transportation, and traveling in Europe really gave me a sense of what could be achieved with mass transit. I am happy to see roundabouts finally showing up, which help traffic flow, and now the option of train travel with SMART. The COC provides me with different perspectives from the other members whether it be a regional or special interest representation. Our work is always interesting because it affects all of us whether commuting or just casual travel on the weekend.

Do you think the COC has made a difference in addressing transportation issues and the transportation future in Marin?

Yes, having all interests represented gives a voice to all. The COC is a dynamic group of committed individuals who take their job very seriously. The TAM staff have been very responsive to our questions and concerns. I think that the general public should feel comfortable that we are addressing transport needs – both present and future.

What do you value the most about the COC?

Helping to make a difference and being far more informed about transportation. Our group is a pleasure to work with and I look forward to our meetings and sharing everyone's passion for making transportation more efficient.





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Mission Statement | **TAM** is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users.



**Making the
Most of**
Marin County
Transportation
Dollars



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