



TAM Update & Transportation Sales Tax Renewal

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.



Current TAM Board Membership – June 1st, 2018

TAM BOARD OF COMMISSIONERS

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Marin is a Self-Help County

- In 2004, Marin voters approved a ½-cent transportation sales tax.
- In 2010, Marin voters approve a \$10 annual Vehicle Registration Fee (VRF)
- On November 6, a renewal and extension of the existing ½-cent tax will be on the ballot in Marin – Measure AA
- Marin is one of 24 counties statewide who have passed a sales tax for transportation purposes
 - 2/3 voter approval required to pass these measures
- 8 of the 9 Bay Area counties have similar sales tax income for transportation (Solano does not)
- Marin currently generates approximately \$27 million annually from its ½-cent sales tax and \$2.3 million annually from the VRF.



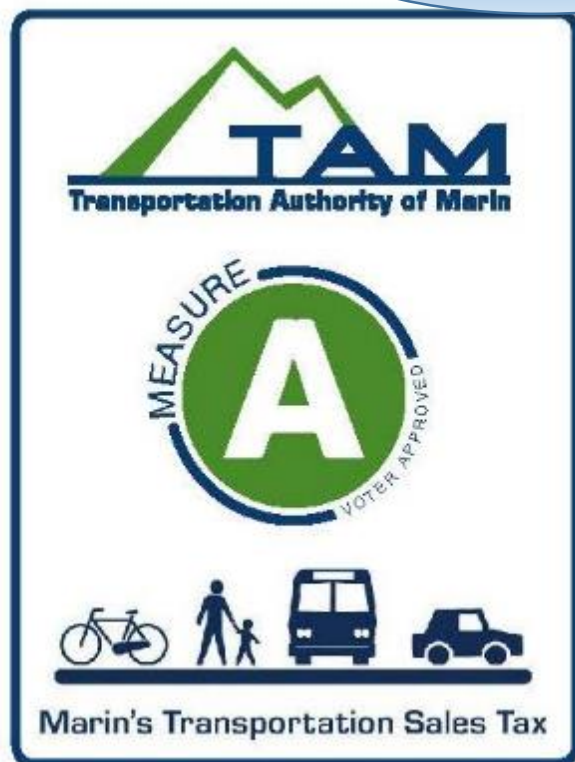
California Self-Help Counties



- Nearly all of the local countywide sales taxes operate under Expenditure Plans that are set up to address multi-modal needs of a variety of users
- These local sales taxes support capital projects and the operation of multiple modes of transportation - essential to metropolitan mobility. Typical inclusions:
 - Highways, streets and roads
 - Transit and paratransit
 - Goods movement
 - Bicycle and pedestrian
 - School access support

