



Transportation Authority of Marin Renew Existing ½-cent Transportation Sales Tax

Request for Approval of the
Final Sales Tax Renewal Expenditure Plan
Town of Tiburon
June 20, 2018



Request Council to Approve the Plan

- TAM requests Council approval of TAM's Final Transportation Sales Tax Renewal Expenditure Plan.



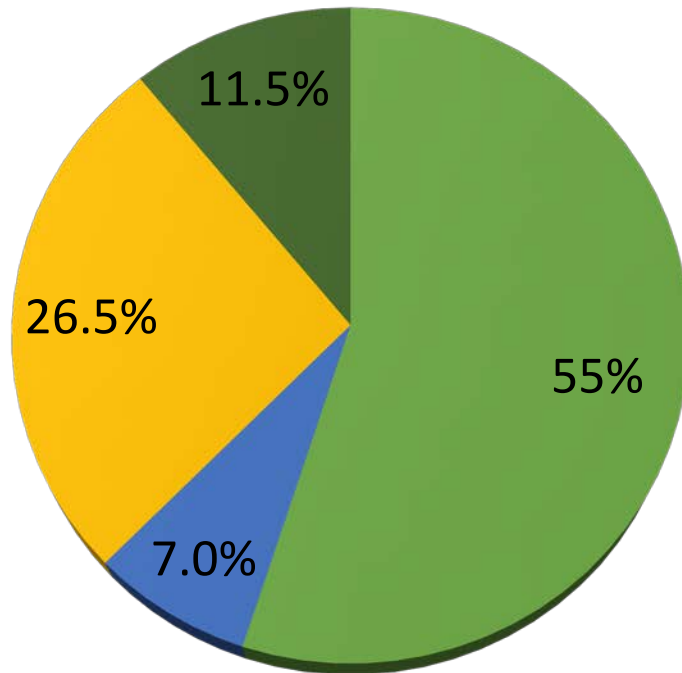
Approval Requirements

- State statutory requirements per PUC Code Section 180206:
 - Two-Thirds majority approval by the TAM Board (Unanimous approval received 4/26/18)
 - 50+% of the cities or towns representing 50+% of the incorporated population
 - A majority vote of the Board of Supervisors.

Note: TAM staff are seeking unanimous approval from all 12 jurisdictions



Final Sales Tax Renewal Expenditure Plan



- Local Bus Transit
- Highways and Interchanges
- Local Streets and Roads
- School Safety and Access

All details of Expenditures are in the Final Plan

Process to Date

- **May 2017**
TAM Board considers initial input from Local Jurisdictions & Polling; establishes 24-member Expenditure Plan Advisory Committee
- **June – November 2017**
Expenditure Plan Advisory Committee Process- consideration of needs, assessment of renewal or increase of the tax
- **December 2017**
EPAC presents and TAM Board unanimously accepts Draft Expenditure Plan – renew tax/ change how money being spent. Authorizes proceeding to next step of briefing local councils and conducting follow-up poll
- **February 2018**
TAM receives poll results – 73.2% approval of tax renewal under Draft Expenditure Plan; TAM authorizes seeking input from all Local Jurisdictions
- **March - April 2018**
TAM staff brief 11 Local Jurisdiction Councils and County BOS on EPAC's Draft Expenditure Plan- councils provide input on components
- **April 26, 2018** – TAM Board Approves Final Expenditure Plan – making changes from input . Directs staff to seek approval by 11 cities and towns and the County of Marin
- **End April through mid-July-** TAM staff seeks approval of Final Expenditure Plan from all 11 cities/towns and the BOS



Input from City & Town Councils, the BOS, Public and Partners

- Support of renewal of current tax, rather than an increase
- Recognition of benefit dedicated local sales tax provides
- Acknowledgement of limited funding; needs exceed funds
- Support for Crossing Guard program and Safe Routes to Schools
- Support for Yellow School Bus program and expansion to reduce congestion
- TAM should use GHG reduction as goal in all decisions
- Interest in oversight and accountability
- Acknowledgement of rapidly changing technology
- Understanding of what SB1 does, what RM3 does, and need for Local Sales Tax to continue to fund what these other sources do not fund
- Conversation about electric vehicle funding



Response to Input

“TAM should use GHG reduction as goal “

Change in Expenditure Plan Goal statement

GOAL: Reduce congestion and reduce greenhouse gas emissions, 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.

Response to Input

“Interest in oversight and accountability”

- Independent Citizen’s Oversight Committee retained:
 - The COC reports directly to the public and is charged with reviewing all of TAM’s expenditures. The committee is responsible for the following tasks:
 - The committee holds public hearings and issues reports, on at least an annual basis, to inform Marin County residents how funds are being spent. The hearings are open to the public and held in compliance with the Brown Act, California’s open meeting law. Information announcing the hearings is well-publicized and posted in advance.
 - The committee has full access to TAM’s independent auditor whose work they oversee. The committee has the authority to request and review specific information and to comment on the auditor’s reports.
 - The committee publishes an annual report. Copies of these documents are made widely available to the public at large.



