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David Kunhardt

Fairfax
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Dan Hillmer

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Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
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Gary Phillips

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Susan Cleveland-Knowles

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County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

TRANSPORTATION AUTHORITY OF MARIN

THURSDAY, JUNE 27, 2019

6:00 P.M.

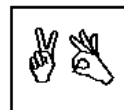
**MARIN COUNTY CIVIC CENTER, ROOM 330
3501 Civic Center Drive, San Rafael, California**

SUPPLEMENTAL INFORMATION

- Item 4 Executive Director’s Report (Discussion) - [Attachment](#)
- Item 8 Measure A and Measure AA Reserve Fund Policy (Action)
 - A. County Counsel Letter - [Attachment](#)
 - B. COC Comment Letter - [Attachment](#)
 - C. Sperry Capital Letter – [Attachment](#)
 - D. Presentation – [PowerPoint](#)
- Item 9 Measure AA Strategic Plan (Action)
 - A. Presentation – [PowerPoint](#)
 - B. TAM Response Letter to Marin Transit Comments - [Attachment](#)
- Item 12 Adoption of the Proposed TAM FY2019-20 Annual Budget (Action) - [PowerPoint](#)

ADDITIONAL HANDOUTS

- Item 5c SMART Report (Discussion) - [Attachment](#)



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DATE: June 27, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

SUBJECT: Executive Director's Report – Agenda Item 3 (Discussion)

LOCAL

EV Promotion for the Marin Consumer Market



The Board-adopted in January 2019 a Public Outreach and Education component that envisioned greater EV promotion coordination with other community partners, such as the Marin County (Draw Down), Marin Clean Energy (MCE), Bay Area Air Quality Management District (BAAQMD), PG&E and advocates. While staff moves forward with prior defined and successful EV education activities, such as public test drive events and one-on-one direct consultation with potential grant applicants, a unique opportunity for increased consumer EV awareness arose that staff would like to bring it to the Committee's attention.

Through a recent extensive coordination effort with MCE, BAAQMD and Drive Clean Marin (DCM, a campaign of the nonprofit Cool the Earth), TAM staff proposes to fund a Marin County-specific pilot electric vehicle (EV) marketing and promotion project that would place a greater focus on the consumer market.

The marketing pilot project scope would be heavily community-based and seek strategies to advance EV adoption. Upon review and based on the collective objectives of the three agencies, TAM foresees a complimentary approach towards utilizing DCM as an EV advocacy campaign leveraging each agency's contributions for a greater overall impact. While each agency will contract with DCM separately at different funding levels and accomplish different tasks, the tasks will be supportive of one another with the end goal of greater EV adoption.

TAM intends to participate in the following general scope with DCM and with the details to be further refined:

- Community promotion
- Community behavior change
- Business/Corporate awareness
- Buying/driving guides

TAM will commit up to \$27,000 towards this scope. MCE is targeting up to \$40,000 for activities it wishes to accomplish with DCM. BAAQMD is also targeting around \$30,000.

Measure AA Safe Pathway Call for Projects

On June 26, 2019, TAM issued the Measure AA Safe Pathway Call for Projects, which are the capital improvement element of the Safe Routes to School program. Applications are due August 16, 2019. Approximately \$3.8 million total is available for this Call for Projects. Like the prior cycle of Safe Pathway Projects funded with Measure A funds, this Measure AA Call for Projects consist of two applications – Large Projects and Small Projects.



Approximately \$2.9 million of the \$3.8 million is available for the large Safe Pathway projects. The maximum project funding request is \$400,000 for each large project funded with Measure AA funds. All large project applications must come from approved Safe Routes to School Plans that have been reviewed by a Safe Route Task Force. Applications that did not come from approved Safe Routes to School Plans will not be considered for funding,

Approximately \$900,000 of the \$3.8 million is available for small Safe Pathway projects. Small Safe Pathway projects are projects that require \$50,000 (maximum project funding) or less to design and construct. These funds have been set aside to facilitate small scale improvements around schools that can be completed quickly with minimal pre-construction work needed. These small Safe Pathway projects should be completed within one year after commencement of design. Small project applications do not need to be approved by a Safe Route Task Force.

Staff anticipates presenting recommendations for project selection and funding at the September 2019 TAM Board meeting.

Transportation Fund for Clean Air and Transportation Development Act Article 3 Call for Projects



BAY AREA
AIR QUALITY
TRANSPORTATION
FUND FOR
CLEAN AIR

On June 26, 2019, TAM issued a Multi-Fund Call for Projects with Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 funding. Applications are due August 16, 2019. Approximately \$725,000 is available for this Call for Projects, which may be adjusted based on updated fund estimates and any additional funding that might be available from the funding sponsors.

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. Staff anticipates presenting recommendations for project selection and funding at the September 2019 TAM Board meeting for approval. Upon approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC.

Andersen to Rice Drive Multi-Use Pathway

The Andersen to Rice Drive Multi-Use Pathway is nearing completion. The pathway will be open to bicycles and pedestrians after the SMART tracks next to the path and the HAWK (High Intensity Activated Crosswalk Beacon) traffic signals are installed. A grand opening of the new segment of multi-use pathway is expected to occur in mid-July and will be announced by the City of San Rafael.



Grand Opening for the Grand Avenue Bridge



On June 13, Mayor Phillips, City of San Rafael staff and project stakeholders celebrated the opening of the Grand Avenue Bridge. The bridge provides a long-awaited connection to east San Rafael communities and provides better accessibility for bicyclists and pedestrians. Approximately 40-50 residents, employees, and key stakeholders, including funding partners TAM, San Francisco Bay Trails, and Caltrans, also participated in the event.

REGIONAL

ABAG/MTC announce call for Letters of Interest for Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs).

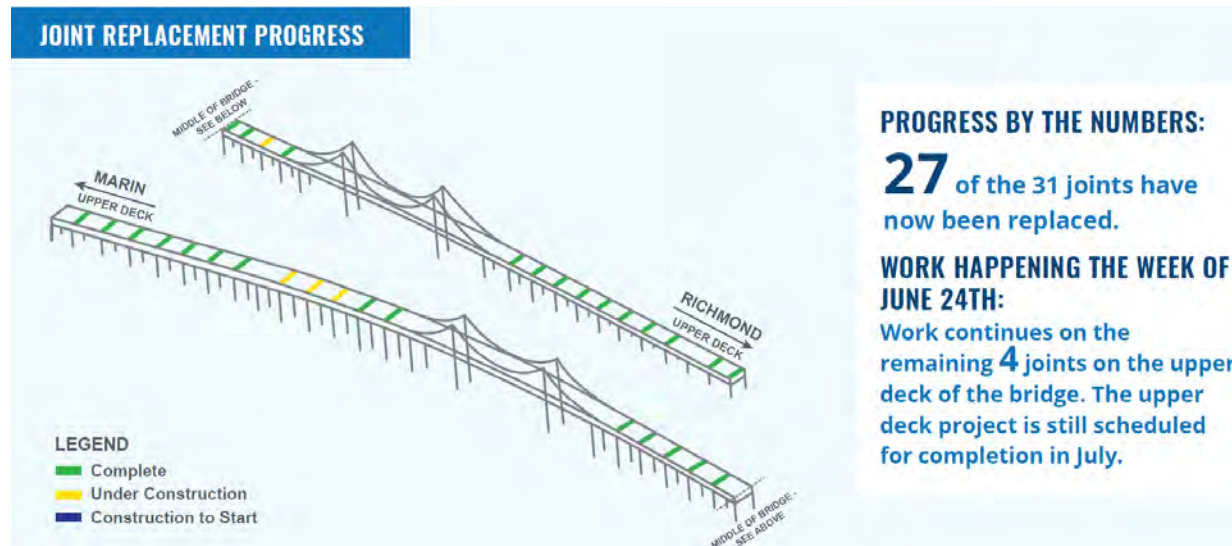


ABAG/MTC are in process for updating the Regional Transportation Plan/Sustainable Community Strategy known as Plan Bay Area 2050. Plan Bay Area serves as the region's strategy for coordinating land use and transportation investments to meet state mandated Greenhouse Gas Reduction Goals. For this Plan update, MTC and ABAG are facing a higher Greenhouse Gas Reduction target than previous rounds. In order to meet this higher target, MTC is requesting letters of interest

from Local Jurisdictions for new Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs). TAM staff will be following up with local Jurisdictions as they considered designating areas as part of the regional growth strategy.

Richmond-San Rafael Bridge Joint Repair Activity (UPDATE)

Work continues to replace the upper deck bridge joints on the Richmond-San Rafael Bridge. Caltrans is providing weekly progress updates (Attachment A) and the work is expected to be complete in July. Steel plates associated with this work have caused traffic delays and motorists are being told to maintain the posted speed when crossing the plates. The contractor is installing longer, tapered steel plates whenever possible to help reduce the traffic delays.



RICHMOND SAN RAFAEL BRIDGE JOINT REPLACEMENT

6/24/2019



THANK YOU, BAY AREA MOTORISTS!

Caltrans and the Bay Area Toll Authority thank you for your continued patience as we work to replace 31 joints on the upper deck of the Richmond-San Rafael Bridge.

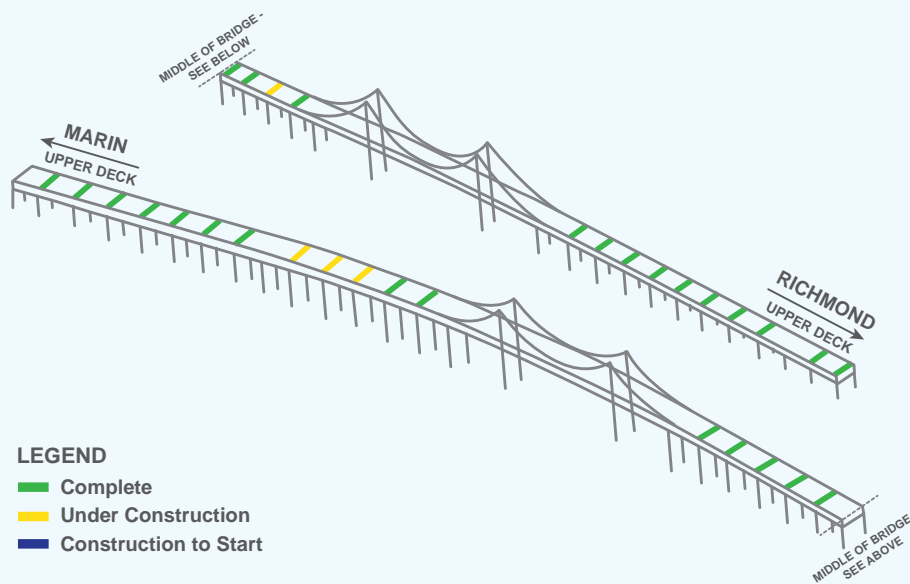
We know this work is inconvenient to you and greatly appreciate your understanding as we perform this essential work on this workhorse bridge, which has served the Bay Area for the past 63 years!

WHAT'S HAPPENING

Each of the original joints, which date back to the mid-1950s, is being replaced by a new joint that features a rubberized seal designed to shrink and expand with the changing temperatures. This will prevent cracking of the surrounding concrete road deck.

Next year 30 joints on the lower deck of the bridge will also be replaced in conjunction with a bridge painting contract.

JOINT REPLACEMENT PROGRESS



PROGRESS BY THE NUMBERS:

27 of the 31 joints have now been replaced.

WORK HAPPENING THE WEEK OF JUNE 24TH:

Work continues on the remaining **4** joints on the upper deck of the bridge. The upper deck project is still scheduled for completion in July.

WHAT TO EXPECT

- To minimize impacts to commute traffic, we're doing the joint replacement work at night. Expect lane closures most nights from 9 pm to 5 am.
- Thin steel plates are being installed at work locations. Drivers can pass over these plates at the posted speed. There is no need to slow for these plates.
- Please visit 511.org or the [Caltrans Quickmap](#) for real-time info on travel conditions.
- Drive safely and [Be Work Zone Alert](#) when workers are present!

CONTACT INFORMATION

Caltrans Public Information Officer Vince Jacala: Vince.Jacala@dot.ca.gov

Phone: **510-286-5206**

MTC Public Information Line: **415-778-6757**



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MEMORANDUM

TO: TAM Board of Commissioners
FROM: Jenna Brady, Deputy County Counsel *JB/BL*
DATE: June 13, 2019
RE: Reserve Fund Analysis

Issue: The TAM Board of Commissioners (“Board”) has requested our office’s opinion on TAM’s reserve options under the Measure AA Expenditure Plan, and specifically, whether the Board may set aside reserve funds from only some fund categories. If the answer is yes, the Board further seeks an opinion as to whether fund categories that did not contribute to the reserve fund could access the reserve fund if needed.

Short Answer: The 2018 Final Expenditure Plan suggests that the reserve fund should be allocated from the gross revenue generated by the transportation sales tax, and therefore, would be set aside from each fund category. If the Board decides to set aside the reserve funds from only certain categories, those categories would be the only ones that could access the reserve funds.

Analysis: The 2018 Final Expenditure Plan provides for the funding of four categories or strategies: Highways, Local Transit, Local Streets and Safe Routes to Schools, and allocates a percentage of the sales tax funds to each. The Expenditure Plan states that “TAM will have the ability to set aside a reserve fund of up to 10% of the annual transportation sales tax receipts for contingencies, to ensure a cushion if economic decline occurs that adversely affects the collection of the sales tax.”

