



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

MONDAY, SEPTEMBER 14, 2020
2:00 PM

Zoom link:

<https://us02web.zoom.us/j/81584352582?pwd=c2gxNzdxSUhpcy9QMHBwb3VKaHdhZz09>

Webinar ID: 815 8435 2582

Password: 982763

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

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 Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

How to watch the meeting:

<https://us02web.zoom.us/j/81584352582?pwd=c2gxNzdxSUhpcy9QMHBwb3VKaHdhZz09>

Webinar ID: 815 8435 2582

Password: 982763

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

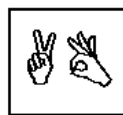
Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 2:00 PM on the day of the meeting: +1 669 900 6833; Access Code: 815 8435 2582

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. Sunday, September 13, 2020 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee 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 (3-minute limit per comment) when the specific agenda item is considered by the Committee. 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.

- During the meeting (only): Ensure that you are in a quiet environment with no background noise. If participating by phone, raise your hand on Zoom by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.

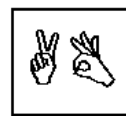
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

Late agenda

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

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. 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.)
5. Approval of Meeting Minutes from July 13, 2020 (Action) - **Attachment**
6. State Legislative Update (Discussion) - **Attachment**
7. Update on COVID-19 Impacts on Crossing Guard Program (Discussion) - **Attachment**



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

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



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
July 13, 2020
2:00 p.m.

Virtual Meeting

Zoom link:

<https://us02web.zoom.us/j/82099907840?pwd=eDBkcDdKcERUUtYWMROc09EdGVGZz09>

Webinar ID: 820 9990 7840

Password: 844301

MEETING MINUTES

Members Present: Judy Arnold, County of Marin Board of Supervisors, Committee Chair
P. Beach Kuhl, Ross Town Council
Katie Rice, County of Marin Board of Supervisors
Eric Lucan, Novato City Council

Members Absent: Susan Cleveland-Knowles, Sausalito City Council

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming & 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 2:00 p.m.

1. Chair's Report (Discussion)

Chair Arnold welcomed everyone to the virtual meeting as allowed by the Governor Newsom's Executive Order N-29-20, asked Executive Assistant Denise Merleno to conduct a roll call, and reported that there was a quorum of the Committee.

2. Commissioner Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director Anne Richman highlighted items in her report including her participation on a panel in the first of a series of webinars sponsored by CoMotion LIVE, the first stakeholder working group meeting for the Marin 580-101 Direct Connector Project held on June 29, and the second one scheduled for July 21. She noted that the Drawdown Marin Draft Strategic Plan was released with comments being accepted through July 31 and that the Metropolitan Transportation Commission (MTC) has released the Plan Bay Area 2050 Draft Blueprint for public review and comment through August 10. She finalized her report by stating that Caltrans has initiated a public review period for the Environmental Impact Report (EIR)/Environmental Assessment (EA) for the proposed State Route (SR) 37 Traffic Congestion Relief Project located in Sonoma, Napa, and Solano counties (Segment B) and will host a virtual open house on July 22 and accept comments from the public until August 24.

4. Open Time for Public Expression

Chair Arnold asked staff if any member of the public wished to speak or had submitted a comment by e-mail, and hearing none, she closed this item.

5. Approval of Meeting Minutes from June 8, 2020 (Action)

Commissioner Kuhl moved to approve the Minutes of June 8, 2020 which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion was unanimously approved.

6. Adopt Position on State Legislative Bill 288 (Action)

ED Richman introduced Gus Khouri, TAM's Legislative Consultant, who presented this item which asked the Committee to review and recommend that the TAM Board adopt a support position on Senate Bill 288 (Wiener).