Response to Input

“Support for Crossing Guard program and Safe Routes to Schools”

- Expands existing program of Crossing Guards for a total of 7.0% dedicated to Crossing Guards, up from original 4.2% , enabling funding of up to 96 guard sites
- Prevents the crossing guard cuts faced by TAM due to increasing costs and lack of any other revenue source (federal, state, or regional)
- All three essential components of Safe Routes to School are increased under the Expenditure Plan:
 - Education and Enforcement in Schools
 - Safe Pathway projects in communities
 - Crossing Guard deployment



Response to Input

“Conversation about electric vehicle funding”

- Add flexibility in categories for alternative fuel vehicles and Infrastructure including electric vehicles
- Eligible Categories include
 - Local Streets and Roads (Infrastructure and Fleet Vehicles)
 - Sea Level Rise
 - Transit Facilities and Fleet Vehicles



Response to Alternative Fuel needs, including EV' s

- use of other fund source

Plans To Do More

- In April 2018, the TAM Board approved an Increase of TAM Measure B \$10 Vehicle Registration Fee funding for Alternative Fuel - EV Adoption Program in Marin. Total over \$1.1 mil over next three years
- Continue and expand TAM's coordination with local stakeholders and partners to develop updated Plan for TAM Board to consider
Committed to:
 - TAM Alternative Fuel Ad Hoc to guide work
 - Fold efforts into Marin County – Draw-down subcommittee on Clean Transportation
 - Continue and Expand *EV Charging Rebate Program*
 - Continue and Expand *EV Fleet Rebate Program*
 - Education and Outreach



Response to Input

“Acknowledgement of rapidly changing technology”

- TAM Board will review the Expenditure Plan every six years to consider amendments
- Strict amendment process with public input and approval process by jurisdictions
- Respond to rapidly changing transportation landscape and future needs

Response to Input

“Support for Yellow School Bus program and expansion to reduce congestion

- Increase funding directly distributed to cities, towns, and the county from 13.25% to 22%
- Add flexibility in LSR funds -at local discretion- for congestion relief including yellow school bus service

Response to Input

- Tiburon receives ~\$ 110,000 annually with the existing measure. Funding will be expanded to ~\$183,000 annually under the renewed measure
- LSR funds will be eligible for a variety of needs as determined by the local jurisdiction, including
 - flood management w/r/t infrastructure,
 - **congestion relief in local road corridors, including yellow school bus service**
 - alternative fuel infrastructure including EV's.
 - Municipal fleet costs
 - Bicycle and pedestrian facilities, per city approved Complete Streets



NOTE: Under Senate Bill 1, Tiburon's share of Local Streets & Roads funding from state gas tax grows from \$185,000 to \$363,000, an increase of \$177,000

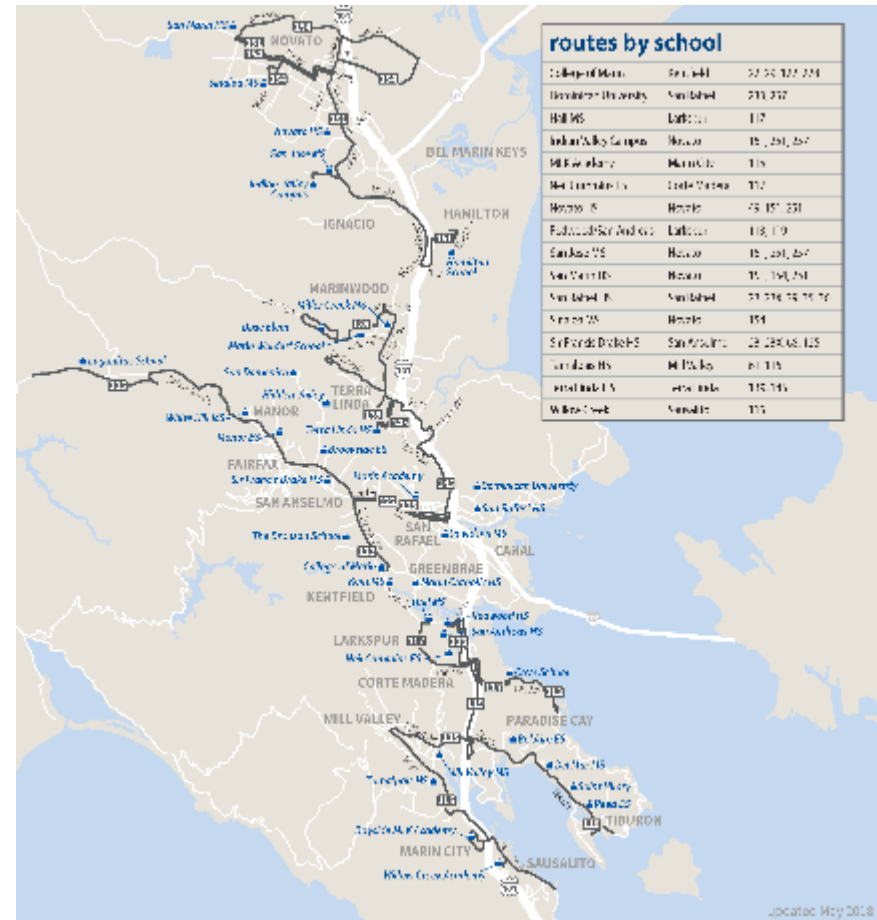
Response to Input - School Transportation