TAM Primary Local Transportation Funding Sources

~ \$27m/year



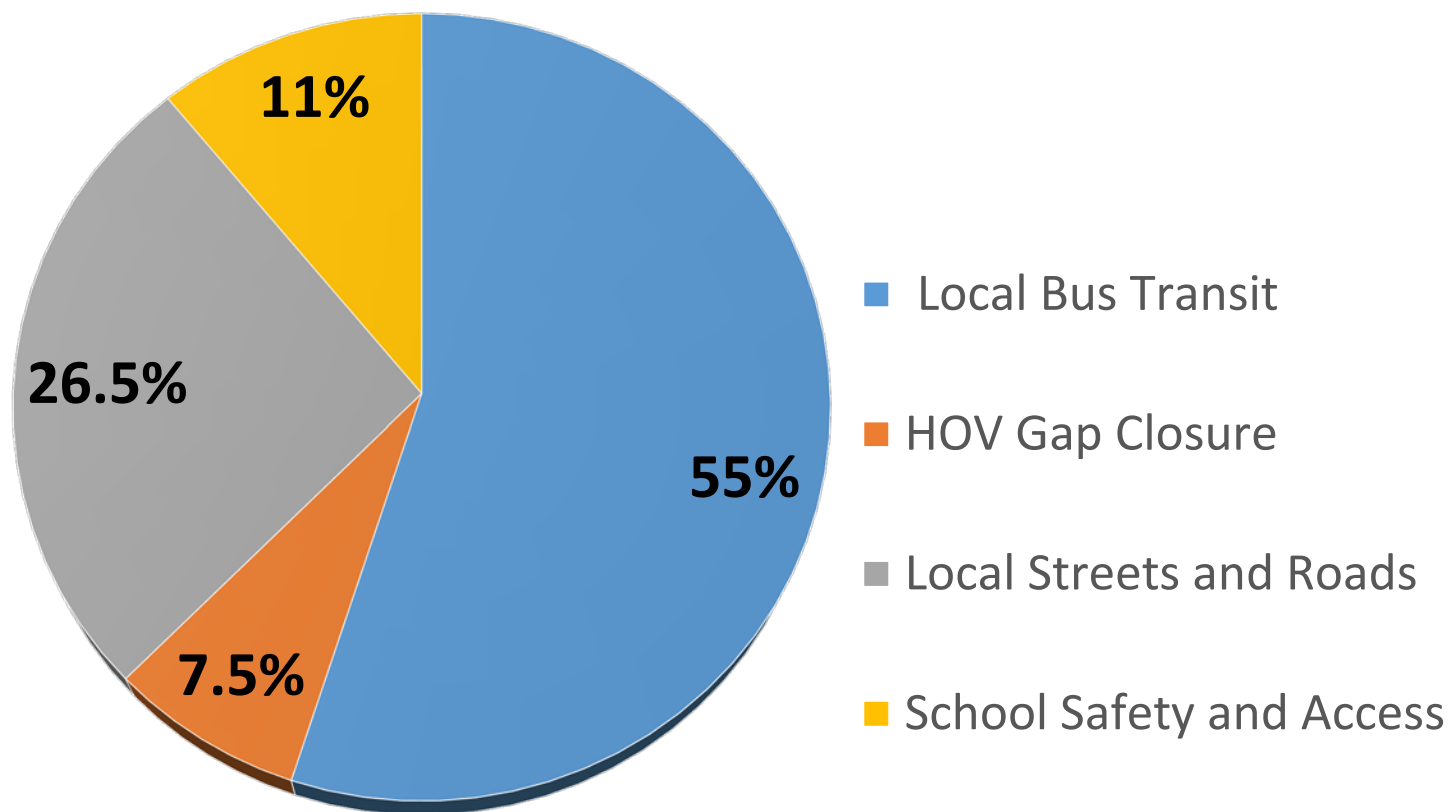
½-cent sales tax

~ \$2.3m/year



\$10 VRF/year

Measure A Transportation Sales Tax

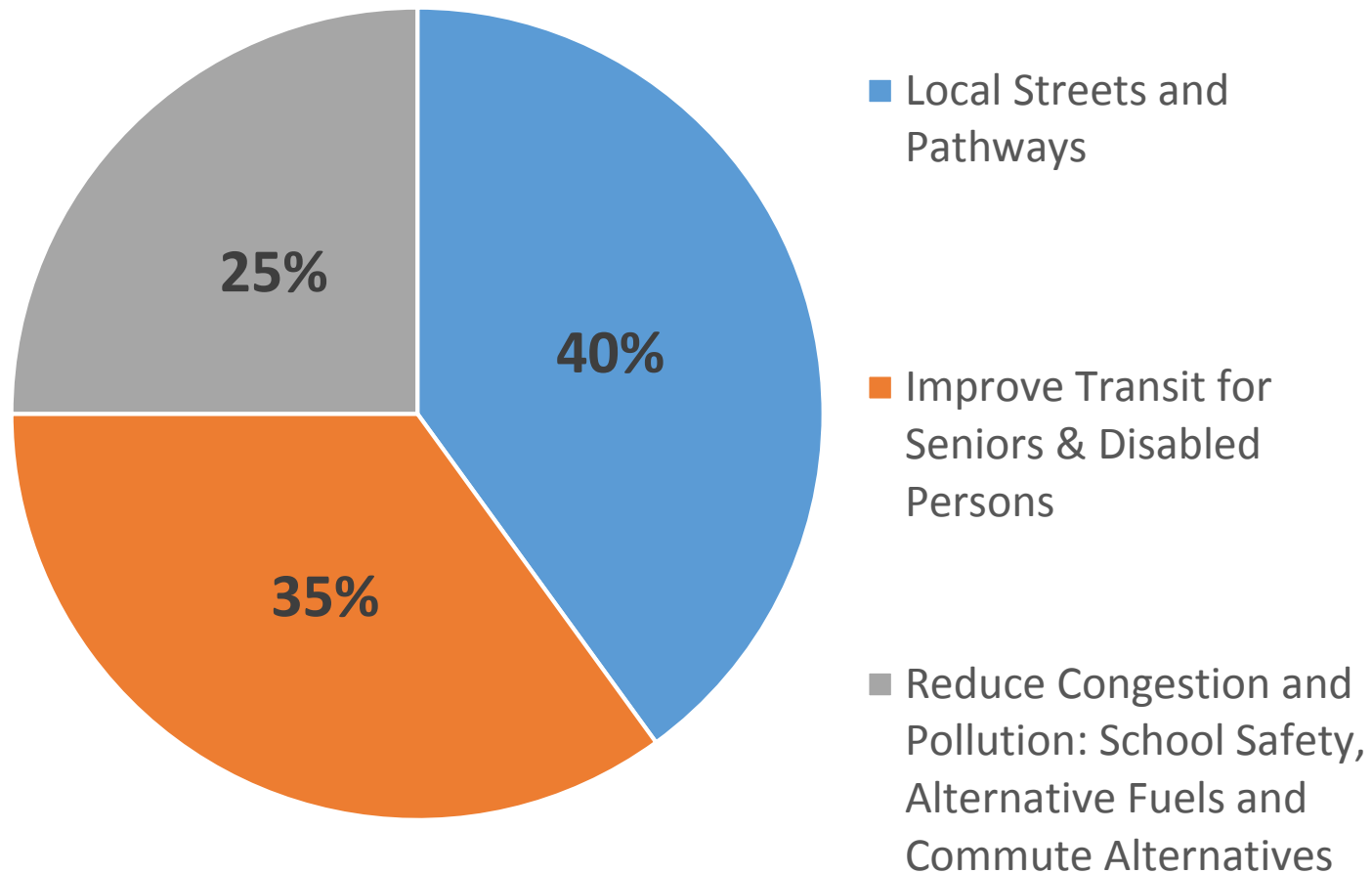


Measure A Transportation Sales Tax

- Passed in 2004 – Generates ~ \$25m/year. Expected to generate \$500m during the 20 year lifecycle

Implementation Strategy	% of Funds
1. Develop a seamless local bus transit system	55%
2. Fully fund and ensure the accelerated completion of the Highway 101 Carpool Lane Gap Closure in San Rafael	7.5%
3. Maintain, improve, and manage Marin County's local transportation infrastructure	26.5%
4. Reduce school related congestion and provide safer access to schools.	11%