Mr. Khouri provided an update on the State Legislature including its submission of the FY2020-21 budget to the Governor meant as a placeholder until actual revenue receipts are received in mid-July to address the \$54 billion deficit. He reported on the passage of AB 90, a farebox recovery bill, and he announced that the California Transportation Commission (CTC) has two new commissioners, Lee Ann Eager, who replaced Paul Van Konyneburg, and Jon Rocco Davis, who filled the vacancy created by Tamika Butler's departure.

Mr. Khouri spoke on SB 288 (Weiner) which was amended on June 3 to allow for exemptions for a wide array of multi-modal transportation projects under the California Environmental Quality Act (CEQA) in an attempt to speed delivery of projects that reduce greenhouse gas emissions.

Commissioner Rice expressed surprise that the environmental community has not spoken out on the bill, particularly if the bill includes projects such as bridges over creeks.

ED Richman said it was her understanding that a review would still be needed but that a different process would be employed than what is required under CEQA in an effort to expedite a project.

Commissioner Rice asked for confirmation that this bill would not preclude an agency from conducting a more stringent review than what is required by law, which staff provided.

The Chair opened the item to public comment.

Ms. Cindy Winter of Larkspur read a letter from the ED of the California Bicycle Coalition, which was taking a support position on SB 288.

Seeing no others wishing to speak, Chair Arnold closed this item to public comment.

Commissioner Kuhl made a motion to recommend that the TAM Board adopt a support position on SB 288 which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion was unanimously approved.

7. Award Quick Build Funding from Innovation Program Funds (Action)

Derek McGill, Planning Manager, presented this item which asked the Committee to review and recommend to the TAM Board to approve the proposed award of Quick Build Grants.

Mr. McGill provided background on this funding available through the Measure AA Local Streets and Roads' Innovation Category, goals of the program, National Association of City Transportation Officials' (NACTO) Guidance for Streets for Pandemic Response and Recovery, the accelerated application process, scoring criteria for the 11 applications received, staff's recommendation to fully fund all grant requests which will create the need to amend the TAM Budget to reflect the full amount of \$208,776 of which funds are available, and staff's plan to monitor the projects to capture best practices.

The Chair opened the item to public comment.

Stephanie Moulton-Peters of Mill Valley complimented the Agency for the innovative use of funding and the speed with which the program was implemented.

Seeing no others wishing to speak, Chair Arnold closed this item to public comment.

Commissioner Rice made a motion to recommend that the TAM Board approve the proposed award of Quick Build Grants which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion was unanimously approved.

8. Accept Safe Routes to Schools Evaluation Report and Program Update (Action)

Dan Cherrier, Principal Project Delivery Manager, introduced this item which asked the Committee to recommend that the TAM Board reviews and accepts the Tri-Annual Safe Routes to Schools (SR2S) Evaluation Report and the SR2S Program Update. He introduced David Parisi of Parisi Transportation Consulting, who presented the report.

Mr. Parisi provided a history of the program which began in the 2000-01 school year, the number of schools participating today, a summary of the travel mode shift that has occurred over the years including a significant increase in the percentage of green trips and then he highlighted various components of the program.

Commissioner Rice suggested that information on one of the slides was a bit misleading because it stated that approximately 1,200 one-way family trips were eliminated as a result of the program, when, in reality, that number is much greater due to students using transit. Mr. Parisi said that he will re-word that item when presenting to the Board.

TAM FP&L Executive Committee Meeting
July 13, 2020

Page 4 of 4

Mr. Parisi continued his presentation by showing an example of a school's travel mode summary, noting that each school is evaluated similarly, and a sample school report card which each school receives at the end of the year. He spoke briefly about the schools' Task Forces who meet with Mr. Parisi's team to provide feedback for what is working and not working at their schools. He summarized the components of the program which include education, encouragement, engineering, enforcement, funding, and evaluation and provided examples of these components.

Commissioner Lucan suggested recognizing schools who receive good "report cards" in a similar fashion to the way the Crossing Guard of the Year award is presented each year by the TAM Board.

Mr. Parisi agreed this would be a good idea and that schools have been recognized in the past but not at the TAM Board level.