Marin Transit will continue 100% funding of direct supplemental school bus service to Marin's High Schools

- 13 public schools
- All public high schools in Marin
- 2,500+ daily youth trips

Marin Transit will continue the youth pass program

2000+ annual passes



Response to Input - School Transportation

Marin Transit and TAM support for Yellow School Bus service

- Top priority in 10-year Short Range Transit Plan adopted Spring 2018
- Marin Transit will be developing a mechanism to normalize funding amongst our school districts, cities, and towns, over the next year
- Marin Transit and TAM will continue to seek new revenues for Yellow School Bus service.
- Target congestion relief

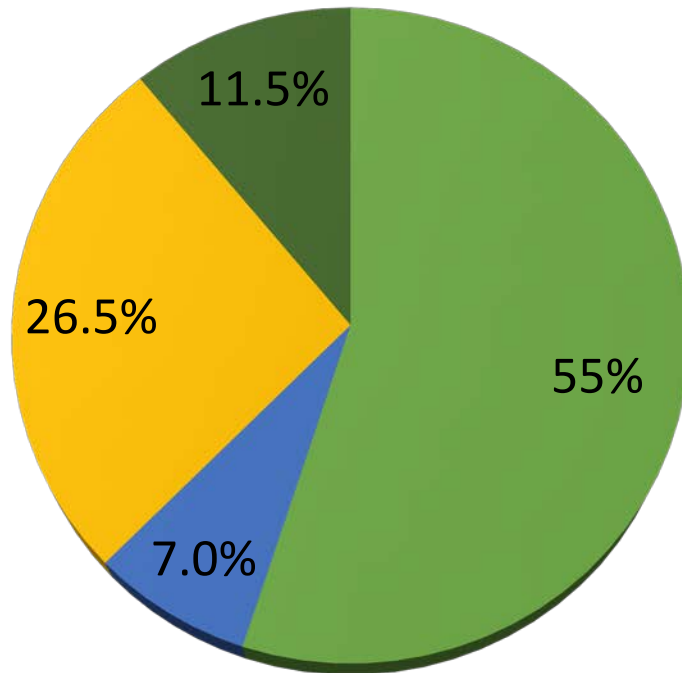


Response to Local Input – School Transportation

On June 28th, 2018, the TAM Board will consider approval of ~ \$1.1 million in sales tax interest reserve funding to support Yellow School Bus service

The TAM Board is likely to make the funds contingent on the sales tax renewal passing

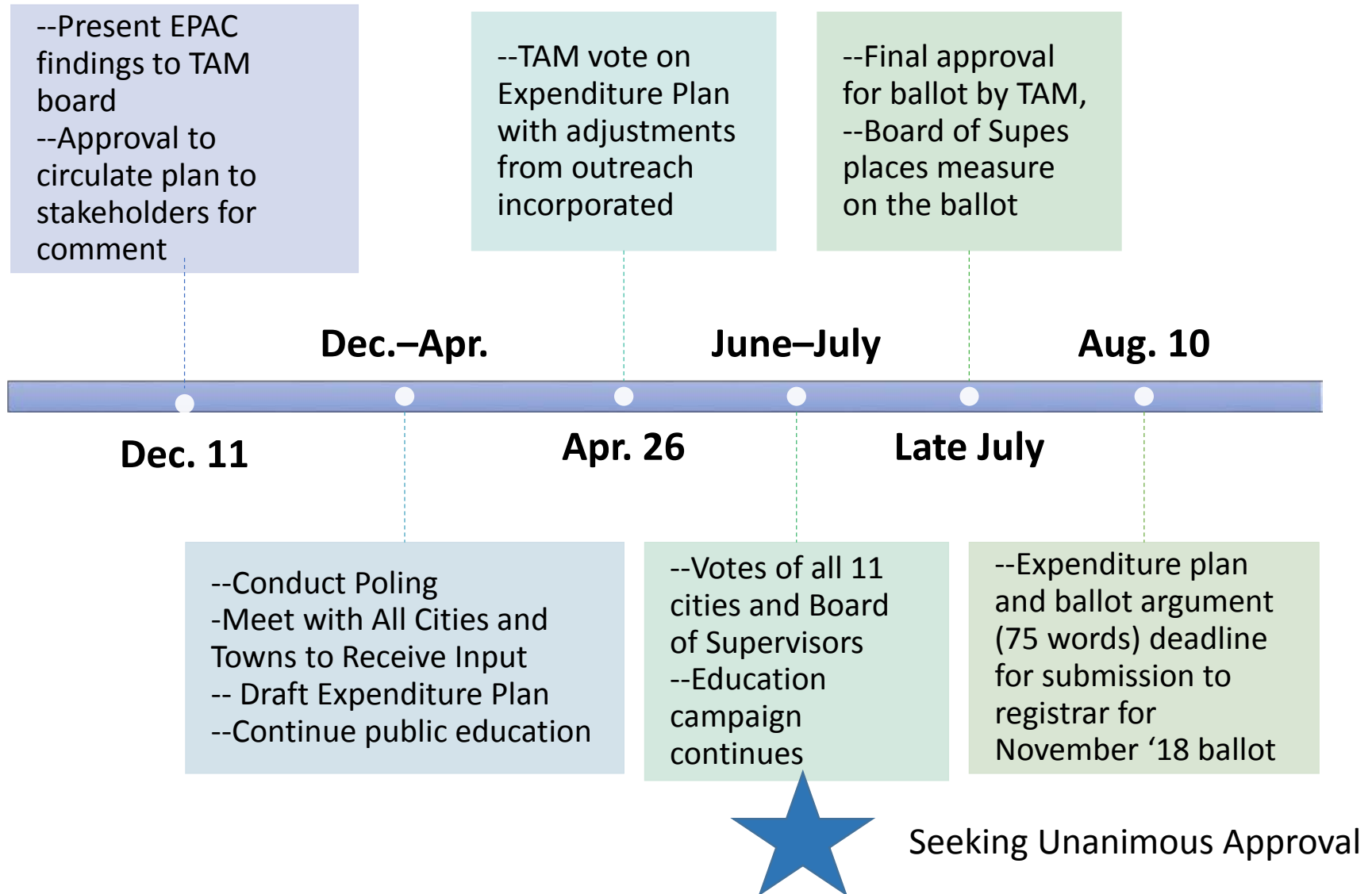
Final Sales Tax Renewal Expenditure Plan