The Expenditure Plan’s statement that the reserve fund will be set aside from the annual transportation sales tax receipts suggests that the percentage would be set aside from total receipts, not just certain fund categories, and we understand that this is the general practice. However, the Plan does not mandate that a reserve fund exist; therefore, the Board likely has the discretion to decide not to have a reserve fund, or to only have a reserve fund for certain categories.

PG. 2 OF 2

If the Board decides to set aside funds from only certain categories, then only those categories should be able to draw on the reserve funds. The Expenditure Plan provides that “the distribution will not change over the life of the plan, unless the plan is specifically amended.” By allowing a category to receive its full distribution, not allocate a percentage to the reserve fund and still receive reserve funds, would in essence change the distribution of that category without properly amending the Expenditure Plan. Accordingly, if only certain categories had funds allocated to the reserve fund, then only those categories would be able to access those funds.



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Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

June 25, 2019

The Board of Commissioners
Transportation Authority of Marin
San Rafael, CA

Re: TAM's Measure AA Reserve Policy

Dear TAM Commissioners,

As the citizens' watchdog group mandated by the voter approved ½-cent Transportation Sales Tax Expenditure Plans of Measure A and Measure AA as well as the Measure B \$10 Vehicle Registration Fee, TAM's Citizens' Oversight Committee (COC) has been providing independent review and oversight of TAM's expenditures and the fiscal management of the sales tax revenue since its formation in 2005, as well as providing validation and guidance on critical fiscal management policies.

On June 17, 2019, the COC held a special meeting as a result of the discussion from the June 10, 2019, TAM Funding, Programs and Legislation Executive Committee meeting regarding TAM's Measure AA Reserve Policy. While TAM staff had recommended a 5% annual reserve for the first 5 years to prepare TAM for a potential economic downturn, provide contingency funds for urgent project funding needs, and serve as collateral for potential borrowing, the COC was convened to review Marin Transit's request that TAM not capture any reserve from Category 4, "transit's share", of the sales tax revenue.

With the background information provided by staff, along with the historic knowledge, professional wisdom, and experience of many of the long-term COC members, the COC had an in-depth discussion that lasted over 90 minutes on this important issue. After the extensive discussion, the committee voted unanimously to recommend the following actions to the TAM Board:

1. **Start to build the Measure AA reserve with 5% set aside during each of the first 5 years off-the-top of the total revenue collection, estimated to accumulate a reserve of \$7.2 million.**
2. **Do not release the Measure A reserve all at once, but rather release it at the same rate that the Measure AA reserve is accumulated in order to maintain the current \$5.38 million reserve level as the minimum level at all times.**
3. **Adopt a policy that a category or subcategory that accesses the Measure AA reserve fund will be responsible for replenishing the used funds over an established period of time.**

Along with the final recommendations, the COC also would like to share the following key comments made during the meeting:

- A healthy reserve is a critical asset for future potential borrowing and could be required as collateral for improved loan terms and favorable credit ratings.
- TAM's reserve is not based on categories of the Expenditure Plan but is an independent finance reserve of the entire revenue stream to support TAM's responsibility to deliver all projects and programs under Measure AA cost-effectively and in a timely manner.
- The reserve should be taken off-the-top of the entire revenue stream for fairness to all funding recipients.
- The TAM reserve can be applied to any category that is in need of the reserve for the purposes declared, including project funding contingencies and to ensure a cushion if an economic decline occurs.
- The existing reserve should not be distributed before the new reserve begins to build up. The existing reserve should be released at a ratio of 1:1 as the new reserve is accumulated.
- 5% of total receipts for a term of 5 years is the quickest way to build up the reserve, release the Measure A reserve, and follow precedent from the original Measure A reserve policy.

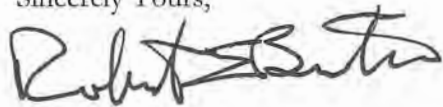
The COC also took the time to review Marin Transit staff's concerns and comments during the meeting. Almost all COC members, through their service on the COC as well the Expenditure Plan Advisory Committee, were aware of Marin Transit's funding share change from Measure A to Measure AA, and the off-the-top major road commitment. Since the Marin Transit staff members were closely involved in the development and review of both the Measure A and Measure AA Expenditure Plans, the COC was surprised to read in Marin Transit's Comment Letter from May 23, 2019, that Marin Transit staff was not aware of those important changes and the potential impacts on its agency's near-term funding picture.

The COC also discussed the \$27.6 million in reserve that Marin Transit is holding according to its Draft FY2019-20 Annual Budget. The COC believes that Marin Transit's current reserve level could reduce or eliminate the impact of the reduced allocation from the renewed Highway Category as well as the temporary impact of TAM building a 5% reserve over 5 years. Marin Transit will also receive additional allocations when the existing Measure A reserve is released to each strategy in line with its funding share.

With the support of the TAM Board, the COC has been a key part of sound and prudent fiscal management of TAM's sales tax revenues and expenditures over the last fifteen years. The quality and fiscally responsible work of the TAM staff has provided TAM with a positive financial management record over the last decade plus. The COC members believe the recommended actions are key to the continuing cost-effective fiscal management of the sales tax fund and are the most responsible way to manage the taxpayers' money.

If you have any questions, please feel free to reach out to me as I have been designated as the authorized spokesperson for the COC on this matter.

Sincerely Yours,



Robert E. Burton
Vice-Chairperson
Citizens' Oversight Committee for Measures A/AA & B

June 14, 2019

To: Transportation Authority of Marin
Li Zhang, Chief Financial Officer

Fr: Sperry Capital Inc.
Jim Martling, Principal
Martha Vujovich, Principal

Re: Reserve Policy Strategy for Sales Tax Measure A and Measure AA

As TAM's financial advisor, we have been asked to review TAM's current unrestricted reserve fund strategy as it relates to Measure AA sales tax receipts.

We confirm that the Government Finance Officers Association (GFOA)¹ recommends that government agencies establish a formal policy on the level of unrestricted fund balances that should be maintained in the general fund. Maintaining adequate levels of reserves will mitigate liquidity needs should there be a shortfall in sales tax collection during times of economic stress. In addition, should TAM wish to use debt financing in the future, establishing a credit profile for a strong bond rating by maintaining sufficient reserves for its project/program needs will be one of the factors carefully analyzed. Normal practices in municipal enterprises is to consider the expected gaps as well as the uncertainties in the amounts of annual revenues and expenses before deciding on a reserve amount.

¹<https://www.gfoa.org/fund-balance-guidelines-general-fund>

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Review the Measure A and Measure AA Reserve Policy Options

**TAM Board of Commissioners
June 27, 2019 Meeting**



Background Information

Measure A Expenditure Plan

Page 26: “... *The Authority will also have the ability to set aside a reserve fund of up to 10% of the annual receipts from the tax for contingencies, to ensure that the projects included in this plan are implemented on schedule.*”

Measure AA Expenditure Plan

Page 34: “... *TAM will have the ability to set aside a reserve fund up to 10% of the annual transportation sales tax receipt for contingencies, to ensure a cushion if economic decline occurs that adversely affects the collection of the sales tax...*”

Background Information

Standard Fiscal Practice

The Government Finance Officers Association (GFOA) recommends that *governments establish a formal policy on the level of unrestricted fund balance that should be maintained in the general fund. It is essential that governments maintain adequate level of general fund balance to mitigate current and future risks and sufficient liquidity in all funds. Another objective in establishing a general fund balance reserve policy is to maintain credit worthiness. Rating agencies monitor levels of fund balance and an unrestricted fund balance in governmental general funds to evaluate creditworthiness*

Other CMA Practice:

Based on a recent survey conducted, 6 out of the 8 other CMA/Sales Tax Authorities has one or more reserve funds

Primary Purposes of the Measure A/AA Reserve Fund



Ensure that the projects and programs included in this plan are implemented on schedule



Ensure a cushion if economic decline occurs that adversely affects the collection of the sales tax

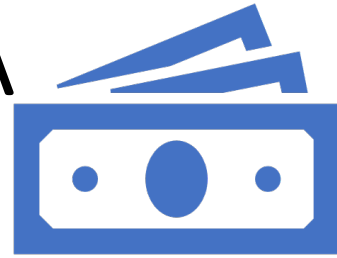


Use as collateral and help with cash flow if necessary when paying back loan



Help maintain credit worthiness when debt financing is needed

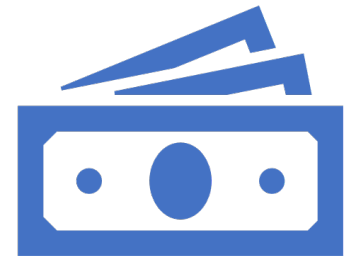
Use of Reserve Fund Under Measure A



- ❖ The collection of the reserve fund was used as collateral and provided extra assurance that TAM could pay back the loan per payment schedule when TAM had to borrow \$12.5 million from MTC to meet the cash flow needs of the Highway 101 Gap Closure Project
- ❖ Cash in the reserve fund helped TAM meet the annual loan payment cash needs
- ❖ \$1.12 million of the reserve fund was released to Marin Transit on December 1, 2016 to close the funding gap for its Redwood and Grant Transit Improvement Project.

Transition from Measure A to Measure AA

- ❖ Approximately \$5.38 million is available in Measure A Reserve Funds
- ❖ Measure A Reserve Funds cannot be used as Measure AA Reserve Funds – different eligibilities and different percentages
- ❖ Staff is proposing to program and allocate existing Measure A Reserve Funds in the percentages and amounts as shown in attachment/staff report at the 1:1 ratio recommended by the COC



Measure AA Reserve Funds Proposals

- ❖ Staff is proposing to start a new collection of reserve funds with Measure AA funds starting in FY 2019-20
- ❖ Staff is proposing a targeted amount no less than \$7 million, 5% for the first five years of the Measure AA revenue collection
- ❖ Staff is proposing a policy whereby a category or subcategory that, in an emergency, uses Measure AA reserve funds will be responsible for replenishing the used reserve funds under a negotiated timeframe.



Measure AA Reserve Fund Options Considered

- ❖ Various scenarios on Reserve Fund Set-Aside

Option 1: 5.0% over 5 years = \$7.2 million

Option 2: 2.5% over 7 years = \$5.2 million

Option 3: 2.5% over 10 years = \$7.7 million

- ❖ Detailed Distribution Table shows the amounts collected from categories and subcategories over the collection periods

Marin Transit's Comments on the Reserve

Marin Transit's June 21, 2019 Comment Letter Regarding the Reserve Policy

Comment 1: Release of all Measure A Reserve Funds

Comment 2: Establish a 0% Reserve Fund For Measure AA Transit Category

Marin Transit's June 21, 2019 Comment Letter is in addition to its May 23, 2019 Comment Letter. TAM's responses to all comments in both letters are provided in the TAM Letter to Marin Transit under Item 9, Measure AA Strategic Plan

County Counsel's Legal Review

Legal Opinion

- ❖ The 2018 Final Expenditure Plan suggests that the reserve fund should be allocated from the gross revenue generated by the transportation sales tax and, therefore, would be set aside from each fund category.
- ❖ If the Board decides to set aside the reserve funds for only certain categories, those categories would be the only ones that could access the reserve funds.

County Counsel's Legal Review

Legal Analysis

- ❖ The Expenditure Plan's statement that the reserve fund will be set aside from the annual transportation sales tax receipts suggests that the percentage would be set aside from total receipts, not just certain fund categories, and county counsel's understanding is that this is the general practice.
- ❖ The Expenditure Plan doesn't mandate the reserve, therefore TAM Board has the discretion to not have a reserve, or only have a reserve for certain categories.
- ❖ By allowing a category to receive its full distribution, and not allocate a percentage to the reserve fund and still receive reserve funds, would in essence change the distribution of that category. Accordingly, only the categories have contributed to the reserve would be able to access those funds.

COC's Responses and Actions

Marin Transit Comment 1: Release of Measure A Reserve Funds

COC's Responses:

1. A healthy reserve is a critical asset for future potential borrowing and could be required as collateral for improved loan terms and favorable credit ratings.
2. The existing reserve should not be distributed before the new reserve begins to build up. The existing reserve should be released at a ratio of 1:1 as the new reserve is accumulated.

COC's Actions:

The COC voted unanimously to recommend that the TAM Board does not release the Measure A reserve all at once, but rather release it at the same rate that the Measure AA reserve is accumulated in order to maintain the current \$5.38 million reserve level as the minimum level at all times.

COC's Responses and Actions

Marin Transit Comment 2: Establish a 0% Reserve Fund For Measure AA Transit Category

COC's Responses:

1. TAM's reserve is not based on categories of the Expenditure Plan but is an independent finance reserve of the entire revenue stream to support TAM's responsibility to deliver all projects and programs under Measure AA cost-effectively and in a timely manner.
2. The reserve should be taken off-the-top of the entire revenue stream for fairness to all funding recipients.
3. The TAM reserve can be applied to any category that is in need of the reserve for the purposes declared, including project funding contingencies and to ensure a cushion if an economic decline occurs.
4. 5% of total receipts for a term of 5 years is the quickest way to build up the reserve, release the Measure A reserve, and follow precedent from the original Measure A reserve policy.