Measure B Vehicle Registration Fee



Measure B Vehicle Registration Fee

- Passed in 2010 – Generates ~\$2.3million/year and does not expire

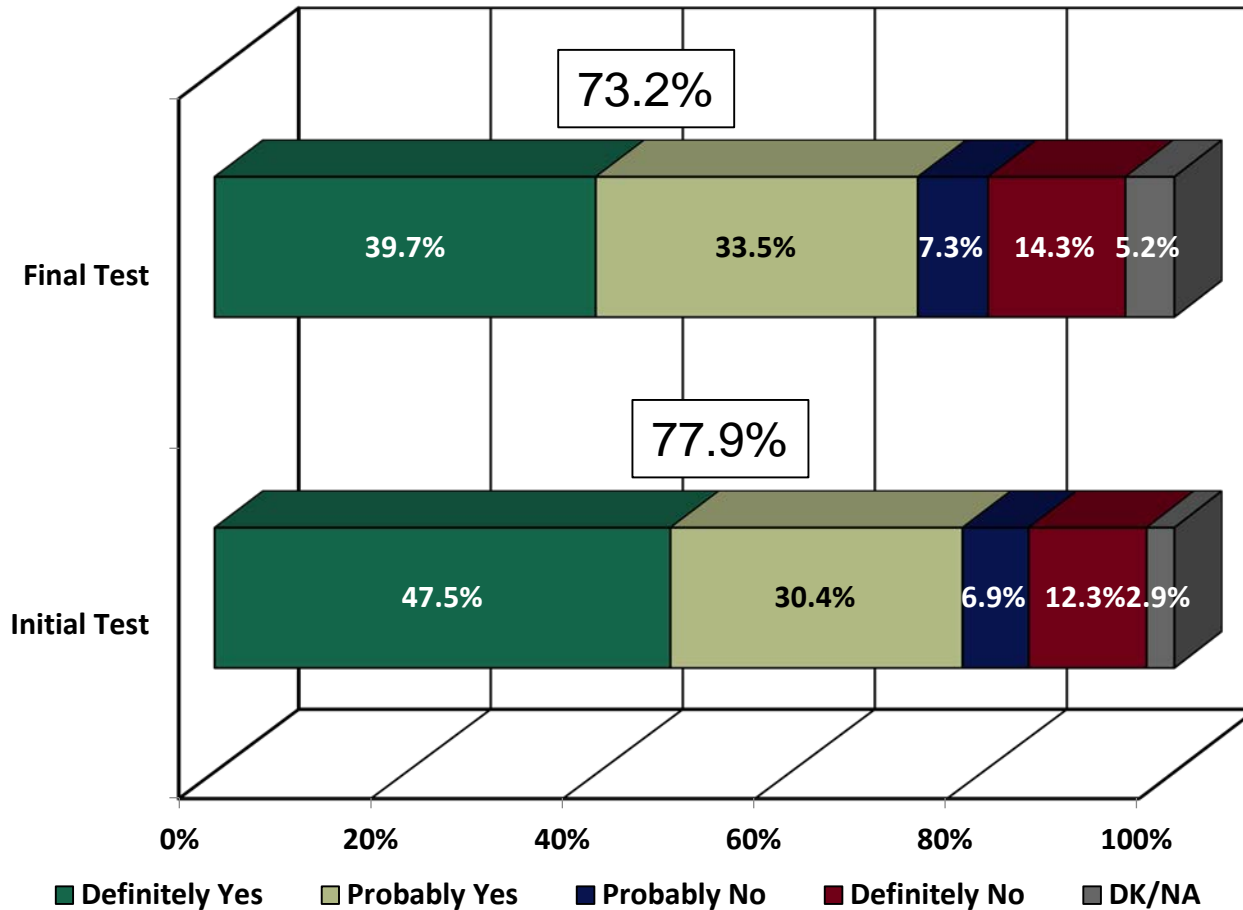
Measure B Elements	% of Funds
Maintain Local Streets and Pathways - 5% dedicated to bike path maintenance	40%
Improve Transit for Seniors and People with Disabilities	35%
Reduce Congestion and Pollution: School Safety, Alternative Fuels and Commute Alternatives	25%

Moving Forward with No Tax Increase

- Why Now- Current plan is nearly 15 years old- categories not included are needed now
- Adjust expenditure plan to respond to current / future needs
- Create an ongoing, reliable stream of revenue before it is an emergency; enable long-term reliability. 30 years assures capital project needs are met
- Public opinion supports renewal



Public Support for ½-cent Renewal



2017 3/4¢ Data Final Nov 18

Total Yes 61.5%
Total No 32.1%

In order to:

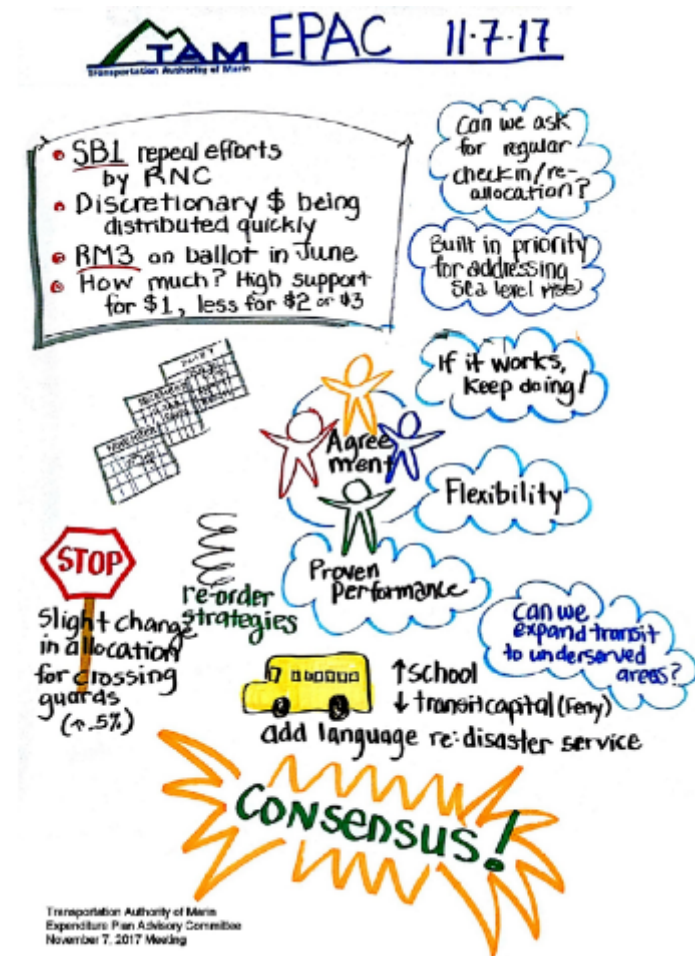
- relieve traffic congestion on Highway 101 and local roads;
- fix potholes and maintain local roads;
- improve interchanges and access on and off of Highway 101;
- expand safe routes to schools, including school bus service, and crossing guards; and,
- provide local transit, including options for seniors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

shall Marin County renew 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?

Expenditure Plan Advisory Committee (EPAC)

created the plan

- 24 members representing a broad range of interests
- The group met 9 times from June through November.
- Received education on transportation needs and funding options. All current and potential recipients of sales tax funds had an opportunity to present to the group.
- Group was educated each meeting on Senate Bill 1 and Regional Measure 3
- EPAC agreed unanimously on a Draft Expenditure Plan, agreed No New Tax was best approach, recognized the need to fund a number of new projects and programs as soon as possible