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Timeline & What Happens Next



Questions and Answers



Category 1- Reduce Congestion on Highway 101/ Improve Interchanges

Previous Plan- 7.5%

- Fully Fund and ensure the completion of the Highway 101 Carpool Lane Gap Closure project through San Rafael



New Plan- 7.0%

- 1.5% Provide local matching funds to accelerate completion of the MSN carpool lane and MUP
- 2.0% Provide local matching funds to accelerate completion of the Highway 101/ I-580 Direct Connector
- 3% Improve Highway 101 local interchanges and freeway access routes
- 0.5% Implement commute alternatives and trip reduction

Category 2- Maintain, Improve, and Manage Local Transportation Infrastructure

Previous Plan- 26.5 %

- 13.25% for Major Roads and related infrastructure
- 13.25% for Local Roads for all modes/ Complete Streets

(direct to Local Jurisdictions and the County)



New Plan- 26.5%

- 22% for Local Roads for all modes/ Complete Streets
- 3% Safe Pathways to Schools (moved over from the Safe Routes category)
- 1% Develop projects to address sea-level rise and resiliency including alternative fuel facilities
- 0.5% support operational improvements through innovative technology

Category 3- Reduce School -Related Congestion & Provide Safer Access to Schools

Previous Plan- 11.0%

- 3.3 % Education and Encouragement
- 4.2 % Crossing Guards
- 3.5% Safe Pathways

New Plan- 11.5%

- 3.5% Education and Encouragement
- 7.0% Crossing Guards
- 4.0% Safe Pathways
 - 3.0% of this is moved into Category 2, Local Transportation Infrastructure, for major safe pathway projects,
 - 1.0% is in here in Category 3 Safe Access, for small safety related improvements



Category 4- Maintain and Expand Local Transit Services in Marin County

Previous Plan – 55%

- 37% Maintain and Expand Local Bus Transit Service
- 3% Maintain and Expand the Rural Bus Transit System
- 9% Maintain and Expand Services for Seniors and Persons with Disabilities
- 6% Invest in Bus Transit Facilities



New Plan- 55%

- 33% Maintain and Improve existing levels of Transit Service
- 3% Maintain and Expand Rural and Recreational Services
- 9.5% Maintain and Expand Services for Seniors and Persons with Disabilities
- 5% Provide Transit Services to Schools to Reduce Local Congestion
- 4% Invest in Bus Transit Facilities
- 0.5% Expand Access to Ferries and Regional Transit managed by Golden Gate



Q4. Features of the Measure I

November 2018 (n=794)

