

**TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING**

MAY 28, 2020

6:00 P.M.

Virtual Meeting

Zoom link:

<https://us02web.zoom.us/j/86535460527?pwd=YIM5UmIraSsxcm4xUVJFNFJzM0FkUT09>

Webinar ID: 865 3546 0527

Password: 861855



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Belvedere
James Campbell

Corte Madera
Charles Lee

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

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

In compliance with local and state shelter-in-place orders, and as allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Board of Commissioners' meetings will not be providing an in-person meeting location for the public to attend. The Commission will meet via Zoom and members of the public are encouraged to participate remotely as described below. Note: this meeting will not be webcast on the TAM Granicus page.

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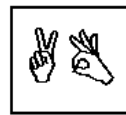
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The public will not be able to provide public comment during the meeting when viewing the meeting - this is a "listen only" participation method.

How to provide comment on agenda items:

- Before the meeting: email your comments to dmerleno@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, May 27, 2020 to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (300 word limit per comment) when the specific agenda item is considered by the Board. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov early in the meeting.



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

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

The Marin County Civic Center is served by several bus lines including Marin Transit Routes 45, 45K, 49, 233, and 259. Route 45 provides service to the Civic Center Hall of Justice Arch until 8:43 PM. In the evening, Golden Gate Transit provides service until 11:24 PM with routes 70 and 80 along Highway 101 from the San Pedro Road bus pads, which are about a half mile away. To access the San Pedro bus pad NB, walk south down San Pedro Rd and take the footpath to the NB 101 onramp where the bus stop is located. To access the SB pad, walk down San Pedro Rd and under the freeway, turn right on Merrydale and then take the footpath near the SB onramp to the bus pad. For arrival and departure times, call 511 or visit www.marintransit.org, or www.goldengate.com

AGENDA

1. Chair's Report (Discussion)
 - a. Appointment to the TAM Executive Committee (Action) – **Attachment**
2. Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Rodoni
 - c. SMART – Commissioner Lucan
5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. CONSENT CALENDAR (Action) – **Attachments**
 - a. Approve TAM Board Meeting Minutes of April 23, 2020
 - b. Authorize Contract Amendment with Moffatt & Nichol
 - c. Program Cycle 3 Local Partnership Program (LPP) Formula Funds to TAM's Bellam Blvd Off-Ramp Project
 - d. Program Suburban-Housing Incentive Pool (Sub-HIP) Funds
7. Adopt Positions on State Legislative Bills (Action) - **Attachment**
8. Authorize Agreement with Uber and Enter into MOU with Marin Transit (Action) - **Attachment**
9. Review the Proposed TAM FY2020-21 Annual Budget and Release it for Public Comment (Action) - **Attachment**
10. Caltrans Report (Discussion) - **Attachment**



DATE: May 28, 2020
TO: Transportation Authority of Marin Board of Commissioners
FROM: Judy Arnold, Supervisor, District 5, TAM Chair *Judy Arnold*
SUBJECT: Appointment to the TAM Executive Committee (Action) – Agenda Item 1a

RECOMMENDATION

The TAM Board approve the Chair’s recommendation to appoint Commissioner Susan Cleveland-Knowles, representing the City of Sausalito, to fill the vacancy on the TAM Funding, Programs & Legislation Executive Committee.

BACKGROUND

Stephanie Moulton-Peters sat on the TAM Board of Commissioners and was a member of TAM’s Funding, Programs & Legislation (FPL) Executive Committee until April 2020. The TAM Chairperson recommends that Commissioner Susan Cleveland-Knowles be appointed to fill the FPL Executive Committee vacancy.

Per TAM’s Administrative Code, “*Membership to each Committee shall be as recommended by the TAM Board Chair and approved by a majority of the full TAM Board.*”

DISCUSSION/ANALYSIS

If the TAM Board approves the recommendation, the makeup of each Executive Committee will be:

Funding, Programs & Legislation

Judy Arnold
Beach Kuhl
Eric Lucan
Katie Rice
Susan Cleveland-Knowles

Administration, Projects & Planning

Alice Fredericks
Brian Colbert
Damon Connolly
Gary Phillips
Kate Sears

FISCAL CONSIDERATION

None.

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MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

APRIL 23, 2020
6:00 PM

Virtual Meeting

Zoom link: <https://zoom.us/j/91286342259?pwd=UzhYNks1MWZLb1JaL2d3L3I0Y2NIQT09>

Webinar ID: 912 8634 2259

Password: 294800

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council, TAM Vice-Chair
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
David Kunhardt, Corte Madera Town Council
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Susan Cleveland-Knowles, Sausalito City Council
Urban Carmel, Mill Valley City Council

Members Absent: Dennis Rodoni, Marin County Board of Supervisors

Staff Members Present Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Denise Merleno, Executive Assistant
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 6:05 p.m.

1. Chair's Report (Discussion)

Chair Arnold welcomed everyone to TAM's first virtual meeting and asked the clerk to conduct a roll call to ensure a quorum. Chair Arnold confirmed the quorum and went on to describe the way in which the public could offer their comments throughout the meeting.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman issued an oath of office to Urban Carmel who replaced Commissioner Moulton-Peters as the Commissioner representing the Mill Valley City Council on the TAM Board.

ED Richman highlighted items in her report including TAM's expression of gratitude to essential workers during the shelter-in-place order; a letter sent to the Metropolitan Transportation Commission (MTC) staff and to local legislators to offer support for an economic stimulus bill; a video that staff made celebrating the 50th anniversary of Earth Day and a few of TAM's programs which show the agency's commitment to support the goals of a healthier planet; the Safe Routes to Schools Art Contest, Walk and Roll Recess Challenge and distance learning activities; Caltrans' approval to seek construction bids on the North-South Greenway; a stakeholder meeting conducted in early March discuss congestion in downtown San Rafael near the SMART station; an interactive website developed which grades social distancing geographically; consideration that will be given at upcoming meetings of the California Transportation Commission (CTC) toward extending deadlines to various SB1 programs and on the timely use of funds requirements; and that SB 1408 (Dodd), the bill to create a dedicated funding source for State Route (SR) 37 improvements, is likely to be shelved for this year. She finalized her comments by reporting that transit operators operating in Marin will receive approximately \$46 million through the Coronavirus Aid, Relief & Economic Security (CARES) Act to provide some financial relief during these difficult times.

In response to Commissioner Rice who asked if the \$46 million will make the transit operators "whole", ED Richman said that the funds will help in the near term but will, most likely, not sustain the agencies if the pandemic continues.

4. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly provided his report noting a fifty percent reduction in Bay Area traffic during the weekdays and a larger reduction during the weekends due to the shelter-in-place order. He reported on the creation of the Bay Area Housing Finance Authority (BAHFA) to address affordable housing, funding that the Bay Area will receive through the CARES Act, and that Leelee Thomas of Marin County's Community Development Agency will sit on MTC's interim advisory committee, created as a result of AB1487, to address housing issues.

b. Marin Transit Report – Commissioner Rodoni

In Commissioner Rodoni's absence, Commissioner Connolly reported that the funding Marin Transit will receive through the CARES Act was uplifting for the agency.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported the following items: a reduction in passenger service, funding the agency will receive through the CARES Act, and a debriefing by the SMART Board of the failed Measure I which included a discussion on the process to determine the next steps the Agency needs to consider.

5. Open Time for Public Expression

Cindy Winter, Larkspur resident, sent in her comment by e-mail and stated that she is looking forward to the American Association of State Highway and Transportation Officials' (AASHTO) update of its 2012 version of its Bicycle Facilities Guide which is used as a source for Caltrans' Highway Design Manual.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of February 27, 2020
- b. Highway 101 Interchange and Approaching Roadway Study Professional Service Contract Authorization
- c. Marin County US 101 Bus on Shoulder Feasibility Study Contract Authorization
- d. Review and Acceptance of the FY2019-20 Third Quarter Financial Report
- e. Approval of the Proposed Revisions to the ½-Cent Transportation Sales Tax Compliance Audit Policy
- f. Acceptance of the Emergency Telecommuting Policy
- g. Approve Novato's Priority Conservation Area (PCA) Project Changes
- h. Congestion Management Program and System Monitoring Report Contract Amendment with TJKM – Authorize Approval

Chair Arnold asked if staff had received any public comment by e-mail and hearing that none had been received, she closed this item to public comment.

Commissioner Campbell moved to approve the Consent Calendar and was seconded by Commissioner Lucan. A roll call vote was taken and the motion passed unanimously.

7. Marin County Plan Bay Area 2050 Revised Project List and State Route 37 Letter of Commitment (Action)

ED Richman introduced TAM Planning Manager Dereck McGill who presented this item which recommended that the TAM Board reviews and accepts the revised Marin County Plan Bay Area 2050 Project List and the Letter of Commitment for State Route 37.

Mr. McGill presented his report and provided a background of the Regional Transportation Plan (RTP), the county project list revision process, categories of the project list including: operation and maintenance projects, transit capacity increasing projects, roadway capacity increasing projects, programmatic categories which is a catch all to advance all non-capacity increasing projects. Then he spoke on the letter of commitment required by MTC for the SR 37 project to explore ways to improve performance in that corridor.

Commissioner Kunhardt asked and Mr. McGill confirmed that the study to improve 11 interchanges as called for in the Measure AA Expenditure Plan would be included in the category of minor highway improvements. Commissioner Kunhardt then asked about the status of Regional Measure 3 (RM3) funds, and ED Richman reported that it is still in the court system with a hearing date planned for some time early this summer.

Commissioner Phillips asked about the \$51 million cost indicated for the new San Rafael Transit Center in Mr. McGill's presentation and how that number was derived. Mr. McGill stated that he received the information from staff at Golden Gate Transit (GGT).

Regarding the Roadway Capacity Increasing Projects information provided in the presentation, Commissioner Phillips asked about the certainty of the numbers included in the County Discretionary Budget. Mr. McGill stated

TRANSPORTATION AUTHORITY OF MARIN
April 23, 2020

that they represent One Bay Area Grant (OBAG) funds as well as funds through the Statewide Transportation Improvement Program (STIP) process.

Mr. McGill clarified that this is a high-level planning effort rather than a financial plan for any specific project.

Commissioner Rice asked Mr. McGill to explain what the County Discretionary Budget is comprised of and he stated that is made of Measures AA and B as well as TAM-controlled funds such as Transportation for Clean Air Funds (TFCA) and the local partnership funds received from the state for having a transportation sales tax as well as STIP and OBAG funds.

Chair Arnold asked if staff had received any public comment by e-mail and hearing that none had been received, she closed this item to public comment.

Commissioner Kunhardt moved to accept the revised Marin County Plan Bay Area 2050 Project List and the Letter of Commitment for SR 37 which was seconded by Commissioner Phillips. A roll call vote was taken and the motion passed unanimously.

8. Approve Retention Bonus Contract Amendment for the Crossing Guard Contract (Action)

ED Richman introduced TAM Principal Project Delivery Manager Dan Cherrier who presented the staff report which recommended that the TAM Board approves the retention bonus for the program and authorizes the ED to execute Addendum 2 of Contract C-FY19-03 with All City Management Services (ACMS) to make a one-time payment of \$1,700 for each Marin crossing guard and supervisor that meet certain criteria.

In response to a question from Commissioner Phillips about how the amount of \$1,700 had been arrived at, Mr. Cherrier replied that staff felt that \$1,400 per guard and supervisor was the appropriate amount and with \$300 for ACMS to cover administration and payroll costs related to the payment. For reference, \$1,400 is approximately the difference between, what the average guard would earn between middle March and the end of the school year, and what ACMS has stated the guard would receive in unemployment benefits.

Chair Arnold asked if staff had received any public comment by e-mail and hearing that none had been received, she closed this item to public comment.

Commissioner Cleveland-Knowles moved to approve the retention bonus for the program and authorize the ED to execute Addendum 2 of Contract C-FY19-03 with ACMS to make a one-time payment of \$1,700 for each Marin crossing guard and supervisor that meet certain criteria and was seconded by Commissioner Connolly. A roll call vote was taken and the motion passed unanimously.

9. TAM Memorandum of Understanding with MCE for CALeVIP (Action)

ED Richman re-introduced Mr. McGill who presented this item which recommended that the TAM Board authorizes the Executive Director to enter into a Memorandum of Understanding (MOU) with Marin Clean Energy (MCE) for the California Electric Vehicle Infrastructure Project (CALeVIP) and authorizes \$80,000 for Marin County Electric Vehicle (EV) Charging Infrastructure through CALeVIP.

Commissioner Rice asked why funding was being restricted to Level 2 chargers, and Mr. McGill responded that it was due to the high cost of installing Level 3 chargers which would limit the number of installations to approximately four as opposed to approximately 200 Level 2 chargers.

Commissioner Rice then asked if the California Energy Commission (CEC) continues to allow installations only at public agency sites or if that was a policy decision made by TAM and MCE. Mr. McGill stated that the CEC wants to maintain its program elements on a statewide basis and TAM would like to maintain its current rebate levels available for public agencies in Marin and show commitment to the program. However, he acknowledged that TAM may want to reconsider funding other charger installations if CEC funds are received.

Commissioner Rice suggested that our program would appear more attractive to the CEC if TAM did not constrain installations solely to public agencies. Mr. McGill stated that Marin's self-funded program is not a point of focus for the CEC for this year.

Commissioner Rice cautioned about language in TAM's policy which could be construed negatively by the CEC and she requested that staff provide a charger site map in the future. Mr. McGill noted that the 138 chargers that TAM has committed to installing within the county and he suggested that this commitment will attract CEC funds.

Commissioner Sears noted that MCE is not under any restrictions regarding where they install chargers which should make this joint application more appealing to the CEC. She added that, aside from Marin, MCE is investing a substantial amount of funding in Solano, Napa and Contra Costa Counties which have no site restrictions. As such, she wondered if, as a group, TAM and MCE are able to follow the CEC guidelines since the other three counties have that flexibility.

Commissioner Kunhardt suggested doubling the recommended funding amount since TAM's expenditure of Measure B funding for this Element is and has been under the budgeted levels for the past couple of years.

Mr. McGill noted that \$80,000 represents \$60,000 in charger rebates and \$20,000 in marketing and outreach for this program incurred in the past year. He added that additional reserve funds could be made available, but staff would want to ensure that the 138-charger installation commitment is adhered to as well as the ability to attract CEC funding in the next round. If the budget was to be doubled as the commissioner suggested, it may be more advantageous to consider that when CEC funding is available.

ED Richman clarified that available funding in the first year of the MOU would be only TAM and MCE funds and would not include any CEC funding. However, TAM could re-apply in year two and would be in a good position given the relationship with MCE and funding going to the other three counties through this MOU. So, TAM would be able to reapply in year two, and it would be more advantageous in year two to potentially increase funding to attract CEC funding.

Chair Arnold asked if staff had received any public comment by e-mail and hearing that none had been received, she closed this item to public comment.

Commissioner Kuhl moved to authorize the Executive Director to enter into a MOU with MCE for CALeVIP and authorize \$80,000 for Marin County EV Charging Infrastructure through CALeVIP which was seconded by Commissioner Cleveland-Knowles. A roll call vote was taken and the motion passed unanimously.

10. Review and Approve the FY2020-21 Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee Revenue Estimates and Budget Development Schedule (Action)

ED Richman introduced Li Zhang, Deputy Executive Director/Chief Financial Officer, who presented the item which recommended that the TAM Board reviews and approves the FY2020-21 Measure A/AA 1/2-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee Revenue Estimates and Budget Development Schedule.

Ms. Zhang reviewed the ongoing shelter-in-place order and how it may negatively impact the sales tax collection for the foreseeable future, the unknowns which make it difficult to assess the economy's rate of recovery, staff's recommendation to maintain the current year revenue estimate of \$27.5 million for the upcoming year, and the plan to release \$1.75 million of Measure A reserve funds and to suspend the 5 percent Measure AA Reserve collection for the upcoming year, additional measures to be discussed next month and recommended actions for this item.

Responding to a question Commissioner Connolly raised about the suspension of Measure AA Reserve collection, Ms. Zhang stated that the TAM Board approved the new reserve policy for Measure AA which collects 5 percent every year for 5 years while maintaining the Measure A reserve fund. However, at the end of each year, TAM would release Measure A reserve funds on a one-to-one ratio. She noted that the reserve fund will have a \$5.8 million balance even with the suspension mentioned.

Commissioner Hillmer stated that his city staff is considering the need to make adjustments to next year's budget, and he asked Ms. Zhang why TAM does not feel the need to do so. She replied that staff will be returning to this body next month with a similar request, if needed, but the difference is that TAM, as a funding agency, does not feel the impact as immediately as a jurisdiction which provides services directly to the public. She stated that TAM has the ability to release reserve funding in order to keep its funding commitment to the local agencies next year.

Commissioner Colbert expressed concern about how reopening of the economy will actually look, and he felt that some difficult economic decisions will need to be made in the future.

Commissioner Kunhardt suggested now may be the best time to do some local road work given the reduced traffic levels and asked if project funds, previously approved, exist to advance this work. Ms. Zhang stated that TAM is not experiencing a slowdown in any current projects due to the pandemic. ED Richman stated that, when the shelter-in-place order began, staff did look for any projects that could be advanced sooner and she added that staff would be happy to revisit this idea with the local jurisdictions.

Commissioner Rice suggested that staff contact county staff regarding accelerating the Sir Francis Drake Blvd project and ED Richman agreed to do so.

Chair Arnold asked if staff had received any public comment by e-mail and hearing that none had been received, she closed this item to public comment.

Vice-Chair Fredericks moved to approve the FY2020-21 Measure A/AA 1/2-Cent Transportation Sales Tax Revenue level of \$27.5 million and the Measure B \$10 Vehicle Registration Fee revenue level of \$2.42 million and the Budget Development Schedule which was seconded by Commissioner Phillips. A roll call vote was taken and the motion passed unanimously.

11. Caltrans Report (Discussion)

ED Richman noted that the report was included as part of the agenda packet and highlighted progress on the North-South Greenway project, sidewalk and pedestrian improvements underway at Tam Junction and the Manzanita Park-n-Ride, the Sir Francis Drake Blvd. Overcrossing bike/pedestrian barrier work scheduled to begin in the near future and that construction of the Central San Rafael Offramp Bridge Replacement project will not begin for some months.

The meeting was adjourned at 8:00 p.m.



DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Authorize Contract Amendment with Moffatt & Nichol (Action), Agenda Item No. 6b

RECOMMENDATION

The TAM Board authorize the Executive Director to (1) execute a contract amendment with the consulting engineering firm Moffatt & Nichol in the amount of \$375,000 to provide final design service for the North-South Greenway Multi-Use Path (Northern Segment), and (2) extend the term of the contract to December 31, 2020.

The Administration, Projects & Planning (APP) Executive Committee considered this item and voted unanimously to refer the item to the TAM Board for approval.

BACKGROUND

Staff and TAM's consulting team have worked closely with California Department of Transportation (Caltrans) and the City of Larkspur staff to advance the North-South Greenway Gap Closure Project that includes widening of the Northbound US 101 off-ramp structure over Corte Madera Creek, closing the existing gap between the Central Marin Ferry Connector Path and the existing Greenbrae Pedestrian Overcrossing on Old Redwood Highway (referred to as the northern segment). TAM is the project sponsor and completed the California Environmental Quality Act (CEQA) environmental analysis in July 2016. Since then we have been working on the final design and preparation of construction documents.

Staff assessed the scope of the northern segment and concluded it would be more efficient to develop the project and implement it in two phases, since one portion of the path is within Caltrans' right-of-way and the other portion is along Old Redwood Highway which is solely within the City of Larkspur's right-of-way. This way Caltrans can administer the construction of the portion it will take ownership of and Larkspur can administer the construction of the portion it will take ownership of.

DISCUSSION/ANALYSIS

Staff has focused our initial efforts on the more complicated and challenging portion of the north segment which crosses Corte Madera Creek. Gaining approvals from the state has been very difficult due to the environmental setting and the structural complexities that are associated with retrofitting an existing structure. The level of effort has greatly exceeded the original scope of work developed by staff and our consulting team. Staff and our consultant developed an environmental and design schedule when we first entered into contract on December 31, 2014. The team did not anticipate a process that would exceed five years of project development.

The multitude of challenges have been addressed during the project development process and we are pleased to inform the Board that the north segment of the project is concluding final design procedures in preparation of entering the construction bidding phase. Construction and construction management will be led by Caltrans.

TAM staff has been tracking the items that were not considered necessary as originally scoped. Some of these items have been addressed during previous contract amendments and staff is requesting the additional amendment to cover all the remaining necessary work items. A few of the items are listed below:

- Extreme length of review and approval period.
- Exceptionally late review comments on PS&E that impacted delivery.
- Additional work needed due to multiple changes to the design and project specifications required by Caltrans review team.
- Preparation of documents normally prepared by Caltrans to accelerate project delivery
- Multiple updates of the construction cost estimate due to design modifications

With all our efforts either completed or underway, the PS&E is being packaged by TAM and Caltrans to be released for construction bidding over the next few months.

FISCAL CONSIDERATION

The Board has previously approved a Cooperative Funding Agreement with Caltrans in the amount of \$10,264,000 (\$8,164,000 for construction and \$2,100,000 for construction management). Construction funding is from Regional Measure 2 (RM2) provided by the Metropolitan Transportation Commission (MTC) and a Transportation Fund for Clean Air (TFCA) grant from Bay Area Air Quality Management District (BAAQMD). Staff still believes this to be a reasonable estimate for construction costs.

On June 28, 2018, the Board programmed \$1,000,000 in Measure A interest funds to augment the RM2 funds used for design. A previous amendment in the amount of \$400,000 was executed with Moffatt & Nichol, the design consultant. Should the Board approve this request in the amount of \$375,000, the Moffatt & Nichol contract will be increased to a “not to exceed” amount of \$3,420,000. No budget amendment is necessary.

It should be noted the remaining amount of the programmed funds (\$225,000) will be available to finalize the Old Redwood Highway PS&E as well as updating the CEQA studies, preparation of National Environmental Policy Act (NEPA) studies and providing a constructability review. This request will be brought to the Board for review and approval in a future meeting.

NEXT STEPS

Staff will work with Caltrans and TAM’s consulting team to get the project ready for bid. The estimated construction cost is \$8,164,000 which is within the available budget. Should bid results be favorable, and within budget, Caltrans could begin construction later this summer.

ATTACHMENTS

None



DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming and Legislation Manager
Scott McDonald, Senior Transportation Planner

SUBJECT: Program Cycle 3 Local Partnership Program (LPP) Formula Funds to TAM's Bellam Blvd Off-Ramp Project (Action), Agenda Item No. 6c

RECOMMENDATION

The TAM Board approves the programming of the Local Partnership Program (LPP) Cycle 3 Formula funds to the Bellam Boulevard Off-Ramp Project.

On May 11, 2020, the Funding, Programs & Legislation (FPL) Executive Committee reviewed and recommended the approval of programming Local Partnership Program (LPP) Cycle 3 Formula funds to the Bellam Boulevard Off-Ramp Project.

BACKGROUND

The Road Repair and Accountability Act of 2017 (SB1) is a \$5.24 billion annual transportation funding package aimed at improving the state's local roads, freeways and bridges and investing more funding toward transit and safety projects. The revenues collected to fund the SB1 Programs come from increased taxes on fuel and vehicle registration fees.

The Local Partnership Program (LPP) is one of the newly created SB1 Programs that rewards counties, cities, districts, and regional transportation agencies with voter-approved fees or taxes solely dedicated to transportation improvements. LPP is divided into two programs of funding – a Formulaic Program in which a specific amount of funding is set aside by formula for eligible recipients, and a Competitive Program whereby agencies compete for statewide funds. Both Programs of LPP are administered by the California Transportation Commission (CTC).

LPP Formula funds are distributed by cycle, instead of annual allocation. Cycle 1 of LPP included funding from FY 17/18 and FY 18/19, Cycle 2 of LPP included only FY 19/20, and Cycle 3 will include funding from FY 20/21, FY 21/22, and FY 22/23. TAM received approximately \$500,000 annually for the first three years of funding but the amount will increase to approximately \$580,000 annually under Cycle 3 because of the percentage change adopted by the CTC in March 2020, which dedicates more funds to the Formula program.

TAM is an eligible recipient of the SB1 LPP Formula funds because of the voter approved Measure A/AA ½-Cent Transportation Sales Tax and \$10 Measure B Vehicle Registration Fee. Whereas, the towns, cities, and County receive annual Local Street and Road (LSR) funding from SB1, TAM receives LPP Formula funds from SB1.

For the LPP Competitive Program, eligible applicants include agencies with voter approved taxes, tolls, or fees. TAM as an eligible applicant can apply on behalf of a local jurisdiction, which, through a nomination, can be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of the funds. Nearly \$190 million is available through a highly competitive statewide solicitation during Cycle 3.

DISCUSSION/ANALYSIS

Prior Cycles of LPP Funds

In Cycle 1, the TAM Board approved the programming of LPP Formula funds in the amounts of \$500,000 to the Marin-Sonoma Narrows (MSN) Project and \$502,000 to San Rafael's Francisco Boulevard West Multi-Use Path (2nd to Andersen).

Additionally, in Cycle 1 TAM submitted competitive applications for TAM's Bellam Blvd Offramp Project, County of Marin's Sir Francis Drake Blvd Project, and TAM's Northern Segment of the North-South Greenway Project. However, these applications were not awarded funding from the LPP Competitive Program.

In Cycle 2, the TAM Board approved the programming of \$483,000 in LPP Formula funds to Novato's Downtown SMART Station Phase II project to complete the construction of the SMART station located at the corner of Grant Avenue and Railroad Avenue in downtown Novato. TAM did not submit applications for LPP Competitive Funds in Cycle 2.

Proposal on Programming Cycle 3 LPP Formula Funds

In Cycle 3, TAM will receive approximately \$1,737,000 in LPP Formula funds as shown in Attachment A. The funds must be applied to projects that can exhibit a one-to-one match of non-CTC approved funds.

Based on a thorough review of TAM's projects capable of providing a one-to-one match, the Bellam Boulevard Off-Ramp Project is being recommended for the programming of the LPP Formula Funds. The Project will be ready to proceed to construction in 2021. The completion of the Project will offer much needed improvements in San Rafael and provide relief for many residents and workers that travel along the offramp.

Bellam Boulevard Off-Ramp Project

The safety improvements at the Bellam Boulevard Off-Ramp from Highway 101 will help to separate regional traffic from local traffic. Pre-COVID, daily rush hour back-ups were present in the right lane of Northbound Highway 101 with stopped traffic waiting to exit. The improvements will reduce the back-up and rear end collisions in the lane.

The primary improvements are adding a lane to the off-ramp to provide more storage. Also, the weave will be improved where the traffic exiting Highway 101 merges with the traffic exiting from eastbound I-580 by the introduction of an additional right turn lane. Vehicles exiting from Highway 101 will be directed into the left lane of the off-ramp if they wish to turn left at Bellam Boulevard, while traffic continuing on to eastbound I-580 or making a right at Bellam Boulevard will be directed to the right lane. The addition of the extra right turn lane will allow Highway 101 traffic to turn right at Bellam with the dedicated right turn lane while an optional straight/right lane next to it will reduce the lane changes required of I-580 traffic turning right at Bellam. The crosswalk in front of the post office will also be realigned to reduce the crossing time.

Cycle 3 LPP Competitive Program

TAM staff contacted Marin local jurisdictions and transit agencies in March to solicit interest in having TAM apply on behalf of their respective projects for the LPP Competitive Program. TAM initially received one request from the County of Marin to apply for the Sir Francis Drake Boulevard Project. However, based on the project's bid opening on April 23, 2020, the project schedule did not align with the LPP Competitive Program schedule. Additionally, based on reviewing the requirements of the highly competitive program, including the one-to-one match required for the construction component of projects, TAM did not identify additional projects and therefore is not recommending to apply for the LPP Competitive Program in Cycle 3.

FISCAL IMPACTS

Pending approval from the TAM Board, TAM's Proposed FY 20/21 Annual Budget includes \$1,000,000 of the LPP Formula funds programmed to the Bellam Boulevard Off-Ramp Project, while the remaining \$737,000 will be included in the FY 21/22 budget based on the estimated construction schedule.

NEXT STEPS

Upon approval from the TAM Board, staff will submit an application to CTC for the amount available in LPP Formula Funds for the Bellam Boulevard Off-Ramp Project.

ATTACHMENT

Attachment A – Cycle 3 LPP Formula Shares

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Local Partnership Program		2020-21	2021-22	2022-23		
Local Partnership Program Annual Appropriation		\$ 200,000	\$ 200,000	\$ 200,000		
Set-Aside Incentive Funding		\$ 20,000	\$ 20,000	\$ 20,000		
Competitive Program (40%)		\$ 72,000	\$ 72,000	\$ 72,000		
2018 Competitive Overprogramming (\$8.83 Million)		\$ (2,944)	\$ (2,944)	\$ (2,944)		
2019 Formulaic Program Incentives (\$20 Million)		\$ (6,667)	\$ (6,667)	\$ (6,667)		
Subtotal Available for Competitive Program		\$ 62,389	\$ 62,389	\$ 62,389		
Formulaic Program (60%)		\$ 108,000	\$ 108,000	\$ 108,000		
Proposed Annual Formulaic Funding Distribution						
Tolls + VRF + parcel/property tax	8.62%	\$ 9,307	\$ 9,307	\$ 9,307		
North sales tax	25.83%	\$ 27,900	\$ 27,900	\$ 27,900		
South sales tax	65.55%	\$ 70,793	\$ 70,793	\$ 70,793		
Funding Based on Voter-Approved Tolls, VRF, Parcel/Property Tax Revenue		Revenue (100%)	2020-21	2021-22	2022-23	
			Funding	Funding	Funding	
Bay Area Toll Authority (RM1,RM2) (RM3 eff. 1/1/19)	\$ 428,243	\$ 6,059	\$ 6,059	\$ 6,059		
Alameda County Transportation Commission (Measure F-VRF)	\$ 13,034	\$ 200	\$ 200	\$ 200		
Transportation Authority Marin County (Measure B-VRF)	\$ 2,386	\$ 200	\$ 200	\$ 200		
City and County of San Francisco (Prop. D)	\$ 32,000	\$ 453	\$ 453	\$ 453		
San Francisco County Transportation Authority (Prop AA-VRF)	\$ 4,956	\$ 200	\$ 200	\$ 200		
City/County Association of Governments of San Mateo County (Measure M-VRF)	\$ 7,471	\$ 200	\$ 200	\$ 200		
Santa Clara Valley Transportation Authority (Measure B-VRF)	\$ 16,545	\$ 234	\$ 234	\$ 234		
Alameda-Contra Costa Transit District (Parcel Tax)	\$ 29,509	\$ 417	\$ 417	\$ 417		
Bay Area Rapid Transit District (Parcel Tax)	\$ 66,710	\$ 944	\$ 944	\$ 944		
City of Orinda (Parcel Tax-Measures J & L)	\$ 1,303	\$ 200	\$ 200	\$ 200		
Yuba County Depletion Surcharge-Measure D (Parcel Tax)	\$ 483	\$ 200	\$ 200	\$ 200		
Totals		\$ 602,640	\$ 9,307	\$ 9,307	\$ 9,307	
Funding Based on Voter-Approved Sales Tax Revenue and Population - North			2020-21	2021-22	2022-23	
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding	
Alameda (Alameda County Transportation Commission)	\$ 326,329	1,669,301	\$ 3,803	\$ 3,803	\$ 3,803	
Contra Costa (Contra Costa Transportation Authority)	\$ 95,310	1,155,879	\$ 2,182	\$ 2,182	\$ 2,182	
City of El Cerrito	\$ 1,581	N/A	\$ 200	\$ 200	\$ 200	
City of Martinez	\$ 3,668	N/A	\$ 200	\$ 200	\$ 200	
Fresno (Fresno County Transportation Authority)	\$ 78,812	1,018,241	\$ 1,904	\$ 1,904	\$ 1,904	
Lake (City of Clearlake)	\$ 2,002	14,828	\$ 200	\$ 200	\$ 200	
Madera (Madera County Transportation Authority)	\$ 10,564	159,536	\$ 306	\$ 306	\$ 306	
Marin (Transportation Authority Marin County)	\$ 28,334	262,879	\$ 379	\$ 379	\$ 379	
Marin (Sonoma Marin Area Rail Transit District)	\$ 19,941	-	\$ 209	\$ 209	\$ 209	
Mendocino (City of Fort Bragg)	\$ 890	7,478	\$ 200	\$ 200	\$ 200	
Mendocino (City of Point Arena)	\$ 49	463	\$ 200	\$ 200	\$ 200	
Mendocino (City of Willits)	\$ 839	4,996	\$ 200	\$ 200	\$ 200	
Merced (Merced County Transportation Authority)	\$ 19,360	282,928	\$ 520	\$ 520	\$ 520	
Monterey (Transportation Agency for Monterey County)	\$ 29,982	445,414	\$ 639	\$ 639	\$ 639	
Monterey (Monterey-Salinas Transit District)	\$ 9,703	-	\$ 228	\$ 228	\$ 228	
Napa (Napa Valley Transportation Authority)	\$ 20,340	140,779	\$ 296	\$ 296	\$ 296	
Nevada (Nevada City)	\$ 683	3,122	\$ 200	\$ 200	\$ 200	
Nevada (Town of Truckee)	\$ 2,627	16,434	\$ 200	\$ 200	\$ 200	
Sacramento (Sacramento Transportation Authority)	\$ 130,647	1,546,174	\$ 2,930	\$ 2,930	\$ 2,930	
San Benito (Council of San Benito County Governments) (eff. 4/1/19)	\$ -	62,296	\$ 200	\$ 200	\$ 200	
San Francisco (San Francisco County Transportation Authority)	\$ 112,465	883,869	\$ 1,805	\$ 1,805	\$ 1,805	
San Joaquin (San Joaquin County Transportation Authority)	\$ 64,984	770,385	\$ 1,459	\$ 1,459	\$ 1,459	
San Mateo (San Mateo County Transportation Authority)	\$ 98,386	774,485	\$ 754	\$ 754	\$ 754	
San Mateo (San Mateo County Transit District)	\$ 98,386	-	\$ 754	\$ 754	\$ 754	
San Mateo (San Mateo County Transit District) (add'l measure eff. 7/1/19)	\$ -	-	\$ 414	\$ 414	\$ 414	
Santa Clara (Santa Clara Valley Transportation Authority)	\$ 515,156	1,954,286	\$ 4,911	\$ 4,911	\$ 4,911	
Santa Cruz (Santa Cruz County Regional Transportation Commission)	\$ 21,783	274,871	\$ 296	\$ 296	\$ 296	
Santa Cruz (Santa Cruz Metropolitan Transit District)	\$ 21,949	-	\$ 296	\$ 296	\$ 296	
Sonoma (Sonoma County Transportation Authority)	\$ 25,854	500,675	\$ 491	\$ 491	\$ 491	
Sonoma (Sonoma Marin Area Rail Transit District)	\$ 19,941	-	\$ 470	\$ 470	\$ 470	
Stanislaus (Stanislaus County Transportation Authority)	\$ 45,959	558,972	\$ 1,055	\$ 1,055	\$ 1,055	
Totals		\$ 1,806,524	12,508,291	\$ 27,900	\$ 27,900	\$ 27,900
Funding Based on Voter-Approved Sales Tax Revenue and Population - South			2020-21	2021-22	2022-23	
County (Agency)	Revenue (25%)	Population (75%)	Funding	Funding	Funding	
Imperial (Imperial County Local Transportation Authority)	\$ 15,356	190,266	\$ 507	\$ 507	\$ 507	
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	\$ 3,470,554	10,253,716	\$ 37,506	\$ 37,506	\$ 37,506	
Orange (Orange County Transportation Authority)	\$ 330,347	3,222,498	\$ 8,851	\$ 8,851	\$ 8,851	
Riverside (Riverside County Transportation Commission)	\$ 196,393	2,440,124	\$ 6,495	\$ 6,495	\$ 6,495	
San Bernardino (San Bernardino County Transportation Authority)	\$ 181,837	2,192,203	\$ 5,856	\$ 5,856	\$ 5,856	
San Diego (San Diego Regional Transportation Commission)	\$ 314,260	3,351,786	\$ 9,093	\$ 9,093	\$ 9,093	
Santa Barbara (Santa Barbara County Local Transportation Authority)	\$ 40,917	454,593	\$ 1,227	\$ 1,227	\$ 1,227	
Tulare (Tulare County Transportation Authority)	\$ 34,208	479,112	\$ 1,258	\$ 1,258	\$ 1,258	
Totals		\$ 4,583,872	22,584,298	\$ 70,793	\$ 70,793	\$ 70,793

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DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming Manager

SUBJECT: Program Suburban-Housing Incentive Pool (Sub-HIP) Funds (Action), Agenda Item No. 6d

RECOMMENDATION

The TAM Board reviews and approves the programming of \$300,000 in Sub-HIP funds to Marin County's Marin City Pedestrian Crossing Improvement Project.