COC's Responses and Actions

Marin Transit Comment 2: Establish a 0% Reserve Fund For Measure AA Transit Category

COC's Actions:

The COC Voted unanimously to make the following two recommendations to the TAM Board:

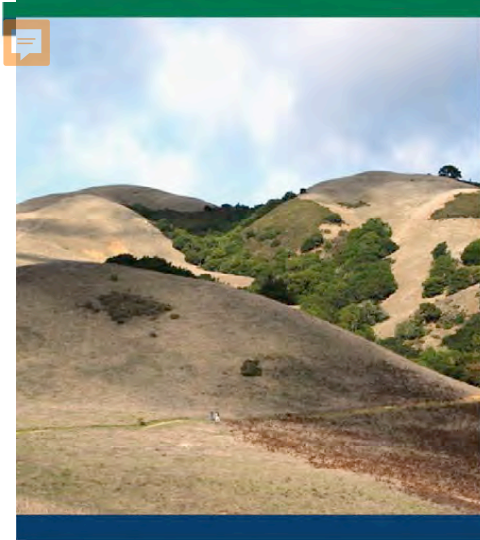
1. Start to build the Measure AA reserve with 5% set aside during each of the first 5 years off-the-top of the total revenue collection, estimated to accumulate a reserve of \$7.2 million.
2. Adopt a policy that a category or subcategory that accesses the Measure AA reserve fund will be responsible for replenishing the used funds over an established period of time.

TAM Staff's Recommendation:

1. Release Measure A reserve funds at a rate that does not exceed the amount collected for Measure AA reserve funds
2. Establish a Measure AA reserve fund policy to collect 5% of the revenue for reserve from all categories for five years starting in FY 2019-20
3. Adopt a policy whereby a category or subcategory that uses Measure AA reserve funds will be responsible for replenishing the used reserve funds over a reasonable period.







MEASURE AA STRATEGIC PLAN

TAM Board June 27, 2019

Item 9 - Attachment A



Background

- On November 6, 2018, 76.7% of Marin voters approved Measure AA
- Measure AA is a 30-year plan that extends Measure A by 24 years
- Collection started April 1, 2019 and ends March 31, 2049



Measure AA Expenditure Plan

- Measure AA Expenditure Plan establishes the maximum percentage of funds that can be allocated to each category
- Provides minimal guidance on the timing of allocation revenue to each of the categories
- Directs TAM to prepare a Strategic Plan on timing and allocation amounts and policies on use of funds
- Reconciles the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to deliver projects and programs



Strategic Plan

- Introduction and Overview of Measure AA
 - Overview of the four categories
- Overview of Measure A
 - Accomplishments of Measure A
 - Continued Commitments for Major Roads & RSR - \$42 m
 - Marin County's SFD in Ross Valley - \$11.9 m
 - Novato's Novato Blvd - \$11.6 m
 - San Rafael's 3rd Street - \$12.5 m
 - Mill Valley's E. Blithedale Ave - \$1.9 m
 - Marin County's SFD in West Marin - \$74k
 - Richmond San Rafael Bridge Approach - \$3.8 m
 - \$2.35 million per year set aside for 14 years (attach. 4)
 - This new set aside replaces the old bond debt set aside of Measure A



Revenues (attachment 1)

- Expenditure Plan – estimated \$872 million over 30 years, \$27 million for first full year of collection
- Strategic Plan – estimates \$1.2 billion over 30 years with an annual 2.5% growth rate factor, \$27.5 million for FY 19/20 (TAM Board adopted)
- Off the Top Set Aside
 - 5% for administration and program management
 - Major road and RSR projects - \$2.35 million
 - Reserve Funds
 - Net Revenues to four Categories - \$1.1billion
 - Includes TAM Direct Project Management
 - Annual set aside per category that is returned if unused



Notable Expenditures (attachments 3-1 to 3-4)

- Category 1
 - FY 19/20 - MSN, Direct Connector, and Interchanges
- Category 2 – FY 19/20 Local Streets and Roads

	Measure A (3/4)	Measure AA (1/4)	Measure B	Total
Belvedere	\$23,999	\$13,253	\$23,717	\$60,969
Corte Madera	\$86,339	\$47,680	\$85,324	\$219,343
Fairfax	\$67,617	\$37,341	\$66,822	\$171,779
Larkspur	\$97,506	\$53,847	\$96,360	\$247,713
Mill Valley	\$138,015	\$76,218	\$136,393	\$350,626
Novato	\$442,211	\$244,207	\$437,013	\$1,123,431
Ross	\$24,875	\$13,737	\$24,583	\$63,196
San Anselmo	\$108,416	\$59,872	\$107,141	\$275,429
San Rafael	\$478,607	\$264,307	\$472,982	\$1,215,896
Sausalito	\$68,436	\$37,793	\$67,632	\$173,861
Tiburon	\$84,575	\$46,706	\$83,581	\$214,862
County	\$822,947	\$454,465	\$813,273	\$2,090,684
Total	\$2,443,544	\$1,349,425	\$2,414,821	\$6,207,790

Item 9 - Attachment A



Notable Expenditures

- Category 2 & 3 – Safe Pathway Call for Projects
 - Issued June 27, 2019
 - Approximately \$3.8 million total available for programming, \$2.9 million for large projects and \$900k for small projects
 - Maximum grant amount:
 - \$400k for large project
 - \$50k for small projects
 - Application due August 16, 2019
 - TAM approves projects September 2019
- Category 4 – Marin Transit will request Measure AA funds in July 2019 for FY 19/20



Policy Elements

- Provides guidance for the administration of the Measure AA program
 - Strategic Plan Update – annually
 - Expenditure Plan Amendment Policy – every 6 years
 - Funding Restriction Policy
 - SMART
 - Parks and Open Space
 - Planning, Construction, or Renovation of Housing



Advancement of Fund Policy

- Local Streets and Roads – Under Measure A, sponsors were able to ask for advancement of funds if needed
 - Up to 3 years of advancement
 - Modest interest
 - Continue policy
- MSN, Direct Connector, Major Road Projects, and RSR Bridge Approach Project
 - Cashflow plan needed at the time of allocation
 - Financing options, if needed, to be presented



Schedule

- May 30, 2019 – TAM Board opens 30 day public comment period
- June 27, 2019 – Conduct public hearing at TAM Board meeting
- June 27, 2019 – TAM Board adopts Measure AA Strategic Plan on the condition that no significant public comments are received by June 29, 2019 when the 30 day public comment period closes
- June 29, 2019 – Measure AA Strategic Plan is adopted if condition is met



Questions



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June 26, 2019

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Belvedere
James Campbell

Corte Madera
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Fairfax
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Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

Nancy Whelan
General Manager
711 Grand Ave, #110
San Rafael, CA 94901

Re: Response to Marin Transit Comments on TAM's Measure AA Strategic Plan

Dear Ms. Whelan,

This letter is in response to Marin Transit's Comment Letters on the Draft Measure AA Strategic Plan dated May 23, 2019 and June 21, 2019.

Below please find TAM's responses to each of the comments provided:

Comment 1 May 23, 2019 Letter: Under Measure AA Local Transit received a lower % of gross sales tax receipts.

Marin Transit's Comment Letter from May 23, 2019 stated that Marin Transit staff was not aware of those important changes and the potential impacts on its agency's near-term funding picture until the strategic plan was developed. *"Before the Strategic Plan was developed, Marin Transit staff was not aware that there would be a decrease in funding for local transit under Measure AA..."* The following responses are provided for this comment.

Marin Transit did not account for the funding percentage change from 59.5% in Measure A to 55% in Measure AA for the Transit Category. During the 7-month Expenditure Plan Advisory Committee process, and afterwards through Board approval of a Draft and Final Expenditure Plan, it was shown that Category 1 Reduce Congestion on Highway 101 and Adjacent Roadways was part of the Expenditure Plan receiving 7% of the funds. The redistribution of those funds that had been happening in previous years would no longer occur.

Marin Transit staff reviewed the Measure AA Expenditure Plan and provided comments during the comment period. Note the funding changes, including the \$2.35 million off-the-top to fulfill funding commitments for all unfinished major roads projects, are stated in the Measure AA Expenditure Plan.

As for the funding table included as part of May 23, 2019 Comment Letter, the comparison does not clearly show the actual funding picture for Marin Transit under Measure A and Measure AA. The table illustrates the years that funding levels are temporarily reduced under Measure AA due to the 5% reserve, while the Measure A numbers not only don't have the 5% reserve off the top, but also show the return of the \$3.2 million reserve collected in the early years of the original Measure A.

Marin Transit has an accumulated funding balance of \$9.3 million by the end of FY2018-19 under Measure A/AA. Marin Transit has also confirmed the agency is in good financial position in the next 2-3 years.

Comment 2 May 23, 2019 Letter: Provide for an Equitable Allocation of Interest Funds

TAM staff understands Marin Transit's position of wanting to maximize its funding share under both the Measure A and Measure AA. Note the voter approved Expenditure Plans state the intended usage and allocation process of the interest revenue.

Measure AA Expenditure Plan (page 34):

All interest income generated by the sales tax can only be spent for the transportation purposes authorized by this Sales Tax Renewal Expenditure Plan. All use of sales tax interest revenue shall be solely determined by the TAM board, in a noticed public meeting.

TAM will also be able to use other means to assure the delivery of projects and programs, including seeking outside grants and matching or leveraging tax receipts to the maximum extent possible, including the usage of interest revenue generated by the sales tax.

The TAM Board debated a policy on accrued interest and approved the recommended interest policy at its May 30, 2019 Board Meeting, which is now included in the Draft Strategic Plan for Measure AA. It is attached for your convenience.

Comment 3 May 23, 2019 Letter: Develop a Leveraging and Fund Swap Policy

Under the Measure AA Expenditure Plan (bullet #2, page 34), *"TAM will have the authority to bond and use other financing mechanisms for the purposes of expediting delivery of transportation projects and programs pursuant to TAM's Strategic Plan."* Included in these concepts is the ability to swap or exchange funds to deliver projects that would not otherwise be possible.

Swapping funds, particularly with Measure AA funds between categories is often the last resort. Staff will always exhaust other options before resorting to swapping Measure AA funds between categories. If TAM staff propose a swap involving any Marin Transit funding, Marin Transit would not lose funds. At the minimum, all swap transactions have been one-for-one funding exchange. Swapping funds, including swapping funds between categories of Measure AA, is an important mechanism for flexibility to fund projects that would not otherwise have the ability to use the funds provided.

TAM uses the fund swap policy to meet the funding needs of high priority projects/programs determined by the TAM Board.

Swapping funds is always on a case by case basis approved by the TAM Board and the granting agencies involved. It has supported numerous projects in Marin and has been strongly supported by our member agencies. TAM staff believes that the approval of fund swapping, including swapping Measure AA funds between categories, should be preserved for the TAM Board's discretion on a case by case basis. Adopting a policy as recommended by Marin Transit would substantially limit the TAM Board's authority on swapping funds as authorized by the Measure AA Expenditure Plan.

TAM believes its current policy provides the agency the flexibility it needs to deliver the transportation priorities of Marin County in the most cost-effective way and will continue this practice as long as the swaps are approved and supported by the granting agencies and the TAM Board.

Comment 4 May 23, 2019 Letter: Adopt a Reserve Policy

TAM understands this comment has been rescinded and replaced by the following two comments provided in the June 21, 2019 Comment Letter

Comment 1 June 21, 2019 Letter: Release of Measure A Reserve Funds

It had been TAM's plan to release the Measure A reserve once the Measure AA reserve policy is adopted. The original plan was to release all of the Measure A reserve in FY2019-20. However, during its June 17, 2019 meeting, the Citizens' Oversight Committee (COC) of Measure A and Measure AA felt very strongly that the existing reserve should not be distributed before the new reserve begins to build-up funds. The existing reserve should be released at 1:1 ratio as the new reserve is accumulated to maintain the reserve fund at its current \$5.38 million level. The COC voted unanimously to approve this recommendation and will present it along with the other actions it is recommending to the TAM Board at its June 27, 2019 meeting.

Comment 2 June 21, 2019 Letter: Establish a 0% Reserve Fund for Measure AA Transit Category

As TAM staff explained in various meetings with Marin Transit staff, as well as the electorate who serve on the Marin Transit and TAM Boards, TAM's reserve has no direct relation with Marin Transit reserve, or any of the other funding recipients under Measure A and Measure AA. The primary purposes of the Measure A/AA reserve funding are to:

- Ensure that the projects and programs included in this plan are implemented on schedule
- React to unforeseen emergencies
- Ensure a cushion if economic decline occurs that adversely affect the collection of the sales tax
- Use as collateral and help with cash flow when paying back loans
- Help maintain credit worthiness when debt financing is needed

Building a reserve for this Measure AA source is one of the key elements of TAM's responsible and accountable fiscal management strategies. Note Bay Area agencies such as TAM hold reserves as common fiscal practice.

The COC discussed this issue at its June 17, 2019 meeting and voted unanimously for the following action regarding the Measure A and Measure AA reserve:

1. Start to build the Measure AA reserve with 5% reserve set-aside for the first 5 years off the top of the total revenue collection
2. Do not release the Measure A reserve all at once, but release it at the same rate that the Measure AA reserve is collected to maintain the current \$5.38 million reserve level as the minimum level at all time
3. Adopt a policy that a category or subcategory that uses the Measure AA reserve fund will be responsible for replenishing the used funds over an established period of time

TAM staff recommend to the TAM Board supporting the COC's positions.

Lastly, TAM was requested by one of the Marin Transit Board members to clarify the difference in the funding percentage shares that TAM and Marin Transit staff have been using. While reviewing the budget presentation Marin Transit staff prepared in April, TAM staff noticed that Marin Transit was using the total gross revenue as the basis of the funding share calculation presented to its Board and the public, while both the Measure A and Measure AA Expenditure Plans state the funding share as a percentage of the net revenue after all the off-

Response to Marin Transit's Comments
June 26, 2019
Page 4

the-top items are withheld. Marin Transit's calculation from gross revenue rather than net revenue naturally would show a lower actual dollar amount. TAM staff requested Marin Transit staff use the same calculation based on what is stated in the Expenditure Plans during the May 1, 2019 staff level meeting and again at the May 6, 2019 Marin Transit Board meeting to avoid any confusion.