A. Relieve traffic congestion on Highway 101 and local roads

B. Fix potholes and maintain local roads

F. Relieve congestion by improving intersections and better timing of signals

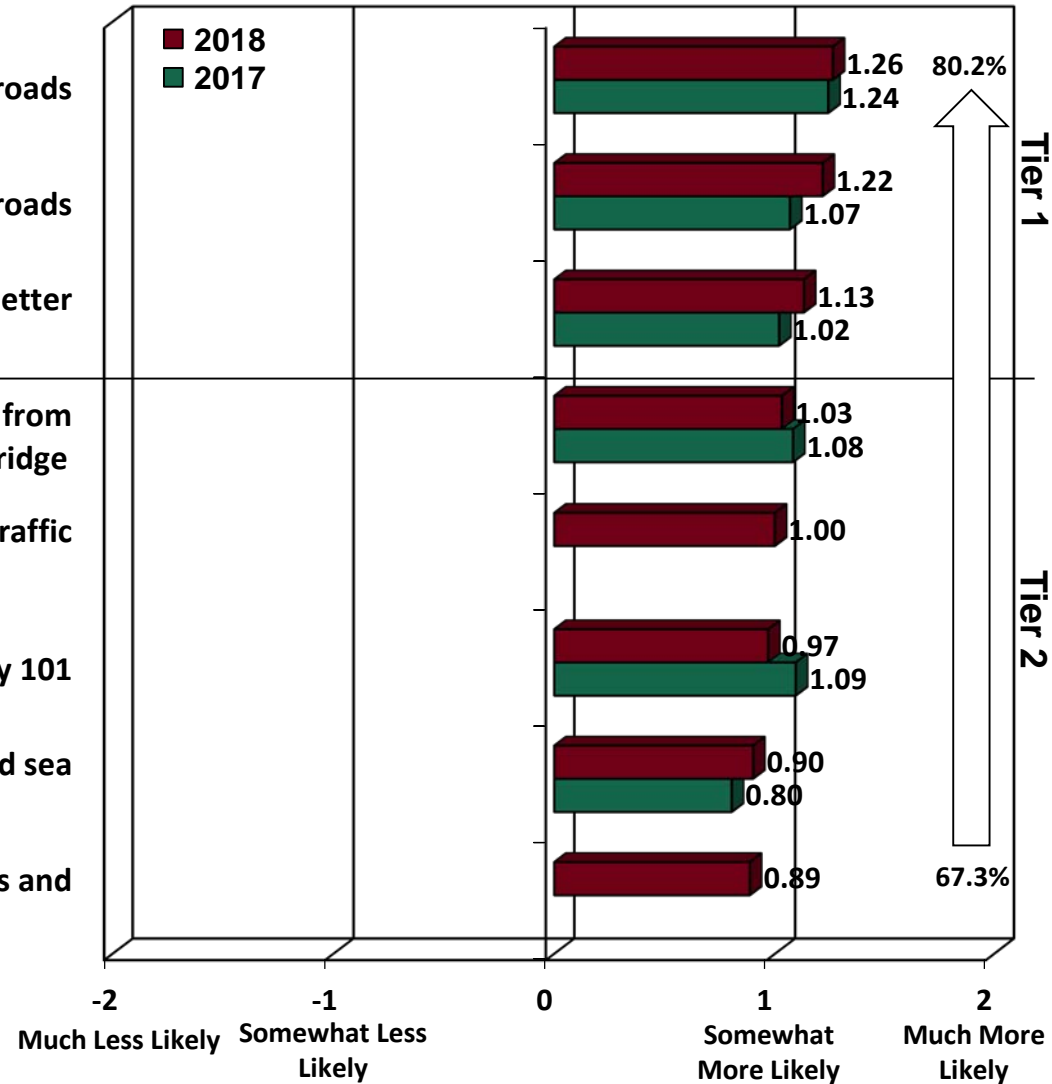
G. Provide matching funds to build a direct connector from Highway 101 to I-580 and the San Rafael-Richmond Bridge