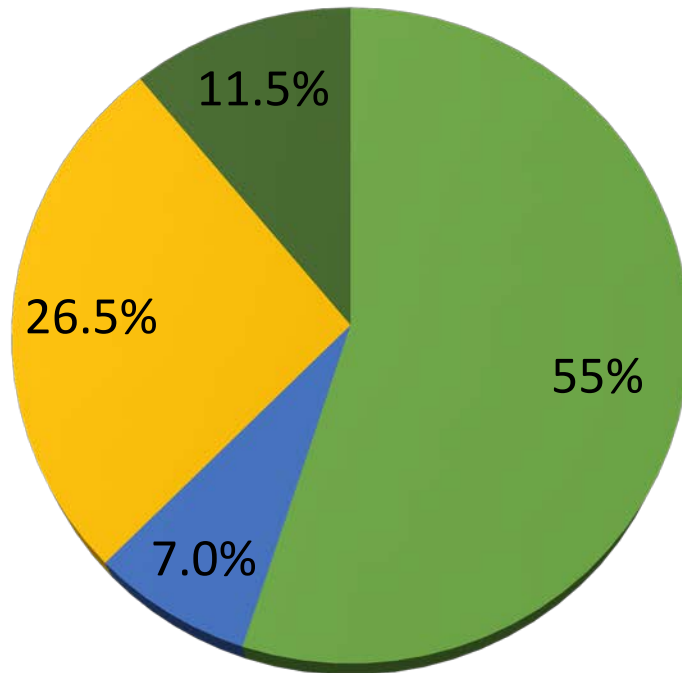


Expenditure Plan Advisory Committee

Citizens' Oversight Committee and additional with community interest groups

COC-Northern Planning	V-Anne Chernock	North Bay Leadership Council	Cynthia Murray
COC-Central Planning	Joy Dahlgren	Chamber of Commerce Novato	Coy Smith
COC-Ross Valley Planning	Paul Royce	Chamber of Commerce San Rafael	Joanne Webster
COC-Southern Planning	Robert Burton	Marin County Office of Education	Ken Lippi
COC-West Marin Planning Area	Scott Tye	Student- College of Marin	Jon Horinek
COC-Major Marin Employers	Peter Pelham	Transit Rider	Lisel Blash
COC-Environmental Organizations - MCL	Kate Powers	Marin Mobility Consortium - Seniors	Lynn Von der Werth
COC-Bicycle and Pedestrian Group	Vince O'Brien	Senior Living Resident/Pedestrian	Sue Beittel
COC-Marin County Paratransit Coordinating Council	Allan Bortel	Equity/Marin City	Monique Brown
COC-League of Women Voters	Kevin Hagerty	Equity/Canal Neighborhood	Roberto Hernandez
COC-Taxpayer Group	Paul Premo	Labor Union/Building Trade Council	Javier Flores
		Bay Wave Rep - Sea Level Rise - Innovation/Resilience	Bill Carney
		Safe Routes to School Representative	Debbie Alley

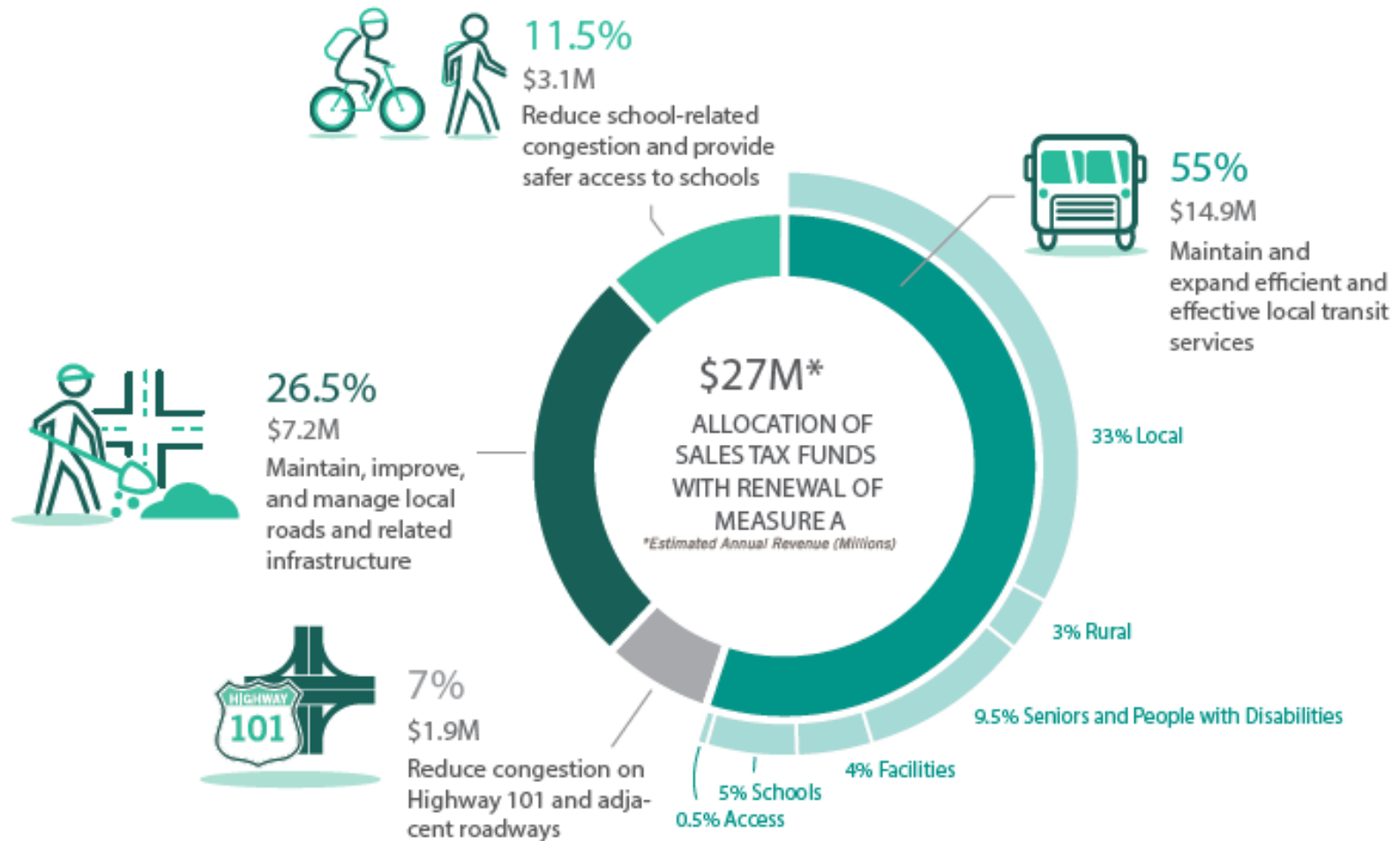
Sales Tax Renewal Expenditure Plan



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

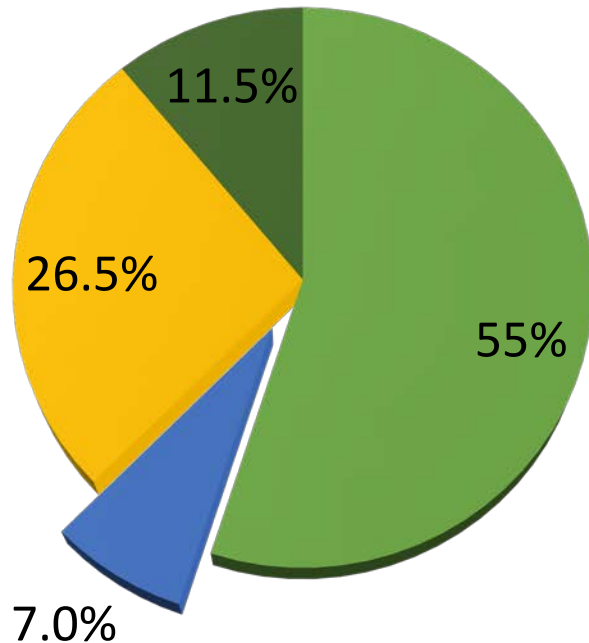
All details of Expenditures are in the Final Plan

How will the sales tax dollars be distributed?