Commissioner Rice noted that COVID-19 is going to force a re-examination of processes, even at the most basic level like bike rack usage. She suggested that the team could assist schools in thinking of ways to enable the program to continue to operate in a modified way, if needed.

Mr. Parisi noted that each school faces different challenges relative to the coronavirus but that his team is part of a Marin Office of Education Committee to understand the best ways to re-open schools in the fall.

The Chair opened the item to public comment, and hearing that none had been received, she closed this item.

Commissioner Lucan moved to recommend that the TAM Board review and accept the Tri-Annual SR2S Evaluation Report and the SR2S Program Update which was seconded by Commissioner Kuhl. A roll call vote was conducted, and the motion was unanimously approved.

The meeting was adjourned at 3:20 p.m.



DATE: September 14, 2020

TO: Transportation Authority of Marin Funding, Programs & Legislation Executive Committee

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

SUBJECT: State Legislative Update (Discussion), Agenda Item No. 6

RECOMMENDATION

This is a discussion item only.

BACKGROUND

In January 2020, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM's goals to the State 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.

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 would need to be re-introduced in a future year if they failed to pass. Therefore, bills that did not pass the Legislature in 2020 will need to be re-introduced in 2021 by the respective authors.

DISCUSSION

August 31, 2020 was 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. Bills enacted on or before October 1, 2020 take effect January 1, 2021.

As previously explained, the TAM Board would have reviewed and adopted positions on approximately 25 bills annually in a typical Legislation Session. This year, staff was directed to monitor relevant bills but many of those bills were ultimately rescinded. Particularly, bills that proposed to raise taxes or revenue were retracted by authors in response to the state's financial troubles caused by COVID-19.

The three remaining bills reviewed and supported by the TAM Board have passed the Legislature. They are pending decisions from the Governor. Attachment A is TAM's Bill Matrix including the three bills: SB 288 (Wiener), SB 895 (Archuleta), and SB 1291 (Committee on Transportation).

TAM circulated a letter of support for SB 288 (Wiener) on CEQA (California Environmental Quality Act) Exemptions and TAM's Legislative Consultant, Mr. Khouri, testified at Legislative hearings to convey TAM's positions on SB 288. Staff is in the process of preparing letters of support urging the Governor to

sign SB 288 and SB 895. Regarding SB1291, this bill would have allowed MTC (and other RTPAs in the state) to delay submitting a Transportation Improvement Program (TIP) to the state due to the COVID-19 emergency; however, MTC plans to submit the TIP for the Bay Area region, and therefore it is not necessary for TAM to provide a support letter to the Governor at this time.

Mr. Khouri will be participating at the September 14 Funding, Programs & Legislation (FPL) Executive Committee meeting to provide a state legislative update report. Attachment B provides a summary of his report.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM with this legislative update report.

NEXT STEPS

Staff will continue to monitor bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENT

Attachment A – TAM Bill Matrix – September 2020

Attachment B – Khouri Consulting's State Legislative Update – September 2020

Attachment A

TAM Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
SB 288 (Wiener) CEQA Exemptions for Transit	9/2/2020 Governor's Desk	This bill was amended on June 3 to allow for exemptions under the California Environmental Quality Act (CEQA) for projects that institute or expand bus rapid transit and regional rail services on public rail or highway right of way, whether or not it is presently used for public transit, including passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administration, and operations facilities; and projects for the repair or rehabilitation of publicly owned local, or major or minor collectors. Zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities would also be exempted. Lastly, the bill extends an exemption, from January 1, 2021 to January 1, 2030, for restriping streets and roads, and improving intersection timing for bicycles and pedestrians.	SUPPORT (TAM Board Adopted) MTC: None CSAC: None League: None
SB 895 (Archuleta) Zero Emission Vehicles and Infrastructure	9/2/2020 Governor's Desk	This bill modifies the types of fuel and transportation technologies for which the California Energy Commission (CEC) must provide research and development support to focus on zero-emissions fuels, infrastructure, and technologies, over fossil fuels.	SUPPORT (TAM Board Adopted) MTC: None CSAC: Watch League: Watch
SB 1291 (Committee on Transportation) Federal Statewide Transportation Improvement Program: Filing Waiver for 2020	9/2/2020 Governor's Desk	Under existing law, each metropolitan planning organization and transportation planning agency is required, by not later than October 1 of each even-numbered year, to submit its Federal Statewide Transportation Improvement Program (FSTIP) to Caltrans for incorporation into the Federal Transportation Improvement Program (FTIP), which existing law requires Caltrans to submit to the United States Secretary of Transportation (USDOT) by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization 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.	SUPPORT (TAM Board Adopted) MTC: None CSAC: None League: Watch