P. Provide options to get to and from work to relieve traffic congestion

C. Improve interchanges and access on and off of Highway 101

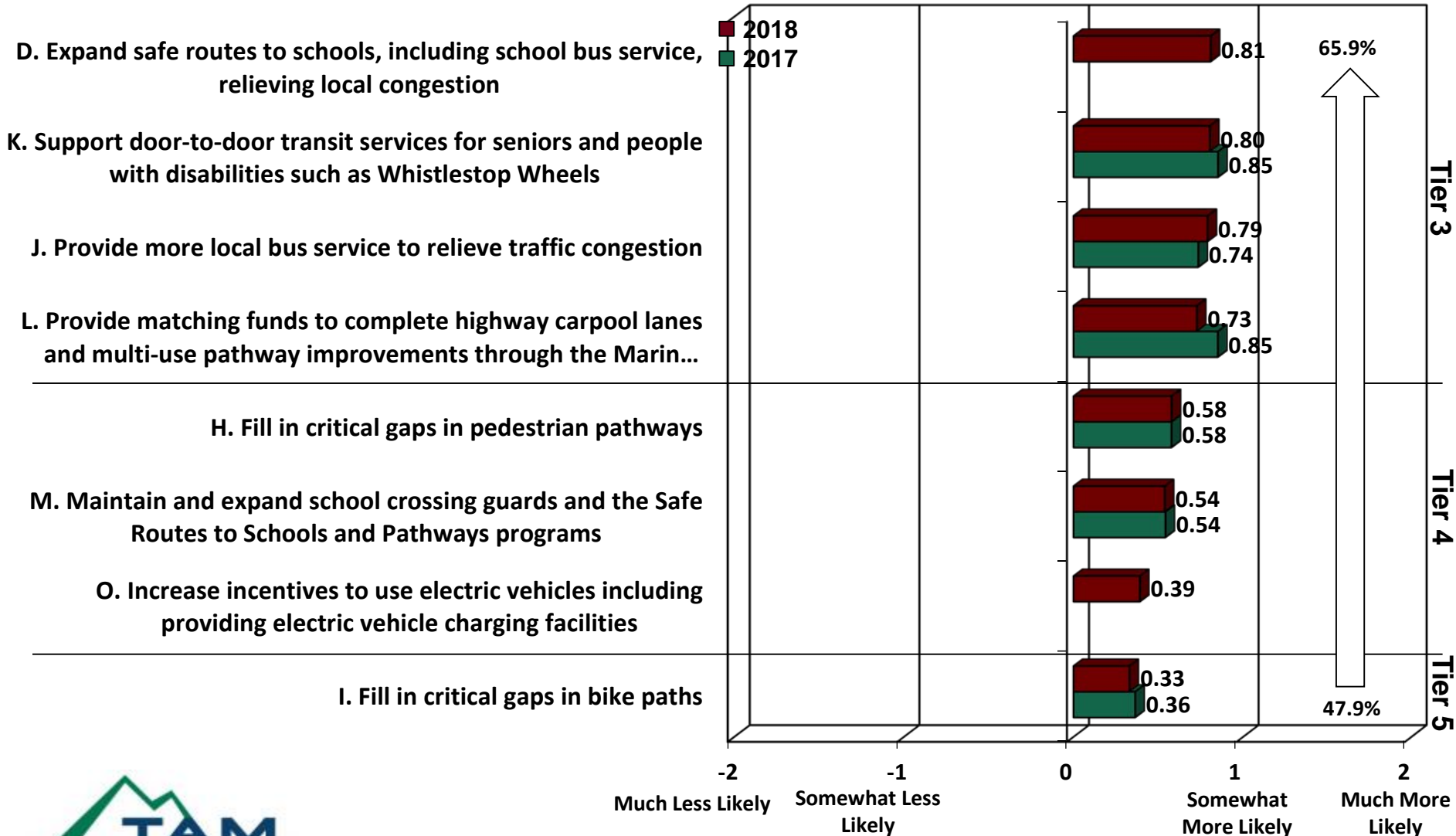
N. Protect local roads and highways from flooding and sea level rise