As the transportation planning and funding agency for the County, TAM's mission 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." TAM's mission to fund the multi-modal priorities of the public requires flexibility in the management of those funds in order to respond to future funding priorities that may become critical in any of the categories identified in the Expenditure Plan. The requested items in Marin Transit's comment letter are ways to maximum the funding available to Marin Transit, but would negatively impact TAM's ability to carry out its mission with the flexibility required and potentially could delay other high priorities approved by the voters.

The region has benefitted from a strong and growing economy over the last 10 years. With Measure AA, the County has a new funding source to benefit our transportation network 30-years into the future.

The Strategic Plan sets out a sensible roadmap to clearly show revenue distribution as well as safeguards for responsible financial management as expected in the voter-approved Expenditure Plan.

Sincerely,



Dianne Steinhauser
Executive Director

Attachments:

Interest Policy
Marin Transit Letters of June 21, 2019 and May 23, 2019



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board of directors

damon connolly
president
supervisor district 1

dennis rodoni
vice president
supervisor district 4

kate colin
2nd vice president
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supervisor district 5

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director
city of mill valley

katie rice
director
supervisor district 2

kathrin sears
director
supervisor district 3

eric lucan
alternate
city of novato

June 21, 2019

Dianne Steinhauser, Executive Director
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

Re: Marin Transit Comments on the Measure AA Strategic Plan

Dear Ms. Steinhauser:

Marin Transit provided comments to TAM staff, the TAM Board president, and the president of the Marin Transit Board of Directors on the Measure AA Strategic Plan in a letter dated May 23, 2019 (attached). The TAM Board of Commissioners met on May 30, 2019 and approved opening a 30-day public comment period on the Measure AA Strategic Plan. This letter provides additional and updated comment from Marin Transit on the plan during this public comment period.

Due to the reduction of funds under Measure AA, Marin Transit Staff recommends the following:

1. Release of Measure A Reserve Funds - TAM staff is recommending to the Executive Committee that the reserves accumulated under Measure A be released to each of the strategies according to their proportionate shares. Marin Transit is scheduled to receive \$3.127 million in reserve funds.

Marin Transit supports the release of Measure A reserves. Release of \$3.127 million in reserves was assumed in Marin Transit's recently adopted FY 19-20 operating budget. The release of reserves helps offset the significant reduction in Measure AA revenues to Marin Transit in FY 19-20. Without the release of these reserves, Marin Transit will need to revise its budget and use its operating reserve or consider cost cutting measures such as service reductions.

2. Establish a 0% Reserve Fund for Measure AA Transit Category - TAM staff has suggested setting aside 5% for reserve funds under Measure AA. [TAM Board Meeting, May 30, 2019, Item 8]. At the Executive Committee meeting on June 10th the Committee discussed the establishment of a percentage and number of years of collection for a reserve "off the top" of Measure AA sales tax receipts. Marin Transit staff recommends that TAM establish a 0% reserve fund for the Measure AA Transit category for at least 5 years and reconsider the need for a reserve fund after 5 years.

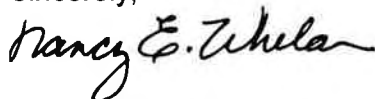
A 0% reserve fund for transit is appropriate for the following reasons:

1. Marin Transit has been fiscally prudent and met the Marin Transit Board adopted policy to maintain an emergency reserve equal to two months operating expenses and a contingency reserve equal to four months operating expenses. For FY 19-20 a capital reserve fund of \$10.7 million has been established after the emergency and contingency reserve were met. These reserves are made up of non-Measure A/AA funds. Additional Measure AA reserves held by TAM for transit purposes are not needed and will prevent services from being provided.
2. TAM correctly makes conservative revenue estimates of Measure AA funds. Conservative estimates help provide a cushion if unanticipated economic declines occur and sales tax collections are lower than expected.
3. The Measure A Reserve has essentially never been used. In 2016, Marin Transit requested an allocation of Measure A interest funds due to higher than planned bids for the Redwood and Grant Transit facility. The Measure A interest funds were intended for this purpose. TAM advanced Measure A reserve funds to Marin Transit instead of allocating Measure A interest. Marin Transit agreed to the advance of reserve funds. Later, those reserve funds were replenished through reductions in annual Measure A allocations to Marin Transit.

The Measure AA Expenditure Plan is permissive and broad with regard to the reserve fund: "TAM will have the ability to set aside a reserve fund of up to 10% of the annual transportation sales tax receipts for contingencies, to ensure a cushion if economic decline occurs that adversely affects the collection of the sales tax. This reserve is in addition to the Major Roads reserve to meet existing commitments." [Measure AA Expenditure Plan, page 34] The TAM Board has the ability to apply a reserve to each strategy and sub strategy individually or across the program as a whole. It can apply a reserve to meet an established dollar value or use a percentage up to 10% for a specified period of time. With this flexibility, the TAM Board can treat the transit category differently than the other Measure AA strategies, if it so chooses. We understand that TAM may be seeking a legal opinion on this issue.

With a 0% Measure AA reserve, Marin Transit would retain an additional \$4 million over the next five years compared to the 5% Measure AA reserve identified in the Draft Strategic Plan. This revenue will help offset the significant reduction in Measure AA revenues to Marin Transit.

Sincerely,



Nancy Whelan
General Manager

Attachment: MCTD Comments on TAM Measure AA Strategic Plan Letter from May 23, 2019

cc: Judy Arnold, President, Transportation Authority of Marin Board of Commissioners
Damon Connolly, President, Marin Transit Board of Directors



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May 23, 2019

Dianne Steinhauser, Executive Director
Transportation Authority of Marin
900 Fifth Avenue, Suite 100
San Rafael, CA 94901

Re: Marin Transit Comments on the Measure AA Strategic Plan

Dear Ms. Steinhauser:

board of directors

damon connolly
president
supervisor district 1

dennis rodoni
vice president
supervisor district 4

kate colin
2nd vice president
city of san rafael

judy arnold
director
supervisor district 5

stephanie moulton-peters
director
city of mill valley

katie rice
director
supervisor district 2

kathrin sears
director
supervisor district 3

eric lucan
alternate
city of novato

Marin Transit is very grateful that the voters of Marin County reauthorized the Measure A half-cent transportation sales tax and for the initiative and dedication of the Transportation Authority of Marin (TAM). Without consistent and ongoing local funding, Marin Transit would have to drastically reduce bus and paratransit services.

The original Measure A local transportation sales tax was slated to end in FY 2024/25. On an annual basis, Measure A has provided nearly forty percent of the revenues needed to operate Marin Transit services. The measure is also the source of critical capital funds that enable the District to replace aging transit buses and paratransit vehicles. The renewal measure, Measure AA, provides longer-term certainty that allows Marin Transit to continue to plan for and deliver efficient and sustainable transit services to Marin residents.

The Measure AA Strategic Plan is the implementation roadmap for the voter-approved Expenditure Plan. We recognize the complexity of developing this roadmap and balancing Marin's competing transportation needs.

Before the TAM Board adopts the draft *Transportation Sales Tax Measure AA Strategic Plan Update 2019*, (SPU) Marin Transit is providing the following comments and recommendations for your consideration:

1. Under Measure AA Local Transit receives a lower % of gross sales tax receipts

Before the passage of Measure AA, the revenue forecasts in the *2018 Measure A Strategic Plan Update*¹ indicated that Marin Transit would receive \$89.2 million over the next six fiscal years – from FY 2020 through FY 2025 – until Measure A expired (see attachment). The Measure AA Strategic plan projects only \$80 million for local transit (SPU 2019 Attachment 3-4) over the same six years. This is a \$9.3 million decline in funding for local transit.

Before the Strategic Plan was developed, Marin Transit staff was not aware that there would be a decrease in funding for local transit under Measure AA. The voter approved Expenditure Plan for Measure AA retained a 55% allocation for local transit and showed a consistent funding level of \$14.9 million for local transit in the included figures and charts. While the gross sales tax projections increase by \$500,000 between the Expenditure Plan and the Draft Strategic Plan for FY2019/20, the allocation to transit drops from \$14.9 to \$12.2 million. The collection of new reserve funds reduces funding for the first five years of the Measure but does not account for all of the difference (see attachment, year FY25). Based on conversations with TAM staff, we understand funding for prior commitments, combined with a structural change in between the measures causes an 8% reduction in local transit funds for the first 14 years of Measure AA.

Marin Transit can compensate for the decline in local transit funding in the upcoming fiscal year using revenue from the anticipated release of Measure A reserves. The lower funding level will have a longer-term impact on local transit service levels. The final impacts of the changes will be modeled in our District's current Short Range Transit Plan (SRTP) update

2. **Provide for an Equitable Allocation of Interest Funds** - Interest is earned when funds are invested, and there is no interest earned when funds are allocated to project sponsors. For transit funding, this occurs for two reasons: (1) When actual sales tax receipts exceed forecasted revenues, these funds are available for TAM to invest. TAM allocations are based on forecasts rather than actual receipts. (2) Due to the uneven timing of large capital projects, funds for those projects are available to invest since TAM allocates them on a reimbursement basis.

Marin Transit recommends the following practices to ensure that TAM allocates Measure AA interest revenues consistently and predictably:

- (a) The allocation of interest reserves should adhere to the established Measure AA funding percentages. This would mitigate some of the funding losses to categories under the new Measure and create an equitable distribution that is in accordance with voter expectations. Under this protocol, categories would receive the interest proportionally based on the category funds held by TAM and in accordance with the allocation plan in the voter-approved Expenditure Plan.

¹ Adopted by TAM Board June 2018

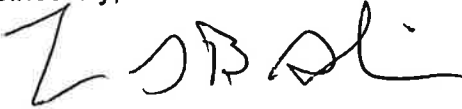
- TAM's immediate funding needs for anticipated roadway capital projects with cost overruns and eligible bicycle path maintenance under Measure A would be funded with interest funds from the relevant funding category.
- (b) Include a cash flow plan in the Strategic Plan that provides anticipated interest fund projections, earnings, and expenditures. Providing a projection of interest funds is critical for understanding and evaluating the Measure AA interest fund policy.
 - (c) Include the Measure AA interest fund policy in the Strategic Plan. This provides clarity and an opportunity for the TAM Board of Directors to conduct an annual review.
3. **Develop a Leveraging and Fund Swap Policy** – This policy can be very helpful in cases where “fund swapping” simplifies project delivery as it can limit the number of fund sources on a single project.
- (a) To ensure that all available federal, state, and local funds are used for their stated purpose, Marin Transit recommends that TAM restrict fund swapping to uses within a category and not between categories. For example, if the State provides formula funding to Marin County that is restricted for use in Transit Operations, this funding would not replace funding for Measure AA Local Transit (Strategy 4). This swap frees up Measure AA funds for an alternate use. Both the designated State and Measure AA sources should be available for their intended transit projects in Marin County. This is consistent with Implementing Guideline # 16 from the Expenditure Plan that states that “funds shall remain in the major category unless all needs in the category are met.”
4. **Adopt a Reserve Policy** – The draft Strategic Plan outlines a five percent set-aside of annual receipts to be held in reserve for five years. A set-aside of reserve funding in the initial years of the Measure adds to the eight percent decline in funding to the Measure AA categories.
- (a) Marin Transit recommends that the TAM Board adopt a Reserve Policy that establishes a guideline for the total amount of reserves that will be held by TAM. This policy should be based on the balance needed to smooth out allocation amounts under a typical economic downturn scenario. Provide a comparison of this level to other sales tax agencies. TAM uses conservative projections to prevent the need for reserves, and holding the equivalent of 25 percent of annual receipts in reserve may be too high.

Thank you for this opportunity to provide feedback on the Strategic Plan. Measure AA funding is critical to providing transit services that meet the needs and expectations of Marin residents.

There is a direct correlation between the ability to accurately predict future funding and delivering the maximum amount of transit service to Marin County. While we respect TAM's

desire to hedge against future revenue uncertainty, we will gladly share the responsibility for uncertainty in exchange for earlier access to dedicated transit operating and capital revenues.

Sincerely,

A handwritten signature in black ink, appearing to read 'L Gradia', written in a cursive style.

Lauren Gradia
Director of Finance and Capital Programs

Attachment – Comparison of *Measure A- Transportation Sales Tax, Strategic Plan Update (SPU) 2018* to *Transportation Sales Tax, Measure AA, Strategic Plan Update (SPU) 2019*

cc: Nancy Whelan, General Manager, Marin Transit
Judy Arnold, President, Transportation Authority of Marin Board of Commissioners
Damon Connolly, President, Marin Transit Board of Directors

Attachment

Comparison of
Measure A- Transportation Sales Tax, Strategic Plan Update (SPU) 2018
 to
Transportation Sales Tax, Measure AA, Strategic Plan Update (SPU) 2019

Measure A, TAM Board Adopted Strategic Plan Update (SPU) June 2018

	FY20	FY21	FY22	FY23	FY24	FY25	Total (6 years)
Gross Sales Tax Revenue	\$27,478,800	\$28,028,376	\$28,588,944	\$29,160,722	\$29,743,937	\$25,282,346	\$168,283,125
Annual Rev to Local Transit	\$14,024,511	\$14,334,948	\$14,651,592	\$14,974,570	\$15,304,008	\$15,987,438	\$89,277,067
% of receipts	51%	51%	51%	51%	51%	63%	53%

Measure AA, DRAFT Strategic Plan Update (SPU) May 2019

	FY20	FY21	FY22	FY23	FY24	FY25 ¹	Total (6 years)
Gross Sales Tax Revenue	\$27,500,000	\$28,187,500	\$28,892,188	\$29,614,492	\$30,354,854	\$31,113,726	\$175,662,760
Annual Rev to Local Transit	\$12,321,000	\$12,660,313	\$13,009,133	\$13,336,674	\$13,733,153	\$14,964,422	\$80,024,695
% of receipts	45%	45%	45%	45%	45%	48%	46%

1) FY25 is the first year no reserve funds are collected. As a result, the Local Transit share increases to 48% from 45%.

