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AGENDA

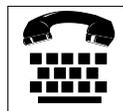
CITIZENS' OVERSIGHT COMMITTEE

April 16, 2018

5:00 p.m.

Conference Room
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

1. Introductions and Welcome (2 minutes)
 2. Review and Approval of March 19, 2018 Meeting Minutes (Action) (2 minutes)
 3. TAM Staff Report (Information) (10 minutes)
 4. Measure A Sales Tax Renewal Update and Input (Discussion) (40 minutes)
- Break – 15 minutes*
5. Programming Scenarios for Measure B Vehicle Registration Fee (VRF) Funds (Discussion) (25 minutes)
 6. Review of Grossing Guard Contract and Management Cost (Discussion) (25 minutes)
 7. Committee Member Hot Items Report (Information) (10 minutes)
 8. Discussion of Next Meeting Date and Recommended Items for the Agenda (2 minutes)
 9. Open Time for Public Input (2 minutes)



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

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.



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

March 19, 2018

5:00 p.m.

TAM Conference Room
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

MEETING MINUTES

Members Present: V-Anne Chernock, Northern Marin Planning Area
Peter Pelham, Major Marin Employers
Bob Burton, Southern Marin Planning Area
Scott Tye, West Marin Planning Area
Vince O'Brien, Bicyclists & Pedestrians Groups
Kate Powers, Environmental Organizations
Kevin Hagerty, League of Women Voters
Allan Bortel, Marin County Paratransit Coordinating Council
Paul Premo, Taxpayer Group

Alternates Present Nancy Okada, Environmental Organizations
Kay Noguchi, League of Women Voters

Staff Members Present: Dianne Steinhauer, TAM Executive Director
Li Zhang, Chief Financial Officer
Nancy Whelan, Marin Transit General Manager
Dan Cherrier, Principle Project Delivery Manager
Molly Graham, Public Outreach Coordinator
Grace Zhuang, Accounting and Administration Specialist

Public Present David Klinetobe

Chairperson V-Anne Chernock called the Citizens' Oversight Committee meeting to order at 5:02 p.m.

1. Introductions and Welcome

Introductions were made.

2. Review and Approval of January 16, 2018 Meeting Minutes (Action)

Member Scott Tye corrected the minutes, page 3, last paragraph before the recess announcement: "Member Scott Tye discussed Caltrans funding that is now available as a result of the heavy rains last year and impacts on Highway 1...", amended to read: "Member Scott Tye discussed Caltrans funding that is now initiating construction as a result of the heavy rains on Hwy 101...".

Member Scott Tye moved to approve the January 16, 2018 meeting minutes as amended, and Member Kate Powers seconded the motion. The minutes were approved with Member Bob Burton abstaining due to his absence at the last meeting.

3. TAM Staff Report (Information)

TAM Executive Director (ED) Dianne Steinhauser presented an update on the Sales Tax reauthorization process, noting that TAM is currently conducting outreach at the council meetings at cities and towns, presenting the renewal of the sales tax as a discussion item, not for approvals. ED Steinhauser said that staff might recommend changes to the proposed expenditure plan based on comments received from all the council meetings. However, she noted that the intention is to go forward with a ballot measure in November for a 30-year renewal of the sales tax based on the public opinion poll conducted.

ED Steinhauser explained that if the ballot measure is successful, the new expenditure plan would begin on January 1, 2019, when there would be a 6-year overlap with the current expenditure plan. She discussed the reasons a 10-year renewal is not recommended, mostly due to the necessary time and financial commitments needed for major projects and programs.

ED Steinhauser discussed the poll, noting the 63.2% support level indicated for a sales tax renewal. She provided an overview of the recommendations in the proposed expenditure plan, including funding for school buses and seniors with disabilities, and matching funds for highway and interchange improvements. Local Roads will be combined with the Major Roads category. ED Steinhauser noted that funds for current major road projects would not be removed and she noted that crossing guard funding and school safety education funding would be increased.

ED Steinhauser also discussed an evaluation by Marin Climate and Energy Partnership of CO² emissions which showed that transportation emissions had dropped by 9% in Marin between 2005 and 2015. She said this was due in part to the Safe Routes to Schools and Complete Streets programs.

ED Steinhauser provided information on TAM's electric vehicle program that is funded by the vehicle registration fee (Measure B). She explained that the funds are invested in publicly available infrastructure, such as chargers, and transit and municipal fleets. ED Steinhauser discussed feedback from the council meetings, where advocates are requesting funds for charging units at multi-family residential units and commercial parking lots for businesses. She explained that staff is not recommending such sponsorship, and that the program is already funding public charging stations, public agency fleets and chargers at SMART stations.

Member Nancy Okada stated that would not recommend the provision of charging stations at multi-family residential units because such units are often located close to transit, and residents should be encouraged to use public transit. Member Scott Tye disagreed because he said that those residents will still require parking and would otherwise impact the community if spaces are not provided. He suggested expansion should include schools for reasons he discussed.