7.0% Highway and Interchange Improvements

■ Highways and Interchanges



- Matching Funds for Marin-Sonoma Narrows and the Direct Connector from NB 101 to EB 580
- New Program for Local Interchanges
- Provides new dedicated funding for commute alternatives/ trip reduction programs that reduce peak hour highway demand.

7.0% Highway and Interchange Improvements

Previous Plan- 7.5%

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

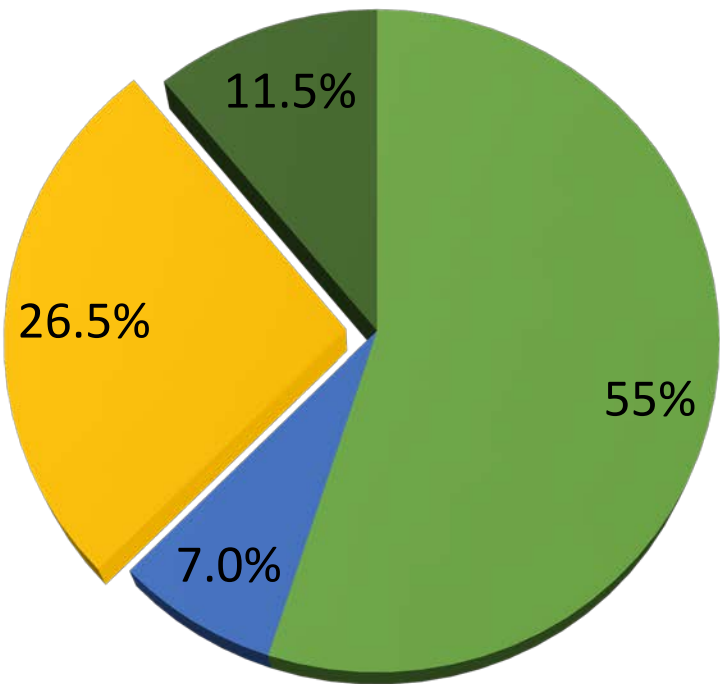


New Plan- 7.0%

- 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

26.5% Local Streets and Roads

■ Local Streets and Roads



- Every City and Town will receive significantly more dollars for their transportation priorities.
- Safe Pathways to Schools funding is included in this strategy
- Creates new categories for sea level rise and innovation

26.5% Local Streets and Roads

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 including the County)



New Plan- 26.5%

- 22% for Local Roads for all modes/ Complete Streets (direct to local jurisdictions)
- 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

Local Streets and Roads

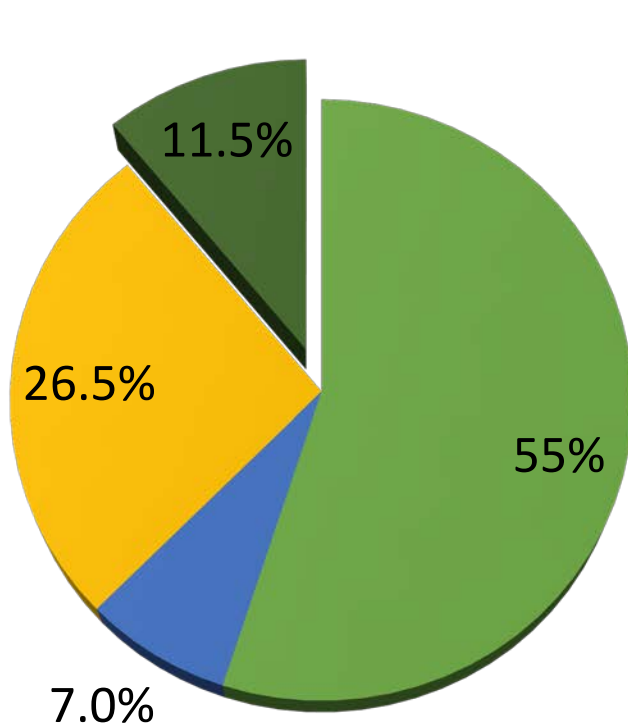
More Funding, More Flexibility

- Marin Jurisdictions receive ~\$3.2 million annually for Local Streets and Roads with the existing measure. Funding will be expanded to ~\$5.3 million annually under the renewed measure
- LSR funds will be eligible for a variety of needs as determined by the local jurisdiction, including
 - flood management & 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, Marin's share of Local Streets & Roads funding from state gas tax grows from ~\$8 million to ~\$16 million

11.5 % Safe Routes to Schools



■ School Safety and Access

- Increase funding for Education and Encouragement
- Increase funding for Crossing Guards to prevent cutting 28 Guards
- Increase funding for Safe Pathways funding

New funding for small “quick fix” safety related projects near schools

11.5 % Safe Routes 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
- 1.0% Small “Quick Fix” Safe Pathways Projects
 - Plus 3.0% is in Category 2, Local Transportation Infrastructure, for major safe pathway projects,