THIS PAGE LEFT BLANK INTENTIONALLY

Attachment B



September 2, 2020

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER 2020

General Update

On June 15, the legislature approved Senate Bill (SB) 74 and a handful of trailer bills, meeting its constitutional deadline of submitting the FY 2020-21 State Budget to the Governor. The \$143 billion General Fund spending package is intended to be a placeholder until revenues, including personal income tax and capital gains receipts, come in by July 15 to address a \$54.3 billion deficit.

The plan includes rejecting funding for new and expanded programs (\$6 billion), the suspension of business tax credits (\$4.4 billion), drawing down on the Rainy Day Fund and other reserves (\$11 billion), and hoping for at least \$14 billion in assistance from the federal governments to offset cuts to education, health and human services, and pension obligation payments.

While Governor Newsom signed the package with modifications to assume additional revenues, it is still possible for the Governor to convene a special legislative session to address the budget through November 30, 2020.

What does this mean for transportation? SB 1 competitive programs are primarily funded by the vehicle registration fee, which provides for a more predictable, stable funding source as opposed to the volatility of the gas tax. While Caltrans has cash reserves, and SB 1 provides a continuous source of funding, the anticipated \$1.8 billion decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

Governor Newsom has requested that the federal government consider a \$1 trillion plan to bail out state and local governments. The continuance of the shelter in place order will most certainly increase deficits to the STIP and SHOPP, which may force the California Transportation Commission (CTC) to administer an allocation plan. Given the absence of federal assistance, the legislature will most likely convene in a Special Session called by the Governor after the conclusion of Session on August 31. The current class of legislators can meet until November 30. The 2021-22 class will be sworn in on December 7.

Governor's Transportation Action Plan

The California State Transportation Agency (CalSTSA), in collaboration with the Governor's Office of Planning and Research and California Air Resources Board (CARB), is in the process of adding additional guidance to supplement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

The policy could require TAM to reassess investments made in the expenditure plans for Measure AA since Office of Planning and Research (OPR) wants to have the final say on investments made on the state highway system. There is a conscious effort to discourage the use of single-occupant, gas powered vehicles. CalSTA is contemplating holding a workshop in October to discuss further. Prospective implementation of the Transportation Action Plan could occur by December.

California Transportation Commission Update

A vacancy has been created with Governor Newsom's decision to not reappoint Commissioner Lucy Dunn for another term. The Governor has filled that position by appointing Michele Martinez, a Santa Ana City Councilmember. On August 12, Hilary Norton was nominated and approved to serve as Chair, and Bob Alvarado as Vice-Chair. The Bay Area only has two representatives, Vice-Chair Bob Alvarado and Carl Guardino. Commissioners Davis and Eager are the other two Northern California commissioners. Traditionally, there was a sensitivity to geographic representation, but Executive Order N-19-19 has placed a greater emphasis on philosophical compatibility.