In response, ED Steinhauser stated that TAM has reached out to the school districts and that San Rafael School District will be installing 32 chargers this year.

Member Allan Bortel discussed the issue that there will be less need for charging stations in the future as technology advances.

Member Kate Powers, representing Environmental Organizations, discussed the need to increase electrification in the expenditure plan to reduce greenhouse gas emissions and their belief that people should be encouraged to switch to electric vehicles. She said that the installation of charging stations in public places should be encouraged and suggested another solution would be to partner with agencies, such as MCE, Marin Clean Energy, who are undertaking green building initiatives. ED Steinhauser confirmed the idea and responded that TAM is not keen on getting into the utility company business or private property improvement business.

Member Kevin Hagerty suggested no further action should be taken until all comments have been received from the public meetings, and he is concerned that the poll did not reflect this kind of strong interest in EVs. Further he added that funding would need to be redirected from other vital projects/programs, but he has no objection to adding wording to allow the flexibility of spending funds in various categories.

Vice-Chairperson Peter Pelham noted that a reduction of 9% in transportation greenhouse gas emissions might be not truly representative of the extent of reduction achieved during the time period reported because traffic has increased since the survey was completed. He also noted that the expenditure plan could be adjusted according to all comments received.

The group also discussed the change of wording and percentage adjustment. Chairperson Chernock noted that congestion relief is a lead category that should garner the support necessary to extend the half-cent sales tax measure, rather than green measures, and the group commented on the increase in the number of charging stations.

ED Steinhauser noted that Cool The Earth have publicly announced they will strongly oppose the extension of the half-cent sales tax measure if 3%-4% of funds are not committed to EVs, and she suggested moving 1% from Local Streets and Roads into EVs which would need Board approval.

The Committee recessed for ten minutes for a dinner break and reconvened with all members present as indicated.

4. Marin Transit Report and Short Range Transit Plan Presentation (Information)

Marin Transit General Manager (GM) Nancy Whelan provided an overview of the programs in the updated Short-Range Transit Plan (SRTP), noting that Marin Transit always bring its SRTP for the review of the committee as required by the Measure A Expenditure Plan. She explained that the 10-year plan includes a framework for performance monitoring and a financial plan, which is required by the Expenditure Plan. GM Whelan discussed the overall funding picture, the need to update the plan every 2 years, and confirmed the plan needs acceptance by the TAM Board and approval by the Marin Transit Board. She noted that the Marin Transit Board has adopted the current plan in December and that it will be going forward to the TAM Board at their meeting on March 22nd for adoption.

In response to a committee member, GM Whelan discussed the composition of the Marin Transit Board, noting that most of the board members are also TAM board commissioners.

GM Whelan discussed the importance of the plan as a resource for staff, and she noted that the plan is posted on Marin Transit's new website. She provided an overview of the services they provide, and said they have performed an evaluation recently and that they do not propose many changes to the service levels. She said the services include a partnership with the College of Marin, which provides approximately 500 daily rides to students who pay a transportation fee at the beginning of a semester and then ride at no additional charge on any Marin Transit local bus routes.

GM Whelan discussed the school bus program with supplemental routes and three yellow bus programs, and their hope to expand the supplemental and yellow bus programs and the need for a bus facility. She also discussed Marin Access, the services provided to seniors and people with disabilities, and plans to expand the paratransit service, noting that they are now serving east San Rafael, which is outside of the mandated boundary for ADA services.

In response to Member Tye's questions, GM Whelan confirmed they are not mandated to provide a paratransit service to east San Rafael since this area does not have fixed route services. In response to another committee member, GM Whelan confirmed that the continued service growth forecasted for paratransit would be approximately 5%.

GM Whelan discussed the list of needs that are not fully funded, including the school bus service, and the committed funding level in the proposed expenditure plan, which is only an additional \$350,000 over the current funding level. She discussed overcrowded school buses on the supplemental routes and authorization to purchase two expansion buses. In response to Member Nancy Okada's question, GM Whelan stated that the buses accommodate approximately 50 students and she discussed the use of Muir Woods' buses as school buses.

GM Whelan discussed a 2-year pilot program she hoped will be approved by their Board on April 22, which would use similar technology to an Uber/Lyft application. She said that they would contract with Whistlestop for an on-demand service for use of 4 dedicated, wheelchair accessible vans that would offer first- and last-mile trips for SMART stations, short trips for same day paratransit service, and short trips for large employers in the area. This program is made possible by grant funding from paratransit services.

GM Whelan discussed the need to change some of their performance goals, which will be discussed with their Board. Marin Transit is also considering emerging technology, such as an on-demand pilot project, private sector goods or automated buses.

In response to a comment from Member Bortel, GM Whelan stated Marin Transit does not have a clear understanding as to the ridership impact from SMART since data is not yet available relating to transfers from the train to buses. She noted that train arrivals match the bus schedules in San Rafael.