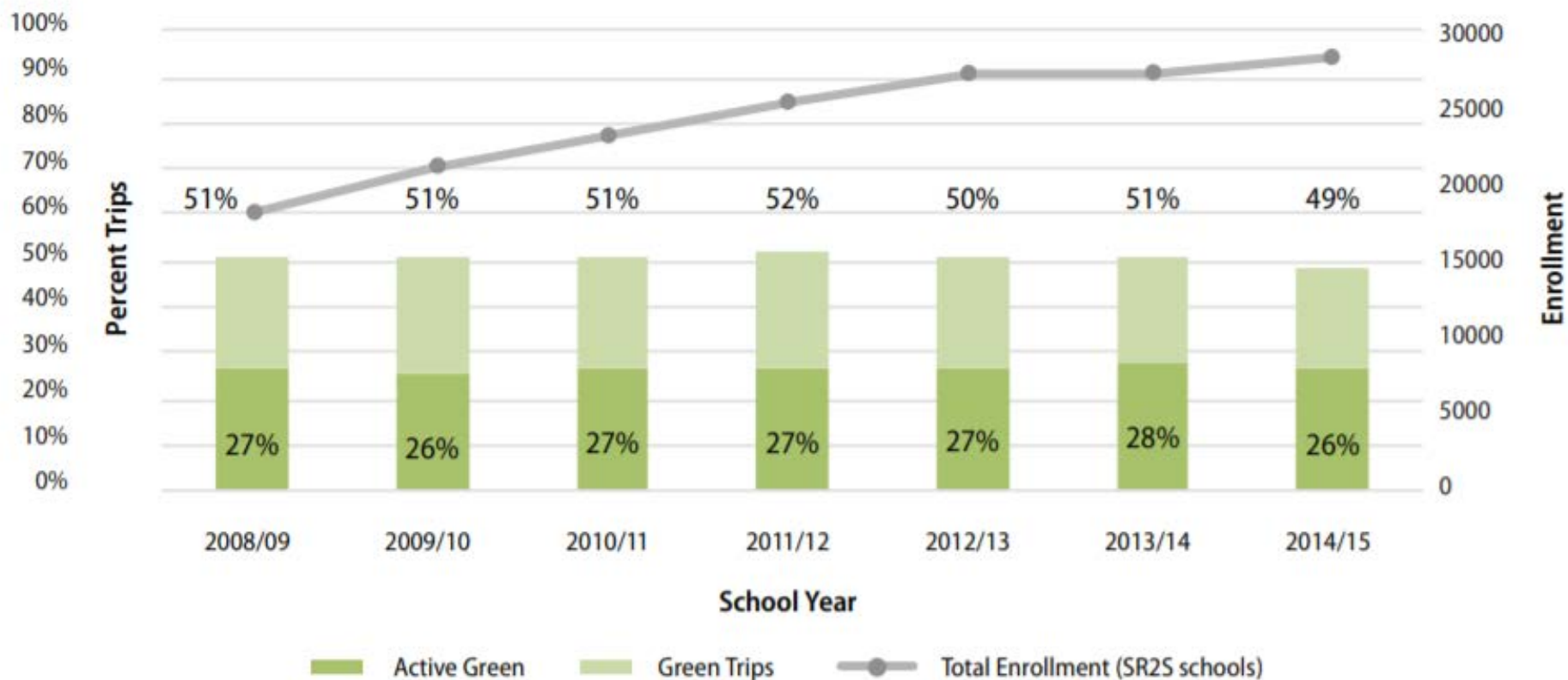
Highlights of Plan – Safe Routes to Schools

- Maintains robust commitment to education program.
- Restores crossing guards that will otherwise be cut in spring 2019.
- Creates new program for school related “quick fix” safety projects.



Safe Routes to School – Green Trips

Figure 4. Countywide Active Green and Green Trips / Enrollment

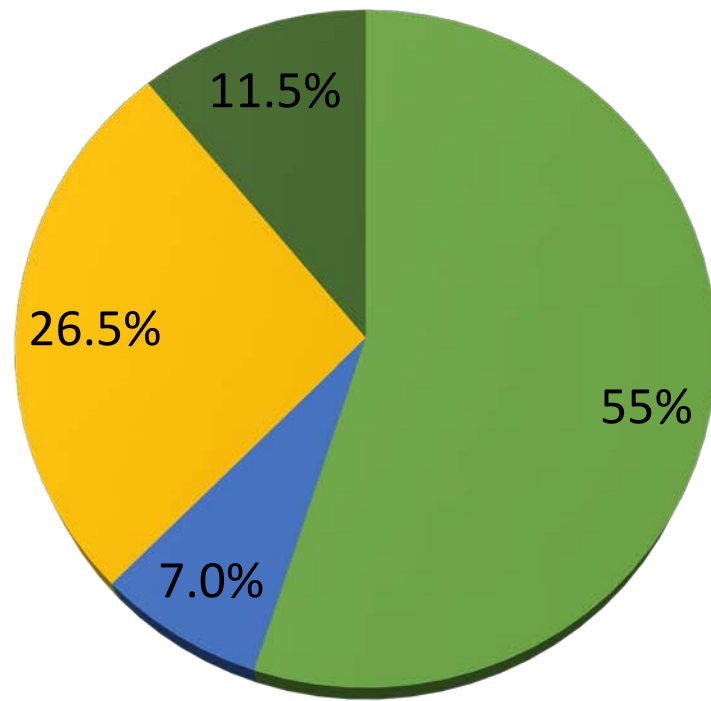


Safe Routes to Schools

- 88 Crossing Guards throughout the County-crossing 5200 children daily
- 62 Schools Active in the program, serving 24,000 students



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



■ Local Bus Transit

- Increases funding for transit for seniors, persons with disabilities including those with low income
 - Provides dedicated funding for school services
 - Expands 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