The Funding, Programs & Legislation (FPL) Executive Committee reviewed staff's recommendation at its May 11, 2020 meeting and voted unanimously to refer the item to the TAM Board for approval.

BACKGROUND

The Housing Incentive Pool (HIP) is a grant program created by the Metropolitan Transportation Commission (MTC) that uses transportation infrastructure dollars to reward the cities and counties that produce or preserve the largest number of affordable housing units in designated Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs).

MTC set aside funding for the North Bay counties under a Sub-HIP Program with \$300,000 available in federal funds for TAM to program to one (1) project in Marin that meets HIP requirements. The Sub-HIP Program is intended to fund an eligible transportation infrastructure project to support affordable housing projects in PDAs or TPAs. Project nominations are due to MTC by June 1.

Project Eligibility

1. Project must be a transportation investment directed within or connected directly to a PDA or TPA.
2. Project must meet the eligibility guidelines for the OBAG 2 County Program (such as Housing Element annual reporting, Surplus Lands Act, and Complete Streets Requirements).
3. Project must be able to obligate federal funds by FY 21/22.
4. Project must be eligible for Federal Surface Transportation Program or Congestion Mitigation and Air Quality (STP/CMAQ) funds.
5. Affordable housing projects are defined as very low, low, and moderate income level in accordance with the Regional Housing Needs Allocation (RHNA). Very low-income level is prioritized over low and moderate income levels, and low-income level is prioritized over moderate income level.
6. Projects that preserve existing affordable housing qualify as affordable housing.
7. New and existing affordable housing projects are eligible. New projects are prioritized over existing projects.

DISCUSSION

On February 13, 2020, a Call for Projects was circulated to our partner agencies, including transit agencies. By the deadline of April 21, 2020, TAM received one application each from Marin County and San Rafael.

Marin County Project

Marin County submitted an application for the Marin City Pedestrian Crossing Improvement Project requesting \$300,000 to install 20 new curb ramps at six intersections for pedestrian safety and accessibility improvements to support the Golden Gate Village on Cole Drive in Marin City with 300 existing affordable housing units and 170 new units with mixed income housing.

San Rafael Project

San Rafael submitted an application for the North-South Greenway San Rafael Downtown Gap Closure requesting \$300,000 to construct a Class IV bicycle facility on West Tamalpais Avenue from Fourth Street to Second Street with intersection improvements at the Second, Third, and Fourth Street intersections with West Tamalpais Avenue. This new facility will connect the existing Puerto Suello Multi-Use Path (MUP) and Hetherton MUP to the planned Second Street to Rice Drive MUP and support the planned Seagate Housing Project at 703-723 Third Street with 120 new units including nine affordable housing units.

It should be noted that even if this application were approved, there would still be a gap on Fourth Street between Hetherton MUP and this Class IV path on Tamalpais. San Rafael plans to implement a buffered two-way pathway on the Northside of Fourth Street to close the gap but this project is not currently funded.

Evaluation Process

An evaluation panel was formed with two staff members from TAM and one representative from a local jurisdiction (Corte Madera) that did not apply for funds. The evaluation panel reviewed the applications based on the following criteria:

- What is the quality of the project scope?
- What safety benefits are provided from the project?
- Does the project serve as a gap closure and provide connectivity to existing facilities?
- Is the project considered countywide significant?
- Is the project also identified in a Community Based Transportation Plan (CBTP)?
- Can the project obligate federal funds by FY21/22?
- Is the project fully funded or does it still need to secure other funds other than requisite matching funds?
- Is the project leveraging other funds besides the requisite matching funds?
- What is the RHNA standard (income level) of the qualifying affordable housing project(s)?
- Is the qualifying housing project(s) existing or new? If new, have permits been secured?
- What is the number of affordable units in the qualifying housing project(s)?

Application Recommended for Funding

The evaluation panel reviewed the applications and unanimously ranked the Marin County application higher than the San Rafael application based on the abovementioned criteria. Both applications were considered very good projects but unfortunately the funding limitation of this Call for Projects can only fund one project.

Staff is recommending programming \$300,000 in Sub-HIP funds to Marin County's Marin City Pedestrian Crossing Improvement Project.

Staff is encouraging San Rafael to apply for TDA/TFCA funds when the funds become available in FY 21/22, which coincidentally is the same time that these Sub-HIP funds will be available to Marin County. Staff will also be seeking other possible funds for the San Rafael Project as opportunities arise.

FISCAL IMPACTS

There are no direct fiscal impacts to TAM with programming Sub-HIP funds. The Sub-HIP funds will be programmed directly to Marin City Pedestrian Crossing Improvement Project and Marin County will be responsible for obligating the funds through Caltrans Local Assistance.

NEXT STEPS

Communicate to MTC on the decision of the TAM Board, initiate steps to program the funds with Caltrans Local Assistance and provide assistance to the project sponsor on obligating funds.

ATTACHMENTS


Attachment A – Map of the Marin City Pedestrian Crossing Improvement Project

Attachment B – Map of the North-South Greenway San Rafael Downtown Gap Closure Project


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 Marin City Study Area

 Marin City PDA

 New Curb Ramps at Intersections

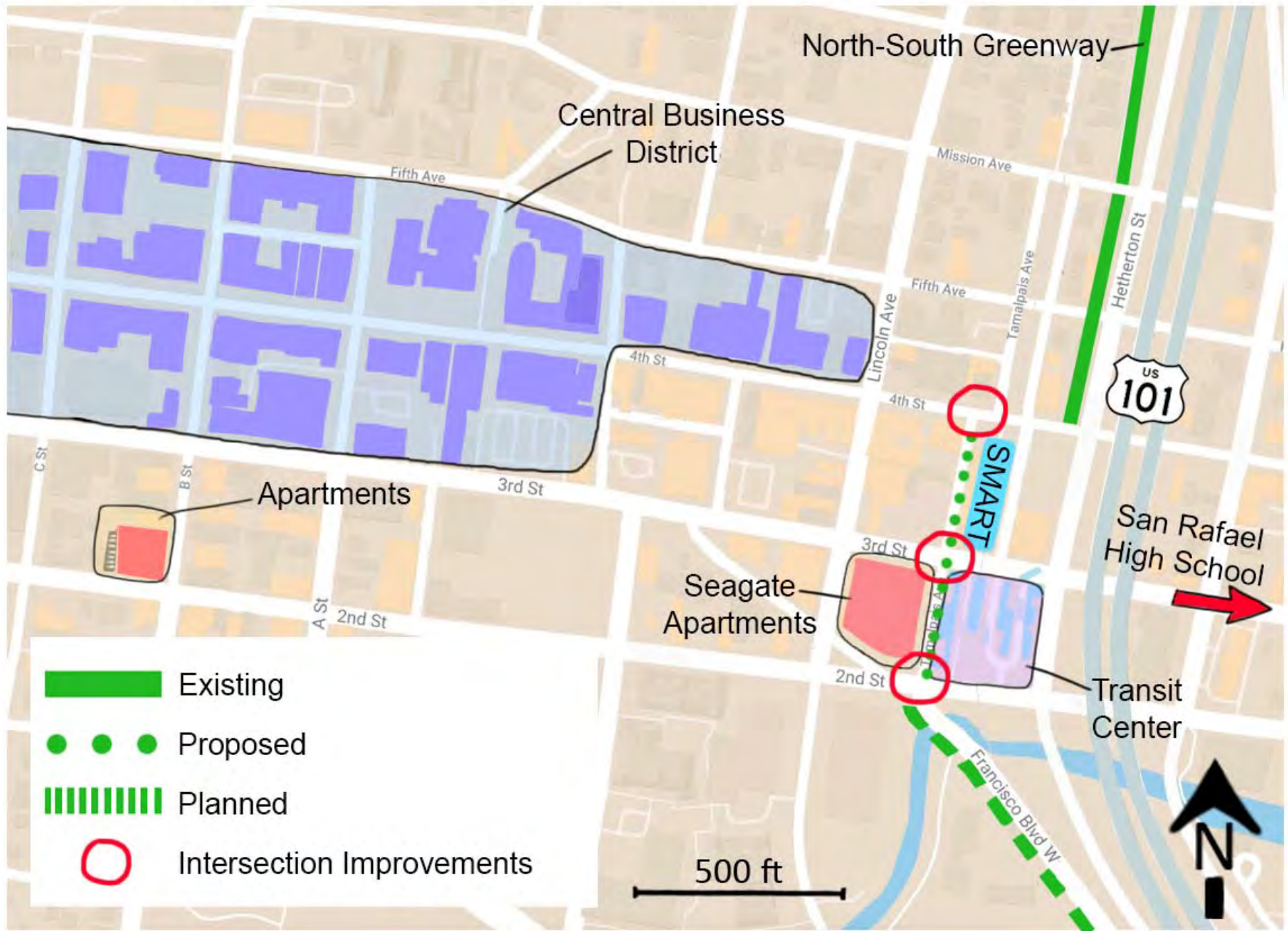
 Marin City Affordable Housing Complexes

 Marin City Transit Hub

 Multi-Use Pathway Connecting Affordable Housing to transit, shopping, recreation

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North-South Greenway San Rafael Downtown Gap Closure



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DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming and Legislation Manager

SUBJECT: Adopt Positions on State Legislative Bills (Action), Agenda Item No. 7

RECOMMENDATION

Recommend that the TAM Board adopts positions on State Legislative bills as shown below.

BACKGROUND

In January 2020, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies (including, but not limited to, Metropolitan Transportation Commission (MTC), Regional Transportation Planning Agencies (RTPA), California State Association of Counties (CSAC), League of California Cities, and Self Help Counties Coalition (SHCC)) that have impacts on Marin and TAM during the year.

August 31, 2020 is the last day for the Legislature to pass bills and September 30, 2020 is the last day for the Governor to sign or veto bills. The 2020 Legislative Session is the second year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest. Bills in the second year of a two-year session will need to be re-introduced in a future year if they failed to pass.

Letters of support or opposition may also be developed at the appropriate time and TAM's Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM's positions on specific legislation.

DISCUSSION

Typically, by May of each year, there would have been a flurry of activity with state bills being proposed and discussed at various Legislative Committees. However, this year the Governor's Shelter in Place Order has drastically altered the 2020 Legislative Session. Bills that were considered prominent in February have simply not moved forward because of the Shelter in Place Order and the health and economic repercussions of the shutdowns. In particular, bills that were introduced earlier that propose to raise taxes or revenue have been retracted by authors in response to the state's financial crisis as a result of COVID-19.

With approximately 20 bills on TAM's Bill Matrix prior to the Shelter in Place Order, the Bill Matrix now contains two bills that have moved forward and are being monitored by staff and Mr. Khouri. More bills

may be added to the chart in the coming months as they become relevant to TAM or Marin. TAM staff also adds bills that have been requested by TAM Commissioners for discussion or action.

Of the initial two bills, staff is recommending the following positions as listed in the below table:

Bill	Summary	Recommended Position
SB 895 (Archuleta) Energy: zero-emission fuel, infrastructure	Existing law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the Commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies.	SUPPORT MTC: None CSAC: None League: None
SB 1291 (Committee on Trans.) Federal Statewide Trans. Improvement Program	Under existing law, each MPO and trans. planning agency is required, by not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program (TIP) to Caltrans for incorporation into the Federal Statewide TIP, which existing law requires Caltrans to submit to the USDOT by not later than December 1 of each even-numbered year. This bill would provide that a MPO or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the Federal Statewide TIP to USDOT for 2020.	SUPPORT MTC: None CSAC: None League: Watch

Positions of other agencies, such MTC, League of California Cities, and CSAC, will be added to the matrix as they become available.

Mr. Khouri will be participating at the May 28 TAM Board meeting to discuss the bills and proposed positions. In addition, Mr. Khouri will provide an overview of the Governor’s May Revisions to the FY 20/21 State Budget and the impacts of the Shelter in Place Order on the State Budget and transportation funding.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM by taking positions on these bills.

NEXT STEPS

Continue to review proposed bills relevant to TAM and convey TAM’s positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENT

Attachment A – Adopted TAM 2020 Legislative Platform

Attachment B – Khouri Consulting Report: State Legislative Update – May

Attachment C – PowerPoint Presentation

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Attachment A

Adopted 2020 Legislative Platform

Issue	Goal	Funding/Programs Involved
<p>A. Transportation Funding</p>	<p>1. In 2017, the legislature enacted SB 1 (Beall), Chapter 5, Statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments in public transportation, commuter and intercity rail, and bicycle and pedestrian programs.</p> <p>SB 1 provides opportunities through various competitive programs. Options for TAM to secure funding include:</p> <ul style="list-style-type: none"> • Pursuing funding from the new competitive programs such as the Active Transportation Program (ATP), Local Partnership Program (LPP), Solutions For Congested Corridors Program (SCCP), which can fund transit capital, bicycle and pedestrian projects, and projects to alleviate highway traffic congestion, such as the Marin-Sonoma Narrows (MSN) and Bettini Transit Center. • Continuing to seek funding to provide multi-modal options in the county. TAM will also support local transit agencies seeking funding from programs such as the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Funding Program (TIRCP) for capital investments (maintenance facilities, rail) and rolling stock purchases (buses, train cars). 	<ul style="list-style-type: none"> • State Highway Account • Public Transportation Account • Highway Users Tax Account • Transportation Development Act • Cap and Trade Program
	<p>2. TAM will monitor conversations and legislation regarding the development of a November 2020 regional ballot measure to address congestion and mobility options in the Bay Area (“FASTER”). TAM will collaborate with stakeholders to ensure that Marin’s priorities are reflected in a prospective expenditure plan should a proposal move forward.</p>	<ul style="list-style-type: none"> • Local Sales Taxes
	<p>3. MTC intends on sponsoring legislation in collaboration with Caltrans</p>	<ul style="list-style-type: none"> • Bridge Toll revenue used to enhance

Issue	Goal	Funding/Programs Involved
	and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to authorize tolls on SR 37 by adding it as the 8 th bridge in the state-owned toll bridge system administered by the Bay Area Toll Authority (BATA). TAM will work with stakeholders to ensure that the legislation supports Marin's priorities.	safety and congestion management.
	4. At the state level, the Safe Routes to School (SRTS) program has been merged into the ATP. Support efforts to acquire funding from the ATP for items such as complete streets and other bicycle and pedestrian projects. Work with the California Transportation Commission (CTC) and MTC to provide equitable geographic distribution of ATP funds.	<ul style="list-style-type: none"> • State-Funded ATP Projects • Regional-Funded ATP Projects
	5. The Transportation Development Act (TDA) dedicates a statewide ¼-cent sales tax for local transportation purposes. TDA, also known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) in order to qualify to use funding for operational purposes. The California Transit Association (CTA) hosted a working group to look at potential changes throughout 2019 with the goal of having a draft legislative solution available for 2020 to ensure that operators who cannot meet the farebox recovery requirement continue to receive LTF funds without penalty in order to maintain service. TAM will closely monitor and participate in the process as appropriate.	<ul style="list-style-type: none"> • Local Transportation Fund (local sales tax) used for public transportation operations purposes
B. FY 2020-21 State Budget	Work with organizations such as the California League of Cities (CLC), California State Association of Counties (CSAC), North Bay Counties Coalition, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance and reduce greenhouse gas emissions.	<ul style="list-style-type: none"> • Funding for dedicated projects such as MSN, STIP transit projects, and annual allocations for streets and roads • Funding for transit operating (PTA/STA) • Protection of SHA, SHOPP, and STIP
C. Environment	1. Monitor the work of the Roadway User Charge Committee on the feasibility of implementing a mileage-based user fee as a supplemental or successor fee to the gas tax. While the enactment of SB 1 has delayed the conversation, the issue is certain to rise to the forefront in the near future due to the prevalence of alternative fuel and electric vehicles, which do not	<ul style="list-style-type: none"> • Activities associated with SB 375 • Strategies to reduce VMT

Issue	Goal	Funding/Programs Involved
	pay at the pump.	
	2. Per AB 179 of 2017, the CTC and California Air Resources Board (CARB) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Support funding for local and regional agency support to carry out SB 375 requirements by attempting to acquire funding from the various existing pots made available through the Cap and Trade programs or the creation of new programs to provide multi-modal options for county residents.	<ul style="list-style-type: none"> • Activities associated with SB 375
	3. Oppose efforts to implement the federal government’s Safer Affordable Fuel Efficient (SAFE) vehicles Rule. The rule proposes a "50 state solution" that repeals California's higher fuel efficiency standards, which were originally allowed to address California's unique air quality challenges. If finalized, the rule would revoke California's authority to implement the Advanced Clean Cars and Zero Emission Vehicle mandates. TAM supports California’s existing air quality emission standards and will proactively look for opportunities to work with the state to achieve targets for additional reductions.	<ul style="list-style-type: none"> • Activities associated with AB 32 • Fleet procurements and emission standards
	4. Support the highest possible level of sub-allocation of Cap and Trade funds to the regional and local levels to fund multimodal projects including local streets and roads, bicycle-pedestrian, transportation demand management (TDM) programs, rail, and transit projects.	
	5. Support flexibility with the Cap and Trade funds allocated for transportation purposes for projects to meet greenhouse gas (GHG) reduction targets and to implement sustainable communities strategies. This includes adjusting program guidelines to provide flexibility to address a mutual benefit between disadvantaged communities and the region as a whole. TAM will also seek to modify the definition of disadvantaged communities so that resources can be put to use in underprivileged communities within the county.	<ul style="list-style-type: none"> • Flexibility with the use of Transportation Funds
	6. Support legislation that mitigates climate change and support adaptation to climate-related impacts, including wildfire risks and sea-level rise.	<ul style="list-style-type: none"> • Infrastructure projects that address climate change impacts

Issue	Goal	Funding/Programs Involved
D. Alternative Modes/ Technology	1. Support maintaining and enhancing the current levels of state and federal funding for bicycle/pedestrian and electric vehicle/infrastructure programs. This includes investments to make charging stations more readily available along the state highway system, credits to incentivize the conversion to electric vehicle or bicycle usage, and flexibility in allowing transit operators to convert to zero-emission buses. TAM will also support MTC's effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101.	<ul style="list-style-type: none"> • Safe Routes to School Programs • TDA Article 3 Funds • Active Transportation Program (ATP) Funds
	2. Several legislators have historically introduced legislation to relax requirements for using high-occupancy vehicle (HOV) lanes. TAM opposes additional expansion of HOV lanes to usage by other than high-occupancy vehicles and those vehicles currently allowed by law to use such lanes.	<ul style="list-style-type: none"> • Highway 101 HOV Lanes
	3. Support funding and implementation of first mile and last mile solutions and alternative mode pilots with new technology where appropriate.	<ul style="list-style-type: none"> • Transportation Demand Management • Transit Projects
	4. Support increased regional and state funding for systemic road safety programs	<ul style="list-style-type: none"> • Program for Arterial System Synchronization (PASS) • Highway Safety Improvement Program (HSIP)
E. Project Delivery	1. Seek opportunities to increase flexibility to deliver projects, such as supporting alternative contracting methods that include design-build and public private partnership.	<ul style="list-style-type: none"> • Future Major Capital projects
	2. Oppose efforts to require local agencies to reimburse Caltrans for its costs related to the preparation and/or review of project initiation documents (PIDs) for locally sponsored projects on state highway system.	<ul style="list-style-type: none"> • All Locally Sponsored Projects on the State Highway System
	3. Preserve the flexibility for local transportation agencies to be designated as the lead agency for California Environmental Quality Act (CEQA) actions, project development work and construction management for state highway projects. This includes supporting the streamlining of the CEQA process for projects within the existing right of way.	<ul style="list-style-type: none"> • Future Major Capital projects
	4. Support the continuation of Grant Anticipation Revenue Vehicle (GARVEE) bonds and AB 3090 arrangements by the CTC for State	<ul style="list-style-type: none"> • All STIP-Funded Projects

Issue	Goal	Funding/Programs Involved
	Transportation Improvement Program (STIP) projects that are programmed in the out-years but are ready for implementation.	
	5. Support efforts to allow regional transportation agencies to utilize procurement methods that will expedite project delivery and reduce cost.	<ul style="list-style-type: none"> • STIP Projects
F. Federal Priorities	1. Collaborate with transportation stakeholders to advocate for the reauthorization of a federal Surface Transportation Programs to replace the Fixing America's Surface Transportation (FAST) Act that will provide greater investment into public transportation and regional mobility. Support new revenue for the Highway Trust Fund and advocate for the highest possible level of funding at the county level.	<ul style="list-style-type: none"> • STP, CMAQ, and ATP Funds • Regional Programs such as Local Streets and Roads (LSR), Lifeline, and Freeway Performance Initiative (FPI)
	2. Support and enhance current flexibility in allowing dedication of funds locally to the most urgent needs and the meeting of statewide goals, such as those under AB32 and SB375.	<ul style="list-style-type: none"> • STP, CMAQ, and ATP Funds
	3. Support dedicated funding for bicycle/pedestrian projects at the federal level.	<ul style="list-style-type: none"> • Bicycle/Pedestrian projects • Safe Routes to School projects
	4. Support the continuation of maintaining pre-tax commuter benefits to an equivalent amount allowed for pre-tax parking with cost of living adjustments (COLA).	<ul style="list-style-type: none"> • Local and Regional Commuter Benefits Programs
	5. Support the continuation of the federal Internal Revenue Service (IRS) tax credit for the purchase of a new electric vehicle (EV).	<ul style="list-style-type: none"> • Local Vehicle Registration Fees

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May 20, 2020

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MAY

On May 14, Governor Newsom released his May Revision to the FY 2020-21 budget. While tax collection has been deferred until July 15, the Department of Finance is estimating that the budget deficit will reach \$54.3 billion. General Fund spending is being reduced to \$133.9 billion, an 8.6% reduction from 2019 (\$146 billion). The deficit is directly attributable to the COVID-19 pandemic, which will draw down the \$21 billion Rainy Day Fund, including a budget surplus of \$5.6 billion that was projected for the 2020-21 fiscal year. Revenues through March were also running \$1.35 billion above projections before the Governor’s shelter in place order was announced on March 12.

Projections for the remainder of the FY 2019-20 budget year forecast a \$9.7 billion drop. Over 4.6 million people have filed for unemployment since March 12. State unemployment, which was at 3.9% in February, has dramatically climbed to 18% and is expected to hit a peak of 24.5%. While the May Revision would balance the FY 2020-21 budget, a significant structural out-year deficit would remain, increasing to over \$16 billion by 2023-24. The California Constitution requires that the legislature send a budget to the Governor by June 15, and he must sign by July 1. The legislature is expected to come back in August after the Summer Recess to address the budget once more to account for the actual tax receipts received by July 15.

In order to balance the budget for FY 2020-21, Governor Newsom proposes to utilize the following resources:

- Cancel \$6.1 billion in program expansions and spending increases proposed in the January budget, including canceling or reducing a number of one-time expenditures included in the 2019 Budget Act. It also includes redirecting \$2.4 billion in extraordinary payments to California Public Employees' Retirement System (CalPERS) to temporarily offset the state’s obligations to CalPERS in 2020-21 and 2021-22. It further reflects savings from the Administration’s direction to agencies to increase efficiency in state operations now and into the future. This represents 15% of the solution.

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- Draw down \$16.2 billion in the Rainy Day Fund over three years and allocate the Safety Net Reserve (\$900 million pot) to offset increased costs in health and human services programs over the next two years. The May Revision reflects the withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in 2020-21. This represents 16% of the solution.
- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year. These short-term limitations will generate new revenue of \$4.4 billion in 2020-21, \$3.3 billion in 2021-22, and \$1.5 billion in 2022-23 to increase funding for schools and community colleges and maintain other core services. This represents 8% of the solution.
- Borrow and transfer \$4.1 billion from special funds, which could include transportation where allowed by law. This represents 19% of the solution.
- Reflect the Administration's request of the nationwide \$1 trillion in flexible federal funds to support all 50 states and local governments and identifies reductions to base programs and employee compensation that will be necessary if sufficient federal funding does not materialize. The Governor is hoping to receive additional federal support in the form of the Health and Economic Recovery Omnibus Emergency Solutions Act (HEROES Act) to fully address the budget deficit and trigger the continued funding of programs.

What does this mean for transportation?

Transportation programs are predominantly funded through the imposition of excise and sales taxes on gasoline and vehicle registration fees. Revenue from excise and sales taxes on fuels however is projected to decrease significantly (27% to date since March 12) for the remainder of the current fiscal year and into FY 2020-21. The total estimated state revenues for the various transportation programs is \$11.6 billion for the coming fiscal year, a decrease of approximately \$1.1 billion from January's estimates. As for the remainder of the current fiscal year, the Administration is estimating a decrease of \$400 million compared to the January forecast, for a total of \$1.5 billion.

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for more predictable, stable funding as opposed to the volatility of the gas tax. While Caltrans has cash reserves in excess of \$3.2 billion for various programs, and SB1 provides a continuous source of funding, the severe decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

While Propositions 22 and 69 protect gas tax and vehicle registration fees from diversion, it is conceivable that the proposal to borrow \$4.1 billion against Special Funds (\$44 billion collected from various sectors) for cash flow purposes may affect transportation. Governor Newsom is also requiring state agencies to continue teleworking and will emphasize the use of technology to conduct agency meetings, limiting vehicle miles traveled, fuel, and insurance costs and reducing greenhouse gas emissions.

The Governor's May Revision summary also notes that, "in the immediate term, Caltrans will accelerate projects to achieve cost savings, support the creation of new jobs in the transportation sector, and improve roads." The Federal Highway Administration estimates that approximately 13,000 jobs are created for every billion dollars spent on highway infrastructure. The May Revision maintains current

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planning and engineering staffing levels to continue developing and designing previously programmed projects. This will support “preparedness for when stimulus funding becomes available.”

The following is a projected impact on programs of interest to TAM:

Local Streets and Roads

The FY 2020-21 January Budget estimated approximately \$3 billion in funding to cities and counties for local streets and roads. The estimate has been revised down to \$2.8 billion. Of that amount, approximately \$1.1 billion is a result of SB1. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$275 million less than what was expected in January (9%).

STIP / SHOPP

Additionally, the STIP is now pegged to receive an estimated \$560 million in FY 2020-21. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$100 million less than what was expected in January (roughly \$400 million). Over the four-year span of the SHOPP (FY 2020-21 through FY 2023-24), the Administration is projecting a decrease of \$850 million compared to what was presented to the California Transportation Commission (CTC) in February (\$3.37B, but over \$1B had not been allocated for FY 19-20). Projects in the current SHOPP are not expected to be de-programmed. An allocation plan may be developed however, by the CTC.

Transit

In January, the Budget estimated the State Transit Assistance (STA) Program would receive approximately \$806 million in FY 2020-21. The STA Program is now projected to see revenues of approximately \$528 million, a decrease of about \$278 million. Cap and Trade funding remains stable (but there is some uncertainty in the market) and is estimated to provide an additional \$116 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$493 million in FY 2020-21, as transportation improvement fee (TIF) revenues (as well as Cap and Trade) remain steady (if not showing a slight increase over the current year).

Cap and Trade

In January, the Governor proposed a \$965 million Cap and Trade Expenditure Plan, which continued support for several existing ongoing programs, while prioritizing community air protection. The Governor’s Cap and Trade Expenditure Plan included \$150 million for Clean Trucks, Buses, & Off-Road Freight Equipment.

Considering the current economic conditions, there is significant uncertainty surrounding the amount of Cap and Trade proceeds that will be generated in the upcoming auctions, which could result in lower auction proceeds than previously estimated. The May Revision, therefore, maintains the Governor’s commitment to his Cap and Trade Expenditure Plan, introduced in January, but establishes a “pay-as-you-go” budget mechanism to authorize expenditures based on actual proceeds received at quarterly auctions. These expenditures will prioritize the following investments:

- Air Quality in Disadvantaged Communities: AB 617 Community Air Protection Program and agricultural diesel emission reduction.
- Forest Health and Fire Prevention, including implementation of the requirements of Chapter 391, Statutes 2019 (AB 38).
- Safe and Affordable Drinking Water.

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On the issue of climate resiliency, the May Revise withdraws the Climate Catalyst Fund proposed in the January budget, which would have provided low-interest loans and loan guarantees for various climate-related projects, including infrastructure for zero-emission buses and trucks.

California Transportation Commission Update

On April 30, the CTC took action to delay the deadlines for submission of applications for the SB1 Cycle 2 competitive programs. The new deadlines are as follows:

Timeline	Local Partnership	Solutions for Congested Corridors	Trade Corridor Enhancement
Call for Projects	March 25, 2020	January 29, 2020	March 25, 2020
Applications Due	June 22, 2020	July 17, 2020	August 3, 2020
Staff Recommendations	November 12, 2020	November 12, 2020	November 12, 2020
Program Adoption	December 2-3, 2020	December 2-3, 2020	December 2-3, 2020

The deadlines for the Active Transportation Program are as follows:

Quick-build projects apps deadline	All other project apps due	Staff reco posted-Quick-build projects	Staff reco posted for statewide small urban, rural projects	Quick-Build Project Adoption	Statewide small urban, and rural project adoption	Deadline for draft MPO program reco to CTC	Final MPO reco to CTC	CTC adopts MPO selected projects
July 15, 2020	Sept 15, 2020	Sept 15, 2020	Feb 15, 2021	Dec 2-3, 2020	Mar 2021*	April 2021*	May 14, 2021	June 2021*

*Exact dates will coincide with CTC scheduled meetings.

There have been many changes at the CTC. Paul Van Konynenburg has been named Chair, while Hilary Norton has been selected as Vice-Chair. Mitchell Weiss was also named Executive Director, succeeding Susan Bransen who retired. Speaker Rendon selected Joseph Lyou, President and CEO of the Coalition for Clean Air, as his appointee to the Commission, while Senate President pro Tempore Toni Atkins has reselected Christine Kehoe to serve. Governor Newsom has up to three nominations that he has to make: one is to fill a vacancy left by the resignation of Tamika Butler, while the other two he could either reappoint or find successors for Van Konynenburg and Lucy Dunn.

Governor Newsom however is delaying decisions on appointments. Currently, the Governor has 60 days to reappoint an incumbent. If he fails to do so, the position becomes vacant. On March 21, he issued an [Executive Order](#) (Page 3, Item 9), that defers appointments by an additional 60 days. For the CTC, terms for Commissioners Dunn and Van Konynenburg were up on 3/31. The Order buys the Governor until 5/31 to reappoint either or both. The appointment for the Tamika Butler vacancy will probably not be made until then as well.

Federal Stimulus Efforts

On March 27, President Trump signed the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#), a \$2 trillion funding package designed to address the impacts of COVID-19. The package includes \$25

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billion in funding for transit agencies nationwide, for “operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.” Of that total, \$3.75 billion is expected to be available to California transit agencies via the FTA 5307, FTA 5311, FTA 5337 and FTA 5340 formula programs.

In concert with MTC and the other CTAs, as well as transportation industry organizations, TAM has reached out to our federal delegation (Senators Harris and Feinstein, and Congressman Huffman) to request at least an additional \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next coronavirus relief bill. Additionally, the American Public Transportation Association has requested an additional \$23.8 billion in funding nationwide for public transit operators. See attached email and letters from:

- North Bay County Transportation Agencies
- American Public Transportation Association
- The Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO)

On May 12, the U.S. House of Representatives released a \$3 trillion COVID-19 relief package known as the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act. The bill would provide \$780 million in formula funds to Bay Area transit operators and \$1.4 billion in Federal Highway Administration funding to the state, of which the Bay Area would receive an estimated \$30 million. The package also contains \$875 billion in direct aid to state and local governments and makes a substantial investment to keep residents in their homes—including \$100 billion in emergency rental assistance, more than \$20 billion in homelessness and traditional HUD rental assistance, mortgage assistance, and tenant protections. On May 15, the House approved the HEROES Act by a vote of 208-199.



NORTH BAY COUNTY TRANSPORTATION AGENCIES

April 10, 2020

TO: North Bay Legislative Delegation Shovel Ready Projects

FR: Metropolitan Transportation Commission North Bay Delegation

RE: Opportunities for Economic Stimulus - North Bay Counties Shovel Ready Projects

On behalf of the four North Bay Counties of Marin, Napa, Solano and Sonoma, we are forwarding you a list of shovel ready projects that, if funded, would greatly assist the North Bay and Bay Area economies. As we work to protect our residents from the tragic health impacts brought on by the spread of the Coronavirus (COVID-19), the economic impacts to our community are severe. The American Recovery and Reinvestment Act in 2009 taught us well that construction and infrastructure projects, including transportation, are an essential employment and economic activity that can spur economic growth. We prepared this list of shovel ready projects in response to recent discussions in Washington, DC and Sacramento on the need for economic stimulus.

As you are aware, all but essential workers (such as health care, public safety, food supply chain, etc.) are either working from home, or in many cases, have lost their jobs as numerous local businesses have closed their doors. Our counties, local cities, County Transportation Agencies (CTAs) and local transit operators are working together during this public health crisis to provide and maintain mobility options for essential workers and for essential trips by residents to the grocery store, pharmacies, and medical facilities. We were pleased to learn of the passage of the Coronavirus Aid, Relief and Economic Security (CARES) Act last month, which will provide \$25 billion in critically needed funding for the nation's transit operators with an estimated \$1.3 billion for Bay Area transit operators, including North Bay transit operators.

This attached list of shovel ready transportation infrastructure projects for the four North Bay Counties will provide the North Bay and the State of California a remedy to both mitigate some of the negative economic impacts from the pandemic and lead to faster economic recovery. The list of shovel ready projects includes the projected year to begin construction and the amount of funding necessary to move these projects into construction.

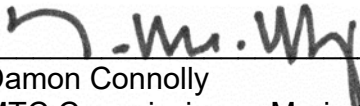
These are challenging times and these projects will greatly enhance the mobility of the North Bay Counties and the Bay Area and support thousands of critical construction-related jobs, both during the pandemic crisis and after. We request your support for the passage of a federal economic stimulus bill that will fund critically needed transportation infrastructure and help reinvigorate the local, state and national economy as businesses endeavor to reopen and workers return to work.

North Bay CTA Ltr. dated April 10, 2020 to Federal Legislators


Subject: Opportunities for Economic Stimulus - North Bay Counties List of Shovel Ready Projects


Thank you for your consideration.