GM Whelan moved on to discuss the financial plan, noting that 41% of their operating budget is funded by Measure A, that they would have to reduce their services by 50% if they were to lose Measure A and some of other funds that were possible because of the matching funds provided by Measure A. She mentioned they have built a new 10-year financial model, updated the revenue and expenditures (including projections on new sources of funding including SB1), and noted that they have new contracts.

GM Whelan provided information on future risks and challenges, including the possibility of funding from Measure A ending, and the need for a parking and maintenance facility. She noted that they have recently awarded contracts that were put out to bid, which has provided more certainty about costs.

In response to a question from Member Hagerty, GM Whelan explained that they would need to use their reserve funds and reduce services if the sales tax measure is not renewed.

In response to Member Powers, Ms. Whelan stated that the Marin Transit vehicles are currently stored, fueled and maintained in eight different locations, including facilities owned by Golden Gate Transit.

In response to a question from Member Kay Noguchi, Ms. Whelan stated that they do not currently own electric buses but that two are on order, and both Measure A and Measure B funds are being used for the purchase of those two buses.

A decision was made to discuss Item 6 relating to Measure A ½ Cent Transportation Sales Tax before Item 5 relating to the Crossing Guard Program.

6. Review FY2018-19 Measure A ½ Cent Transportation Sales Tax and Measure B \$10 Vehicle Registration Fee Revenue Estimates and Budget Development Schedule (Information)

TAM Chief Financial Officer Li Zhang explained that staff usually start the annual budget process in January of every year, and that revenue projections for both Measure A and Measure B are typically presented to the COC and the TAM Board for approval and acceptance in March.

Ms. Zhang discussed the three Measure A revenue scenarios proposed for the development of the FY2018-19 budget, noting that the TAM Board usually chooses the most conservative approach for financial prudence. For this FY2018-19 budget cycle, as well the FY2017-18 one, staff proposed to use excess revenue above the budget levels to replenish the reserve funds that were released in December 2016 to assist Marin Transit with a funding gap on its Redwood and Grant Bus Station Project. Ms. Zhang reported that the Executive Committee reviewed and recommended staff's proposal to the TAM Board for approval at its March 12 meeting.

Ms. Zhang discussed Measure B funds and noted that vehicle registration has been rising for four years, although it is not reflected in the funds collected for reasons she discussed. She confirmed the Draft Budget would be presented to the TAM Executive Committee and the COC in May, followed by release to the public for comment at the May Board meeting and adoption by the Board at the June meeting.

In response to a question from Member Hagerty, Ms. Zhang noted that public comments that have been received in the past are usually confined to expenditures exceeding revenues for the year. She explained that TAM is a funding agency that does have revenue exceeding expenditures and that this is not necessarily a bad sign since the Agency is allocating more funding and more projects are being completed.

Ms. Zhang also explained the means by which staff costs are met, both by Measure A and Measure B, and through various grants for TAM's congestion management agency function.

5. TAM Crossing Guard Program Location Recertification (Information)

TAM Project Manager Dan Cherrier presented the staff report. He stated that TAM is entering its 13th year in the crossing guard program, which he noted is funded by Measure A, Measure B, reimbursement from the school districts, and a one-time payment through OBAG (One Bay Area Grant). Mr. Cherrier explained that there are 90 guards in the program; that a new ranked list is drafted every 4 years and that a new list should go into effect in August 2018.

Mr. Cherrier discussed the ranked list materials provided to the committee members, noting that funding can be provided for the first 58 sites on the list, and that 35 sites might potentially lose their crossing guard in January 2019. Mr. Cherrier said that Novato and Kentfield school districts will pay for some guards and that, if the proposed expenditure plan is passed and the funding increased from 4.2% to 6.5%, then an additional 30 guards could be funded. He discussed a proposal to fund a portion of those 30 guards through December 31, 2018 using \$170,000 of funds from Measure B, for which the TAM Board will be asked to review and approve at its March 22 Board meeting.

Mr. Cherrier discussed the notification processes for cutting the crossing guard if the proposed extended sales tax measure is not put on the ballot, or if it does not pass in November, 2018. Mr. Cherrier discussed the ways in which the school districts would be affected with a separate list showing impacts to school districts and individual school.

In response to a question from Member Bob Burton, Mr. Cherrier explained that the location of crossing guards relates to the worst traffic congested areas and not the type of school. He noted that 25% of traffic congestion has been determined to be related to schools, and one of the aims of the

program is to reduce traffic congestion by enabling students to walk safely to school. Mr. Cherrier noted that half of the four private schools might lose crossing guards as well. Member Burton said that priority for filling gaps in the crossing guard program should be given to public schools, to which there was agreement by some members.