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

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

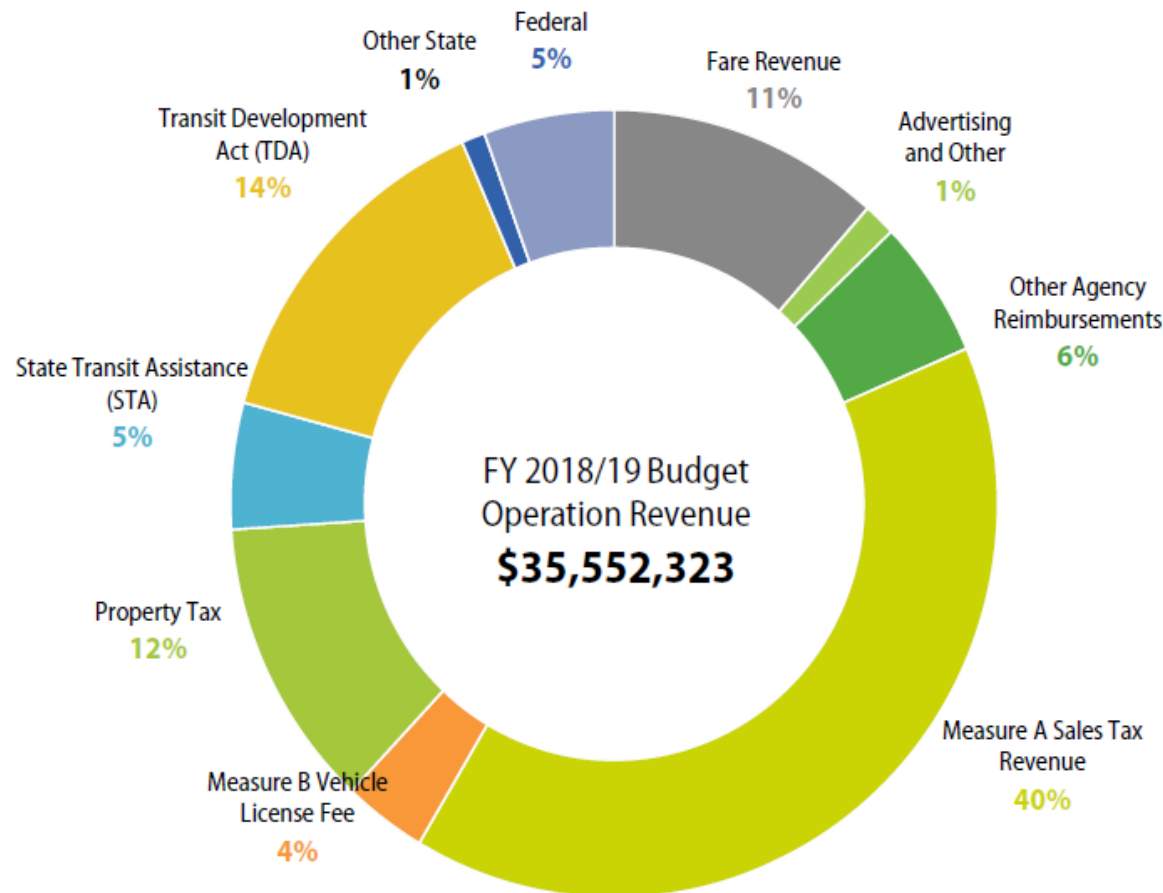


New Plan- 55%

- 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



2018/19 Operations Budget Revenue

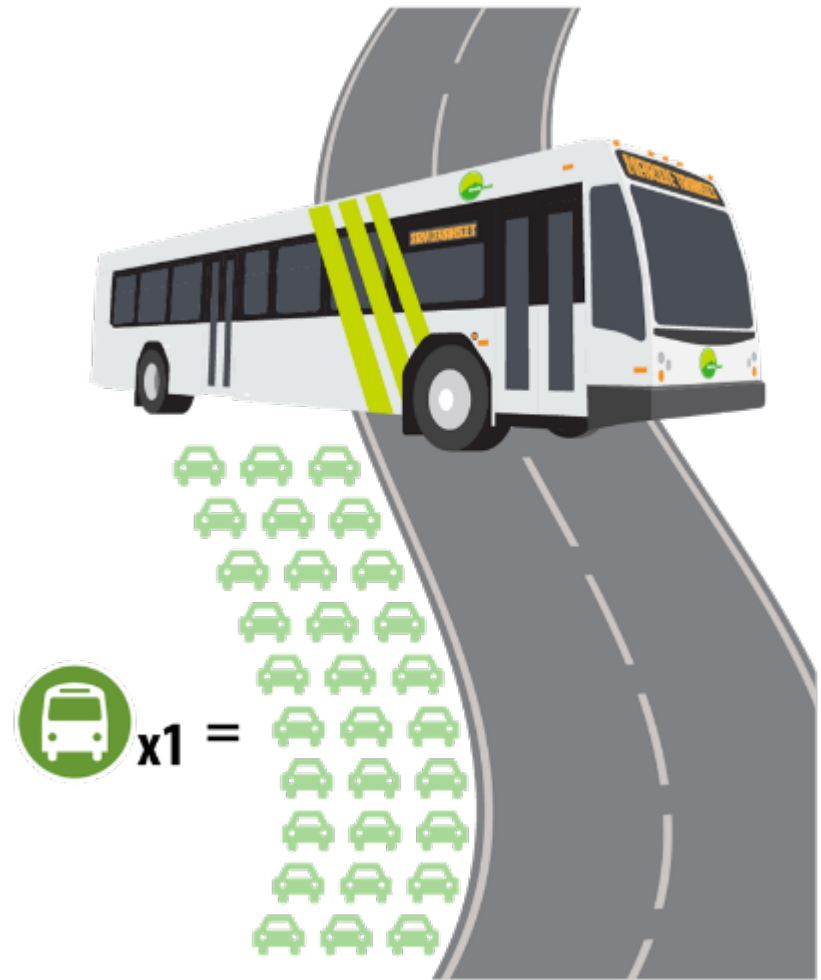




REDWOOD & GRANT

Countywide Transit Improvements

- 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



Marin Transit Fixed Route Service

Local Fixed-Route

- 14 bus routes
- 8,600 average weekday passengers



West Marin Stagecoach

- Routes 61 and 68
- Dial-A-Ride services



Student Transportation Service

Supplemental Routes

- 1,023 avg. daily riders

Youth Pass

- 4,038 passes distributed

College of Marin

- 4,500 passes issued

Yellow Bus

- 2,645 one way passes sold



Marin Transit Service to Seniors Disabled

- **Over 8,000 residents** registered as Marin Access customers
- **124,764 passenger trips** on paratransit
- **16,000+ passenger trips** on Catch A Ride (taxi subsidy program)
- **16,000+ volunteer driver trips** supported by STAR/TRIP



paratransit RIDER PROFILE



34%
male



66%
female

age

71
average

73
median



LIVE ALONE
65%



TRANSIT DEPENDENT
68%



USE FIXED ROUTE
28%



Measure B Vehicle Registration Fee

- Passed in 2010 – Generates ~\$2.3million/year and does not expire

Measure B Elements	% of Funds
Maintain Local Streets and Pathways - 5% dedicated to bike path maintenance	40%
Improve Transit for Seniors and People with Disabilities	35%
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2010 Measure B Vehicle Registration Fee

35% of \$10 annual fee is for transportation for older adults and people with disabilities

- Volunteer Driver Program
- Catch-A-Ride, Marin Transit Connect
- Low-income scholarship program
- Incubator program
- Expanded paratransit service area
- Mobility Management and Travel Navigator staffing