Comparison of Measure A SPU June 2018 to Draft Measure AA SPU May 2019

	Projected Total Sales Tax Revenue FY20-FY25	Annual Rev To Local Transit	% of Gross
2018 Measure A SPU	\$168,283,125	\$89,277,067	53%
2019 Measure AA SPU	\$175,662,760	\$80,024,695	46%
Difference	\$7,379,635	-\$9,252,372	
% Change	4%	-10%	

- Projected Total Sales Tax Revenue for FY20-FY26 increases 4% in Measure AA SPU 2019 by
- Revenue to Transit decreases 10% in Measure AA SPU 2019 by

Measure AA Strategic Plan

Interest Fund Policy (pages 27-28)

All interest income generated by the sales tax can only be spent for the transportation purposes authorized by the Sales Tax Renewal Expenditure Plan. All use of sales tax interest revenue shall be solely determined by the TAM Board, in a noticed public meeting.

Interest funds should be only used in cases where no other funding source is available or when immediate action is required to keep a Measure AA project or program on schedule. Examples include bid openings or construction shortfalls where an immediate source of funding is required to prevent substantial delays. The construction phase of projects is a period when any delay can have significant disruption to the total project budget or result in a vital construction window being missed if bids must be rejected. In the case of an increase in costs during construction, significant delay claims may occur if TAM does not have a source of readily available funding.

Commitments from previously allocated interest funds from Measure A will continue to be honored. This includes an insurance policy associated with the Central Marin Ferry Connection and limited bicycle path maintenance.

The current interest policy has Measure A and AA interest applied in the following priority order:

1. Maintain commitment to fund a mitigation measure associated with the Central Marin Ferry Connector Project;
2. Provide funding to respond to bid opening and construction shortfalls;
3. Maintain funding commitments to routine bike/ped path maintenance;
4. Other emerging unfunded immediate needs.

Review of TAM Proposed FY2019- 20 Annual Budget



PROPOSED FY2019-20 ANNUAL BUDGET

Transportation Authority of Marin



TAM Board

June 27, 2019



Item 12

Introduction of the New Budget Report



Redesigned new look of the budget report



Comprehensive report defining the revenues and expenditures for the year and the work plans for various functional areas



Improved transparency and readability



Input and comments welcome to further improve the document

Components of the Proposed FY2019-20 Annual Budget



PROPOSED FY2019-20 ANNUAL BUDGET

Transportation Authority of Marin

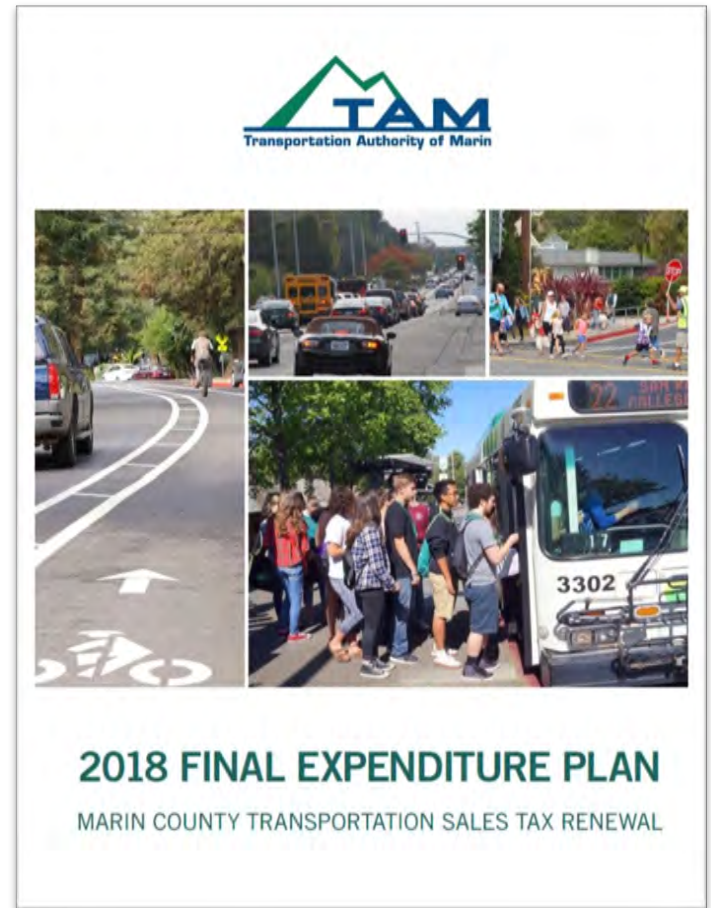
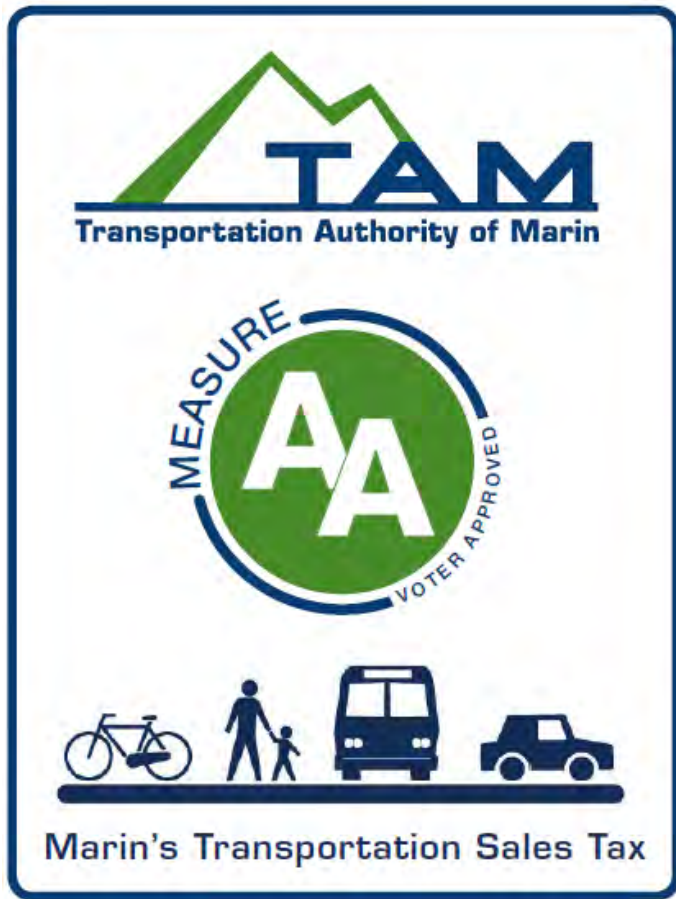


- Executive Director's Message
- TAM Budget General Overview
- FY2019-20 Annual Budget Process and Overview
- FY2019-20 Work Plans by Function
- Appendix

Proposed FY2019-20 Annual Budget

Executive Director's Message

Measure AA Renewal - 76.7% Approval Rate



Marin-Sonoma Narrows

- TAM-SCTA San Antonio Creek Bridge project nearly complete, bike path to open in August
- Final Segment in Marin to be “shovel ready” in early 2020 - Measure AA completing design, permits
- Seeking additional funding, targeting completion in early 2022



Richmond-San Rafael Bridge 3rd Lane

- Open in April 2018
- 2019 efforts to review potential shared use of upper deck for vehicles and multi-use path
 - Structural study
 - Traffic Study





Local Access Improvements to RSR Bridge

Sir Francis Drake
Boulevard improvements
complete in Summer 2018



NB US-101 to EB I-580 Direct Connector

- Funding secured in RM3 and Measure AA
- TAM has interviewed firms to prepare Project Initiation Document (PID) and Project Approval/ Environmental Document (PA/ED)

63

North-South Greenway

- Environmental review complete
- Construction bids requested in late summer or fall
- First order of work is to widen the path over the Creek



Safe Route to Schools

- Expanded education and outreach efforts including bilingual programs
- Increased infrastructure funding for Safe Pathways and small safety related projects around schools
- 58 schools in Marin
- 15,000 students travel green each day
- Increased Yellow School Bus service (Marin Transit)



Crossing Guards

- Funding Increased from 4.2% to 7% in Measure AA
- 97 Crossing Guards in Marin now funded by TAM
- No Crossing Guard cuts



GetSMART Lyft Incentive

- \$5 off shared Lyft rides to/from SMART
- ADA service provided by Whistlestop
- Over 1300 rides provided each month



Regional Bike Share Pilot

- \$826,000 MTC grant
- Partnership with SCTA
- Qualified firms interviewed in July
- Project launch targeted for Summer 2020



Item 12

Marin Commutes



- Launched Marin Commutes website
- Promotes the variety and benefits of alternative transportation options
- Provides tools and incentive to help create mode shift

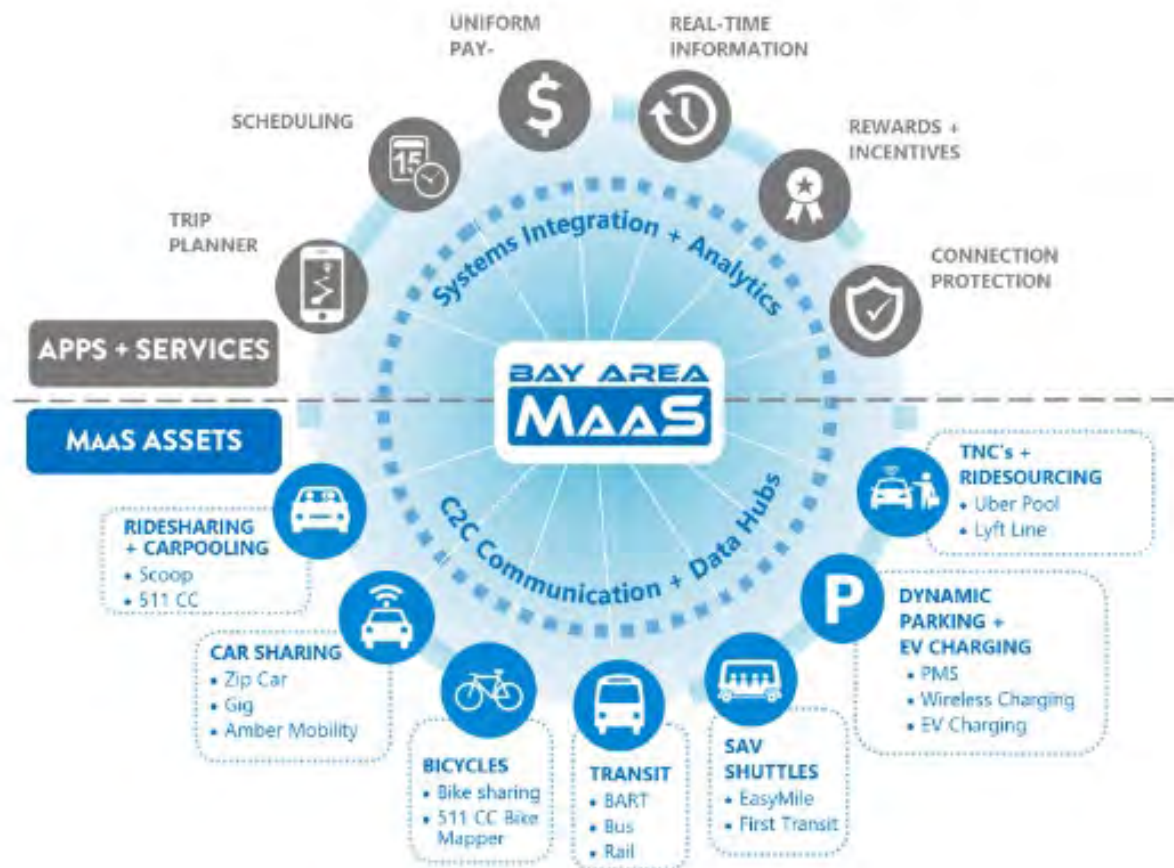
Alt. Fuels Program

- Eligibility and technical assistance expands
- EV charging infrastructure and fleet rebates rise
 - ✓ Over 140 charging heads and 9 fleet vehicles delivered and committed in 2018
- Public outreach tools and channels increase



Mobility on Demand Innovation Grant

Federal innovation grant to include CCTA, 511, GoMentum Station, TAM, SFCTA and other partners to develop a Mobility on Demand platform in the Bay Area



Bus on Shoulder Feasibility Study



- Develop a conceptual design/operations
- Assess Ridership Benefits
- Develop Capital and Operations Costs
- Conduct Public Outreach
- Develop an Implementation Plan
- Partners
- Transit Operators, MTC, CHP, San Rafael & Novato, Caltrans

Proposed FY2019-20 Annual Budget

Executive Director's Message

Administration & Finance Function

Conduct a classification study to review current TAM positions

Continue to analyze the financial and payroll system and propose improvements to further increase work flow efficiency

Review current benefits and research options to help the agency maintain benefits while achieving cost savings

Monitor sales tax revenues and prepare for a potential recession

Conducting cash flow analyses of major capital projects and explore various financial tools to meet the cash flow of projects needs