Sincerely,


Damon Connolly
MTC Commissioner, Marin County


Jake Mackenzie
MTC Commissioner, Sonoma County


Alfredo Pedroza, Vice Chair
MTC Commissioner, Napa County


David Rabbitt
MTC Commissioner, Sonoma County


James Spering
MTC Commissioner, Solano County

Attachments:

- A. North Bay Shovel Ready Projects List – County by County
- B. North Bay Shovel Ready Projects List – By Construction Year

Cc: Senator Dianne Feinstein, U.S. Senator for California
 Senator Kamala Harris, U.S. Senator for California
 Congressman Jared Huffman, Representing California’s 2nd District
 Congressman John Garamendi, Representing California’s 3rd District
 Congressman Mike Thompson, Representing California’s 5th District
 Senator Bill Dodd, Senate District 3
 Senator Mike McGuire, Senate District 2
 Assembly Member Jim Wood, State Assembly District 2
 Assembly Member Cecilia Aguiar-Curry, State Assembly District 4
 Assembly Member Marc Levine, State Assembly District 10
 Assembly Member Jim Frazier, State Assembly District 11
 Assembly Member Tim Grayson, State Assembly District 14
 David Kim, Secretary, California State Transportation Agency (CALSTA)
 Tony Tavares, Caltrans Director District 4
 Therese McMillan, Executive Director, Metropolitan Transportation Commission
 Daryl Halls, Executive Director, Solano Transportation Authority
 Kate Miller, Executive Director, Napa Valley Transportation Authority
 Anne Richman, Executive Director, Transportation Authority Marin
 Suzanne Smith, Executive Director, Sonoma County Transportation Authority

North Bay CTA Shovel-Ready Project List - 4/6/2020

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin County	Sir Francis Drake Corridor Rehabilitation Project	Rehabilitate Sir Francis Drake Boulevard between Highway 101 and the Ross Town limits, including the following improvements: intersection and traffic signal improvements, street lighting, pedestrian accessibility improvements, pedestrian path widening, asphalt pavement resurfacing, utility and drainage improvements, traffic striping, and landscaping improvements.	June 2020	\$26.8	\$7
TAM	Marin-Sonoma Narrows (MSN) B7/B8 Project	Last HOV gap closure on Highway 101 for the entire corridor located in northern Novato	July 2020	\$142	\$130
TAM	North-South Greenway Multi-Use Path Gap Closure Project	The North-South Greenway is a non-motorized bicycle and pedestrian transportation network connecting San Francisco County with Sonoma County. The Central Marin portion of the Greenway has been pursued since 2004. The project will close the gap between the existing pedestrian bridge over Sir Francis Drake Blvd and existing multi-use path at Wornum Drive. The project is being implemented in phases with the major component located within the state highway ROW.	Aug 2020	\$15.5	\$2.0
TAM	US 101 Bellam Interchange Improvements	Safety Project to remove daily back-ups onto southbound U.S. 101. Project will separate regional traffic from local traffic by adding a second off-ramp lane and an additional right turn lane modifications will reduce conflicts from the I-580 Bellam off-ramp.	Sept 2020	\$6.3	\$3.2
Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
Marin Transit	Electric Bus Charging Infrastructure	Electrical upgrades and charger installation for four electric buses	Sep 2020	\$0.5	\$0.5
TAM	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	Nov 2020	\$40	\$40
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
Marin Totals	9 Total Projects			\$286.44	\$238.04
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
SCTA	SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	2020	\$65	\$40
SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$2	\$2
SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	2020	\$55	\$55
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
SCTA	2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	2020	\$4	\$4
SCTA	Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	2020	\$2	\$2
SCTA	Petaluma Transit facility roof replacement	Provide facility improvements to support bus service operations	2020	\$0.1	\$0.1
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and retail and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$18
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retail centers on the west side	2022	\$16	\$14
Sonoma Totals	12 Total Projects			\$240.1	\$197.1

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	Vine Maintenance Facility	Build new 6-bay aintenance facility in Napa County to support the Vine transit System, replacing 50 year old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	August 2020	\$32	\$20
NVTA	Imola Park and Ride	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	September 2020	\$3	\$0.5
NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilaion work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	June 2021	\$65	\$20
NVTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 10 mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	June 2021	\$13	\$3
Napa Totals	7 Total Projects			\$171	\$94
Agency	Project	Description	CON Readiness	Total Project Cost	Proposed Requested Amount
STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
STA	I-80 Managed Lanes Project (Red Top Rd to I-505)	Construct 18 miles of managed lanes, promote regional transit and carpooling	Oct. 2020	\$275.8	\$133
STA - City of Fairfield	Jepson Pkwy Phases 2B & 2C	Widen segment of Vanden Rd from 2 lanes to 4 lanes, last two segment of the Jepson Parkway; currently a bottleneck.	Oct 2020	\$44	\$26
STA - Solano County	County Road Safety Improvements	Overlay County Roads along idetified safety corridors, including biking, safety equipement and striping and operational improvements	October 2020	\$5	\$5
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilaion work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacaville	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
STA - City of Vallejo	Bay Trail/Vine Trail	Construct 6 miles of new Bay/Vine Trail in Vallejo	June 2021	\$8	\$2
STA – SolTrans/FAST	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
STA	I-80 Eastbound Truck Scales	Construct a odern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
Solano Totals	14 Total Projects			\$829	\$427
4 Northbay Counties	SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	Oct 2022	\$200	\$150
North Bay Totals	42 Total Projects			\$1,726.54	\$1,106.14

North Bay CTA Shovel-Ready Project List - 4/6/2020

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STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
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Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
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NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
SCTA	SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	2020	\$65	\$40
SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg, including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure		\$2	\$2
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
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STA - Solano County	County Road Safety Improvements	Overlay County Roads along identified safety corridors, including biking, safety equipment and striping and operational improvements	October 2020	\$5	\$5
TAM	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	Nov 2020	\$40	\$40
SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$55	\$55
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacavill	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
2020 Totals	28 Total Projects			\$1,019.4	\$664.2

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	June 2021	\$65	\$20
NVTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 10 mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	June 2021	\$13	\$3
STA - City of Vallejo	Bay Trail/Vine Trail	Construct 6 miles of new Bay/Vine Trail in Vallejo	June 2021	\$8	\$2
STA – SolTrans/FAS	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and reatil and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$20
2021 Totals	8 Total Projects			\$239	\$135
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retils centers on the west side	2022	\$16	\$14
4 Northbay Counties	SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	2022	\$200	\$150
STA	I-80 Eastbound Truck Scales	Construct a modern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
2022 or Later Totals	5 Total Projects			\$468.14	\$309.14
North Bay Totals	42 Total Projects			\$1,726.54	\$1,108.14



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

May 7, 2020

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The Honorable Nancy Pelosi
Speaker of the House
U.S. House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable Kevin McCarthy
Republican Leader
U.S. House of Representatives
H-204, The Capitol
Washington, DC 20515

The Honorable Mitch McConnell
Majority Leader
U.S. Senate
S-230, The Capitol
Washington, DC 20510

The Honorable Charles E. Schumer
Democratic Leader
U.S. Senate
S-221, The Capitol
Washington, DC 20510

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

On behalf of America's public transportation industry, which directly employs more than 435,000 workers and supports millions of private-sector jobs, we urge you to provide an additional \$23.8 billion in COVID-19 Emergency Response and Recovery Funding to help public transit agencies continue to provide a critical lifeline to essential workers and to help our communities rebuild our economy. These funds will offset the extraordinary direct costs and revenue losses caused by the pandemic.

We greatly appreciate your work to enact the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) (P.L. 116-136). CARES Act funding provided a critical lifeline to enable our agencies to serve first responders, hospital workers, and grocery store clerks each and every day. Yet, public transit agencies need additional funding to continue to provide these and other essential services throughout the crisis and play its indispensable role in America's social and economic recovery from COVID-19.

The COVID-19 pandemic has significantly increased public transit operating costs and slashed state and local sources of transit funding, including agency farebox, parking, and other revenue; dedicated sales tax, gas tax, and other state and local tax revenues; and state and local funding. For instance, with stay-at-home orders and fare-free services for essential riders, transit fare revenue has dropped 86 percent over the past month.

PRESIDENT AND CEO

Paul R. Skoutelas

1300 I Street NW
Suite 1200 East
Washington, DC 20005
p: (202) 496-4800
f: (202) 496-4324

Further, we currently estimate that 37,000 construction jobs in 2020 and 34,000 in 2021 will be lost because of transit project delays and cancellations.

Based on the enclosed, independent analysis¹ of COVID-19 impacts on public transit, APTA estimates that public transit agencies face \$23.8 billion of additional costs and revenue losses through calendar year 2021, in excess of public transit funding provided by the CARES Act. As our nation's transit agencies work to maintain and restore essential services, federal support is critical to ensure that public transit agencies can reposition themselves to survive and help our communities and nation recover from the economic fallout of the pandemic.

To that end, APTA urges Congress to provide **\$23.8 billion in COVID-19 Emergency Response and Recovery Funding for public transportation**, including:

- **\$19 billion provided through the Emergency Relief Program; and**
- **\$4.75 billion provided through Urbanized Area Formula Grants, Seniors and Individuals with Disabilities Formula Grants; and Rural Area Formula Grants.**

APTA proposes that 80 percent of the \$23.8 billion in funding (\$19 billion) be allocated through the existing Emergency Relief Program (49 U.S.C. 5324), with the Secretary of Transportation providing grants to public transportation agencies for COVID-19 costs and revenue losses that exceed funding provided to such agencies under the CARES Act. These funds would be distributed proportionally to all public transit agencies with demonstrated need. The funds would be available for both capital and operating expenses and at a 100 percent federal share, as provided under the CARES Act.

The remaining 20 percent of funds (\$4.75 billion) would be allocated by formula through the Urbanized Area Formula Grants (49 U.S.C. § 5307), Seniors and Individuals with Disabilities Formula Grants (49 U.S.C. § 5310), and Rural Area Formula Grants (49 U.S.C. § 5311), in the same ratio as funds were provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2020 (P.L. 116-94). The funds would be available for both capital and operating expenses and at a 100 percent federal share. *For additional information regarding the proposal, please see the enclosed APTA Fact Sheet regarding COVID-19 Emergency Response and Recovery Funding for Public Transportation (Attachment A).*

These additional emergency funds are critical to ensuring that public transportation can continue to be a lifeline for our essential workers and help our communities rebuild their economies in the wake of the pandemic. These funds are also critical to maintain the manufacturing and supply chain for public transportation agencies and limit the enormous economic damage to these businesses caused by the pandemic.

Finally, APTA believes that providing the public transportation industry with long-term certainty is critical to our economic recovery and we urge you to enact the Surface Transportation Authorization Act prior to its expiration in September. Now is the time to invest more in our

¹ EBP US, Inc., *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.*, May 5, 2020 (Attachment B).

The Honorable Nancy Pelosi, Mitch McConnell, Kevin McCarthy, and Charles E. Schumer

May 7, 2020

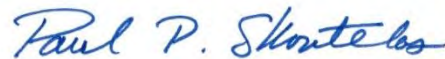
Page 3

nation's public transportation infrastructure to support jobs, reconnect Americans, and build the necessary infrastructure network to provide critical public transit services and economic opportunities for all.

We greatly appreciate all of your efforts to help Americans through this national crisis. This Emergency Response and Recovery Funding for public transportation is critically important as we work to maintain a lifeline and restore these essential services in each of our communities.

Thank you for your consideration.

Sincerely,



Paul P. Skoutelas
President and CEO

Encl.

cc: The Honorable Steny H. Hoyer, Majority Leader, U.S. House of Representatives

The Honorable John Thune, Majority Whip, U.S. Senate

The Honorable Steve Scalise, Republican Whip, U.S. House of Representatives

The Honorable Richard J. Durbin, Democratic Whip, U.S. Senate

The Honorable Nita M. Lowey, Chairwoman, Committee on Appropriations, U.S. House of Representatives

The Honorable Richard C. Shelby, Chairman, Committee on Appropriations, U.S. Senate

The Honorable Peter A. DeFazio, Chair, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Mike Crapo, Chairman, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Roger Wicker, Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Richard Neal, Chairman, Committee on Ways and Means, U.S. House of Representatives

The Honorable Chuck Grassley, Chairman, Committee on Finance, U.S. Senate

The Honorable Kay Granger, Ranking Member, Committee on Appropriations, U.S. House of Representatives

The Honorable Patrick Leahy, Vice Chairman, Committee on Appropriations, U.S. Senate

The Honorable Sam Graves, Ranking Member, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Sherrod Brown, Ranking Member, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Maria Cantwell, Ranking Member, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Kevin Brady, Ranking Member, Committee on Ways and Means, U.S. House of Representatives

The Honorable Ron Wyden, Ranking Member, Committee on Finance, U.S. Senate

The Honorable David E. Price, Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives

The Honorable Susan M. Collins, Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. Senate

The Honorable Eleanor Holmes Norton, Chair, Subcommittee on Highways and Transit, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable David Perdue, Chairman, Subcommittee on Housing, Transportation, and Community Development, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Deb Fischer, Chairman, Subcommittee on Transportation and Safety, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Mario Diaz-Balart, Ranking Member, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives

The Honorable Jack Reed, Ranking Member, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. Senate

The Honorable Rodney Davis, Ranking Member, Subcommittee on Highways and Transit, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Robert Menendez, Ranking Member, Subcommittee on Housing, Transportation, and Community Development, Committee on Banking, Housing, and Urban Affairs, U.S. Senate, U.S. Senate

The Honorable Tammy Duckworth, Ranking Member, Subcommittee on Transportation and Safety, Committee on Commerce, Science, and Transportation, U.S. Senate



COVID-19 Emergency Response and Recovery Funding For Public Transportation

May 7, 2020

The CARES Act provided \$25 billion to public transit agencies through urban and rural area formula grants. Despite this significant funding, public transit agencies need additional COVID-19 Emergency Response and Recovery funding to respond to and recover from the pandemic. APTA has developed this funding proposal to address the enormous impacts of COVID-19 on public transportation and ensure that public transit agencies can continue to provide these essential services each and every day.

The COVID-19 pandemic has significantly increased public transit operating costs and slashed state and local sources of transit funding, including agency farebox, parking, and other revenue; dedicated sales tax, gas tax, and other state and local tax revenues; and state and local funding. Given the pandemic and its economic impacts, public transit agencies across the nation face severe ridership decline and state and local revenue losses.¹ Based on an independent analysis of COVID-19 impacts on public transit, APTA estimates that public transit agencies face \$23.8 billion of additional costs and revenue losses through calendar year 2021, in excess of public transit funding provided by the CARES Act.²

As our nation's transit agencies work to maintain and restore these essential services, federal support is critical to ensure that public transit agencies can reposition themselves to survive and help our communities and nation recover from the economic fallout of the pandemic. **To that end, APTA urges Congress to provide an additional \$23.8 billion in funding for COVID-19 Emergency Response and Recovery, including:**

- *\$19 billion provided through the Emergency Relief Program; and*
- *\$4.75 billion provided through Urbanized Area Formula Grants, Seniors and Individuals with Disabilities Formula Grants; and Rural Area Formula Grants.*³

¹ For instance, on April 16, the New York Metropolitan Transportation Authority requested an additional \$3.9 billion for 2020, noting ridership declines of more than 90 percent, enormous losses in fare, toll, and tax revenues that help fund the system, and increased costs associated with ensuring the safety of staff and riders. Similarly, on April 28, the San Francisco Bay Area Metropolitan Transportation Commission (MTC) requested that Congress create a Transportation Revenue Backstop that includes \$1.3 billion of additional transit formula funding for the MTC over the next 18 months.

² EBP US, Inc., *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.*, May 5, 2020.

³ APTA's request includes \$50 million for Federal Transit Administration (FTA) administrative expenses and program management oversight. This amount includes specific funding for the U.S. Department of Transportation

Emergency Relief

- Provide \$19 billion of COVID-19 Emergency Response and Recovery funding through the Emergency Relief Program (49 U.S.C. § 5324) for additional costs and revenue losses to operating and capital budgets to prepare for, respond to, and recover from the COVID-19 pandemic for the period beginning on the date that the President declared a national emergency under the National Emergencies Act (50 U.S.C. § 1621) and section 501(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 U.S.C. § 5121, et seq.) (March 13, 2020) and ending on December 31, 2021.
- Require the Secretary of Transportation (Secretary) to provide grants to public transportation agencies⁴ for COVID-19 costs and revenue losses that exceed funding provided to such agencies under the CARES Act, the formula funding provided under this Act, or reimbursement by the Federal Emergency Management Agency (FEMA) under the Stafford Act.
- Require the Secretary to distribute allocations proportionally to all public transit agencies who demonstrate additional COVID-19 costs and revenue losses.
- Require the Secretary to distribute these funds in three tranches: by June 30, 2020, May 31, 2021, and December 31, 2021. The Secretary shall allocate not less than 33.33 percent of available funds to each of the three tranches and allocate any unused funds to subsequent tranches.
- Require the Secretary to issue guidance on the application process for Emergency Response and Recovery funding not later than 15 days after the date of enactment of this Act. The guidance will establish the dates for acceptance of applications for each of the three tranches.
- Funding provided under the Emergency Relief program shall have a 100 percent federal share and may be used for any operating or capital expenses authorized under Chapter 53 of Title 49.
- Clarify the Emergency Relief Program (49 U.S.C. § 5324(d)(2)) to ensure that the FEMA duplication of benefits provision does not prevent a public transit agency from receiving both FTA Emergency Relief and FEMA Disaster Relief funds for projects to respond to and recover from the COVID-19 pandemic.

Office of Inspector General to oversee FTA's administration of the Emergency Relief program and its determinations of demonstrated need.

⁴ Public transportation agencies submitting costs and revenue losses under this section shall be the designated recipients under Chapter 53 of Title 49.

Formula Grants

- Provide \$4.75 billion of COVID-19 Emergency Response and Recovery funding through Urbanized Area Formula Grants (49 U.S.C. § 5307), Seniors and Individuals with Disabilities Formula Grants (49 U.S.C. § 5310), and Rural Area Formula Grants (49 U.S.C. § 5311).
- Require the Secretary to allocate the funds provided under these formula programs in the same ratio as funds were provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2020 (P.L. 116-94). The Act provides the following approximate amounts to the formula programs:
 - Urbanized Area Formula Grants— \$4.00 billion
 - Seniors and Individuals with Disabilities Formula Grants— \$232 million
 - Rural Area Formula Grants— \$522 million
- Funding provided under the formula programs shall have a 100 percent federal share and may be used for any capital or operating expenses authorized under Chapter 53 of Title 49.

**APTA COVID-19 Emergency Response and Recovery Funding
Estimated Apportionments of \$4.75 Billion of Formula Grants**

State/Territory	Funding	State/Territory	Funding	State/Territory	Funding
Alabama	\$35,684,797	Maine	\$17,679,639	Pennsylvania	\$182,088,068
Alaska	\$22,012,477	Maryland	\$116,556,031	Rhode Island	\$17,203,316
Arizona	\$82,786,265	Massachusetts	\$134,956,138	South Carolina	\$34,675,492
Arkansas	\$22,922,360	Michigan	\$100,559,383	South Dakota	\$9,406,899
California	\$737,950,015	Minnesota	\$71,270,996	Tennessee	\$61,768,213
Colorado	\$80,793,452	Mississippi	\$20,196,770	Texas	\$300,371,078
Connecticut	\$66,782,641	Missouri	\$59,636,220	Utah	\$48,942,276
Delaware	\$14,088,276	Montana	\$13,728,508	Vermont	\$5,831,253
District of Columbia	\$21,718,651	Nebraska	\$17,138,315	Virginia	\$126,491,542
Florida	\$241,128,339	Nevada	\$43,867,110	Washington	\$142,779,072
Georgia	\$103,787,142	New Hampshire	\$10,968,115	West Virginia	\$15,975,588
Hawaii	\$30,304,639	New Jersey	\$277,448,771	Wisconsin	\$57,993,086
Idaho	\$17,140,463	New Mexico	\$30,924,721	Wyoming	\$7,803,978
Illinois	\$250,865,466	New York	\$545,777,282	Puerto Rico	\$44,431,328
Indiana	\$65,316,392	North Carolina	\$87,343,157	Virgin Islands	\$1,320,999
Iowa	\$30,053,952	North Dakota	\$9,204,547	American Samoa	\$307,207
Kansas	\$25,040,069	Ohio	\$114,647,839	Guam	\$764,760
Kentucky	\$38,176,069	Oklahoma	\$29,375,658	N. Mariana Islands	\$289,726
Louisiana	\$42,920,576	Oregon	\$60,804,878		

**COVID-19 EMERGENCY RESPONSE AND RECOVERY FUNDING
FOR PUBLIC TRANSPORTATION**

*Prepared by American Public Transportation Association Staff
May 7, 2020*

FEDERAL TRANSIT ADMINISTRATION

EMERGENCY RESPONSE AND RECOVERY GRANTS

For an amount for “Emergency Response and Recovery Grants”, \$23,800,000,000, to remain available until expended, to prevent, prepare for, and respond to COVID-19: *Provided*, Notwithstanding any other provision of law, the Secretary of Transportation shall provide funds appropriated under this heading in this Act as if such funds were provided under section 5324 of title 49, United States Code, section 5307 of title 49, United States Code, section 5310 of title 49, United States Code, and section 5311 of title 49, United States Code, and apportion 80 percent of such funds to section 5324 and 20 percent of such funds to section 5307, section 5310, and section 5311:

Provided further, That designated recipients, as defined in section 5302 of title 49, United States Code, may apply for grants under section 5324 of title 49, United States Code, for costs and revenue losses to the recipients’ overall budget to prepare for, respond to, and recover from the COVID-19 pandemic for the period beginning on the date that the President declared a national emergency under the National Emergencies Act and section 501(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. (b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 U.S.C. § 5121, et seq.) and ending on December 31, 2021: *Provided further*, That the Secretary shall provide grants to designated recipients for such costs and revenue losses that exceed public transportation funding provided to such recipients by section 5307, section 5310, and section 5311 apportionments under the CARES Act (P.L. 116-136) or this heading of this Act, or reimbursed by the Robert T. Stafford Disaster Relief and Emergency Assistance Act: *Provided further*, That the Secretary shall distribute allocations proportionally to all designated recipients that, based on best available data, demonstrate such costs and revenue losses in three tranches occurring not later than June 30, 2020, May 31, 2021, and December 31, 2021: *Provided further*, That the Secretary shall allocate not less than 33.33 percent of available funds in each of the three tranches and allocate any unused funds to subsequent tranches: *Provided further*, That the Secretary shall issue guidance on the section 5324 application process not later than 15 days after the date of enactment of this Act, and such guidance shall establish specific dates for acceptance of applications for each tranche:

Provided further, That the Secretary shall apportion section 5307, section 5310, and section 5311 funds in accordance with section 5336 of title 49, United States Code (other than subsections (h)(1) and (h)(4)) and section 5311 (other than subsections (b)(3) and (c)(1)(A)), and allocate the amounts provided among such sections in the same ratio as funds were provided in the fiscal year 2020 appropriations: *Provided further*, That the funds apportioned under section 5307,

section 5310, and section 5311 shall be apportioned using the 2020 apportionment formulas and not later than 7 days after the date of enactment of this Act:

Provided further, That not more than three-quarters of 1 percent, but not to exceed \$50,000,000, of the funds for Emergency Response and Recovery Grants provided under this heading in this Act shall be available for administrative expenses and program management oversight, as authorized under sections 5334 and 5338(f)(2) of title 49, United States Code, and shall be in addition to any other appropriations for such purpose: *Provided further*, That of the funds made available for such administrative expenses, \$3,000,000 shall be transferred to the Office of Inspector General to support oversight of the Federal Transit Administration's administration of the Emergency Relief program and its determinations of demonstrated need under this heading: *Provided further*, That notwithstanding subsections (a)(1) or (b) of section 5307 of title 49, United States Code, or any other provision of law, funds provided under this heading are available for operating and capital expenses of public transit agencies, including reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service: *Provided further*, That such operating expenses are not required to be included in a transportation improvement program, long-range transportation, statewide transportation plan, or a statewide transportation improvement program: *Provided further*, That the Secretary shall not waive the requirements of section 5333 of title 49, United States Code, for funds appropriated under this heading in this Act: *Provided further*, That unless otherwise specified, applicable requirements under chapter 53 of title 49, United States Code, shall apply to funding made available under this heading in this Act, except that the Federal share of costs for which any grant is made under this heading in this Act shall be, at the option of the recipient, up to 100 percent: *Provided further*, That the limitation for reimbursement under section 5324(d)(2) of title 49, United States Code, shall only apply to the specific grant: *Provided further*, That the amount made available under this heading in this Act shall be derived from the general fund and shall not be subject to any limitation on obligations for transit programs set forth in any Act: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Control Act of 1985.

The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.

Prepared by EBP US, Inc.

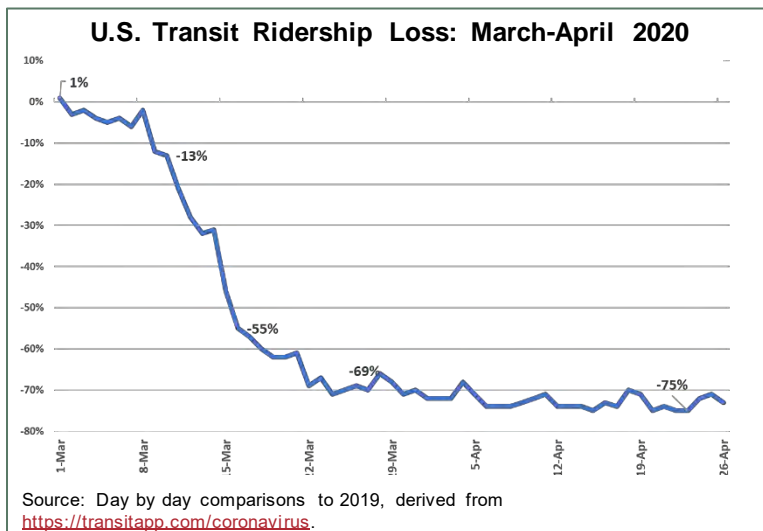
Prepared for the American Public Transportation Association

May 5, 2020

EXECUTIVE SUMMARY. Due to the virtual shutdown of the nation’s economy caused by the COVID-19 pandemic, US transit agencies are facing an overall funding shortfall of \$48.8 billion between CY 2020 Q2 and the end of CY 2021. Even with the infusion of \$25 billion provided by the Congress in April through the CARES Act, transit agencies will still face a shortfall of \$23.8 billion through the end of CY 2021. Nationally, transit ridership and fare revenues were down in April 2020 from April 2019 by 73% and 86%, respectively. Further, decreased transit capital spending across the country may result in the loss of 37,000 construction jobs in CY 2020 and 34,000 jobs in 2021 due to project delays and cancellations. When the economy begins to recover, transit agencies will still be challenged with severe fiscal constraints. These constraints stem from social distancing requirements that reduce vehicle capacity, increased costs of facility and vehicle cleaning and disinfection, and some displacement of ridership resulting from greater acceptance of decentralized work locations adopted during the pandemic. For these reasons, assuming the economy recovers in line with current epidemiological projections and related unemployment level forecasts, ongoing depressed ridership translates to quarterly transit revenue gaps ranging between \$4.2 billion and \$8.1 billion through the end of CY 2021.

KEY FINDINGS.¹

- The 2020 COVID-19’s virus pandemic’s effects on the nation’s economy and day-to-day living have been profound. Well over 200 million people have been required to live under some form of social distancing rules, with thousands of workplaces and businesses either

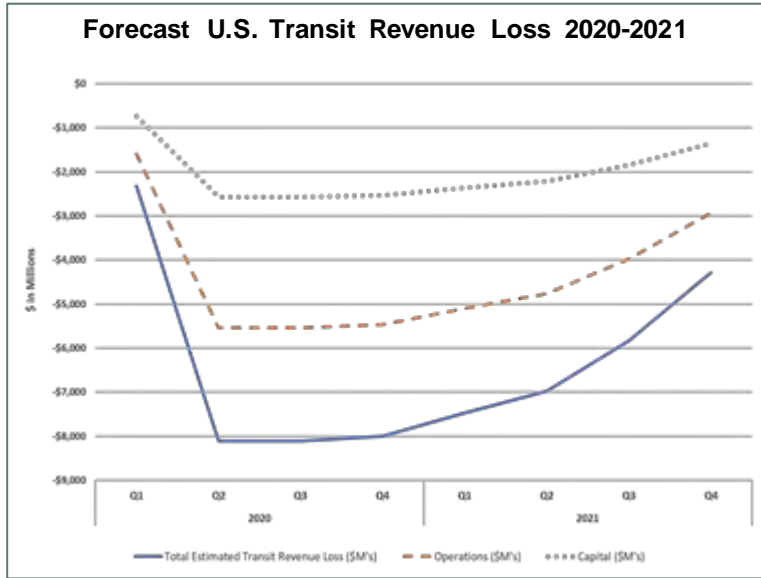


closing indefinitely or implementing remote work arrangements. Through the fourth week of April, over 30 million new unemployment claims were filed in 2020, a historic high, with the national unemployment rate projected to remain above 10% through CY 2021.

- As of April 30, although the overwhelming majority of the population remains under stay-at-home orders, states are on their own individual schedules for phasing in reopening of

¹ See *Appendix* for details of methodology and data sources used in this analysis.

businesses and activities over the coming months. Based on interpolation of several objective models and forecasts that also recognize continued persistence and possible case increases starting in late 2020, the GDP is forecast to contract by 5.6% in 2020 before a gradual recovery starting in 2021.



- Public health and safety concerns associated with the pandemic have dramatically reduced overall travel and precipitated large and historic declines in public transit ridership. Compared to April 2019, ridership across all transit agencies and modes nationally is down by 73%, with some systems experiencing declines of nearly 90%. Ridership drop-offs have resulted in fare revenue declines and decreased economic activity due to social distancing. Stay-at-home orders have also depressed sales and use tax revenue designated for transit funding.
- While fares and other ridership-related funds are transit agencies' largest sources of revenues, accounting for almost 40% of annual budgets, other key sources are also forecast to decline significantly due to underlying economic conditions. These include revenues from state and local taxes, which may see a 25% decline, as well as motor fuel tax revenues, which closely track vehicle miles of travel (VMT), down in April by 66% nationally. In addition, as a means of minimizing contact between riders and transit operators, many transit systems stopped collecting fares in March 2020. Cumulatively, declines in all of these sources translate to projected transit increased costs and revenue losses of over \$26 billion in 2020 (including Q1) and over \$24 billion in 2021. Even after accounting for the \$25 billion in transit funding provided by the CARES Act, transit agencies' net revenue gap through the end of CY 2021 is still projected to be \$23.8 billion (between CY 2020 Q2 and CY 2021 Q4).
- Revenue declines will also have impacts on transit capital project development and construction. It is estimated that transit agencies nationally will likely need to decrease capital spending by \$8.4 billion in 2020 and \$7.8 billion in 2021. Moreover, the cost of capital spending is increasing because credit rating agencies have downgraded public transit agencies' revenue bond ratings. Nationally, this projected reduced capital spending equates to a loss of 37,000 construction jobs in CY 2020 and 34,000 construction jobs in CY 2021. Reduced capital spending may also delay some of the largest transit investments in the nation. Several major transit agencies have identified \$17 billion of capital projects slated for implementation starting in 2020 that are now at risk of delay or cancellation.

APPENDIX

METHODOLOGY.

Peak transit ridership losses were estimated based on transit use data from Transit App,² which showed declines in demand through late April 2020. Potential revenue losses were estimated using NTD transit revenue data³, and data from national reporting on revenue shifts for Q1 and Q2 of 2020 (see *Table 1: Revenue Risk Table*). In addition, the modeling accounts for fare revenue losses from rear-door boarding policies.

Once the peak losses for each revenue stream were identified, the next step was to determine the duration of the impacts of COVID-19 on the economy and transit. After a range of economic and epidemiological forecasts were reviewed, the CBO unemployment forecast was determined as the most suitable for this analysis because it was the most comprehensive reporting of forecast assumptions and provided estimates through the end of calendar year 2021.⁴ In addition, this forecast⁵ provided a timeline and magnitude of economic recovery that captured the lag effects within the economy and new public health practices that could limit both transit ridership and revenues. Importantly, CBO's projections also include the possibility of a reemergence of the pandemic. To account for that possibility, social distancing is projected to continue, although to a lesser degree, through the first half of next year. In particular, the degree of social distancing is projected to diminish by roughly 75 percent, on average, during the second half of this year relative to the degree in the second quarter and then to further diminish in the first half of next year.

The peak loss and duration of the transit revenue recovery used in this analysis are based on the timing of the CBO unemployment forecasts. The decline in transit revenue was used to estimate the potential job losses for capital spending.

Additional COVID-related expenses for agencies were included in the cost analysis using the MBTA's COVID-19 expense reporting (\$25.5 million) through April 20th, these monthly costs were scaled to the national level (\$653 million per month) using ridership as a proxy⁶. These costs were compared to other transit agency spending for COVID-19 related responses, which had similar spending magnitudes. These costs include labor, materials, and equipment related to additional cleaning and personal protective equipment.

² Day by day comparisons to 2019, derived from <https://transitapp.com/coronavirus>

³ NTD, "2018 National Transit Summaries and Trends: Appendix"

⁴ CBO forecast included estimates of GDP, unemployment, and interest rate on Treasury Notes. "CBO's Current Projections of Output, Employment, and Interest Rates and a Preliminary Look at Federal Deficits for 2020 and 2021" April 24, 2020

⁵ CBO forecast acknowledges: "The economy will experience a sharp contraction in the second quarter of 2020 stemming from factors related to the pandemic, including the social distancing measures put in place to contain it. In the third quarter, economic activity is expected to increase, as concerns about the pandemic diminish and state and local governments ease stay-at-home orders, bans on public gatherings, and other measures restraining economic activity. However, challenges in the economy and the labor market are expected to persist for some time."

⁶ MBTA unlinked passenger trips represent 4% of national unlinked passenger trips. APTA Factbook

Figure 1: Overall Method for Estimating Revenue Gap

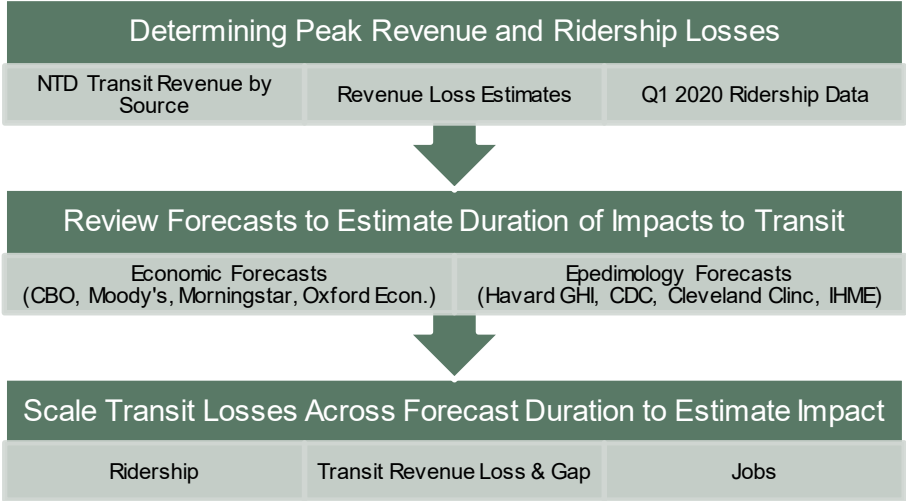


Table 1: Revenue Risk Tables

Source	Type	Share of total Funding	Peak Decline	Sourcing and Assumptions
Directly Generated	Fares & Other Non- Farebox	29.5%	-86%	Transit App user data for April 2020, APTA, review of transit agency fare collection policies.
Federal	Federal	15.8%	0%	\$25B increase with CARES Act
Local	Income Tax	0.3%	-24%	Based on monthly BLS unemployment claims: 30 million additional claims through fourth week of April.
Local/State	General Fund & Other	18.9%	-25%	Center on Budget and Policy Priorities: Monthly decline in state revenues.
State	Transportation Fund	14.3%	-66%	Drop in traffic as measured by cellphone and GPS traffic change from StreetLight.
Taxes Levied/Local	Sales Tax	18.0%	-26%	Estimate based on Census Monthly Retail Reporting, and adjusted for April based on interim reporting from Kiplinger’s, Bloomberg, and Morningstar.
	Property Tax	2.8%	-10%	No impact 2020, 10% decline in 2021 based on projected demand for office and commercial space.
	Fuel Tax	0.3%	-66%	Drop in traffic as measured by cellphone and GPS traffic change from StreetLight. Proportional decline in fuel consumption.

DATA SOURCES.

Ridership & Revenue:

NTD, "2018 National Transit Summaries and Trends: Appendix" December 2019

APTA, "PUBLIC TRANSPORTATION RIDERSHIP REPORT, Fourth Quarter 2019"

Transit App Data, April 2020, <https://transitapp.com/coronavirus>

Forecasts and Q1 Data:

BLS, "Unemployment Insurance Weekly Filings" April 2020

CBO, "CBO's Current Projections of Output, Employment, and Interest Rates and a Preliminary Look at Federal Deficits for 2020 and 2021" April 24 <https://www.cbo.gov/publication/56335>

CDC, "COVID-19 Forecasts" https://www.cdc.gov/coronavirus/2019-ncov/covid-data/forecasting-us.html#anchor_1587397564229

Harvard Global Health Institute, "Global Pandemics Explained: US Hospital Capacity" <https://globalepidemics.org/our-data/hospital-capacity/>

Morningstar, "Coronavirus Update: Long-Term Economic Impact Forecast to Be Less Than 2008 Recession Our outlook on how the U.S. will cope during and after the shutdown."