In response to a question from Member Powers, Mr. Cherrier discussed how the 150 sites on the list were chosen, noting that each agency's public works director is consulted about the need for a guard before a site is evaluated. He discussed the volunteer crossing guard program, noting that the school has to provide the volunteer, who would not be under the contractors' Workman's Compensation policy. Chairperson Chernock noted that the Technical Advisory Committee (TAC) is involved in the review and management of the Crossing Guards Program and Mr. Cherrier confirmed that the TAC is recommending the ranked list to the TAM Board.

Mr. Cherrier also discussed the scoring process, the data utilized by staff performing the scoring, the cost of funding a crossing guard and the need to use Measure B funds as costs have increased.

Member Tye stated that an expansion of the yellow bus service might impact the need for crossing guards, and it was noted that the next analysis of the ranked list in 4 years might show there to be a need for fewer guards.

Mr. Cherrier discussed the next steps in adopting the list, noting that the different agencies' public works directors support the list in the main; the TAC is in agreement, and the Executive Committee has reviewed and agreed to refer staff's recommendation to the Board, which is that TAM funds 58 crossing guards on the list, and the conditional request for funding another 20 locations for 6 months using a bridge loan from Measure B funds. Mr. Cherrier said it is hoped the TAM Board will approve the recertification; however, there might be public opposition to using Measure B funds for this purpose.

7. Committee Member Hot Items Report (Information)

No discussion for this item.

8. Discussion of Next Meeting Date and Recommended Items for the Agenda

The next meeting date was tentatively set for April 16, 2018 so the COC may have a chance to provide more input on the draft expenditure plan before the TAM Board takes action at its April 26 meeting.

9. Open Time for Public Input

As no members of the public wished to speak, the meeting was adjourned at 7:25 p.m.



DATE: April 16, 2018

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager

SUBJECT: Programming Scenarios for Measure B Vehicle Registration Fee (VRF) Funds (Discussion), Agenda Item 5

RECOMMENDATION

Discussion item, invite the COC to provide comments.

BACKGROUND

Measure B, which increased the annual vehicle registration fee (VRF) of Marin County residents by \$10 to help fund transportation improvements, was approved by 63% of voters in 2010. Revenues generated by Measure B contribute \$2.3 million per year in VRF funds to Marin County transportation projects and programs.

VRF funds generated by Measure B are distributed to the following three Elements:

1. **Element 1 - Maintain Local Streets and Pathways:** Includes 35% for local streets and 5% for bicycle and pedestrian pathways
2. **Element 2 - Improve Transit for Seniors and Persons with Disabilities:** Includes 35% for Paratransit Plus, Volunteer Driver Program support, low-income rider scholarships, Gap-Grant Program, mobility management staffing
3. **Element 3 - Reduce Congestion and Pollution:** Includes 25% for school safety and congestion reduction, local Marin County commute alternatives, alternative fuels infrastructure and promotion

Element 3, Reduce Congestion and Pollution, contains the following three sub-elements:

- 3.1. School Safety and Congestion Reduction
- 3.2. Local Marin County Commute Alternatives
- 3.3. Alternative Fuels Infrastructure and Promotion

While Element 3 receives 25% of the VRF funds generated, the Measure B Expenditure Plan approved by voters did not designate the funding levels that each of the sub-elements is targeted to receive. Rather the Measure B Strategic Plan provides the following principles:

- TAM will be responsible for distributing school safety funds to sustain or grow existing programs.

- TAM will administer the Commute Alternatives program as part of its existing commuter program. All transit programs will be coordinated through Marin Transit and/or Golden Gate Transit
- TAM will assign funds for alternative fuel programs, as a match to other fund sources or through competitive grant programs. TAM will manage an alternative fuel education program in collaboration with stakeholders such as the Marin Climate and Energy Partnership.
- The distribution of funds among the three eligible expenditures for this element will be determined every two years based on grant opportunities and funding needs.
- The goal is to be flexible and maximize the value of these funds by targeting matching grant opportunities, pilot programs and other timely revenue opportunities.

While the Measure B Strategic Plan allows the TAM Board to establish two-year budgets for each of the three sub-elements, the budgets have been developed annually since inception. Since the start of the program, TAM has dedicated funds relatively equally between the three sub-elements, which approximates \$180,000 per year for each sub-element. While Crossing Guards and Street Smarts have fully expended their annual programming of VRF funds, the Commute Alternatives and Alternative Fuel programs have not. Unexpended funds are not preserved for the sub-element that did not use the funds for the following fiscal year. Rather, funds not expended in any of these sub-elements of Element 3 at the conclusion of a fiscal year have been returned to the overall Element 3 budget, making the carry-over available for programming to any of the sub-elements at the discretion of the TAM Board.

The spending priorities outlined in the overall \$10 VRF Expenditure Plan is required to be reviewed and the Plan considered for amendments and republished as necessary at least every 10 years. Amendments to the Plan will be approved by a two-thirds vote of the TAM board, after a public input process. The 10-year period will end after FY 2020/21. A new plan or continuation of the existing plan will be determined prior to the end of the 10-year period.