Item 12

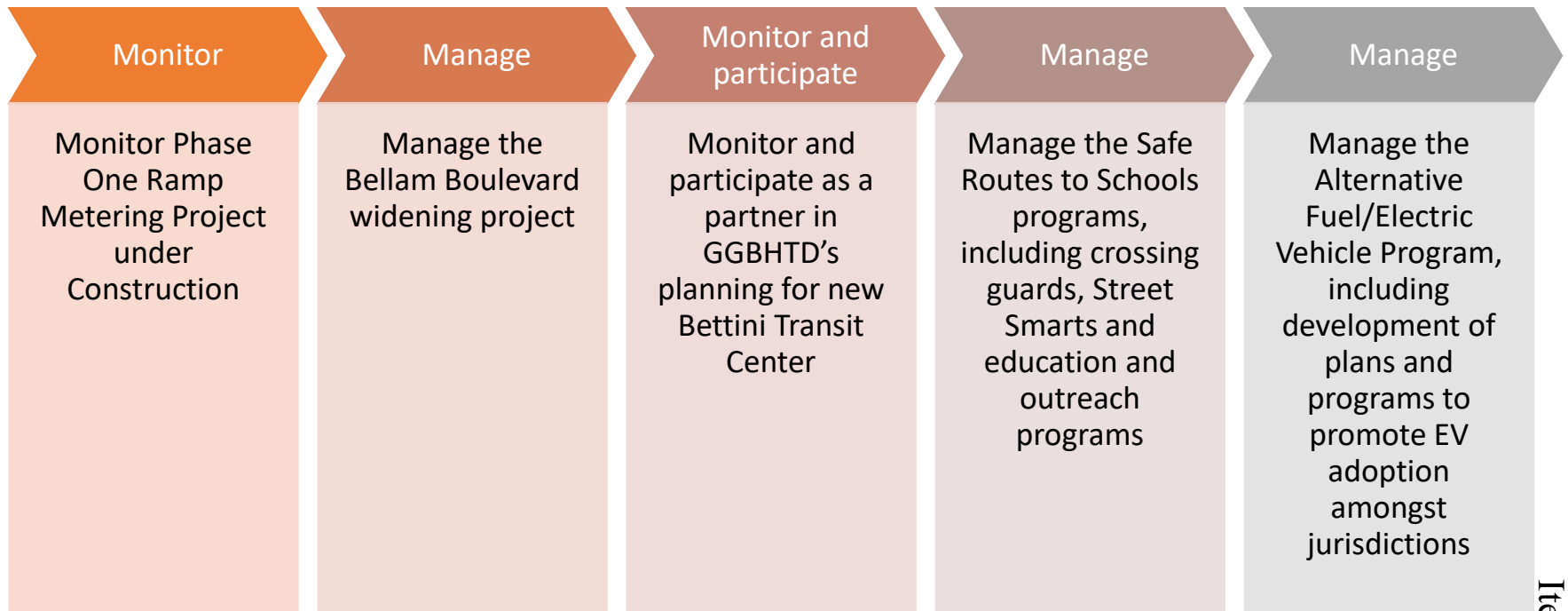
Public Information and Outreach Function

Conduct	Manage	Partner	Support
Conduct public outreach efforts for major capital improvement programs, including Marin-Sonoma Narrows, North-South Greenway, Bellam Blvd widening, and initiation of the 101 to 580 Direct Connector project	Manage outreach for key new initiatives, including Marin Commutes, the regional bikeshare pilot, the innovation program and interchange improvements	Partner with outreach efforts for key projects affecting Marin, such as the opening of the Multi-use Path on the Richmond-San Rafael Bridge, Major Roads progress and Ramp Metering	Support all of TAM's functional areas with media, public involvement and stakeholder communication

Project Management and Delivery Function



Project Management and Delivery Function



Planning and Programs Function



Implement the Marin Commutes public outreach and mode shift campaigns



Coordinate with MTC/BATA and CCTA on TDM strategies for the Richmond-San Rafael Bridge Corridor, aka Richmond Bridge Forward



Develop the Marin and Sonoma County's Bikeshare Program



Coordinate the development of the long-range transportation forecasts for Year 2040



Coordinate and facilitate of Marin County's transportation interests in MTC/ABAG's Regional Transportation Plan/Sustainable Communities Strategy, Plan Bay Area 2050



Develop new Measure Programs for Sea Level Rise, Innovation and Commute Alternatives and Trip Reduction

Programming and Legislation Function

Manage

- Manage the fund allocation and programming process for Measure A, AA and B and present the required strategic plan updates

Assist in

- Assist in delivery of federally funded projects from OBAG2 to assure no loss of funds

Conduct

- Conduct Calls for Projects for TDA Article 3, TFCA, and Safe Pathways

Develop

- Develop the Active Transportation Program applications with priority direction from the TAM Board

Develop

- Develop RM3 competitive program applications, for example Safe Routes to Transit, with priority direction from the TAM Board.

Conduct

- Conduct various call for project fund cycles

Provide

- Provide necessary assistance to Measure AA funding recipients during the first year of project/program implementation

Track

- Track legislation affecting funding in Marin County and bring issues as necessary to the TAM Board

Proposed FY2019-20 Annual Budget

TAM Budget General Overview

	FY2013-14 Actual	FY2014-15 Actual	FY2015-16 Actual	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Final Budget
Revenues						
<i>Measure A Sales Tax Revenue</i>	24,086,678	25,265,790	25,702,937	25,755,762	27,507,852	26,940,000
<i>Measure B VRF Revenue</i>	2,347,339	2,333,642	2,376,492	2,399,640	2,386,486	2,400,000
<i>Cities/Town & County Contribution</i>	430,043	429,914	559,001	559,000	559,000	559,000
<i>Interest Earnings</i>	203,298	164,964	682,270	122,475	139,632	400,000
<i>BAAQMD/TFCA</i>	356,306	355,848	361,034	361,471	362,284	360,000
<i>Federal</i>	763,713	1,591,156	5,301,158	840,442	3,124,051	1,554,421
<i>State</i>	1,674,388	1,418,942	716,923	665,974	1,193,020	1,962,185
<i>Regional</i>	977,992	1,862,025	1,259,013	5,597,422	753,288	5,642,680
<i>Other Revenue</i>	22,927	-	338,130		337,770	
Total Revenues	30,862,684	33,422,281	37,296,958	36,302,186	36,363,383	39,818,286
Expenditures						
<i>Administration</i>	2,221,074	2,342,920	2,857,963	3,013,630	3,058,896	3,860,140
<i>Professional Services</i>	2,511,401	2,979,268	1,717,395	2,965,064	2,803,406	3,758,250
<i>Measure A Sales Tax Projects/Programs</i>	25,529,043	18,689,459	19,325,453	25,351,395	28,668,609	28,012,362
<i>Measure B VRF Projects/Programs</i>	3,285,753	1,547,808	1,290,574	3,632,620	1,556,536	2,372,999
<i>Interagency Agreements</i>	596,806	1,541,444	4,902,359	4,526,973	5,855,948	9,685,000
<i>TFCA Programs/Projects</i>	171,012	43,196	765,658	276,856	176,392	397,000
Total Expenditures	34,315,089	27,144,095	30,859,402	39,766,538	42,119,787	48,085,751
Net Change in Fund Balance	(3,452,405)	6,278,186	6,437,556	(3,464,352)	(5,756,404)	(8,267,465)
Ending Fund Balance	36,438,644	42,716,830	49,154,387	45,690,035	39,933,631	31,666,166

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Proposed FY2019-20 Annual Budget

TAM Budget General Overview

Budget Adoption Policy
and General Development
Timeline

No later than June Meeting
30-day public comment period and public hearing
From February to June each year

Budget Amendment
Policies

Overall expenditure increase: Board approval
Among category transfer: less than 5% of the transfer-out category: Executive Director approval; more than 5% of the transfer-out category: Board approval

Proposed FY2019-20 Annual Budget

Budget Development Process and Timeline



February 5, 2019
Staff Budget Kick-off Meeting



February-March 2019
Staff Budget Work at Project/Program Level



March 2019
Review and Acceptance of Measure AA/B Revenue Levels



April-May 2019
Staff Develop Draft Budget and Work Plans



May 2019
Review and Release of Draft Budget Report for Comments

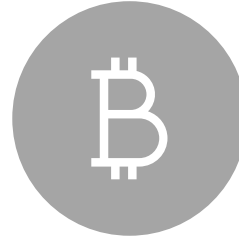


June 2019
Public Hearing and Adoption of Final Budget

Unique Challenges of TAM's Budget Development



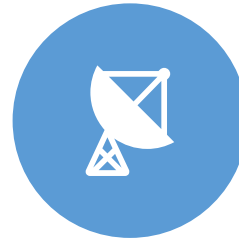
As the transportation planning, funding and project and program management agency for the whole County, TAM's budget is a complex suite of many important transportation projects and programs for the County



TAM's budget, revenues collected and expenditures spent, is dependent on TAM staff's work and work of many of the partner agencies



Extra challenging to have reliable information for the budget which may cause variances between what's budgeted and what actually happens

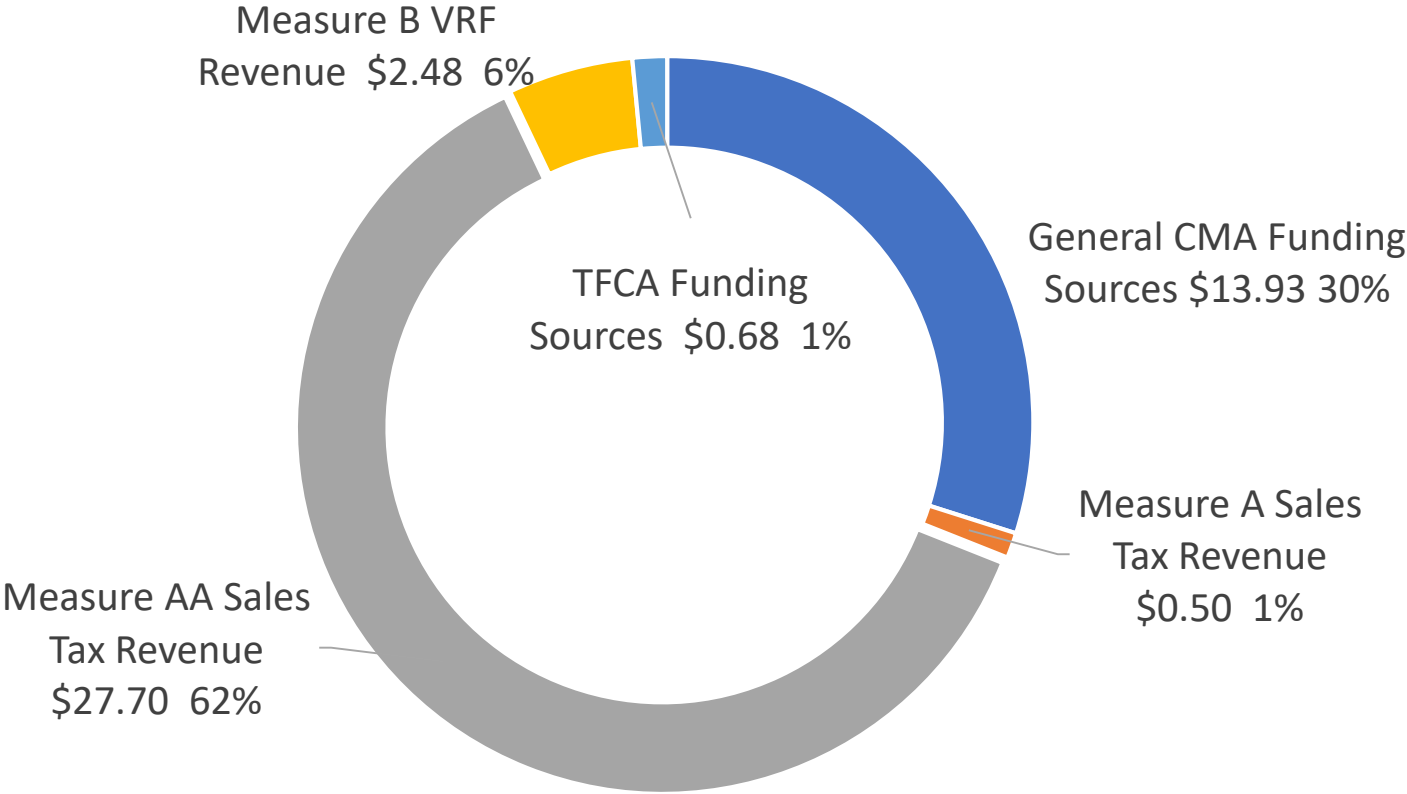


Ongoing effective communication with all partner agencies is key for obtaining accurate and updated information