<https://www.morningstar.com/articles/976107/coronavirus-update-long-term-economic-impact-forecast-to-be-less-than-2008-recession>

Oxford Economics "Global | World GDP to fall 2.8% in 2020, exceeding financial crisis toll" http://resources.oxfordeconomics.com/world-gdp-to-fall-2.8-in-2020-exceeding-financial-crisis-toll?oe_most_recent_content_download_id=0000021&interests_trending_topics=coronavirus

World Economic Forum, "Coronavirus: 5 predictions for how the economy might recover" April 14, 2020 <https://www.weforum.org/agenda/2020/04/alphabet-soup-how-will-post-virus-economic-recovery-shape-up/>



May 7, 2020

The Honorable Mitch McConnell
Majority Leader, United States Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker, United States House of Representatives
Washington, DC 20515

The Honorable Charles Schumer
Minority Leader, United States Senate
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader, United States House of Representatives
Washington, DC 20515

Dear Chairwoman Lowey, Ranking Member Granger, Chairman Price, and Ranking Member Diaz-Balart:

The Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO) write to request that **Congress appropriate at least \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next coronavirus relief bill.** These funds will be used to maintain vital transportation-related jobs, keep projects and programs moving forward, and address the loss of state and local revenues that support locally-selected transportation investments. State and local funding makes up two-thirds of the nation's investment in transportation infrastructure and pays the non-federal share of federally funded projects and programs.

Further, we urge that these **additional funds be suballocated in the same manner as funds that were apportioned in 2020 for urbanized and non-urbanized areas** under STBGP in the FAST Act (23 U.S.C. 133(d)(1)(A)). Eligible uses of these funds should be expanded to include **servicing as the non-federal match** attributable to MPO and state planning activities and serving as the non-federal match for any program or programs under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transportation). Further, any **eligible uses for these funds should be allowed a 100% federal share.**

In conjunction with this immediate funding, we also urge you to **support the passage of a long-term surface transportation bill** before it expires September 30 of this year. These two actions taken together provide Congress a unique opportunity to increase federal transportation investments to help restart the economy that is reeling from the impacts of the coronavirus and to provide certainty of surface transportation policy and funding once the country moves past the pandemic.

As Congress seeks to promote recovery from the COVID19 crisis and stimulate the U.S. economy through infrastructure investments, utilizing the existing STBGP minimizes the need to design new systems or rules, so federal funding can more easily and quickly flow to local governments. Under the STBGP, projects are already programmed so have been vetted and are locally supported. STBGP provides flexibility that allows targeting highest priority projects, based on local economic circumstances and transportation conditions and needs. This is particularly compelling now as cities and counties are facing significant revenue losses in sources that they use for capital investment, including gas taxes and sales taxes. As local communities are forced to shift funds to cover revenue losses and pay for immediate needs in public health and safety, cities and counties are considering delaying or reducing their capital investment programs. This will result in a reduction of construction spending and

associated job losses in public works departments as well as in private-sector contractors. As such, when our nation is trying to move to economic recovery, we may have a drain on capital investment just when it would be most beneficial. An STBGP funding supplement could help to avoid job losses and stimulating economic recovery.

Additional suballocated funding through the STBGP would effectively allow already planned and programmed transportation capital projects to continue, i.e., help avoid project delays, deferrals, and corresponding public and private sector layoffs, and function as economic stimulus by injecting capital funding into the economy and accelerating some projects.

As Congress debates these important relief and recovery funds for transportation, we request that Congress ensure that states coordinate with the relevant Metropolitan Planning Organizations before changes are made to the state transportation improvement program (STIP) to prevent any possible delay in project schedules that have already been agreed to by the state and MPO.

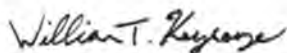
Lastly, the impacts of the coronavirus have impacted more than the funding to support transportation investments. Members of AMPO, NARC, and NADO are also confronted with statutorily required deadlines and processes. To this end, we request that Congress:

- **Grant extensions to MPOs for requirements** such as long-range transportation plan (LRTP) and Transportation Improvement Program update and approvals, Unified Planning Work Program (UPWP) updates, FTA triennial reviews, quadrennial certifications, invoice processing, and other relevant deadlines that occur during fiscal year's 2020 and 2021.
- **Authorize and permit administrative Transportation Improvement Programs and UPWP amendments.** This will allow the MPOs to add new studies, consulting work or data purchases and budget changes related to the COVID-19 pandemic as these costs may exceed 5% of the existing budget. In addition, allow for flexible carry-over of any unspent 2020 planning funds directly into the 2021 budget year. These actions would not require a formal MPO meeting per the adopted and federally required Public Involvement Plans. This provision is only permitted during the time period that a state-level emergency declaration is in effect.
- **Extend deadlines for discretionary grant programs**, including obligation deadlines, so recipients are not penalized with the loss of their grant due to an extended period of slowdown or stoppage of required work.
- **Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to provide maximum flexibility in regards to public involvement requirements**, allowing for distribution of materials on the internet or through other reasonable distribution methods, and allowing for gathering of comments electronically as sufficient under such requirements for the duration of the national state of emergency and until Federal, State, and local health officials agree that it is safe for public gatherings to recommence.
- Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to **allow a MPOs policy board to meet electronically or telephonically** during the period in which a national disaster is declared. Policy boards that meet in this way should be able to vote and otherwise make decisions as if they were meeting in person.
- Further, grant emergency powers to an organization's Executive Director or Board Chairperson to approve documents on behalf of the MPO as needed.
- **Ease lapsing requirements** if a State can demonstrate that an impact of the national emergency declaration is the proximate cause of the funding lapse.

- **Provide flexibility to states and MPOs to update required performance targets and set new targets** as appropriate to adequately reflect the anticipated conditions. Further, allow for or **automatically grant extensions of performance target setting deadlines** as appropriate, including the MPO CMAQ Performance Plan which is currently due on October 1, 2020.
- **Consider changes to procurement processes** that will be necessary if whole offices are teleworking, such as allowing for electronic signatures.

Federal investments in the next stimulus bill and through the reauthorization of a surface transportation bill will provide immediate and future funding certainty essential to preserving transportation investments as the country continues to operate under the Federal and State health directives due to the coronavirus and beyond. Again, we appreciate your leadership during this unprecedented time and for your consideration of this request.

Sincerely,



Bill Keyrouze
Interim Executive Director
Association of Metropolitan
Planning Organizations



Leslie Wollack
Executive Director
National Association
of Regional Councils



Joe McKinney
Executive Director
National Association
of Development Organizations

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State Legislative Update by Gus Khouri Khouri Consulting LLC

TAM Board Meeting
May 28, 2020

State Budget Outlook

- Virus Induces Deficit = \$54 billion
- Unemployment: 3.9% (Feb) to 24.5% (Dec)
- Governor's Proposals to Balance Budget
 - Cancellation of Program Expansions (\$6.1B)
 - Tap Rainy Day Fund (\$8.75B)
 - Defer CalPERS Obligations (\$6.1B)
 - Taxpayer Credit Limitation (\$4.4B)
 - Borrowing and Transferring Special Funds (\$4.4B)
 - S.O.S to D.C (\$1 trillion nationwide requested)

Impacts on Transportation

- General Fund not a revenue source for transportation
- \$3.2B currently unallocated by Caltrans (\$7.1B total)
- Sales tax reduction (27%) + ridership decline + social distancing protocols = major challenges for transit
- SB 1 Cycle 2 could be impacted for programs that are gas tax-funded (STIP and SHOPP); TIF-funded programs less affected (Congested Corridors, LPP)

CTC Update

- CTC guidelines approved for all competitive programs.
- Successfully advocated for funding projects in counties with population less than 500K and for finishing corridors.
- Requesting \$40 million for MSN.

Legislative Bills

- Many bills not moving ahead due to focus on pandemic and state economy/budget
- Two listed below are still moving forward:
 - SB 895 (Archuleta) - Technical assistance for the development of zero-emission fuels and fueling infrastructure, and zero-emission fuel transportation technologies
 - *Recommend Support position*
 - SB 1291 (Committee on Transportation) – provides that an MPO or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the FSTIP to USDOT for 2020
 - *Recommend Support position*

Questions





DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Derek McGill, Planning Manager *Anne Richman*
Scott McDonald, Senior Transportation Planner

SUBJECT: Authorize Agreement with Uber and Enter into MOU with Marin Transit (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board authorize the Executive Director to execute a two-year agreement with Uber Technologies, Inc. (Uber) for an amount not to exceed \$140,000 to provide first/last mile services to and from transit stations in Marin County and sign a Memorandum of Understanding (MOU) with Marin Transit to formalize an integrated, accessible on-demand transportation program.

At its May 11, 2020 meeting, the Administration, Projects and Planning (APP) Executive Committee reviewed and voted unanimously to refer this item to the TAM Board for approval.

BACKGROUND

On September 12, 2017, TAM initiated a pilot program to provide on demand first/last mile services to and from Sonoma Marin Area Rail Transit SMART stations in Marin County. This program, “GetSMART” has been in operation continuously, expanding to include the Larkspur and Downtown Novato SMART Stations in December 2019. The GetSMART program was launched in partnership with Lyft, Inc, and Whistlestop to provide Wheelchair Accessible Vehicles as part of this program.

In April of 2018, Marin Transit launched Marin Transit Connect, providing on demand service using wheelchair accessible vehicles in the northern San Rafael Area. TAM and Marin Transit have been coordinating and exploring options to integrate TAM’s GetSMART Program and the Marin Transit Connect Service to address first/last mile needs and provide employer support programs.

DISCUSSION/ANALYSIS

On October 18, 2019, TAM partnered with Marin Transit to issue a Request for Proposals (RFP) for Mobility On Demand Software to provide both agencies opportunities to assess the current state of technology for the GetSMART and Marin Transit Connect Program. A proposer’s conference was held on November 1, 2019 and proposals were due on November 27, 2019. The RFP received a very high level of interest, receiving 15 proposals at time of the submission deadline.

TAM and Marin Transit staff reviewed all the proposals and completed an initial scoring and ranking based on the criteria included in the proposal:

Criteria	Available Points
References / Experience with Similar Agencies	10
Ability to meet Scope of Work	50
Price Proposal	40
TOTAL	100

The initial scoring process identified five competitive proposals that were advanced into the second round of evaluation which included an oral interview process. Interviews with the five teams were completed between January 6 and 17, 2020. The review panel was composed of staff from Marin Transit, TAM, and a non-voting member from the Metropolitan Transportation Commission (MTC). Following oral interviews, staff re-scored all shortlisted vendors using the original criteria. The final scoring is shown in the table below. Based on the outcome of the interview scores, Uber was recommended as the top firm by the review panel and TAM and Marin Transit began contract negotiations.

Vendor	Score
Uber Technologies, Inc.	84
Spare Labs, Inc.	75
Via Mobility, LLC	75
RideCo, Inc.	75
Lyft, Inc.	69
Liftango, Inc.	59
Ecolane USA, Inc.	59
TransLoc	58
Bytemark, Inc.	55
HBSS Connect Corp	50
Routematch Software, Inc.	47
DemandTrans Solutions, Inc.	41
Shotl	36
Mobisoft Infotech, LLC	31
Solyd Transit, Inc.	5

Uber Technologies offers Marin Transit and TAM the ability to seamlessly integrate the existing Marin Transit Connect on-demand service and the GetSMART Program into a single app, providing an integrated user experience. Based on the user's desired origin and destination, the app will also show the user available public transit options (real-time predictions) and price to complete the trip as well as other on-demand services offered by Uber (UberPool, UberX, etc.). The proposal offers both agencies the required level of custom reporting and oversight needed to meet regulatory reporting requirements.

For Marin Transit, among other benefits, this proposal also allows for a significant expansion of the Marin Transit Connect service area to include roughly 2.5-mile radius around SMART stations in Marin. Uber's proposed platform allows the wheelchair accessible Marin Transit Connect service to show within the publicly available Uber app but allows the Marin Transit the ability to control service parameters including price, hours of operation, and service area.

For TAM, this arrangement allows for higher level of wheelchair accessible service while reducing the costs to TAM. Additionally, this allows TAM to expand the scope of services to include employer agreements, to provide for public-private partnerships for employers that wish to further cover the cost of rides using Uber shared rides service (UberPool) or Marin Transit Connect Vehicles.

As part of the next phase of the program, TAM will continue to focus on shared ride services (UberPool) and expand the transit integration component, to a wide array of transit stops in Marin County. TAM will not be required to continue with a separate contract for ADA services under this arrangement, however the GetSMART service area will see a reduction in the service area, and a revised cost structure in alignment with the higher costs of Marin Transit Connect Service. Finally, TAM is also advancing electric vehicle integration opportunities within this partnership, to further TAM's shared mobility and environmental goals. It is also worth noting that TAM and Marin Transit staffs are in communication with Uber and Whistlestop staffs regarding health and safety protocols for the present COVID-19 situation.

Marin Transit and TAM will enter into separate agreements with Uber to develop the technology to support the integrated program, and to provide first/last mile, employer agreements, and potential electric vehicle integration. The two agencies will then enter into a Memorandum of Understanding (MOU) to formalize elements of the partnership including consistency on pricing, hours of operation, and service area and also require adequate notice if either agency decides to change their agreement with Uber or the terms and conditions of their service or subsidy. A copy of this MOU is included as **Attachment A**. At their May 4th meeting, the Marin Transit Board of Directors authorized the General Manager to enter into agreement with Uber and to execute the MOU with TAM.

FISCAL CONSIDERATION

Funding for this program is available from Measure B, under Element 3.2, Commute Alternatives Program. Staff is recommending \$70,000 annually be made available over the two-year period for a total of \$140,000. Upon Board's approval, \$70,000 will be included in the proposed TAM FY2020-21 Annual Budget. For reference, this is the same amount that was included for the current program for the last 18 months, reflecting a cost savings over the two-year program duration.

NEXT STEPS

Upon approval of the TAM Board, staff will enter into agreement with Uber, sign the MOU with Marin Transit, and prepare to launch the program on July 1, 2020.

ATTACHMENTS

Attachment A: TAM/Marin Transit Mobility on Demand MOU
Attachment B: TAM Board Meeting Presentation

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MEMORANDUM OF UNDERSTANDING
between the
TRANSPORTATION AUTHORITY OF MARIN
and
MARIN COUNTY TRANSIT DISTRICT

THIS MEMORANDUM OF UNDERSTANDING is made and entered into this 28th of May, by and between the Transportation Authority of Marin, hereinafter referred to as "TAM," and Marin County Transit District hereinafter referred to as "MCTD."

RECITALS:

WHEREAS, since September 2017, TAM has provided a pilot program testing first/last mile connections to transit in Marin County; and

WHEREAS, in May 2018, Marin Transit began operations of Marin Transit Connect, a fully accessible on-demand service in northern San Rafael; and

WHEREAS, in October 2019, MCTD and TAM partnered to release a request for proposals for on-demand scheduling software to provide software to operate these programs; and

WHEREAS, TAM and Marin Transit have jointly worked with the selected software provider Uber, to develop a scope of work that meets both agencies' program needs; and

WHEREAS, on May 4th, 2020, the MCTD Board authorized an agreement between MCTD and Uber to provide a pilot on-demand wheelchair accessible service in portions of Marin County; and

WHEREAS, on May 28th, 2020, the TAM board authorized an agreement between TAM and Uber to provide a pilot on-demand transit connection in portions of Marin County;

NOW, the parties agree as follows:

General Provisions

- A. TAM and MCTD will continue to partner on management and delivery of these pilot programs, in order to provide high quality transit options in Marin County to support senior mobility and access for disabled riders and first-last mile solutions from designated transit stops.
- B. In order to support access for all users, TAM and MCTD have jointly developed a pilot program to use a single technology vendor that integrates both contract requirements into a single on-demand framework with an equivalent level of service for all users, in order to satisfy American With Disability Act requirements.
- C. In the delivery of the respective contracts, modifications to the scope of work may be necessary at any point of the program. TAM and MCTD agree to work cooperatively and provide advance notice to the other party in the following areas:
 - a. Service areas/hours of service
 - b. Fare structure
 - c. Transit station locations for subsidy pricing
 - d. Promotion and marketing
 - e. Call center support and ride dispatch
- D. TAM and MCTD agree to use both parties' logos on all marketing materials and outreach materials.

Item 8 - Attachment A

- E. TAM and MCTD will also coordinate on the termination of the pilot program, providing advanced notice as feasible on the termination of services under the pilot and coordinating on future phases or iterations of the program.
- F. The term of the MOU shall be from the date first specified above, continuing indefinitely until terminated by either party. Any party may terminate the MOU by providing written notice to the other party at any time.
- G. This MOU does not constitute an authorization of funding. All obligations under this MOU are subject to the appropriation of resources by their respective governing bodies.
- H. The MOU may be amended from time to time with written consent of the parties.

TRANSPORTATION AUTHORITY OF MARIN:

MARIN COUNTY TRANSIT DISTRICT

By: _____
Anne Richman, Executive Director

By: _____
Nancy Whelan, General Manager

DRAFT

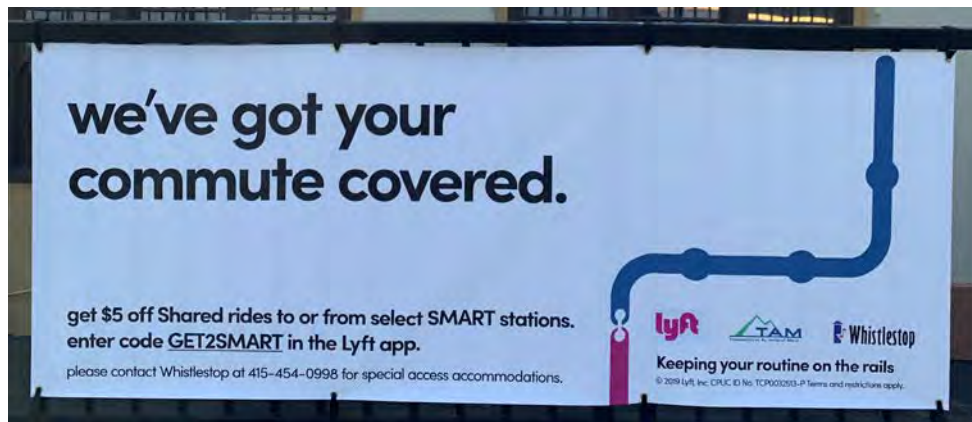


TAM and Marin Transit On-Demand Software Agreements with Uber

TAM Board of Commissioners
May 28, 2020

Program Overview

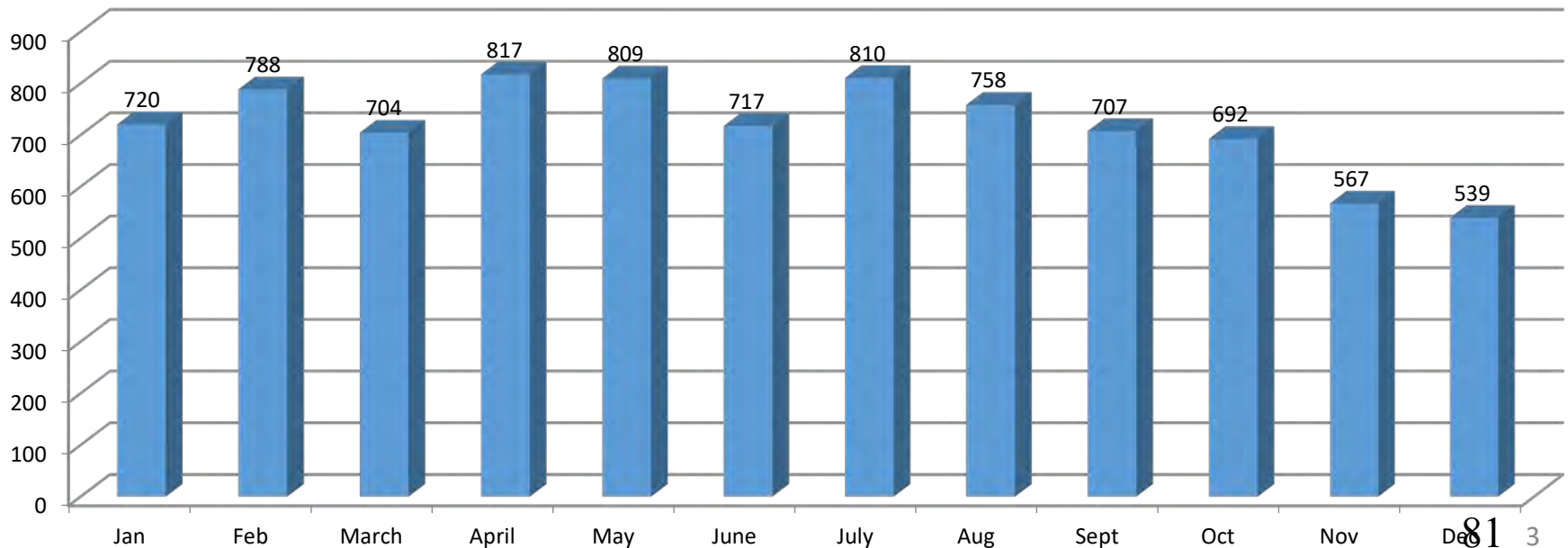
- TAM launched “GetSMART” first/last mile program to support launch of SMART service in Sept. 2017
 - Provides \$5 incentive for shared rides to/from SMART
 - Integrated Wheelchair Accessible Service with Whistlestop
- Marin Transit launched Connect in April 2018, providing on-demand service using Wheelchair Accessible Vehicles



TAM's GetSMART Program

- GetSMART program has been very cost-effective
- New SMART stations (Dec. 2019) reduced first/last mile needs for downtown Novato and Larkspur

Number of GETSMART Rides Taken in 2019



TAM & Marin Transit RFP

- **October 2019**
 - RFP for Mobility On-Demand Software released in partnership with Marin Transit
- **November 2019**
 - Proposals due
- **January & February 2020**
 - Interviews conducted with short-listed candidates
- **March 2020**
 - Notice of Intent to Award (to Uber) released to all vendors



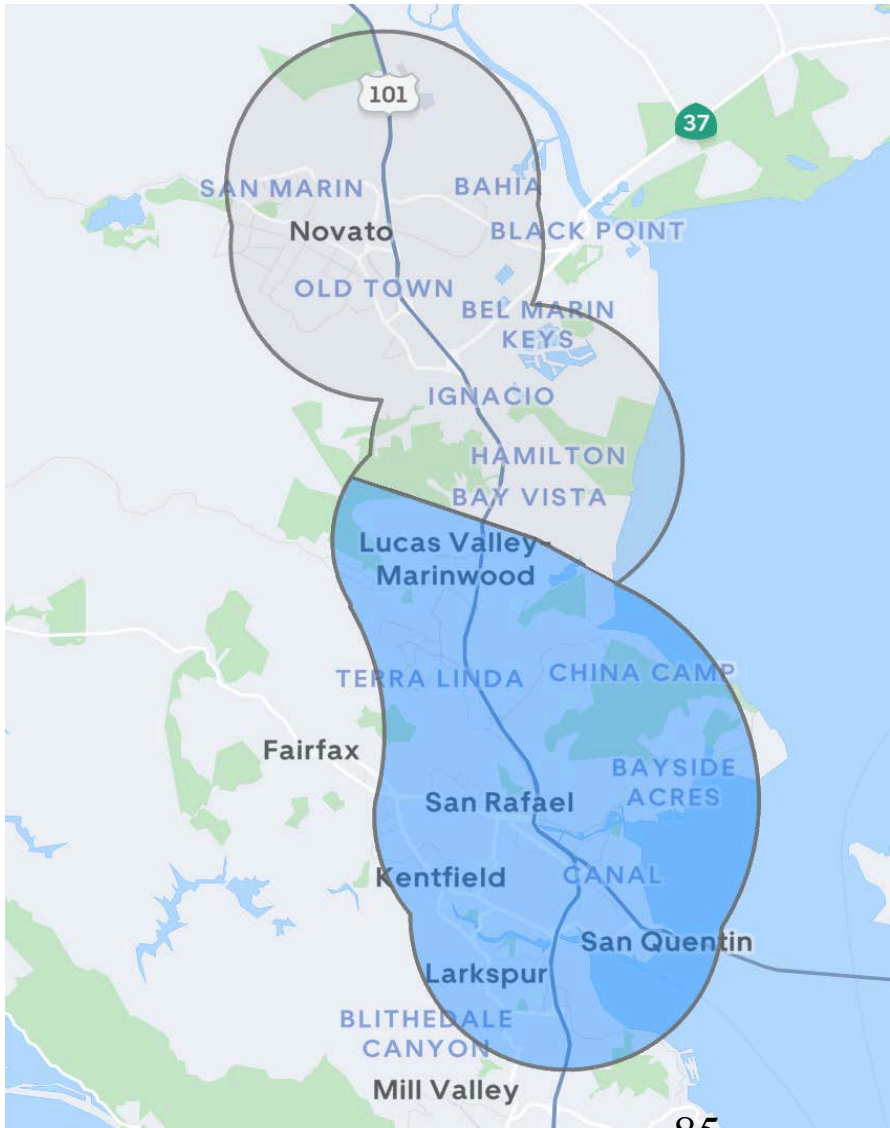
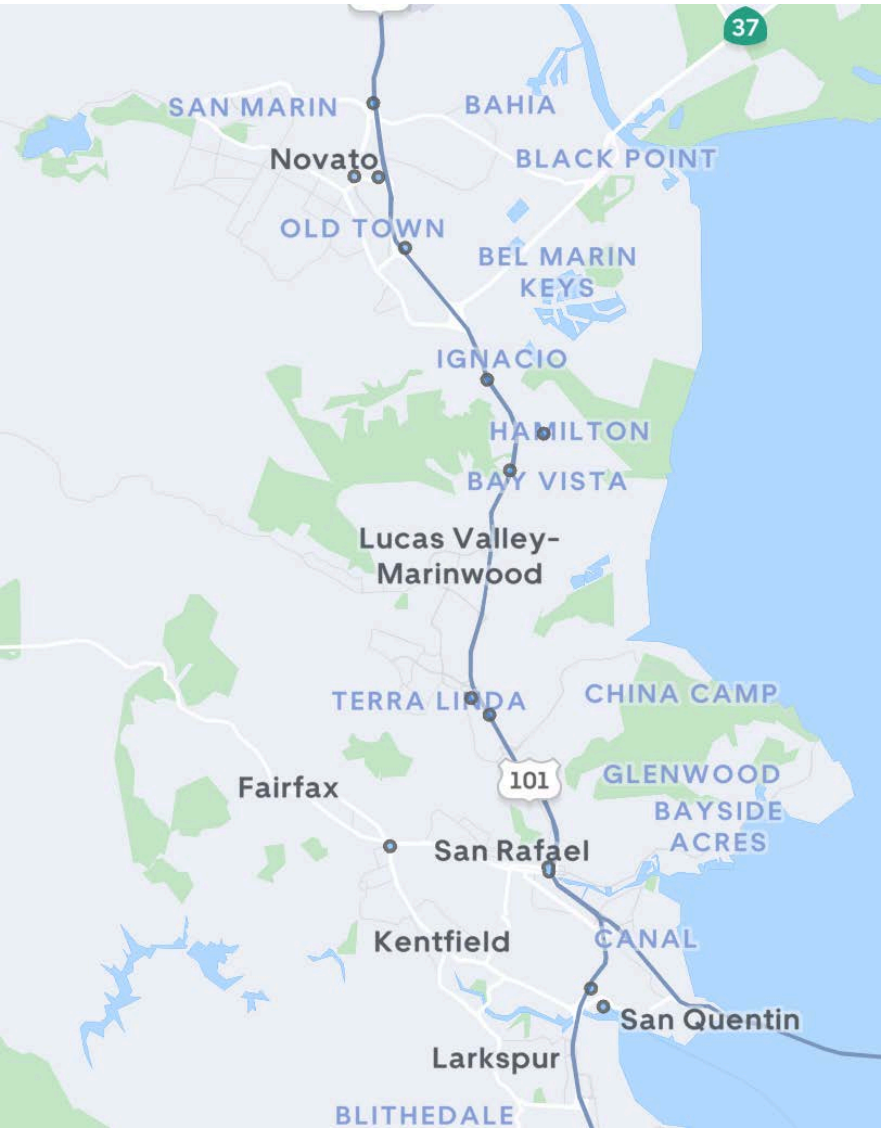
Benefits of Program

- **Integration of on-demand services**, including TAM's GetSMART program, Marin Transit's Connect; and real-time transit options (MCTD, GGT, SMART) all within one app
- Allows Connect program to continue to support **same-day option for seniors and riders with disabilities** with expanded coverage
- Allows Connect to continue to **increase first and last mile, shared-ride connectivity** to existing fixed route transit and commuters traveling to/from employment sites in Marin County
- Proposed solution allows **cost savings for TAM and Marin Transit**
- Provides **employer partnership** opportunities
- Provides opportunities to explore **Electric Vehicle programs**
- **Enhanced Data Reporting** for program management

Comparison of Proposed Programs

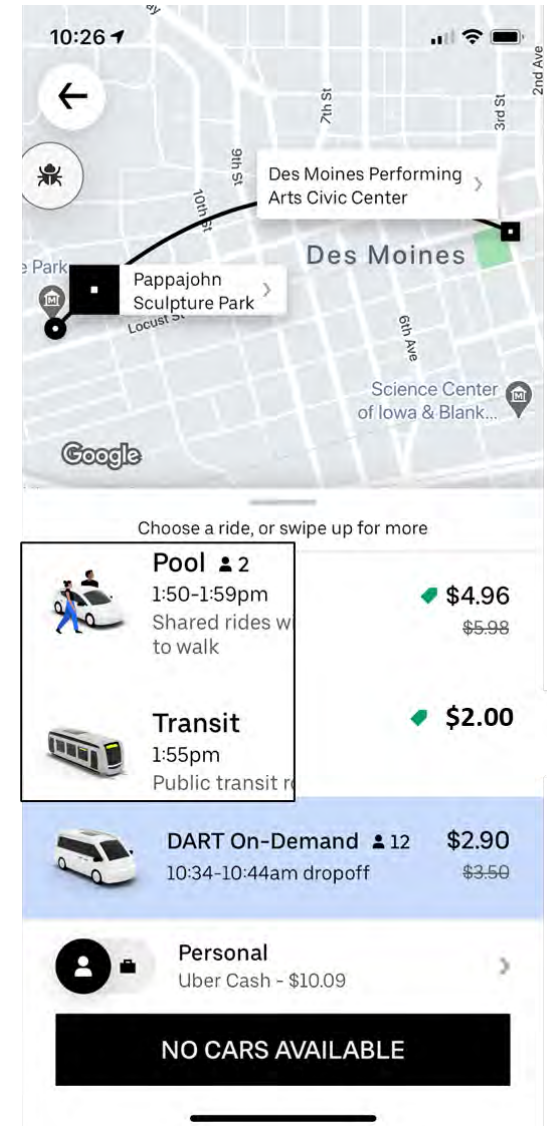
	Marin Transit Connect	TAM First/Last Mile	TAM Employer Program
Overview	On-demand public transit in Marin Connect vehicles	Subsidized first & last mile trips in the Marin area	Subsidized trips to/from employment locations
Target Riders	Open to general public; targeting ADA riders	General public	Employees of specific employers who are part of the program
Vehicles Available for Request	Marin Connect vehicles	Uber Pool (where available), UberX (where Pool is unavailable), UberWAV Marin Connect vehicles	Uber Pool (where available), UberX (where Pool is unavailable), UberWAV Marin Connect vehicles
Rider Fare	\$3 flat fare for Marin Access \$4 per mile for all other riders	Rider pays first \$4, TAM covers next \$5	TBD in partnership with employers, TAM will invoice employers later.
Geographic Restriction	Specific service area.	Marin Connect service area Trips to/from transit stations	Marin Connect service area, expansion possible
How to Access	Rider can request a Marin Connect trip in their Uber app or via the Marin Transit call center with Uber Central	Rider redeems an Uber Voucher, which automatically applies for all eligible trips, Call Center through MT	Rider is sent an Uber Voucher by their employer, which automatically applies for all eligible trips

Service Area and Transit Connections

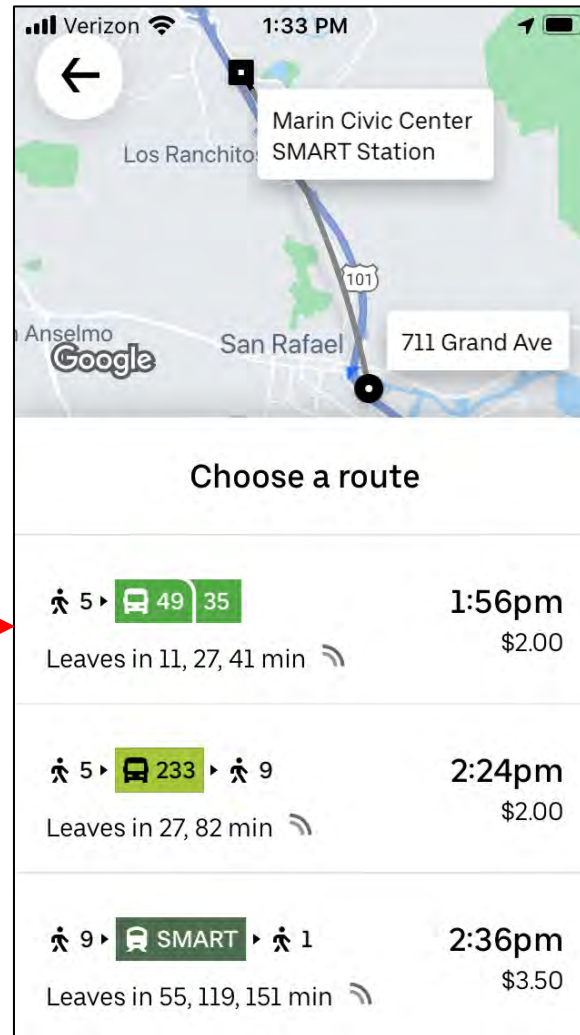
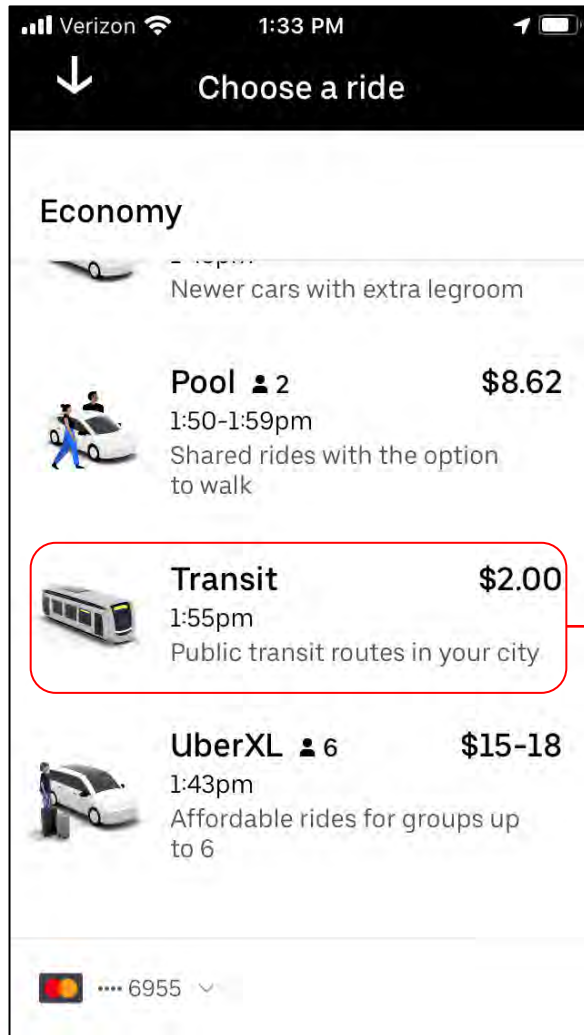


What will it look like?