DISCUSSION

The Measure B Program is in its seventh year of programming. After this fiscal year, there will be three more years of programming before the 10-year review process, and potential resetting of how the funds are spent. As noted above, the Plan after the 10-year period can remain as-is or amended as deemed necessary.

Staff is proposing programming scenarios for the remaining three fiscal years (FY 18/19, FY 19/20, and FY 20/21) in light of recent public demands for maintaining the Crossing Guard Program and expanding the Alternative Fuel Program. The result of this discussion will guide final budget adoption for the three sub-elements. The Board will consider final budgets in May or June for FY 18/19 and possibly FY 19/20 since the Measure B Program allows two-year budgeting for Element 3.

PRIOR ACTION FOR FY 18/19, FY 19/20, and FY 20/21

On March 22, 2018, the TAM Board programmed a portion of the carryover funds to an urgent need. \$170,000 in VRF funds were programmed to the Crossing Guard Program in FY 18/19 to fund 21 locations from August to December should the Transportation Sales Tax Renewal be placed on the November 18th ballot and successfully pass voters. The Sales Tax Renewal Expenditure Plan currently to be considered by the TAM Board contains additional funding for Crossing Guards that would prevent these cuts from occurring.

PROPOSED PROGRAMMING SCENARIOS

Staff is recommending programming scenarios for the carryover funds remaining under Element 3. At the conclusion of FY 17/18, if all of the funds programmed for FY 17/18 have been expended, there is a projected carryover of \$1.002 million in VRF funds. In addition, Element 3 generates approximately \$570,000 annually.

Due to growth in demand in the Commute Alternatives Program and in the Alternative Fuels program, staff recommends applying the carryover funds substantially to those two programs over the next three years.

Attachment A is the spreadsheet of Element 3 based on programming and expenditures to date. It shows a carryover of slightly more than \$1 million at the conclusion of FY 17/18 if all funds programmed for FY 17/18 will be drawn down. Historically, some funds are often not expended for various reasons such as: an anticipated grant was not secured or expenditures have not occurred yet. Therefore, the matching funds from TAM were not needed in the designated year of programming and the funds roll over to the following year. In addition, funds may not be fully utilized because a call for projects was issued and there were insufficient applications to exhaust the funds programmed for the call.

Element 3.1 Crossing Guards

Staff recommends maintaining the Crossing Guard program at its current funding level of \$150,000 annually from the VRF Program. As just recently approved by the TAM Board, for next year- FY 18/19, the Crossing Guard funds increase by \$170,000 for a total of $\$150,000 + \$170,000 = \$320,000$ in order to keep funding guards while TAM waits to determine if the sales tax measure renewal goes to the ballot and passes by public vote. The Street Smart Program is also maintained at \$25,000 annually.

Element 3.2 Commute Alternatives

Staff notes that in prior years, not all funds were expended in the Commute Alternatives Program. But the program is growing, with TAM adopting several new elements in the program recently and upcoming in the next few years.

In particular, staff includes in the coming budget matches to partner grants that are coming to TAM, or anticipated. These include grant funds from MTC for the Bikeshare program in Marin and Sonoma centered on SMART stations, as well as a possible Mobility As A Service grant. TAM is regenerating our Employer/Employee outreach efforts, along with supporting our historical Emergency Ride Home, Van pool Incentive, Carshare, and LYFT subsidy programs.

See Attachments B and C for a summary of the Commute Alternatives needs for the next three years, both summarized to show grants as well as an expanded explanation of each program by year.

Element 3.3 Alternative Fuels

TAM staff are pleased to report a full spend-down of this year's Alternative Fuel budgeted amount of \$240,000. Staff understands from sponsors that there will be a strong demand for funds next year in the area of EV Charging facilities, and Clean Technology fleet conversion as well.

Staff believes growth in the Alternative Fuels program can occur, and look forward to expanded coordination with partners Marin Clean Energy, the Marin Climate and Energy Partnership and the County of Marin Sustainability program. TAM staff have included a modest amount of funds to support this

coordination effort. This effort, centered on the County's Drawdown initiatives, can include additional partners as well, to define how best to grow the program going forward.

Staff believe a substantially expanded program totaling \$345,000 annually over the next three years is an adequate investment to expand publicly available charging facilities.

See Attachment D for an overview of expansion efforts in the Alternative Fuels program.

Related Measure A Sales Tax Renewal Efforts

The Marin ½ cent transportation sales tax, 2004 Measure A, is under consideration for renewal. TAM staff and TAM Board Members are considering a Draft Sales Tax Renewal Expenditure Plan, currently being reviewed by the cities, towns, and County of Marin who are providing comments to the Draft Plan and hearing from the public in their jurisdictions on issues and areas of interest. The Draft Expenditure Plan will come before the TAM Board in late April/early May for adoption. Then, the cities, towns, and the County will be asked to approve the Final Sales Tax Renewal Expenditure Plan after TAM adopts it.