DATE: September 14, 2020

TO: Transportation Authority of Marin Funding, Programs and Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
James O'Brien, TAM Crossing Guard Coordinator

SUBJECT: Update on COVID-19 Impacts on Crossing Guard Program (Discussion), Agenda Item 7

RECOMMENDATION:

Discussion Item, review and consider the impacts of COVID-19 on the TAM Crossing Guard Program revenues, school operations and the administration of the contract with All City Management Services (ACMS), the company that provides the guard services.

BACKGROUND:

The Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. The 2020-21 school year is the fifteenth year during which crossing guards have been provided by the Crossing Guard Program. As stipulated in the both the original (Measure A) and the renewed (Measure AA) ½-Cent Transportation Sales Tax Expenditure Plans, the Program provides trained crossing guards under contract with a professional company that specializes in crossing guard programs. Funding for the Crossing Guard Program received a significant boost by the passage of Measure AA in the November 2018 election.

Under contract with TAM, ACMS currently provides 99 guards funded by a mix of Measure A (through the release of reserves), Measure AA, and Measure B (Vehicle Registration Fee) funding. Additional guards are provided through the TAM contract with ACMS at the request of school districts or local agencies. The costs for the additional guards are reimbursed by the school districts or local agencies requesting the guard. The guard locations are determined by a technical “certification” process undertaken by TAM staff every four years. The last certification was completed in 2018, and the next one will be completed next year and will go into effect for the 2022-23 school year.

The impacts of COVID-19 on the Crossing Guard Program are three-fold. First, the pandemic has had an adverse impact on Measure AA revenues, and correspondingly the portion of Measure AA revenues available for the Crossing Guard Program as prescribed in the Measure AA Expenditure Plan. Second, the pandemic has also so far, significantly reduced the expenditures of the Crossing Guard Program due to the closure of all schools’ physical sites. Third, the school operations have a direct effect on the annual cost of

the Crossing Guard Programs since the number of hours paid for the crossing guards is tied to the bell schedules of the schools. Since the plans for reinstating in-person education during the current school year are still up in the air for most school districts throughout Marin County, the Crossing Guard Program cost for the current year could be greater or less than budgeted..

In June 2020, the TAM Board approved assumptions about the impact of COVID-19 on Measure AA revenues for planning and forecasting purposes, and to serve as the basis for the Strategic Plan Update. The revenue scenario adopted by the TAM Board reflected a decline in revenues during FY 2019/20 followed by four years of negative growth.

The downturn has a significant effect on the long-term financial model for the Crossing Guard Program. The interruption to school operations has resulted in costs savings that offset the reduction in revenues for the near-term while schools are not open for in-person operations, but when in-person school operations resume, the cost savings will end.

DISCUSSION/ANALYSIS:

Revenues: The table below shows a 5-year comparison of the sales tax revenue forecast for the Crossing Guard Program adopted in June 2020 with last year's Strategic Plan revenue forecast (adopted in June 2019). The cumulative reduction in revenues for the Crossing Guard Program at the end of the 5-year period is more than \$1.6 million.

Crossing Guard Program Revenues (Measure AA)					
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Adopted June 2020	\$1,329,201	\$1,246,907	\$1,207,818	\$1,170,909	\$1,215,537
Adopted June 2019	\$1,459,139	\$1,503,534	\$1,549,039	\$1,595,682	\$1,752,389
Difference (2020 less 2019)	(\$129,938)	(\$256,627)	(\$341,221)	(\$424,773)	(\$536,852)

Measure B revenues are expected to remain fairly stable.

Cost Analysis: When schools shut down in-person classes in March 2020 due to the pandemic, the Crossing Guard Program realized a significant savings since guards were not needed for the last few months of the 2019/20 school year or for the summer term. The savings have continued this school year due to the delay to in-person operations, and it remains unclear when in-person operations will resume. There are also uncertainties about how in-person operations will be conducted, and whether they will vary from district to district, or school to school. A number of possible scenarios for reopening are being considered by schools and districts such as staggered start times, combinations of in-person and distance learning, and other approaches to comply with statewide requirements, all of which have various impacts on the cost of the Crossing Guard Program.