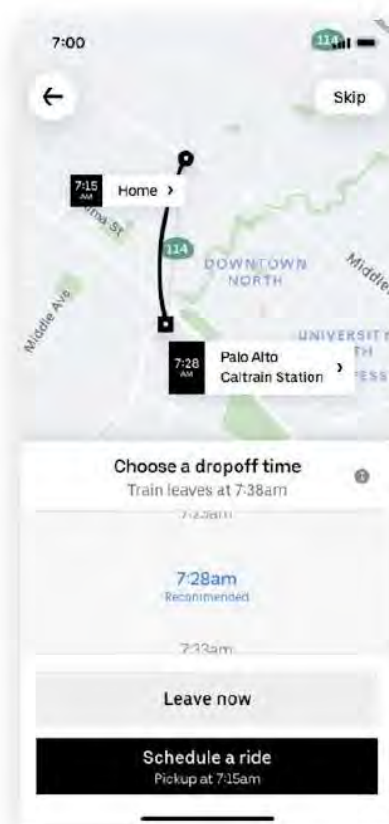
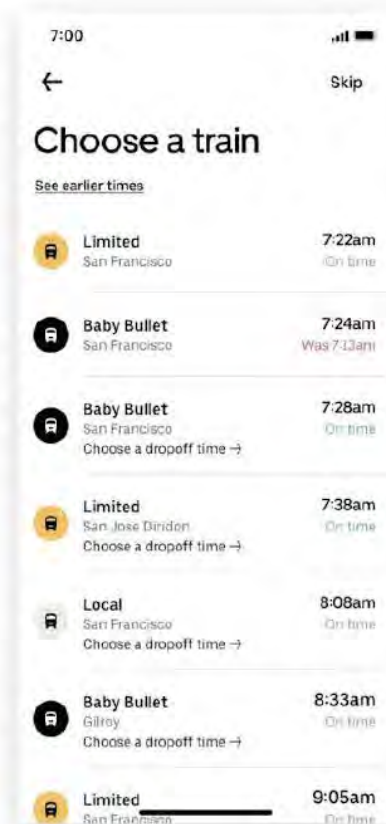
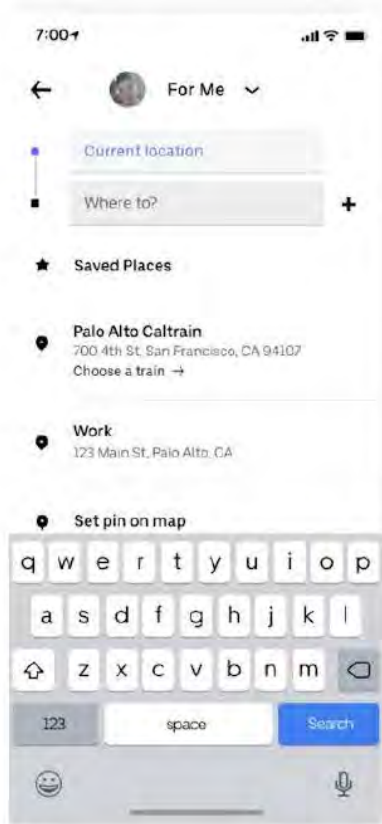
- Riders will choose based on:
 - Cost
 - Wait Times
 - Access considerations
- TAM's \$5-off Coupon code for First/Last Mile Services will be aligned with Marin Transit Connect Fare structure



Integrated Real-Time Transit Data



Make My Train Feature





Questions and Discussion

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DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Li Zhang, Deputy Executive Director/Chief Financial Officer

SUBJECT: Review the Proposed TAM FY2020-21 Annual Budget and Release it for Public Comment (Action) - Agenda Item No. 9

RECOMMENDATION:

The TAM Board reviews the Proposed TAM FY2020-21 Annual Budget and releases it for the required 30-day public comment period.

At its May 11, 2020 meeting, the Administration, Projects and Planning (APP) Executive Committee reviewed the Proposed TAM FY2020-21 Annual Budget, provided input, and voted unanimously to recommend the TAM Board review and release the proposed budget for the 30-day public comment period at its May 28, 2020 Board meeting.

BACKGROUND:

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, no later than its June meeting of each year, the TAM Board shall adopt the annual budget for the following fiscal year. A minimum thirty-day public comment period and a public hearing are also required as part of the budget approval process. The TAM Board will conduct a budget hearing and conditionally adopt the final FY2020-21 Annual Budget at its June 25, 2020 meeting, pending the completion of the 30-day budget comment period.

Staff started the development process for the FY2020-21 Annual Budget in February and the TAM Board approved the recommended Measure A/AA ½-Cent Transportation Sales Tax and Measure B \$10 Vehicle Registration Fee revenue levels and the budget development schedule at its April 23, 2020 meeting. Additionally, the Citizens' Oversight Committee (COC) reviewed and provided comments on the Proposed FY2020-21 Annual Budget at its May 18, 2020 meeting. Staff has incorporated all comments received from the COC in the Report. The Proposed FY2020-21 Annual Budget will also be shared with the Marin Managers Association (MMA) for review and comment during May.

DISCUSSION/ANALYSIS:

TAM's Budget Structure:

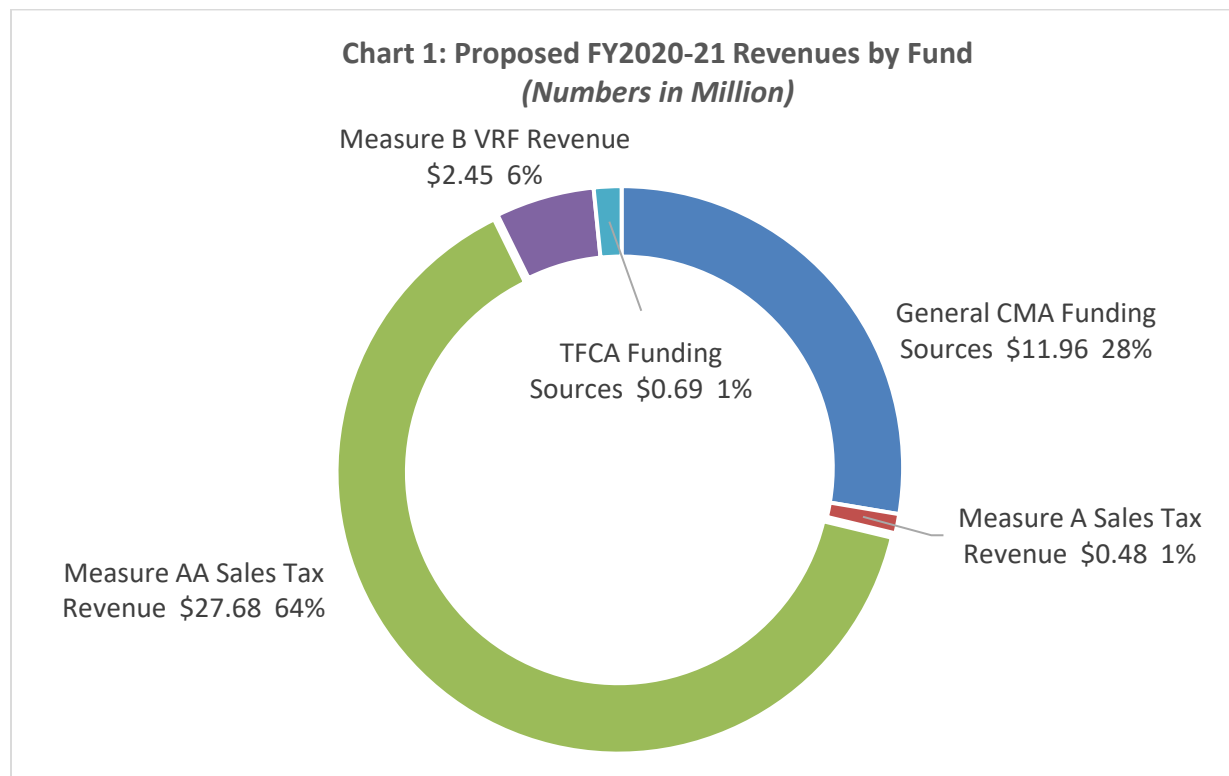
In an effort to present the agency's budget in a more transparent and easier to understand format, staff revamped TAM's traditional annual budget document and presented the new budget report to the TAM

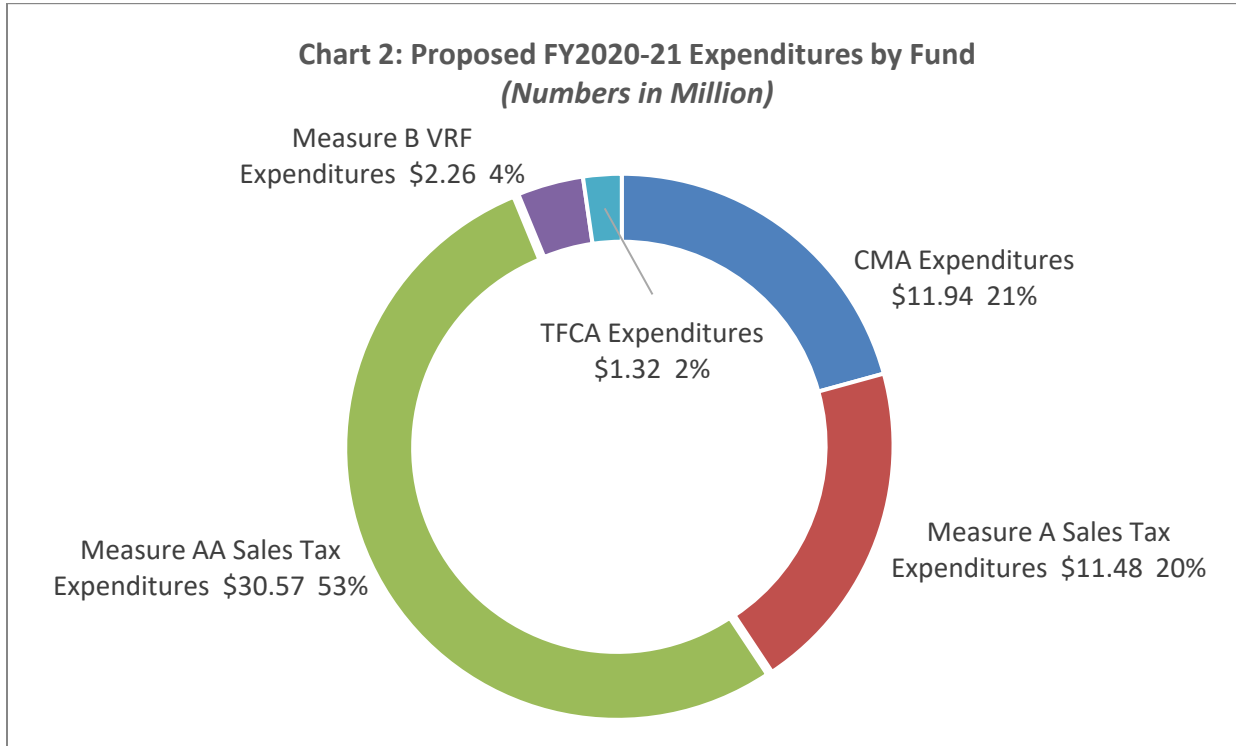
Board and public during the FY2019-20 (current year) budget development process in June 2019. The budget report now includes four main sections:

- Letter from the Executive Director - providing an overview of TAM’s budget situation
- TAM Budget General Overview – providing an overview of TAM’s budget process and related policies
- Annual Budget Process and Overview – providing in-depth analyses of all revenue and expenditure budget line items that are proposed for the fiscal year
- Work Plans by Function – providing the general overview and highlighted work items for the fiscal year period for each functional group in the agency

These four sections, along with the appendices, will provide the TAM Board and the public in Marin a complete picture of all revenue and expenditure activities related to all work items planned, and will also give the readers a report on the financial situation of the agency.

In summary, TAM’s total expected revenue for FY2020-21 is \$43.26 million and total expected expenditure is \$57.56 million. Please note that as a funding agency that collects the Measure A/AA ½-Cent Transportation Sales Tax, the Measure B \$10 Vehicle Registration Fee, as well as the Transportation Fund for Clean Air (TFCA) fund sources with advance payments, having budgeted expenditures over its budget revenues, in most cases, will not be an alarming financial situation for TAM. When budgeted expenditure exceeds budgeted revenue in certain years, it simply means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year. Based on the proposed revenues and expenditures for FY2020-21, TAM will spend \$14.30 million more than it will collect in revenue and end the year with a fund balance of \$24.89 million. The charts below illustrate the proposed revenue and expenditure for FY2020-21 by the major governmental funds TAM has.





Budget Planning in Unprecedented Times

TAM’s annual budget development process allows the agency to create the plan for its administrative operations and project/program management and delivery, as well as funding allocations to various project sponsors for the upcoming fiscal year. The process by nature requires the use of assumptions to project into the future in terms of revenue collections and operational, project and program expenditures. In most years, based on the information available by April, staff is confident that the revenues proposed in the budget for the upcoming year can be realized within reasonable deviations. However, COVID-19 has brought unprecedented public health and economic challenges and uncertainties to the US and globally. The abrupt short-term revenue reduction in the current year and potential long-term revenue erosion in the upcoming year and beyond have made the FY2020-21 budget cycle extremely difficult.

While all detailed budget information is included in Attachment 1: Proposed TAM FY2020-21 Annual Budget for your review, staff would like to highlight the following items for discussion and confirmation.

Review of Measure A/AA Sales Tax Revenue Level and Additional Usage of Reserve Funds

As staff reported at the April 23, 2020 TAM Board Meeting, a review of the recommended \$27.5 million Measure A/AA 1/2-Cent Transportation Sales Tax revenue level is necessary once there is a more clear plan for reopening the economy and how fast the recovery is likely to be. However, with the Shelter in Place order now extended to the end of May, it’s unlikely that we can gain more certainty on which direction the economy is going by the end of May. On the other hand, with TAM’s ongoing prudent fiscal and funding practices, and the current reserve level under the Measure A/AA 1/2-Cent Transportation Sales Tax program, staff is comfortable moving forward with the \$27.5 million revenue level for the development of the FY2020-21 TAM Annual Budget.

Staff also reported at the April 23, 2020 meeting that a total of \$1.75 million of Measure A reserve has already been made available through TAM’s annual allocation process, and the Board also approved staff’s

recommendation to not take 5% of the Measure AA revenue collection for reserve in FY2020-21, which makes more funding available to the funding recipients right away. When a clear plan for reopening the economy is available, and if a further reduction of the revenue level for FY2020-21 is deemed necessary, staff will bring different proposals of how the TAM Board can use the remaining \$5.8 million reserve to help funding recipients maintain sufficient funding to keep critical transportation projects and programs going while the recovery takes its time.

Pending Legal Case Against Regional Measure 3 (RM3)

When RM3 was approved by the voters on June 5, 2018, a total of \$255 million was expected to be available to support two of the highest priority projects in Marin that TAM manages directly, with \$135 million for the Northbound (NB) US-101 to Eastbound (EB) I-580 Direct Connector Project and \$120 million for the completion of the Marin-Sonoma Narrows (MSN) Project. However, as of now, the RM3 funds are still inaccessible due to ongoing litigation against the Measure. While the funds from Measure AA can provide sufficient funds to support the project planning and environmental study phase of the NB US-101 to EB I-580 Direct Connector Project over the next two years, the MSN Project needs the RM3 funds urgently in order to secure Senate Bill (SB1) funds and move into construction with full funding plan. The uncertainty of the RM3 funding availability timeline may add extra challenges to TAM's project management and delivery of those two critical projects in the upcoming year.

Staff will continue to keep the Board apprised of the RM3 legal situation and will bring the necessary revisions to the budget for approval once the RM3 funds become available. Meanwhile, to continue the agency's prudent funding practice and allow more flexibility with funding plans, staff has also recommended and the Board has approved the submittal of Letters of No Prejudice (LONP) for both projects. In this case, TAM will be able to seek reimbursement from RM3 for costs incurred after the effective date in the approved LONP, when the RM3 funds become available.

FY2020-21 City/County CMA Fee Level

To support the essential functions TAM carries out as the Congestion Management Agency (CMA) of Marin, all local jurisdictions in Marin, including the County, have been making an annual formula-based (calculated based on 50% population and 50% lane miles share) fee contribution to TAM since the formation of the CMA. The total City/County fee fund was \$350,000 back in FY2004-05. In FY2005-06, with the full start of the Measure A ½-Cent Transportation Sales Tax program/projects, the City/County fee was increased to \$430,000 annually to help cover the cost of additional functions TAM took on both as the CMA and the sales tax administration agency of Marin.

In 2015, all local jurisdictions agreed to a temporary 30% (\$129,000 per year) increase over a 5-year period, which brought the annual total amount to \$559,000. The additional funds were needed in order to support a few critical county-wide transportation efforts during that time period. The temporary increase took effect in FY2015-16 and FY2019-20 is the last year of the 5-year period.

With the hope to permanently bring the fee structure in line with the efforts required to effectively support all local partners for their transportation project and program related needs, TAM staff engaged MMA and presented the work plan and various funding options to the group early this year. While the group was initially supportive of an increased base close to the \$559,000 temporary fund level with annual adjustment tied to the Consumer Price Index (CPI), the abrupt COVID-19 crisis and the Shelter in Place order greatly reduced the current year and potential upcoming year revenue level for all local agencies. TAM staff fully understands that a long-term increased funding level is just not financially prudent for our local partners to consider at this time and appreciates the \$500,000 funding level that MMA was willing to accept during a time that they are all facing extreme budget pressure. The \$500,000 funding level is a \$59,000 reduction from the current year but a \$70,000 increase from the original base. MMA also agreed that once the

economy stabilizes and the revenue situation improves, TAM and the group can reengage in a discussion of setting a long-term funding level for the City/County fee.

Controlling FY2020-21 Operations, Salary and Benefit Costs

The 1% administration fee and 4% project/program management fee that TAM is allowed to take off the top of the annual sales tax collection cover more than half of TAM's staff cost and almost all of the agency's other ongoing operation costs, such as rent, office supplies, IT (Information technology) support, etc. While TAM is in a fortunate position that no immediate staff level and operational adjustments are needed due to the reduced sales tax level expected for both the current and next fiscal year, staff wants to take precautions and be prepared for worse case scenarios.

During the FY2016-17 budget cycle, the TAM Board approved the first Cost of Living Adjustment (COLA) of the agency since 2004 and did the same in the following three budget cycles: FY2017-18, FY2018-19 and FY2019-20. According to the data released by the Bureau of Labor Statistics (BLS), as of March 2020, CPI for the San Francisco Bay Area is up 2.9% from a year ago. However, with the COVID-19 crisis and the abrupt short-term revenue reduction and potential long-term revenue base damage, staff discussed and all agreed that it's not in the best interest of the agency to request the TAM Board to review and approve a COLA increase during this budget cycle.

With TAM's office lease at the current office location expiring in November of this year, staff is in the process of reviewing options, including renegotiating with the current landlord for more favorable terms, and finding other locations that are more cost-effective but can still meet the operational needs of the agency. Staff is hoping to realize reasonable office lease cost savings during this process and will bring more details for the Board's review in the near future.

FISCAL CONSIDERATION:

Expected revenue collection and reimbursement for FY2020-21 is \$43.26 million while the proposed expenditure is \$57.56. TAM's fund balance will be reduced by \$14.30 million but will remain positive at \$24.89 million by the end of FY2020-21.

NEXT STEPS:

After the Board reviews and releases the budget for the 30-day public comment period, staff will continue to review the comments and updates from various sources that contribute to TAM's Proposed FY2020-21 Annual Budget and will report any changes at the June 25, 2020 TAM Board Meeting. The TAM Board will conduct a public hearing at its June 25, 2020 meeting and adopt the Proposed TAM FY2020-21 Budget pending the completion of the 30-day public comment period.

ATTACHMENTS:

- Attachment 1: Proposed TAM FY2020-21 Annual Budget
- Attachment 2: May 28 Board Meeting Budget Presentation PowerPoint

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PROPOSED FY2020-21 ANNUAL BUDGET

Transportation Authority of Marin



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Executive Director's Message

It is a unique time in which to be presenting TAM's FY2020-21 Annual Budget. We are all confronted with the unprecedented and uncertain COVID-19 (coronavirus) public health crisis and the significant impacts it is having on the economy. A Shelter in Place Order was declared on March 16 and is expected to be in force until the end of May to limit the spread of the virus, with some aspects of the Order perhaps continuing beyond that. The abrupt disruption of COVID-19 and the Shelter in Place Order is expected to cause significant revenue loss, and the potential long-term revenue uncertainty has made the upcoming budget cycle extremely challenging for all of us.

Although we are faced with these economic and public health challenges, TAM is fortunate to enter into this crisis in a strong financial position, and the region has benefitted from continuous economic growth over the last decade. The local ½-Cent Transportation Sales Tax, TAM's largest revenue source, was extended for 30 years by Marin County voters in 2018, and we have a healthy reserve that has been set aside for times such as these, when we may need to compensate for budget shortfalls.

TAM is committed to minimizing the funding impacts to our partner agencies and to our local transportation projects and programs. In an effort to offset reduced revenue, TAM will make \$1.75 million in reserve funding available to funding recipients, and also will temporarily suspend the 5% reserve collection from the ½-Cent Transportation Sales Tax in FY2020-21. Additionally, we have taken a hard look at our operating costs in order to bring the agency's budget into balance for the coming year.

We present this budget to the Board of Commissioners and the public to clearly show the anticipated revenues and expenditures of TAM for FY2020-21. Revenues are generated from a combination of local, regional, state and federal sources including sales tax, gas tax, vehicle registration fees, tolls, service fees, etc. Expenditures include voter approved projects and programs that reflect local priorities, as well as regional projects and programs that are delivered in coordination with partner agencies. These transportation investments are detailed in the annual budget, and include local roadway, highway and interchange projects; transit and paratransit services; pedestrian and bicycle improvements; and Safe Routes to Schools, alternative fuels, first/last mile and alternative commute options, and other vital transportation improvement programs.

We look forward to working together with the community, businesses, local organizations and agency partners to continue funding and delivering transportation improvements that are community priorities.

In partnership,

Anne Richman

TAM Budget General Overview

About TAM

The Transportation Authority of Marin (TAM) was established by Marin County voters to support transportation infrastructure projects and programs that make the County easier, cleaner and safer for all to live, work and play. TAM also serves as Marin's Congestion Management Agency (CMA) and is responsible for coordinating funding for many of the transportation projects and programs in the County, including various local, regional, state and federal funds.

The TAM Board of Commissioners includes the five members of the County Board of Supervisors and a councilmember from each city and town. *(A list of TAM's current Board members is included as Appendix 1.)* TAM administers the expenditure plans for Measure A (2004), the original 20-year ½-Cent Transportation Sales Tax; Measure AA (2018), the 30-year renewal of the ½-Cent Transportation Sales Tax; and Measure B (2010), the \$10 Vehicle Registration Fee (VRF). These revenue sources are dedicated to transportation projects and programs in Marin and were approved by the Marin voters.

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.

Budget Adoption and Amendment Policies

Pursuant to Article VI, Section 106.1 of the TAM Administrative Code, each year no later than its June meeting, the Board shall adopt the Annual Budget(s) for the ensuing fiscal year. Approval by a majority of the Commissioners is required for the adoption of the Annual Budget. In accordance with Section 180108 of the Public Utilities Code governing Local Transportation Authorities including TAM, notice of the time and place of a public hearing on the adoption of the Annual Budget shall be published pursuant to Section 6061 of the California Government Code not later than the 15th day prior to the date of the hearing. A preliminary proposed annual budget shall be available for public inspection at least 30 days prior to adoption.

In the event that total expenditures for the annual budget have to increase due to special circumstances, prior approval from the Board is required. In the event that total expenditures within one or more category(ies) are projected to be greater than the budgetary authority, a transfer of budgeted funds may be processed as long as sufficient savings can be identified for transfers to the category(ies) in need. The Executive Director shall be authorized to approve budget transfers among categories if the dollar amount is equal or less than 5% of the total budget authority of the category from which funds will be reduced. Any transfer among categories that is greater than 5% of the total budget authority of the category from which funds will be reduced must receive prior approval from the Board. The Executive Director shall be authorized to approve all budget transfers among line items within the same category. Any transfer related to Measure A/AA ½-Cent Transportation Sales Tax and Measure B, the \$10 VRF funding shall be effectuated according to the Policy and Procedures specified in the Expenditure Plan and currently adopted Strategic Plan.

Budget Development Process and Timeline

TAM's annual budget development process begins in late January/early February with a kickoff meeting with all staff that are involved in the annual budget process. In March or April, revenue estimates for the Measure

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A/Measure AA ½-Cent Transportation Sales Tax prepared based on economic analyses are presented to the TAM Board for consideration. The draft annual budget is presented to the TAM Board and released for public comments in April/May and adoption of the final budget is at TAM’s May/June Board meeting.

An Historic Overview of TAM’s Budget

A five-year historic look at TAM’s actual revenue, expenditure and fund balance, with a comparison to the estimated actuals of the current fiscal year, FY2019-20, is presented below to provide an overview of the collection of revenues as well as delivery of projects/programs over the past few years. Over the last 5-year period, TAM and its partner agencies have increased delivery of some major projects/programs, mostly under the Measure A Sales Tax Projects/Programs and the Interagency Agreements categories. TAM’s ending fund balance as the end of FY2019-20 is expected to be around \$39.5 million.

	FY2014-15 Actual	FY2015-16 Actual	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Estimated Actual
Revenues						
<i>Measure A/AA Sales Tax Revenue</i>	25,265,790	25,702,937	25,755,762	27,507,852	28,976,082	27,500,000
<i>Measure B VRF Revenue</i>	2,333,642	2,376,492	2,399,640	2,386,486	2,417,118	2,420,000
<i>Cities/Town & County Contribution</i>	429,914	559,001	559,000	559,000	558,999	558,999
<i>Interest Earnings</i>	164,964	682,270	122,475	139,632	1,914,194	1,057,405
<i>BAAQMD/TFCA</i>	355,848	361,034	361,471	362,284	364,537	375,093
<i>Federal</i>	1,591,156	5,301,158	840,442	3,124,051	2,238,572	1,298,067
<i>State</i>	1,418,942	716,923	665,974	1,193,020	718,371	800,432
<i>Regional</i>	1,862,025	1,259,013	5,597,422	753,288	4,201,448	28,000
<i>Other Revenue</i>	-	338,130	-	337,770	-	-
Total Revenues	33,422,281	37,296,958	36,302,186	36,363,383	41,389,321	34,037,996
Expenditures						
<i>Administration</i>	2,342,920	2,857,963	3,013,630	3,058,896	3,378,703	3,306,274
<i>Professional Services</i>	2,979,268	1,717,395	2,965,064	2,803,406	4,216,373	2,235,479
<i>Measure A Sales Tax Projects/Programs</i>	16,753,135	18,357,291	25,351,395	28,668,609	21,849,187	10,176,441
<i>Measure AA Sales Tax Projects/Programs</i>	-	-	-	-	182,971	19,739,742
<i>Measure B VRF Projects/Programs</i>	1,547,808	1,290,574	3,632,620	1,556,536	1,790,363	4,405,536
<i>Interagency Agreements</i>	1,541,444	4,902,359	4,526,973	5,855,948	3,992,151	513,063
<i>TFCA Programs/Projects</i>	43,196	765,658	276,856	176,392	66,388	317,000
Total Expenditures	25,207,771	29,891,240	39,766,538	42,119,787	35,476,136	40,693,535
Net Change in Fund Balance	8,214,510	7,405,718	(3,464,352)	(5,756,404)	5,913,185	(6,655,539)
Ending Fund Balance	42,716,830	49,154,387	45,690,035	39,933,631	45,846,816	39,191,277

FY2020-21 Annual Budget Process and Overview

Staff officially started the FY2020-21 Annual Budget process with the in-house kickoff meeting on February 11, 2020. The following is the timeline for the FY2020-21 Annual Budget development:

February 11, 2020	Budget Development Kick-off Meeting
February-June 2020	Budget and Work Plan Development/Review Work Process
March-April 2020	Review and Acceptance of Measure A/AA & B Revenue Levels
May 2020	Review and Release of Draft Budget for Comments
June 25, 2020	Public Hearing and Adoption of Final Budget

The FY2020-21 Annual Budget is presented in the comprehensive budget report that was designed during the current year annual budget development process to not only present a clear financial plan, but also focus on the agency's planning, project, communication and administrative work elements for the upcoming year and present them in an easy to understand manner.

While staff is confident to report that the agency is still in the financial position to provide the necessary funding and cash flow support for the priority transportation projects/programs managed by TAM and by our partner agencies in the upcoming fiscal year, the major economic and social uncertainty caused by the COVID-19 pandemic is casting a big shadow on the financial future of the agency. TAM is committed to work diligently and effectively with all our local, regional, state and federal partners during this extremely challenging time to protect and obtain valuable transportation funds for the County through various sources.

Budget Summary

TAM's annual budget provides reasonable estimates for revenues and expenditures expected for the upcoming fiscal year. TAM's total expected revenue for FY2020-21 is \$43.26 million and total expected expenditure is \$57.56 million. Revenues are presented in the budget by the source of funds, while expenditures are presented by seven main spending categories.

Please note that as a funding agency that collects the Measure A/AA ½-Cent Transportation Sales Tax, the Measure B \$10 Vehicle Registration Fee, as well as a few other small fund sources with advance payments, having budgeted expenditures over its budgeted revenues is not an alarming financial situation for TAM. When budgeted expenditures exceed budgeted revenues in certain years, it simply means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year.

FY2020-21 Revenue Overview

As a transportation planning and funding agency, as well as the administrator of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration fee, the suite of funding sources TAM has to manage is complex. In FY2020-21, TAM is expecting a total of \$43.26 million in revenue. Table 1 and Chart 1 illustrate TAM's various revenue sources by funding sources.

In addition to all revenue sources listed in Table 1, TAM is also hoping to receive Regional Measure 3 (RM3) funds in the upcoming year. A total of \$255 million was expected to be available to support two of the highest priority projects in Marin that TAM manages directly when RM3 was approved by the voters in June 2018, with \$135 million for the Northbound (NB) US-101 to Eastbound (EB) I-580 Direct Connector Project and \$120 million for the Marin-Sonoma Narrows (MSN) Project. However, as of now, the RM3 funds are still inaccessible due to

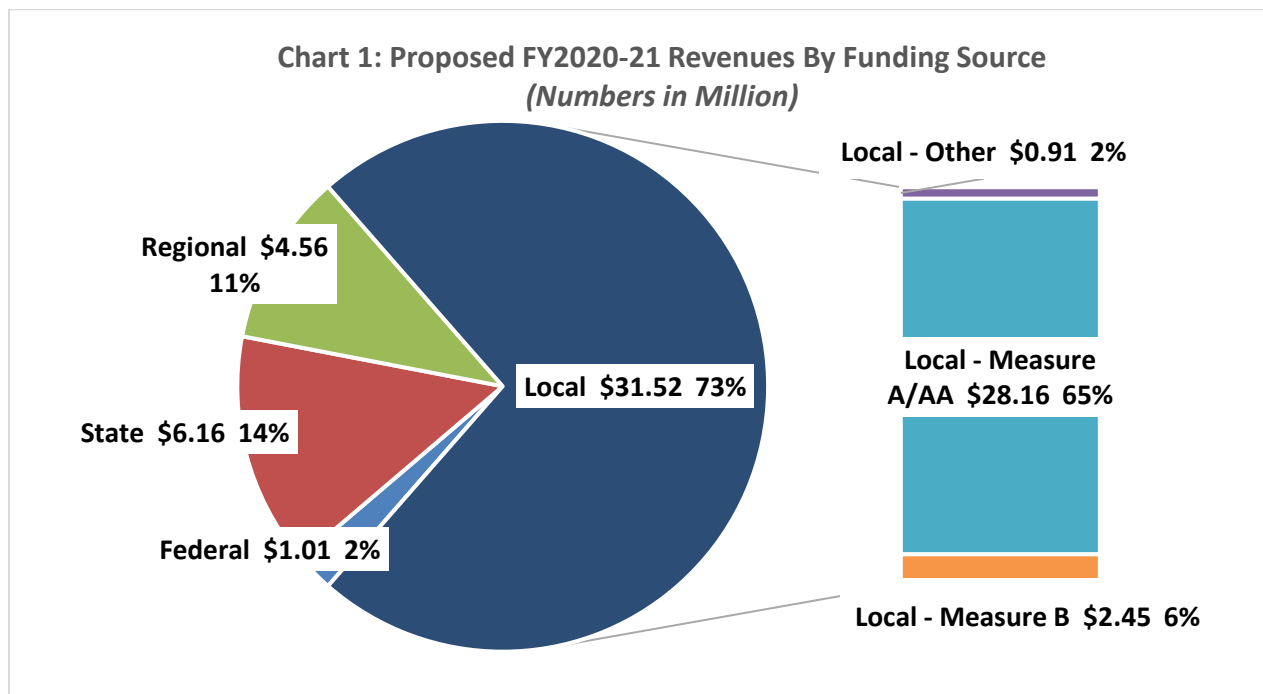
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ongoing litigation against the measure. Staff will continue to keep the Board apprised of the RM3 legal situation and will bring the necessary revisions to the budget for approval once the RM3 funds become available.

Table 1: TAM FY2020-21 Proposed Budget – Revenue

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
<u>Beginning Balance</u>	<u>39,933,631</u>	<u>45,846,816</u>	<u>45,846,816</u>	<u>39,191,276</u>
REVENUE				
Measure A/AA Sales Tax Revenue	28,976,082	27,500,000	27,500,000	27,500,000
Measure B VRF Revenue	2,417,118	2,400,000	2,420,000	2,420,000
Cities/Towns and County Contribution	558,999	559,000	558,999	500,000
Interest Revenue	1,075,683	910,000	1,050,237	731,967
MTC STP/CMAQ Planning Fund and OBAG Grants	698,619	1,039,487	769,591	969,646
MTC Regional Measure 2 Fund	4,201,449	5,528,889	28,000	4,276,767
Marin Transportation For Clean Air Funding	364,537	363,000	375,093	373,000
Regional TFCA Competitive Grant	-	283,637	-	283,637
State STIP PPM Fund	173,038	160,813	144,617	198,575
STIP/RTIP/ITIP Funds/SB1 Local Partnership	210,336	373,500	49,999	1,480,697
Federal STP Fund	1,492,479	600,000	467,522	40,000
Caltrans Bus On Shoulder Grant	-	88,000	30,000	288,000
Realized Highway 101 ROW Excess Fund	391,537	4,349,000	-	4,196,000
Expired Revenue Line Items	47,474	666,091	643,938	-
<u>Total Revenue Available</u>	<u>40,607,350</u>	<u>44,821,417</u>	<u>34,037,996</u>	<u>43,258,289</u>

The funding generated by all the voter-approval Expenditure Plans illustrates how important local revenues are to the transportation future of Marin County. As you can see in Chart 1, for FY2020-21, more than 70.7% of the revenue that TAM expects is from voter approved local measures and interest earnings from the fund balances of those measures, with 65.1% Measure A/AA ½-Cent Sales Tax revenue, 5.7% Measure B VRF revenue.



Measure AA ½-Cent Transportation Sales Tax Revenue

The voters' strong approval of Measure AA, the 30-year extension of the Measure A ½-Cent Transportation Sales Tax, in November 2018, marked the end of the collection of Measure A revenue on March 31, 2019 and launched the start of Measure AA revenue collection on April 1, 2019.

At the April 23, 2020 TAM Board meeting, staff recommended and the TAM Board approved the \$27.5 million revenue level for the Measure A/AA 1/2-Cent Transportation Sales Tax for FY2020-021, with the understanding that even though the recommended \$27.5 million does reflect a mild recession with close to 5% revenue drop in FY2020-21, further reduction of the revenue level may be necessary since it has been evident that the speed and magnitude of the COVID-19 induced economic damage is simply unprecedented. TAM staff, along with staff of other public agencies and various financial/economic analysis support teams, are working diligently to try to have a better understanding of the revenue situation. However, a reasonable assessment of the final revenue impact is simply not possible while the containment timeline of COVID-19 is still not clear. On the other hand, with TAM's ongoing prudent fiscal and funding practice and the current reserve level under the Measure A/AA 1/2-Cent Transportation Sales Tax program, staff is comfortable moving forward with the \$27.5 million revenue level for the development of the FY2020-21 TAM Annual Budget.

Measure B \$10 Vehicle Registration Fee Revenue

Budgeted Measure B revenue for the current year is \$2.40 million. Staff believes that actual revenue will be close to \$2.42 million and recommended and the TAM Board approved the \$2.42 million budget level for FY2020-21 at the April 23, 2020 TAM Board meeting.

City/Town/County CMA Fee Contribution

Expected revenue from the City/Town and County CMA contribution will be \$500,000 for FY2020-21 as agreed by all local jurisdictions. This is down slightly from the FY2019-20 amount of \$559,000, however that amount had been increased from \$430,000 for a period of five years. The amount for FY2020-21 was set in recognition of the budget pressures many cities expect to face due to the COVID crisis and based on discussion of work priorities.

MTC STP/CMAQ Planning and OBAG Grant Funds

TAM received a share of planning funds consistent with recent years through the MTC One Bay Area Grants (OBAG) Cycle 2 process. The current fund agreement with MTC covers the core CMA staffing and planning function needs. It's a 10-year agreement which provides fund from FY2017-18 to FY2026-27. These revenue items are reimbursement based. About \$0.97 million in revenue is expected for this line item based on the work planned. The total realized revenue will depend on actual programming and project expenditures in FY2020-21.

Regional Measure 2 Revenue

TAM expects a total of \$4.28 million in Regional Measure 2 (RM2) funds for the work related to the North/South Greenway project. Funding will be used for construction management/support and construction of the Northern Segment.