The 24-member Expenditure Plan Advisory Committee appointed by TAM in May 2017 reached a unanimous decision on what should be included in the renewal of the tax. Several programs that are funded in the above-described Vehicle Registration Fee also receive funding in the current or the future-transportation sales tax renewal.

While the TAM Board has yet to act on these below described sales tax renewal funds, it is useful for the Board to have these funds described. This information may aid in the decision-making process going forward on programming these Carryover Funds from the VRF.

Crossing Guards

The Transportation Sales Tax Renewal DRAFT Expenditure Plan recommends an increase in funds for Crossing Guards. While the existing sales tax dedicates 4.2% towards Crossing guards, the new plan will dedicate 6.5%. This allows the Crossing Guard program at TAM to fund down through Rank 88. This commitment to fund to rank 88 assumes the VRF funds \$150,000 per year for Crossing Guards going forward.

Commute Alternatives Program

The Draft Expenditure Plan includes funds for supporting alternatives to Single Occupant Vehicle (SOV) usage, specifically geared to employers and employees. Set at 1% by the EPAC under the category of Reducing Congestion on Highway 101 and adjacent roadways, or \$270,000 per year, the funds would enable successful programs to continue, and support new efforts such as first/last mile transit services to SMART, including LYFT, the upcoming Bikeshare, and the upcoming MAAS - or Mobility As A Service.

Alternative Fuels

The EPAC considered funding for an expanded Alternative Fuels Program, but believed that existing and projected future VRF funds could adequately support the program. This was in part due to significant opportunities for grants from a number of state and regional agencies for EV Vehicles and EV Infrastructure.

Nonetheless, staff will be recommending to the TAM Board that "Alternative Fuel vehicles and infrastructure, including electric vehicles" are investments encouraged under a number of sales tax renewal

categories, including funds for Local Streets and Roads, funds for Transit Capital including both infrastructure and fleet vehicles, and funds for addressing Sea Level Rise and Resiliency.

Finally, staff has heard from many cities and towns of the need to allow flexibility going forward in addressing new transportation needs. There is much change in how transportation is provided. The sales tax investments will need to be reviewed and amendments will be allowed to address new demands and new technology.

Staff will be recommending that the final sales tax renewal plan include an allowance for review—and possible amendments—as early as 7 years, but no later than 10 years after public approval of the revised expenditure plan. With the VRF Plan up for review and renewal in 2020-21, and the sales tax plan to be considered for review and amendment as early as 2026, assuming public approval in November 2018, opportunity exists to further adjust how investments are made.

FISCAL IMPACTS

Attachment A shows a carryover of \$96,459 remaining in Year 10, after the carryover funds are re-programmed, as recommended by staff. Note that VRF funds do not grow annually as do the Sales Tax funds. The vehicle registration fee is fixed, and so the amount available remains relatively unchanged year after year. After year 10, the levels being recommended cannot be sustained. In simple terms, an equal share to each sub-element would be \$180,000 per year. The TAM Board will need to consider other funds, will need to reset the overall VRF program, or will need to substantially reduce the scope of the expanded Commute Alternatives and Alternative Fuel programs.

PROGRAMMING AND PROJECTS EXECUTIVE COMMITTEE

Staff presented this item to the Programming and Projects (P&P) Executive Committee on April 9, 2018. The P&P Executive Committee approved staff's recommendation on the programming of VRF funds for the next three fiscal year as shown in Attachment A, except the P&P Executive Committee increased the VRF funds for Element 3.3 by \$45,000 in FY 18/19 and FY 19/20 so that the revised funding for Element 3.3 are \$390,000 in FY 18/19, \$390,000 in FY 19/20, and \$345,000 in FY 20/21, leaving a carryover of \$6,459. Funding for Elements 3.1 and 3.2 remain unchanged from what's shown in Attachment A.

FINANCE AND POLICY EXECUTIVE COMMITTEE

Staff presented this item to the Finance and Policy (F&P) Executive Committee on April 9, 2018. The F&P Executive Committee also approved staff's recommendation on the programming of VRF funds for the next three fiscal year as shown in Attachment A, except the P&P Executive Committee increased the VRF funds for Element 3.3 by \$90,000 in FY 18/19 so that the revised funding for Element 3.3 are \$435,000 in FY 18/19 and \$345,000 in both FY 19/20 and FY 20/21, leaving a carryover of \$6,459. Funding for Elements 3.1 and 3.2 remain unchanged from what's shown in Attachment A.