E. Provide local transit, including options for seniors and persons with disabilities

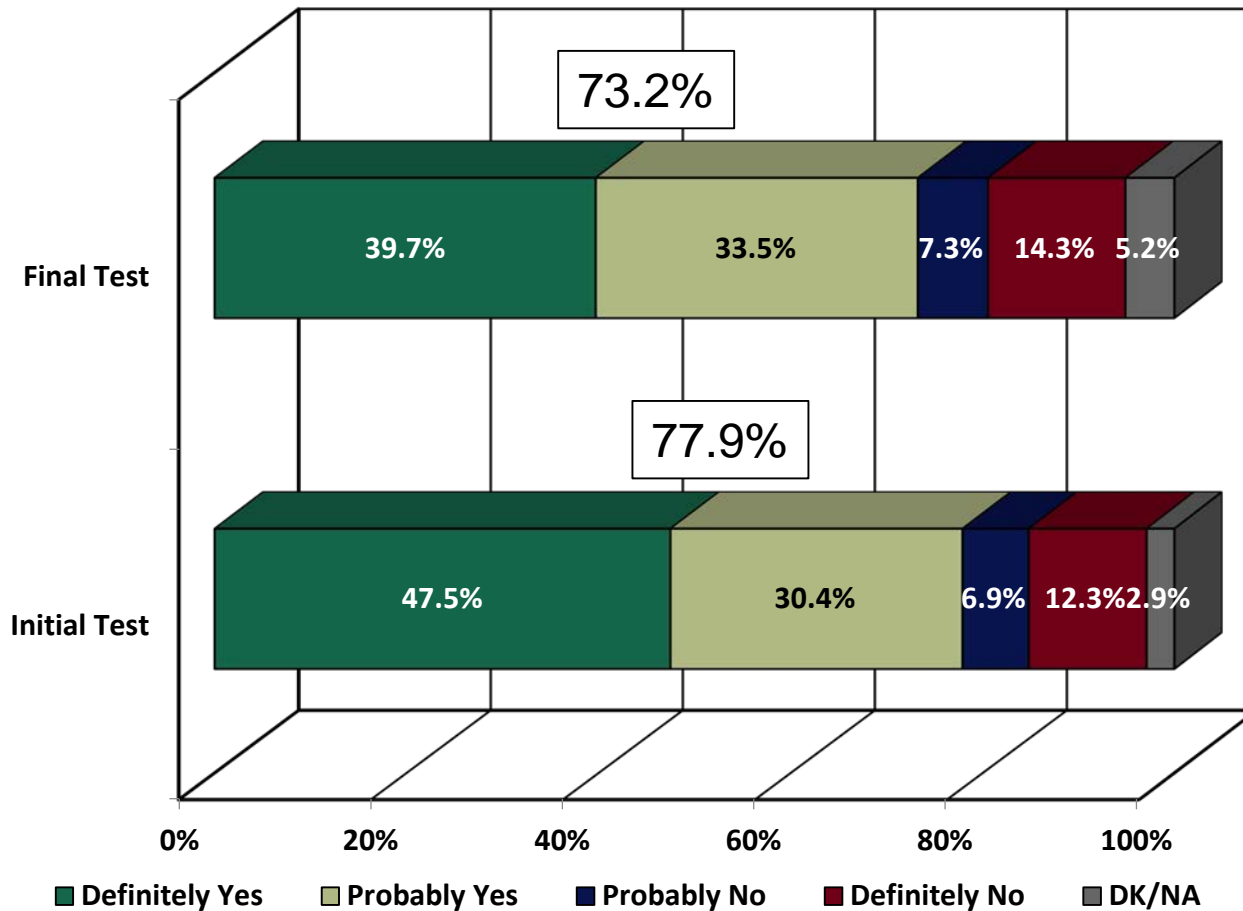


Q4. Features of the Measure II

November 2018 (n=794)



Public Support



2017 3/4¢ Data **Final Nov 18**

Total Yes 61.5%

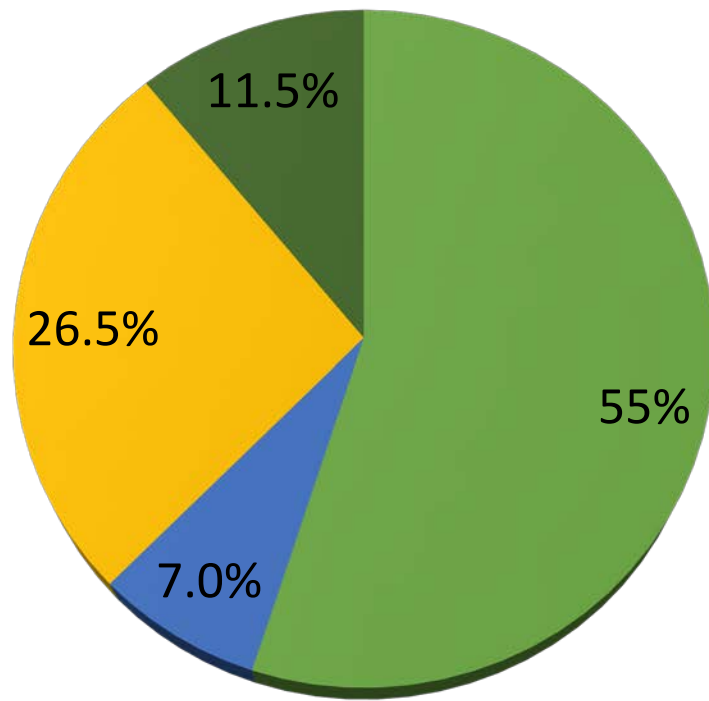
Total No 32.1%

In order to:

- relieve traffic congestion on Highway 101 and local roads;
- fix potholes and maintain local roads;
- improve interchanges and access on and off of Highway 101;
- expand safe routes to schools, including school bus service, relieving local congestion; and,
- provide local transit, including options for seniors and persons with disabilities;

shall Marin County extend the existing half-cent, voter approved sales tax without increasing the current rate, providing \$25 million dollars annually for 30 years, with citizens' oversight, that the State cannot take away?