A range of scenarios for the return to in-person operations for the current school year have been analyzed by staff. Under all of the scenarios analyzed, under its current parameters the Program could maintain the current number of guards for the 2020/21 school year, but reductions could be needed for the next school

year depending on what happens this year with school operations. The scenarios are further described below.

TAM Crossing Guard Program - Summary of Financial Implications for Current School Year Alternatives				
Alternative	Number of Guard Days for 2020/21 Regular School Year	Number of Guard Hours Paid per Day This Yr./ Next Yr.	Ending Balance 2020/21 (\$)	Ending Balance 2021/22 (\$)
Baseline (Regular Full Year with 99 Guards)	180	4/4	456,498	(327,539)
Alternative 1 (Shortened Year with 99 Guards)	150	4/4	774,882	(9,155)
Alternative 2 (Shortened Year with 99 Guards and increased hours)	150	6/4	(21,078)	(805,115)
Alternative 3 (Shortened Year with 99 Guards)	120	4/4	1,093,266	309,229
Alternative 4 (Shortened Year with 99 Guards and increased hours)	120	6/4	456,498	(327,539)
Alternative 5 (Shortened Year with 99 Guards)	90	4/4	1,411,650	627,613
Alternative 6 (Shortened Year with 99 Guards and increased hours)	90	6/4	934,074	150,037

The current financial model for the Crossing Guard Program, with the revenue assumptions adopted in June 2020 incorporated, shows that if in-person operations were to resume soon with similar bell schedules as during pre-pandemic conditions, the Program would remain solvent through the 2021/22 school year without having to adjust the number of guards funded by the Program until the 2022/23 school year. At that time, however, program adjustments would be needed under the current revenue forecast.

If in-person operations are resumed soon, with bell schedules that require the crossing guards to work longer hours such as staggered start times, the current financial model shows that one of two measures, or a combination of the two, would have to be taken to keep the Program solvent through next school year: 1) a reduction in the number of guards for the 2021/22 school year; and/or 2) programming additional funds for the Crossing Guard Program during the 2021/22 school year.

The worst-case cost scenario analyzed is 99 guards for in-person operations for 150 days this school year with staggered start times that require TAM to pay for 6 hours of guard time per day (compared to the pre-

pandemic 4 hours per day). Sufficient revenues would be expected to support the program for the current school year. However, this scenario would require an additional \$800,000 for the 2021/22 school year to maintain 99 guards. If these conditions exist for more than 150 school days this year, the deficit will grow by approximately \$16,000 per school day.

Regardless of the reopening approach for this year, and assuming a return to pre-pandemic operations for the 2021/22 regular school year, the current financial model for the Crossing Guard Program shows that a significant reduction in the number of guards funded will be required at the beginning of the 2022/23 regular school year based on the long-term revenue forecast adopted in June 2020.

Reopening Readiness: TAM staff is working with ACMS to get ready to deploy the same number of guards at the same locations as approved for the 2019/20 school year as schools reopen for in-person operations. Holding the number of guards at last year's level is consistent with the historical approach of maintaining the number of guards between recertification cycles. Reductions to the number of guards for the current school year due to COVID-19, if necessary, would be covered by the "changed conditions" policy adopted by the Board. Changes to the number of guards for next school year would be addressed in the Spring when the Board adopts the Crossing Guard Program for the next school year.

FISCAL CONSIDERATION:

Sufficient funds exist to maintain the Crossing Guard Program for the current school year. A budget amendment may be necessary if additional funds are required to meet the needs of the Program this year due to operational changes at school sites.

NEXT STEPS:

Monitor the reopening of the schools served by the Crossing Guard Program and deploy the guards at the same 99 locations as last year as schools reopen for in-person education. Update the Crossing Guard Program financial model with actual cost information once the guards are deployed and explore potential cost saving options as well. Staff will return to the Board with updates.

ATTACHMENTS:

None