Transportation Funding for Clean Air

TAM receives 40% of the TFCA fund, a \$4 statewide vehicle registration fee, as Marin's local share every year. This fund is collected and distributed to TAM in advance every year. Based on the actual revenue received for FY2019-20, a total of \$0.37 million is estimated for FY2020-21.

In FY2020-21, TAM is also expecting \$0.28 million in TFCA funds from the 60% regional share that the Bay Area Air Quality Management District (BAAQMD) receives and then distributes to qualified projects/programs in the

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region through its grant process. TAM was awarded this grant through a competitive grant application process for the construction of the Northern Segment of the North/South Greenway project.

State STIP PPM Fund

About \$0.20 million STIP/PPM funds is expected to be spent and reimbursed in FY2020-21 for STIP Planning, Programming and Monitoring related activities, mostly staff support.

STIP/RTIP/ITIP Funds/SB1 Local Partnership

A total of \$0.48 million is expected to be spent and reimbursed with STIP/RTIP funds for Highway 101 Gap Closure Mitigation projects in FY2020-21.

Staff also is recommending a total of \$1.74 million of SB 1 Local Partnership formula funds for the Bellam Boulevard Off-Ramp Project, of which \$1.0 million is expected to be spent in FY2020-21, pending the TAM Board's approval at its May Board meeting.

Caltrans Bus on Shoulder Grant

TAM staff received a grant from Caltrans for the Bus on Shoulder Feasibility Study, which is expected to be complete in FY2020-21. About \$288,000 will be spent and reimbursed on the study in FY2020-21.

Realized Highway 101 ROW Excess Fund

TAM programmed \$3.13 million of the total \$6.80 million of the excess right of way sale proceeds from the Highway 101 Gap Closure Project as part of the OBAG 2 process to various projects, and the remaining \$3.67 million to the Marin-Sonoma Narrows (MSN) Project. A total of \$4.20 million is expected to be spent in FY2020-21, including \$526,000 of the \$3.13 million programmed and all the \$3.67 million allocated to the MSN Project.

FY2020-21 Expenditure Overview

In FY2020-21, with the support and cooperation of our federal, state, regional and local partners, TAM is expected to deliver a total of \$57.56 million in projects, programs and services under the major spending categories of the agency: Administration; Professional Services, Measure A Sales Tax Programs/Projects; Measure AA Sales Tax Programs/Projects; Measure B VRF Programs; Interagency Agreements and TFCA Programs and Projects.

Administration

Proposed FY2020-21 total expenditures under the Administration Category is \$3.24 million, which is \$265,411 (8%) lower than the FY2019-20 budgeted amount, and \$68,618 (2%) lower than the FY2019-20 estimated actual as of May 2020. The majority of the savings are due to no additional contribution to the CalPERS Pension and Other Post-Employment benefits (OPEB) Section 115 Trusts, as is recommended in FY2020-21. There are also small savings of salary and benefit costs in FY2020-21 since there was a close to 2-month transition period when both the retired Executive Director and the current Executive Director were on the payroll in the current year.

Table 2.1: TAM FY2019-20 Proposed Budget – Expenditure/Administration

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
Salaries & Benefits	2,418,688	2,600,596	2,601,138	2,587,655
Office Lease	252,769	260,000	263,446	265,000
Agencywide IT and Computer Equipment Upgrade	7,773	10,000	4,652	10,000
Equipment Purchase/Lease	9,051	10,000	8,848	10,000
Telephone/Internet/ Web Hosting Services	22,743	25,000	23,347	25,000
Office Supplies	24,558	31,000	27,299	31,000
Updates and Technical Support for TAM Website	16,123	20,000	12,405	21,000
Insurance	9,512	11,000	10,496	12,000
Financial Audit	12,000	20,000	18,000	20,000
Legal Services	56,856	80,000	30,480	45,000
Document/Video/Marketing Material Production	22,141	45,000	37,273	45,000
Memberships	18,410	25,000	19,706	17,500
Travel/Meetings/Conferences	27,415	40,000	30,993	31,500
Professional Development	6,218	8,000	2,576	5,000
Human Resources/Board Support	28,209	60,000	10,182	35,000
Information Technology Support	30,512	45,000	32,683	45,000
Annual Support & Upgrade of Financial System	8,623	10,000	4,640	10,000
Misc. Expenses	5,633	15,000	10,640	22,000
Expired Expenditure Line Items	401,470	187,470	157,470	-
Subtotal, Administration	3,378,704	3,503,066	3,306,274	3,237,655

[FY2020-21 Staffing Level and Salary & Benefit Costs](#)

TAM currently has a total of 12.8 full-time equivalent (FTE) positions as shown in Chart 2: TAM Organization Chart. With the implementation of all the new projects/programs under Measure AA, TAM expects increases in workload. However, considering the revenue uncertainties the agency is experiencing due to COVID-19, staff recommends keeping the same staff level in FY2020-21. Assuming no staff turnover for the upcoming year, total salary and benefit costs expected for FY2020-21 is about \$2.59 million.

[2020 Cost of Living Adjustment](#)

Starting with the FY2016-17 budget cycle, the TAM Board approved the first 3% COLA for the agency staff since 2004. As part of the FY2016-17 budget review and approval process, the TAM Board also agreed to consider the approval of COLA adjustments during the review of each budget cycle, and subsequently approved three additional 3% COLA adjustments during the FY2017-18, FY2018-19 and FY2019-20 budget approval processes.

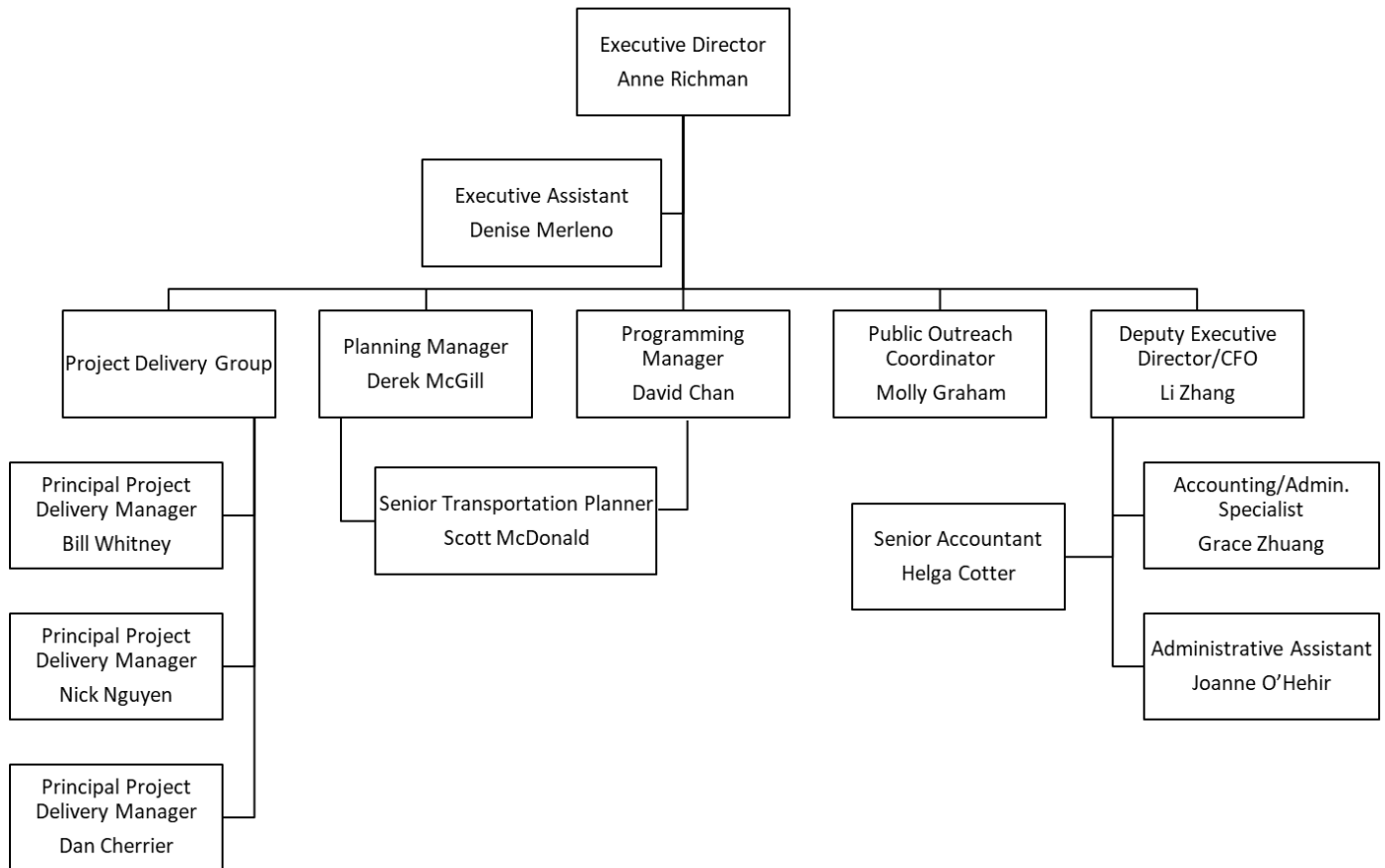
According to the data released by the Bureau of Labor Statistics, as of March 2020, the Consumer Price Index (CPI) for the San Francisco Bay Area is up 2.9% from a year ago. However, with the COVID-19 crisis and the abrupt short-term revenue reduction and potential long-term revenue base damage, staff discussed and all agreed that it's not in the best interest of the agency to request the TAM Board to review and approve a COLA increase during this budget cycle.

[2020 Holiday Benefit Adjustment](#)

TAM currently observes 10 paid holidays every year. Of the 12 agencies that TAM uses as comparable agencies during its ongoing benefit review and comparison process, 11 have more than 10 days of paid holidays, from 10.5 days to 12 days. Staff would like to recommend the TAM Board approve December 24 as an additional paid

holiday for TAM employees annually. This recommended benefit change will have no direct increase to TAM’s overall salary and benefit cost.

**Chart 2: Transportation Authority of Marin Organization Chart
(As of May 2020)**



Please note that Chief Financial Officer Li Zhang currently also services as the Deputy Executive Director role as part of TAM’s deputy rotation plan.

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Professional Services

The proposed FY2020-21 expenditure level for the Professional Services Category is \$1.88 million, which is \$1,152,000 (38%) lower than the FY2019-20 budgeted amount, and \$357,979 (16%) lower than the FY2019-20 estimated actual as of May 2020. TAM is finishing up various capital projects, including MSN Project segments, and will continue the work on a suite of projects/programs in FY2020-21.

Table 2.2: TAM FY2020-21 Proposed Budget – Expenditure/Professional Services

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	234,948	420,000	160,000	837,000
CMP Update/Traffic Monitoring	110,475	60,000	32,449	100,000
Travel Model Maintenance & Update	191,652	80,000	60,294	10,000
Traffic Monitoring and Reporting	5,000	25,000	-	25,000
Project Management Oversight	238,792	300,000	59,000	180,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	6,000	6,000	3,000	5,500
State Legislative Assistance	40,250	42,000	42,000	42,000
Financial Advisor Services	15,248	30,000	38,143	20,000
North-South Greenway Gap Closure / PS&E & CM	563,712	400,000	400,000	325,000
Public Outreach Service Support	20,500	30,000	25,000	30,000
CMFC Onsite Re-Vegetation Mitigation Monitoring and Reporting	1,858	2,500	3,388	5,000
Bus On Shoulder Feasibility Study		100,000	20,000	288,000
Consulting Pool	10,000	25,000	7,749	10,000
Expired Expenditure Line Items	2,777,940	1,509,000	1,384,456	-
Subtotal, Professional Services	4,216,375	3,029,500	2,235,479	1,877,500

Measure A Sale Tax Programs/Projects

The approval of the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan by the Marin voters in November 2018 marked the end of Measure A revenue collection as of March 31, 2019. However, many of the Measure A projects/programs will continue with the fund balance accumulated over the years. For this reason, both the Measure A and AA Sales Tax Program/Projects will be included in TAM's annual budget for the next few years. In addition to the small sales tax collection adjustment for the period prior to April 1, 2019, a total of \$1.75 million of Measure A reserve funds will be released in FY2020-21 and be available under each of the strategies for funding recipients to access.

Marin Transit, the sole recipient under Strategy 1 of Measure A and Category 4 of Measure AA, is expected to request a total of \$14.97 million in FY2020-21 for its operation and capital needs. With the transition from Measure A to AA, for transit needs that are eligible under both Measure A and AA, TAM will apply the request to Marin Transit's carryover under Measure A first, then the balance will be applied to new Measure AA funding.

Table 3: Preliminary Marin Transit FY2020-21 Measure A/AA Funding Request

	MT Request	Measure A	Measure AA
Local Bus Transit Service	8,999,994	944,535	8,055,459
Rural Bus Transit System	591,379	27,059	564,320
Special Needs Transit Services	2,065,497	134,574	1,930,923
School Transit Service	1,200,000	-	1,200,000
Bus Transit Facilities	2,109,915	68,887	2,041,028
Total	14,966,785	1,175,055	13,791,730

Under Strategy 3, \$6.00 million is budgeted to meet the reimbursement needs of active Major Road projects, and \$250,600 of Measure A reserve fund is budgeted to be distributed to local jurisdictions for Local Streets and Roads projects.

Under Strategy 4, \$532,500 is set aside for the Safe Routes to Schools Education and Encouragement programs, \$79,500 for crossing guard services and crossing guard count services, and \$1.00 million for Safe Pathways plan development and capital project cost reimbursements.

Table 2.3: TAM FY2020-21 Proposed Budget – Expenditure/Measure A Sales Tax Programs/Projects

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
Bike/Ped Path Maintenance	57,314	100,000	92,000	60,000
Strategy 1 - Transit	14,060,599	5,284,100	5,379,072	1,175,000
<i>Strategy 1.1 - Local Bus Transit Service</i>	<i>10,083,681</i>	<i>2,015,600</i>	<i>2,015,572</i>	<i>944,500</i>
<i>Strategy 1.2 - Rural Bus Transit System</i>	<i>923,549</i>	<i>-</i>	<i>-</i>	<i>27,000</i>
<i>Strategy 1.3 - Special Needs Transit Services</i>	<i>2,269,798</i>	<i>-</i>	<i>-</i>	<i>134,500</i>
<i>Strategy 1.4 - Bus Transit Facilities</i>	<i>783,571</i>	<i>3,268,500</i>	<i>3,363,500</i>	<i>69,000</i>
Strategy 3 - Local Transportation Infrastructure	4,609,022	6,243,544	2,993,544	6,250,600
<i>Strategy 3.1 - Major Roads</i>	<i>1,341,410</i>	<i>3,800,000</i>	<i>550,000</i>	<i>6,000,000</i>
<i>Strategy 3.2 - Local Streets and Roads</i>	<i>3,267,612</i>	<i>2,443,544</i>	<i>2,443,544</i>	<i>250,600</i>
Strategy 4 - Safer Access to Schools	2,342,669	2,151,000	1,705,825	1,612,000
<i>Strategy 4.1 - Safe Routes to Schools</i>	<i>692,086</i>	<i>550,000</i>	<i>875,000</i>	<i>532,500</i>
<i>Strategy 4.2 - Crossing Guards</i>	<i>1,261,071</i>	<i>350,000</i>	<i>325,000</i>	<i>79,500</i>
<i>Strategy 4.3 - Safe Pathways To School</i>				
<i>Safe Pathway Capital Projects</i>	<i>389,512</i>	<i>1,251,000</i>	<i>505,825</i>	<i>1,000,000</i>
Expired Expenditure Line Items	779,581	330,000	6,000	-
Subtotal, Measure A Programs/Projects	21,849,185	14,108,644	10,176,441	9,097,600

Measure AA Sale Tax Programs/Projects

Staff is excited to start the implementation of the projects/programs under Measure AA while continuing the delivery of the projects/programs under Measure A and managing the transition of projects/programs eligible under both expenditure plans. Due to the typical uncertainties associated with budgeting and project/program delivery, it will be hard to split the expenditures under Measure A and AA for the project/programs that are eligible for both Measure A and AA. The split is estimated based on current available information and may change during the budget year. Staff will monitor the progress of all spending closely and adjust the split when necessary during the year.

Under Category 1, Reduce Congestion, a total of \$3.75 million of work is planned for FY2020-21, including \$1.2 million to support MSN Phase 2 HOV Lane right of way, utility relocation and design work, \$1.3 million for the

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Project Initiation Document (PID) & Project Approval and environmental Document (PA&ED) of the 580/101 Director Connector, \$1.20 million for studies related to interchange enhancements, and \$50,000 for traffic demand management.

Under Category 2, Local Transportation Infrastructure, TAM will release \$4.62 million in local roads funds estimated to be collected in FY2019-20, and expects to spend \$800,000 on Safe Pathways, \$50,000 on sea-level rise and \$50,000 on innovative technology study and support. Staff will bring those two new programs to the TAM Board for thorough discussions in the near future.

Under Category 3, Safer Access to Schools, \$2.80 million is expected to be needed under Measure AA after fully spending the funds under Measure A. These funds will be spent on Safe Routes to Schools Education and Encouragement programs (\$501,000), the Crossing Guard program (\$1.99 million), and the Safe Pathway Capital projects (\$300,000).

Under Category 4, Transit, as illustrated under the Measure A Strategy 1 section, \$13.79 million of Marin Transit's total \$14.97 million requested amount for FY2020-21 will be applied under Measure AA. Golden Gate Transit also is expected to claim its share of \$111,000 to support local access to ferry services and regional transit.

Table 2.4: TAM FY2020-21 Proposed Budget – Expenditure/Measure AA Sales Tax Programs/Projects

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
Measure A/AA Compliance Audit	-	-	14,500	20,000
<u>Category 1: Reduce Congestion</u>	-	4,600,000	3,400,000	3,750,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows MSN Phase 2 HOV Lane ROW/Utility Relocation & Design</i>	-	2,800,000	2,500,000	1,200,000
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector</i>	-	-	-	-
580/101 Direct Connector Project PID & PAED	-	1,400,000	700,000	1,300,000
<i>Category 1.3 - Enhance Interchanges</i>	-	350,000	200,000	1,200,000
<i>Category 1.4 - Transportation Demand Management</i>	-	50,000	-	50,000
<u>Category 2: Local Transportation Infrastructure</u>	-	2,190,425	1,449,425	5,521,957
<i>Category 2.1 - Local Roads</i>	-	1,349,425	1,349,425	4,621,957
<i>Category 2.2 - Safe Pathways</i>	-	650,000	100,000	800,000
<i>Category 2.3 - Sea Level Rise</i>	-	50,000	-	50,000
<i>Category 2.4 - Innovative Technology</i>	-	141,000	-	50,000
<u>Category 3: Safer Access to Schools</u>	-	1,940,000	910,000	2,791,000
<i>Category 3.1 - Safe Routes to Schools</i>	-	400,000	-	501,000
<i>Category 3.2 - Crossing Guards</i>	-	1,340,000	710,000	1,990,000
<i>Category 3.3 - Safe Pathway Capital Projects</i>	-	200,000	200,000	300,000
<u>Category 4: Transit</u>	182,971	13,627,856	13,965,817	13,902,730
<i>Category 4.1 - Local Bus Transit Service</i>	-	7,584,400	7,800,000	8,055,459
<i>Category 4.2 - Rural Bus Transit Service</i>	66,451	948,639	900,000	564,320
<i>Category 4.3 - Special Needs Transit Service</i>	116,520	2,809,000	2,800,000	1,930,923
<i>Category 4.4 - School Transit Service</i>	-	1,120,000	1,300,000	1,200,000
<i>Category 4.5 - Bus Transit Facilities</i>	-	1,024,147	1,024,147	2,041,028
<i>Category 4.6 - Expand Access to Transit</i>	-	141,670	141,670	111,000
Subtotal, Measure AA Programs/Projects	182,971	22,358,281	19,739,742	25,985,687

Measure B VRF Programs

All expected programs for the upcoming fiscal year under the Measure B Expenditure Plan are presented under the Measure B VRF Programs category. The expected expenditure level for FY2020-21 is \$2.12 million, much lower than the \$4.64 million budgeted in FY2019-20, mostly due to the release of Element 1.1, Local Streets funds in FY2019-20, which is distributed every three years and not applicable in FY2020-21. For Element 1.2, Bike/Pedestrian Pathways Maintenance, about \$114,000 is programmed and hopefully reimbursed in FY2020-21. Marin Transit is planning to request a total of \$1.08 million under Element 2, Improving Transit for Seniors and People with Disabilities, for FY2020-21. The proposed funding level for Element 3, Reduce Congestion and Pollution, in FY2020-21 is \$0.93 million, which is for a share of the Crossing Guard program, various employer/employee TDM programs under Marin Commutes, and for the alternative fuels/ electric vehicle support programs.

Table 2.5: TAM FY2020-21 Proposed Budget – Expenditure/Measure B VRF Programs

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
<u>Element 1 - Maintain Local Streets & Pathways</u>	69,724	114,000	80,000	114,000
<i>Element 1.2 - Bike/Ped Pathways</i>	69,724	114,000	80,000	114,000
<u>Element 2 - Seniors & Disabled Mobility</u>	991,414	1,245,000	1,245,000	1,075,000
<i>Element 2.1 - Mobility Management Programs</i>	75,274	140,000	140,000	100,000
<i>Element 2.2 - Paratransit & Low-Income Scholarships</i>	198,289	235,000	235,000	235,000
<i>Element 2.3 - Paratransit Plus</i>	614,766	700,000	700,000	600,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	103,085	170,000	170,000	140,000
<u>Element 3 - Reduce Congestion & Pollution</u>	861,237	870,000	665,715	933,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	345,000	175,000	175,000	175,000
<i>Element 3.2 - Commute Alternative Programs</i>	294,041	350,000	250,000	413,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	222,196	345,000	240,715	345,000
Expired Expenditure Line Items	-	2,414,821	2,414,821	-
Subtotal, Measure B Programs	1,922,375	4,643,821	4,405,536	2,122,000

Interagency Agreements

The Interagency Agreements category covers fund agreements between TAM and its transportation partners for the implementation of various transportation projects/programs. It includes a total of \$13.95 million for FY2020-21, of which the majority is for contract services and construction related funding agreements with various agencies that will help TAM deliver construction projects, including the North/South Greenway, MSN, the Bellam Blvd Improvements, and the Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off Ramp.

Table 2.6: TAM FY2020-21 Proposed Budget – Expenditure/Interagency Agreements

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
North-South Greenway (Southern Segment)- County Project Management	15,317	150,000	5,000	25,000
North-South Greenway (Northern Segment) Cooperative Agreement with Caltrans for Construction	-	5,000,000	-	4,000,000
HOV Gap Closure Offsite Landscaping Mitigation Funding Agreement - Caltrans	-	400,000	6,000	400,000
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 Rush Creek Hydraulics Study	-	-	-	25,000
San Rafael - Canal Neighborhood CBTP	-	55,000	-	75,000
Caltrans - MSN Phase 2 HOV Lanes ROW and Construction Support	-	3,750,000	80,000	3,670,000
Marin Transit Bus Facility Lease or Purchase Fund Contribution	-	1,100,000	-	1,100,000
North-South Greenway (Northern Segment) Cooperative Agreement with City of Larkspur Design Oversight	-	-	-	50,000
Marin County - Drake/Cole Improvement Project (funded w/Strategy 1.1 funds from Lifeline swap)	-	-	-	68,000
San Rafael - Canal Crosswalk Improvement Project (funded w/Strategy 1.1 funds from Lifeline swap)	-	-	-	248,000
Funding Agreement with County of Marin for Bellam Boulevard Construction and Construction Management	-	3,755,000	17,000	2,000,000
Caltrans - 580/101 Direct Connector PID	-	-	30,000	150,000
BATA - Class IV Bikeway on the I580 Sir Francis Drake Blvd Off Ramp	-	1,300,000	-	1,300,000
Expired Expenditure Line Items	3,976,836	660,000	375,063	-
Subtotal, Interagency Agreements	3,992,153	17,005,000	513,063	13,946,000

TFCA Programs/Projects

This category includes anticipated reimbursement requests for various TFCA capital projects funded by the Marin Local TFCA funding at \$1.01 million, and a regional TFCA grant at \$283,637 for the construction work of the North/South Greenway project.

Table 2.7: TAM FY2020-21 Proposed Budget – Expenditure/TFCA Programs/Projects

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Estimated Actual	FY2020-21 Proposed Budget
North/South Greenway Construction	-	283,637	-	283,637
TFCA - Reimbursement of Various Capital Projects	66,388	768,000	317,000	1,010,000
Subtotal, TFCA Programs/Projects	66,388	1,051,637	317,000	1,293,637

Proposed FY2020-21 Annual Budget by Fund

TAM currently has a total of five major governmental funds. The budget represents the process through which certain policy decisions are made, implemented and controlled by fund. On the other hand, budget authorities can be adjusted during the year according to the budget amendment policy. Also, the legal level of budgetary control by TAM is the total expenditures at the agency level, if the adjustments among the different funds are in compliance with the expenditure requirements of each fund. This section of the budget document provides the details of the FY2020-21 budget at the individual fund level. The budget at the fund level presents the spending priorities in the upcoming fiscal year and provides the specific information by fund.

Measure A Fund Budget

The Measure A Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004, and further described in the TAM Measure A Strategic Plan, initially adopted in June 2006, and updated on a biennial basis, with annual updates of revenue and expenditure sheets. On April 1, 2019, collection of the Measure A ½-Cent Transportation Sales Tax was replaced by Measure AA, the renewal of the Measure A that was approved by the Marin Voters in November 2018.

Measure AA Fund Budget

The Measure AA Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018, and further described in the TAM Measure AA Strategic Plan, which will be brought forward to the TAM Board for review and approval as a separate action annually.

Measure B Fund Budget

The Measure B Fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Measure B Vehicle Registration Fee Expenditure Plan, approved by Marin voters in November 2010, and further described in the TAM Measure B Strategic Plan, initially adopted in July 2011, and updated as needed.

CMA Fund Budget

The CMA Fund accounts for revenues and expenditures for TAM's congestion management activities, primarily the local planning and programming work elements. Major revenue sources for this fund are various federal, state, regional and the City/County Fee revenues.

TFCA Fund Budget

The TFCA fund accounts for revenues and expenditures for the TFCA capital grant TAM receives from the Bay Area Air Quality Management District (BAAQMD). The purpose of the TFCA grant is to fund capital improvements that can contribute to the improvement of air quality, and studies related to the monitoring of air quality control. A discrete amount of TFCA is available for management of the local program.

Table 4: Proposed FY2020-21 Annual Budget - Measure A 1/2-Cent Transportation Sales Tax

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
<i>Beginning Balance</i>	<u>33,645,375</u>	<u>33,769,786</u>	<u>33,769,786</u>	<u>16,724,093</u>
REVENUE				
Measure A Sales Tax	22,529,582	-	100,000	50,000
Interest Revenue	816,932	500,000	641,775	427,418
<i>Total Revenue Available</i>	<u>23,346,514</u>	<u>500,000</u>	<u>741,775</u>	<u>477,418</u>
EXPENDITURES				
Administration				
Salaries & Benefits	1,029,242	248,049	200,497	50,000
<i>Expired Expenditure Line Items</i>	459,723	606,000	310,445	-
<i>Subtotal, Administration</i>	<u>1,488,965</u>	<u>854,049</u>	<u>510,942</u>	<u>50,000</u>
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	58,420	250,000	-	687,000
North-South Greenway Gap Closure / PS&E & Services	286,657	400,000	400,000	175,000
<i>Expired Expenditure Line Items</i>	95,564	270,000	8,234	-
<i>Subtotal, Professional Services</i>	<u>440,641</u>	<u>920,000</u>	<u>408,234</u>	<u>862,000</u>
Measure A Sales Tax Programs/Projects				
Bike/Ped Path Maintenance	57,314	100,000	92,000	60,000
Strategy 1 - Transit	<u>14,060,599</u>	<u>5,284,100</u>	<u>5,379,072</u>	<u>1,175,055</u>
<i>Strategy 1.1 - Local Bus Transit Service</i>	<i>10,083,681</i>	<i>2,015,600</i>	<i>2,015,572</i>	<i>944,535</i>
<i>Strategy 1.2 - Rural Bus Transit System</i>	<i>923,549</i>	<i>-</i>	<i>-</i>	<i>27,059</i>
<i>Strategy 1.3 - Special Needs Transit Services</i>	<i>2,269,798</i>	<i>-</i>	<i>-</i>	<i>134,574</i>
<i>Strategy 1.4 - Bus Transit Facilities</i>	<i>783,571</i>	<i>3,268,500</i>	<i>3,363,500</i>	<i>68,887</i>
Strategy 3 - Local Transportation Infrastructure	<u>4,609,022</u>	<u>6,243,544</u>	<u>2,993,544</u>	<u>6,250,600</u>
<i>Strategy 3.1 - Major Roads</i>	<i>1,341,410</i>	<i>3,800,000</i>	<i>550,000</i>	<i>6,000,000</i>
<i>Strategy 3.2 - Local Streets and Roads</i>	<i>3,267,612</i>	<i>2,443,544</i>	<i>2,443,544</i>	<i>250,600</i>
Strategy 4 - Safer Access to Schools.	<u>2,342,669</u>	<u>2,151,000</u>	<u>1,705,825</u>	<u>1,612,000</u>
<i>Strategy 4.1 - Safe Routes to Schools</i>	<i>692,086</i>	<i>550,000</i>	<i>875,000</i>	<i>532,500</i>
<i>Strategy 4.2 - Crossing Guards</i>	<i>1,261,071</i>	<i>350,000</i>	<i>325,000</i>	<i>79,500</i>
<i>Strategy 4.3 - Safe Pathways To School</i>				
<i>Safe Pathway Capital Projects</i>	<i>389,512</i>	<i>1,251,000</i>	<i>505,825</i>	<i>1,000,000</i>
<i>Expired Expenditure Line Items</i>	<i>779,581</i>	<i>330,000</i>	<i>6,000</i>	<i>-</i>
<i>Subtotal, Measure A Programs/Projects</i>	<u>21,849,185</u>	<u>14,108,644</u>	<u>10,176,441</u>	<u>9,097,655</u>
Interagency Agreements				
Marin Transit Bus Facility Lease or Purchase Fund Contribution	-	1,100,000	-	1,100,000
North-South Greenway (Northern Segment) Cooperative Agreement with City of Larkspur Design Oversight	-	-	-	50,000
Marin County - Drake/Cole Improvement Project	-	-	-	68,000
San Rafael - Canal Crosswalk Improvement Project	-	-	-	248,000
<i>Expired Expenditure Line Items</i>	<i>71,661</i>	<i>563,000</i>	<i>351,007</i>	<i>-</i>
<i>Subtotal, Interagency Agreement</i>	<u>71,661</u>	<u>1,663,000</u>	<u>351,007</u>	<u>1,466,000</u>
<i>Total Expenditures</i>	<u>23,850,452</u>	<u>17,545,693</u>	<u>11,446,624</u>	<u>11,475,655</u>
Net Change in Fund Balance	124,411	(17,045,693)	(10,704,849)	(10,998,237)
<i>Ending Balance</i>	<u>33,769,786</u>	<u>16,724,093</u>	<u>23,064,937</u>	<u>5,725,856</u>

Table 5: Proposed FY2020-21 Annual Budget - Measure AA 1/2-Cent Transportation Sales Tax

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
<u>Beginning Balance</u>	-	5,826,843	5,826,843	4,851,572
REVENUE				
Measure AA Sales Tax	6,446,500	27,500,000	27,400,000	27,450,000
Interest Revenue	3,151	200,000	192,370	231,544
<u>Total Revenue Available</u>	6,449,651	27,700,000	27,592,370	27,681,544
EXPENDITURES				
Administration				
Salaries & Benefits	-	736,990	972,552	1,322,797
Office Lease	-	-	87,575	265,000
Agency IT Related Equipment Upgrade	-	-	2,000	10,000
Equipment Purchase/Lease	-	-	4,771	10,000
Telephone/Internet/ Web Hosting Services	-	-	8,046	25,000
Office Supplies	-	-	13,876	25,000
Updates and Technical Support for TAM Website	-	-	10,037	20,000
Insurance	-	-	-	12,000
Financial Audit	-	-	-	20,000
Legal Services	-	-	10,000	30,000
Document/Video/Marketing Material Production	-	-	7,000	20,000
Memberships	-	-	1,300	5,000
Travel/Meetings/Conferences	-	-	8,417	20,000
Professional Development	-	-	2,000	5,000
Human Resources/Board Support	-	-	800	30,000
Information Technology Support	-	-	11,480	45,000
Annual Support & Upgrade of Financial System	-	-	4,640	10,000
Misc. Expenses	92	-	150	10,000
<u>Subtotal, Administration</u>	92	736,990	1,144,644	1,884,797
Professional Services				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	176,528	170,000	160,000	150,000
Financial Advisor/Sales Tax Audit Services	-	-	6,152	10,000
Project Management Oversight	-	275,000	25,000	90,000
<i>Expired Expenditure Line Items</i>	<i>293,436</i>	<i>80,000</i>	<i>173,966</i>	<i>-</i>
<u>Subtotal, Professional Services</u>	469,964	525,000	365,118	250,000
Measure AA Sales Tax Programs/Projects				
Measure A/AA Compliance Audit	-	-	14,500	20,000
<u>Category 1: Reduce Congestion</u>	-	4,600,000	3,400,000	3,750,000
<i>Category 1.1 - Completion of Marin-Sonoma Narrows MSN Phase 2 HOV Lane ROW/Utility Relocation & Design</i>		<i>2,800,000</i>	<i>2,500,000</i>	<i>1,200,000</i>
<i>Category 1.2 - Match for Completion of 101/580 Direct Connector 580/101 Direct Connector Project PID & PAED</i>		<i>1,400,000</i>	<i>700,000</i>	<i>1,300,000</i>
<i>Category 1.3 - Enhance Interchanges</i>		<i>350,000</i>	<i>200,000</i>	<i>1,200,000</i>
<i>Category 1.4 - Transportation Demand Management</i>		<i>50,000</i>	<i>-</i>	<i>50,000</i>
<u>Category 2: Local Transportation Infrastructure</u>	-	2,190,425	1,449,425	5,521,957
<i>Category 2.1 - Local Roads</i>		<i>1,349,425</i>	<i>1,349,425</i>	<i>4,621,957</i>
<i>Category 2.2 - Safe Pathways</i>		<i>650,000</i>	<i>100,000</i>	<i>800,000</i>
<i>Category 2.3 - Sea Level Rise</i>		<i>50,000</i>	<i>-</i>	<i>50,000</i>
<i>Category 2.4 - Innovative Technology</i>		<i>141,000</i>	<i>-</i>	<i>50,000</i>
<u>Category 3: Safer Access to Schools</u>	-	1,940,000	910,000	2,791,000
<i>Category 3.1 - Safe Routes to Schools</i>		<i>400,000</i>	<i>-</i>	<i>501,000</i>
<i>Category 3.2 - Crossing Guards</i>		<i>1,340,000</i>	<i>710,000</i>	<i>1,990,000</i>
<i>Category 3.3 - Safe Pathway Capital Projects</i>		<i>200,000</i>	<i>200,000</i>	<i>300,000</i>

**Table 5: Proposed FY2020-21 Annual Budget - Measure AA 1/2-Cent Transportation Sales Tax
(Continued)**

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
Category 4: Transit	182,971	13,627,856	13,965,817	13,902,730
<i>Category 4.1 - Local Bus Transit Service</i>		7,584,400	7,800,000	8,055,459
<i>Category 4.2 - Rural Bus Transit Service</i>	66,451	948,639	900,000	564,320
<i>Category 4.3 - Special Needs Transit Service</i>	116,520	2,809,000	2,800,000	1,930,923
<i>Category 4.4 - School Transit Service</i>		1,120,000	1,300,000	1,200,000
<i>Category 4.5 - Bus Transit Facilities</i>		1,024,147	1,024,147	2,041,028
<i>Category 4.6 - Expand Access to Transit</i>		141,670	141,670	111,000
Subtotal, Measure AA Programs/Projects	182,971	22,358,281	19,739,742	25,985,687
Interagency Agreements				
Funding Agreement with County of Marin for Bellam Boulevard Construction and Construction Management	-	3,755,000	17,000	1,000,000
Caltrans - 580/101 Direct Connector PID	-	-	30,000	150,000
BATA - Class IV Bikeway on the I580 Sir Francis Drake Blvd Off Ramp	-	1,300,000	-	1,300,000
Subtotal, Interagency Agreement	-	5,055,000	47,000	2,450,000
Total Expenditures	653,027	28,675,271	21,296,504	30,570,484
Net Change in Fund Balance	5,826,843	(975,271)	6,295,865	(2,888,940)
Ending Balance	5,826,843	4,851,572	12,122,708	1,962,632