ATTACHMENT

Attachment A: VRF Revenue and Programming – Proposed Programming Scenario with Existing Policy

Attachment B: Element 3.2 Commute Alternatives Program Tasks

Attachment C: Element 3.2 Proposed Budget

Attachment D: Element 3.3 Alternative Fuel Promotion Program Tasks

10-year Measure B Vehicle Registration Fee Revenue and Programming Summary Sheet							
			7		8	9	10
	Share	10 YR. TOTAL	FY2017-18		FY2018-19	FY2019-20	FY2020-21
			Adopted		Scenarios for Future Programming		
			FY2017-18		FY2018-19	FY2019-20	FY2020-21
Element 3 Revenue & Programming ²	25%	\$ 5,690,083	\$ 569,915		\$ 570,000	\$ 570,000	\$ 570,000
<i>Element 3.1 School Safety and Congestion Programmed - Crossing Guard</i>		\$ 1,862,000	\$ 246,000		\$ 320,000	\$ 150,000	\$ 150,000
<i>Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Crossing Guard</i>		\$ 1,876,353	\$ 246,000		\$ 320,000	\$ 150,000	\$ 150,000
<i>Element 3.1 Carryover to Element 3</i>		\$ (14,353)	\$ -		\$ -	\$ -	\$ -
<i>Element 3.1 School Safety and Congestion Programmed - Street Smart</i>		\$ 250,000	\$ 25,000		\$ 25,000	\$ 25,000	\$ 25,000
<i>Element 3.1 School Safety and Congestion Actual/Anticipated Expenditure - Street Smart</i>		\$ 217,658	\$ 25,000		\$ 25,000	\$ 25,000	\$ 25,000
<i>Element 3.1 Carryover to Element 3</i>		\$ 32,342	\$ -				
<i>Element 3.2 Commute Alternatives Programmed</i>		\$ 2,578,000	\$ 270,000		\$ 293,000	\$ 350,000	\$ 413,000
<i>Element 3.2 Commute Alternatives Actual/Anticipated Expenditure</i>		\$ 2,033,445	\$ 270,000		\$ 293,000	\$ 350,000	\$ 413,000
<i>Element 3.2 Carryover to Element 3</i>		\$ 544,555	\$ -				
<i>Element 3.3 Alternative Fuel Promotion Programmed</i>		\$ 2,475,000	\$ 240,000		\$ 345,000	\$ 345,000	\$ 345,000
<i>Element 3.3 Alternative Fuel Promotion Actual/Anticipated Expenditure</i>		\$ 1,466,168	\$ 240,000		\$ 345,000	\$ 345,000	\$ 345,000
<i>Element 3.3 Carryover to Element 3</i>		\$ 1,008,832					
<i>Element 3 Total Actual Revenue Collected</i>		\$ 5,690,083	\$ 569,915		\$ 570,000	\$ 570,000	\$ 570,000
<i>Element 3 Total Amount Programmed (to date)</i>		\$ 7,165,000	\$ 781,000		\$ 983,000	\$ 870,000	\$ 933,000
<i>Element 3 Total Over/Under Programmed</i>		\$ 1,474,917	\$ 211,086		\$ 413,000	\$ 300,000	\$ 363,000
<i>Element 3 Annual Accumulated Revenue+Carryover</i>			\$ 1,953,459		\$ 1,742,459	\$ 1,329,459	\$ 1,029,459
<i>Element 3 Annual Accumulated Actual/Anticipated Expenditure</i>			\$ 781,000		\$ 983,000	\$ 870,000	\$ 933,000
<i>Element 3 Total Accumulated Carryover</i>			\$ 1,172,459		\$ 759,459	\$ 459,459	\$ 96,459
			Adopted		Scenarios for Future Programming		

Measure B Element 3.2 - Commute Alternatives Program Proposed Budget Items

FY18/19 Budget Estimate: \$293,000:

- *Public and Employee Outreach:* Core ongoing program includes reimbursement for Vanpool Incentive Program, and Emergency Ride Home Program as well as new seasonal campaigns to engage employers and employees in Marin County. TAM is developing a new Marin Commutes website to increase the visibility and utilization of these programs.
- *Carshare Program:* Current Pilot Program to decrease need for an automobile and support transit in downtown San Rafael. TAM received a grant from MTC of \$125,000 and is required to provide roughly \$15,000 as a local match. The program will wrap up by 2019.
- *Lyft "GetSMART17" Program:* Current Pilot for \$5 off Lyft rides to SMART stations. Next Phase TBD.
- *Bike Share Program:* Development of a Joint TAM/SCTA bike share program at SMART Stations with MTC grant. Program management and Technical Assistance needed during program development phase.
- *Mobility as a Service Program:* Pilot to access multiple alternative modes (i.e. bike share, car share, TNC services) under a single program.