Improved Transit for Seniors and People with Disabilities – 35%



Paratransit

Door-to-door, shared ride service for ADA-eligible riders



Travel Navigators

One-stop resource for program information & eligibility



Volunteer Driver

Mileage reimbursement for seniors & people with disabilities



Travel Training

Group presentations on public transit & other mobility options



Catch-A-Ride

Discounted taxi rides for seniors & people with disabilities

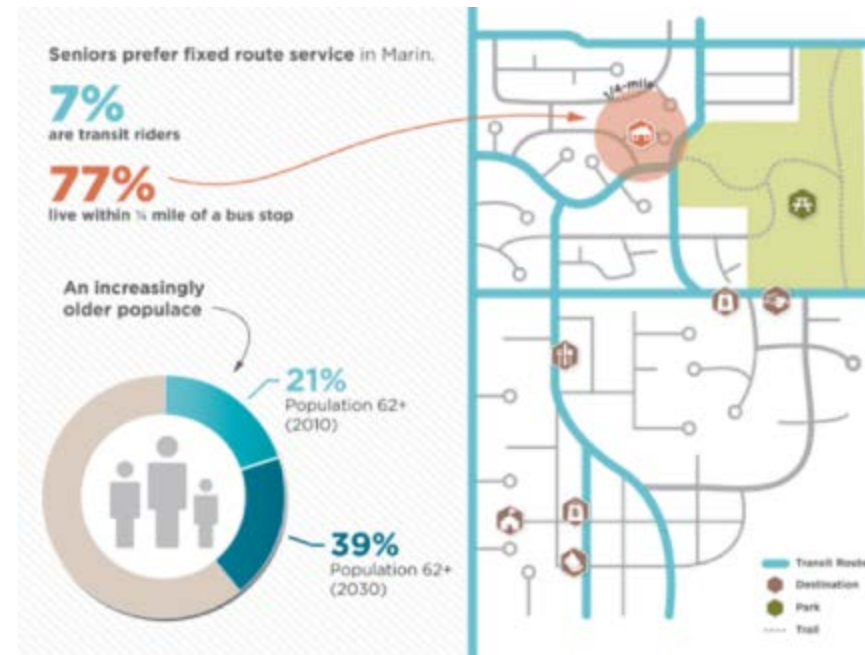


Primary Contractor



Improved Transit for Seniors and People with Disabilities – 35%

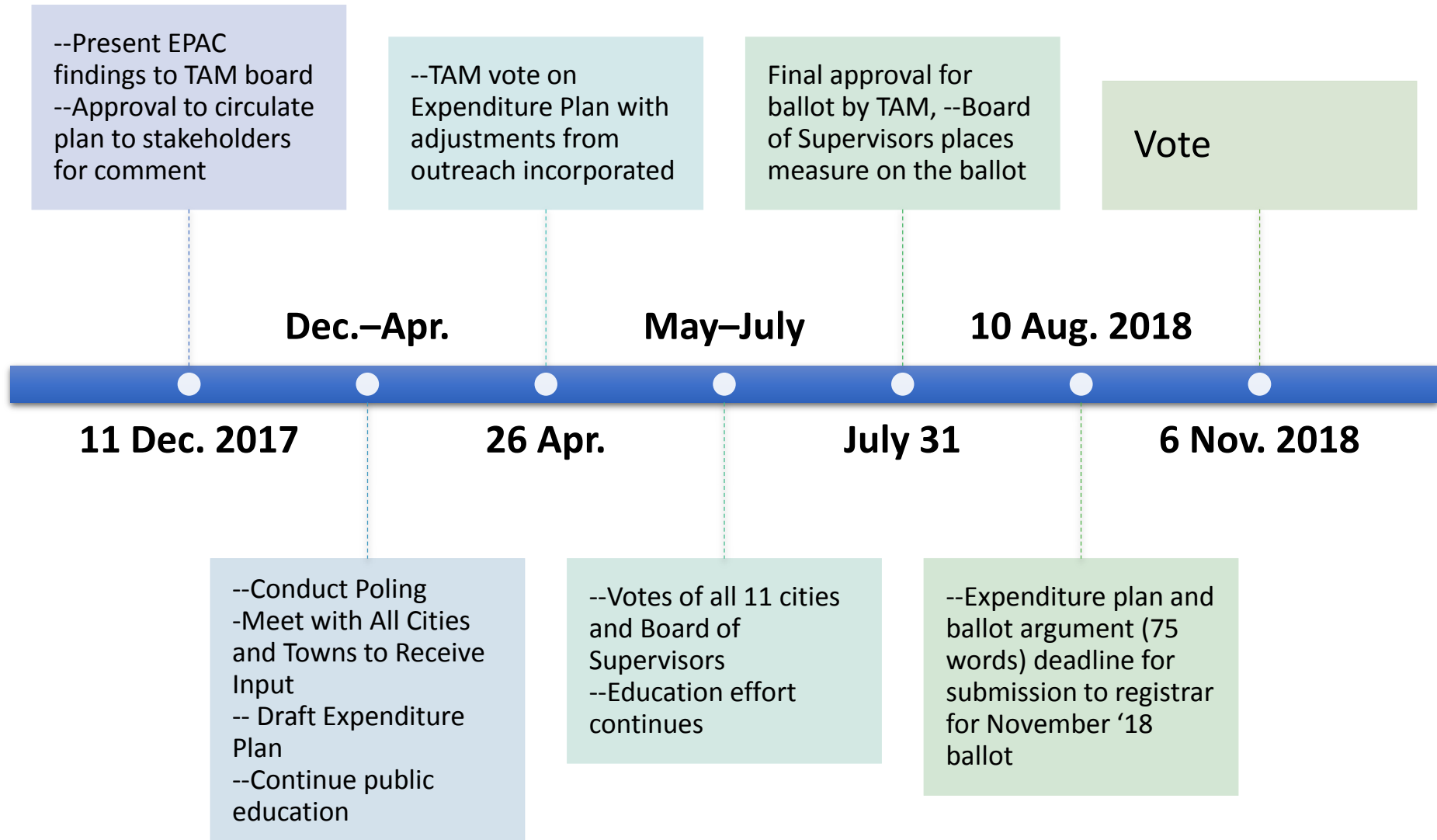
- ~ \$780,000 Annually
- ~ 14% of Marin Access Budget
 - (Measure A ~ 28%)
- Funding Allocated to Marin Transit
 - Responsive to 2010 **Senior Mobility Action and Implementation Plan**



Key Policy Elements in the Sales Tax Renewal Expenditure Plan

- Current 5% for administration and management of the sales tax program will be retained
 - Consistent with the current plan
- What is not funded in this plan, and prohibited as future amendment
 - Extend or operate SMART
 - Support of parks/open space
 - Fund the planning, construction or renovation of housing
- The TAM Board cannot amend the plan to include any of the prohibited categories noted above
- Comprehensive review at Year 6- Strict amendment process requiring city/town/county approvals at Councils/ BOS. Plus broad public input process.

Timeline



Revenue measures work together

- TAM's sales tax renewal and VRF primarily addresses needs not funded by SB1 and RM3
- Senate Bill 1 will primarily address Local Streets and Roads needs, along with State Highways
- Regional Measure 3 provides funds for 4 Major Projects in Marin

Regional Measure 3

- As requested by MTC, all nine counties have placed a ballot measure on the June 2018 ballot, to 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
 - Received 53.9% approval on June 5th 2018
 - 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



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)
- ~\$ 5 million for transit



Questions and Answers