Table 6: Proposed FY2020-21 Annual Budget - Measure B Vehicle Registration Fee

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
<u>Beginning Balance</u>	<u>3,228,270</u>	<u>3,872,810</u>	<u>3,872,810</u>	<u>1,854,267</u>
REVENUE				
Measure B Vehicle Registration Fee	2,417,118	2,400,000	2,420,000	2,420,000
Interest Revenue	81,406	75,000	67,241	33,636
<u>Total Revenue Available</u>	<u>2,498,524</u>	<u>2,475,000</u>	<u>2,487,241</u>	<u>2,453,636</u>
EXPENDITURES				
Administration				
Salaries & Benefits	118,350	91,042	87,250	118,985
Office Supplies	79	1,000	100	1,000
Update/Improvements of TAM Website	-	-	263	1,000
Legal Services	4,567	10,000	3,500	5,000
Document/Video/Marketing Material Production	2,377	5,000	5,136	5,000
Travel/Meeting/Conference	2,879	5,000	2,500	5,000
Misc. Expense	1,212	2,000	1,500	2,000
<i>Expired Expenditure Line Items</i>	3,312	-	-	-
<u>Subtotal, Administration</u>	<u>132,776</u>	<u>114,042</u>	<u>100,248</u>	<u>137,985</u>
Measure B Programs				
Element 1 - Maintain Local Streets & Pathways	69,724	114,000	80,000	114,000
<i>Element 1.2 - Bike/Ped Pathways</i>	69,724	114,000	80,000	114,000
Element 2 - Seniors & Disabled Mobility	991,414	1,245,000	1,245,000	1,075,000
<i>Element 2.1 - Mobility Management Programs</i>	75,274	140,000	140,000	100,000
<i>Element 2.2 - Paratransit & Low-Income Scholarships</i>	198,289	235,000	235,000	235,000
<i>Element 2.3 - Paratransit Plus</i>	614,766	700,000	700,000	600,000
<i>Element 2.4 - Volunteer Drive & Gap Grant</i>	103,085	170,000	170,000	140,000
Element 3 - Reduce Congestion & Pollution	861,237	870,000	665,715	933,000
<i>Element 3.1 - Safe Routes to School/Street Smart Program</i>	345,000	175,000	175,000	175,000
<i>Element 3.2 - Commute Alternative Programs</i>	294,041	350,000	250,000	413,000
<i>Element 3.3 - Alternative Fuel Vehicle Program</i>	222,196	345,000	240,715	345,000
<i>Expired Expenditure Line Items</i>	-	2,414,821	2,414,821	-
<u>Subtotal, Measure B Programs</u>	<u>1,922,375</u>	<u>4,643,821</u>	<u>4,405,536</u>	<u>2,122,000</u>
<u>Total Expenditures</u>	<u>2,055,151</u>	<u>4,757,863</u>	<u>4,505,784</u>	<u>2,259,985</u>
Net Change in Fund Balance	644,540	(2,282,863)	(2,018,543)	193,651
<u>Ending Balance</u>	<u>3,872,810</u>	<u>1,589,947</u>	<u>1,854,267</u>	<u>2,047,918</u>

Table 7: Proposed FY2020-21 Annual Budget – CMA

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
<i>Beginning Balance - Note 1</i>	<u>1,770,058</u>	<u>755,114</u>	<u>755,114</u>	<u>459,107</u>
REVENUE				
Cities/Towns and County Contribution	558,999	559,000	558,999	500,000
Interest Revenue	143,713	100,000	115,507	8,419
MTC STP/CMAQ Planning & OBAG Grant Funds	698,619	1,039,487	769,591	969,646
MTC Regional Measure 2 Fund	4,201,449	5,528,889	28,000	4,276,767
State STIP PPM Fund	173,038	160,813	144,617	198,575
STIP/RTIP/ITIP Funds/SB1 Local Partnership	210,336	373,500	49,999	1,480,697
Federal STP Fund	1,492,479	600,000	467,522	40,000
Caltrans Bus On Shoulder Grant	-	88,000	30,000	288,000
Realized Highway 101 ROW Excess Fund	391,537	4,349,000	-	4,196,000
<i>Expired Revenue Line Items</i>	<i>47,474</i>	<i>666,091</i>	<i>643,938</i>	<i>-</i>
<i>Total Revenue Available</i>	<u>7,917,644</u>	<u>13,464,780</u>	<u>2,808,173</u>	<u>11,958,103</u>
EXPENDITURES				
Administration				
Salaries & Benefits	1,248,275	1,500,990	1,317,396	1,072,053
Office Supplies	14	5,000	1,050	5,000
Legal Services	43,771	40,000	6,500	10,000
Document/Video/Marketing Material Production	13,027	20,000	12,000	20,000
Memberships	12,706	20,000	12,500	12,500
Travel/Meetings/Conferences	8,701	15,000	6,500	6,500
Human Resources/Board Support	13,197	10,000	5,500	5,000
Misc. Expenses	463	3,000	8,081	10,000
<i>Expired Expenditure Line Items</i>	<i>393,896</i>	<i>160,470</i>	<i>157,470</i>	<i>-</i>
<i>Subtotal, Administration</i>	<u>1,734,050</u>	<u>1,774,460</u>	<u>1,526,997</u>	<u>1,141,053</u>
Professional Services				
CMP Update/Traffic Monitoring	110,475	60,000	32,449	100,000
Travel Model Maintenance & Update	191,652	80,000	60,294	10,000
Traffic Monitoring and Reporting	5,000	25,000	-	25,000
Project Management Oversight	238,792	25,000	34,000	90,000
HOV Gap Closure Mitigation - Brookdale /Maintenance	6,000	6,000	3,000	5,500
State Legislative Assistance	40,250	42,000	42,000	42,000
Financial Advisor Services	15,248	30,000	31,991	10,000
North-South Greenway Gap Closure / PS&E & CM Services	277,055	-	-	150,000
Public Outreach Service Support	20,500	30,000	25,000	30,000
CMFC Onsite Re-Vegetation Mitigation Monitoring and Reporting	1,858	2,500	3,388	5,000
Bus On Shoulder Feasibility Study		100,000	20,000	288,000
Consulting Pool	10,000	25,000	7,749	10,000
<i>Expired Expenditure Line Items</i>	<i>2,388,940</i>	<i>1,159,000</i>	<i>1,202,256</i>	<i>-</i>
<i>Subtotal, Professional Services</i>	<u>3,305,770</u>	<u>1,584,500</u>	<u>1,462,127</u>	<u>765,500</u>

**Table 7: Proposed FY2020-21 Annual Budget – CMA
(Continued)**

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
Interagency Agreements				
North-South Greenway (Southern Segment)- County Project Management	15,317	150,000	5,000	25,000
North-South Greenway (Northern Segment) Cooperative Agreement with Caltrans for Construction	-	5,000,000	-	4,000,000
HOV Gap Closure Offsite Landscaping Mitigation Funding Agreement - Caltrans	-	400,000	6,000	400,000
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 Rush Creek Hydraulics Study	-	-	-	25,000
San Rafael - Canal Neighborhood CBTP	-	55,000	-	75,000
Caltrans - MSN Phase 2 HOV Lanes ROW and Construction Support	-	3,750,000	80,000	3,670,000
Funding Agreement with County of Marin for Bellam Boulevard Construction and Construction Management				1,000,000
<i>Expired Expenditure Line Items</i>	3,905,175	97,000	24,056	-
Subtotal, Interagency Agreements	3,920,492	10,287,000	115,056	10,030,000
Total Expenditures	8,960,311	13,645,960	3,104,180	11,936,553
Net Change in Fund Balance	(1,014,944)	(181,180)	(296,007)	21,551
Ending Balance	755,114	573,934	459,107	480,658

Table 8: Proposed FY2020-21 Annual Budget – TFCA

	FY2018-19 Actual	FY2019-20 Final Budget	FY2019-20 Actual Estimated	FY2020-21 Proposed Budget
<i>Beginning Balance</i>	<u>1,289,928</u>	<u>1,622,263</u>	<u>1,622,263</u>	<u>1,228,739</u>
REVENUE				
Marin Transportation For Clean Air Funding	364,537	363,000	375,093	373,000
Regional TFCA Competitive Grant	-	283,637	-	283,637
Interest Revenue	30,481	35,000	33,344	30,950
<i>Total Revenue Available</i>	<u>395,018</u>	<u>681,637</u>	<u>408,437</u>	<u>687,587</u>
EXPENDITURES				
Administration				
Salaries & Benefits	22,821	23,525	23,443	23,821
<i>Subtotal, Administration</i>	<u>22,821</u>	<u>23,525</u>	<u>23,443</u>	<u>23,821</u>
TFCA Programs/Projects				
North/South Greenway Construction	-	283,637	-	283,637
TFCA - Reimbursement of Various Capital Projects	66,388	768,000	317,000	1,010,000
<i>Subtotal, Other Capital Expenditures</i>	<u>66,388</u>	<u>1,051,637</u>	<u>317,000</u>	<u>1,293,637</u>
<i>Total Expenditures</i>	<u>89,209</u>	<u>1,075,162</u>	<u>340,443</u>	<u>1,317,458</u>
Net Change in Fund Balance	332,335	(393,525)	67,994	(629,870)
<i>Ending Balance</i>	<u>1,622,263</u>	<u>1,228,739</u>	<u>1,690,257</u>	<u>598,869</u>

FY2020-21 Appropriation Limit

Per Article XIII B of California State Constitution, all State and local governments, including any city and county, school district, special district, authority, or other political subdivision of or within in the State, are subject to the appropriations limitation imposed by Proposition 4 (1979) and later amended by Proposition 111 (1990). The appropriations limit only applies to those revenues defined as “proceeds of taxes”, which in TAM’s case, is the sales tax revenue and its interest revenues generated by the Measure A/AA ½-Cent Transportation Sales Tax.

TAM Ordinance 2018-01, the ordinance that adopted the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, set the FY2019-20 appropriation limit for the sales tax at \$70 million, to be adjusted annually based on two factors: change in the cost of living and population of the County. The appropriation limit for FY2020-21 is \$74.98 million.

FY2020-21 Work Plans by Function

TAM's mission is to make the most of Marin County transportation dollars and create an efficient and effective transportation system that promotes mobility and accessibility by providing a variety of high quality transportation options to all users. The following functions help the agency to carry out this mission:

- Administration & Finance
- Public Information and Outreach
- Planning and Program Management
- Programming & Legislation
- Project Management and Delivery

As the CMA for the County, TAM works closely with all local jurisdictions as well as all other partners in the region to plan, coordinate and deliver a wide range of transportation projects and programs. TAM serves as a coordinating agency representing Marin and its local transportation needs with local, regional, state and federal agencies, making sure Marin's needs are heard through various processes while working cooperatively with other agencies on projects/programs with regional significance. Ongoing general coordination activities are highlighted below:

- Participate and contribute to various ongoing meetings representing TAM on pertinent issues, such as the Marin Public Works Association (MPWA), MTC's Project Delivery Working Group (PDWG) and Partnership Technical Advisory Committee (PTAC), and Regional Transportation Planning Agencies (RTPA);
- Communicate with jurisdictions about funding opportunities and provide grant application support;
- Representing TAM and TAM member agencies on transportation matters to the public, other governmental agencies, community groups and transportation organizations;
- Coordinate and participate with local jurisdictions and other counties on local and regional transportation planning activities, including new mobility programs, climate action planning and sea level rise planning;
- Provide localized communication support for regional, state and federal projects and programs in Marin County;
- Coordinate with Caltrans and state efforts including corridor planning, active transportation plans, sea level rise and vulnerability programs, greenhouse gas emissions, capital project development, and other transportation related topics;
- Monitor legislation and coordinate with partner agencies to support measures that enhance transportation projects, programs and funding.

Detailed work plans for all major functions are included as follows.

Administration & Finance Function:

Under the direction of the Executive Director, administers TAM's administrative and financial functions and activities; oversees and administers agency financial and accounting systems for both direct disbursement of sales tax as well as payment through grants of funds by other agencies; performs all related financial analyses and work including managing the preparation of TAM's financial statements, TAM's strategic plan, annual budget, and other regular financial reports; analyzes benefit packages to ensure appropriate level of benefits and cost-effective plans; manages finance, human resources, and information technology consulting teams including providing direction and managing contracts; assists in managing the daily operations and administration for the Agency; performs other related duties as assigned.

Highlights of FY2020-21 Work Items

Major Ongoing Work Items:

- ✓ Continue to effectively and timely support the TAM Board and committees, as well as the Citizens' Oversight Committee;
- ✓ Monitor the economic condition and various revenue sources and explore options for the agency and our funding recipients to weather the recession;
- ✓ Conduct cash flow and funding analyses of major capital projects and explore financial tools to meet the cash flow of projects needs
- ✓ Continue to improve the agency's financial and payroll system and propose improvements to further increase workflow efficiency.

Expected to be Delivered Work Items:

- ✓ Office Lease Extension/Relocation – Expected to be Determined by July/August 2020; TAM's office lease at its current location will expire on October 30, 2020. Staff is evaluating various options, including extending the lease at current location or moving to a different location.
- ✓ IT System Upgrade – Expected to be Completed by August 2020. In the effort to upgrade agency systems and better prepare the agency for future events, such as the PSPS and the COVID-19 shelter in place order, TAM evaluated and will improve/redesign its IT system to allow more modern data storage and easy and efficient remote work abilities.

Public Information and Outreach Function:

Under the direction of the TAM Board and Executive Director, the Public Information and Outreach Unit manages TAM's public information, stakeholder engagement, media relations, and project-related meetings and events.

Highlights of FY2020-21 Work Items

Major Ongoing Work Items:

- ✓ Support communication of TAM's projects and programs, coordinate media communication, public outreach activities, meetings and events;
- ✓ Create public information material such as factsheets, website content, press releases, social media and the TAM Traveler newsletter;
- ✓ Coordinate with the Executive Director to advise the TAM Board Chairperson/Vice-Chairperson and TAM staff on stakeholder and media relations;
- ✓ Manage proactive communication with the public, community interest groups, agency partners, and the media;
- ✓ Maintain and update content on TAM's public information channels such as the TAM website and share TAM's communication materials with agency and community partners.

Expected to be Delivered Work Items:

- ✓ Support outreach for key initiatives, including the Highway 101 Interchange Studies, the Bus on Shoulder feasibility study, Marin Commutes, the Alternative Fuels Program and the Regional Bikeshare Program;
- ✓ Conduct extensive public engagement efforts for major capital improvement programs, including Marin-Sonoma Narrows, the North/South Greenway Gap Closure, the Bellam Boulevard widening and the Highway 101-580 Direct Connector;
- ✓ Support outreach efforts for agency partner projects in Marin, including Ramp Metering, the Sir Francis Drake Rehabilitation project, Safe Pathways projects and other TAM funded transportation improvement projects;
- ✓ Coordinate with the media and community partners to provide timely information regarding TAM's projects, programs and funding allocations.

Planning and Program Management:

Under the direction of the Executive Director the Planning department administers TAM's planning activities and programs. The range of work includes the development of plans and studies, traffic information, transportation modeling, congestion management planning, and the planning and implementation of ongoing transportation programs.

Highlights of FY2020-21 Work Items

Planning Activities

Major Ongoing Work Items:

- ✓ Implement the Congestion Management Program and system monitoring activities. Prepare travel data, traffic monitoring and reporting, review local development projects and plans for regional traffic analysis;
- ✓ Review/coordinate with MTC on regional planning activities related to Marin County transportation, including the development of Plan Bay Area 2050, seamless mobility efforts, active transportation and transportation demand management topics, among others;
- ✓ Continue leading local jurisdiction and transit operator working group to discuss transportation planning topics including Vehicle Miles Traveled and SB 743;
- ✓ Prepare travel demand forecasts and forecast data for traffic studies and transportation plans using TAM's Travel Demand Model (TAMDM) to support local agencies. Coordinate with regional agencies on travel demand forecasting methods and data through regional working group;
- ✓ Coordination and management of community-based transportation plans;
- ✓ Represent TAM on County of Marin's Drawdown effort and serve on Transportation Subcommittee and Executive Steering Committee;
- ✓ Participate in Marin Climate and Energy Partnership, BayWAVE and other local planning efforts as applicable;
- ✓ Oversee and convene TAM Bicycle Pedestrian Advisory Committee meetings to support bike/pedestrian planning.

Expected to be Delivered Work Items:

- ✓ Completion of traffic monitoring for CMP in Fall 2020. System monitoring report and CMP developed in Summer 2021.
- ✓ Develop and facilitate a consultant panel review of the TAMDM to facilitate industry familiarity with the tool. – Expected Winter 2021.
- ✓ Manage Marin County US 101 Bus on Shoulder Feasibility Study – Expected to be completed in summer 2021_with public outreach activities scheduled throughout FY 20/21.
- ✓ Review and provide TAM Board input on draft Plan Bay Area 2050 Blueprint – Summer 2020.
- ✓ Provide update on long range planning activities including review of the TAM Strategic Vision Plan which was accepted in 2017 to prepare for the next update scheduled for 2021.- Fall 2020 / Winter 2021.
- ✓ Initiate San Rafael Canal Neighborhood Community Based Transportation Plan - Winter 2021.

Program Management Activities

Major Ongoing Work Items:

- ✓ Manage and deliver TAM's Alternative Fuel Vehicle Program, including electric vehicle fleet and infrastructure rebate programs, public outreach, and technical assistance programs. Continue coordination with wide range of stakeholders and local community;
- ✓ Manage and deliver Marin Commutes public engagement program, including public and employer outreach efforts, encouragement programs including commute alternative incentives programs, and program evaluation;
- ✓ Implement a suite of transportation demand management and vehicle trip reduction programs, including the TAM Vanpool Incentive Program, Emergency Ride Home Program, and first/last mile programs.

Expected to be Delivered Work Items:

- ✓ Launch initial operating phase of the Marin and Sonoma County Bike Share Pilot Program - Estimated to be operational by spring 2021;
- ✓ Implement seasonal Marin Commutes program green trip incentive campaigns – Planned for September/October 2020 and April/May 2021;
- ✓ Develop and Launch FY2020-21 Alternative Fuel Program. Summer/Fall 2020. Expected to include EV technical assistance efforts, public outreach plan for Electric Vehicle promotion, and public agency medium /heavy duty fleet workshop with local agencies and electric utilities;
- ✓ Launch next phase of TAM's "GetSMART" first/last mile program in coordination with Marin Transit. July 2020;
- ✓ Advance discussion and implementation planning around TAM's Sea Level Rise program including Board presentations. Winter/Spring 2021;
- ✓ Advance discussion and implementation planning around the TAM Innovation program including Board presentations. Winter/Spring 2021.

Programming & Legislation Function:

Under the direction of the Executive Director the Programming & Legislation department administers TAM's fund programming activities, including local, regional, state, and federal funds, and monitors pertinent state legislative activities. The range of work includes programming and allocation of TAM funds for projects and programs, competing for discretionary grants, and assisting local agencies in securing funds and providing ongoing support necessary to deliver funded improvements.

Highlights of FY2020-21 Work Items

Ongoing Work Items:

- ✓ Manage the Measure A and AA Transportation Sales Tax Program and the Measure B Vehicle Registration Fee Program;
- ✓ Manage TFCA and TDA Article 3 Program funds - participate in regional policy discussions on TFCA; Program TFCA and TDA funds;
- ✓ Manage TAM's State Transportation Improvement Program (STIP);
- ✓ Maintain the Transportation Improvement Program (TIP) database for Marin projects;
- ✓ Assist our partnering agencies in seeking discretionary funds and complying with regional, state, and federal requirements related to those funds;
- ✓ Develop annual legislative platform, monitor relevant state legislation, and communicate TAM's platform to stakeholders, key legislators, and partnering agencies.

Expected to be Delivered Work Items:

- ✓ Review Measure B Expenditure Plan after 10-year period for consideration to be amended with stakeholders and develop proposals for TAM Board Approval no later than March 2021;
- ✓ Prepare allocation request forms for TAM Board adoption in June, for local infrastructure projects and transit programs and projects funded with Measures A, AA, and B funds;
- ✓ Coordinate with local agencies on submitting annual reports required by TAM funds;
- ✓ Prepare resolutions and funding agreements for funds approved by the TAM Board;
- ✓ Update Strategic Plan for Measure AA for adoption in the second quarter of 2021;
- ✓ Submit and monitor applications for Active Transportation Program funding to support local jurisdictions to advance local bike/ped projects – Summer 2020;
- ✓ Develop application for TAM's Formulaic Local Partnership Program (LPP) funds for the Bellam Project and apply for LPP Competitive funds for the Sir Francis Drake Boulevard Rehabilitation Project on behalf of Marin County;
- ✓ Develop the STIP Program of Projects bi-annually and process allocation requests with the California Transportation Commission (CTC) and request allocation of PPM funds from the CTC;
- ✓ Develop annual State Legislative Platform for adoption;
- ✓ Develop State Legislative matrix of bills to monitor, supporting or opposing bills as directed by the TAM Board.

Project Management and Delivery Function:

Under the direction of the Executive Director, manages project development from concept to operation. Projects are on and off the State Highway system and include a broad range of activities including educational programs and mode shift. Many projects are directly managed by TAM, while for others, TAM staff work with partner agencies to coordinate and represent Marin interests. Project and Program Management includes identifying issues, assessing funding and budget, conceptual planning, preliminary engineering, project initiation, public outreach, site investigation, environmental studies, consultant selection and procurement, schedule development and monitoring, goal setting, environmental approval, design, permitting, regulatory approval, contract administration, construction management, environmental mitigation, testing and inspection, agency coordination, project closeout, and verifying post construction activities. Program management includes, in addition to project duties, overall management of a transportation corridor or a particular TAM program such as Alternative Fuel Vehicle or Safe Routes to School.

Highlights of FY2020-21 Work Items

Major Ongoing Work Items:

- ✓ Design and construction of the last remaining segment of Marin Sonoma Narrows (MSN) carpool lane extension from northern Novato to the Sonoma County line;
- ✓ Coordinate and collaborate with SR-37 Policy Committee partners to plan and implement short and long-term projects to mitigate flooding and congestion along the entire corridor;
- ✓ Preliminary engineering for 580/101 Direct Connector. Completion expected early 2021. Project Initiation Document to begin 2021;
- ✓ Implement a project to extend the multi-use path from the Corte Madera Creek crossing southbound along Old Redwood Highway.;
- ✓ Manage Safe Routes to School and Crossing Guard Programs;
- ✓ Coordinate with other agencies on ramp metering, Richmond-San Rafael (RSR) Bridge upper deck improvements, RSR Bridge access improvements, and relocation of the San Rafael Transit Center;
- ✓ Continue work on a new program identified under the re-authorized transportation sales tax which consists of preparing studies of interchanges along Highway 101 to propose improving access to and from the highway on our local roadways while addressing safety for all users including cars, trucks, buses, bicyclists and pedestrians. The intent of this effort is to attract other funds that can be used to deliver transportation improvements near the highway interchanges.

Expected to be Delivered Work Items:

- ✓ Coordination on preliminary engineering with Sonoma County and Caltrans on Segment A improvements to State Route 37. Segment A is the portion between U.S. 101 and State Route 121. Current work is related to environmental studies and project approval;
- ✓ Expected design completion for the last segment of MSN HOV lane extension in late Summer 2020 and construction commencement in 2021;
- ✓ Design of Bellam Boulevard safety improvements from northbound U.S. 101 to separate regional traffic from local traffic. Construction expected to begin by Spring 2021.
- ✓ Begin construction of the northern segment of North/South Greenway over Corte Madera Creek. Expected to be complete in summer 2021

Appendix

Appendix 1: TAM Board of Commissioners – June 2020

<i>James Campbell</i>	<i>City of Belvedere</i>
<i>Charles Lee</i>	<i>Town of Corte Madera</i>
<i>John Reed</i>	<i>Town of Fairfax</i>
<i>Dan Hillmer</i>	<i>City of Larkspur</i>
<i>Urban Carmel</i>	<i>City of Mill Valley</i>
<i>Eric Lucan</i>	<i>City of Novato</i>
<i>P. Beach Kuhl</i>	<i>Town of Ross</i>
<i>Brian Colbert</i>	<i>Town of San Anselmo</i>
<i>Gary Phillips</i>	<i>City of San Rafael</i>
<i>Susan Cleveland-Knowles</i>	<i>City of Sausalito</i>
<i>Alice Fredericks</i>	<i>Town of Tiburon</i>
<i>Damon Connolly</i>	<i>County of Marin District 1</i>
<i>Katie Rice</i>	<i>County of Marin District 2</i>
<i>Kathrin Sears</i>	<i>County of Marin District 3</i>
<i>Dennis Rodoni</i>	<i>County of Marin District 4</i>
<i>Judy Arnold</i>	<i>County of Marin District 5</i>

Appendix 2: Proposed FY2020-21 Classification & Salary Range

Transportation Authority of Marin
Classification & Salary Range
(Effective July 1, 2020)

Position Classification	FLSA	Monthly Minimum	Maximum	FTE
	<i>Note 3</i>			
Executive Director - <i>Note 1</i>	E		\$ 20,600.00	1.0
Deputy Executive Director - <i>Note 2</i>	E	\$ 13,143.68	\$ 16,429.61	0.0
Executive Assistant	NE	\$ 6,905.15	\$ 8,434.32	1.0
Public Outreach Coordinator	E	\$ 9,682.23	\$ 11,796.85	1.0
Programming and Legislation Manager	E	\$ 12,045.62	\$ 14,713.16	1.0
Principal Project Delivery Manager	E	\$ 12,128.00	\$ 14,813.79	3.0
Planning Manager	E	\$ 11,759.81	\$ 14,364.06	1.0
Senior Transportation Planner	E	\$ 9,375.71	\$ 11,451.99	1.0
Associate Transportation Planner	E	\$ 7,288.60	\$ 8,902.69	0.0
Chief Financial Officer	E	\$ 12,464.67	\$ 15,225.01	1.0
Senior Accountant	E	\$ 7,237.54	\$ 8,818.24	1.0
Accounting and Administrative Specialist	NE	\$ 5,891.09	\$ 7,195.70	1.0
Administrative Assistant	NE	\$ 4,364.41	\$ 5,330.93	0.8
				<u>12.8</u>

Note 1: Executive Director does not have salary steps.

Note 2: The Deputy Executive Director position is a rotation among several existing managers.

Note 3: Fair Labor Standards Act (E-exempt, NE-Nonexempt)

Review of TAM Proposed FY2020-21 Annual Budget



**PROPOSED FY2020-21
ANNUAL BUDGET**

Transportation Authority of Marin

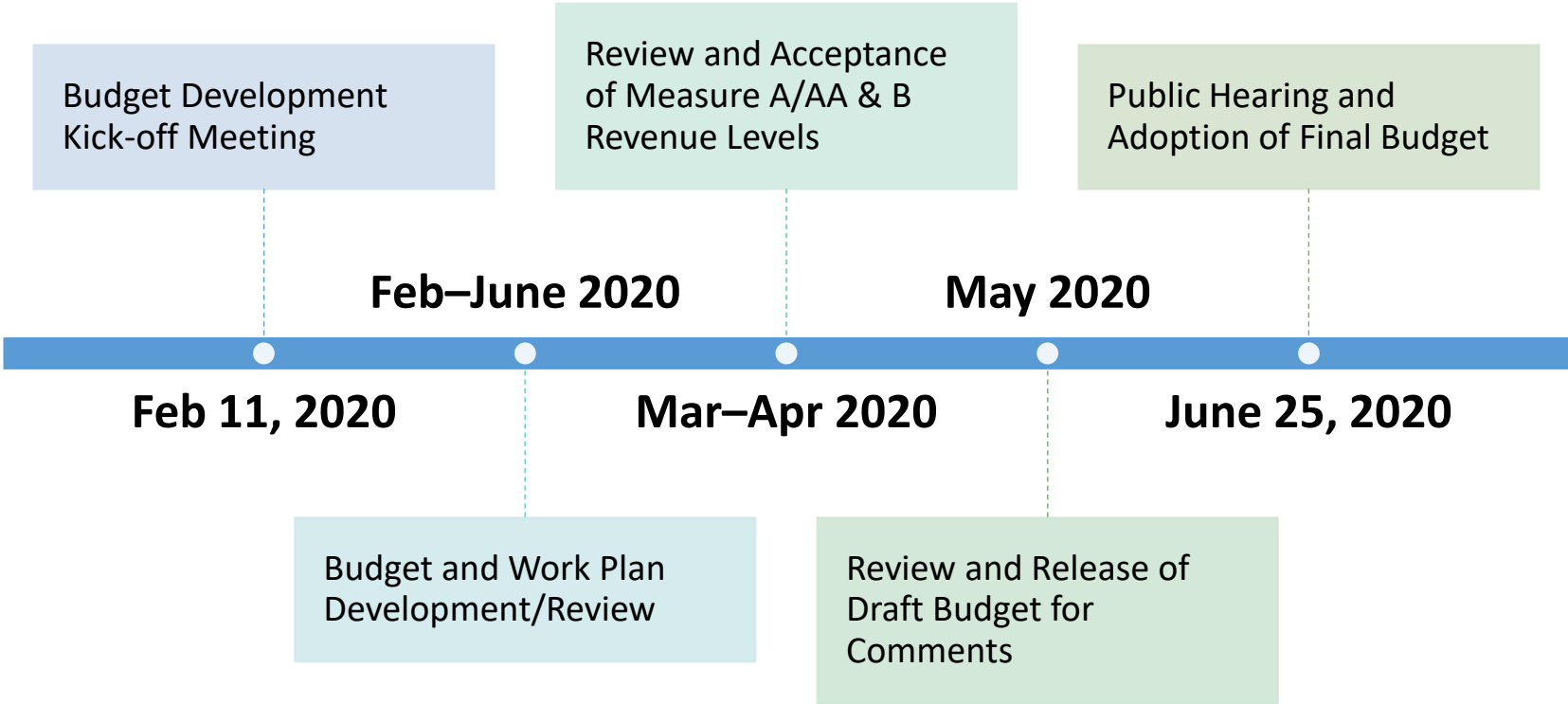


May 28, 2020

Board of Commissioners



FY2020-21 Budget Development Timeline & Process



Budget Planning in Unprecedented Times

Review of Measure A/AA Sales Tax Revenue Level and Additional Usage of Reserve Funds

Pending Legal Case Against Regional Measure 3 (RM3)

FY2020-21 City/County CMA Fee Level

Controlling FY2020-21 Operations, Salary and Benefit Costs

Review & Monitor Sales Tax Revenue

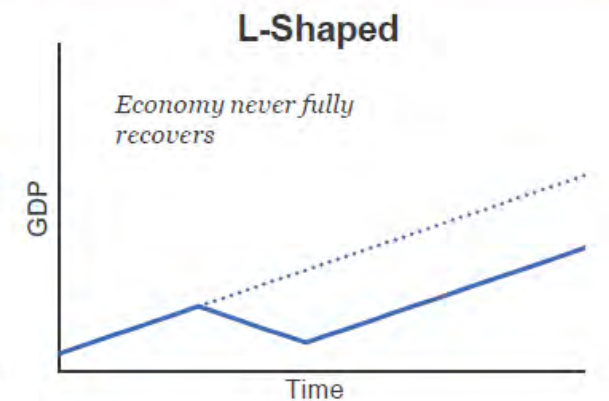
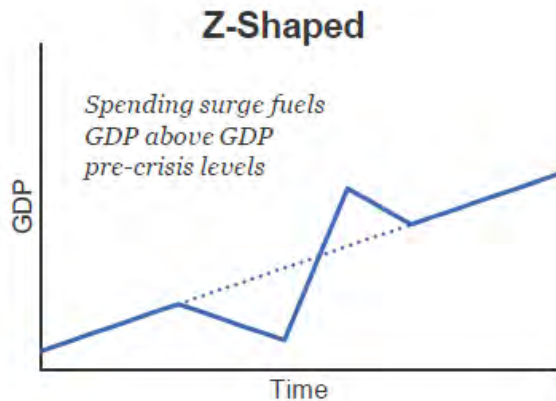
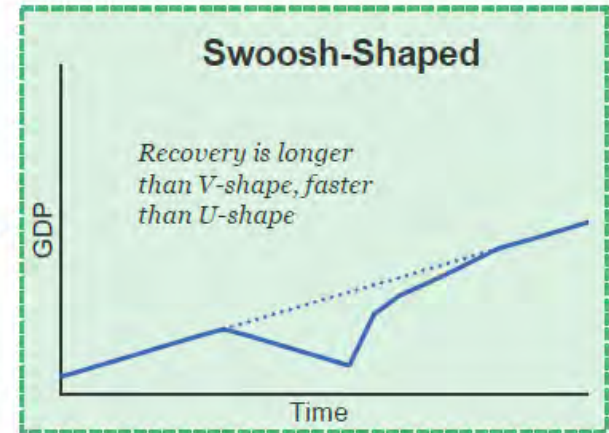
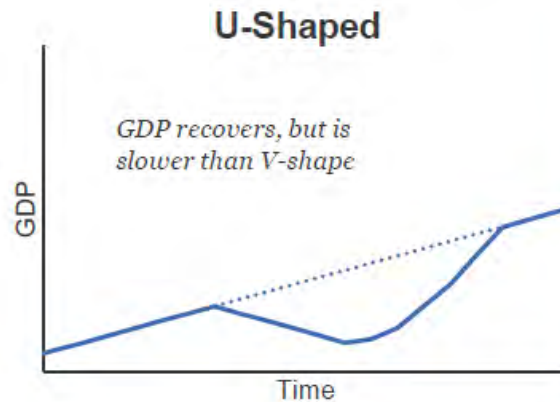
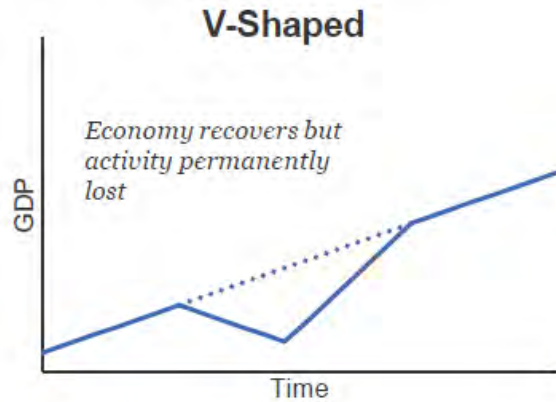
- Shelter in Place order extended to the end of May
- Most likely will not have reopening of economy plan by the end of May and therefore no better sales tax revenue estimates can be provided until June
- Move forward with the FY2020-21 budget development with the \$27.5 million revenue level as approved at the April 23, 2020 Board meeting
- Next steps:
 - ✓ Updated revenue level will be provided once there is clear plan to reopen economy and more certainty about the recovery path
 - ✓ Review of the Measure A/AA Strategic Plan in June

Sales Tax Reserve Fund Policy and Usage

- Prudent planning in past: TAM is fortunate to have reserves built up from good times to help now
- Reserve Policy Adopted by the Board in 2019:
 - ✓ Retained all reserve funds under Measure A
 - ✓ Collect 5% off the top for the first 5 years of Measure AA
 - ✓ At the end of each year, release Measure A reserve at 1-1 ratio based on the Measure AA reserve collected
- Steps already taken to help funding recipients:
 - ✓ \$1.75 Million in Measure A reserve fund already made available
 - ✓ Suspend the 5% reserve under Measure AA for FY2020-21
- Will return to Board with proposals of how the remaining \$5.8 million reserve can be used to help funding recipients keep critical transportation projects and programs going while the recovery takes its time

What Kind of Recovery Will We Have?