55% to Transit – Rural, Local, School, Seniors and Persons with Disabilities



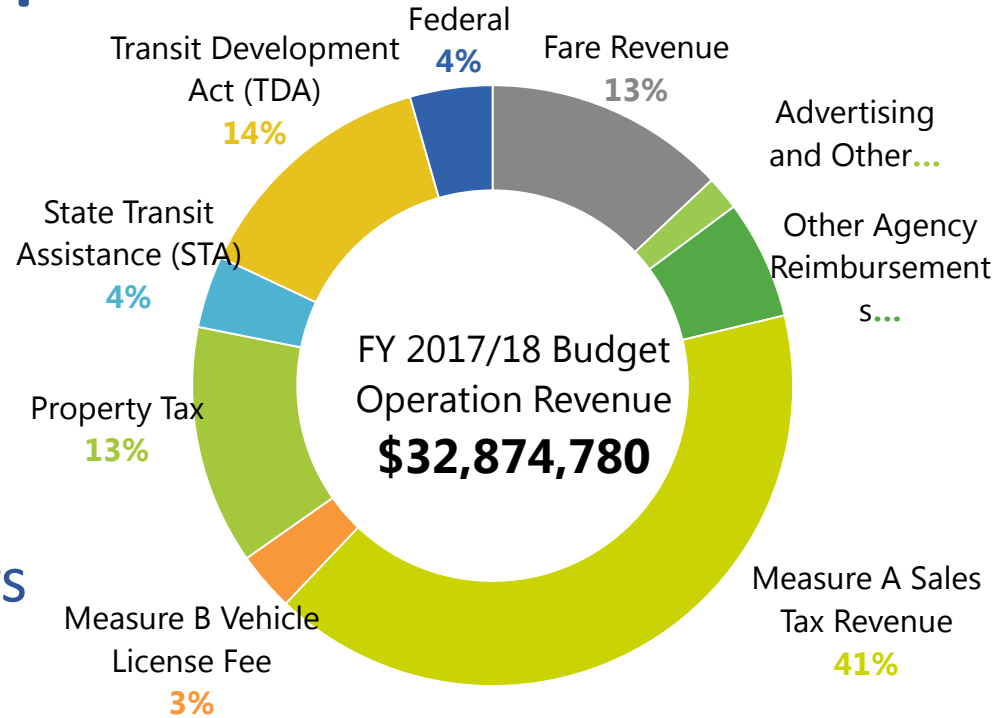
Local Bus Transit

- Readjust percentages to provide dedicated funding for school services including yellow school bus.
- Increase funding for transit for seniors, persons with disabilities and low income residents
- Expand access to regional transit and ferries
- Funding percentages for fixed route transit and facilities are reduced - alternative funding options and cost efficiencies will be pursued

Marin Transit Improvements

Countywide

- Doubled service levels since 2004
- 3.3 million passenger trips per year
- New programs for seniors and disabled persons
- Expanded school transportation
- Expanded service to West Marin



Local Fixed Route Service on the Tiburon Peninsula

Shuttle Route 219

- Service every 30 minutes daily
- 180 daily riders

Shuttle Route 219f

- Connection to six ferry boats

Connections at Strawberry

- Service every 15 minutes daily
- 300 local passenger trips



Student Transportation Services on the Tiburon Peninsula

Redwood High School

- Routes 113 and 119
- 245 daily passenger trips

Youth Discount Passes

- 92 passes issued
- 64% to income qualified students

Reed Unified Yellow Bus

- Operations Management for the Tiburon Yellow Bus JPA
- 1,400 one way passes sold



Senior and Disabled Transportation on the Tiburon Peninsula

- **60 residents** on Peninsula registered as Marin Access customers
- **3,200+ passenger trips** on paratransit
- **500+ passenger trips** on Catch A Ride (taxi subsidy program)
- **20+ passenger trips** on volunteer driver program



Sustainability and Greenhouse Gas Emission Reduction

- More than 75% of the Measure is dedicated to Alternative Modes
-
- 55% Transit
 - 14% Safe Routes to Schools: Education, Infrastructure and Crossing Guards
 - 22% to Local Streets and Roads – of which 30% over last 12 years has been dedicated- at local discretion- to complete streets policy features- sidewalks, bike paths and bus facilities
 - Plus new categories for sea level rise protection, innovation and trip reduction/ commute alternatives



SB1 – Annual Distribution

- **Formula:**
- 37%- \$1.9 Billion for State Highway System
- 30%- \$1.5 Billion for Local Streets and Roads
- 13%- \$750 Million for Transit and Rail
- **Competitive:**
- \$300 Million for Trade Corridor Enhancement
- \$250 Million for Solutions for Congested Corridors
- \$200 Million for Local Partnership Program
- \$100 Million for Active Transportation
- \$25 Million for Local Planning Grants



Senate Bill 1

- ~ \$ 8 million to Marin County jurisdictions for road maintenance (~ double the current amount received from the state)



Regional Measure 3

- Regional Measure 3 passed on the June 5th, 2018 ballot. RM3 will increase tolls on the Seven State owned toll bridges in the Bay Area (not the Golden Gate Bridge)
- \$1 increase in 2019, additional \$1 in 2022, additional \$1 in 2025
 - Achieved the required > 50% approval
 - Projects funded by the toll revenue show a nexus – a benefit – to the toll bridge users who pay the fee.



Regional Measure 3 – Marin County

funds several large critical capital projects that would otherwise not easily be funded

- The Downtown San Rafael Transit Center Relocation- \$30m
- NB Highway 101 to EB I-580 Direct Connector – \$135m (\$210m for overall Richmond-San Rafael approaches)
- Marin-Sonoma Narrows - \$120m
- State Route 37 Improvements – \$100m



Regional Measure 3 – Marin County

-additional revenue that will benefit Marin

- San Francisco Bay Trail Improvements / Safe Routes to Transit - \$150 million
- SMART Extension - \$40 million
- North Bay Transit Access Improvements – \$100 million



Safe Routes to School – Green Trips

Figure 4. Countywide Active Green and Green Trips / Enrollment