FY2019-20 Budget Process and Overview

Proposed FY2019-20 Revenues - \$44.82 M

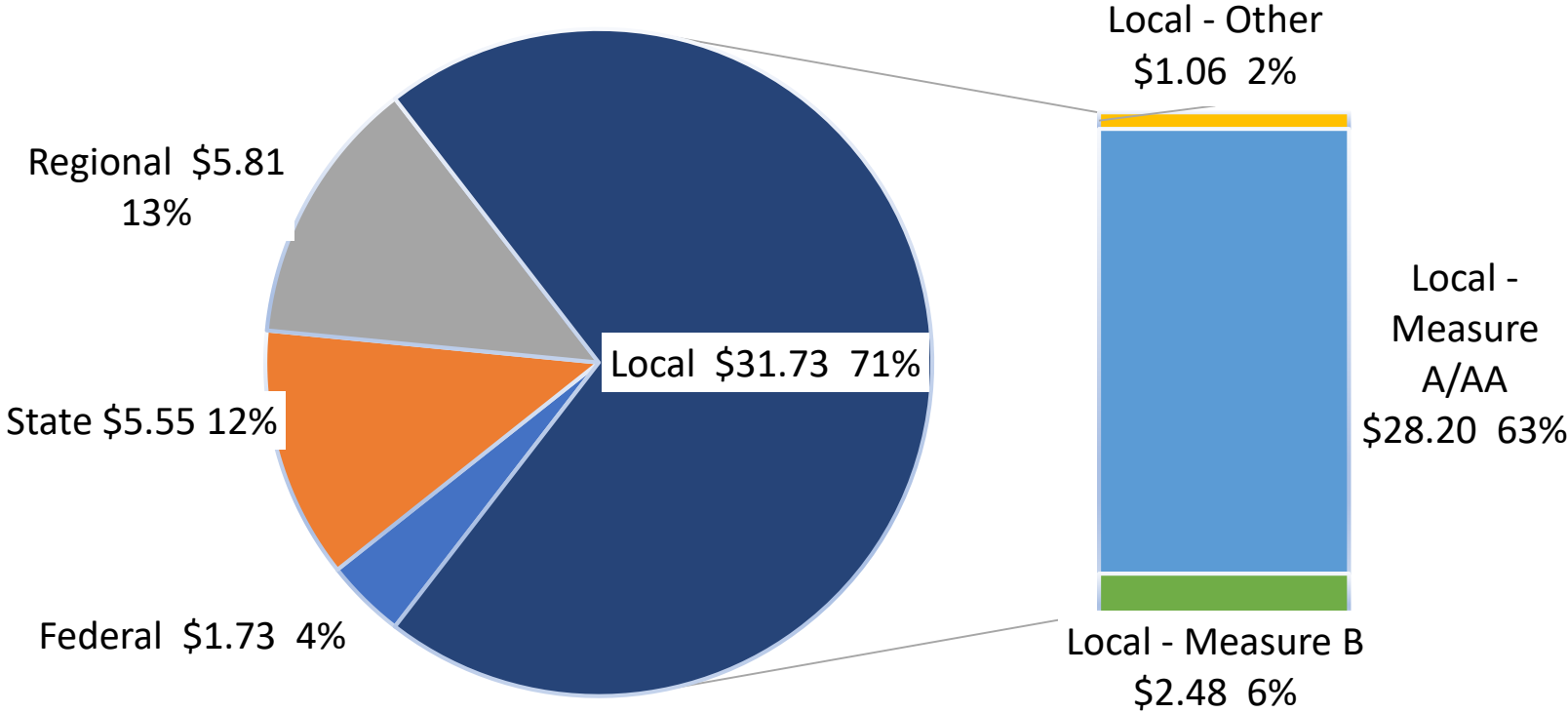
Chart 1: Proposed FY2019-20 Revenues by Fund
(Numbers in Million)



FY2019-20 Budget Process and Overview

Proposed FY2019-20 Revenues - \$44.82 M

Chart 2: Proposed FY2019-20 Revenues By Funding Source
(Numbers in Million)



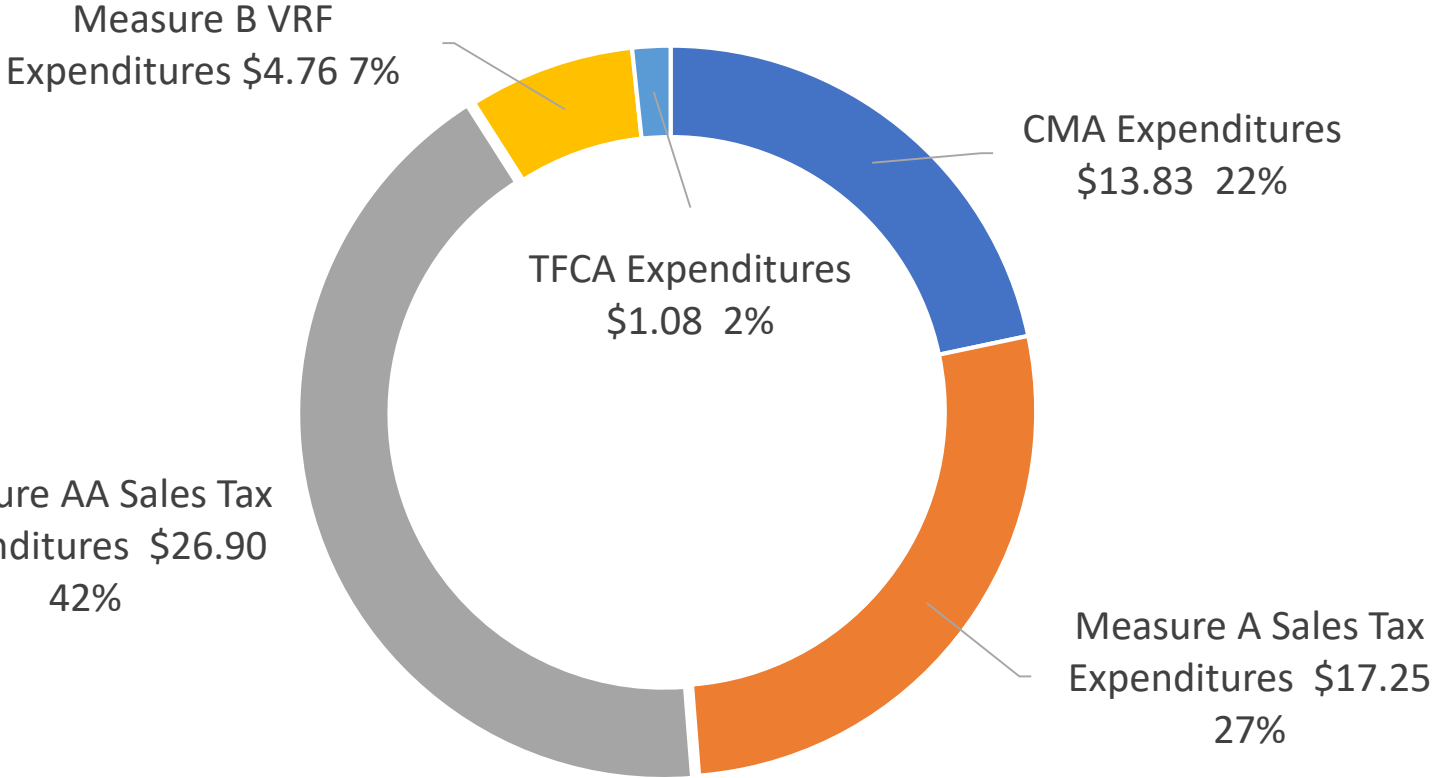
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FY2019-20 Budget Process and Overview

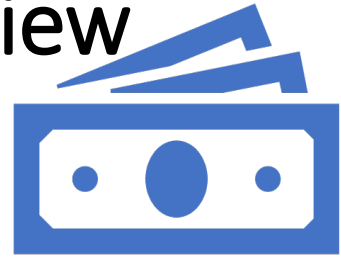
Proposed FY2019-20 Expenditures - \$63.90 M

**Chart 3: Proposed FY2019-20 Expenditures by Fund
(Numbers in Million)**



FY2019-20 Budget Process and Overview

Proposed Revenues vs. Expenditures



FY2019-20 Budget Process and Overview

Proposed Expenditures - Administration

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
Salaries & Benefits	2,339,827	2,481,774	2,451,336	2,600,596
Pension and OPEB Section 115 Trust Pre-Funding	-	157,470	-	157,470
Office Lease	248,025	260,000	252,000	260,000
Agencywide IT and Computer Equipment Upgrade	39,129	10,000	8,500	10,000
Equipment Purchase/Lease	7,840	10,000	9,000	10,000
Telephone/Internet/ Web Hosting Services	20,803	25,000	25,000	25,000
Office Supplies	30,721	40,000	20,215	31,000
Updates and Technical Support for TAM Website	44,716	20,000	15,000	20,000
Classification Study	-	30,000	-	30,000
Insurance	5,878	12,000	9,512	11,000
Financial Audit	18,000	20,000	19,000	20,000
Legal Services	60,651	70,000	60,622	80,000
Document/Video/Marketing Material Production	20,528	61,000	21,125	45,000
Memberships	18,044	25,000	20,330	25,000
Travel/Meetings/Conferences	33,314	42,500	23,285	40,000
Professional Development	1,187	6,000	5,228	8,000
Human Resources/Board Support	80,550	110,000	80,000	60,000
Information Technology Support	50,023	45,000	26,000	45,000
Annual Support & Upgrade of Financial System	14,216	15,000	8,623	10,000
Misc. Expenses	25,445	20,500	10,345	15,000
Expired Expenditure Line Items	-	398,896	398,050	-
Subtotal, Administration	3,058,898	3,860,140	3,463,171	3,503,066

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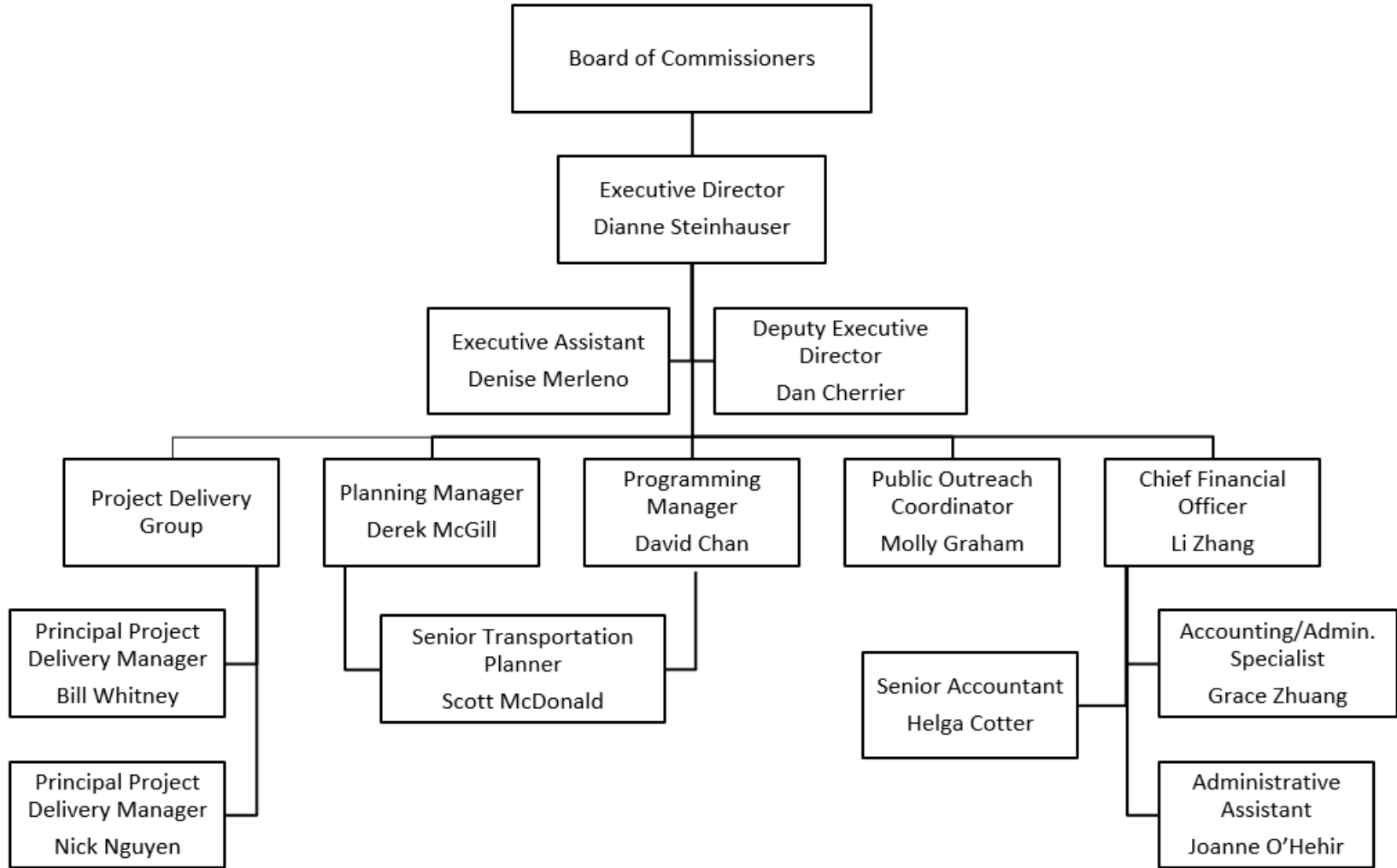
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FY2019-20 Budget Process and Overview

Proposed Expenditures - Administration

FY2019-20 Budget Process and Overview

TAM Organization Chart – May 2019



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FY2019-20 Budget Process and Overview

Proposed Expenditures – Professional Services

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & R/W	275,123	350,000	320,000	250,000
SFD Flyover Bike Path Barrier				100,000
CMP Update/Traffic Monitoring	56,389	60,000	50,000	60,000
Travel Model Maintenance & Update	92,020	250,000	180,000	80,000
Traffic Monitoring and Reporting	15,000	25,000	25,000	25,000
Project Management Oversight	379,889	488,000	240,000	400,000
MSN Phase 2 HOV Lane ROW/Utility Relocation & Design	180,927	1,100,000	2,020,000	1,100,000
MSN San Antonio Curve Correction Construction Support	85,175	150,000	135,000	40,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	6,750	10,000	6,000	6,000
State Legislative Assistance	36,750	40,250	40,250	42,000
Financial Advisor/Sales Tax Audit Services	7,138	20,000	2,625	20,000
North-South Greenway Gap Closure / PS&E & CM Services	442,759	700,000	600,000	400,000
Public Outreach Service Support	39,174	45,000	30,000	45,000
Street Smart Program Implementation	13,500	35,000	16,000	19,000
CMFC Onsite Re-Vegetation Mitigation Monitoring and Reporting	3,603	10,000	2,000	2,500
Bus On Shoulder Feasibility Study				100,000
Consulting Pool	103,729	70,000	45,000	70,000
Expired Expenditure Line Items	1,078,636	405,000	319,809	
Subtotal, Professional Services	2,816,560	3,758,250	4,031,684	2,759,500