Recovery Alphabet

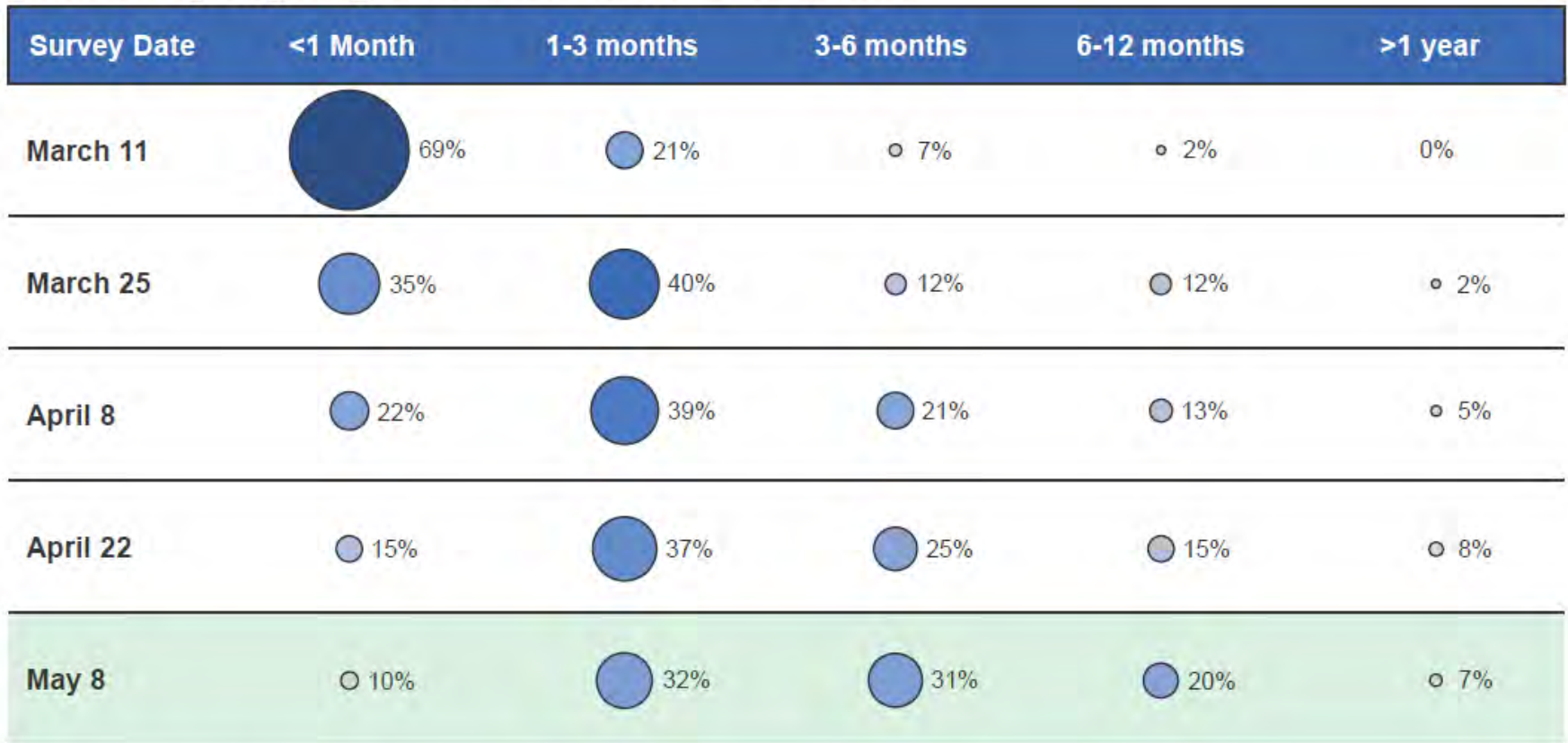


Source: Wall Street Journal, Brookings Institute. Note: recoveries are using sample data.

How Fast Will the Recovery Happen?

Businesses' Expected Recovery Time Has Been Increasing

If COVID-19 were to end today, how long would you estimate it would take for your company to get back to business as usual?



Source: Bloomberg, PwC's COVID-19 CFO Pulse Survey U.S. findings

Pending Legal Case Against RM3

- RM3 was approved by voters in June 2018
- \$225 million expected for two of the highest priority projects in Marin:
 - \$135 million for the Northbound (NB) US-101 to Eastbound (EB) I-580 Direct Connector Project
 - \$120 million for the completion of the Marin-Sonoma Narrows (MSN) Project
- Measure AA can provide sufficient funds to support the planning and environmental study phase of the NB US-101 to EB I-580 Direct Connector Project over the next two years
- MSN B7/B8 Project needs the RM3 funds urgently in order to secure Senate Bill (SB1) funds and move into construction with full funding
- Submittal of Letters of No Prejudice (LONP) approved for both projects so TAM will be able to seek reimbursement from RM3 for costs incurred after the effective date in the approved LONP, when the RM3 funds become available.
- RM3 funds not included in draft TAM budget; continue to monitor the RM3 legal situation and bring necessary budget revisions for approval once RM3 funds become available

FY2020-21 City/County CMA Fee Level

- Annual fee collected to support the essential functions TAM carries out as the Congestion Management Agency (CMA) of Marin
- Calculated based on 50% population and 50% lane miles share and contributed by all local jurisdictions in Marin
- Annual fee at \$430,000 since FY2005-06; temporary 30% 5-year increase (to \$559,000) was implemented in FY2015-16, expiring in FY2019-20
- Engaged Marin Manager's Association (MMA) and presented the work plan and funding options early this year with the goal to permanently bring the fee structure in line with efforts required to effectively support all local partners' transportation project and program related needs
- FY2020-21 fee level set at \$500,000 due to the extreme budget pressure all local jurisdictions are facing, and based on expected work plans
- Agreement to reengage in a discussion of setting a long-term funding level for the City/County fee once economy stabilizes

Controlling FY2020-21 Operational Costs

- No cost of living adjustment will be proposed for the Board's review and approval during the FY2020-21 budget cycle due to the anticipated revenue reduction
- Exploring options with the current office lease expiring by the end of October 2020, including renegotiating with the current landlord for more favorable terms, and finding other locations that are more cost-effective but can still meet the operational needs of the agency
 - Main goal is to realize reasonable office lease cost savings
 - Options and recommendations will be brought to the Board for review in the near future
- Exploring other operating expense saving options such as controlling travel/conference costs, reducing office supplies cost, etc.

Components of the Proposed FY2020-21 Annual Budget



PROPOSED FY2020-21 ANNUAL BUDGET

Transportation Authority of Marin

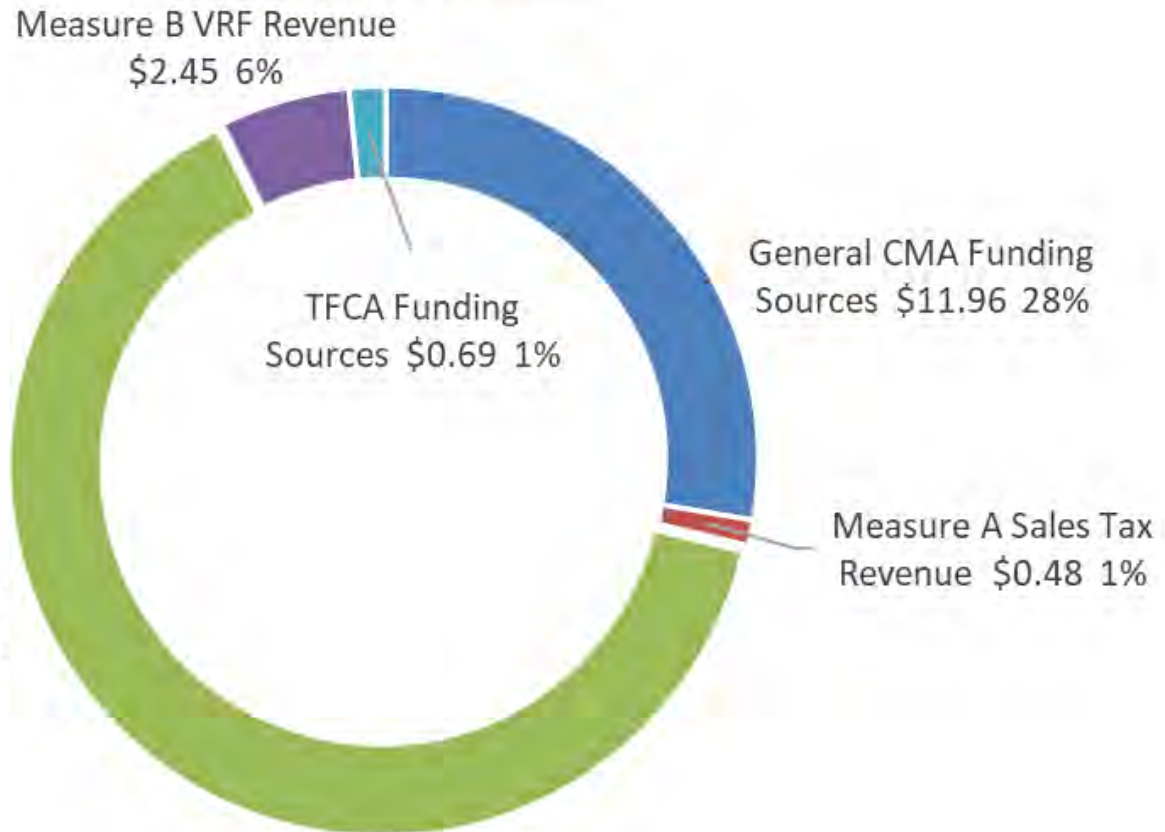


- ☐ Executive Director's Message
- ☐ TAM Budget General Overview
- ☐ FY2020-21 Annual Budget Process and Overview
- ☐ FY2020-21 Work Plans by Function
- ☐ Appendices

FY2020-21 Budget Process and Overview

Proposed FY2020- 21 Revenues - \$43.26 M

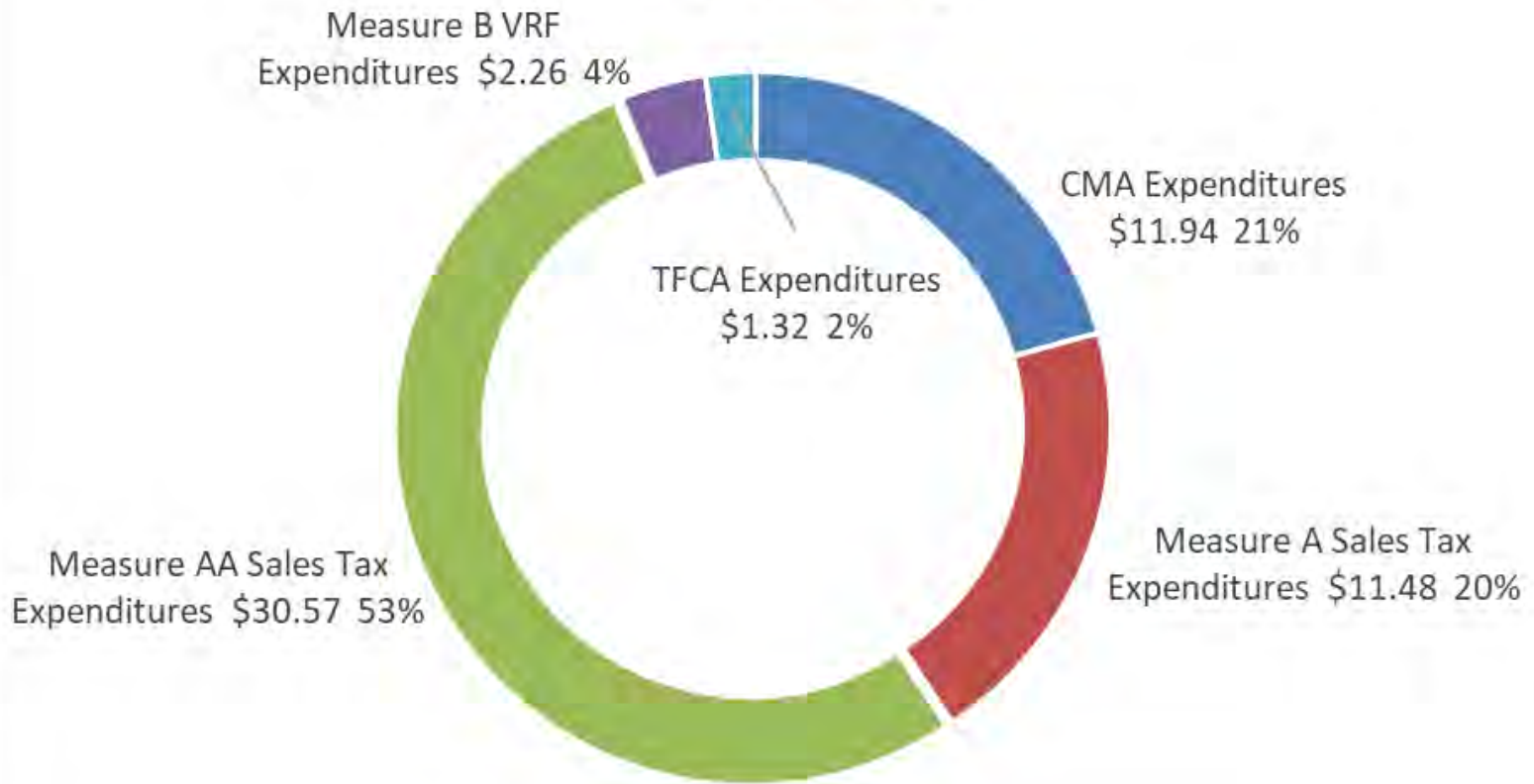
Chart 1: Proposed FY2020-21 Revenues by Fund
(Numbers in Million)



FY2020-21 Budget Process and Overview

Proposed FY2020-21 Expenditures - \$57.56 M

Chart 2: Proposed FY2020-21 Expenditures by Fund
(Numbers in Million)



FY2020-21 Budget Process and Overview

Proposed Revenues vs. Expenditures



- ❖ As a funding agency that collects the Measure A/AA ½-Cent Transportation Sales Tax, the Measure B \$10 Vehicle Registration Fee, as well as a few other small fund sources with advance payments, having budgeted expenditure over budgeted revenues is generally not an alarming financial situation for TAM
- ❖ When budgeted expenditures exceed budgeted revenues in certain years, it means that TAM and its partner agencies are using prior year accumulated fund balances to deliver more projects and programs in that particular year
- ❖ Proposed FY2020-21 expenditures exceed revenues by \$14.30 million
- ❖ Estimated Year End Fund Balances based on current estimates of revenues and expenditures:
 - ❖ FY2019-20: \$39.19 million
 - ❖ FY2020-21: \$24.89 million

Actions Needed Tonight

Review and release Proposed FY2020-21 Budget for the 30-day public comment period

Q & A



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TAM Board Meeting Caltrans Report

PROJECTS IN INITIATION PHASE

Rehabilitate Pavement (CAPM); MRN-131 PM 0.00/4.4; On Route 131 (Tiburon Blvd) from US 101/131 interchange to Main Street (EA: 04-1Q230)

Scope: Overlay Pavement, upgrade curb ramps, add/replace guardrails and improve drainage.

Cost Estimate: \$11M (Construction Capital)

Schedule: Start Construction: Summer 2024
End Construction: Summer 2025

Address Seismic Deficiencies and Upgrade Pedestrian Infrastructure; MRN-101 PM 7.4/18.8; On Route 101 at Tamalpais Overcrossing (EA: 04-4J860)

Scope: Install cable restrainer at bridge abutments to improve seismic resistance, and upgrade Pedestrian Overcrossing (POC) to meet ADA standards.

Cost Estimate: \$18M (Construction Capital)

Schedule: Start Construction: Fall 2024
End Construction: Fall 2025

Resurface Deck and Replace Fender System; MRN-37 PM 14.5; Petaluma River Bridge (EA: 04-2Q500)

Scope: Resurface bridge deck, replace bridge fender system, mitigate bridge scour, and upgrade bridge railings.

Cost Estimate: \$ 32M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Fall 2026

Drainage System Restoration; MRN-1 PM 13.1/44.9; On Route 1 from 0.7 mile north of Stinson Beach to 0.5 mile north of Walker Creek (EA: 04-2Q530)

Scope: Replace 29 deteriorated drainage culverts within the project limits, replace headwalls, and install drainage inlets.

Cost Estimate: \$6.5 M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

Repair/Replace Culverts; MRN-1 PM 13.05/45.1; On Route 1 at various locations from 0.2 mi north of Calle del Arroyo to 0.2 mi south of Tomales-Petaluma Rd. (EA: 04-3A250)

Scope: Repair/Replace 21 damaged/deteriorated cross culverts within the project limits, replace headwalls, and install drainage inlets.

Cost Estimate: \$3.6M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

Upgrade and Replace Existing Bridge Railing Systems (Coyote Creek Bridge-# 27-0018, Eskoot Creek Bridge-#27-0077, Olema Creek Bridges-#27-0020 & #27-0021); MRN-1 PM 7.4/18.8; On Route 1 at various locations (EA: 04-0P960)

Scope: Upgrade/replace the bridge railings systems to meet the current standard on four bridges along Route 1.

Cost Estimate: \$8.1M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Fall 2026

TAM Board Meeting Caltrans Report

Replace Culvert; MRN-1 PM 40.3/40.3; On Route 1 near Marshall at 0.10 mile south of Clark Road (EA: 04-2J510)

Scope: Replace existing 66-inch diameter culvert and rebuild slope.

Cost Estimate: \$2.3M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

Rehabilitate Pavement (CAPM); MRN-37 PM R11.2/14.6; On Route 37 from Route 101/37 interchange to Petaluma River Bridge. (EA: 04-2K740)

Scope: Overlay pavement with asphalt concrete and mitigate roadway settlement at post mile (PM) 13.04.

Cost Estimate: \$19 M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2026

PROJECTS IN ENVIRONMENTAL PHASE

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)

Scope: Overlay pavement and shoulders with HMA-A, upgrade existing guardrails and crash cushions, and drainage improvements.

Cost Estimate: \$24.4 M (Construction Capital)

Schedule: Start Construction: Spring 2023
End Construction: Fall 2024

A public outreach informational meeting was held on April 2, 2019. The second public outreach informational meeting was held on March 11, 2020, and the extended public comment period ended on April 3, 2020. The public meeting was advertised in Point Reyes Light and Marin Independent Journal. The project will also include sidewalk/crosswalk improvements in Point Reyes Station after funding agreement is finalized with the County of Marin. The public comments on the draft Environmental Document are being addressed.

San Antonio Creek Bridge Scour Mitigation; MRN/SON-101 PM 0.0; On Route 101, near City of Petaluma, at Sonoma/Marin County line (EA: 04-3J080)

Scope: Mitigate scour and preserve the structural integrity of the northbound San Antonio Creek Bridge and mitigated scour at southbound San Antonio Creek bridge abutment left in place by MSN B3 project. The project will also minimize the flooding potential at the site by clearing drainage ditches of silt.

Cost Estimate: \$997K (Construction Capital)

Schedule: Start Construction: Summer 2022
End Construction: Winter 2023

The northbound San Antonio Creek Bridge will be relinquished to the County upon completion of the scour mitigation repairs. This project will also replace the rock-lined ditch with a concrete-lined ditch at San Antonio Bridge on US101 (constructed by EA 04-26409).

TAM Board Meeting Caltrans Report

Reconstruct SR 37; MRN-37 PM 11.2/13.7; On Route 37 from US 101 to Atherton Avenue.

Scope: Reconstruct State Route 37 to address Sea Level Rise (SLR) and recurring flooding, while including Complete Streets features to address multi-modal bicycle and pedestrian use (EA 04-4Q320 - long lead project).

Cost Estimate: \$10.0M (Env. Clearance)

Schedule: Env. Clearance: Spring 2023
Start Construction: TBD
End Construction: TBD

This is a long lead project that is funded for the environmental phase (PA&ED) at this time.

PROJECTS IN DESIGN PHASE

Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN-101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)

Scope: Construct a two-lane bridge.

Cost Estimate: \$5.2M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

Caltrans was the lead for the environmental phase. The lead agency for Design, R/W, and Construction is yet to be determined. The project has shortfalls in all components. The County has held two public information public meetings on this project.

North/South Greenway Gap Closure Project (Northern Segment); MRN-101 PM 8.4/8.6; On Route 101 in Larkspur, at East San Francis Drake Blvd (EA: 04-1A661)

Scope: Construct a new bike path on Corte Madera Creek Bridge (off-ramp)

Cost Estimate: \$6.0M (Construction Capital)

Schedule: Start Construction: Fall 2020 (RTL'd on April 17, 2020)
End Construction: Summer 2022

Public scoping meetings were held on March 19, 2015, July 29, 2015 and March 21, 2016. The cooperative agreement with TAM for construction has been executed. The freeway maintenance agreement (amendment) with the City of Larkspur has been executed.

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek (EA: 04-0G642)

Scope: Replace existing bridge.

Cost Estimate: \$11.6M (Construction Capital)

Schedule: Start Construction: Spring 2023
End Construction: Spring 2024

The Environmental Document (EIR/EA) was completed on June 29, 2018. An informational public meeting was held in September 2018. The project is in litigation (EIR/EA is challenged by Friends of the Green Bridge, et al). Due to COVID 19, and the resulting impact to the pending litigation, the construction start is delayed to 2023.

TAM Board Meeting Caltrans Report

Bellam Intersection Improvement; MRN-101/580- PM 9.8/9.9 & PM 4.4/4.7; Northbound Route 101 / Eastbound I-580 Off-Ramp to Bellam Blvd. in San Rafael (EA: 04-0Q270)

Scope: Widen off-ramp, modify intersection, and modify traffic signal.

Cost Estimate: \$6.3 M (Construction Capital)

Schedule: Start Construction: TBD

End Construction: TBD

TAM is the lead for this project, and the project will be implemented via an encroachment permit. The schedule is dependent on funding.

Pavement Overlay and Curb Ramps; MRN-101- PM 14.7; On Route 101 at Lucas Valley Under Crossing in the City of San Rafael (EA: 04-1Q510)

Scope: Construct curb ramps and overlay asphalt pavement.

Cost Estimate: \$1.6M (Construction Capital)

Schedule: Start Construction: Summer 2020

End Construction: Fall 2020

The City of San Rafael is the lead for this project, and the project will be implemented via an encroachment permit. Encroachment Permit was issued on April 21, 2020, and construction is expected to start in late summer 2020.

Marin-Sonoma Narrows Contract B7 – HOV lane in Marin; MRN – 101- PM 20.8/27.3; On Route 101, in and north of Novato, SB HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of Franklin Ave. Overhead (4.8 miles), and NB HOV lane from 1.7 miles north of Atherton Ave Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.6 miles)- (EA: 04-26472)

Scope: Roadway and bridge widening and Redwood Landfill Interchange modification for HOV lanes and standard shoulders and horizontal and vertical roadway alignment correction. The scope does not include utility relocation and R/W acquisition for access control. Roadway work in not in direct conflict with utilities to be relocated.

Cost Estimate: \$104M (Construction Capital)

Schedule: Start Construction: Spring 2021 (RTL in July 2020)

End Construction: Fall 2024

This project is funded by Local and RM3 funds. TAM is the lead for PS&E of this project. This project combines the mainline improvements of MSN Contracts B1-Phase 2 and A4. Currently, the project is not fully funded for construction. The project sponsors are seeking SB1 funding to fully fund this project. The project could be delayed if the release of RM3 funding is delayed due to a pending lawsuit or if there is a delay in the allocation of SB1 funds.

Marin-Sonoma Narrows Contract B8 – HOV lane in Marin; MRN - 101 – PM 24.0/27.5; On Route 101, from 2.0 miles north of Atherton Ave. Overcrossing to 0.1 miles south of the Marin/Sonoma County (EA: 04-26473).

Scope: line / Relocate utilities located in State R/W on Route 101 and widen and rehabilitate 0.6 miles of San Antonio Road (County Road) to include Class-II bike facility

Cost Estimate: \$4.9M (Construction Capital and Utility Relocation)

Schedule: Start Construction: Spring 2023

End Construction: Spring 2024

This project is funded by Local and RM3 funds and TAM is the lead for PS&E of this project. The project scope is to secure R/W, relocate utility, and widen/rehabilitate San Antonio Road for Class II bike lanes. The project could be delayed due to 1) right-of-way acquisitions from private properties and 2) Release of RM3 funding due to a pending lawsuit.

TAM Board Meeting Caltrans Report

Restore Damaged Drainage System; MRN-101 PM 0.2; On Route 101, near Sausalito, 0.1 miles south of Alexander Avenue (EA: 04-4J420)

Scope: Replace existing damaged Corrugated Metal Pipe (CMP) down drains with new Corrugated Steel Pipe (CSP) down drains.

Cost Estimate: \$909K (Construction Capital)

Schedule: Start Construction: Summer 2021
End Construction: Fall 2021

Interim repairs were completed in November 2019. This project is being coordinated with NPS, and it will address issues related to scouring/surface drainage within Caltrans R/W. The project will also include a bioswale in NPS R/W.

Upgrade Curb Ramps and Sidewalk; MRN-131 PM 0.9; On Route 131, in the Town of Tiburon, at Blackfield Dr. and Greenwood Cove Dr. intersection; (EA: 04-4J450)

Scope: Eliminate four free right turns, upgrade curb ramps and sidewalk and install new traffic signals, also install APS system countdown timers.

Cost Estimate: \$2.1M (Construction Capital)

Schedule: Start Construction: Spring 2021
End Construction: Fall 2021

The project is being coordinated with Golden Gate Transit and Marin Transit for bus stop relocation improvements.

Upgrade Curb Ramps and Sidewalk; MRN-101 PM 13.7; On Route 101, in San Rafael, at Manuel T Freitas Parkway; (EA: 04-0K800)

Scope: Upgrade curb ramps and sidewalk.

Cost Estimate: \$2.2M (Construction Capital)

Schedule: Start Construction: Spring 2022
End Construction: Summer 2022

The project is being coordinated with Golden Gate Transit and City of San Rafael for bus stop relocation/improvements in City R/W. The project could require a new roundabout or a signal at offramp terminus in City R/W.

Marin 1 Giacomini Director Order Follow-Up Mitigation- On Route 1 near Five Brooks, at Giacomini Creek Bridge. (04-0AA44)

Scope: Follow-up mitigation project

Cost Estimate: \$850K (Construction Capital)

Schedule: Start Construction: Spring 2021
End Construction: Spring 2026

This project will implement follow-up mitigation for EA: 04-4K850.

Plant Establishment; MRN-1 PM 10.7/11.0; On Route 1 near Stinson Beach, from 1.5 to 1.2 miles south of Panoramic Highway junction north (EA: 04-0AA48)

Scope: Complete the monitoring requirements/commitments for plant establishment. This project will provide four (4) additional years of plant establishment period (PEP) for replacement tree, shrub, and erosion control plants installed on State Route (SR) 1 as a follow-up to two Director's Order major damage projects (EA 04-4K240, EA 04-4S220).

Cost Estimate: \$1.1M (Construction Capital)

Schedule: Start Construction: Spring 2021
End Construction: Fall 2025

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Repair Culverts; MRN-101 PM 11.2; On Route 101 at Irwin Creek Bridge, Bridge #27-0097 (EA: 04-0K510)

Scope: Rehabilitate corrugated metal arch culvert bridge and four adjoining deteriorated culverts.

Cost Estimate: \$1.9M (Construction Capital)

Schedule: Start Construction: Fall 2022
End Construction: Summer 2023

PROJECTS IN CONSTRUCTION PHASE

Construct Tie-Back Retaining Wall; MRN-1 PM 10.95; On Route 1 near Stinson Beach, approximately 1.2 miles south of North Panoramic Highway at Web Creek (EA: 04-4S220)

Scope: Replace culvert and backfill sinkhole.

Cost Estimate: \$2.4M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in June 2020.

Construction activities have been completed. The project is in 5-year Plant Establishment Period (PEP) period.

Marin-Sonoma Narrows Contract L1A (MRN) – Follow-up Mitigation Planting and Sound Wall; MRN-101 PM 26.5/27.6, On Route 101 in Novato, at Olive Avenue (EA: 04-264H3)

Scope: Implement follow-up mitigation planting for MSN Phase 1 and construct Sound Wall on northbound Route 101 at Olive Avenue in Novato.

Cost Estimate: \$2.8M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in July 2020.

Construction activities have been completed. The project is in 3-year Plant Establishment Period (PEP) period has been completed. CCA delayed to May 2020 to install an irrigation line connection.

Route 580/101 HOV Gap Closure Mitigation Planting; MRN-101 PM 9.7/12.7; On Route 101 in San Rafael, at Brookdale Area and offsite riparian mitigation planting (EA: 04-2261H)

Scope: Follow-up Mitigation Planting for the Marin Route 580/101 HOV Gap Closure Project.

Cost Estimate: \$219K (Construction Capital); \$490K (Offsite Mitigation)

Schedule: Construction activities have been completed. The construction contract will be accepted in December 2021 after a 5-year Plant Establishment Period (PEP).

TAM is the lead for this project, and the project is being implemented via an encroachment permit. Caltrans is the lead for off-site mitigation. The off-site mitigation includes the restoration of a portion of Glenview Creek by California State Parks and the acquisition and transfer of the 2.1 acres Sausalito Lincoln/Butte parcel to Open Space Sausalito for preservation as permanent open space. The Brookdale parcel will be relinquished to the City of San Rafael after the Plant Establishment Period (PEP).

Construct Retaining Wall; MRN-1 PM 10.9; On Route 1 near Stinson Beach, approximately 1.2 miles south of North Panoramic Highway - Emergency Directors Order Contract (EA: 04-4K240-S1)

Scope: Construct retaining wall.

Cost Estimate: \$18.5M (Construction Capital)

Schedule: Project was awarded on February 26, 2017. Completion of the construction contract is anticipated in January 2021.

The DO was amended to accommodate new damage at the site. The project requires one-way traffic control.

TAM Board Meeting Caltrans Report

Replace Culvert & Repair Washout; MRN-1 PM 22.7/22.8; On Route 1 near Olema, at Giacomini Creek - Emergency Directors Order (EA: 04-4K850)

Scope: Construct a box culvert (PM 22.78) and install sheet piles (PM 22.8).

Cost Estimate: \$4.2M (Construction Capital)

Schedule: Emergency Directors Order (DO) approved on April 12, 2017. Construction is substantially complete. Completion of the construction contract is anticipated in Nov 2020 after the Plant Establishment Period (PEP).

The follow-up mitigation for this project will be done by EA: 0AA44, which is currently in the design phase

Scour Mitigation; MRN-101 PM 15.35; On Route 101 at Miller Creek Bridge (EA: 04-4G871)

Scope: Scour mitigation.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Construction has been completed. The contract will be accepted in Fall 2021 after a 3-year Plant Establishment Period (PEP).

Bicycle/Pedestrian Facility on Richmond-San Rafael Bridge; CC/MRN-580 PM CC 0.0/ 4.8 & MRN 4.8/7.8; On Route 580 at Richmond-San Rafael Bridge (EA: 04-2J680 – Contract 2)

Scope: Extend the bicycle/pedestrian path across the Richmond-San Rafael Bridge and to complete connections to the existing Bay Trail segments on the Marin County side of the Richmond-San Rafael Bridge. The bidirectional path will be located on the right shoulder of the westbound 580 (upper deck). The path project is a pilot program that will evaluate usage of the path by bicyclists and pedestrians.

Cost Estimate: \$40.0M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in Summer/Fall 2020. The path was open to traffic in November 2019.

The Bay Area Toll Authority (BATA) is the lead for this project, and the project is being implemented via an encroachment permit. This bike path of this project will connect to the bike path to be built by EA: 0Q273

Marin 101 Ramp Metering - Phase 1; MRN-101 PM 0.0/9.0; On northbound Route 101, at various locations from north of GGB to Route 580 (EA: 04-15161)

Scope: Install ramp metering equipment and TOS elements at 10 locations from GGB to San Francis Drake Blvd., including ramp widening at three locations. TOS element includes changeable message signs, salvage/removal of wireless magnetometer vehicle detection sensors, and installation of inductance loops.

Cost Estimate: \$6.9M (Construction Capital)

Schedule: Construction contract was awarded on December 17, 2018, Construction started in April 2019 and completion of the construction contract acceptance is anticipated in Fall 2020.

The project also widens Route 131 from North Knoll Rd. to northbound Route 101 on-ramp to address congestion on Tiburon Blvd. TAM presented the project to Mill Valley City Council on May 6, 2019.

Regrade and Replace Pavement, Construct Temporary Flood Wall; MRN-37 PM 11.3/11.7; On Route 37, near Novato, from the Route 101 separation to Atherton Avenue (EA: 04- 3Q914)

Scope: Regrade and replace pavement and construct a temporary flood wall.

Cost Estimate: \$3.0M (Construction Capital)

Schedule: Emergency Directors Order (DO) approved on February 16, 2019. Completion of the construction contract is anticipated in late May 2020.

A request for supplement DO is being requested for additional work to address flooding.

TAM Board Meeting Caltrans Report

Millerton Gulch Bridge Scour Mitigation; MRN-1 PM 33.4; On Route 1, near Point Reyes Station, at Millerton Gulch Bridge – environmental monitoring and off-site mitigation (EA: 04-0J570)

Scope: Follow-up onsite environmental monitoring, and off-site mitigation.

Cost Estimate: \$860K (Construction Capital)

Schedule: Construction started in Summer 2019 and completion of the construction contract is anticipated in Summer 2023.

Emergency Directors Order (DO) project performed the scour mitigation work. This project was down-scoped to a follow-up off-site mitigation and environmental mitigation project with a 5-year plant establishment and monitoring period.

Muir Fire Damage Repair; MRN-1 PM 33.4; On Route 1, near Stinson Beach, from Cold Stream Road to 0.2 miles south of Lone Tree Creek. (EA: 04-2AC20)

Scope: Replace timber lagging, repair drainage, install erosion control, replace AC pavement.

Cost Estimate: \$5.6M (Construction Capital)

Schedule: Construction is delay and will start in April 2020 and completion of the construction contract is anticipated in Summer 2020.

Director's Order, Emergency Limited Bid (ELB) project to repair damage by wildfire on Route 1

Upgrade Pedestrian Facilities; MRN-1 PM 0.02/2.0 & 0.5/0.76; On Route 1 in and near Mill Valley, at Manzanita Park and Ride lot and the intersection of Almonte Blvd. (EA: 04-2G690)

Scope: Upgrade curb ramps, and construction new curb ramps as per current ADA standards.

Cost Estimate: \$1.98M (Construction Capital)

Schedule: Construction started in March 2020, and completion of the construction contract is anticipated in Fall 2020.

The project was coordinated with Golden Gate Transit and Marin Transit for bus stop relocation improvements. The pre-coordination meeting was held with the City of Mill Valley, County of Marin, and TAM.

Construct Two-way Bike path on Sir Francis OC (Bridge No. 27-0040); MRN-580 PM 3.3/3.4; On Route 580 from Anderson Dr. to 0.7 miles east of Richmond-San Rafael bridge. (04-0Q273)

Scope: Construct a two-way bike-path (4-year pilot project)

Cost Estimate: \$1.1 M (Construction Capital)

Schedule: Construction started in May 2020, and completion of the construction is anticipated in Fall 2020.

TAM was the lead for design, and BATA will implement the project via an encroachment permit. Caltrans issued the encroachment permit on March 30, 2020, and BATA amended the construction contract of EA 04-2J680 to implement this scope of this project via a CCO. The bike path will connect to the independent bike path built by (EA: 04-2J680 – Contract 2) or other The Bay Area Toll Authority (BATA) funded project. The pilot study will be conducted by Caltrans, and the funding for the pilot study (4-year monitoring) is expected to be approved on May 18, 2020.

TAM Board Meeting Caltrans Report

Replace Harbor Bridge; MRN-101 PM 10.63/10.87; On Route 101 in San Rafael, from Route 101 off-ramp to 2nd Street at the San Rafael Harbor (EA: 04-4G820)

Scope: Replace existing bridge.

Cost Estimate: \$15.0M (Construction Capital)

Schedule: Construction is expected to start in Spring 2021, and completion of the construction is anticipated in Winter 2021.

The project was presented to the San Rafael City Council in May 2018. This project will also modify the 2nd Street intersection in San Rafael to improve traffic flow. The previous bid did not get any qualified bidders and the project was re-re-advertised, and the contract was awarded on May 5, 2020. Due to in-water work window restriction and long lead times for the specialty pile and precast elements, the in-water activities will be completed in summer 2021.

With the help of the City of San Rafael, Caltrans conducted a public survey to evaluate three alternatives for the loudest and most disruptive phase of the project, pile driving. Based on the results of the survey, the project will close the 2nd Street off-ramp for three-weekends (11 pm Friday to 5 am Monday). Pile driving will occur around the clock during these weekends.

OTHERS

- Caltrans is working with the County on Marin Phase 1 of the Bolinas Lagoon project.
- Caltrans maintenance restored the drainage system (culverts and ditches) along the Bolinas Lagoon to prevent recurring flooding on Route 1 in 2018 (EA 3Q020). Caltrans is working with the County and local elected officials to find solutions to flooding and vegetation management issues along Route 1.