FY 19/20 Budget Estimate: \$350,000:

- *Public and Employee Outreach:* Core ongoing program includes reimbursement for Vanpool Incentive Program, and Emergency Ride Home Program as well as new seasonal campaigns to engage employers and employees in Marin County.
- *Carshare Program:* Current Pilot Program to decrease need for an automobile and support transit in downtown San Rafael. TAM received a grant from MTC of \$125,000 and is required to provide roughly \$15,000 as a local match. The program will wrap up by 2019.
- *Lyft "GetSMART17" Program:* Current Pilot for \$5 off Lyft rides to SMART stations. Next Phase TBD.
- *Bike Share Program:* Development of a Joint TAM/SCTA bike share program at SMART Stations with MTC grant. Program management and Technical Assistance needed during program development phase.
- *Mobility as a Service Program:* Pilot to access multiple alternative modes (i.e. bike share, car share, TNC services) under a single program.
- *Bike Share Operating Phase:* Operation of bikeshare program via contractor.

FY 20/21 Budget Estimate: \$413,500:

- *Public and Employee Outreach:* Core on-going program includes reimbursement for Vanpool Incentive Program, and Emergency Ride Home Program as well as new seasonal campaigns to engage employers and employees in Marin County.
- *Lyft "GetSMART17" Program:* Current Pilot for \$5 off Lyft rides to SMART stations. Next Phase TBD.
- *Bike Share Operating Phase:* Operation of bikeshare program via contractor. The increased budget estimates a full year of operating the bike share program, however TAM would seek to offset use of local funds through grants and private sponsorships.
- *Mobility as a Service Program:* Pilot to access multiple alternative modes (i.e. bike share, car share, TNC services) under a single program.

Measure B Element 3.2 - Commute Alternatives Program

3 Year Look Ahead DRAFT FY18/19 - FY 20/21

FY18/19 Items	Status	Budget	Matching Grants	Total
Public and Employee Outreach: Vanpool Incentive, Emergency Ride Home Program, Seasonal Campaigns	On-going	\$140,000		\$140,000
Carshare Program	Current Pilot	\$5,500	\$50,000	\$55,500
Lyft "GetSMART17" Program	Current Pilot	\$60,000	TBD	\$60,000
Bike Share Program ¹	Upcoming	\$25,000	\$206,500	\$231,500
Mobility as a Service Program	Upcoming	\$62,500	TBD	\$62,500
	Total	\$293,000	\$256,500	\$549,500

FY19/20 Items	Status	Budget	Matching Grants	Total
Public and Employee Outreach: Vanpool Incentive, Emergency Ride Home Program, Seasonal Campaigns	On-going	\$140,000		\$140,000
Lyft "GetSMART17" Program Update	Upcoming	\$60,000	TBD	\$60,000
Bike Share Program ¹	Upcoming	\$25,000	\$206,500	\$231,500
Bikeshare Operating Cost ²	Upcoming	\$63,000	TBD	\$63,000
Mobility as a Service Program	Upcoming	\$62,500	TBD	\$62,500
	Total	\$350,500	\$206,500	\$557,000

FY20/21 Items	Status	Budget	Matching Grants	Total
Public and Employee Outreach: Vanpool Incentive, Emergency Ride Home Program, Seasonal Campaigns	On-going	\$140,000		\$140,000
Lyft "GetSMART17" Program Update	Upcoming	\$60,000	TBD	\$60,000
Bike Share Program ¹	Upcoming	\$25,000		\$25,000
Bikeshare Operating Cost ²	Upcoming	\$126,000	TBD	\$126,000
Mobility as a Service Program	Upcoming	\$62,500	TBD	\$62,500
	Total	\$413,500	TBD	\$413,500

¹ Bike Share Program Capital Phase includes site planning, outreach, management through procurement of contractors

² Bike Share Operating Phase estimated to commence by Q3 of FY19/20, budget increase in FY20/21 for full year of operations

Measure B Element 3.3 – Alternative Fuel Promotion Task Items

FY 2018/19 Budget Estimate: \$345,000

FY 2019/20 Budget Estimate: \$345,000

FY 2020/21 Budget Estimate: \$345,000

1. *EV Public Fleet EV Rebate program* - Matching grant rebates on a first-come first-served basis, for public use, targeting the replacement of internal combustion engine (ICE) cars with alternative fuel vehicles, either cars, trucks, transit vehicles, or bicycles.
2. *EV Charger Rebate program* - Matching grant rebates, targeting installation of approximately 30-50 EV charging ports at public agency locations and along major arterials throughout Marin County, including shopping mall parking lots. Various outreach will be pursued including a “call for projects” and the historic running rebate program.
3. *Conduct Outreach and Education* - Annually to support EV Ride and Drive events and other educational opportunities. An annual amount will be reserved for outreach and/or educational opportunities for public agencies or non- to develop EV promotional and educational material for their communities.
4. *Alternative Fuel Strategic Planning*- Planning effort done in concert with partner agencies including Marin Clean Energy- MCE, Marin Climate and Energy Partnership- MCEP, Sustainable Marin organizations, and County of Marin Sustainability Team, as well as others, including Drawdown Marin constituency.