FY2019-20 Budget Process and Overview

Proposed Expenditures - Professional Services

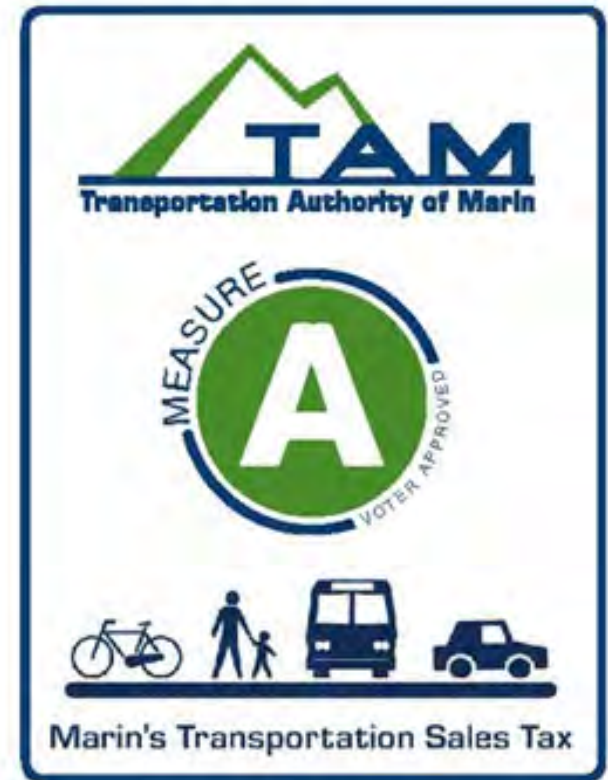


FY2019-20 Budget Process and Overview

Proposed Expenditures – Measure A

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
Measure A Compliance Audit	10,500	20,000	11,500	20,000
Bike/Ped Path Maintenance	48,796	166,000	60,000	100,000
Central Marin Ferry Connector - SMART Insurance Policy	14,349	25,000	15,000	10,000
Strategy 1 - Transit	16,708,511	18,061,751	14,035,400	5,284,100
<i>Strategy 1.1 - Local Bus Transit Service</i>	<i>9,960,852</i>	<i>10,400,000</i>	<i>9,860,000</i>	<i>2,015,600</i>
<i>Strategy 1.2 - Rural Bus Transit System</i>	<i>1,139,691</i>	<i>990,000</i>	<i>990,000</i>	-
<i>Strategy 1.3 - Special Needs Transit Services</i>	<i>2,154,534</i>	<i>2,721,751</i>	<i>2,535,400</i>	-
<i>Strategy 1.4 - Bus Transit Facilities</i>	<i>3,453,434</i>	<i>3,950,000</i>	<i>650,000</i>	<i>3,268,500</i>
Strategy 2 - Hwy 101 Gap Closure	1,211,798	400,000	100,000	300,000
<i>STP/HIP Swap Project</i>	<i>1,211,798</i>	<i>400,000</i>	<i>100,000</i>	<i>300,000</i>
Strategy 3 - Local Transportation Infrastructure	7,561,452	5,551,611	4,301,611	6,243,544
<i>Strategy 3.1 - Major Roads</i>	<i>4,260,337</i>	<i>2,250,000</i>	<i>1,000,000</i>	<i>3,800,000</i>
<i>Strategy 3.2 - Local Roads</i>	<i>3,301,115</i>	<i>3,301,611</i>	<i>3,301,611</i>	<i>2,443,544</i>
Strategy 4 - Safer Access to Schools.	3,028,050	3,703,000	3,163,000	2,151,000
<i>Strategy 4.1 - Safe Routes to Schools</i>	<i>711,337</i>	<i>823,000</i>	<i>823,000</i>	<i>550,000</i>
<i>Strategy 4.2 - Crossing Guards</i>	<i>1,366,924</i>	<i>1,530,000</i>	<i>1,240,000</i>	<i>350,000</i>
<i>Strategy 4.3 - Safe Pathways To School</i>				
<i>Safe Pathways Plan Development</i>	<i>203,144</i>	<i>100,000</i>	<i>100,000</i>	-
<i>Safe Pathway Capital Projects</i>	<i>746,645</i>	<i>1,250,000</i>	<i>1,000,000</i>	<i>1,251,000</i>
Expired Expenditure Line Items	85,000	85,000	85,000	-
Subtotal, Measure A Programs/Projects	28,668,456	28,012,362	21,771,511	14,108,644

- ⌚ Revenue collection of Measure A stopped as of March 31, 2019
- ⌚ Continuation of work under Measure A for projects/programs that still have funding balances
- ⌚ Measure A fund will not be fully closed until all funds are spent, maybe 3-5 years out for Strategy 3.1 Major Roads
- ⌚ Main budget lines are dependent on the delivery of work and reimbursement request schedule of other agencies and tend to have large variances between budgeted and actuals



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FY2019-20 Budget Process and Overview

Proposed Expenditures – Measure AA

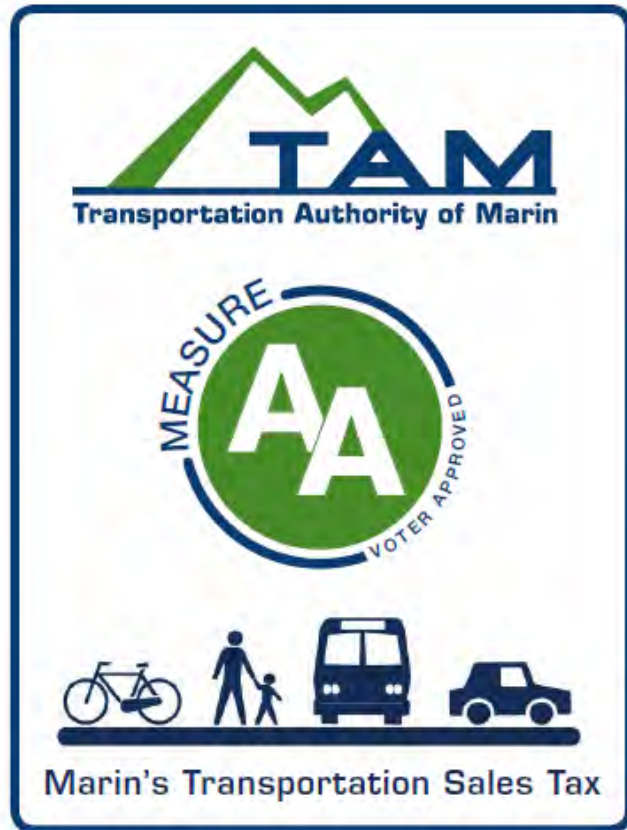
	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
Category 1: Reduce Congestion	-	-	-	4,600,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows MSN Phase 2 HOV Lane ROW/Utility Relocation & Design</i>				-
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>				2,800,000
580/101 Direct Connector Project PID & PAED				-
<i>Category 1.3 - Enhance Interchanges</i>				1,400,000
<i>Category 1.4 - Traffic Demand Management</i>				350,000
				50,000
Category 2: Local Transportation Infrastructure	-	-	-	2,190,425
<i>Category 2.1 - Local Roads</i>				1,349,425
<i>Category 2.2 - Safe Pathways</i>				650,000
<i>Category 2.3 - Sea Level Rise</i>				50,000
<i>Category 2.4 - Innovative Technology</i>				141,000
Category 3: Safer Access to Schools	-	-	-	1,740,000
<i>Category 3.1 - Safe Routes to Schools</i>				400,000
<i>Category 3.2 - Crossing Guards</i>				1,340,000
<i>Category 3.3 - Safe Pathway Capital Projects</i>				-
Category 4: Transit	-	-	-	13,598,186
<i>Category 4.1 - Local Bus Transit Service</i>				7,584,400
<i>Category 4.2 - Rural Bus Transit Service</i>				948,639
<i>Category 4.3 - Special Needs Transit Service</i>				2,809,000
<i>Category 4.4 - School Transit Service</i>				1,120,000
<i>Category 4.5 - Bus Transit Facilities</i>				1,024,147
<i>Category 4.6 - Expand Access to Transit</i>				112,000
Subtotal, Measure AA Programs/Projects				22,128,611

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FY2019-20 Budget Process and Overview

Proposed Expenditures – Measure AA



- 🕒 Revenue collection of Measure AA started on April 1, 2019
- 🕒 Delivery of voter approved projects/programs starting on July 1, 2019
- 🕒 Detailed information about new programs, such as Sea Level Rise, Innovative Technology, will be available at the June Board Meeting as part of the final FY2019-20 work plan presentation and adoption or throughout the year as projects/programs are developed

FY2019-20 Budget Process and Overview

Proposed Expenditures – Measure B

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
Element 1 - Maintain Local Streets & Pathways	72,050	114,000	75,000	2,528,821
<i>Element 1.1 - Local Streets</i>	-	-	-	2,414,821
<i>Element 1.2 - Bike/Ped Pathways</i>	72,050	114,000	75,000	114,000
Element 2 - Seniors & Disabled Mobility	957,016	1,120,000	950,000	1,245,000
<i>Element 2.1 - Mobility Management Programs</i>	159,019	140,000	50,000	140,000
<i>Element 2.2 - Paratransit & Low-Income Scholarships</i>	206,259	235,000	200,000	235,000
<i>Element 2.3 - Paratransit Plus</i>	476,065	600,000	600,000	700,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	115,673	145,000	100,000	170,000
Element 3 - Reduce Congestion & Pollution	527,472	1,138,999	1,138,999	870,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	286,326	345,000	345,000	175,000
<i>Element 3.2 - Commute Alternative Programs</i>	180,724	358,999	358,999	350,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	60,423	435,000	435,000	345,000
Subtotal, Measure B Programs	1,556,538	2,372,999	2,163,999	4,643,821

FY2019-20 Budget Process and Overview

Proposed Expenditures – Measure B



- ⌚ More than \$2 million spending level increase compared to the year before due to the release of Element 1.1, Local Streets funds, which is distributed every three years
- ⌚ Updated FY2019-20 numbers for Element 2 based on final allocation request from Marin Transit
- ⌚ Updated FY2018-19 estimated actuals based on input from Marin Transit
- ⌚ Detailed information about each element will be available at the June Board Meeting as part of the final FY2019-20 work plan presentation and adoption or throughout the year as projects/programs are developed

FY2019-20 Budget Process and Overview

Proposed Expenditures – Interagency Agreements

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
North-South Greenway (Southern Segment)- County Project Management	207,418	250,000	100,000	150,000
North-South Greenway (Northern Segment) Cooperative Agreement with Caltrans for Construction	-	2,000,000	-	5,000,000
HOV Gap Closure Offsite Landscaping Mitigation Funding Agreement - Caltrans	-	400,000	-	400,000
Funding Agreement with County of Marin for Bellam Boulevard Construction and Construction Management	-	1,800,000	44,000	3,955,000
County Lower Marin City Drainage Study Agreement	29,388	50,000	50,000	45,000
Novato Pedestrian Access to Transit and Crosswalk Improvement Project Agreement	-	151,000	-	318,000
Marin Transit Bus Facility Lease or Purchase Fund Contribution				1,100,000
Sausalito - Gate 6 Bridgeway Intersection Improvements	83,536	47,000	-	73,000
Corte Madera - Tamal Vista Blvd Bike/Ped Improvements		526,000	-	526,000
San Anselmo-Hub Reconfiguration Phase I Study	-	309,000	-	309,000
Marin County/Caltrans Planning Grant Match Manzanita & Southern Marin Flooding	-	21,000	-	24,000
San Rafael - Canal Neighborhood CBTP		20,000	20,000	55,000
Caltrans - MSN Phase 2 HOV Lanes ROW and Construction Support				3,750,000
Expired Expenditure Line Items	5,522,606	4,111,000	3,840,272	-
Subtotal, Interagency Agreements	5,842,948	9,685,000	4,054,272	15,705,000

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FY2019-20 Budget Process and Overview

Proposed Expenditures – Interagency Agreement

- ④ Highest spending level for the Interagency Agreement Category since the inception of TAM with construction and related support expected for several major projects, including Northern Segment of North/South Greenway/Caltrans; Bellam Blvd/County of Marin; MSN Phase 2 HOV Lane/Caltrans
- ④ More significant variances between budgeted and actual numbers for this Category due to project schedule change, spending and reimbursement schedule
- ④ More details for major agreements will be available at the June Board Meeting as part of the final FY2019-20 work plan presentation and adoption or throughout the year as projects/programs are developed



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FY2019-20 Budget Process and Overview

Proposed Expenditures – TFCA

	FY2017-18 Actual	FY2018-19 Final Budget	FY2018-19 Estimated Actual	FY2019-20 Proposed Budget
North/South Greenway Construction				283,637
TFCA - Reimbursement of Various Capital Projects	176,392	397,000	-	768,000
Subtotal, TFCA Programs/Projects	176,392	397,000	-	1,051,637



Actions Needed



Any
Questions

Proposed FY2019-20 Annual Budget